



Attachment Q

Capacity Analysis Worksheets – Phase 1

**26841.01: Sands Integrated Resort
Traffic Impact Study Attachments
Attachment Q – Capacity Analysis Worksheets – Phase 1**



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Q-1 2027 No-Build Conditions

Q-1.1 Weekday AM peak hour

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Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	24	0	1360	323	7	436	1570	78	300	6	128	4
Future Volume (vph)	24	0	1360	323	7	436	1570	78	300	6	128	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	11	12	13	13	12	12	10
Storage Length (ft)		275		225		455		175	475		0	250
Storage Lanes		2		1		2		1	1		1	1
Taper Length (ft)		75				195			80			75
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.86	0.86	0.91	0.86	0.91	0.91
Ped Bike Factor		1.00		0.99		1.00	1.00	0.99				
Frt				0.850			0.999	0.850		0.970	0.850	
Flt Protected		0.950				0.950			0.950	0.963		0.950
Satd. Flow (prot)	0	3385	4988	1503	0	3226	4755	1421	1586	2869	1400	1533
Flt Permitted		0.950				0.950			0.950	0.963		0.950
Satd. Flow (perm)	0	3384	4988	1485	0	3225	4755	1402	1586	2869	1400	1533
Right Turn on Red				Yes				Yes			No	
Satd. Flow (RTOR)				177				177				
Link Speed (mph)			50				50			40		
Link Distance (ft)			413				657			646		
Travel Time (s)			5.6				9.0			11.0		
Confl. Peds. (#/hr)		4		2		2		4				
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	4%	11%	0%	5%	3%	1%	7%	0%	5%	0%
Adj. Flow (vph)	28	0	1581	376	8	507	1826	91	349	7	149	5
Shared Lane Traffic (%)								10%	50%		30%	10%
Lane Group Flow (vph)	0	28	1581	376	0	515	1835	82	174	227	104	4
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			36				36			24		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			50				16			56		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.04	1.00	0.96	0.96	1.00	1.00	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2	2	2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150			30	150		30	30	30	30
Detector 2 Size(ft)		20	6			20	6		20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	51	0
Future Volume (vph)	51	0
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor		
Frt		
Flt Protected	0.999	
Satd. Flow (prot)	2988	1671
Flt Permitted	0.999	
Satd. Flow (perm)	2988	1671
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	308	
Travel Time (s)	7.0	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.86	0.86
Heavy Vehicles (%)	2%	0%
Adj. Flow (vph)	59	0
Shared Lane Traffic (%)		0%
Lane Group Flow (vph)	60	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	30	
Two way Left Turn Lane		
Headway Factor	1.09	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex
Detector 2 Channel		

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Extend (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	Prot	NA	Free	Split	NA	Prot	Split
Protected Phases	5	5	2		1	1	6		3	3	3	4
Permitted Phases				Free				Free				
Detector Phase	5	5	2		1	1	6		3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0		7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	16.0	17.0		15.0	15.0	15.0	15.0
Total Split (s)	29.0	29.0	61.0		29.0	29.0	61.0		25.0	25.0	25.0	45.0
Total Split (%)	18.1%	18.1%	38.1%		18.1%	18.1%	38.1%		15.6%	15.6%	15.6%	28.1%
Maximum Green (s)	23.0	23.0	54.0		23.0	23.0	54.0		17.0	17.0	17.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	4.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	7.0				6.0	7.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	2.0	1.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			30.0				30.0					36.0
Pedestrian Calls (#/hr)			0				0					1
Act Effct Green (s)		5.9	62.2	160.0		33.3	94.0	160.0	24.5	24.5	24.5	14.0
Actuated g/C Ratio		0.04	0.39	1.00		0.21	0.59	1.00	0.15	0.15	0.15	0.09
v/c Ratio		0.22	0.82	0.25		0.77	0.66	0.06	0.72	0.52	0.49	0.03
Control Delay		93.8	26.9	0.3		67.6	26.8	0.1	80.3	67.4	70.8	58.7
Queue Delay		0.0	0.3	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		93.8	27.2	0.3		67.6	26.8	0.1	80.3	67.4	70.8	58.7
LOS		F	C	A		E	C	A	F	E	E	E
Approach Delay			23.0				34.5			72.5		
Approach LOS			C				C			E		
Queue Length 50th (ft)		14	371	0		262	515	0	190	126	108	4
Queue Length 95th (ft)		m24	563	0		#405	696	0	#365	183	#198	15
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		455		175	475			250
Base Capacity (vph)		486	1939	1485		671	2793	1402	243	439	214	354
Starvation Cap Reductn		0	61	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.06	0.84	0.25		0.77	0.66	0.06	0.72	0.52	0.49	0.01

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82

	↓	↙
Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Prot
Protected Phases	4	4
Permitted Phases		
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	45.0	45.0
Total Split (%)	28.1%	28.1%
Maximum Green (s)	37.0	37.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	14.0	
Actuated g/C Ratio	0.09	
v/c Ratio	0.23	
Control Delay	66.5	
Queue Delay	0.0	
Total Delay	66.5	
LOS	E	
Approach Delay	66.0	
Approach LOS	E	
Queue Length 50th (ft)	36	
Queue Length 95th (ft)	50	
Internal Link Dist (ft)	228	
Turn Bay Length (ft)		
Base Capacity (vph)	690	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.09	

Intersection Summary

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

05/23/2024

Intersection Signal Delay: 34.2

Intersection LOS: C

Intersection Capacity Utilization 79.3%

ICU Level of Service D







Analysis Period (min) 15

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

Queue shown is maximum after two cycles.













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

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

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

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

PH1 NB weekday AM peak hour
 05/23/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	4	1631	37	7	58	1829	67	69	
Future Volume (vph)	4	1631	37	7	58	1829	67	69	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00			1.00		1.00		
Frt		0.997					0.932		
Flt Protected					0.950		0.976		
Satd. Flow (prot)	0	4925	0	0	1805	6285	1855	0	
Flt Permitted		0.928			0.950		0.976		
Satd. Flow (perm)	0	4571	0	0	1800	6285	1854	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		4					26		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Confl. Peds. (#/hr)			6		6		1		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	
Heavy Vehicles (%)	0%	5%	3%	0%	0%	4%	2%	3%	
Adj. Flow (vph)	5	1853	42	8	66	2078	76	78	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1900	0	0	74	2078	154	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		1	1	2	1		
Detector Template	Left	Thru		Left	Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		20	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		Prot	Prot	NA	Prot		
Protected Phases		6		5	5	2	3		1
Permitted Phases	6								
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	115.0	115.0		20.0	20.0	90.0	25.0		45.0
Total Split (%)	71.9%	71.9%		12.5%	12.5%	56.3%	15.6%		28%
Maximum Green (s)	108.0	108.0		13.3	13.3	83.0	17.3		37.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		
Total Lost Time (s)		7.0			6.7	7.0	7.7		
Lead/Lag	Lag	Lag		Lead	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						1	2		
Act Effct Green (s)		113.1			10.5	112.6	15.0		
Actuated g/C Ratio		0.71			0.07	0.70	0.09		
v/c Ratio		0.59			0.63	0.47	0.78		
Control Delay		1.9			94.7	5.3	84.2		
Queue Delay		0.0			0.0	0.1	0.0		
Total Delay		1.9			94.7	5.3	84.2		
LOS		A			F	A	F		
Approach Delay		1.9				8.4	84.2		
Approach LOS		A				A	F		
Queue Length 50th (ft)		16			74	135	132		
Queue Length 95th (ft)		17			m126	77	209		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3231			150	4421	223		
Starvation Cap Reductn		0			0	638	0		
Spillback Cap Reductn		123			0	43	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.61			0.49	0.55	0.69		

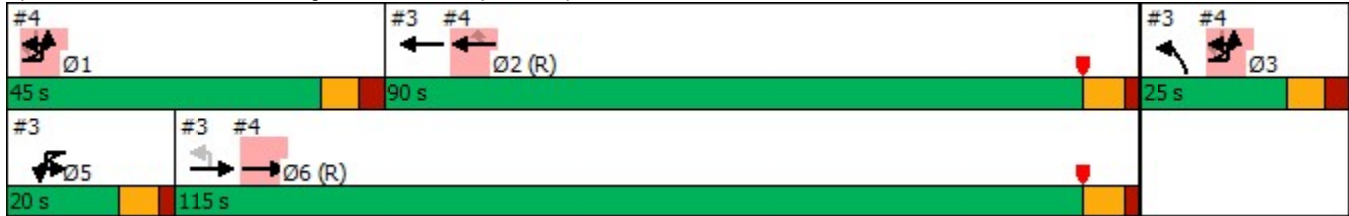
Intersection Summary

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

Intersection Signal Delay: 8.3
 Intersection Capacity Utilization 74.2%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.













Intersection LOS: A
 ICU Level of Service D

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke










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

PH1 NB weekday AM peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	7	27	1671	1794	107	0	9			
Future Volume (vph)	7	27	1671	1794	107	0	9			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.98		0.99			
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	4893	4940	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3499	4893	4940	1639	0	2900			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		3			3		1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Heavy Vehicles (%)	0%	0%	6%	5%	0%	0%	0%			
Adj. Flow (vph)	8	29	1816	1950	116	0	10			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	37	1816	1950	116	0	10			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										

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

PH1 NB weekday AM peak hour
05/23/2024

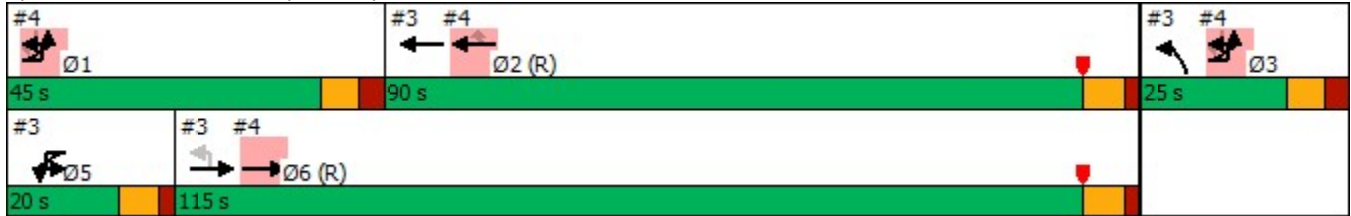
								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			115.0	90.0	90.0			45.0	25.0	20.0
Total Split (%)			71.9%	56.3%	56.3%			28%	16%	13%
Maximum Green (s)			108.0	83.0	83.0			37.3	17.3	13.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lag	Lag	Lag			Lead		Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				2	
Act Effct Green (s)		32.7	113.1	112.6	112.6		32.7			
Actuated g/C Ratio		0.20	0.71	0.70	0.70		0.20			
v/c Ratio		0.05	0.53	0.56	0.10		0.02			
Control Delay		49.5	6.4	2.7	2.1		49.4			
Queue Delay		0.0	0.0	0.0	0.8		0.0			
Total Delay		49.5	6.4	2.7	2.8		49.4			
LOS		D	A	A	A		D			
Approach Delay			7.3	2.8		49.4				
Approach LOS			A	A		D				
Queue Length 50th (ft)		17	154	35	6		4			
Queue Length 95th (ft)		m33	m165	53	m12		15			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1262	3457	3475	1152		1045			
Starvation Cap Reductn		0	0	0	812		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.03	0.53	0.56	0.34		0.01			

Intersection Summary

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

Intersection Signal Delay: 5.0 Intersection LOS: A
 Intersection Capacity Utilization 55.2% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	427	1124	52	18	194	1337	261	90	438	96	175
Future Volume (vph)	1	427	1124	52	18	194	1337	261	90	438	96	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	250
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.91
Ped Bike Factor		1.00		0.98		1.00		0.99	0.99	1.00		
Frt				0.850				0.850		0.973		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3143	4848	1322	0	3408	4893	1561	1542	3143	0	1457
Flt Permitted		0.950				0.950			0.950	0.999		0.950
Satd. Flow (perm)	0	3142	4848	1300	0	3402	4893	1542	1533	3143	0	1457
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								184				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		1		4		4		1	7			
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	4%	7%	14%	0%	3%	6%	0%	3%	7%	7%	9%
Adj. Flow (vph)	1	445	1171	54	19	202	1393	272	94	456	100	182
Shared Lane Traffic (%)									10%			24%
Lane Group Flow (vph)	0	446	1171	54	0	221	1393	272	85	565	0	138
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	223	121
Future Volume (vph)	223	121
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor	1.00	0.98
Frt	0.993	0.850
Flt Protected	0.992	
Satd. Flow (prot)	2848	1257
Flt Permitted	0.992	
Satd. Flow (perm)	2848	1233
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		7
Confl. Bikes (#/hr)		
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	9%	13%
Adj. Flow (vph)	232	126
Shared Lane Traffic (%)		10%
Lane Group Flow (vph)	289	113
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	19	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		3	3		4
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		3	3		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	32.0	32.0	56.0	56.0	32.0	32.0	56.0		31.0	31.0		41.0
Total Split (%)	20.0%	20.0%	35.0%	35.0%	20.0%	20.0%	35.0%		19.4%	19.4%		25.6%
Maximum Green (s)	25.0	25.0	49.0	49.0	25.0	25.0	49.0		23.0	23.0		33.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0					7.0
Flash Dont Walk (s)			30.0	30.0			30.0					36.0
Pedestrian Calls (#/hr)			2	2			0					0
Act Effct Green (s)		26.7	69.0	69.0		14.7	57.0	160.0	23.0	23.0		23.3
Actuated g/C Ratio		0.17	0.43	0.43		0.09	0.36	1.00	0.14	0.14		0.15
v/c Ratio		0.85	0.56	0.10		0.71	0.80	0.18	0.38	1.25		0.65
Control Delay		91.5	38.6	40.5		103.1	41.9	0.2	67.8	184.0		78.2
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		91.5	38.6	40.5		103.1	41.9	0.2	67.8	184.0		78.2
LOS		F	D	D		F	D	A	E	F		E
Approach Delay			52.8				43.1			168.9		
Approach LOS			D				D			F		
Queue Length 50th (ft)		256	229	29		126	308	0	90	~403		151
Queue Length 95th (ft)		#323	369	m70		165	#546	0	154	#534		226
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			250
Base Capacity (vph)		536	2089	560		532	1742	1542	221	451		300
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.83	0.56	0.10		0.42	0.80	0.18	0.38	1.25		0.46

Intersection Summary

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

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	41.0	41.0
Total Split (%)	25.6%	25.6%
Maximum Green (s)	33.0	33.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	23.3	23.3
Actuated g/C Ratio	0.15	0.15
v/c Ratio	0.70	0.63
Control Delay	73.7	79.2
Queue Delay	0.0	0.0
Total Delay	73.7	79.2
LOS	E	E
Approach Delay	76.0	
Approach LOS	E	
Queue Length 50th (ft)	169	124
Queue Length 95th (ft)	218	193
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		
Base Capacity (vph)	587	254
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.49	0.44
Intersection Summary		

Maximum v/c Ratio: 1.25

Intersection Signal Delay: 67.5

Intersection LOS: E

Intersection Capacity Utilization 94.6%

ICU Level of Service F







Analysis Period (min) 15

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

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













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

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

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	12	0	17	0	1	20	60	1003	62	3	48	502
Future Volume (vph)	12	0	17	0	1	20	60	1003	62	3	48	502
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	115		285		110	
Storage Lanes	0		0	1		0	1		1		1	
Taper Length (ft)	0			0			70				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91
Ped Bike Factor		0.99			0.99		0.99		0.98		1.00	0.99
Frt		0.922			0.857				0.850			0.980
Flt Protected		0.979					0.950				0.950	
Satd. Flow (prot)	0	1500	0	1900	1522	0	1805	5036	1615	0	1805	4692
Flt Permitted		0.854					0.405				0.247	
Satd. Flow (perm)	0	1308	0	1900	1522	0	764	5036	1590	0	469	4692
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		82			21				82			26
Link Speed (mph)		30			30			35				35
Link Distance (ft)		391			221			1000				393
Travel Time (s)		8.9			5.0			19.5				7.7
Confl. Peds. (#/hr)							10		3		3	
Confl. Bikes (#/hr)			5			1						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	23%	0%	0%	6%	0%	3%	0%	0%	0%	9%
Adj. Flow (vph)	13	0	18	0	1	21	64	1067	66	3	51	534
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	0	22	0	64	1067	66	0	54	616
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			30				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		32			32			32				45
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1		1	1		1	2	1	1	1	2
Detector Template	Left							Thru	Right	Left		Thru
Leading Detector (ft)	20	30		30	30		30	100	20	20	30	100
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	30		30	30		30	6	20	20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	77
Future Volume (vph)	77
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	10
Confl. Bikes (#/hr)	
Peak Hour Factor	0.94
Heavy Vehicles (%)	0%
Adj. Flow (vph)	82
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	pm+pt	NA
Protected Phases		4			8		5	2		1	1	6
Permitted Phases	4			8			2		2	6	6	
Detector Phase	4	4		8	8		5	2	2	1	1	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	20.0	20.0	3.0	3.0	20.0
Minimum Split (s)	14.0	14.0		14.0	14.0		9.0	26.0	26.0	9.0	9.0	26.0
Total Split (s)	52.0	52.0		52.0	52.0		22.0	46.0	46.0	22.0	22.0	46.0
Total Split (%)	43.3%	43.3%		43.3%	43.3%		18.3%	38.3%	38.3%	18.3%	18.3%	38.3%
Maximum Green (s)	46.0	46.0		46.0	46.0		16.0	40.0	40.0	16.0	16.0	40.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0		6.0	6.0	6.0		6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	0.2	0.2	3.0	3.0	0.2
Recall Mode	None	None		None	None		None	Min	Min	None	None	Min
Walk Time (s)				7.0	7.0			7.0	7.0			7.0
Flash Dont Walk (s)				38.0	38.0			26.0	26.0			26.0
Pedestrian Calls (#/hr)				1	1			0	0			0
Act Effct Green (s)		13.7			13.7		33.6	37.1	37.1		33.2	36.9
Actuated g/C Ratio		0.27			0.27		0.67	0.74	0.74		0.66	0.73
v/c Ratio		0.07			0.05		0.09	0.29	0.06		0.11	0.18
Control Delay		0.3			8.5		8.8	12.0	4.5		9.2	11.2
Queue Delay		0.0			0.0		0.0	0.0	0.0		0.0	0.0
Total Delay		0.3			8.5		8.8	12.0	4.5		9.2	11.2
LOS		A			A		A	B	A		A	B
Approach Delay		0.3			8.5			11.4				11.0
Approach LOS		A			A			B				B
Queue Length 50th (ft)		0			0		0	0	0		0	0
Queue Length 95th (ft)		0			14		49	278	23		43	151
Internal Link Dist (ft)		311			141			920				313
Turn Bay Length (ft)							115		285		110	
Base Capacity (vph)		1141			1318		946	4154	1326		857	3875
Starvation Cap Reductn		0			0		0	0	0		0	0
Spillback Cap Reductn		0			0		0	0	0		0	0
Storage Cap Reductn		0			0		0	0	0		0	0
Reduced v/c Ratio		0.03			0.02		0.07	0.26	0.05		0.06	0.16

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 50.4
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.29
 Intersection Signal Delay: 11.1
 Intersection LOS: B



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary




























Intersection Capacity Utilization 46.9%

ICU Level of Service A













Analysis Period (min) 15

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



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	 		 	 				  			 	 
Traffic Volume (vph)	408	3	293	2	0	42	0	1037	1	45	1	335
Future Volume (vph)	408	3	293	2	0	42	0	1037	1	45	1	335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		0	0		0		140	
Storage Lanes	2		1	2		1	0		0		1	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.86	0.86	0.95	1.00	0.95
Ped Bike Factor			0.99	1.00		0.99						
Frt			0.850			0.850						
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	3303	1900	1524	3502	0	1538	0	6285	0	0	1805	3343
Flt Permitted	0.950			0.950							0.168	
Satd. Flow (perm)	3303	1900	1505	3495	0	1516	0	6285	0	0	319	3343
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			318			100						
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			459			581				476
Travel Time (s)		15.0			10.4			11.3				9.3
Confl. Peds. (#/hr)			1	1			9					
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	0%	6%	0%	0%	5%	0%	4%	0%	0%	0%	8%
Adj. Flow (vph)	443	3	318	2	0	46	0	1127	1	49	1	364
Shared Lane Traffic (%)												
Lane Group Flow (vph)	443	3	318	2	0	46	0	1128	0	0	50	364
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												

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

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	pm+pt	NA	Free	Prot		Perm		NA		pm+pt	pm+pt	NA
Protected Phases	3	8		7				2		1	1	6
Permitted Phases	8		Free			7				6	6	
Detector Phase	3	8		7		7		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	16.0	14.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	46.0	36.0		36.0		36.0		46.0		46.0	46.0	46.0
Total Split (%)	28.0%	22.0%		22.0%		22.0%		28.0%		28.0%	28.0%	28.0%
Maximum Green (s)	40.0	30.0		30.0		30.0		40.0		40.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0			6.0	6.0
Lead/Lag		Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)		6.0						6.0				6.0
Flash Dont Walk (s)		20.0						18.0				18.0
Pedestrian Calls (#/hr)		3						0				0
Act Effct Green (s)	19.8	11.1	69.1	12.5		12.5		30.1			36.2	36.2
Actuated g/C Ratio	0.29	0.16	1.00	0.18		0.18		0.44			0.52	0.52
v/c Ratio	0.47	0.01	0.21	0.00		0.13		0.41			0.17	0.21
Control Delay	23.3	29.7	0.3	35.0		0.8		15.8			10.7	9.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			0.0	0.0
Total Delay	23.3	29.7	0.3	35.0		0.8		15.8			10.7	9.7
LOS	C	C	A	C		A		B			B	A
Approach Delay		13.7			2.2			15.8				9.9
Approach LOS		B			A			B				A
Queue Length 50th (ft)	85	1	0	0		0		94			8	34
Queue Length 95th (ft)	149	9	0	4		0		197			36	97
Internal Link Dist (ft)		908			379			501				396
Turn Bay Length (ft)			700								140	
Base Capacity (vph)	2952	901	1505	1661		771		3975			1153	3221
Starvation Cap Reductn	0	0	0	0		0		0			0	0
Spillback Cap Reductn	0	0	0	0		0		0			0	0
Storage Cap Reductn	0	0	0	0		0		0			0	0
Reduced v/c Ratio	0.15	0.00	0.21	0.00		0.06		0.28			0.04	0.11

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 69.1
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.47
 Intersection Signal Delay: 13.8
 Intersection LOS: B



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Capacity Utilization 58.3%

ICU Level of Service B

Analysis Period (min) 15

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	382	848	308	20	631	397	0	0	100
Future Volume (vph)	0	0	0	382	848	308	20	631	397	0	0	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		220		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	0			0				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	0.95	0.97	0.95	1.00	1.00	0.95
Ped Bike Factor								0.99				1.00
Frt					0.995	0.850						0.989
Flt Protected				0.950	0.998			0.950				
Satd. Flow (prot)	0	0	0	1564	3179	1455	0	3340	3574	0	0	3467
Flt Permitted				0.950	0.998			0.950				
Satd. Flow (perm)	0	0	0	1564	3179	1455	0	3303	3574	0	0	3467
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)					3	232						5
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			308				564			371
Travel Time (s)		10.1			4.7				11.0			8.4
Confl. Peds. (#/hr)								6				
Confl. Bikes (#/hr)			4									
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	5%	2%	1%	0%	5%	1%	0%	0%	3%
Adj. Flow (vph)	0	0	0	490	1087	395	26	809	509	0	0	128
Shared Lane Traffic (%)				10%		10%						
Lane Group Flow (vph)	0	0	0	441	1176	355	0	835	509	0	0	138
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				56			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2			1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66			30
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				30	30	30	20	45	30			30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			
Turn Type				Prot	NA	Perm	Prot	Prot	NA			NA
Protected Phases				7	4		5	5	2			6
Permitted Phases						4						
Detector Phase				7	4	4	5	5	2			6
Switch Phase												
Minimum Initial (s)				15.0	15.0	15.0	8.0	8.0	10.0			10.0
Minimum Split (s)				22.0	22.0	22.0	15.0	15.0	17.0			17.0
Total Split (s)				42.0	42.0	42.0	32.0	32.0	42.0			42.0
Total Split (%)				26.9%	26.9%	26.9%	20.5%	20.5%	26.9%			26.9%
Maximum Green (s)				35.0	35.0	35.0	25.0	25.0	35.0			35.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0			3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0			7.0
Lead/Lag				Lag			Lag	Lag				Lead
Lead-Lag Optimize?				Yes			Yes	Yes				Yes
Vehicle Extension (s)				5.0	5.0	5.0	5.0	5.0	5.0			5.0
Recall Mode				None	None	None	None	None	None			None
Walk Time (s)					7.0	7.0			7.0			7.0
Flash Dont Walk (s)					25.0	25.0			14.0			14.0
Pedestrian Calls (#/hr)					0	0			0			0
Act Effct Green (s)				35.9	41.6	41.6		25.6	44.3			11.5
Actuated g/C Ratio				0.36	0.41	0.41		0.26	0.44			0.11
v/c Ratio				0.79	0.97	0.48		0.98	0.32			0.34
Control Delay				42.6	49.5	8.9		64.5	20.9			44.2
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				42.6	49.5	8.9		64.5	20.9			44.2
LOS				D	D	A		E	C			D
Approach Delay					40.6				48.0			44.2
Approach LOS					D				D			D
Queue Length 50th (ft)				238	381	52		242	93			37
Queue Length 95th (ft)				#561	397	84		#501	193			79
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)								220				
Base Capacity (vph)				559	1700	1168		852	2445			1242
Starvation Cap Reductn				0	0	0		0	0			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.79	0.69	0.30		0.98	0.21			0.11

Intersection Summary

Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 100.3
 Natural Cycle: 145
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 43.7
 Intersection LOS: D

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

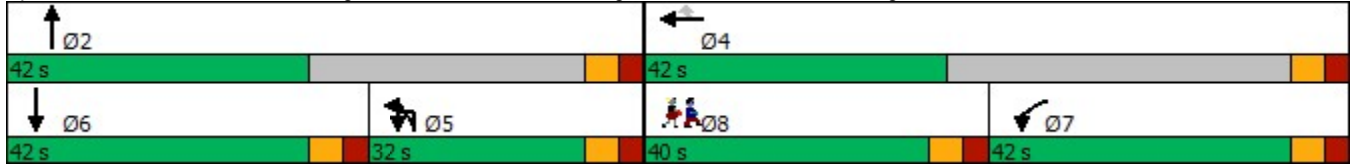
Intersection Capacity Utilization 71.3%















ICU Level of Service C







Analysis Period (min) 15

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

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



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	236	0	397	635	306	247
Future Volume (vph)	236	0	397	635	306	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			220
Storage Lanes	2	0	1			1
Taper Length (ft)	0		95			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3213	0	1787	3252	2959	1468
Flt Permitted	0.950		0.545			
Satd. Flow (perm)	3213	0	1025	3252	2959	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						278
Link Speed (mph)	45			40	40	
Link Distance (ft)	204			578	1195	
Travel Time (s)	3.1			9.9	20.4	
Confl. Peds. (#/hr)		1				
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	9%	0%	1%	11%	22%	10%
Adj. Flow (vph)	265	0	446	713	344	278
Shared Lane Traffic (%)						
Lane Group Flow (vph)	265	0	446	713	344	278
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						

Lane Group						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0		3.0	20.0	20.0	20.0
Minimum Split (s)	14.0		9.0	26.0	26.0	26.0
Total Split (s)	31.0		23.0	26.0	26.0	26.0
Total Split (%)	38.8%		28.8%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0		17.0	20.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		2.0	0.2	0.2	0.2
Recall Mode	None		None	Min	Min	Min
Walk Time (s)	8.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	10.1		35.0	35.0	20.2	20.2
Actuated g/C Ratio	0.18		0.61	0.61	0.35	0.35
v/c Ratio	0.47		0.60	0.36	0.33	0.40
Control Delay	24.7		12.4	6.3	16.0	4.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	24.7		12.4	6.3	16.0	4.6
LOS	C		B	A	B	A
Approach Delay	24.7			8.6	10.9	
Approach LOS	C			A	B	
Queue Length 50th (ft)	40		65	52	40	0
Queue Length 95th (ft)	81		130	91	93	48
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	1420		1008	2472	1046	698
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.19		0.44	0.29	0.33	0.40

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 57.2
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 11.4
 Intersection LOS: B

Intersection Capacity Utilization 60.7%
 Analysis Period (min) 15

ICU Level of Service B

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



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

PH1 NB weekday AM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	30	1424	100	5	218	1195	129	79	53	96	21
Future Volume (vph)	2	30	1424	100	5	218	1195	129	79	53	96	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.98		1.00		0.99		0.99	0.98	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.971		0.950
Satd. Flow (prot)	0	1540	4893	1422	0	1805	4759	1492	0	1586	1478	1532
Flt Permitted		0.950				0.950				0.779		0.565
Satd. Flow (perm)	0	1538	4893	1387	0	1802	4759	1471	0	1262	1453	908
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		3		4		4		3	16		5	5
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	10%	6%	6%	0%	0%	9%	1%	9%	8%	2%	10%
Adj. Flow (vph)	2	33	1582	111	6	242	1328	143	88	59	107	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	35	1582	111	0	248	1328	143	0	147	107	23
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	58	13
Future Volume (vph)	58	13
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.97
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1689	1396
Flt Permitted		
Satd. Flow (perm)	1689	1357
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		16
Confl. Bikes (#/hr)		2
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	5%	8%
Adj. Flow (vph)	64	14
Shared Lane Traffic (%)		
Lane Group Flow (vph)	64	14
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

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

PH1 NB weekday AM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	15.0	15.0	15.0	15.0
Total Split (s)	31.0	31.0	77.0	77.0	31.0	31.0	77.0	77.0	52.0	52.0	52.0	52.0
Total Split (%)	19.4%	19.4%	48.1%	48.1%	19.4%	19.4%	48.1%	48.1%	32.5%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0	25.0	69.0	69.0	25.0	25.0	69.0	69.0	44.0	44.0	44.0	44.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									1	1	1	1
Act Effct Green (s)		8.9	86.1	86.1		25.7	105.5	105.5		26.2	26.2	26.2
Actuated g/C Ratio		0.06	0.54	0.54		0.16	0.66	0.66		0.16	0.16	0.16
v/c Ratio		0.41	0.60	0.15		0.86	0.42	0.15		0.71	0.45	0.16
Control Delay		91.4	17.0	15.2		97.5	4.6	4.7		80.2	64.0	54.7
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		91.4	17.0	15.2		97.5	4.6	4.7		80.2	64.0	54.7
LOS		F	B	B		F	A	A		F	E	D
Approach Delay			18.4				18.0			73.3		
Approach LOS			B				B			E		
Queue Length 50th (ft)		39	182	34		273	75	21		150	104	21
Queue Length 95th (ft)		m60	307	m63		m#386	90	m31		201	146	44
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		240	2632	746		302	3138	969		347	399	249
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.15	0.60	0.15		0.82	0.42	0.15		0.42	0.27	0.09

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated







	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	52.0	52.0
Total Split (%)	32.5%	32.5%
Maximum Green (s)	44.0	44.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	26.2	26.2
Actuated g/C Ratio	0.16	0.16
v/c Ratio	0.23	0.06
Control Delay	56.7	51.2
Queue Delay	0.0	0.0
Total Delay	56.7	51.2
LOS	E	D
Approach Delay	55.4	
Approach LOS	E	
Queue Length 50th (ft)	60	13
Queue Length 95th (ft)	93	31
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	464	373
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.14	0.04
Intersection Summary		

Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 22.9
 Intersection Capacity Utilization 98.8%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service F






















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

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

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

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

PH1 NB weekday AM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	243	1374	20	30	36	901	324	3	15	4	147	17
Future Volume (vph)	243	1374	20	30	36	901	324	3	15	4	147	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		125		150		405	0		0	125	
Storage Lanes	2		1		1		1	0		0	1	
Taper Length (ft)	135				85			0			65	
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	0.95
Frt			0.850				0.850		0.975			0.886
Flt Protected	0.950				0.950				0.993		0.950	
Satd. Flow (prot)	3019	3406	1615	0	1805	3312	1524	0	1840	0	3099	1257
Flt Permitted	0.950				0.950				0.937		0.950	
Satd. Flow (perm)	3019	3406	1615	0	1805	3312	1524	0	1736	0	3099	1257
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							334					
Link Speed (mph)		40				40			30			40
Link Distance (ft)		498				580			260			400
Travel Time (s)		8.5				9.9			5.9			6.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	16%	6%	0%	0%	0%	9%	6%	0%	0%	0%	13%	6%
Adj. Flow (vph)	251	1416	21	31	37	929	334	3	15	4	152	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	251	1416	21	0	68	929	334	0	22	0	152	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		44				56			0			40
Link Offset(ft)		11				0			-5			-15
Crosswalk Width(ft)		48				30			30			30
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2	1	1	2	2	1	1	2		2	2
Detector Template		Thru	Right	Left		Thru	Right	Left				
Leading Detector (ft)	55	100	6	20	55	100	6	20	55		55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	35	94			35	94			35		35	35
Detector 2 Size(ft)	20	6			20	6			20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Turn Type	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split	NA
Protected Phases	1	5		3	3	2 3			7		4	4

Lane Group	SBR	Ø2
Lane Configurations		
Traffic Volume (vph)	123	
Future Volume (vph)	123	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	1	
Taper Length (ft)		
Lane Util. Factor	0.95	
Frt	0.850	
Flt Protected		
Satd. Flow (prot)	1145	
Flt Permitted		
Satd. Flow (perm)	1145	
Right Turn on Red	No	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor	0.97	
Heavy Vehicles (%)	34%	
Adj. Flow (vph)	127	
Shared Lane Traffic (%)	44%	
Lane Group Flow (vph)	71	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	55	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	35	
Detector 2 Size(ft)	20	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	Perm	
Protected Phases		2

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







PH1 NB weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases			5				2 3 4	7				
Detector Phase	1	5	5	3	3	2 3	2 3 4	7	7		4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0	7.0
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0	14.0
Total Split (s)	20.0	78.0	78.0	20.0	20.0			21.0	21.0		41.0	41.0
Total Split (%)	12.5%	48.8%	48.8%	12.5%	12.5%			13.1%	13.1%		25.6%	25.6%
Maximum Green (s)	13.0	71.0	71.0	13.0	13.0			14.0	14.0		34.0	34.0
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0				0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0		7.0				7.0		7.0	7.0
Lead/Lag	Lead			Lead	Lead						Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes						Yes	Yes
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None			None	None		None	None
Walk Time (s)											7.0	7.0
Flash Dont Walk (s)											35.0	35.0
Pedestrian Calls (#/hr)											0	0
Act Effct Green (s)	20.4	103.7	103.7		11.8	95.1	116.8		6.6		14.7	14.7
Actuated g/C Ratio	0.13	0.65	0.65		0.07	0.59	0.73		0.04		0.09	0.09
v/c Ratio	0.65	0.64	0.02		0.52	0.47	0.28		0.31		0.53	0.64
Control Delay	74.9	21.0	14.2		57.5	6.8	1.4		84.8		75.2	93.2
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	74.9	21.0	14.2		57.5	6.8	1.4		84.8		75.2	93.2
LOS	E	C	B		E	A	A		F		E	F
Approach Delay		29.0				8.0			84.8			85.3
Approach LOS		C				A			F			F
Queue Length 50th (ft)	131	494	8		74	112	5		23		79	80
Queue Length 95th (ft)	179	680	24		129	131	31		55		113	135
Internal Link Dist (ft)		418				500			180			320
Turn Bay Length (ft)	90		125		150		405				125	
Base Capacity (vph)	384	2207	1046		146	1993	1334		151		658	267
Starvation Cap Reductn	0	0	0		0	0	0		0		0	0
Spillback Cap Reductn	0	0	0		0	0	0		0		0	0
Storage Cap Reductn	0	0	0		0	0	0		0		0	0
Reduced v/c Ratio	0.65	0.64	0.02		0.47	0.47	0.25		0.15		0.23	0.28

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 35 (22%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 26.0
 Intersection Capacity Utilization 70.5%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

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













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

Lane Group	SBR	Ø2
Permitted Phases	4	
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	7.0	10.0
Minimum Split (s)	14.0	17.0
Total Split (s)	41.0	58.0
Total Split (%)	25.6%	36%
Maximum Green (s)	34.0	51.0
Yellow Time (s)	4.0	5.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.0	
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	1.0
Recall Mode	None	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	35.0	25.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	14.7	
Actuated g/C Ratio	0.09	
v/c Ratio	0.68	
Control Delay	98.9	
Queue Delay	0.0	
Total Delay	98.9	
LOS	F	
Approach Delay		
Approach LOS		
Queue Length 50th (ft)	76	
Queue Length 95th (ft)	132	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	243	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.29	
Intersection Summary		

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

PH1 NB weekday AM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	2	130	0	0	0	236	480	5	4	300	76
Future Volume (vph)	59	2	130	0	0	0	236	480	5	4	300	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	12	12	14	14	14
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99	0.99				1.00	1.00			0.99	1.00
Frt			0.850					0.998			0.973	
Flt Protected		0.954					0.950				0.999	
Satd. Flow (prot)	0	1502	1150	0	1739	0	1546	1841	0	0	1859	0
Flt Permitted		0.732					0.472				0.993	
Satd. Flow (perm)	0	1145	1133	0	1739	0	766	1841	0	0	1847	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			149					1			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		443			168			322			194	
Travel Time (s)		10.1			3.8			7.3			4.4	
Confl. Peds. (#/hr)	4		2	2		4	6		22	22		6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	13%	0%	18%	2%	2%	2%	9%	3%	0%	0%	5%	7%
Parking (#/hr)			0									
Adj. Flow (vph)	68	2	149	0	0	0	271	552	6	5	345	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	70	149	0	0	0	271	558	0	0	437	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			0	
Link Offset(ft)		0			20			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.25	1.09	1.09	1.09	1.09	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

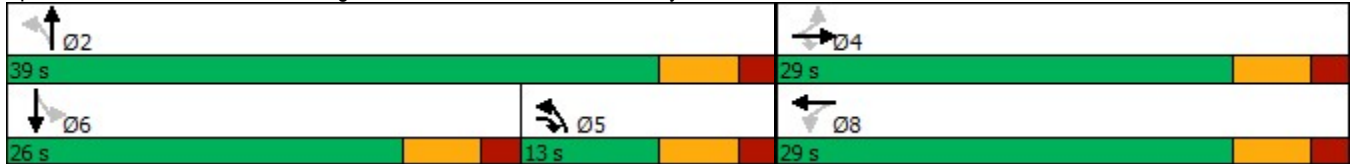
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA	pm+ov				pm+pt	NA		Perm	NA	
Protected Phases		4	5		8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0		3.0	20.0		20.0	20.0	
Minimum Split (s)	25.0	25.0	9.0	16.0	16.0		9.0	26.0		26.0	26.0	
Total Split (s)	29.0	29.0	13.0	29.0	29.0		13.0	39.0		26.0	26.0	
Total Split (%)	42.6%	42.6%	19.1%	42.6%	42.6%		19.1%	57.4%		38.2%	38.2%	
Maximum Green (s)	23.0	23.0	7.0	23.0	23.0		7.0	33.0		20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lead/Lag			Lag				Lag			Lead	Lead	
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	0.2		0.2	0.2	
Recall Mode	None	None	None	None	None		None	Min		Min	Min	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	2	2										
Act Effct Green (s)		11.8	13.7				34.2	37.3			20.8	
Actuated g/C Ratio		0.24	0.27				0.68	0.74			0.41	
v/c Ratio		0.26	0.35				0.43	0.41			0.56	
Control Delay		20.8	4.6				11.1	7.6			17.9	
Queue Delay		0.0	0.0				0.0	0.0			0.0	
Total Delay		20.8	4.6				11.1	7.6			17.9	
LOS		C	A				B	A			B	
Approach Delay		9.8						8.8			17.9	
Approach LOS		A						A			B	
Queue Length 50th (ft)		20	0				37	89			109	
Queue Length 95th (ft)		47	22				97	214			#239	
Internal Link Dist (ft)		363			88			242			114	
Turn Bay Length (ft)							100					
Base Capacity (vph)		546	424				638	1261			778	
Starvation Cap Reductn		0	0				0	0			0	
Spillback Cap Reductn		0	0				0	0			0	
Storage Cap Reductn		0	0				0	0			0	
Reduced v/c Ratio		0.13	0.35				0.42	0.44			0.56	

Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 50.2
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.56

Intersection Signal Delay: 11.6
 Intersection Capacity Utilization 70.2%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

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





Q-1 2027 No-Build Conditions

Q-1.2 Weekday PM peak hour



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	18	1	1635	373	45	355	1615	11	245	3	546	17
Future Volume (vph)	18	1	1635	373	45	355	1615	11	245	3	546	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	11	12	13	13	12	12	10
Storage Length (ft)		275		225		455		175	475		0	250
Storage Lanes		2		1		2		1	1		1	1
Taper Length (ft)		75				195			80			75
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.86	0.86	0.91	0.86	0.91	0.91
Ped Bike Factor		1.00		0.99		1.00	1.00	0.99	1.00	1.00		
Frt				0.850				0.850		0.878	0.850	
Flt Protected		0.950				0.950			0.950	0.991		0.950
Satd. Flow (prot)	0	3385	5085	1605	0	3326	4806	1435	1632	2823	1470	1369
Flt Permitted		0.950				0.950			0.950	0.991		0.950
Satd. Flow (perm)	0	3384	5085	1582	0	3323	4806	1416	1630	2822	1470	1369
Right Turn on Red				Yes				Yes			No	
Satd. Flow (RTOR)				177				177				
Link Speed (mph)			50				50			40		
Link Distance (ft)			413				657			646		
Travel Time (s)			5.6				9.0			11.0		
Confl. Peds. (#/hr)		3		7		7		3	1			
Confl. Bikes (#/hr)								2				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%	4%	0%	2%	2%	0%	4%	0%	0%	12%
Adj. Flow (vph)	19	1	1739	397	48	378	1718	12	261	3	581	18
Shared Lane Traffic (%)								10%	25%		50%	40%
Lane Group Flow (vph)	0	20	1739	397	0	426	1719	11	196	359	290	11
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			36				36			24		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			50				16			56		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.04	1.00	0.96	0.96	1.00	1.00	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2	2	2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150			30	150		30	30	30	30
Detector 2 Size(ft)		20	6			20	6		20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex

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

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	Prot	NA	Free	Split	NA	Prot	Split
Protected Phases	5	5	2		1	1	6		3	3	3	4
Permitted Phases				Free				Free				
Detector Phase	5	5	2		1	1	6		3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0		7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	16.0	44.0		15.0	15.0	15.0	15.0
Total Split (s)	29.0	29.0	61.0		29.0	29.0	61.0		25.0	25.0	25.0	45.0
Total Split (%)	18.1%	18.1%	38.1%		18.1%	18.1%	38.1%		15.6%	15.6%	15.6%	28.1%
Maximum Green (s)	23.0	23.0	54.0		23.0	23.0	54.0		17.0	17.0	17.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	4.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	7.0				6.0	7.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	2.0	1.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			30.0				30.0					36.0
Pedestrian Calls (#/hr)			0				0					1
Act Effct Green (s)		5.6	54.6	160.0		22.4	75.8	160.0	46.9	46.9	46.9	13.1
Actuated g/C Ratio		0.04	0.34	1.00		0.14	0.47	1.00	0.29	0.29	0.29	0.08
v/c Ratio		0.17	1.00	0.25		0.92	0.75	0.01	0.41	0.43	0.67	0.10
Control Delay		86.2	47.2	0.3		92.7	38.0	0.0	51.1	49.5	58.2	63.1
Queue Delay		0.0	3.8	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		86.2	51.0	0.3		92.7	38.0	0.0	51.1	49.5	58.2	63.1
LOS		F	D	A		F	D	A	D	D	E	E
Approach Delay			42.0				48.6			52.9		
Approach LOS			D				D			D		
Queue Length 50th (ft)		9	~654	0		229	593	0	182	177	294	12
Queue Length 95th (ft)		m15	#779	0		#322	670	0	#448	#385	#721	30
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		455		175	475			250
Base Capacity (vph)		486	1736	1582		478	2277	1416	478	826	430	316
Starvation Cap Reductn		0	24	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.04	1.02	0.25		0.89	0.75	0.01	0.41	0.43	0.67	0.03

Intersection Summary

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

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

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 46.6

Intersection LOS: D

Intersection Capacity Utilization 96.5%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.







Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.












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

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

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

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

PH1 NB Weekday PM peak hour
 05/23/2024

								Ø1
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations								
Traffic Volume (vph)	4	1961	49	161	1719	55	65	
Future Volume (vph)	4	1961	49	161	1719	55	65	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	15	15	
Storage Length (ft)	0		0	150		0	0	
Storage Lanes	0		0	1		1	0	
Taper Length (ft)	0			75		0		
Lane Util. Factor	0.91	0.91	0.91	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00		0.99		0.99		
Frt		0.996				0.927		
Flt Protected				0.950		0.978		
Satd. Flow (prot)	0	5064	0	1805	6408	1827	0	
Flt Permitted		0.934		0.950		0.978		
Satd. Flow (perm)	0	4729	0	1795	6408	1823	0	
Right Turn on Red			Yes				Yes	
Satd. Flow (RTOR)		5				30		
Link Speed (mph)		50			50	30		
Link Distance (ft)		187			289	350		
Travel Time (s)		2.6			3.9	8.0		
Confl. Peds. (#/hr)			17	17		4	2	
Confl. Bikes (#/hr)			1					
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	2%	0%	0%	2%	4%	2%	
Adj. Flow (vph)	4	2043	51	168	1791	57	68	
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	2098	0	168	1791	125	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	Left	Left	Left	Right	
Median Width(ft)		28			24	15		
Link Offset(ft)		0			0	0		
Crosswalk Width(ft)		36			36	28		
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	15		15	9	
Number of Detectors	1	2		1	2	1		
Detector Template	Left	Thru		Left	Thru	Left		
Leading Detector (ft)	20	100		20	100	20		
Trailing Detector (ft)	0	0		0	0	0		
Detector 1 Position(ft)	0	0		0	0	0		
Detector 1 Size(ft)	20	6		20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)		94			94			
Detector 2 Size(ft)		6			6			
Detector 2 Type		Cl+Ex			Cl+Ex			

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR	Ø1
Detector 2 Channel								
Detector 2 Extend (s)		0.0			0.0			
Turn Type	Perm	NA		Prot	NA	Prot		
Protected Phases		6		5	2	3		1
Permitted Phases	6							
Detector Phase	6	6		5	2	3		
Switch Phase								
Minimum Initial (s)	10.0	10.0		5.0	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	17.0	49.7		17.7
Total Split (s)	115.0	115.0		20.0	90.0	25.0		45.0
Total Split (%)	71.9%	71.9%		12.5%	56.3%	15.6%		28%
Maximum Green (s)	108.0	108.0		13.3	83.0	17.3		37.3
Yellow Time (s)	5.0	5.0		4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		
Total Lost Time (s)		7.0		6.7	7.0	7.7		
Lead/Lag	Lag	Lag		Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	C-Max	None		Min
Walk Time (s)					7.0	7.0		
Flash Dont Walk (s)					18.0	35.0		
Pedestrian Calls (#/hr)					1	6		
Act Effct Green (s)		108.0		17.3	114.3	13.3		
Actuated g/C Ratio		0.68		0.11	0.71	0.08		
v/c Ratio		0.66		0.86	0.39	0.70		
Control Delay		2.1		94.9	3.9	74.0		
Queue Delay		0.2		0.0	0.0	0.1		
Total Delay		2.3		94.9	3.9	74.1		
LOS		A		F	A	E		
Approach Delay		2.3			11.7	74.1		
Approach LOS		A			B	E		
Queue Length 50th (ft)		18		176	91	98		
Queue Length 95th (ft)		0		m#333	39	169		
Internal Link Dist (ft)		107			209	270		
Turn Bay Length (ft)				150				
Base Capacity (vph)		3193		195	4578	224		
Starvation Cap Reductn		1		0	0	0		
Spillback Cap Reductn		352		0	0	2		
Storage Cap Reductn		0		0	0	0		
Reduced v/c Ratio		0.74		0.86	0.39	0.56		

Intersection Summary

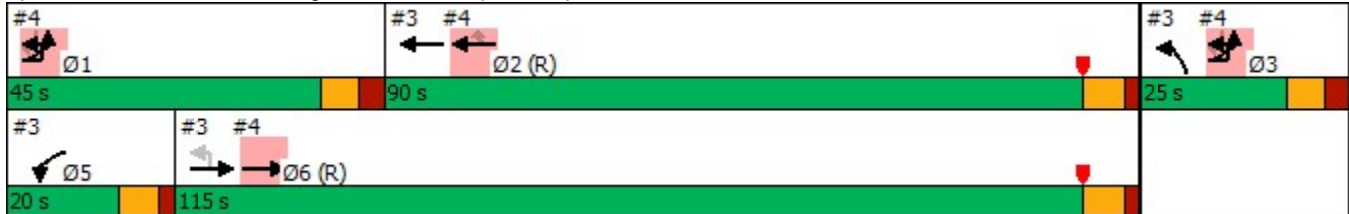
Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 135
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 8.8
 Intersection Capacity Utilization 91.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service F













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

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke










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

PH1 NB Weekday PM peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	11	12	2014	1757	21	0	28			
Future Volume (vph)	11	12	2014	1757	21	0	28			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.99					
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5085	5085	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3501	5085	5085	1646	0	2937			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		1			1					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Heavy Vehicles (%)	0%	0%	2%	2%	0%	0%	0%			
Adj. Flow (vph)	12	13	2120	1849	22	0	29			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	25	2120	1849	22	0	29			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										

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

PH1 NB Weekday PM peak hour
 05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	49.7	11.7
Total Split (s)			115.0	90.0	90.0			45.0	25.0	20.0
Total Split (%)			71.9%	56.3%	56.3%			28%	16%	13%
Maximum Green (s)			108.0	83.0	83.0			37.3	17.3	13.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lag	Lag	Lag			Lead		Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				6	
Act Effct Green (s)		31.0	108.0	114.3	114.3		31.0			
Actuated g/C Ratio		0.19	0.68	0.71	0.71		0.19			
v/c Ratio		0.04	0.62	0.51	0.02		0.05			
Control Delay		51.0	9.0	2.4	2.0		51.0			
Queue Delay		0.0	0.0	0.0	0.0		0.0			
Total Delay		51.0	9.0	2.4	2.0		51.0			
LOS		D	A	A	A		D			
Approach Delay			9.5	2.4		51.0				
Approach LOS			A	A		D				
Queue Length 50th (ft)		11	259	31	1		14			
Queue Length 95th (ft)		m14	276	50	m4		30			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1221	3432	3633	1176		1024			
Starvation Cap Reductn		0	0	30	0		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.02	0.62	0.51	0.02		0.03			

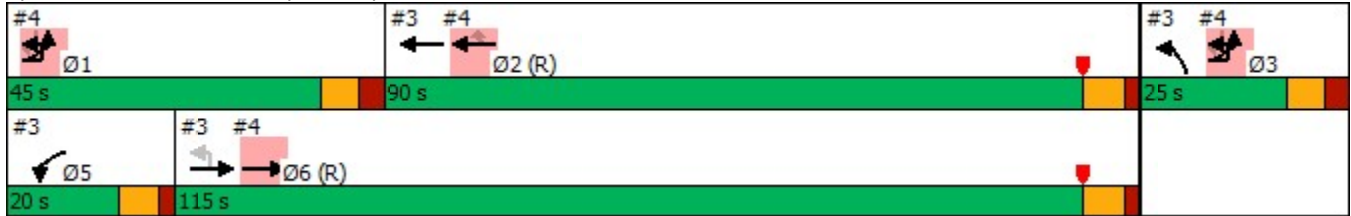
Intersection Summary






















Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 135
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86

Intersection Signal Delay: 6.5
 Intersection Capacity Utilization 59.5%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	202	1284	89	58	264	1332	143	112	233	130	490
Future Volume (vph)	3	202	1284	89	58	264	1332	143	112	233	130	490
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	250
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.91
Ped Bike Factor		1.00		0.98		1.00		0.99	0.99	0.99		1.00
Frt				0.850				0.850		0.948		
Flt Protected		0.950				0.950			0.950	0.998		0.950
Satd. Flow (prot)	0	3144	5085	1463	0	3461	5085	1531	1527	3154	0	1572
Flt Permitted		0.950				0.950			0.950	0.998		0.950
Satd. Flow (perm)	0	3142	5085	1436	0	3455	5085	1510	1516	3154	0	1571
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								184				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		4		5		5		4	14		1	1
Confl. Bikes (#/hr)				1				2			2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	2%	3%	2%	1%	2%	2%	4%	2%	5%	1%
Adj. Flow (vph)	3	213	1352	94	61	278	1402	151	118	245	137	516
Shared Lane Traffic (%)									10%			44%
Lane Group Flow (vph)	0	216	1352	94	0	339	1402	151	106	394	0	289
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	326	224
Future Volume (vph)	326	224
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor	1.00	0.97
Frt	0.994	0.850
Flt Protected	0.981	
Satd. Flow (prot)	3029	1407
Flt Permitted	0.981	
Satd. Flow (perm)	3028	1367
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		14
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	2%	1%
Adj. Flow (vph)	343	236
Shared Lane Traffic (%)		10%
Lane Group Flow (vph)	594	212
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	19	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

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

PH1 NB Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		3	3		4
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		3	3		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	44.0	44.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	32.0	32.0	56.0	56.0	32.0	32.0	56.0		31.0	31.0		41.0
Total Split (%)	20.0%	20.0%	35.0%	35.0%	20.0%	20.0%	35.0%		19.4%	19.4%		25.6%
Maximum Green (s)	25.0	25.0	49.0	49.0	25.0	25.0	49.0		23.0	23.0		33.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0					7.0
Flash Dont Walk (s)			30.0	30.0			30.0					36.0
Pedestrian Calls (#/hr)			5	5			0					1
Act Effct Green (s)		15.4	54.2	54.2		20.0	58.8	160.0	22.6	22.6		33.2
Actuated g/C Ratio		0.10	0.34	0.34		0.12	0.37	1.00	0.14	0.14		0.21
v/c Ratio		0.72	0.79	0.19		0.78	0.75	0.10	0.49	0.89		0.89
Control Delay		83.0	55.0	49.2		81.3	52.9	0.1	71.9	89.1		89.1
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		83.0	55.0	49.2		81.3	52.9	0.1	71.9	89.1		89.1
LOS		F	E	D		F	D	A	E	F		F
Approach Delay			58.3				53.8			85.5		
Approach LOS			E				D			F		
Queue Length 50th (ft)		122	355	66		161	429	0	114	225		327
Queue Length 95th (ft)		168	422	m118		218	497	0	187	#318		#518
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			250
Base Capacity (vph)		491	1722	486		540	1869	1510	219	453		326
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.44	0.79	0.19		0.63	0.75	0.10	0.48	0.87		0.89

Intersection Summary

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







	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	41.0	41.0
Total Split (%)	25.6%	25.6%
Maximum Green (s)	33.0	33.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	33.2	33.2
Actuated g/C Ratio	0.21	0.21
v/c Ratio	0.94	0.75
Control Delay	86.5	76.7
Queue Delay	0.0	0.0
Total Delay	86.5	76.7
LOS	F	E
Approach Delay	85.3	
Approach LOS	F	
Queue Length 50th (ft)	361	231
Queue Length 95th (ft)	#495	#362
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		
Base Capacity (vph)	629	283
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.94	0.75
Intersection Summary		



























Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 65.0
 Intersection Capacity Utilization 98.4%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service F













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

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

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

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	 		 	 				 			 	 
Traffic Volume (vph)	900	5	536	3	0	37	0	658	1	220	7	529
Future Volume (vph)	900	5	536	3	0	37	0	658	1	220	7	529
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		0	0		0		140	
Storage Lanes	2		1	2		1	0		0		1	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.86	0.86	0.95	1.00	0.95
Ped Bike Factor								1.00			1.00	
Frt			0.850			0.850						
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	3502	1900	1583	3502	0	1615	0	6408	0	0	1797	3574
Flt Permitted	0.950			0.950							0.206	
Satd. Flow (perm)	3502	1900	1583	3502	0	1615	0	6408	0	0	389	3574
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			577			100						
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			462			581				476
Travel Time (s)		15.0			10.5			11.3				9.3
Confl. Peds. (#/hr)							7		1		1	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	2%	2%	0%	0%	14%	1%
Adj. Flow (vph)	1125	6	670	4	0	46	0	823	1	275	9	661
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1125	6	670	4	0	46	0	824	0	0	284	661
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)								0.0				0.0

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

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Type	pm+pt	NA	Free	Prot		Perm		NA		pm+pt	pm+pt	NA
Protected Phases	3	8		7				2		1	1	6
Permitted Phases	8		Free			7				6	6	
Detector Phase	3	8		7		7		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	16.0	14.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	46.0	36.0		36.0		36.0		46.0		46.0	46.0	46.0
Total Split (%)	28.0%	22.0%		22.0%		22.0%		28.0%		28.0%	28.0%	28.0%
Maximum Green (s)	40.0	30.0		30.0		30.0		40.0		40.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0			6.0	6.0
Lead/Lag		Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)		6.0						6.0				6.0
Flash Dont Walk (s)		20.0						18.0				18.0
Pedestrian Calls (#/hr)		2						0				0
Act Effct Green (s)	37.9	11.2	95.7	20.4		20.4		25.5			45.6	45.6
Actuated g/C Ratio	0.40	0.12	1.00	0.21		0.21		0.27			0.48	0.48
v/c Ratio	0.81	0.03	0.42	0.01		0.11		0.48			0.72	0.39
Control Delay	32.4	37.4	0.8	35.3		0.5		31.1			27.3	16.8
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			0.0	0.0
Total Delay	32.4	37.4	0.8	35.3		0.5		31.1			27.3	16.8
LOS	C	D	A	D		A		C			C	B
Approach Delay		20.7			3.3			31.1				20.0
Approach LOS		C			A			C				B
Queue Length 50th (ft)	305	4	0	1		0		126			108	136
Queue Length 95th (ft)	396	13	0	6		0		147			141	152
Internal Link Dist (ft)		908			382			501				396
Turn Bay Length (ft)			700								140	
Base Capacity (vph)	2449	604	1583	1254		642		2716			786	3180
Starvation Cap Reductn	0	0	0	0		0		0			0	0
Spillback Cap Reductn	0	0	0	0		0		0			0	0
Storage Cap Reductn	0	0	0	0		0		0			0	0
Reduced v/c Ratio	0.46	0.01	0.42	0.00		0.07		0.30			0.36	0.21

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 95.7
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 22.6
 Intersection Capacity Utilization 81.7%
 Intersection LOS: C
 ICU Level of Service D



Lane Group SBR

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

Intersection Summary













Analysis Period (min) 15

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	419	462	65	10	308	121	0	0	114
Future Volume (vph)	0	0	0	419	462	65	10	308	121	0	0	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		220		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	0			0				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	0.95	0.97	0.95	1.00	1.00	0.95
Ped Bike Factor					1.00	0.99		0.99				1.00
Frt					0.998	0.850						0.980
Flt Protected				0.950	0.989			0.950				
Satd. Flow (prot)	0	0	0	1626	3169	1470	0	3468	3610	0	0	3527
Flt Permitted				0.950	0.989			0.950				
Satd. Flow (perm)	0	0	0	1626	3169	1449	0	3443	3610	0	0	3527
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)					1	77						10
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			308				564			371
Travel Time (s)		10.1			4.7				11.0			8.4
Confl. Peds. (#/hr)						1		4			2	
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	471	519	73	11	346	136	0	0	128
Shared Lane Traffic (%)				31%		10%						
Lane Group Flow (vph)	0	0	0	325	672	66	0	357	136	0	0	148
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				56			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2			1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66			30
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				30	30	30	20	45	30			30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												

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

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			
Turn Type				Prot	NA	Perm	Prot	Prot	NA			NA
Protected Phases				7	4		5	5	2			6
Permitted Phases						4						
Detector Phase				7	4	4	5	5	2			6
Switch Phase												
Minimum Initial (s)				15.0	15.0	15.0	8.0	8.0	10.0			10.0
Minimum Split (s)				22.0	22.0	22.0	15.0	15.0	17.0			17.0
Total Split (s)				42.0	42.0	42.0	32.0	32.0	42.0			42.0
Total Split (%)				26.9%	26.9%	26.9%	20.5%	20.5%	26.9%			26.9%
Maximum Green (s)				35.0	35.0	35.0	25.0	25.0	35.0			35.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0			3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0			7.0
Lead/Lag				Lag			Lag	Lag				Lead
Lead-Lag Optimize?				Yes			Yes	Yes				Yes
Vehicle Extension (s)				5.0	5.0	5.0	5.0	5.0	5.0			5.0
Recall Mode				None	None	None	None	None	None			None
Walk Time (s)					7.0	7.0			7.0			7.0
Flash Dont Walk (s)					25.0	25.0			14.0			14.0
Pedestrian Calls (#/hr)					1	1			0			0
Act Effct Green (s)				36.4	41.7	41.7		16.8	35.8			11.7
Actuated g/C Ratio				0.40	0.45	0.45		0.18	0.39			0.13
v/c Ratio				0.51	0.51	0.09		0.56	0.10			0.32
Control Delay				29.1	21.6	3.0		39.8	20.2			39.4
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				29.1	21.6	3.0		39.8	20.2			39.4
LOS				C	C	A		D	C			D
Approach Delay					22.7				34.4			39.4
Approach LOS					C				C			D
Queue Length 50th (ft)				128	142	0		86	22			34
Queue Length 95th (ft)				#419	236	18		197	66			94
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)								220				
Base Capacity (vph)				644	1873	1241		981	2738			1403
Starvation Cap Reductn				0	0	0		0	0			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.50	0.36	0.05		0.36	0.05			0.11

Intersection Summary

Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 92.1
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 27.5

Intersection LOS: C

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

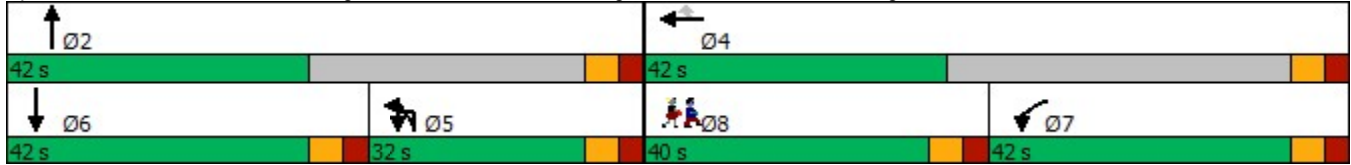
Intersection Capacity Utilization 60.1%















ICU Level of Service B







Analysis Period (min) 15

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

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



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	349	0	98	513	967	254
Future Volume (vph)	349	0	98	513	967	254
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			220
Storage Lanes	2	0	1			1
Taper Length (ft)	0		95			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3400	0	1752	3471	3574	1553
Flt Permitted	0.950		0.195			
Satd. Flow (perm)	3400	0	360	3471	3574	1553
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						267
Link Speed (mph)	45			40	40	
Link Distance (ft)	204			578	1195	
Travel Time (s)	3.1			9.9	20.4	
Confl. Peds. (#/hr)		3				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	0%	3%	4%	1%	4%
Adj. Flow (vph)	367	0	103	540	1018	267
Shared Lane Traffic (%)						
Lane Group Flow (vph)	367	0	103	540	1018	267
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0		3.0	20.0	20.0	20.0
Minimum Split (s)	14.0		9.0	26.0	26.0	26.0
Total Split (s)	31.0		23.0	26.0	26.0	26.0
Total Split (%)	38.8%		28.8%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0		17.0	20.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		2.0	0.2	0.2	0.2
Recall Mode	None		None	Min	Min	Min
Walk Time (s)	8.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	11.0		30.4	29.2	20.4	20.4
Actuated g/C Ratio	0.21		0.58	0.56	0.39	0.39
v/c Ratio	0.52		0.29	0.28	0.73	0.35
Control Delay	22.0		11.7	6.6	19.9	3.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	22.0		11.7	6.6	19.9	3.8
LOS	C		B	A	B	A
Approach Delay	22.0			7.4	16.6	
Approach LOS	C			A	B	
Queue Length 50th (ft)	54		13	39	144	0
Queue Length 95th (ft)	93		33	71	#281	42
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	1653		745	2851	1390	767
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.22		0.14	0.19	0.73	0.35

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 52.4
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 14.9
 Intersection Capacity Utilization 57.8%
 Intersection LOS: B
 ICU Level of Service B

Analysis Period (min) 15

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

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



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

PH1 NB Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	25	1648	175	6	99	1399	214	234	102	31	583
Future Volume (vph)	2	25	1648	175	6	99	1399	214	234	102	31	583
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)		115		0		140		50	40		0	130
Storage Lanes		1		0		1		1	1		0	1
Taper Length (ft)		140				140			50			55
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	0.97
Ped Bike Factor		1.00	1.00			1.00			1.00			
Frt			0.986					0.850		0.965		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1745	4845	0	0	1745	4916	1531	3319	1747	0	3385
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1745	4845	0	0	1744	4916	1531	3314	1747	0	3385
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			639				644			381		
Travel Time (s)			10.9				11.0			8.7		
Confl. Peds. (#/hr)		1		2		2		1	2			
Confl. Bikes (#/hr)								2				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%	1%	0%	0%	2%	2%	2%	1%	3%	0%
Parking (#/hr)											0	
Adj. Flow (vph)	2	27	1753	186	6	105	1488	228	249	109	33	620
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	1939	0	0	111	1488	228	249	142	0	620
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				30			22		
Link Offset(ft)			6				-7			-8		
Crosswalk Width(ft)			30				16			16		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2		0	2	2	0	2	2		2
Detector Template	Left		Thru				Thru					
Leading Detector (ft)	20	50	100		0	50	100	0	50	36		50
Trailing Detector (ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6		0	20	6	0	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	94			30	94		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	6		20

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↗	
Traffic Volume (vph)	308	43
Future Volume (vph)	308	43
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor	1.00	
Frt	0.982	
Flt Protected		
Satd. Flow (prot)	1800	0
Flt Permitted		
Satd. Flow (perm)	1800	0
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	449	
Travel Time (s)	8.7	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	0%	0%
Parking (#/hr)		
Adj. Flow (vph)	328	46
Shared Lane Traffic (%)		
Lane Group Flow (vph)	374	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	45	
Link Offset(ft)	-30	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	36	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	30	
Detector 2 Size(ft)	6	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	1	1	5		6	6	2	27	8	8		7
Permitted Phases												
Detector Phase	1	1	5		6	6	2	27	8	8		7
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		5.0	5.0	10.0		5.0	5.0		5.0
Minimum Split (s)	12.0	12.0	18.0		13.0	13.0	18.0		13.0	13.0		13.0
Total Split (s)	26.0	26.0	60.0		26.0	26.0	60.0		42.0	42.0		42.0
Total Split (%)	15.3%	15.3%	35.3%		15.3%	15.3%	35.3%		24.7%	24.7%		24.7%
Maximum Green (s)	19.0	19.0	52.0		18.0	18.0	52.0		34.0	34.0		34.0
Yellow Time (s)	4.0	4.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		7.0	8.0			8.0	8.0		8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	0.2		2.0	2.0	0.2		3.0	3.0		3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None		None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			27.0				27.0					34.0
Pedestrian Calls (#/hr)			1				0					0
Act Effct Green (s)		7.4	66.7			18.0	80.7	122.7	19.3	19.3		34.0
Actuated g/C Ratio		0.04	0.39			0.11	0.47	0.72	0.11	0.11		0.20
v/c Ratio		0.39	1.02			0.60	0.64	0.21	0.66	0.72		0.92
Control Delay		93.0	82.6			87.1	36.7	9.6	80.3	91.8		85.4
Queue Delay		0.0	3.1			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		93.0	85.7			87.1	36.7	9.6	80.3	91.8		85.4
LOS		F	F			F	D	A	F	F		F
Approach Delay			85.8				36.4					84.5
Approach LOS			F				D					F
Queue Length 50th (ft)		32	~710			120	463	81	139	156		353
Queue Length 95th (ft)		m60	#986			194	575	143	181	228		#461
Internal Link Dist (ft)			559				564			301		
Turn Bay Length (ft)		115				140		50	40			130
Base Capacity (vph)		195	1900			184	2333	1105	663	349		677
Starvation Cap Reductn		0	17			0	0	0	0	0		0
Spillback Cap Reductn		0	0			0	0	0	0	0		0
Storage Cap Reductn		0	0			0	0	0	0	0		0
Reduced v/c Ratio		0.15	1.03			0.60	0.64	0.21	0.38	0.41		0.92

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 123 (72%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 120

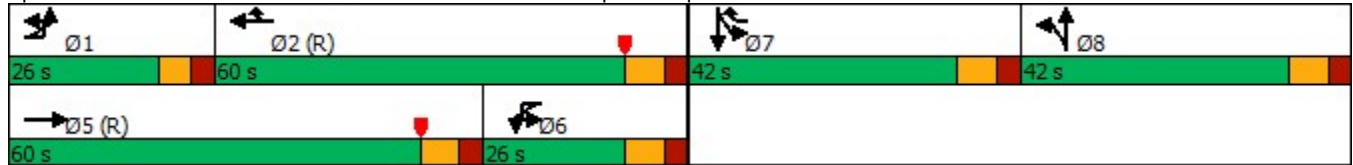
Lane Group	SBT	SBR
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	7	
Permitted Phases		
Detector Phase	7	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	13.0	
Total Split (s)	42.0	
Total Split (%)	24.7%	
Maximum Green (s)	34.0	
Yellow Time (s)	5.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	34.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	34.0	
Actuated g/C Ratio	0.20	
v/c Ratio	1.04	
Control Delay	121.6	
Queue Delay	0.0	
Total Delay	121.6	
LOS	F	
Approach Delay	99.1	
Approach LOS	F	
Queue Length 50th (ft)	~447	
Queue Length 95th (ft)	#664	
Internal Link Dist (ft)	369	
Turn Bay Length (ft)		
Base Capacity (vph)	360	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	1.04	
Intersection Summary		

Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 70.8
 Intersection Capacity Utilization 94.8%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service F

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

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



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

PH1 NB Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	148	60	786	2	6	25	5	113	565	12	36	799
Future Volume (vph)	148	60	786	2	6	25	5	113	565	12	36	799
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	12	12	12
Storage Length (ft)	0		0	0		0		420		0	105	
Storage Lanes	0		2	0		0		2		0	1	
Taper Length (ft)	0			0				80			70	
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.97	0.95	0.95	1.00	0.95
Ped Bike Factor		1.00	0.98		0.99			1.00	1.00		0.99	1.00
Frt			0.850		0.897				0.997			0.991
Flt Protected		0.966			0.997			0.950			0.950	
Satd. Flow (prot)	0	1812	2814	0	1627	0	0	3035	3495	0	1805	3496
Flt Permitted		0.767			0.984			0.145			0.422	
Satd. Flow (perm)	0	1433	2756	0	1606	0	0	463	3495	0	797	3496
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			48		26				4			8
Link Speed (mph)		40			30				40			40
Link Distance (ft)		756			287				1121			822
Travel Time (s)		12.9			6.5				19.1			14.0
Confl. Peds. (#/hr)	6					6		2		8	8	
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	2%	1%	0%	17%	0%	0%	12%	3%	0%	0%	2%
Adj. Flow (vph)	156	63	827	2	6	26	5	119	595	13	38	841
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	219	827	0	34	0	0	124	608	0	38	897
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			0				36			32
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		24			16				28			40
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	1	1	1	2		1	1	2		1	2
Detector Template	Left			Left			Left		Thru			Thru
Leading Detector (ft)	20	30	25	20	22		20	25	100		25	100
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	30	25	20	6		20	25	6		25	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)					12				94			94
Detector 2 Size(ft)					10				6			6
Detector 2 Type					Cl+Ex				Cl+Ex			Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	53
Future Volume (vph)	53
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	2
Confl. Bikes (#/hr)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	6%
Adj. Flow (vph)	56
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)					0.0				0.0			0.0
Turn Type	Perm	NA	custom	Perm	NA		pm+pt	pm+pt	NA		Perm	NA
Protected Phases		4			8		5	5	2			6
Permitted Phases	4		4 5	8			2	2			6	
Detector Phase	4	4	4 5	8	8		5	5	2		6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0	20.0		20.0	20.0
Minimum Split (s)	12.0	12.0		12.0	12.0		11.0	11.0	26.0		26.0	26.0
Total Split (s)	31.0	31.0		31.0	31.0		25.0	25.0	34.0		34.0	34.0
Total Split (%)	34.4%	34.4%		34.4%	34.4%		27.8%	27.8%	37.8%		37.8%	37.8%
Maximum Green (s)	25.0	25.0		25.0	25.0		20.0	20.0	28.0		28.0	28.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0			6.0			5.0	6.0		6.0	6.0
Lead/Lag							Lead	Lead			Lag	Lag
Lead-Lag Optimize?							Yes	Yes			Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	0.2		0.2	0.2
Recall Mode	None	None		None	None		None	None	Min		Min	Min
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	22.0	22.0		22.0	22.0							
Pedestrian Calls (#/hr)	1	1		3	3							
Act Effct Green (s)		20.8	35.5		20.8			38.2	37.2		22.5	22.5
Actuated g/C Ratio		0.30	0.50		0.30			0.54	0.53		0.32	0.32
v/c Ratio		0.52	0.58		0.07			0.21	0.33		0.15	0.80
Control Delay		25.9	13.2		10.0			9.5	10.6		21.6	29.2
Queue Delay		0.0	0.0		0.0			0.0	0.0		0.0	0.0
Total Delay		25.9	13.2		10.0			9.5	10.6		21.6	29.2
LOS		C	B		A			A	B		C	C
Approach Delay		15.9			10.0				10.4			28.9
Approach LOS		B			A				B			C
Queue Length 50th (ft)		72	113		2			11	70		11	175
Queue Length 95th (ft)		161	203		23			29	131		40	313
Internal Link Dist (ft)		676			207				1041			742
Turn Bay Length (ft)								420			105	
Base Capacity (vph)		538	1784		618			1000	2698		325	1430
Starvation Cap Reductn		0	0		0			0	0		0	0
Spillback Cap Reductn		0	0		0			0	0		0	0
Storage Cap Reductn		0	0		0			0	0		0	0
Reduced v/c Ratio		0.41	0.46		0.06			0.12	0.23		0.12	0.63

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 70.3
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80

Lane Group SBR

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

Intersection Summary

Intersection Signal Delay: 18.8
 Intersection Capacity Utilization 84.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service E

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



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

PH1 NB Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	11	31	1249	109	23	134	1466	47	120	74	159	87
Future Volume (vph)	11	31	1249	109	23	134	1466	47	120	74	159	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.98		1.00		0.98		0.97	0.97	0.98
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.970		0.950
Satd. Flow (prot)	0	1649	4893	1492	0	1805	5036	1507	0	1699	1492	1685
Flt Permitted		0.950				0.950				0.764		0.463
Satd. Flow (perm)	0	1647	4893	1457	0	1803	5036	1484	0	1303	1441	808
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		5		3		3		5	53		25	25
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	3%	6%	1%	0%	0%	3%	0%	2%	0%	1%	0%
Adj. Flow (vph)	13	35	1419	124	26	152	1666	53	136	84	181	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	1419	124	0	178	1666	53	0	220	181	99
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	71	37
Future Volume (vph)	71	37
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.94
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1756	1507
Flt Permitted		
Satd. Flow (perm)	1756	1417
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		53
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.88	0.88
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	81	42
Shared Lane Traffic (%)		
Lane Group Flow (vph)	81	42
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

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

PH1 NB Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	61.0	61.0	61.0	15.0
Total Split (s)	31.0	31.0	77.0	77.0	31.0	31.0	77.0	77.0	52.0	52.0	52.0	52.0
Total Split (%)	19.4%	19.4%	48.1%	48.1%	19.4%	19.4%	48.1%	48.1%	32.5%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0	25.0	69.0	69.0	25.0	25.0	69.0	69.0	44.0	44.0	44.0	44.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									18	18	18	2
Act Effct Green (s)		9.8	82.0	82.0		19.7	94.6	94.6		36.3	36.3	36.3
Actuated g/C Ratio		0.06	0.51	0.51		0.12	0.59	0.59		0.23	0.23	0.23
v/c Ratio		0.48	0.57	0.17		0.80	0.56	0.06		0.75	0.56	0.54
Control Delay		83.6	19.2	17.9		101.4	8.3	7.9		72.1	59.9	63.8
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		83.6	19.2	17.9		101.4	8.3	7.9		72.1	59.9	63.8
LOS		F	B	B		F	A	A		E	E	E
Approach Delay			21.0				17.0			66.6		
Approach LOS			C				B			E		
Queue Length 50th (ft)		46	229	51		197	150	12		202	158	86
Queue Length 95th (ft)		m80	282	91		m263	159	m18		293	233	148
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		257	2508	747		282	2976	876		358	396	222
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.19	0.57	0.17		0.63	0.56	0.06		0.61	0.46	0.45

Intersection Summary

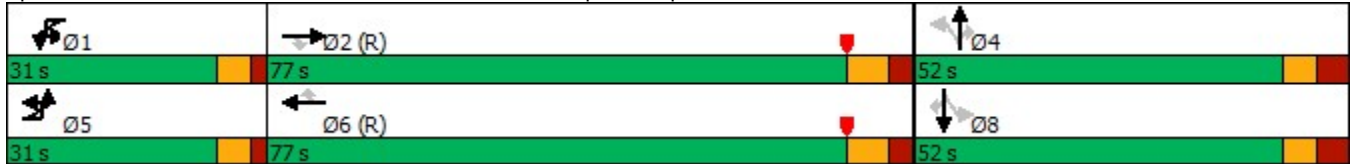
Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	52.0	52.0
Total Split (%)	32.5%	32.5%
Maximum Green (s)	44.0	44.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	36.3	36.3
Actuated g/C Ratio	0.23	0.23
v/c Ratio	0.20	0.13
Control Delay	48.8	46.5
Queue Delay	0.0	0.0
Total Delay	48.8	46.5
LOS	D	D
Approach Delay	55.1	
Approach LOS	E	
Queue Length 50th (ft)	65	33
Queue Length 95th (ft)	110	66
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	482	389
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.17	0.11
Intersection Summary		

Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 25.4
 Intersection Capacity Utilization 126.4%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: C
 ICU Level of Service H

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



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

PH1 NB Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	144	1050	11	21	19	1366	228	19	43	24	303
Future Volume (vph)	3	144	1050	11	21	19	1366	228	19	43	24	303
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		90		125		150		405	0		0	125
Storage Lanes		2		1		1		1	0		0	1
Taper Length (ft)		135				85			0			65
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97
Ped Bike Factor		1.00						0.98		1.00		
Frt				0.850				0.850		0.962		
Flt Protected		0.950				0.950				0.989		0.950
Satd. Flow (prot)	0	3189	3505	1615	0	1805	3539	1524	0	1745	0	3335
Flt Permitted		0.950				0.950				0.867		0.950
Satd. Flow (perm)	0	3188	3505	1615	0	1805	3539	1500	0	1524	0	3335
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								238				
Link Speed (mph)			40				40			30		
Link Distance (ft)			498				580			260		
Travel Time (s)			8.5				9.9			5.9		
Confl. Peds. (#/hr)		2						2	18			
Confl. Bikes (#/hr)								2				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	10%	3%	0%	0%	0%	2%	6%	5%	5%	0%	5%
Adj. Flow (vph)	3	150	1094	11	22	20	1423	238	20	45	25	316
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	153	1094	11	0	42	1423	238	0	90	0	316
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			44				56			0		
Link Offset(ft)			11				0			-5		
Crosswalk Width(ft)			48				30			30		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2		2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	6	20	55	100	6	20	55		55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		35	94			35	94			35		35
Detector 2 Size(ft)		20	6			20	6			20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex
Detector 2 Channel												

Lane Group	SBT	SBR	Ø2
Lane Configurations			
Traffic Volume (vph)	30	325	
Future Volume (vph)	30	325	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		1	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Ped Bike Factor	0.97	0.97	
Frt	0.875	0.850	
Flt Protected			
Satd. Flow (prot)	1475	1461	
Flt Permitted			
Satd. Flow (perm)	1475	1414	
Right Turn on Red		No	
Satd. Flow (RTOR)			
Link Speed (mph)	40		
Link Distance (ft)	400		
Travel Time (s)	6.8		
Confl. Peds. (#/hr)		18	
Confl. Bikes (#/hr)			
Peak Hour Factor	0.96	0.96	
Heavy Vehicles (%)	0%	5%	
Adj. Flow (vph)	31	339	
Shared Lane Traffic (%)		46%	
Lane Group Flow (vph)	187	183	
Enter Blocked Intersection	No	No	
Lane Alignment	Left	Right	
Median Width(ft)	40		
Link Offset(ft)	-15		
Crosswalk Width(ft)	30		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	
Turning Speed (mph)		9	
Number of Detectors	2	2	
Detector Template			
Leading Detector (ft)	55	55	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)	35	35	
Detector 2 Size(ft)	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	
Detector 2 Channel			

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

PH1 NB Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split
Protected Phases	1	1	5		3	3	2 3			7		4
Permitted Phases				5				2 3 4	7			
Detector Phase	1	1	5	5	3	3	2 3	2 3 4	7	7		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0
Total Split (s)	20.0	20.0	78.0	78.0	20.0	20.0			21.0	21.0		41.0
Total Split (%)	12.5%	12.5%	48.8%	48.8%	12.5%	12.5%			13.1%	13.1%		25.6%
Maximum Green (s)	13.0	13.0	71.0	71.0	13.0	13.0			14.0	14.0		34.0
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0
All-Red Time (s)	3.0	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0			0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0			7.0		7.0
Lead/Lag	Lead	Lead			Lead	Lead						Lag
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0
Recall Mode	None	None	C-Max	C-Max	None	None			None	None		None
Walk Time (s)												7.0
Flash Dont Walk (s)												35.0
Pedestrian Calls (#/hr)												1
Act Effct Green (s)		11.5	80.7	80.7		13.0	82.2	114.6		12.9		25.4
Actuated g/C Ratio		0.07	0.50	0.50		0.08	0.51	0.72		0.08		0.16
v/c Ratio		0.67	0.62	0.01		0.29	0.78	0.21		0.73		0.60
Control Delay		86.7	32.0	23.7		54.1	19.8	1.7		102.7		66.5
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0
Total Delay		86.7	32.0	23.7		54.1	19.8	1.7		102.7		66.5
LOS		F	C	C		D	B	A		F		E
Approach Delay			38.6				18.1			102.7		
Approach LOS			D				B			F		
Queue Length 50th (ft)		81	437	6		45	760	21		93		159
Queue Length 95th (ft)		122	565	19		m82	904	44		#176		201
Internal Link Dist (ft)			418				500			180		
Turn Bay Length (ft)		90		125		150		405				125
Base Capacity (vph)		261	1767	814		146	1818	1209		138		708
Starvation Cap Reductn		0	0	0		0	0	0		0		0
Spillback Cap Reductn		0	0	0		0	0	0		0		0
Storage Cap Reductn		0	0	0		0	0	0		0		0
Reduced v/c Ratio		0.59	0.62	0.01		0.29	0.78	0.20		0.65		0.45

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 35 (22%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82

	↓	↙	
Lane Group	SBT	SBR	Ø2
Detector 2 Extend (s)	0.0	0.0	
Turn Type	NA	Perm	
Protected Phases	4		2
Permitted Phases		4	
Detector Phase	4	4	
Switch Phase			
Minimum Initial (s)	7.0	7.0	10.0
Minimum Split (s)	14.0	14.0	17.0
Total Split (s)	41.0	41.0	58.0
Total Split (%)	25.6%	25.6%	36%
Maximum Green (s)	34.0	34.0	51.0
Yellow Time (s)	4.0	4.0	5.0
All-Red Time (s)	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0
Recall Mode	None	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	35.0	35.0	25.0
Pedestrian Calls (#/hr)	1	1	0
Act Effct Green (s)	25.4	25.4	
Actuated g/C Ratio	0.16	0.16	
v/c Ratio	0.80	0.82	
Control Delay	88.3	91.2	
Queue Delay	0.0	0.0	
Total Delay	88.3	91.2	
LOS	F	F	
Approach Delay	79.0		
Approach LOS	E		
Queue Length 50th (ft)	200	196	
Queue Length 95th (ft)	283	280	
Internal Link Dist (ft)	320		
Turn Bay Length (ft)			
Base Capacity (vph)	313	300	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.60	0.61	

Intersection Summary

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

PH1 NB Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	652	207	73	560	69	142	601	85	97	936	173
Future Volume (vph)	220	652	207	73	560	69	142	601	85	97	936	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	9	11	10	9	11	11
Storage Length (ft)	130		0	0		0	130		0	120		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	75			0			75			75		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.97		0.88		0.99			0.99		0.98	0.99	
Frt			0.850		0.985			0.981			0.977	
Flt Protected	0.950				0.995		0.950			0.950		
Satd. Flow (prot)	1570	3505	1583	0	3300	0	1608	3304	0	1608	3245	0
Flt Permitted	0.154				0.780		0.112			0.382		
Satd. Flow (perm)	247	3505	1395	0	2578	0	190	3304	0	636	3245	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		760			657			462			451	
Travel Time (s)		17.3			14.9			10.5			10.3	
Confl. Peds. (#/hr)	67		87	87		67	25		35	35		25
Confl. Bikes (#/hr)			3			2			30			4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	15%	3%	2%	1%	3%	2%	1%	3%	1%	1%	2%	17%
Parking (#/hr)						0						
Adj. Flow (vph)	227	672	213	75	577	71	146	620	88	100	965	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	227	672	213	0	723	0	146	708	0	100	1143	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			12			42			24	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.14	1.04	1.09	1.14	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template		Thru		Left	Thru			Thru		Left	Thru	
Leading Detector (ft)	30	100	100	20	100		30	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	6	100	20	6		30	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex				Cl+Ex		Cl+Ex				Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Perm		NA
Protected Phases	7	4		3	8		5	2				6
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		6		6
Switch Phase												
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0		3.0	15.0		15.0		15.0
Minimum Split (s)	7.0	28.0	28.0	7.0	28.0		7.0	28.0		28.0		28.0
Total Split (s)	12.0	29.0	29.0	12.0	29.0		12.0	37.0		37.0		37.0
Total Split (%)	13.3%	32.2%	32.2%	13.3%	32.2%		13.3%	41.1%		41.1%		41.1%
Maximum Green (s)	8.0	23.0	23.0	8.0	23.0		8.0	31.0		31.0		31.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0		4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	4.0	6.0	6.0		6.0		4.0	6.0		6.0		6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes		Yes
Vehicle Extension (s)	1.0	3.0	3.0	1.0	3.0		1.0	0.2		0.2		0.2
Recall Mode	None	None	None	None	None		None	C-Min		C-Min		C-Min
Walk Time (s)		8.0	8.0		8.0			8.0		8.0		8.0
Flash Dont Walk (s)		14.0	14.0		14.0			14.0		14.0		14.0
Pedestrian Calls (#/hr)		8	8		12			29		22		22
Act Effct Green (s)	37.0	35.0	35.0		23.0		45.0	43.0		31.8		31.8
Actuated g/C Ratio	0.41	0.39	0.39		0.26		0.50	0.48		0.35		0.35
v/c Ratio	1.04	0.49	0.39		1.10		0.70	0.45		0.45		1.00
Control Delay	95.3	22.3	22.6		98.6		33.0	16.8		30.7		57.0
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Delay	95.3	22.3	22.6		98.6		33.0	16.8		30.7		57.0
LOS	F	C	C		F		C	B		C		E
Approach Delay		37.3			98.6			19.5				54.9
Approach LOS		D			F			B				D
Queue Length 50th (ft)	~91	148	86		~247		43	135		44		~354
Queue Length 95th (ft)	#236	200	147		#361		#113	181		95		#495
Internal Link Dist (ft)		680			577			382				371
Turn Bay Length (ft)	130						130			120		
Base Capacity (vph)	219	1363	542		658		221	1578		224		1144
Starvation Cap Reductn	0	0	0		0		0	0		0		0
Spillback Cap Reductn	0	0	0		0		0	0		0		0
Storage Cap Reductn	0	0	0		0		0	0		0		0
Reduced v/c Ratio	1.04	0.49	0.39		1.10		0.66	0.45		0.45		1.00

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 88 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.10

Intersection Signal Delay: 50.3

Intersection LOS: D

Intersection Capacity Utilization 96.5%

ICU Level of Service F

Analysis Period (min) 15

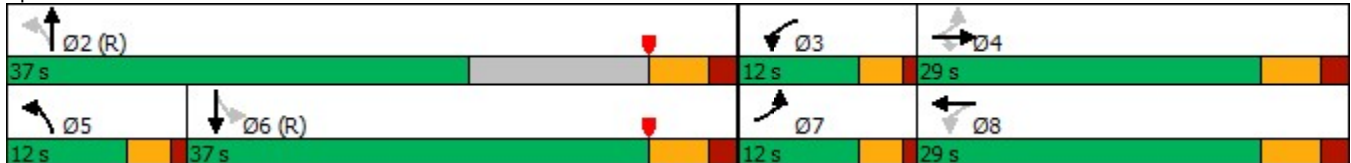
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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




















Queue shown is maximum after two cycles.

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



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













PH1 NB Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	837	64	11	354	798	235	0	518	431	362	936
Future Volume (vph)	0	837	64	11	354	798	235	0	518	431	362	936
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	12	16	10	10	10	9	9
Storage Length (ft)	0		0		0		125	0		0	325	
Storage Lanes	0		0		1		1	0		0	1	
Taper Length (ft)	0				0			0			25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor		1.00			1.00		0.98		0.99		1.00	0.99
Frt		0.989					0.850		0.932			0.987
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	3409	0	0	1728	3610	1794	0	3040	0	1608	3130
Flt Permitted					0.950						0.125	
Satd. Flow (perm)	0	3409	0	0	1722	3610	1758	0	3040	0	211	3130
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		8					83		134			15
Link Speed (mph)		30				30			30			30
Link Distance (ft)		366				499			317			536
Travel Time (s)		8.3				11.3			7.2			12.2
Confl. Peds. (#/hr)	7		11		11		7	51		12	12	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	2%	0%	1%	0%	2%	0%	3%	1%	1%	2%
Adj. Flow (vph)	0	881	67	12	373	840	247	0	545	454	381	985
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	948	0	0	385	840	247	0	999	0	381	1078
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		15				75			9			9
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		24				26			16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.04	1.00	0.85	1.09	1.09	1.09	1.14	1.14
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors		2		1	1	2	1		2		1	2
Detector Template		Thru		Left	Left	Thru	Right		Thru		Left	Thru
Leading Detector (ft)		100		20	20	100	20		100		20	100
Trailing Detector (ft)		0		0	0	0	0		0		0	0
Detector 1 Position(ft)		0		0	0	0	0		0		0	0
Detector 1 Size(ft)		6		20	20	6	20		6		20	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	88
Future Volume (vph)	88
Ideal Flow (vphpl)	1900
Lane Width (ft)	9
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	51
Peak Hour Factor	0.95
Heavy Vehicles (%)	0%
Adj. Flow (vph)	93
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.14
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

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

PH1 NB Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type		NA		Prot	Prot	NA	pm+ov		NA		pm+pt	NA
Protected Phases		4		3	3	8	1		2		1	6
Permitted Phases							8				6	
Detector Phase		4		3	3	8	1		2		1	6
Switch Phase												
Minimum Initial (s)		12.0		3.0	3.0	12.0	6.0		20.0		6.0	20.0
Minimum Split (s)		28.5		8.5	8.5	17.5	11.5		28.5		11.5	28.5
Total Split (s)		29.0		13.0	13.0	29.0	16.0		32.0		16.0	32.0
Total Split (%)		32.2%		14.4%	14.4%	32.2%	17.8%		35.6%		17.8%	35.6%
Maximum Green (s)		23.5		7.5	7.5	23.5	10.5		26.5		10.5	26.5
Yellow Time (s)		3.5		3.5	3.5	3.5	3.5		3.5		3.5	3.5
All-Red Time (s)		2.0		2.0	2.0	2.0	2.0		2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)		5.5			5.5	5.5	5.5		5.5		5.5	5.5
Lead/Lag		Lead		Lag	Lag		Lag		Lead		Lag	
Lead-Lag Optimize?		Yes		Yes	Yes		Yes		Yes		Yes	
Vehicle Extension (s)		3.0		2.0	2.0	3.0	0.2		0.2		0.2	0.2
Recall Mode		None		None	None	None	None		C-Min		None	C-Min
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		16.0				16.0			16.0			16.0
Pedestrian Calls (#/hr)		17				4			4			2
Act Effct Green (s)		23.5			7.5	36.5	47.0		26.5		42.5	42.5
Actuated g/C Ratio		0.26			0.08	0.41	0.52		0.29		0.47	0.47
v/c Ratio		1.06			2.67	0.57	0.26		1.01		1.45	0.73
Control Delay		80.0			792.4	22.6	6.7		59.9		253.4	22.3
Queue Delay		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Delay		80.0			792.4	22.6	6.7		59.9		253.4	22.3
LOS		F			F	C	A		E		F	C
Approach Delay		80.0				221.3			59.9			82.7
Approach LOS		F				F			E			F
Queue Length 50th (ft)		~313			~374	190	39		~271		~255	245
Queue Length 95th (ft)		#437			#547	249	75		#412		#432	323
Internal Link Dist (ft)		286				419			237			456
Turn Bay Length (ft)							125				325	
Base Capacity (vph)		896			144	1464	961		989		262	1485
Starvation Cap Reductn		0			0	0	0		0		0	0
Spillback Cap Reductn		0			0	0	0		0		0	0
Storage Cap Reductn		0			0	0	0		0		0	0
Reduced v/c Ratio		1.06			2.67	0.57	0.26		1.01		1.45	0.73

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 55 (61%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.67

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary












Intersection Signal Delay: 119.3
 Intersection Capacity Utilization 112.6%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

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

Splits and Phases: 25: Franklin Ave & Stewart Ave



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	415	327	167	1364	1225	165
Future Volume (vph)	415	327	167	1364	1225	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.982	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1599	1752	3505	3445	0
Flt Permitted	0.950		0.199			
Satd. Flow (perm)	3351	1599	367	3505	3445	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		1			19	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)			6			6
Confl. Bikes (#/hr)						3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	3%	3%	3%	0%
Adj. Flow (vph)	446	352	180	1467	1317	177
Shared Lane Traffic (%)						
Lane Group Flow (vph)	446	352	180	1467	1494	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	2	2 3	3	1 3	1	
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	31.0		19.0		26.0	
Total Split (%)	40.8%		25.0%		34.2%	
Maximum Green (s)	25.0		15.0		20.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	2					
Act Effct Green (s)	16.0	35.1	37.2	39.2	20.1	
Actuated g/C Ratio	0.24	0.52	0.55	0.58	0.30	
v/c Ratio	0.56	0.42	0.35	0.72	1.43	
Control Delay	25.0	11.4	9.1	13.6	224.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	25.0	11.4	9.1	13.6	224.6	
LOS	C	B	A	B	F	
Approach Delay	19.0			13.1	224.6	
Approach LOS	B			B	F	
Queue Length 50th (ft)	82	81	27	197	~446	
Queue Length 95th (ft)	122	135	70	366	#667	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1251	814	513	2041	1042	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.36	0.43	0.35	0.72	1.43	












Intersection Summary







Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 67.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.43
 Intersection Signal Delay: 94.5
 Intersection Capacity Utilization 73.6%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service D

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

Splits and Phases: 55: Merrick Ave & Corporate Dr



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	58	41	18	1774	1391	13
Future Volume (vph)	58	41	18	1774	1391	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.999	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1719	1568	1805	5085	3531	0
Flt Permitted	0.950		0.190			
Satd. Flow (perm)	1719	1568	361	5085	3531	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		43			1	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	309	
Travel Time (s)	7.0			3.6	5.3	
Confl. Peds. (#/hr)			1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	3%	0%	2%	2%	15%
Adj. Flow (vph)	61	43	19	1867	1464	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	43	19	1867	1478	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	3		2	1 2	1	
Permitted Phases		3	1 2			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	3	3	2	1 2	1	
Switch Phase						
Minimum Initial (s)	6.0	6.0	3.0		15.0	
Minimum Split (s)	12.0	12.0	9.0		21.0	
Total Split (s)	33.0	33.0	21.0		21.0	
Total Split (%)	44.0%	44.0%	28.0%		28.0%	
Maximum Green (s)	27.0	27.0	15.0		15.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	4.0	4.0	2.0		0.2	
Recall Mode	None	None	None		Min	
Walk Time (s)	7.0	7.0				
Flash Dont Walk (s)	20.0	20.0				
Pedestrian Calls (#/hr)	0	0				
Act Effct Green (s)	8.5	8.5	35.4	42.7	20.9	
Actuated g/C Ratio	0.14	0.14	0.60	0.72	0.35	
v/c Ratio	0.25	0.16	0.03	0.51	1.19	
Control Delay	24.4	9.3	5.2	5.8	117.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	24.4	9.3	5.2	5.8	117.4	
LOS	C	A	A	A	F	
Approach Delay	18.2			5.8	117.4	
Approach LOS	B			A	F	
Queue Length 50th (ft)	18	0	2	107	~393	
Queue Length 95th (ft)	47	22	8	161	#541	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	789	742	588	3611	1247	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.06	0.03	0.52	1.19	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 59.3
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.19
 Intersection Signal Delay: 53.8
 Intersection Capacity Utilization 53.9%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service A

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



























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

Splits and Phases: 56: Merrick Ave & Privado Rd















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

PH1 NB Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	47	1882	262	188	1121	38	221	131	227	75	302	91
Future Volume (vph)	47	1882	262	188	1121	38	221	131	227	75	302	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	12	10	10	12	10	9	9	9	12	12	12
Storage Length (ft)	75		150	395		150	215		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	175			145			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.905			0.974	
Flt Protected	0.950			0.950			0.950				0.992	
Satd. Flow (prot)	1624	5085	1436	1652	5085	1358	1577	1525	0	0	1713	0
Flt Permitted	0.950			0.950			0.341				0.604	
Satd. Flow (perm)	1624	5085	1436	1652	5085	1358	566	1525	0	0	1043	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						96		99			14	
Link Speed (mph)		50			50			30			25	
Link Distance (ft)		485			721			313			274	
Travel Time (s)		6.6			9.8			7.1			7.5	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	5%	2%	2%	11%	3%	4%	0%	7%	3%	21%
Adj. Flow (vph)	55	2214	308	221	1319	45	260	154	267	88	355	107
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	2214	308	221	1319	45	260	421	0	0	550	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			9			0	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		16			16			40			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.00	1.09	1.09	1.00	1.09	1.14	1.14	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	2	2	1	2	2		1	3	
Detector Template		Thru	Right		Thru	Right				Left		
Leading Detector (ft)	50	100	20	50	100	20	50	50		20	32	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	94		30	94		30	30			16	
Detector 2 Size(ft)	20	6		20	6		20	20			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 3 Position(ft)											26	

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

PH1 NB Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Size(ft)												6
Detector 3 Type												Cl+Ex
Detector 3 Channel												
Detector 3 Extend (s)												0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	4.0	14.0	14.0	4.0	15.0	15.0	9.2	9.2		10.0	10.0	
Minimum Split (s)	9.0	21.4	21.4	9.0	22.4	22.4	16.0	16.0		16.8	16.8	
Total Split (s)	11.0	40.0	40.0	16.0	45.0	45.0	44.0	44.0		44.0	44.0	
Total Split (%)	11.0%	40.0%	40.0%	16.0%	45.0%	45.0%	44.0%	44.0%		44.0%	44.0%	
Maximum Green (s)	6.0	32.6	32.6	11.0	37.6	37.6	37.2	37.2		37.2	37.2	
Yellow Time (s)	3.0	5.4	5.4	3.0	5.4	5.4	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.4	7.4	5.0	7.4	7.4	6.8	6.8				6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							37.0	37.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	5.7	32.6	32.6	11.0	39.8	39.8	37.2	37.2				37.2
Actuated g/C Ratio	0.06	0.33	0.33	0.11	0.40	0.40	0.37	0.37				0.37
v/c Ratio	0.59	1.34	0.66	1.22	0.65	0.08	1.24	0.67				1.39
Control Delay	71.9	185.6	36.9	178.3	26.9	0.3	171.6	25.9				217.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	71.9	185.6	36.9	178.3	26.9	0.3	171.6	25.9				217.8
LOS	E	F	D	F	C	A	F	C				F
Approach Delay		165.4			47.3			81.5				217.8
Approach LOS		F			D			F				F
Queue Length 50th (ft)	35	~676	167	~174	255	0	~206	170				~467
Queue Length 95th (ft)	#80	#707	244	#296	283	0	#334	255				#622
Internal Link Dist (ft)		405			641			233				194
Turn Bay Length (ft)	75		150	395		150	215					
Base Capacity (vph)	97	1657	468	181	2023	598	210	629				396
Starvation Cap Reductn	0	0	0	0	0	0	0	0				0
Spillback Cap Reductn	0	0	0	0	0	0	0	0				0
Storage Cap Reductn	0	0	0	0	0	0	0	0				0
Reduced v/c Ratio	0.57	1.34	0.66	1.22	0.65	0.08	1.24	0.67				1.39

Intersection Summary

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

Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.39
 Intersection Signal Delay: 125.4
 Intersection Capacity Utilization 114.8%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

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

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



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

PH1 NB Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	199	183	59	128	410	93	23	91	403	58	1	87
Future Volume (vph)	199	183	59	128	410	93	23	91	403	58	1	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	10	12	10	11	11	12	10
Storage Length (ft)	55		0	0		0		85		95		135
Storage Lanes	1		0	0		1		1		1		1
Taper Length (ft)	25			0				110				85
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99			1.00	0.98				0.98		1.00
Frt		0.963				0.850				0.850		
Flt Protected	0.950				0.988			0.950				0.950
Satd. Flow (prot)	1678	1647	0	0	1763	1358	0	1671	3261	1432	0	1652
Flt Permitted	0.207				0.798			0.515				0.376
Satd. Flow (perm)	365	1647	0	0	1420	1332	0	906	3261	1405	0	652
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		23				102				95		
Link Speed (mph)		40			40				30			
Link Distance (ft)		1221			945				506			
Travel Time (s)		20.8			16.1				11.5			
Confl. Peds. (#/hr)	7		15	15		7				8		8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	3%	3%	6%	2%	11%	4%	0%	7%	9%	0%	2%
Adj. Flow (vph)	219	201	65	141	451	102	25	100	443	64	1	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	219	266	0	0	592	102	0	125	443	64	0	97
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		11			0				10			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.09	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2	1	1	1	1	1	1	1
Detector Template				Left			Left				Left	
Leading Detector (ft)	100	100		20	100	100	20	160	160	160	20	20
Trailing Detector (ft)	94	94		0	94	94	0	154	154	154	0	0
Detector 1 Position(ft)	94	94		0	94	94	0	154	154	154	0	0
Detector 1 Size(ft)	6	6		20	6	6	20	6	6	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	366	305
Future Volume (vph)	366	305
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	8
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3323	1386
Flt Permitted		
Satd. Flow (perm)	3323	1386
Right Turn on Red		Yes
Satd. Flow (RTOR)		175
Link Speed (mph)	30	
Link Distance (ft)	557	
Travel Time (s)	12.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.91	0.91
Heavy Vehicles (%)	5%	1%
Adj. Flow (vph)	402	335
Shared Lane Traffic (%)		
Lane Group Flow (vph)	402	335
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.20
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template		
Leading Detector (ft)	160	160
Trailing Detector (ft)	94	154
Detector 1 Position(ft)	154	154
Detector 1 Size(ft)	6	6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

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

PH1 NB Weekday PM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Perm	NA		Perm	NA	Perm	Perm	Perm	NA	Perm	pm+pt	pm+pt
Protected Phases		4			4				2		1	1
Permitted Phases	4			4		4	2	2		2	6	6
Detector Phase	4	4		4	4	4	2	2	2	2	1	1
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0	14.0	17.0	17.0	17.0	17.0	2.0	2.0
Minimum Split (s)	19.5	19.5		19.5	19.5	19.5	22.5	22.5	22.5	22.5	6.0	6.0
Total Split (s)	30.5	30.5		30.5	30.5	30.5	30.5	30.5	30.5	30.5	14.0	14.0
Total Split (%)	40.7%	40.7%		40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	18.7%	18.7%
Maximum Green (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0	25.0	25.0	10.0	10.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5			5.5	5.5		5.5	5.5	5.5		4.0
Lead/Lag							Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	None	None
Walk Time (s)	11.0	11.0		11.0	11.0	11.0						
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0						
Pedestrian Calls (#/hr)	3	3		3	3	3						
Act Effct Green (s)	25.2	25.2			25.2	25.2		18.0	18.0	18.0		28.1
Actuated g/C Ratio	0.40	0.40			0.40	0.40		0.29	0.29	0.29		0.45
v/c Ratio	1.50	0.39			1.04	0.17		0.48	0.47	0.14		0.24
Control Delay	281.5	15.8			73.1	4.5		27.3	21.3	2.8		11.2
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	281.5	15.8			73.1	4.5		27.3	21.3	2.8		11.2
LOS	F	B			E	A		C	C	A		B
Approach Delay		135.8			63.0				20.6			
Approach LOS		F			E				C			
Queue Length 50th (ft)	~122	65			~259	0		41	76	0		20
Queue Length 95th (ft)	#268	141			#499	29		92	120	14		43
Internal Link Dist (ft)		1141			865				426			
Turn Bay Length (ft)	55							85		95		135
Base Capacity (vph)	146	674			569	595		363	1307	619		451
Starvation Cap Reductn	0	0			0	0		0	0	0		0
Spillback Cap Reductn	0	0			0	0		0	0	0		0
Storage Cap Reductn	0	0			0	0		0	0	0		0
Reduced v/c Ratio	1.50	0.39			1.04	0.17		0.34	0.34	0.10		0.22

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 62.9
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.50
 Intersection Signal Delay: 49.7
 Intersection LOS: D

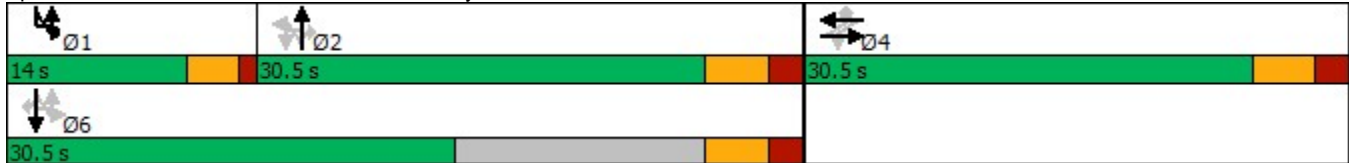
	↓	↙
Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	17.0	17.0
Minimum Split (s)	22.5	22.5
Total Split (s)	30.5	30.5
Total Split (%)	40.7%	40.7%
Maximum Green (s)	25.0	25.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.5	5.5
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	4.0
Recall Mode	Min	Min
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	26.6	26.6
Actuated g/C Ratio	0.42	0.42
v/c Ratio	0.29	0.49
Control Delay	12.1	8.4
Queue Delay	0.0	0.0
Total Delay	12.1	8.4
LOS	B	A
Approach Delay	10.5	
Approach LOS	B	
Queue Length 50th (ft)	50	38
Queue Length 95th (ft)	76	93
Internal Link Dist (ft)	477	
Turn Bay Length (ft)		
Base Capacity (vph)	2078	932
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.19	0.36

Intersection Summary

Intersection Capacity Utilization 90.8% ICU Level of Service E
 Analysis Period (min) 15

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













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



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

PH1 NB Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	0	136	0	3	0	139	347	8	1	533	61
Future Volume (vph)	76	0	136	0	3	0	139	347	8	1	533	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	12	12	14	14	14
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.96	0.98				0.99	1.00			1.00	
Frt			0.850					0.997			0.986	
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1668	1222	0	1773	0	1504	1839	0	0	1931	0
Flt Permitted		0.756					0.362				0.999	
Satd. Flow (perm)	0	1273	1200	0	1773	0	570	1839	0	0	1929	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76					2			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		443			167			322			194	
Travel Time (s)		10.1			3.8			7.3			4.4	
Confl. Peds. (#/hr)	23		6	6		23	16		6	6		16
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	11%	0%	0%	0%	12%	3%	0%	0%	3%	3%
Parking (#/hr)			0									
Adj. Flow (vph)	79	0	142	0	3	0	145	361	8	1	555	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	142	0	3	0	145	369	0	0	620	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			0	
Link Offset(ft)		0			20			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.25	1.09	1.09	1.09	1.09	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

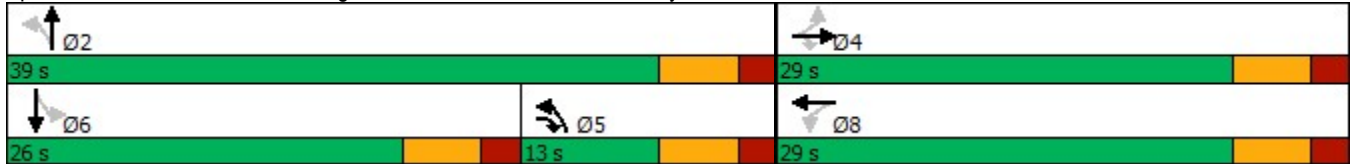
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA	pm+ov		NA		pm+pt	NA		Perm		NA
Protected Phases		4	5		8		5	2				6
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	8	8		5	2		6		6
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0		3.0	20.0		20.0		20.0
Minimum Split (s)	25.0	25.0	9.0	16.0	16.0		9.0	26.0		26.0		26.0
Total Split (s)	29.0	29.0	13.0	29.0	29.0		13.0	39.0		26.0		26.0
Total Split (%)	42.6%	42.6%	19.1%	42.6%	42.6%		19.1%	57.4%		38.2%		38.2%
Maximum Green (s)	23.0	23.0	7.0	23.0	23.0		7.0	33.0		20.0		20.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0		2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0				0.0
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0				6.0
Lead/Lag			Lag				Lag			Lead		Lead
Lead-Lag Optimize?			Yes				Yes			Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	0.2		0.2		0.2
Recall Mode	None	None	None	None	None		None	Min		Min		Min
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	5	5										
Act Effct Green (s)		11.8	13.6		11.8		36.0	38.9				23.2
Actuated g/C Ratio		0.23	0.26		0.23		0.69	0.74				0.44
v/c Ratio		0.28	0.38		0.01		0.28	0.27				0.72
Control Delay		20.8	8.5		17.0		9.7	6.3				23.5
Queue Delay		0.0	0.0		0.0		0.0	0.0				0.0
Total Delay		20.8	8.5		17.0		9.7	6.3				23.5
LOS		C	A		B		A	A				C
Approach Delay		12.9			17.0			7.3				23.5
Approach LOS		B			B			A				C
Queue Length 50th (ft)		23	13		1		18	51				181
Queue Length 95th (ft)		53	39		6		56	134				#445
Internal Link Dist (ft)		363			87			242				114
Turn Bay Length (ft)							100					
Base Capacity (vph)		575	382		801		526	1317				858
Starvation Cap Reductn		0	0		0		0	0				0
Spillback Cap Reductn		0	0		0		0	0				0
Storage Cap Reductn		0	0		0		0	0				0
Reduced v/c Ratio		0.14	0.37		0.00		0.28	0.28				0.72

Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 52.4
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72

Intersection Signal Delay: 15.6
 Intersection Capacity Utilization 77.5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

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





Q-1 2027 No-Build Conditions

Q-1.3 Friday Evening peak hour



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	29	2	993	112	10	76	1516	1	89	1	116	7
Future Volume (vph)	29	2	993	112	10	76	1516	1	89	1	116	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	11	12	13	13	12	12	10
Storage Length (ft)		275		225		455		175	475		0	250
Storage Lanes		2		1		2		1	1		1	1
Taper Length (ft)		75				195			80			75
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.86	0.86	0.91	0.86	0.91	0.91
Ped Bike Factor		1.00		0.99		1.00		0.99				
Frt				0.850				0.850		0.910	0.850	
Flt Protected		0.950				0.950			0.950	0.981		0.950
Satd. Flow (prot)	0	3262	5085	1652	0	3326	4853	1435	1586	2823	1455	1345
Flt Permitted		0.950				0.950			0.950	0.981		0.950
Satd. Flow (perm)	0	3261	5085	1632	0	3324	4853	1417	1586	2823	1455	1345
Right Turn on Red				Yes				Yes			No	
Satd. Flow (RTOR)				177				177				
Link Speed (mph)			50				50			40		
Link Distance (ft)			413				657			646		
Travel Time (s)			5.6				9.0			11.0		
Confl. Peds. (#/hr)		2		2		2		2				
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	2%	1%	0%	2%	1%	0%	7%	0%	1%	14%
Adj. Flow (vph)	32	2	1079	122	11	83	1648	1	97	1	126	8
Shared Lane Traffic (%)								10%	42%		50%	50%
Lane Group Flow (vph)	0	34	1079	122	0	94	1648	1	56	105	63	4
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			36				36			24		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			50				16			56		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.04	1.00	0.96	0.96	1.00	1.00	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2	2	2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150			30	150		30	30	30	30
Detector 2 Size(ft)		20	6			20	6		20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	1	2
Future Volume (vph)	1	2
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor		
Frt		0.850
Flt Protected	0.962	
Satd. Flow (prot)	2639	1421
Flt Permitted	0.962	
Satd. Flow (perm)	2639	1421
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	308	
Travel Time (s)	7.0	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	1	2
Shared Lane Traffic (%)		10%
Lane Group Flow (vph)	5	2
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	30	
Two way Left Turn Lane		
Headway Factor	1.09	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	Prot	NA	Free	Split	NA	Prot	Split
Protected Phases	5	5	2		1	1	6		3	3	3	4
Permitted Phases				Free				Free				
Detector Phase	5	5	2		1	1	6		3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0		7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	16.0	17.0		15.0	15.0	15.0	15.0
Total Split (s)	29.0	29.0	61.0		29.0	29.0	61.0		25.0	25.0	25.0	45.0
Total Split (%)	18.1%	18.1%	38.1%		18.1%	18.1%	38.1%		15.6%	15.6%	15.6%	28.1%
Maximum Green (s)	23.0	23.0	54.0		23.0	23.0	54.0		17.0	17.0	17.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	4.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	7.0				6.0	7.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	2.0	1.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			30.0				30.0					36.0
Pedestrian Calls (#/hr)			0				0					1
Act Effct Green (s)		6.2	104.3	160.0		10.4	110.7	160.0	12.3	12.3	12.3	13.0
Actuated g/C Ratio		0.04	0.65	1.00		0.06	0.69	1.00	0.08	0.08	0.08	0.08
v/c Ratio		0.27	0.33	0.07		0.44	0.49	0.00	0.46	0.48	0.57	0.04
Control Delay		92.9	4.3	0.1		78.5	16.6	0.0	81.8	77.5	89.7	60.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		92.9	4.3	0.1		78.5	16.6	0.0	81.8	77.5	89.7	60.0
LOS		F	A	A		E	B	A	F	E	F	E
Approach Delay			6.3				20.0			82.0		
Approach LOS			A				B			F		
Queue Length 50th (ft)		19	22	0		50	224	0	62	62	71	4
Queue Length 95th (ft)		39	157	0		81	635	0	115	98	128	16
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		455		175	475			250
Base Capacity (vph)		468	3315	1632		478	3356	1417	168	299	154	311
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.07	0.33	0.07		0.20	0.49	0.00	0.33	0.35	0.41	0.01

Intersection Summary







Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Prot
Protected Phases	4	4
Permitted Phases		
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	45.0	45.0
Total Split (%)	28.1%	28.1%
Maximum Green (s)	37.0	37.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	13.0	13.0
Actuated g/C Ratio	0.08	0.08
v/c Ratio	0.02	0.02
Control Delay	59.6	58.5
Queue Delay	0.0	0.0
Total Delay	59.6	58.5
LOS	E	E
Approach Delay	59.5	
Approach LOS	E	
Queue Length 50th (ft)	2	2
Queue Length 95th (ft)	9	10
Internal Link Dist (ft)	228	
Turn Bay Length (ft)		
Base Capacity (vph)	610	328
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.01	0.01
Intersection Summary		

Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 19.2
 Intersection Capacity Utilization 67.6%
 Analysis Period (min) 15













Intersection LOS: B
 ICU Level of Service C









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

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

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

PH1 NB Friday Evening peak hour
05/23/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	10	1085	33	2	111	1523	39	49	
Future Volume (vph)	10	1085	33	2	111	1523	39	49	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00			0.99		0.99		
Frt		0.996					0.925		
Flt Protected					0.950		0.978		
Satd. Flow (prot)	0	5060	0	0	1787	6408	1831	0	
Flt Permitted		0.903			0.950		0.978		
Satd. Flow (perm)	0	4570	0	0	1770	6408	1828	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		6					32		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Confl. Peds. (#/hr)			9		9		3	2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	0%	2%	3%	0%	1%	2%	3%	2%	
Adj. Flow (vph)	11	1179	36	2	121	1655	42	53	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1226	0	0	123	1655	95	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		0	1	2	1		
Detector Template	Left	Thru			Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		0	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									

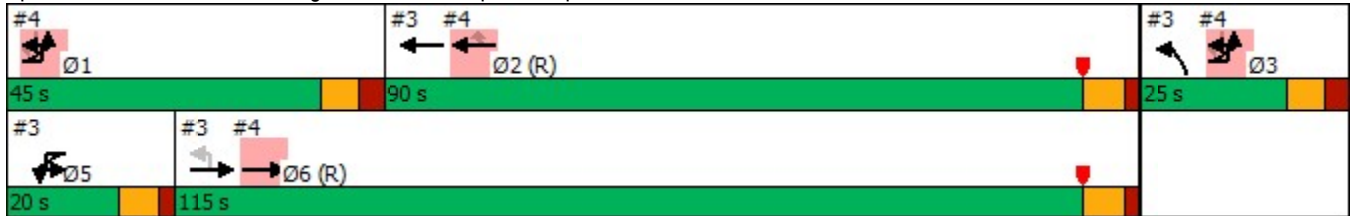
									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		Prot	Prot	NA	Prot		
Protected Phases		6		5	5	2	3		1
Permitted Phases	6								
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	115.0	115.0		20.0	20.0	90.0	25.0		45.0
Total Split (%)	71.9%	71.9%		12.5%	12.5%	56.3%	15.6%		28%
Maximum Green (s)	108.0	108.0		13.3	13.3	83.0	17.3		37.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		
Total Lost Time (s)		7.0			6.7	7.0	7.7		
Lead/Lag	Lag	Lag		Lead	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						1	3		
Act Effct Green (s)		112.7			14.5	116.1	11.5		
Actuated g/C Ratio		0.70			0.09	0.73	0.07		
v/c Ratio		0.38			0.76	0.36	0.59		
Control Delay		1.0			107.1	3.8	61.7		
Queue Delay		0.1			0.0	0.0	0.0		
Total Delay		1.0			107.1	3.8	61.7		
LOS		A			F	A	E		
Approach Delay		1.0				11.0	61.7		
Approach LOS		A				B	E		
Queue Length 50th (ft)		2			134	68	65		
Queue Length 95th (ft)		0			#252	31	125		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3219			167	4651	226		
Starvation Cap Reductn		628			0	0	0		
Spillback Cap Reductn		0			0	10	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.47			0.74	0.36	0.42		

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76













Intersection Signal Delay: 8.6
 Intersection Capacity Utilization 69.8%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke



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

PH1 NB Friday Evening peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	16	4	1128	1566	5	0	21			
Future Volume (vph)	16	4	1128	1566	5	0	21			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.99					
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5085	5085	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3501	5085	5085	1646	0	2937			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		1			1					
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89			
Heavy Vehicles (%)	0%	0%	2%	2%	0%	0%	0%			
Adj. Flow (vph)	18	4	1267	1760	6	0	24			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	22	1267	1760	6	0	24			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										

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

PH1 NB Friday Evening peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø5
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			115.0	90.0	90.0			45.0	25.0	20.0
Total Split (%)			71.9%	56.3%	56.3%			28%	16%	13%
Maximum Green (s)			108.0	83.0	83.0			37.3	17.3	13.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lag	Lag	Lag			Lead		Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				3	
Act Effct Green (s)		29.2	112.7	116.1	116.1		29.2			
Actuated g/C Ratio		0.18	0.70	0.73	0.73		0.18			
v/c Ratio		0.03	0.35	0.48	0.01		0.04			
Control Delay		51.9	5.8	2.2	1.8		52.2			
Queue Delay		0.0	0.0	0.0	0.0		0.0			
Total Delay		51.9	5.8	2.2	1.8		52.2			
LOS		D	A	A	A		D			
Approach Delay			6.6	2.2		52.2				
Approach LOS			A	A		D				
Queue Length 50th (ft)		10	112	30	0		11			
Queue Length 95th (ft)		m21	124	41	m1		26			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1214	3580	3690	1194		1018			
Starvation Cap Reductn		0	0	262	0		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.02	0.35	0.51	0.01		0.02			

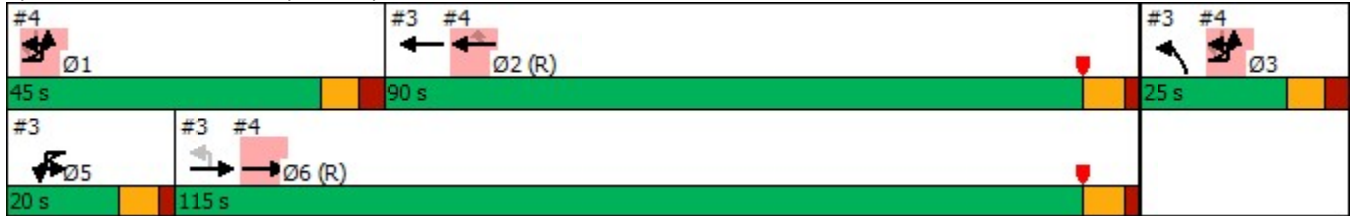
Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76

Intersection Signal Delay: 4.4
 Intersection Capacity Utilization 50.8%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	114	817	76	58	201	1246	100	94	186	90	197
Future Volume (vph)	6	114	817	76	58	201	1246	100	94	186	90	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	250
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.91
Ped Bike Factor		1.00		0.98		1.00		0.99	0.99	1.00		
Frt				0.850				0.850		0.953		
Flt Protected		0.950				0.950			0.950	0.998		0.950
Satd. Flow (prot)	0	3178	5085	1507	0	3475	5085	1516	1369	3189	0	1557
Flt Permitted		0.950				0.950			0.950	0.998		0.950
Satd. Flow (perm)	0	3177	5085	1483	0	3469	5085	1496	1360	3188	0	1557
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								184				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		2		3		3		2	9			
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	3%	2%	0%	0%	1%	2%	3%	16%	4%	0%	2%
Adj. Flow (vph)	7	133	950	88	67	234	1449	116	109	216	105	229
Shared Lane Traffic (%)									10%			27%
Lane Group Flow (vph)	0	140	950	88	0	301	1449	116	98	332	0	167
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	228	145
Future Volume (vph)	228	145
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor	1.00	0.98
Frt	0.992	0.850
Flt Protected	0.991	
Satd. Flow (prot)	3016	1379
Flt Permitted	0.991	
Satd. Flow (perm)	3016	1346
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		9
Confl. Bikes (#/hr)		2
Peak Hour Factor	0.86	0.86
Heavy Vehicles (%)	3%	3%
Adj. Flow (vph)	265	169
Shared Lane Traffic (%)		11%
Lane Group Flow (vph)	346	150
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	19	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		3	3		4
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		3	3		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	32.0	32.0	56.0	56.0	32.0	32.0	56.0		31.0	31.0		41.0
Total Split (%)	20.0%	20.0%	35.0%	35.0%	20.0%	20.0%	35.0%		19.4%	19.4%		25.6%
Maximum Green (s)	25.0	25.0	49.0	49.0	25.0	25.0	49.0		23.0	23.0		33.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0					7.0
Flash Dont Walk (s)			30.0	30.0			30.0					36.0
Pedestrian Calls (#/hr)			3	3			0					1
Act Effct Green (s)		11.4	64.7	64.7		18.2	71.4	160.0	21.3	21.3		25.8
Actuated g/C Ratio		0.07	0.40	0.40		0.11	0.45	1.00	0.13	0.13		0.16
v/c Ratio		0.62	0.46	0.15		0.76	0.64	0.08	0.54	0.78		0.67
Control Delay		90.0	33.3	34.2		99.1	32.5	0.1	75.9	80.5		75.3
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		90.0	33.3	34.2		99.1	32.5	0.1	75.9	80.5		75.3
LOS		F	C	C		F	C	A	E	F		E
Approach Delay			40.1				41.2			79.5		
Approach LOS			D				D			E		
Queue Length 50th (ft)		79	156	39		162	450	0	105	185		183
Queue Length 95th (ft)		113	241	86		191	475	0	169	233		249
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			250
Base Capacity (vph)		496	2054	599		542	2270	1496	196	458		321
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.28	0.46	0.15		0.56	0.64	0.08	0.50	0.72		0.52

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Lane Group	↓	↙
	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	41.0	41.0
Total Split (%)	25.6%	25.6%
Maximum Green (s)	33.0	33.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	25.8	25.8
Actuated g/C Ratio	0.16	0.16
v/c Ratio	0.71	0.69
Control Delay	71.4	79.2
Queue Delay	0.0	0.0
Total Delay	71.4	79.2
LOS	E	E
Approach Delay	74.2	
Approach LOS	E	
Queue Length 50th (ft)	202	165
Queue Length 95th (ft)	239	232
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		
Base Capacity (vph)	622	277
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.56	0.54
Intersection Summary		

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 50.2

Intersection Capacity Utilization 86.5%

Analysis Period (min) 15

Intersection LOS: D













ICU Level of Service E

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

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	249	256	11	11	264	25	0	0	31
Future Volume (vph)	0	0	0	249	256	11	11	264	25	0	0	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		220		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	0			0				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	0.95	0.97	0.95	1.00	1.00	0.95
Ped Bike Factor								1.00				1.00
Frt						0.850						0.984
Flt Protected				0.950	0.988			0.950				
Satd. Flow (prot)	0	0	0	1626	3105	1470	0	3404	3471	0	0	3453
Flt Permitted				0.950	0.988			0.950				
Satd. Flow (perm)	0	0	0	1626	3105	1470	0	3389	3471	0	0	3453
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						77						4
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			308				564			371
Travel Time (s)		10.1			4.7				11.0			8.4
Confl. Peds. (#/hr)								2			1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	1%	5%	0%	0%	3%	4%	0%	0%	3%
Adj. Flow (vph)	0	0	0	274	281	12	12	290	27	0	0	34
Shared Lane Traffic (%)				34%		10%						
Lane Group Flow (vph)	0	0	0	181	375	11	0	302	27	0	0	38
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				56			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2			1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66			30
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				30	30	30	20	45	30			30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			

Lane Group	SBR	Ø8
Lane Configurations		
Traffic Volume (vph)	4	
Future Volume (vph)	4	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	2	
Peak Hour Factor	0.91	
Heavy Vehicles (%)	0%	
Adj. Flow (vph)	4	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Turn Type				Prot	NA	Perm	Prot	Prot	NA			NA
Protected Phases				7	4		5	5	2			6
Permitted Phases						4						
Detector Phase				7	4	4	5	5	2			6
Switch Phase												
Minimum Initial (s)				15.0	15.0	15.0	8.0	8.0	10.0			10.0
Minimum Split (s)				22.0	22.0	22.0	15.0	15.0	17.0			17.0
Total Split (s)				42.0	42.0	42.0	32.0	32.0	42.0			42.0
Total Split (%)				26.9%	26.9%	26.9%	20.5%	20.5%	26.9%			26.9%
Maximum Green (s)				35.0	35.0	35.0	25.0	25.0	35.0			35.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0			3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0			7.0
Lead/Lag				Lag			Lag	Lag				Lead
Lead-Lag Optimize?				Yes			Yes	Yes				Yes
Vehicle Extension (s)				5.0	5.0	5.0	5.0	5.0	5.0			5.0
Recall Mode				None	None	None	None	None	None			None
Walk Time (s)					7.0	7.0			7.0			7.0
Flash Dont Walk (s)					25.0	25.0			14.0			14.0
Pedestrian Calls (#/hr)					0	0			0			0
Act Effct Green (s)				24.3	24.3	24.3		14.1	22.5			11.0
Actuated g/C Ratio				0.39	0.39	0.39		0.23	0.36			0.18
v/c Ratio				0.29	0.31	0.02		0.39	0.02			0.06
Control Delay				16.2	15.2	0.1		25.9	13.6			27.7
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				16.2	15.2	0.1		25.9	13.6			27.7
LOS				B	B	A		C	B			C
Approach Delay					15.2				24.8			27.7
Approach LOS					B				C			C
Queue Length 50th (ft)				60	66	0		59	3			6
Queue Length 95th (ft)				114	106	0		108	12			22
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)								220				
Base Capacity (vph)				1009	1977	1437		1508	3222			2144
Starvation Cap Reductn				0	0	0		0	0			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.18	0.19	0.01		0.20	0.01			0.02

Intersection Summary

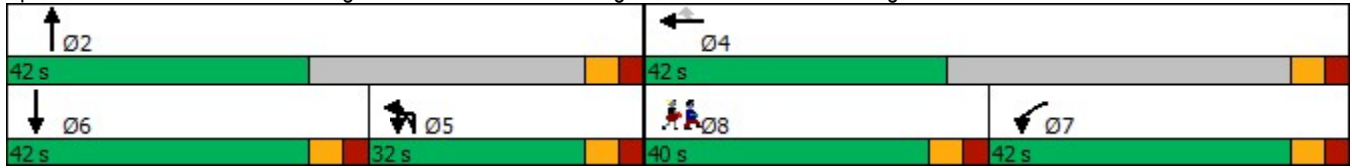
Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 62.2
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.39
 Intersection Signal Delay: 19.1
 Intersection Capacity Utilization 46.8%















Intersection LOS: B
 ICU Level of Service A







Lane Group	SBR	Ø8
Turn Type		
Protected Phases		8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		1.0
Minimum Split (s)		39.0
Total Split (s)		40.0
Total Split (%)		26%
Maximum Green (s)		33.0
Yellow Time (s)		4.0
All-Red Time (s)		3.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		0.2
Recall Mode		None
Walk Time (s)		7.0
Flash Dont Walk (s)		25.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Analysis Period (min) 15

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



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	180	0	46	394	514	180
Future Volume (vph)	180	0	46	394	514	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			220
Storage Lanes	2	0	1			1
Taper Length (ft)	0		95			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Fr _t						0.850
Fl _t Protected	0.950		0.950			
Satd. Flow (prot)	3433	0	1626	3539	3539	1509
Fl _t Permitted	0.950		0.432			
Satd. Flow (perm)	3433	0	739	3539	3539	1509
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						205
Link Speed (mph)	45			40	40	
Link Distance (ft)	204			578	1195	
Travel Time (s)	3.1			9.9	20.4	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	11%	2%	2%	7%
Adj. Flow (vph)	205	0	52	448	584	205
Shared Lane Traffic (%)						
Lane Group Flow (vph)	205	0	52	448	584	205
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases			2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0		3.0	20.0	20.0	20.0
Minimum Split (s)	14.0		9.0	26.0	26.0	26.0
Total Split (s)	31.0		23.0	26.0	26.0	26.0
Total Split (%)	38.8%		28.8%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0		17.0	20.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		2.0	0.2	0.2	0.2
Recall Mode	None		None	Min	Min	Min
Walk Time (s)	8.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	8.8		27.9	24.9	21.1	21.1
Actuated g/C Ratio	0.19		0.61	0.54	0.46	0.46
v/c Ratio	0.31		0.10	0.23	0.36	0.25
Control Delay	18.3		4.8	5.8	10.1	3.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	18.3		4.8	5.8	10.1	3.2
LOS	B		A	A	B	A
Approach Delay	18.3			5.7	8.3	
Approach LOS	B			A	A	
Queue Length 50th (ft)	20		1	26	36	0
Queue Length 95th (ft)	51		16	46	102	30
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	1900		955	3269	1630	805
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.11		0.05	0.14	0.36	0.25






















Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 45.8
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.36
 Intersection Signal Delay: 8.8
 Intersection Capacity Utilization 41.7%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

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



												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	40	882	70	22	76	1296	96	52	50	40	69
Future Volume (vph)	5	40	882	70	22	76	1296	96	52	50	40	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.97		1.00		0.98		0.99	0.99	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.975		0.950
Satd. Flow (prot)	0	1685	5085	1463	0	1805	5036	1507	0	1678	1463	1685
Flt Permitted		0.950				0.950				0.824		0.608
Satd. Flow (perm)	0	1683	5085	1424	0	1797	5036	1483	0	1410	1442	1077
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		5		6		6		5	14		2	2
Confl. Bikes (#/hr)								2			1	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	2%	3%	0%	0%	3%	0%	4%	2%	3%	0%
Adj. Flow (vph)	6	49	1089	86	27	94	1600	119	64	62	49	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	1089	86	0	121	1600	119	0	126	49	85
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	24	45
Future Volume (vph)	24	45
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1642	1507
Flt Permitted		
Satd. Flow (perm)	1642	1471
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		14
Confl. Bikes (#/hr)		
Peak Hour Factor	0.81	0.81
Heavy Vehicles (%)	8%	0%
Adj. Flow (vph)	30	56
Shared Lane Traffic (%)		
Lane Group Flow (vph)	30	56
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

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

PH1 NB Friday Evening peak hour
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Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	15.0	15.0	15.0	15.0
Total Split (s)	31.0	31.0	77.0	77.0	31.0	31.0	77.0	77.0	52.0	52.0	52.0	52.0
Total Split (%)	19.4%	19.4%	48.1%	48.1%	19.4%	19.4%	48.1%	48.1%	32.5%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0	25.0	69.0	69.0	25.0	25.0	69.0	69.0	44.0	44.0	44.0	44.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									2	2	2	2
Act Effct Green (s)		10.3	99.8	99.8		15.2	107.3	107.3		23.0	23.0	23.0
Actuated g/C Ratio		0.06	0.62	0.62		0.10	0.67	0.67		0.14	0.14	0.14
v/c Ratio		0.51	0.34	0.10		0.71	0.47	0.12		0.62	0.24	0.55
Control Delay		96.8	10.6	10.8		99.6	5.0	4.9		75.6	59.1	74.1
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		96.8	10.6	10.8		99.6	5.0	4.9		75.6	59.1	74.1
LOS		F	B	B		F	A	A		E	E	E
Approach Delay			14.4				11.2			71.0		
Approach LOS			B				B			E		
Queue Length 50th (ft)		60	130	17		126	106	17		129	47	86
Queue Length 95th (ft)		100	143	45		185	113	33		151	68	110
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		263	3170	887		282	3377	994		387	396	296
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.21	0.34	0.10		0.43	0.47	0.12		0.33	0.12	0.29

Intersection Summary






Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	52.0	52.0
Total Split (%)	32.5%	32.5%
Maximum Green (s)	44.0	44.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	23.0	23.0
Actuated g/C Ratio	0.14	0.14
v/c Ratio	0.13	0.27
Control Delay	55.5	60.0
Queue Delay	0.0	0.0
Total Delay	55.5	60.0
LOS	E	E
Approach Delay	66.2	
Approach LOS	E	
Queue Length 50th (ft)	29	54
Queue Length 95th (ft)	47	75
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	451	404
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.07	0.14
Intersection Summary		

Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 18.2
 Intersection Capacity Utilization 84.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service E

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

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

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














PH1 NB Friday Evening peak hour
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Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	153	847	21	13	17	1198	169	6	16	9	3	128
Future Volume (vph)	153	847	21	13	17	1198	169	6	16	9	3	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		125		150		405	0		0		125
Storage Lanes	2		1		1		1	0		0		1
Taper Length (ft)	135				85			0				65
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.97
Ped Bike Factor			0.97		0.99							
Frt			0.850				0.850		0.960			
Flt Protected	0.950				0.950				0.990			0.950
Satd. Flow (prot)	2779	3539	1615	0	1744	3574	1392	0	1745	0	0	3370
Flt Permitted	0.950				0.950				0.898			0.950
Satd. Flow (perm)	2779	3539	1574	0	1729	3574	1392	0	1583	0	0	3370
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							184					
Link Speed (mph)		40				40			30			
Link Distance (ft)		498				580			260			
Travel Time (s)		8.5				9.9			5.9			
Confl. Peds. (#/hr)			5		5							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	26%	2%	0%	8%	0%	1%	16%	17%	0%	0%	0%	4%
Adj. Flow (vph)	166	921	23	14	18	1302	184	7	17	10	3	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	166	921	23	0	32	1302	184	0	34	0	0	142
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)		44				56			0			
Link Offset(ft)		11				0			-5			
Crosswalk Width(ft)		48				30			30			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	9	15
Number of Detectors	2	2	1	1	2	2	1	1	2		1	2
Detector Template		Thru	Right	Left		Thru	Right	Left			Left	
Leading Detector (ft)	55	100	6	20	55	100	6	20	55		20	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	35	94			35	94			35			35
Detector 2 Size(ft)	20	6			20	6			20			20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			0.0			0.0

Lane Group	SBT	SBR	Ø2
Lane Configurations			
Traffic Volume (vph)	21	172	
Future Volume (vph)	21	172	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		1	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Ped Bike Factor			
Frt	0.882	0.850	
Flt Protected			
Satd. Flow (prot)	1580	1519	
Flt Permitted			
Satd. Flow (perm)	1580	1519	
Right Turn on Red		No	
Satd. Flow (RTOR)			
Link Speed (mph)	40		
Link Distance (ft)	400		
Travel Time (s)	6.8		
Confl. Peds. (#/hr)			
Peak Hour Factor	0.92	0.92	
Heavy Vehicles (%)	0%	1%	
Adj. Flow (vph)	23	187	
Shared Lane Traffic (%)		45%	
Lane Group Flow (vph)	107	103	
Enter Blocked Intersection	No	No	
Lane Alignment	Left	Right	
Median Width(ft)	40		
Link Offset(ft)	-15		
Crosswalk Width(ft)	30		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	
Turning Speed (mph)		9	
Number of Detectors	2	2	
Detector Template			
Leading Detector (ft)	55	55	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)	35	35	
Detector 2 Size(ft)	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)	0.0	0.0	

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

PH1 NB Friday Evening peak hour
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Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	
Turn Type	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split	Split	
Protected Phases	1	5		3	3	2 3			7		4	4	
Permitted Phases			5				2 3 4	7					
Detector Phase	1	5	5	3	3	2 3	2 3 4	7	7		4	4	
Switch Phase													
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0	7.0	
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0	14.0	
Total Split (s)	20.0	78.0	78.0	20.0	20.0			21.0	21.0		41.0	41.0	
Total Split (%)	12.5%	48.8%	48.8%	12.5%	12.5%			13.1%	13.1%		25.6%	25.6%	
Maximum Green (s)	13.0	71.0	71.0	13.0	13.0			14.0	14.0		34.0	34.0	
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0				0.0			0.0	
Total Lost Time (s)	7.0	7.0	7.0		7.0				7.0			7.0	
Lead/Lag	Lead			Lead	Lead						Lag	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes						Yes	Yes	
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	None			None	None		None	None	
Walk Time (s)											7.0	7.0	
Flash Dont Walk (s)											35.0	35.0	
Pedestrian Calls (#/hr)											0	0	
Act Effct Green (s)	14.1	98.9	98.9		12.3	97.1	119.4		7.9			15.3	
Actuated g/C Ratio	0.09	0.62	0.62		0.08	0.61	0.75		0.05			0.10	
v/c Ratio	0.68	0.42	0.02		0.24	0.60	0.17		0.44			0.44	
Control Delay	84.5	18.1	15.4		55.8	8.8	1.2		89.9			71.5	
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay	84.5	18.1	15.4		55.8	8.8	1.2		89.9			71.5	
LOS	F	B	B		E	A	A		F			E	
Approach Delay		27.9				8.9			89.9				
Approach LOS		C				A			F				
Queue Length 50th (ft)	88	264	9		34	180	9		35			73	
Queue Length 95th (ft)	127	366	26		m73	202	0		74			107	
Internal Link Dist (ft)		418				500			180				
Turn Bay Length (ft)	90		125		150		405					125	
Base Capacity (vph)	258	2187	972		141	2184	1208		138			716	
Starvation Cap Reductn	0	0	0		0	0	0		0			0	
Spillback Cap Reductn	0	0	0		0	0	0		0			0	
Storage Cap Reductn	0	0	0		0	0	0		0			0	
Reduced v/c Ratio	0.64	0.42	0.02		0.23	0.60	0.15		0.25			0.20	






Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 35 (22%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 25.7
 Intersection LOS: C

	↓	↙	
Lane Group	SBT	SBR	Ø2
Turn Type	NA	Perm	
Protected Phases	4		2
Permitted Phases		4	
Detector Phase	4	4	
Switch Phase			
Minimum Initial (s)	7.0	7.0	10.0
Minimum Split (s)	14.0	14.0	17.0
Total Split (s)	41.0	41.0	58.0
Total Split (%)	25.6%	25.6%	36%
Maximum Green (s)	34.0	34.0	51.0
Yellow Time (s)	4.0	4.0	5.0
All-Red Time (s)	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0
Recall Mode	None	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	35.0	35.0	25.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)	15.3	15.3	
Actuated g/C Ratio	0.10	0.10	
v/c Ratio	0.71	0.71	
Control Delay	93.9	95.0	
Queue Delay	0.0	0.0	
Total Delay	93.9	95.0	
LOS	F	F	
Approach Delay	85.2		
Approach LOS	F		
Queue Length 50th (ft)	116	111	
Queue Length 95th (ft)	183	177	
Internal Link Dist (ft)	320		
Turn Bay Length (ft)			
Base Capacity (vph)	335	322	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.32	0.32	
Intersection Summary			

Intersection Capacity Utilization 72.1% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

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

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













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

PH1 NB Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	997	250	141	659	43	203	105	155	21	144	30
Future Volume (vph)	34	997	250	141	659	43	203	105	155	21	144	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	12	10	10	12	10	9	9	9	12	12	12
Storage Length (ft)	75		150	395		150	215		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	175			145			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								0.99			1.00	
Frt			0.850			0.850		0.910			0.979	
Flt Protected	0.950			0.950			0.950				0.995	
Satd. Flow (prot)	1624	5085	1492	1668	5036	1478	1624	1538	0	0	1819	0
Flt Permitted	0.950			0.950			0.531				0.929	
Satd. Flow (perm)	1624	5085	1492	1668	5036	1478	908	1538	0	0	1698	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						96		85			11	
Link Speed (mph)		50			50			30			25	
Link Distance (ft)		485			721			313			274	
Travel Time (s)		6.6			9.8			7.1			7.5	
Confl. Peds. (#/hr)									12	12		
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	2%	1%	1%	3%	2%	0%	0%	0%	5%	1%	3%
Adj. Flow (vph)	43	1246	313	176	824	54	254	131	194	26	180	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	1246	313	176	824	54	254	325	0	0	244	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			9			0	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		16			16			40			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.00	1.09	1.09	1.00	1.09	1.14	1.14	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	2	2	1	2	2		1	3	
Detector Template		Thru	Right		Thru	Right				Left		
Leading Detector (ft)	50	100	20	50	100	20	50	50		20	32	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	94		30	94		30	30			16	
Detector 2 Size(ft)	20	6		20	6		20	20			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 2 Channel												

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

PH1 NB Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Detector 3 Position(ft)												26
Detector 3 Size(ft)												6
Detector 3 Type												Cl+Ex
Detector 3 Channel												
Detector 3 Extend (s)												0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	4.0	14.0	14.0	4.0	15.0	15.0	9.2	9.2		10.0	10.0	
Minimum Split (s)	9.0	21.4	21.4	9.0	22.4	22.4	16.0	16.0		16.8	16.8	
Total Split (s)	11.0	40.0	40.0	16.0	45.0	45.0	44.0	44.0		44.0	44.0	
Total Split (%)	11.0%	40.0%	40.0%	16.0%	45.0%	45.0%	44.0%	44.0%		44.0%	44.0%	
Maximum Green (s)	6.0	32.6	32.6	11.0	37.6	37.6	37.2	37.2		37.2	37.2	
Yellow Time (s)	3.0	5.4	5.4	3.0	5.4	5.4	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.4	7.4	5.0	7.4	7.4	6.8	6.8				6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							37.0	37.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	5.7	39.3	39.3	11.0	48.7	48.7	30.5	30.5				30.5
Actuated g/C Ratio	0.06	0.39	0.39	0.11	0.49	0.49	0.30	0.30				0.30
v/c Ratio	0.47	0.62	0.54	0.96	0.34	0.07	0.92	0.62				0.46
Control Delay	62.4	27.4	29.6	103.4	18.5	1.3	69.7	25.7				28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	62.4	27.4	29.6	103.4	18.5	1.3	69.7	25.7				28.5
LOS	E	C	C	F	B	A	E	C				C
Approach Delay		28.8			31.8			45.0				28.5
Approach LOS		C			C			D				C
Queue Length 50th (ft)	27	235	155	113	128	0	152	127				117
Queue Length 95th (ft)	56	265	225	#206	154	2	203	165				148
Internal Link Dist (ft)		405			641			233				194
Turn Bay Length (ft)	75		150	395		150	215					
Base Capacity (vph)	97	1996	585	183	2450	768	337	625				638
Starvation Cap Reductn	0	0	0	0	0	0	0	0				0
Spillback Cap Reductn	0	0	0	0	0	0	0	0				0
Storage Cap Reductn	0	0	0	0	0	0	0	0				0
Reduced v/c Ratio	0.44	0.62	0.54	0.96	0.34	0.07	0.75	0.52				0.38

Intersection Summary













Area Type: Other
Cycle Length: 100

Actuated Cycle Length: 100
 Offset: 59 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 32.4
 Intersection Capacity Utilization 82.0%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	0	151	0	0	0	131	261	5	0	318	54
Future Volume (vph)	38	0	151	0	0	0	131	261	5	0	318	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	12	12	14	14	14
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.97					1.00	1.00			0.99	
Frt			0.850					0.997			0.980	
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1636	1222	0	1773	0	1546	1875	0	0	1954	0
Flt Permitted							0.482					
Satd. Flow (perm)	0	1672	1222	0	1773	0	781	1875	0	0	1954	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			166					2			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		443			168			322			194	
Travel Time (s)		10.1			3.8			7.3			4.4	
Confl. Peds. (#/hr)	16					16	9					9
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	0%	11%	0%	0%	0%	9%	1%	0%	0%	1%	2%
Parking (#/hr)			0									
Adj. Flow (vph)	42	0	166	0	0	0	144	287	5	0	349	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	42	166	0	0	0	144	292	0	0	408	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			0	
Link Offset(ft)		0			20			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.25	1.09	1.09	1.09	1.09	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0		
Turn Type	Perm	NA	pm+ov				pm+pt	NA	NA			
Protected Phases	4		5	8			5	2	6			
Permitted Phases	4	4		8	8			2	6			
Detector Phase	4	4	5	8	8	5			2	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0	3.0			20.0	20.0	20.0	
Minimum Split (s)	25.0	25.0	9.0	16.0	16.0	9.0			26.0	26.0	26.0	
Total Split (s)	29.0	29.0	13.0	29.0	29.0	13.0			39.0	26.0	26.0	
Total Split (%)	42.6%	42.6%	19.1%	42.6%	42.6%	19.1%			57.4%	38.2%	38.2%	
Maximum Green (s)	23.0	23.0	7.0	23.0	23.0	7.0			33.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0			4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0			2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0			0.0	0.0	0.0			
Total Lost Time (s)	6.0		6.0	6.0			6.0	6.0	6.0			
Lead/Lag			Lag				Lag				Lead	Lead
Lead-Lag Optimize?			Yes				Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0			0.2	0.2	0.2	
Recall Mode	None	None	None	None	None	None			Min	Min	Min	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)	10.3		11.7				34.3	38.5	21.7			
Actuated g/C Ratio	0.22		0.26				0.75	0.84	0.47			
v/c Ratio	0.11		0.38				0.21	0.19	0.44			
Control Delay	18.1		5.0				5.1	3.6	12.1			
Queue Delay	0.0		0.0				0.0	0.0	0.0			
Total Delay	18.1		5.0				5.1	3.6	12.1			
LOS	B		A				A	A	B			
Approach Delay	7.6								4.1	12.1		
Approach LOS	A								A	B		
Queue Length 50th (ft)	7		0				0	0	42			
Queue Length 95th (ft)	34		28				37	69	174			
Internal Link Dist (ft)	363					88				242	114	
Turn Bay Length (ft)							100					
Base Capacity (vph)	863		455				718	1476	932			
Starvation Cap Reductn	0		0				0	0	0			
Spillback Cap Reductn	0		0				0	0	0			
Storage Cap Reductn	0		0				0	0	0			
Reduced v/c Ratio	0.05		0.36				0.20	0.20	0.44			

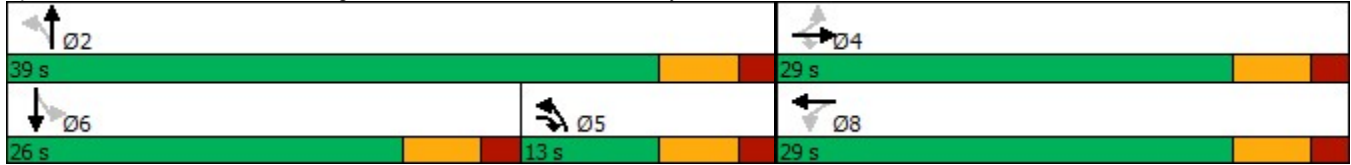
Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 45.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.44
 Intersection Signal Delay: 7.9
 Intersection Capacity Utilization 60.2%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

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





Q-1 2027 No-Build Conditions

Q-1.4 Saturday Midday peak hour



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	20	1	1313	97	27	76	1298	37	53	0	22	2
Future Volume (vph)	20	1	1313	97	27	76	1298	37	53	0	22	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	11	12	13	13	12	12	10
Storage Length (ft)		275		225		455		175	475		0	250
Storage Lanes		2		1		2		1	1		1	1
Taper Length (ft)		75				195			80			75
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.86	0.86	0.91	0.86	0.91	0.91
Ped Bike Factor		1.00		0.99		1.00	1.00	0.99				
Frt				0.850				0.850		0.971	0.850	
Flt Protected		0.950				0.950			0.950	0.961		0.950
Satd. Flow (prot)	0	3385	5085	1669	0	3336	4853	1435	1601	2909	1470	1533
Flt Permitted		0.950				0.950			0.950	0.961		0.950
Satd. Flow (perm)	0	3383	5085	1648	0	3335	4853	1417	1601	2909	1470	1533
Right Turn on Red				Yes				Yes			No	
Satd. Flow (RTOR)				203				203				
Link Speed (mph)			50				50			40		
Link Distance (ft)			413				657			646		
Travel Time (s)			5.6				9.0			11.0		
Confl. Peds. (#/hr)		3		2		2		3				
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%	1%	0%	6%	0%	0%	0%
Adj. Flow (vph)	22	1	1443	107	30	84	1426	41	58	0	24	2
Shared Lane Traffic (%)								10%	50%		31%	10%
Lane Group Flow (vph)	0	23	1443	107	0	114	1430	37	29	36	17	2
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			36				36			24		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			50				16			56		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.04	1.00	0.96	0.96	1.00	1.00	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2	2	2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150			30	150		30	30	30	30
Detector 2 Size(ft)		20	6			20	6		20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	4T	T
Traffic Volume (vph)	3	3
Future Volume (vph)	3	3
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor		
Frt	0.962	0.850
Flt Protected		
Satd. Flow (prot)	2934	1421
Flt Permitted		
Satd. Flow (perm)	2934	1421
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	308	
Travel Time (s)	7.0	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.91	0.91
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	3	3
Shared Lane Traffic (%)		38%
Lane Group Flow (vph)	4	2
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	30	
Two way Left Turn Lane		
Headway Factor	1.09	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex
Detector 2 Channel		

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Extend (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	Prot	NA	Free	Split	NA	Prot	Split
Protected Phases	5	5	2		1	1	6		3	3	3	4
Permitted Phases				Free				Free				
Detector Phase	5	5	2		1	1	6		3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0		7.0	7.0	7.0	7.0
Minimum Split (s)	14.5	14.5	17.0		16.0	16.0	17.0		15.0	15.0	15.0	15.0
Total Split (s)	29.0	29.0	41.0		29.0	29.0	41.0		25.0	25.0	25.0	45.0
Total Split (%)	20.7%	20.7%	29.3%		20.7%	20.7%	29.3%		17.9%	17.9%	17.9%	32.1%
Maximum Green (s)	23.0	23.0	34.0		23.0	23.0	34.0		17.0	17.0	17.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	4.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	7.0				6.0	7.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	2.0	1.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			30.0				30.0					36.0
Pedestrian Calls (#/hr)			0				0					1
Act Effct Green (s)		5.6	91.1	140.0		10.5	101.8	140.0	8.4	8.4	8.4	13.0
Actuated g/C Ratio		0.04	0.65	1.00		0.08	0.73	1.00	0.06	0.06	0.06	0.09
v/c Ratio		0.17	0.44	0.06		0.46	0.41	0.03	0.30	0.21	0.20	0.01
Control Delay		74.8	5.2	0.1		68.1	13.8	0.0	70.7	64.8	67.0	49.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		74.8	5.2	0.1		68.1	13.8	0.0	70.7	64.8	67.0	49.0
LOS		E	A	A		E	B	A	E	E	E	D
Approach Delay			5.9				17.4			67.3		
Approach LOS			A				B			E		
Queue Length 50th (ft)		11	32	0		52	154	0	28	18	16	2
Queue Length 95th (ft)		m20	213	0		84	485	0	65	39	45	9
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		455		175	475			250
Base Capacity (vph)		556	3310	1648		548	3529	1417	194	353	178	405
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.04	0.44	0.06		0.21	0.41	0.03	0.15	0.10	0.10	0.00

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.46

Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Prot
Protected Phases	4	4
Permitted Phases		
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	45.0	45.0
Total Split (%)	32.1%	32.1%
Maximum Green (s)	37.0	37.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	13.0	13.0
Actuated g/C Ratio	0.09	0.09
v/c Ratio	0.01	0.02
Control Delay	49.2	49.0
Queue Delay	0.0	0.0
Total Delay	49.2	49.0
LOS	D	D
Approach Delay	49.1	
Approach LOS	D	
Queue Length 50th (ft)	2	2
Queue Length 95th (ft)	7	9
Internal Link Dist (ft)	228	
Turn Bay Length (ft)		
Base Capacity (vph)	775	375
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.01	0.01

Intersection Summary

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

05/28/2024

Intersection Signal Delay: 13.2

Intersection LOS: B






Intersection Capacity Utilization 74.9%

ICU Level of Service D

Analysis Period (min) 15













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









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

 Ø1 29 s	 Ø2 (R) 41 s	 Ø4 45 s	 Ø3 25 s
 Ø5 29 s	 Ø6 (R) 41 s		

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

PH1 NB Saturday Midday peak hour
05/28/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	5	1359	54	8	75	1290	45	64	
Future Volume (vph)	5	1359	54	8	75	1290	45	64	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00			0.99		1.00		
Frt		0.994					0.921		
Flt Protected					0.950		0.980		
Satd. Flow (prot)	0	5050	0	0	1805	6408	1871	0	
Flt Permitted		0.934			0.950		0.980		
Satd. Flow (perm)	0	4717	0	0	1794	6408	1869	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		8					42		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Confl. Peds. (#/hr)			9		9		2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	0%	2%	2%	0%	0%	2%	2%	0%	
Adj. Flow (vph)	5	1446	57	9	80	1372	48	68	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1508	0	0	89	1372	116	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		0	1	2	1		
Detector Template	Left	Thru			Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		0	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		Prot	Prot	NA	Prot		
Protected Phases		6		5	5	2	3		1
Permitted Phases	6								
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	95.0	95.0		20.0	20.0	70.0	25.0		45.0
Total Split (%)	67.9%	67.9%		14.3%	14.3%	50.0%	17.9%		32%
Maximum Green (s)	88.0	88.0		13.3	13.3	63.0	17.3		37.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0				0.0	0.0		
Total Lost Time (s)		7.0				6.7	7.7		
Lead/Lag	Lag	Lag		Lead	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						1	3		
Act Effct Green (s)		96.4			10.8	96.1	11.5		
Actuated g/C Ratio		0.69			0.08	0.69	0.08		
v/c Ratio		0.46			0.64	0.31	0.61		
Control Delay		1.5			91.5	4.7	52.0		
Queue Delay		0.0			0.0	0.0	0.0		
Total Delay		1.5			91.5	4.7	52.0		
LOS		A			F	A	D		
Approach Delay		1.5				10.0	52.0		
Approach LOS		A				B	D		
Queue Length 50th (ft)		13			0	45	66		
Queue Length 95th (ft)		0			147	27	127		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3249			171	4400	268		
Starvation Cap Reductn		140			0	0	0		
Spillback Cap Reductn		0			0	0	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.49			0.52	0.31	0.43		

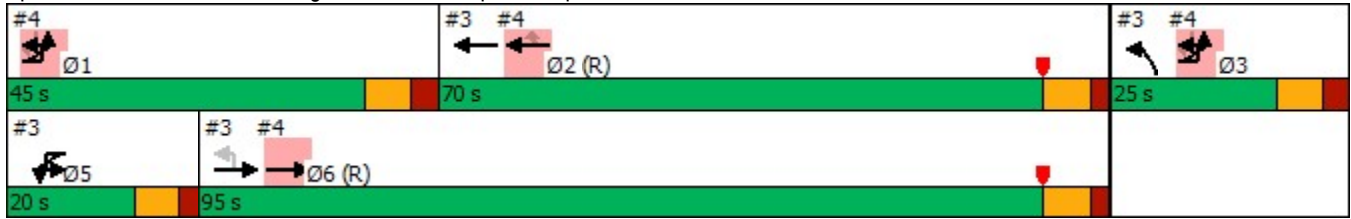
Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64

Intersection Signal Delay: 7.5
 Intersection Capacity Utilization 70.8%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke










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

PH1 NB Saturday Midday peak hour
05/28/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	17	7	1418	1331	9	0	6			
Future Volume (vph)	17	7	1418	1331	9	0	6			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.98		0.99			
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5085	5136	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3498	5085	5136	1641	0	2897			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		3			3		2			
Confl. Bikes (#/hr)							1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Heavy Vehicles (%)	0%	0%	2%	1%	0%	0%	0%			
Adj. Flow (vph)	18	8	1541	1447	10	0	7			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	26	1541	1447	10	0	7			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						

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

PH1 NB Saturday Midday peak hour
05/28/2024

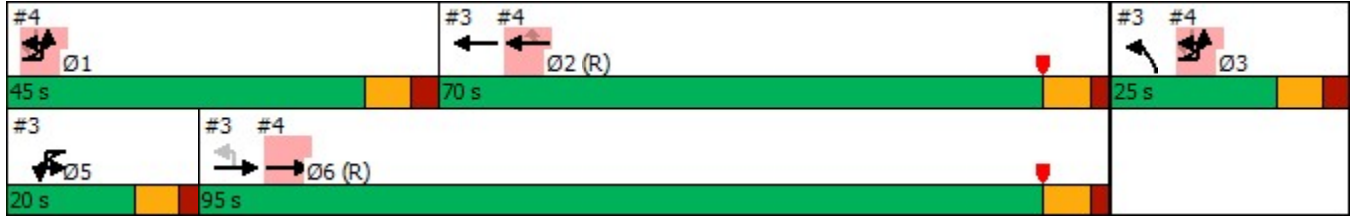
								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Detector 2 Channel										
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			95.0	70.0	70.0			45.0	25.0	20.0
Total Split (%)			67.9%	50.0%	50.0%			32%	18%	14%
Maximum Green (s)			88.0	63.0	63.0			37.3	17.3	13.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lag	Lag	Lag			Lead		Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				3	
Act Effct Green (s)		29.2	96.4	96.1	96.1		29.2			
Actuated g/C Ratio		0.21	0.69	0.69	0.69		0.21			
v/c Ratio		0.04	0.44	0.41	0.01		0.01			
Control Delay		40.1	7.0	2.3	1.8		41.3			
Queue Delay		0.0	0.0	0.1	0.0		0.0			
Total Delay		40.1	7.0	2.4	1.8		41.3			
LOS		D	A	A	A		D			
Approach Delay			7.5	2.4		41.3				
Approach LOS			A	A		D				
Queue Length 50th (ft)		10	136	24	0		2			
Queue Length 95th (ft)		m18	154	30	m2		10			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1387	3500	3526	1127		1147			
Starvation Cap Reductn		0	0	646	0		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.02	0.44	0.50	0.01		0.01			

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 5.1
 Intersection Capacity Utilization 48.0%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	115	943	90	45	274	826	210	89	222	146	224
Future Volume (vph)	5	115	943	90	45	274	826	210	89	222	146	224
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	250
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.91
Ped Bike Factor		1.00		0.99		1.00		0.99	1.00	1.00		
Frt				0.850				0.850		0.942		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3123	5036	1492	0	3502	5085	1561	1557	3184	0	1572
Flt Permitted		0.950				0.950			0.950	0.999		0.950
Satd. Flow (perm)	0	3119	5036	1471	0	3498	5085	1540	1555	3184	0	1572
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								221				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		4		2		2		4	2			
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	20%	4%	3%	1%	0%	0%	2%	0%	2%	3%	1%	1%
Adj. Flow (vph)	5	121	993	95	47	288	869	221	94	234	154	236
Shared Lane Traffic (%)									10%			28%
Lane Group Flow (vph)	0	126	993	95	0	335	869	221	85	397	0	170
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	261	119
Future Volume (vph)	261	119
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor	1.00	0.99
Frt	0.994	0.850
Flt Protected	0.991	
Satd. Flow (prot)	3033	1407
Flt Permitted	0.991	
Satd. Flow (perm)	3033	1387
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	3%	1%
Adj. Flow (vph)	275	125
Shared Lane Traffic (%)		10%
Lane Group Flow (vph)	354	112
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	19	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		3	3		4
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		3	3		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	27.0	27.0	46.0	46.0	27.0	27.0	46.0		28.0	28.0		39.0
Total Split (%)	19.3%	19.3%	32.9%	32.9%	19.3%	19.3%	32.9%		20.0%	20.0%		27.9%
Maximum Green (s)	20.0	20.0	39.0	39.0	20.0	20.0	39.0		20.0	20.0		31.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0					7.0
Flash Dont Walk (s)			30.0	30.0			30.0					36.0
Pedestrian Calls (#/hr)			1	1			0					1
Act Effct Green (s)		10.0	49.2	49.2		17.2	56.4	140.0	19.8	19.8		23.8
Actuated g/C Ratio		0.07	0.35	0.35		0.12	0.40	1.00	0.14	0.14		0.17
v/c Ratio		0.56	0.56	0.18		0.78	0.42	0.14	0.39	0.88		0.64
Control Delay		66.9	47.7	45.2		94.0	31.6	0.2	60.3	80.5		64.5
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		66.9	47.7	45.2		94.0	31.6	0.2	60.3	80.5		64.5
LOS		E	D	D		F	C	A	E	F		E
Approach Delay			49.5			41.4				77.0		
Approach LOS			D			D				E		
Queue Length 50th (ft)		57	302	65		168	88	0	78	197		161
Queue Length 95th (ft)		97	302	112		207	331	0	140	#290		235
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			250
Base Capacity (vph)		446	1771	517		500	2049	1540	222	454		348
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.28	0.56	0.18		0.67	0.42	0.14	0.38	0.87		0.49







Intersection Summary





















Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	39.0	39.0
Total Split (%)	27.9%	27.9%
Maximum Green (s)	31.0	31.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	23.8	23.8
Actuated g/C Ratio	0.17	0.17
v/c Ratio	0.69	0.48
Control Delay	61.3	58.3
Queue Delay	0.0	0.0
Total Delay	61.3	58.3
LOS	E	E
Approach Delay	61.6	
Approach LOS	E	
Queue Length 50th (ft)	179	103
Queue Length 95th (ft)	225	162
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		
Base Capacity (vph)	671	307
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.53	0.36
Intersection Summary		













Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 52.0
 Intersection Capacity Utilization 85.5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

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

 Ø1	 Ø2 (R)	 Ø3	 Ø4
27 s	46 s	28 s	39 s
 Ø5	 Ø6 (R)		
27 s	46 s		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	225	1	320	2	0	5	0	488	9	33	11	290
Future Volume (vph)	225	1	320	2	0	5	0	488	9	33	11	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		0	0		0		140	
Storage Lanes	2		1	2		1	0		0		1	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.86	0.86	0.95	1.00	0.95
Ped Bike Factor								1.00				
Fr			0.850			0.850		0.997				
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	3467	1900	1583	3502	0	1615	0	6388	0	0	1805	3610
Flt Permitted	0.950			0.950							0.341	
Satd. Flow (perm)	3467	1900	1583	3502	0	1615	0	6388	0	0	648	3610
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			330			100		2				
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			464			581				476
Travel Time (s)		15.0			10.5			11.3				9.3
Confl. Bikes (#/hr)									3			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	2%	0%	0%	0%	2%	2%	0%	0%	0%	0%
Adj. Flow (vph)	232	1	330	2	0	5	0	503	9	34	11	299
Shared Lane Traffic (%)												
Lane Group Flow (vph)	232	1	330	2	0	5	0	512	0	0	45	299
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)								0.0				0.0

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

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Type	pm+pt	NA	Free	Prot		Perm		NA		pm+pt	pm+pt	NA
Protected Phases	3	8		7				2		1	1	6
Permitted Phases	8		Free			7				6	6	
Detector Phase	3	8		7		7		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	16.0	14.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	46.0	36.0		36.0		36.0		46.0		46.0	46.0	46.0
Total Split (%)	28.0%	22.0%		22.0%		22.0%		28.0%		28.0%	28.0%	28.0%
Maximum Green (s)	40.0	30.0		30.0		30.0		40.0		40.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0			6.0	6.0
Lead/Lag		Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)		6.0						6.0				6.0
Flash Dont Walk (s)		20.0						18.0				18.0
Pedestrian Calls (#/hr)		0						0				0
Act Effct Green (s)	12.2	8.3	49.2	8.3		8.3		20.7			24.5	24.5
Actuated g/C Ratio	0.25	0.17	1.00	0.17		0.17		0.42			0.50	0.50
v/c Ratio	0.27	0.00	0.21	0.00		0.01		0.19			0.10	0.17
Control Delay	16.5	23.0	0.3	22.5		0.0		11.1			7.6	7.4
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			0.0	0.0
Total Delay	16.5	23.0	0.3	22.5		0.0		11.1			7.6	7.4
LOS	B	C	A	C		A		B			A	A
Approach Delay		7.0			6.4			11.1				7.4
Approach LOS		A			A			B				A
Queue Length 50th (ft)	23	0	0	0		0		18			5	18
Queue Length 95th (ft)	57	4	0	3		0		64			23	53
Internal Link Dist (ft)		908			384			501				396
Turn Bay Length (ft)			700								140	
Base Capacity (vph)	3466	1198	1583	2209		1055		5373			1518	3610
Starvation Cap Reductn	0	0	0	0		0		0			0	0
Spillback Cap Reductn	0	0	0	0		0		0			0	0
Storage Cap Reductn	0	0	0	0		0		0			0	0
Reduced v/c Ratio	0.07	0.00	0.21	0.00		0.00		0.10			0.03	0.08

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 49.2
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.27
 Intersection Signal Delay: 8.6
 Intersection Capacity Utilization 53.3%

Intersection LOS: A
 ICU Level of Service A



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

Analysis Period (min) 15

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	286	284	12	7	302	26	0	0	37
Future Volume (vph)	0	0	0	286	284	12	7	302	26	0	0	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		220		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	0			0				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	0.95	0.97	0.95	1.00	1.00	0.95
Ped Bike Factor								1.00				1.00
Frt						0.850						0.979
Flt Protected				0.950	0.987			0.950				
Satd. Flow (prot)	0	0	0	1626	3194	1470	0	3468	3610	0	0	3527
Flt Permitted				0.950	0.987			0.950				
Satd. Flow (perm)	0	0	0	1626	3194	1470	0	3461	3610	0	0	3527
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						77						7
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			308				564			371
Travel Time (s)		10.1			4.7				11.0			8.4
Confl. Peds. (#/hr)								1				
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	333	330	14	8	351	30	0	0	43
Shared Lane Traffic (%)				35%		10%						
Lane Group Flow (vph)	0	0	0	216	448	13	0	359	30	0	0	50
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				56			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2			1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66			30
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				30	30	30	20	45	30			30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			

Lane Group	SBR	Ø8
Lane Configurations		
Traffic Volume (vph)	6	
Future Volume (vph)	6	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Peak Hour Factor	0.86	
Heavy Vehicles (%)	0%	
Adj. Flow (vph)	7	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Turn Type				Prot	NA	Perm	Prot	Prot	NA			NA
Protected Phases				7	4		5	5	2			6
Permitted Phases						4						
Detector Phase				7	4	4	5	5	2			6
Switch Phase												
Minimum Initial (s)				15.0	15.0	15.0	8.0	8.0	10.0			10.0
Minimum Split (s)				22.0	22.0	22.0	15.0	15.0	17.0			17.0
Total Split (s)				42.0	42.0	42.0	32.0	32.0	42.0			42.0
Total Split (%)				26.9%	26.9%	26.9%	20.5%	20.5%	26.9%			26.9%
Maximum Green (s)				35.0	35.0	35.0	25.0	25.0	35.0			35.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0			3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0			7.0
Lead/Lag				Lag			Lag	Lag				Lead
Lead-Lag Optimize?				Yes			Yes	Yes				Yes
Vehicle Extension (s)				5.0	5.0	5.0	5.0	5.0	5.0			5.0
Recall Mode				None	None	None	None	None	None			None
Walk Time (s)					7.0	7.0			7.0			7.0
Flash Dont Walk (s)					25.0	25.0			14.0			14.0
Pedestrian Calls (#/hr)					0	0			0			0
Act Effct Green (s)				27.3	31.9	31.9		17.0	25.4			12.0
Actuated g/C Ratio				0.37	0.43	0.43		0.23	0.34			0.16
v/c Ratio				0.36	0.35	0.02		0.45	0.02			0.09
Control Delay				25.8	16.8	0.1		32.0	20.3			35.9
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				25.8	16.8	0.1		32.0	20.3			35.9
LOS				C	B	A		C	C			D
Approach Delay					19.3				31.1			35.9
Approach LOS					B				C			D
Queue Length 50th (ft)				76	84	0		79	4			9
Queue Length 95th (ft)				248	134	0		176	19			36
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)								220				
Base Capacity (vph)				917	1914	1326		1397	3046			1992
Starvation Cap Reductn				0	0	0		0	0			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.24	0.23	0.01		0.26	0.01			0.03

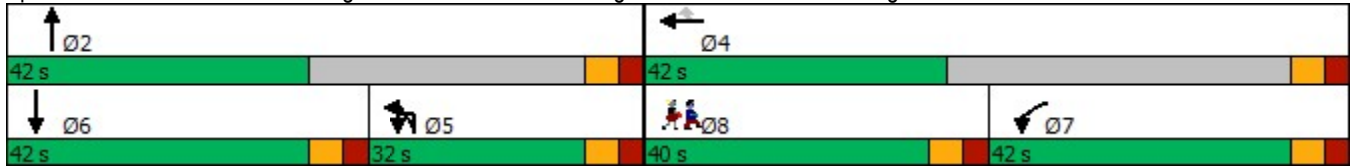
Intersection Summary












Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 74
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.45
 Intersection Signal Delay: 24.2
 Intersection Capacity Utilization 47.4%
 Intersection LOS: C
 ICU Level of Service A







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

Analysis Period (min) 15

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



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	164	0	50	446	562	140
Future Volume (vph)	164	0	50	446	562	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			220
Storage Lanes	2	0	1			1
Taper Length (ft)	0		95			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3367	0	1736	3505	3539	1568
Flt Permitted	0.950		0.434			
Satd. Flow (perm)	3367	0	793	3505	3539	1568
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						144
Link Speed (mph)	45			40	40	
Link Distance (ft)	204			578	1195	
Travel Time (s)	3.1			9.9	20.4	
Confl. Peds. (#/hr)		1				
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	0%	4%	3%	2%	3%
Adj. Flow (vph)	169	0	52	460	579	144
Shared Lane Traffic (%)						
Lane Group Flow (vph)	169	0	52	460	579	144
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0		3.0	20.0	20.0	20.0
Minimum Split (s)	14.0		9.0	26.0	26.0	26.0
Total Split (s)	31.0		23.0	26.0	26.0	26.0
Total Split (%)	38.8%		28.8%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0		17.0	20.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		2.0	0.2	0.2	0.2
Recall Mode	None		None	Min	Min	Min
Walk Time (s)	8.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	8.5		29.9	27.0	23.0	23.0
Actuated g/C Ratio	0.18		0.63	0.57	0.48	0.48
v/c Ratio	0.28		0.09	0.23	0.34	0.17
Control Delay	18.5		4.5	5.5	9.7	3.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	18.5		4.5	5.5	9.7	3.1
LOS	B		A	A	A	A
Approach Delay	18.5			5.4	8.4	
Approach LOS	B			A	A	
Queue Length 50th (ft)	16		1	27	35	0
Queue Length 95th (ft)	45		16	47	102	27
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	1798		1016	3114	1704	830
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.09		0.05	0.15	0.34	0.17

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 47.7
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.34
 Intersection Signal Delay: 8.5
 Intersection LOS: A

Intersection Capacity Utilization 42.0%
Analysis Period (min) 15

ICU Level of Service A

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



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	16	45	973	73	29	42	867	102	62	19	49	103
Future Volume (vph)	16	45	973	73	29	42	867	102	62	19	49	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.95		0.99		0.98		0.98	0.99	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.963		0.950
Satd. Flow (prot)	0	1635	5085	1507	0	1784	5085	1507	0	1682	1507	1685
Flt Permitted		0.950				0.950				0.772		0.702
Satd. Flow (perm)	0	1632	5085	1437	0	1760	5085	1484	0	1323	1487	1243
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		4		20		20		4	32		2	2
Confl. Bikes (#/hr)				1				1				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	6%	2%	2%	0%	0%	2%	2%	0%	2%	0%	0%	0%
Adj. Flow (vph)	16	46	1003	75	30	43	894	105	64	20	51	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	62	1003	75	0	73	894	105	0	84	51	106
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	9	45
Future Volume (vph)	9	45
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.96
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1773	1507
Flt Permitted		
Satd. Flow (perm)	1773	1452
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		32
Confl. Bikes (#/hr)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	9	46
Shared Lane Traffic (%)		
Lane Group Flow (vph)	9	46
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	61.0	61.0	61.0	15.0
Total Split (s)	32.0	32.0	61.0	61.0	32.0	32.0	61.0	61.0	47.0	47.0	47.0	47.0
Total Split (%)	22.9%	22.9%	43.6%	43.6%	22.9%	22.9%	43.6%	43.6%	33.6%	33.6%	33.6%	33.6%
Maximum Green (s)	26.0	26.0	53.0	53.0	26.0	26.0	53.0	53.0	39.0	39.0	39.0	39.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									7	7	7	1
Act Effct Green (s)		10.3	90.0	90.0		10.4	90.1	90.1		20.2	20.2	20.2
Actuated g/C Ratio		0.07	0.64	0.64		0.07	0.64	0.64		0.14	0.14	0.14
v/c Ratio		0.52	0.31	0.08		0.55	0.27	0.11		0.44	0.24	0.59
Control Delay		68.7	16.1	18.8		88.8	6.4	7.0		59.0	51.7	67.2
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		68.7	16.1	18.8		88.8	6.4	7.0		59.0	51.7	67.2
LOS		E	B	B		F	A	A		E	D	E
Approach Delay			19.1				12.1			56.3		
Approach LOS			B				B			E		
Queue Length 50th (ft)		58	85	18		66	61	19		73	43	94
Queue Length 95th (ft)		103	277	87		127	73	33		107	71	133
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		303	3269	923		331	3272	955		368	414	346
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.20	0.31	0.08		0.22	0.27	0.11		0.23	0.12	0.31

Intersection Summary


Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 33 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	47.0	47.0
Total Split (%)	33.6%	33.6%
Maximum Green (s)	39.0	39.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	20.2	20.2
Actuated g/C Ratio	0.14	0.14
v/c Ratio	0.04	0.22
Control Delay	44.8	51.1
Queue Delay	0.0	0.0
Total Delay	44.8	51.1
LOS	D	D
Approach Delay	61.3	
Approach LOS	E	
Queue Length 50th (ft)	7	39
Queue Length 95th (ft)	21	66
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	493	404
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.02	0.11
Intersection Summary		

Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 20.8
 Intersection Capacity Utilization 88.9%
 Analysis Period (min) 15
























Intersection LOS: C
 ICU Level of Service E

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













 Ø1 32 s	 Ø2 (R) 61 s	 Ø4 47 s
 Ø5 32 s	 Ø6 (R) 61 s	 Ø8 47 s

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

PH1 NB Saturday Midday peak hour
 05/28/2024

													
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Configurations													
Traffic Volume (vph)	143	996	7	4	7	854	125	7	14	16	91	4	
Future Volume (vph)	143	996	7	4	7	854	125	7	14	16	91	4	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	90		125		150		405	0		0	125		
Storage Lanes	2		1		1		1	0		0	1		
Taper Length (ft)	135				85			0			65		
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	0.95	
Ped Bike Factor	1.00		0.98		1.00		0.97		1.00			0.98	
Frt			0.850				0.850		0.941			0.859	
Flt Protected	0.950				0.950				0.991		0.950		
Satd. Flow (prot)	3213	3505	1417	0	1805	3539	1553	0	1772	0	3502	1498	
Flt Permitted	0.950				0.950				0.920		0.950		
Satd. Flow (perm)	3199	3505	1383	0	1798	3539	1512	0	1644	0	3502	1498	
Right Turn on Red			No				Yes			No			
Satd. Flow (RTOR)							133						
Link Speed (mph)		40				40			30			40	
Link Distance (ft)		498				580			260			400	
Travel Time (s)		8.5				9.9			5.9			6.8	
Confl. Peds. (#/hr)	11		3		3		11	5					
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	9%	3%	14%	0%	0%	2%	4%	0%	0%	0%	0%	0%	
Adj. Flow (vph)	152	1060	7	4	7	909	133	7	15	17	97	4	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	152	1060	7	0	11	909	133	0	39	0	97	69	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left	
Median Width(ft)		44				56			0			40	
Link Offset(ft)		11				0			-5			-15	
Crosswalk Width(ft)		48				30			30			30	
Two way Left Turn Lane													
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		9	9	15		9	15		9	15		
Number of Detectors	2	2	1	1	2	2	1	1	2		2	2	
Detector Template		Thru	Right	Left		Thru	Right	Left					
Leading Detector (ft)	55	100	6	20	55	100	6	20	55		55	55	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	35	94			35	94			35		35	35	
Detector 2 Size(ft)	20	6			20	6			20		20	20	
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel													
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0	

Lane Group	SBR	Ø2
Lane Configurations		
Traffic Volume (vph)	125	
Future Volume (vph)	125	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	1	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor	0.98	
Frt	0.850	
Flt Protected		
Satd. Flow (prot)	1504	
Flt Permitted		
Satd. Flow (perm)	1479	
Right Turn on Red	No	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	5	
Peak Hour Factor	0.94	
Heavy Vehicles (%)	2%	
Adj. Flow (vph)	133	
Shared Lane Traffic (%)	49%	
Lane Group Flow (vph)	68	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	55	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	35	
Detector 2 Size(ft)	20	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split	NA
Protected Phases	1	5		3	3	2 3			7		4	4
Permitted Phases			5				2 3 4	7				
Detector Phase	1	5	5	3	3	2 3	2 3 4	7	7		4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0	7.0
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0	14.0
Total Split (s)	20.0	58.0	58.0	20.0	20.0			21.0	21.0		41.0	41.0
Total Split (%)	14.3%	41.4%	41.4%	14.3%	14.3%			15.0%	15.0%		29.3%	29.3%
Maximum Green (s)	13.0	51.0	51.0	13.0	13.0			14.0	14.0		34.0	34.0
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0				0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0		7.0				7.0		7.0	7.0
Lead/Lag	Lead			Lead	Lead						Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes						Yes	Yes
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None			None	None		None	None
Walk Time (s)											7.0	7.0
Flash Dont Walk (s)											35.0	35.0
Pedestrian Calls (#/hr)											4	4
Act Effct Green (s)	11.0	81.3	81.3		10.5	80.9	102.6		7.8		14.7	14.7
Actuated g/C Ratio	0.08	0.58	0.58		0.08	0.58	0.73		0.06		0.10	0.10
v/c Ratio	0.60	0.52	0.01		0.08	0.44	0.12		0.43		0.26	0.44
Control Delay	72.3	22.2	20.6		53.0	12.8	3.9		77.1		56.6	64.4
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	72.3	22.2	20.6		53.0	12.8	3.9		77.1		56.6	64.4
LOS	E	C	C		D	B	A		E		E	E
Approach Delay		28.4				12.1			77.1			61.2
Approach LOS		C				B			E			E
Queue Length 50th (ft)	70	284	3		9	101	0		35		43	65
Queue Length 95th (ft)	106	533	15		32	495	98		74		60	98
Internal Link Dist (ft)		418				500			180			320
Turn Bay Length (ft)	90		125		150		405				125	
Base Capacity (vph)	304	2036	803		167	2107	1305		164		850	363
Starvation Cap Reductn	0	0	0		0	0	0		0		0	0
Spillback Cap Reductn	0	0	0		0	0	0		0		0	0
Storage Cap Reductn	0	0	0		0	0	0		0		0	0
Reduced v/c Ratio	0.50	0.52	0.01		0.07	0.43	0.10		0.24		0.11	0.19

Intersection Summary

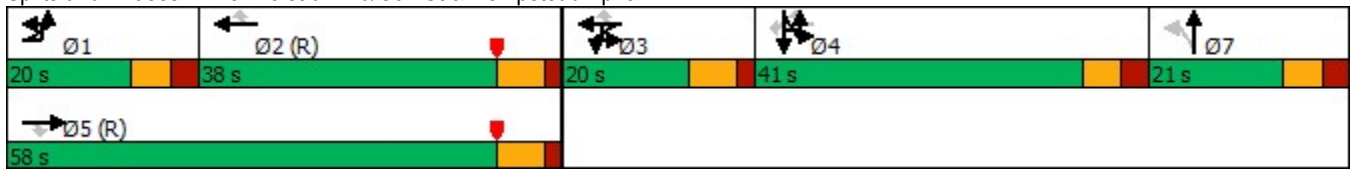
Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 50 (36%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 25.4
 Intersection LOS: C















Lane Group	SBR	Ø2
Turn Type	Perm	
Protected Phases		2
Permitted Phases	4	
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	7.0	10.0
Minimum Split (s)	14.0	17.0
Total Split (s)	41.0	38.0
Total Split (%)	29.3%	27%
Maximum Green (s)	34.0	31.0
Yellow Time (s)	4.0	5.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.0	
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	1.0
Recall Mode	None	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	35.0	25.0
Pedestrian Calls (#/hr)	4	0
Act Effct Green (s)	14.7	
Actuated g/C Ratio	0.10	
v/c Ratio	0.44	
Control Delay	64.4	
Queue Delay	0.0	
Total Delay	64.4	
LOS	E	
Approach Delay		
Approach LOS		
Queue Length 50th (ft)	64	
Queue Length 95th (ft)	97	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	359	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.19	
Intersection Summary		







Intersection Capacity Utilization 68.6%
 Analysis Period (min) 15

ICU Level of Service C

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



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	273	344	208	1046	862	190
Future Volume (vph)	273	344	208	1046	862	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.973	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1599	1787	3505	3381	0
Flt Permitted	0.950		0.199			
Satd. Flow (perm)	3351	1599	374	3505	3381	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		10			34	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)			1			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	3%	4%	2%
Adj. Flow (vph)	284	358	217	1090	898	198
Shared Lane Traffic (%)						
Lane Group Flow (vph)	284	358	217	1090	1096	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	
Protected Phases	2	2 3	3	1 3	1	

Lane Group						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	31.0		19.0		26.0	
Total Split (%)	40.8%		25.0%		34.2%	
Maximum Green (s)	25.0		15.0		20.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	15.1	33.5	36.5	38.5	20.1	
Actuated g/C Ratio	0.23	0.51	0.56	0.59	0.31	
v/c Ratio	0.37	0.44	0.42	0.53	1.03	
Control Delay	22.4	11.5	10.1	10.1	62.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	22.4	11.5	10.1	10.1	62.7	
LOS	C	B	B	B	E	
Approach Delay	16.3			10.1	62.7	
Approach LOS	B			B	E	
Queue Length 50th (ft)	50	80	32	117	~250	
Queue Length 95th (ft)	79	135	86	223	#436	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1283	821	536	2020	1059	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.22	0.44	0.40	0.54	1.03	

Intersection Summary

Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 65.7
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 30.3
 Intersection Capacity Utilization 62.6%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.













Intersection LOS: C
 ICU Level of Service B

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

Splits and Phases: 55: Merrick Ave & Corporate Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	0	110	0	0	0	113	239	5	0	248	43
Future Volume (vph)	58	0	110	0	0	0	113	239	5	0	248	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	12	12	14	14	14
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99	0.99				1.00	1.00			1.00	
Frt			0.850					0.997			0.980	
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1652	1233	0	1773	0	1546	1893	0	0	1954	0
Flt Permitted		0.757					0.552					
Satd. Flow (perm)	0	1304	1217	0	1773	0	896	1893	0	0	1954	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			124					2			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		443			168			322			194	
Travel Time (s)		10.1			3.8			7.3			4.4	
Confl. Peds. (#/hr)	5		1	1		5	3		5	5		3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	0%	10%	0%	0%	0%	9%	0%	0%	0%	1%	3%
Parking (#/hr)			0									
Adj. Flow (vph)	65	0	124	0	0	0	127	269	6	0	279	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	65	124	0	0	0	127	275	0	0	327	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			0	
Link Offset(ft)		0			20			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.25	1.09	1.09	1.09	1.09	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov				pm+pt	NA			NA	
Protected Phases		4	5		8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0		3.0	20.0		20.0	20.0	
Minimum Split (s)	25.0	25.0	9.0	16.0	16.0		9.0	26.0		26.0	26.0	
Total Split (s)	29.0	29.0	13.0	29.0	29.0		13.0	39.0		26.0	26.0	
Total Split (%)	42.6%	42.6%	19.1%	42.6%	42.6%		19.1%	57.4%		38.2%	38.2%	
Maximum Green (s)	23.0	23.0	7.0	23.0	23.0		7.0	33.0		20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lead/Lag			Lag				Lag			Lead	Lead	
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	0.2		0.2	0.2	
Recall Mode	None	None	None	None	None		None	Min		Min	Min	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	1	1										
Act Effct Green (s)		11.8	13.0				34.2	37.3			25.9	
Actuated g/C Ratio		0.23	0.26				0.68	0.74			0.51	
v/c Ratio		0.21	0.30				0.18	0.20			0.32	
Control Delay		19.6	4.4				7.2	6.0			13.7	
Queue Delay		0.0	0.0				0.0	0.0			0.0	
Total Delay		19.6	4.4				7.2	6.0			13.7	
LOS		B	A				A	A			B	
Approach Delay		9.6						6.4			13.7	
Approach LOS		A						A			B	
Queue Length 50th (ft)		18	0				15	36			73	
Queue Length 95th (ft)		45	21				49	95			167	
Internal Link Dist (ft)		363			88			242			114	
Turn Bay Length (ft)							100					
Base Capacity (vph)		619	429				713	1364			1013	
Starvation Cap Reductn		0	0				0	0			0	
Spillback Cap Reductn		0	0				0	0			0	
Storage Cap Reductn		0	0				0	0			0	
Reduced v/c Ratio		0.11	0.29				0.18	0.20			0.32	

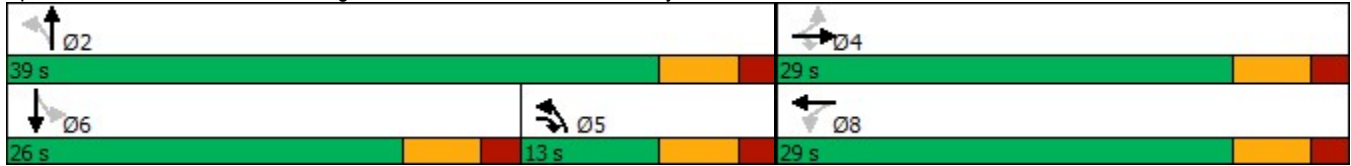
Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 50.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.32

Intersection Signal Delay: 9.6
 Intersection Capacity Utilization 56.9%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

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





Q-1 2027 No-Build Conditions

Q-1.5 Saturday Evening peak hour



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	15	7	860	63	10	25	998	92	30	2	19	8
Future Volume (vph)	15	7	860	63	10	25	998	92	30	2	19	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	11	12	13	13	12	12	10
Storage Length (ft)		275		225		455		175	475		0	250
Storage Lanes		2		1		2		1	1		1	1
Taper Length (ft)		75				195			80			75
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.86	0.86	0.91	0.86	0.91	0.91
Frt				0.850			0.999	0.850		0.953	0.850	
Flt Protected		0.950				0.950			0.950	0.970		0.950
Satd. Flow (prot)	0	2589	5187	1669	0	3385	4849	1435	1697	2975	1400	1533
Flt Permitted		0.950				0.950			0.950	0.970		0.950
Satd. Flow (perm)	0	2589	5187	1669	0	3385	4849	1435	1697	2975	1400	1533
Right Turn on Red				Yes				Yes			No	
Satd. Flow (RTOR)				203			1	203				
Link Speed (mph)			50				50			40		
Link Distance (ft)			413				657			646		
Travel Time (s)			5.6				9.0			11.0		
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	100%	0%	0%	0%	0%	1%	0%	0%	0%	5%	0%
Adj. Flow (vph)	18	8	1036	76	12	30	1202	111	36	2	23	10
Shared Lane Traffic (%)								10%	50%		41%	50%
Lane Group Flow (vph)	0	26	1036	76	0	42	1213	100	18	29	14	5
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			36				36			24		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			50				16			56		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.04	1.00	0.96	0.96	1.00	1.00	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2	2	2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150			30	150		30	30	30	30
Detector 2 Size(ft)		20	6			20	6		20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	Prot	NA	Free	Split	NA	Prot	Split

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	0	2
Future Volume (vph)	0	2
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Frt		0.850
Flt Protected	0.950	
Satd. Flow (prot)	2898	1421
Flt Permitted	0.950	
Satd. Flow (perm)	2898	1421
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	308	
Travel Time (s)	7.0	
Peak Hour Factor	0.83	0.83
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	2
Shared Lane Traffic (%)		10%
Lane Group Flow (vph)	5	2
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	30	
Two way Left Turn Lane		
Headway Factor	1.09	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Prot

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Protected Phases	5	5	2		1	1	6		3	3	3	4
Permitted Phases				Free				Free				
Detector Phase	5	5	2		1	1	6		3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0		7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	16.0	17.0		15.0	15.0	15.0	15.0
Total Split (s)	29.0	29.0	41.0		29.0	29.0	41.0		25.0	25.0	25.0	45.0
Total Split (%)	20.7%	20.7%	29.3%		20.7%	20.7%	29.3%		17.9%	17.9%	17.9%	32.1%
Maximum Green (s)	23.0	23.0	34.0		23.0	23.0	34.0		17.0	17.0	17.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	4.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	7.0				6.0	7.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	2.0	1.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			30.0				30.0					36.0
Pedestrian Calls (#/hr)			0				0					0
Act Effct Green (s)		6.0	103.0	140.0		10.0	108.2	140.0	7.6	7.6	7.6	7.0
Actuated g/C Ratio		0.04	0.74	1.00		0.07	0.77	1.00	0.05	0.05	0.05	0.05
v/c Ratio		0.23	0.27	0.05		0.17	0.32	0.07	0.20	0.18	0.18	0.07
Control Delay		85.0	2.7	0.0		63.0	7.8	0.1	68.0	65.5	68.5	65.2
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		85.0	2.7	0.0		63.0	7.8	0.1	68.0	65.5	68.5	65.2
LOS		F	A	A		E	A	A	E	E	E	E
Approach Delay			4.4				8.9			66.9		
Approach LOS			A				A			E		
Queue Length 50th (ft)		12	31	0		19	120	0	17	15	13	4
Queue Length 95th (ft)		28	39	0		36	212	0	42	31	36	19
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		455		175	475			250
Base Capacity (vph)		425	3814	1669		556	3746	1435	206	361	170	405
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.06	0.27	0.05		0.08	0.32	0.07	0.09	0.08	0.08	0.01







Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.32
 Intersection Signal Delay: 8.6
 Intersection Capacity Utilization 50.8%
 Intersection LOS: A
 ICU Level of Service A

	↓	↙
Lane Group	SBT	SBR
Protected Phases	4	4
Permitted Phases		
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	45.0	45.0
Total Split (%)	32.1%	32.1%
Maximum Green (s)	37.0	37.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	7.0	7.0
Actuated g/C Ratio	0.05	0.05
v/c Ratio	0.03	0.03
Control Delay	63.8	64.0
Queue Delay	0.0	0.0
Total Delay	63.8	64.0
LOS	E	E
Approach Delay	64.4	
Approach LOS	E	
Queue Length 50th (ft)	2	2
Queue Length 95th (ft)	10	12
Internal Link Dist (ft)	228	
Turn Bay Length (ft)		
Base Capacity (vph)	765	375
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.01	0.01
Intersection Summary		













Analysis Period (min) 15









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

 Ø1	 Ø2 (R)	 Ø4	 Ø3
29 s	41 s	45 s	25 s
 Ø5	 Ø6 (R)		
29 s	41 s		

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

PH1 NB Saturday Evening peak hour
05/28/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	1	892	41	3	69	973	34	51	
Future Volume (vph)	1	892	41	3	69	973	34	51	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Frt		0.993					0.919		
Flt Protected					0.950		0.980		
Satd. Flow (prot)	0	5102	0	0	1805	6471	1882	0	
Flt Permitted		0.939			0.950		0.980		
Satd. Flow (perm)	0	4791	0	0	1805	6471	1882	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		9					44		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Heavy Vehicles (%)	0%	1%	0%	0%	0%	1%	0%	0%	
Adj. Flow (vph)	1	959	44	3	74	1046	37	55	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1004	0	0	77	1046	92	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		0	1	2	1		
Detector Template	Left	Thru			Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		0	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		Prot	Prot	NA	Prot		

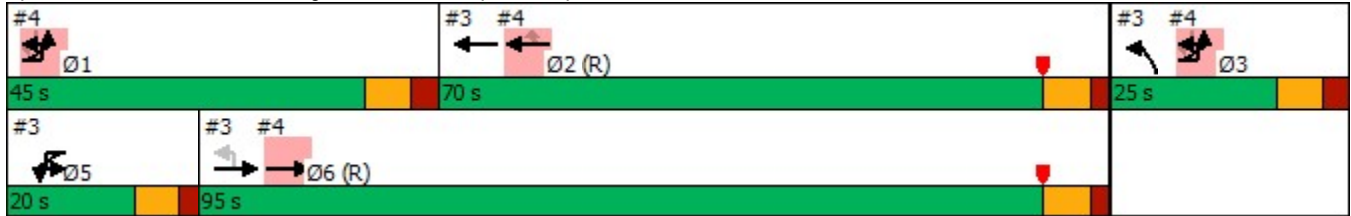
									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Protected Phases		6		5	5	2	3		1
Permitted Phases	6								
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	95.0	95.0		20.0	20.0	70.0	25.0		45.0
Total Split (%)	67.9%	67.9%		14.3%	14.3%	50.0%	17.9%		32%
Maximum Green (s)	88.0	88.0		13.3	13.3	63.0	17.3		37.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		
Total Lost Time (s)		7.0			6.7	7.0	7.7		
Lead/Lag	Lag	Lag		Lead	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						0	0		
Act Effct Green (s)		98.7			10.3	98.0	9.6		
Actuated g/C Ratio		0.70			0.07	0.70	0.07		
v/c Ratio		0.30			0.58	0.23	0.54		
Control Delay		1.2			94.2	4.2	46.1		
Queue Delay		0.1			0.0	0.0	0.0		
Total Delay		1.3			94.2	4.2	46.1		
LOS		A			F	A	D		
Approach Delay		1.3				10.3	46.1		
Approach LOS		A				B	D		
Queue Length 50th (ft)		0			74	32	43		
Queue Length 95th (ft)		0			128	31	99		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3380			175	4531	271		
Starvation Cap Reductn		1165			0	0	0		
Spillback Cap Reductn		0			0	0	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.45			0.44	0.23	0.34		

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 7.7
 Intersection Capacity Utilization 56.2%
 Intersection LOS: A
 ICU Level of Service B













Analysis Period (min) 15

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke










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

PH1 NB Saturday Evening peak hour
05/28/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	11	2	933	1003	4	0	4			
Future Volume (vph)	11	2	933	1003	4	0	4			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Flt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5136	5136	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3502	5136	5136	1669	0	2937			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Heavy Vehicles (%)	0%	0%	1%	1%	0%	0%	0%			
Adj. Flow (vph)	13	2	1060	1140	5	0	5			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	15	1060	1140	5	0	5			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			

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

PH1 NB Saturday Evening peak hour
05/28/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			95.0	70.0	70.0			45.0	25.0	20.0
Total Split (%)			67.9%	50.0%	50.0%			32%	18%	14%
Maximum Green (s)			88.0	63.0	63.0			37.3	17.3	13.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lag	Lag	Lag			Lead		Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				0	0				0	
Act Effct Green (s)		27.3	98.7	98.0	98.0		27.3			
Actuated g/C Ratio		0.20	0.70	0.70	0.70		0.20			
v/c Ratio		0.02	0.29	0.32	0.00		0.01			
Control Delay		46.0	5.8	2.0	2.0		43.5			
Queue Delay		0.0	0.0	0.2	0.0		0.0			
Total Delay		46.0	5.8	2.2	2.0		43.5			
LOS		D	A	A	A		D			
Approach Delay			6.4	2.2		43.5				
Approach LOS			A	A		D				
Queue Length 50th (ft)		6	84	20	0		2			
Queue Length 95th (ft)		m15	101	26	m1		8			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1337	3620	3596	1168		1121			
Starvation Cap Reductn		0	0	1302	0		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.01	0.29	0.50	0.00		0.00			

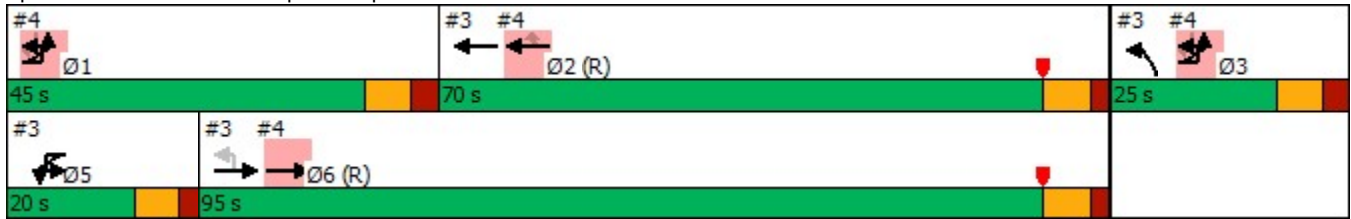
Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 4.3
 Intersection Capacity Utilization 40.0%
 Intersection LOS: A
 ICU Level of Service A

Analysis Period (min) 15













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

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	91	595	63	35	164	745	75	67	142	90	136	191
Future Volume (vph)	91	595	63	35	164	745	75	67	142	90	136	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	10	12	12	12	11	11	12	12	11	11
Storage Length (ft)	245		205		155		300	75		160	250	
Storage Lanes	2		1		2		1	1		0	1	
Taper Length (ft)	215				140			115			70	
Lane Util. Factor	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.91	0.86
Ped Bike Factor			0.98		1.00			0.99	1.00			1.00
Frt			0.850				0.850		0.943			0.994
Flt Protected	0.950				0.950			0.950	0.999		0.950	0.994
Satd. Flow (prot)	3236	5136	1507	0	3502	5136	1531	1542	3236	0	1572	3062
Flt Permitted	0.950				0.950			0.950	0.999		0.950	0.994
Satd. Flow (perm)	3236	5136	1483	0	3491	5136	1531	1533	3235	0	1572	3062
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							210					
Link Speed (mph)		50				50			30			35
Link Distance (ft)		1582				1065			403			1000
Travel Time (s)		21.6				14.5			9.2			19.5
Confl. Peds. (#/hr)			4		4			8				
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	0%	0%	0%	1%	2%	3%	1%	0%	1%	2%
Adj. Flow (vph)	101	661	70	39	182	828	83	74	158	100	151	212
Shared Lane Traffic (%)								10%			20%	
Lane Group Flow (vph)	101	661	70	0	221	828	83	67	265	0	121	252
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		24				24			28			19
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		32				32			16			32
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04	1.04
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2	1	1	2	2	1	2	2		2	2
Detector Template			Right	Left			Right					
Leading Detector (ft)	50	156	6	20	50	156	6	50	50		50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	30	150			30	150		30	30		30	30
Detector 2 Size(ft)	20	6			20	6		20	20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	91
Future Volume (vph)	91
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.91
Ped Bike Factor	0.98
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1407
Flt Permitted	
Satd. Flow (perm)	1379
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	8
Peak Hour Factor	0.90
Heavy Vehicles (%)	1%
Adj. Flow (vph)	101
Shared Lane Traffic (%)	10%
Lane Group Flow (vph)	91
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	2
Detector Template	
Leading Detector (ft)	50
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	30
Detector 2 Size(ft)	20
Detector 2 Type	Cl+Ex
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Turn Type	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split	NA
Protected Phases	1	6		5	5	2		3	3		4	4
Permitted Phases			6				Free					
Detector Phase	1	6	6	5	5	2		3	3		4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0	7.0
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0	15.0
Total Split (s)	27.0	46.0	46.0	27.0	27.0	46.0		28.0	28.0		39.0	39.0
Total Split (%)	19.3%	32.9%	32.9%	19.3%	19.3%	32.9%		20.0%	20.0%		27.9%	27.9%
Maximum Green (s)	20.0	39.0	39.0	20.0	20.0	39.0		20.0	20.0		31.0	31.0
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0	5.0
All-Red Time (s)	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0	4.0
Recall Mode	None	C-Max	C-Max	None	None	C-Max		None	None		None	None
Walk Time (s)		7.0	7.0			7.0					7.0	7.0
Flash Dont Walk (s)		30.0	30.0			30.0					36.0	36.0
Pedestrian Calls (#/hr)		3	3			0					0	0
Act Effct Green (s)	8.8	61.1	61.1		13.2	65.6	140.0	17.2	17.2		18.5	18.5
Actuated g/C Ratio	0.06	0.44	0.44		0.09	0.47	1.00	0.12	0.12		0.13	0.13
v/c Ratio	0.50	0.29	0.11		0.67	0.34	0.05	0.35	0.67		0.58	0.63
Control Delay	69.7	28.4	30.3		92.7	17.3	0.1	61.0	67.0		67.9	63.9
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	69.7	28.4	30.3		92.7	17.3	0.1	61.0	67.0		67.9	63.9
LOS	E	C	C		F	B	A	E	E		E	E
Approach Delay		33.5				30.7			65.8			65.2
Approach LOS		C				C			E			E
Queue Length 50th (ft)	45	113	33		110	85	0	62	128		116	129
Queue Length 95th (ft)	78	200	86		155	119	0	115	176		182	171
Internal Link Dist (ft)		1502				985			323			920
Turn Bay Length (ft)	245		205		155		300	75			250	
Base Capacity (vph)	462	2242	647		500	2405	1531	220	462		348	678
Starvation Cap Reductn	0	0	0		0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0		0	0
Reduced v/c Ratio	0.22	0.29	0.11		0.44	0.34	0.05	0.30	0.57		0.35	0.37

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67






Lane Group	SBR
Detector 2 Extend (s)	0.0
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	15.0
Total Split (s)	39.0
Total Split (%)	27.9%
Maximum Green (s)	31.0
Yellow Time (s)	5.0
All-Red Time (s)	3.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	8.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	4.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	36.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	18.5
Actuated g/C Ratio	0.13
v/c Ratio	0.50
Control Delay	65.2
Queue Delay	0.0
Total Delay	65.2
LOS	E
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	86
Queue Length 95th (ft)	143
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	305
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.30




























Intersection Summary

Intersection Signal Delay: 41.6
 Intersection Capacity Utilization 81.0%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service D

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

 Ø1 27 s	 Ø2 (R) 46 s	 Ø3 28 s	 Ø4 39 s
 Ø5 27 s	 Ø6 (R) 46 s		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	 		 	 				  			 	 
Traffic Volume (vph)	119	18	215	8	0	26	0	260	41	6	29	203
Future Volume (vph)	119	18	215	8	0	26	0	260	41	6	29	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		0		0			140	
Storage Lanes	2		1	2		1		0			1	
Taper Length (ft)	0			0				0			90	
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.86	0.86	0.95	1.00	0.95
Ped Bike Factor			0.99	0.99		0.99		1.00				
Frt			0.850			0.850		0.979				
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	3467	1900	1615	3502	0	1615	0	6324	0	0	1805	3574
Flt Permitted	0.950			0.950							0.393	
Satd. Flow (perm)	3467	1900	1593	3476	0	1592	0	6324	0	0	747	3574
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			276			100		23				
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			467			581				476
Travel Time (s)		15.0			10.6			11.3				9.3
Confl. Peds. (#/hr)			4	4								
Confl. Bikes (#/hr)			2			2			2			
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	2%	1%	0%	0%	0%	1%
Adj. Flow (vph)	153	23	276	10	0	33	0	333	53	8	37	260
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	23	276	10	0	33	0	386	0	0	45	260
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	pm+pt	NA	Free	Prot		Perm		NA		pm+pt	pm+pt	NA
Protected Phases	3	8		7				2		1	1	6
Permitted Phases	8		Free			7				6	6	
Detector Phase	3	8		7		7		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	16.0	14.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	46.0	36.0		36.0		36.0		46.0		46.0	46.0	46.0
Total Split (%)	28.0%	22.0%		22.0%		22.0%		28.0%		28.0%	28.0%	28.0%
Maximum Green (s)	40.0	30.0		30.0		30.0		40.0		40.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0			6.0	6.0
Lead/Lag		Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)		6.0						6.0				6.0
Flash Dont Walk (s)		20.0						18.0				18.0
Pedestrian Calls (#/hr)		0						1				0
Act Effct Green (s)	12.1	8.3	52.2	9.1		9.1		21.3			27.6	27.6
Actuated g/C Ratio	0.23	0.16	1.00	0.17		0.17		0.41			0.53	0.53
v/c Ratio	0.19	0.08	0.17	0.02		0.09		0.15			0.09	0.14
Control Delay	18.1	24.6	0.2	23.2		0.5		11.1			6.9	6.7
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			0.0	0.0
Total Delay	18.1	24.6	0.2	23.2		0.5		11.1			6.9	6.7
LOS	B	C	A	C		A		B			A	A
Approach Delay		7.5			5.8			11.1				6.7
Approach LOS		A			A			B				A
Queue Length 50th (ft)	21	6	0	1		0		21			5	16
Queue Length 95th (ft)	37	25	0	7		0		40			20	40
Internal Link Dist (ft)		908			387			501				396
Turn Bay Length (ft)			700								140	
Base Capacity (vph)	3425	1131	1593	2085		988		5025			1433	3574
Starvation Cap Reductn	0	0	0	0		0		0			0	0
Spillback Cap Reductn	0	0	0	0		0		0			0	0
Storage Cap Reductn	0	0	0	0		0		0			0	0
Reduced v/c Ratio	0.04	0.02	0.17	0.00		0.03		0.08			0.03	0.07

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 52.2
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.19
 Intersection Signal Delay: 8.4
 Intersection LOS: A



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Capacity Utilization 55.0%

ICU Level of Service B













Analysis Period (min) 15

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	226	171	1	8	177	6	0	0	3
Future Volume (vph)	0	0	0	226	171	1	8	177	6	0	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		220		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	0			0				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	0.95	0.97	0.95	1.00	1.00	0.95
Ped Bike Factor						0.99		1.00				0.99
Fr						0.850						0.910
Flt Protected				0.950	0.982			0.950				
Satd. Flow (prot)	0	0	0	1626	3157	1470	0	3469	3610	0	0	3257
Flt Permitted				0.950	0.982			0.950				
Satd. Flow (perm)	0	0	0	1626	3157	1450	0	3461	3610	0	0	3257
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						77						514
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			308				564			371
Travel Time (s)		10.1			4.7				11.0			8.4
Confl. Peds. (#/hr)								1				
Confl. Bikes (#/hr)						3						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	272	206	1	10	213	7	0	0	4
Shared Lane Traffic (%)				43%		10%						
Lane Group Flow (vph)	0	0	0	155	323	1	0	223	7	0	0	10
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				56			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2			1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66			30
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				30	30	30	20	45	30			30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												

Lane Group	SBR	Ø8
Lane Configurations		
Traffic Volume (vph)	5	
Future Volume (vph)	5	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Confl. Bikes (#/hr)		
Peak Hour Factor	0.83	
Heavy Vehicles (%)	0%	
Adj. Flow (vph)	6	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			
Turn Type				Prot	NA	Perm	Prot	Prot	NA			NA
Protected Phases				7	4		5	5	2			6
Permitted Phases						4						
Detector Phase				7	4	4	5	5	2			6
Switch Phase												
Minimum Initial (s)				15.0	15.0	15.0	8.0	8.0	10.0			10.0
Minimum Split (s)				22.0	22.0	22.0	15.0	15.0	17.0			17.0
Total Split (s)				42.0	42.0	42.0	32.0	32.0	42.0			42.0
Total Split (%)				26.9%	26.9%	26.9%	20.5%	20.5%	26.9%			26.9%
Maximum Green (s)				35.0	35.0	35.0	25.0	25.0	35.0			35.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0			3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0			7.0
Lead/Lag				Lag			Lag	Lag				Lead
Lead-Lag Optimize?				Yes			Yes	Yes				Yes
Vehicle Extension (s)				5.0	5.0	5.0	5.0	5.0	5.0			5.0
Recall Mode				None	None	None	None	None	None			None
Walk Time (s)					7.0	7.0			7.0			7.0
Flash Dont Walk (s)					25.0	25.0			14.0			14.0
Pedestrian Calls (#/hr)					0	0			0			0
Act Effct Green (s)				18.2	18.2	18.2		11.3	13.5			10.7
Actuated g/C Ratio				0.39	0.39	0.39		0.24	0.29			0.23
v/c Ratio				0.24	0.26	0.00		0.26	0.01			0.01
Control Delay				12.1	11.2	0.0		17.8	12.0			0.0
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				12.1	11.2	0.0		17.8	12.0			0.0
LOS				B	B	A		B	B			A
Approach Delay					11.4				17.6			
Approach LOS					B				B			
Queue Length 50th (ft)				24	26	0		19	0			0
Queue Length 95th (ft)				86	80	0		70	4			0
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)								220				
Base Capacity (vph)				1303	2060	1450		1985	3535			2712
Starvation Cap Reductn				0	0	0		0	0			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.12	0.16	0.00		0.11	0.00			0.00

Intersection Summary

Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 46.6
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.26
 Intersection Signal Delay: 13.2
 Intersection LOS: B

Lane Group	SBR	Ø8
Detector 2 Extend (s)		
Turn Type		
Protected Phases		8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		1.0
Minimum Split (s)		39.0
Total Split (s)		40.0
Total Split (%)		26%
Maximum Green (s)		33.0
Yellow Time (s)		4.0
All-Red Time (s)		3.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		0.2
Recall Mode		None
Walk Time (s)		7.0
Flash Dont Walk (s)		25.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

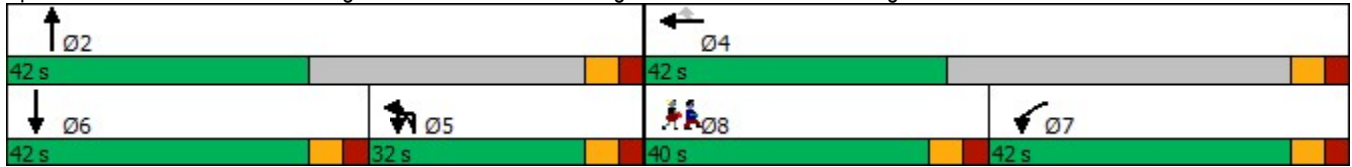
Intersection Summary

Intersection Capacity Utilization 45.2%

ICU Level of Service A

Analysis Period (min) 15

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



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	15	621	59	15	22	804	61	34	10	34	79
Future Volume (vph)	6	15	621	59	15	22	804	61	34	10	34	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.98		1.00				1.00	0.99	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.963		0.950
Satd. Flow (prot)	0	1685	5136	1507	0	1805	5085	1478	0	1669	1507	1685
Flt Permitted		0.950				0.950				0.764		0.725
Satd. Flow (perm)	0	1685	5136	1475	0	1803	5085	1478	0	1318	1488	1285
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)				1		1			7		1	1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	2%	2%	3%	0%	0%	0%
Adj. Flow (vph)	7	17	690	66	17	24	893	68	38	11	38	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	690	66	0	41	893	68	0	49	38	88
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	14	25
Future Volume (vph)	14	25
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1773	1507
Flt Permitted		
Satd. Flow (perm)	1773	1480
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		7
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	16	28
Shared Lane Traffic (%)		
Lane Group Flow (vph)	16	28
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	15.0	15.0	15.0	15.0
Total Split (s)	32.0	32.0	61.0	61.0	32.0	32.0	61.0	61.0	47.0	47.0	47.0	47.0
Total Split (%)	22.9%	22.9%	43.6%	43.6%	22.9%	22.9%	43.6%	43.6%	33.6%	33.6%	33.6%	33.6%
Maximum Green (s)	26.0	26.0	53.0	53.0	26.0	26.0	53.0	53.0	39.0	39.0	39.0	39.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									0	0	0	0
Act Effct Green (s)		7.7	97.3	97.3		8.3	100.6	100.6		15.0	15.0	15.0
Actuated g/C Ratio		0.06	0.70	0.70		0.06	0.72	0.72		0.11	0.11	0.11
v/c Ratio		0.26	0.19	0.06		0.38	0.24	0.06		0.35	0.24	0.64
Control Delay		69.6	7.0	7.5		80.7	3.9	4.1		62.9	58.7	79.8
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		69.6	7.0	7.5		80.7	3.9	4.1		62.9	58.7	79.8
LOS		E	A	A		F	A	A		E	E	E
Approach Delay			8.9				7.0			61.1		
Approach LOS			A				A			E		
Queue Length 50th (ft)		22	59	16		37	51	11		42	32	78
Queue Length 95th (ft)		55	71	29		79	59	19		81	66	132
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		312	3570	1025		335	3653	1061		367	414	357
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.08	0.19	0.06		0.12	0.24	0.06		0.13	0.09	0.25

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 33 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	47.0	47.0
Total Split (%)	33.6%	33.6%
Maximum Green (s)	39.0	39.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	15.0	15.0
Actuated g/C Ratio	0.11	0.11
v/c Ratio	0.08	0.18
Control Delay	54.4	57.0
Queue Delay	0.0	0.0
Total Delay	54.4	57.0
LOS	D	E
Approach Delay	71.9	
Approach LOS	E	
Queue Length 50th (ft)	13	24
Queue Length 95th (ft)	35	53
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	493	412
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.03	0.07
Intersection Summary		

Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 14.4
 Intersection Capacity Utilization 67.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

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

 Ø1 32 s	 Ø2 (R) 61 s	 Ø4 47 s
 Ø5 32 s	 Ø6 (R) 61 s	 Ø8 47 s

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

PH1 NB Saturday Evening peak hour
 05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	82	628	2	6	1	770	92	1	3	0	67
Future Volume (vph)	3	82	628	2	6	1	770	92	1	3	0	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		90		125		150		405	0		0	125
Storage Lanes		2		1		1		1	0		0	1
Taper Length (ft)		135				85			0			65
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97
Ped Bike Factor		1.00						0.99		1.00		
Fr t				0.850				0.850				
Flt Protected		0.950				0.950				0.988		0.950
Satd. Flow (prot)	0	3165	3574	1615	0	1805	3574	1553	0	1877	0	3502
Flt Permitted		0.950				0.950						0.950
Satd. Flow (perm)	0	3164	3574	1615	0	1805	3574	1532	0	1898	0	3502
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								99				
Link Speed (mph)			40				40			30		
Link Distance (ft)			498				580			260		
Travel Time (s)			8.5				9.9			5.9		
Confl. Peds. (#/hr)		1						1	4			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	11%	1%	0%	0%	0%	1%	4%	0%	0%	0%	0%
Adj. Flow (vph)	3	88	675	2	6	1	828	99	1	3	0	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	675	2	0	7	828	99	0	4	0	72
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			44				56			0		
Link Offset(ft)			11				0			-5		
Crosswalk Width(ft)			48				30			30		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2		2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	6	20	55	100	6	20	55		55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		35	94			35	94			35		35
Detector 2 Size(ft)		20	6			20	6			20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0			0.0	0.0			0.0		0.0

Lane Group	SBT	SBR	Ø2
Lane Configurations	↓	↙	
Traffic Volume (vph)	2	127	
Future Volume (vph)	2	127	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		1	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Ped Bike Factor	0.98	0.98	
Frt	0.854	0.850	
Flt Protected			
Satd. Flow (prot)	1489	1504	
Flt Permitted			
Satd. Flow (perm)	1489	1480	
Right Turn on Red		No	
Satd. Flow (RTOR)			
Link Speed (mph)	40		
Link Distance (ft)	400		
Travel Time (s)	6.8		
Confl. Peds. (#/hr)		4	
Peak Hour Factor	0.93	0.93	
Heavy Vehicles (%)	0%	2%	
Adj. Flow (vph)	2	137	
Shared Lane Traffic (%)		49%	
Lane Group Flow (vph)	69	70	
Enter Blocked Intersection	No	No	
Lane Alignment	Left	Right	
Median Width(ft)	40		
Link Offset(ft)	-15		
Crosswalk Width(ft)	30		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	
Turning Speed (mph)		9	
Number of Detectors	2	2	
Detector Template			
Leading Detector (ft)	55	55	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)	35	35	
Detector 2 Size(ft)	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)	0.0	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split
Protected Phases	1	1	5		3	3	2 3			7		4
Permitted Phases				5				2 3 4	7			
Detector Phase	1	1	5	5	3	3	2 3	2 3 4	7	7		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0
Total Split (s)	20.0	20.0	58.0	58.0	20.0	20.0			21.0	21.0		41.0
Total Split (%)	14.3%	14.3%	41.4%	41.4%	14.3%	14.3%			15.0%	15.0%		29.3%
Maximum Green (s)	13.0	13.0	51.0	51.0	13.0	13.0			14.0	14.0		34.0
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0
All-Red Time (s)	3.0	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0			0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0			7.0		7.0
Lead/Lag	Lead	Lead			Lead	Lead						Lag
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0
Recall Mode	None	None	C-Max	C-Max	None	None			None	None		None
Walk Time (s)												7.0
Flash Dont Walk (s)												35.0
Pedestrian Calls (#/hr)												0
Act Effct Green (s)		8.4	95.9	95.9		9.2	96.8	115.0		5.2		11.3
Actuated g/C Ratio		0.06	0.68	0.68		0.07	0.69	0.82		0.04		0.08
v/c Ratio		0.48	0.28	0.00		0.06	0.34	0.08		0.06		0.26
Control Delay		71.7	10.2	11.0		58.1	4.2	1.3		66.5		61.4
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0
Total Delay		71.7	10.2	11.0		58.1	4.2	1.3		66.5		61.4
LOS		E	B	B		E	A	A		E		E
Approach Delay			17.5				4.3			66.5		
Approach LOS			B				A			E		
Queue Length 50th (ft)		42	105	1		6	67	0		4		32
Queue Length 95th (ft)		71	215	5		24	81	0		17		56
Internal Link Dist (ft)			418				500			180		
Turn Bay Length (ft)		90		125		150		405				125
Base Capacity (vph)		293	2449	1106		167	2566	1466		189		850
Starvation Cap Reductn		0	0	0		0	0	0		0		0
Spillback Cap Reductn		0	0	0		0	0	0		0		0
Storage Cap Reductn		0	0	0		0	0	0		0		0
Reduced v/c Ratio		0.31	0.28	0.00		0.04	0.32	0.07		0.02		0.08

Intersection Summary

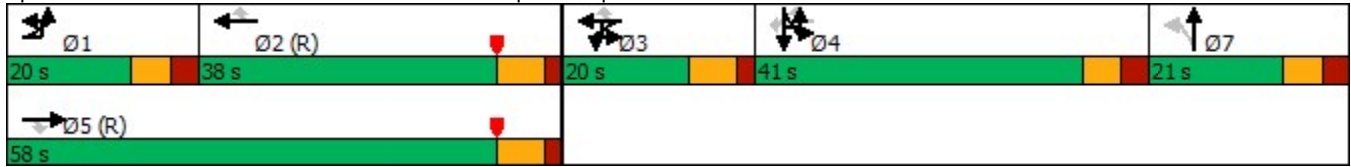
Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 50 (36%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 17.4
 Intersection LOS: B

	↓	↙	
Lane Group	SBT	SBR	Ø2
Turn Type	NA	Perm	
Protected Phases	4		2
Permitted Phases		4	
Detector Phase	4	4	
Switch Phase			
Minimum Initial (s)	7.0	7.0	10.0
Minimum Split (s)	14.0	14.0	17.0
Total Split (s)	41.0	41.0	38.0
Total Split (%)	29.3%	29.3%	27%
Maximum Green (s)	34.0	34.0	31.0
Yellow Time (s)	4.0	4.0	5.0
All-Red Time (s)	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0
Recall Mode	None	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	35.0	35.0	25.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)	11.3	11.3	
Actuated g/C Ratio	0.08	0.08	
v/c Ratio	0.58	0.59	
Control Delay	80.1	81.0	
Queue Delay	0.0	0.0	
Total Delay	80.1	81.0	
LOS	F	F	
Approach Delay	74.0		
Approach LOS	E		
Queue Length 50th (ft)	65	66	
Queue Length 95th (ft)	116	118	
Internal Link Dist (ft)	320		
Turn Bay Length (ft)			
Base Capacity (vph)	361	359	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.19	0.19	
Intersection Summary			

Intersection Capacity Utilization 67.5%
 Analysis Period (min) 15

ICU Level of Service C













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



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

PH1 NB Saturday Evening peak hour
05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	0	97	0	0	0	95	165	4	0	212	38
Future Volume (vph)	30	0	97	0	0	0	95	165	4	0	212	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	12	12	14	14	14
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.997			0.980	
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1685	1256	0	1773	0	1620	1894	0	0	1950	0
Flt Permitted							0.595					
Satd. Flow (perm)	0	1773	1256	0	1773	0	1015	1894	0	0	1950	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			103					2			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		443			168			322			194	
Travel Time (s)		10.1			3.8			7.3			4.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	8%	0%	0%	0%	4%	0%	0%	0%	2%	1%
Parking (#/hr)			0									
Adj. Flow (vph)	32	0	103	0	0	0	101	176	4	0	226	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	103	0	0	0	101	180	0	0	266	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			0	
Link Offset(ft)		0			20			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.25	1.09	1.09	1.09	1.09	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	pm+ov				pm+pt	NA			NA	
Protected Phases		4	5		8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0		3.0	20.0		20.0	20.0	
Minimum Split (s)	25.0	25.0	9.0	16.0	16.0		9.0	26.0		26.0	26.0	
Total Split (s)	29.0	29.0	13.0	29.0	29.0		13.0	39.0		26.0	26.0	
Total Split (%)	42.6%	42.6%	19.1%	42.6%	42.6%		19.1%	57.4%		38.2%	38.2%	
Maximum Green (s)	23.0	23.0	7.0	23.0	23.0		7.0	33.0		20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lead/Lag			Lag				Lag			Lead	Lead	
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	0.2		0.2	0.2	
Recall Mode	None	None	None	None	None		None	Min		Min	Min	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		10.3	11.5				33.7	37.9			25.2	
Actuated g/C Ratio		0.23	0.25				0.75	0.84			0.56	
v/c Ratio		0.08	0.26				0.12	0.11			0.24	
Control Delay		17.8	4.5				4.2	3.4			10.0	
Queue Delay		0.0	0.0				0.0	0.0			0.0	
Total Delay		17.8	4.5				4.2	3.4			10.0	
LOS		B	A				A	A			B	
Approach Delay		7.7						3.7			10.0	
Approach LOS		A						A			B	
Queue Length 50th (ft)		5	0				0	0			24	
Queue Length 95th (ft)		28	22				27	43			109	
Internal Link Dist (ft)		363			88			242			114	
Turn Bay Length (ft)							100					
Base Capacity (vph)		928	396				869	1497			1093	
Starvation Cap Reductn		0	0				0	0			0	
Spillback Cap Reductn		0	0				0	0			0	
Storage Cap Reductn		0	0				0	0			0	
Reduced v/c Ratio		0.03	0.26				0.12	0.12			0.24	

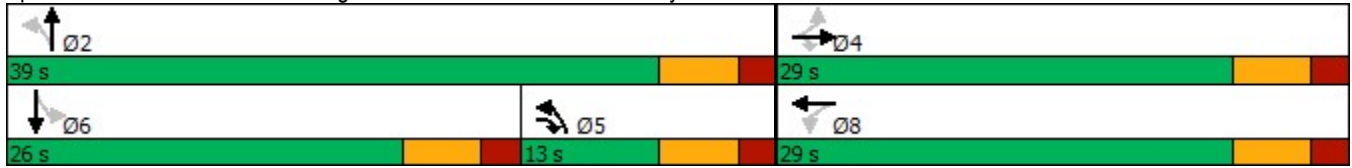
Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 45.2
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.26
 Intersection Signal Delay: 7.0
 Intersection Capacity Utilization 56.7%

Intersection LOS: A
 ICU Level of Service B

Analysis Period (min) 15

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





Q-2 2027 Build Conditions

Q-2.1 Weekday AM peak hour



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	24	16	1360	323	7	436	1578	117	300	7	128	55
Future Volume (vph)	24	16	1360	323	7	436	1578	117	300	7	128	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	11	12	13	13	12	12	10
Storage Length (ft)		275		225		500		275	475		0	250
Storage Lanes		2		1		2		1	1		1	1
Taper Length (ft)		75				195			80			75
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.86	0.91	0.97
Ped Bike Factor		1.00		0.99		1.00		0.99				
Frt				0.850				0.850		0.970	0.850	
Flt Protected		0.950				0.950			0.950	0.963		0.950
Satd. Flow (prot)	0	3385	4988	1503	0	3226	5036	1652	1586	2870	1400	3268
Flt Permitted		0.950				0.950			0.950	0.963		0.950
Satd. Flow (perm)	0	3383	4988	1485	0	3225	5036	1631	1586	2870	1400	3268
Right Turn on Red				Yes				Yes			No	
Satd. Flow (RTOR)				177				177				
Link Speed (mph)			50				50			40		
Link Distance (ft)			413				657			646		
Travel Time (s)			5.6				9.0			11.0		
Confl. Peds. (#/hr)		4		2		2		4				
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	4%	11%	0%	5%	3%	1%	7%	0%	5%	0%
Adj. Flow (vph)	28	19	1581	376	8	507	1835	136	349	8	149	64
Shared Lane Traffic (%)									50%		30%	
Lane Group Flow (vph)	0	47	1581	376	0	515	1835	136	174	228	104	64
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			36				36			24		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			50				16			56		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.04	1.00	0.96	0.96	1.00	1.00	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2	2	2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150			30	150		30	30	30	30
Detector 2 Size(ft)		20	6			20	6		20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	
Traffic Volume (vph)	51	7
Future Volume (vph)	51	7
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	11
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.982	
Flt Protected		
Satd. Flow (prot)	1711	0
Flt Permitted		
Satd. Flow (perm)	1711	0
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	308	
Travel Time (s)	7.0	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.86	0.86
Heavy Vehicles (%)	2%	0%
Adj. Flow (vph)	59	8
Shared Lane Traffic (%)		
Lane Group Flow (vph)	67	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	30	
Two way Left Turn Lane		
Headway Factor	1.09	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	50	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	30	
Detector 2 Size(ft)	20	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Extend (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	Prot	NA	Free	Split	NA	Prot	Split
Protected Phases	5	5	2		1	1	6		3	3	3	4
Permitted Phases				Free				Free				
Detector Phase	5	5	2		1	1	6		3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0		7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	16.0	17.0		15.0	15.0	15.0	15.0
Total Split (s)	29.0	29.0	61.0		29.0	29.0	61.0		25.0	25.0	25.0	45.0
Total Split (%)	18.1%	18.1%	38.1%		18.1%	18.1%	38.1%		15.6%	15.6%	15.6%	28.1%
Maximum Green (s)	23.0	23.0	54.0		23.0	23.0	54.0		17.0	17.0	17.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	4.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	7.0				6.0	7.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	2.0	1.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			30.0				30.0					36.0
Pedestrian Calls (#/hr)			0				0					1
Act Effct Green (s)		6.7	57.3	160.0		33.4	86.2	160.0	24.5	24.5	24.5	15.8
Actuated g/C Ratio		0.04	0.36	1.00		0.21	0.54	1.00	0.15	0.15	0.15	0.10
v/c Ratio		0.33	0.89	0.25		0.77	0.68	0.08	0.72	0.52	0.49	0.20
Control Delay		93.3	33.2	0.3		67.4	30.3	0.1	80.3	67.4	70.8	64.0
Queue Delay		0.0	0.6	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		93.3	33.8	0.3		67.4	30.3	0.1	80.3	67.4	70.8	64.0
LOS		F	C	A		E	C	A	F	E	E	E
Approach Delay			28.9				36.4			72.5		
Approach LOS			C				D			E		
Queue Length 50th (ft)		23	418	0		262	498	0	190	127	108	33
Queue Length 95th (ft)		m40	564	0		#405	645	0	#365	183	#198	46
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		500		275	475			250
Base Capacity (vph)		486	1785	1485		673	2712	1631	243	440	214	755
Starvation Cap Reductn		0	43	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.10	0.91	0.25		0.77	0.68	0.08	0.72	0.52	0.49	0.08

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89

Lane Group	↓	↙
Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	7.0	
Minimum Split (s)	15.0	
Total Split (s)	45.0	
Total Split (%)	28.1%	
Maximum Green (s)	37.0	
Yellow Time (s)	5.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	36.0	
Pedestrian Calls (#/hr)	1	
Act Effct Green (s)	15.8	
Actuated g/C Ratio	0.10	
v/c Ratio	0.40	
Control Delay	71.2	
Queue Delay	0.0	
Total Delay	71.2	
LOS	E	
Approach Delay	67.7	
Approach LOS	E	
Queue Length 50th (ft)	69	
Queue Length 95th (ft)	98	
Internal Link Dist (ft)	228	
Turn Bay Length (ft)		
Base Capacity (vph)	395	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.17	

Intersection Summary

Intersection Signal Delay: 37.8

Intersection LOS: D

Intersection Capacity Utilization 79.3%

ICU Level of Service D

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.













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









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

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

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

PH1 B weekday AM peak hour
05/23/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	4	1647	37	7	58	1844	67	70	
Future Volume (vph)	4	1647	37	7	58	1844	67	70	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00			1.00		1.00		
Frt		0.997					0.931		
Flt Protected					0.950		0.976		
Satd. Flow (prot)	0	4925	0	0	1805	6285	1853	0	
Flt Permitted		0.928			0.950		0.976		
Satd. Flow (perm)	0	4571	0	0	1800	6285	1852	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		4					27		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Confl. Peds. (#/hr)			6		6		1		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	
Heavy Vehicles (%)	0%	5%	3%	0%	0%	4%	2%	3%	
Adj. Flow (vph)	5	1872	42	8	66	2095	76	80	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1919	0	0	74	2095	156	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		1	1	2	1		
Detector Template	Left	Thru		Left	Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		20	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		Prot	Prot	NA	Prot		
Protected Phases		6		5	5	2	3		1
Permitted Phases	6								
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	115.0	115.0		20.0	20.0	90.0	25.0		45.0
Total Split (%)	71.9%	71.9%		12.5%	12.5%	56.3%	15.6%		28%
Maximum Green (s)	108.0	108.0		13.3	13.3	83.0	17.3		37.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0				0.0	0.0		
Total Lost Time (s)		7.0				6.7	7.7		
Lead/Lag	Lag	Lag		Lead	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						1	2		
Act Effct Green (s)		113.0			10.5	112.5	15.1		
Actuated g/C Ratio		0.71			0.07	0.70	0.09		
v/c Ratio		0.59			0.63	0.47	0.78		
Control Delay		1.9			96.8	4.4	84.0		
Queue Delay		0.0			0.0	0.1	0.0		
Total Delay		2.0			96.8	4.4	84.0		
LOS		A			F	A	F		
Approach Delay		2.0				7.6	84.0		
Approach LOS		A				A	F		
Queue Length 50th (ft)		16			77	134	133		
Queue Length 95th (ft)		17			m122	66	210		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3228			150	4418	224		
Starvation Cap Reductn		0			0	534	0		
Spillback Cap Reductn		119			0	43	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.62			0.49	0.54	0.70		

Intersection Summary

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

Intersection Signal Delay: 7.9
 Intersection Capacity Utilization 74.3%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.













Intersection LOS: A
 ICU Level of Service D

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke










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

PH1 B weekday AM peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	7	27	1687	1809	107	0	9			
Future Volume (vph)	7	27	1687	1809	107	0	9			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.98		0.99			
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	4893	4940	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3500	4893	4940	1639	0	2900			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		3			3		1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Heavy Vehicles (%)	0%	0%	6%	5%	0%	0%	0%			
Adj. Flow (vph)	8	29	1834	1966	116	0	10			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	37	1834	1966	116	0	10			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										

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

PH1 B weekday AM peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			115.0	90.0	90.0			45.0	25.0	20.0
Total Split (%)			71.9%	56.3%	56.3%			28%	16%	13%
Maximum Green (s)			108.0	83.0	83.0			37.3	17.3	13.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lag	Lag	Lag			Lead		Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				2	
Act Effct Green (s)		32.8	113.0	112.5	112.5		32.8			
Actuated g/C Ratio		0.20	0.71	0.70	0.70		0.20			
v/c Ratio		0.05	0.53	0.57	0.10		0.02			
Control Delay		49.6	6.5	2.7	2.1		49.4			
Queue Delay		0.0	0.0	0.0	0.8		0.0			
Total Delay		49.6	6.5	2.7	2.8		49.4			
LOS		D	A	A	A		D			
Approach Delay			7.3	2.7		49.4				
Approach LOS			A	A		D				
Queue Length 50th (ft)		17	156	35	6		4			
Queue Length 95th (ft)		m32	m167	54	m13		15			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1262	3455	3472	1152		1045			
Starvation Cap Reductn		0	0	0	811		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.03	0.53	0.57	0.34		0.01			

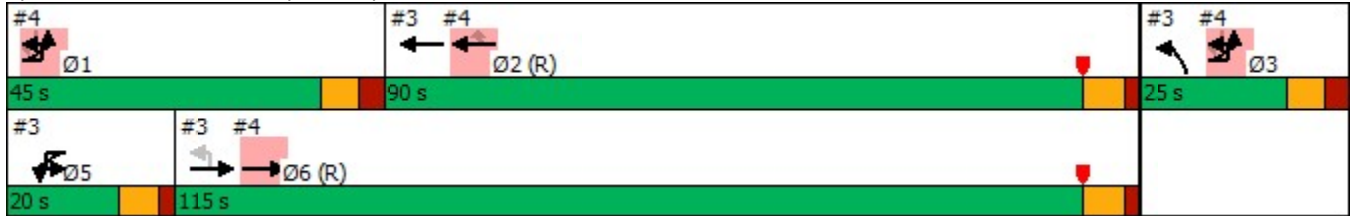
Intersection Summary

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

Intersection Signal Delay: 5.0
 Intersection Capacity Utilization 55.5%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 4: Hempstead Tpke & MSK Entrance















Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	427	1133	52	18	196	1341	269	90	438	100	175
Future Volume (vph)	1	427	1133	52	18	196	1341	269	90	438	100	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	250
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.91
Ped Bike Factor		1.00		0.98		1.00		0.99	0.99	1.00		
Frt				0.850				0.850		0.973		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3143	4848	1322	0	3408	4893	1561	1542	3143	0	1457
Flt Permitted		0.950				0.950			0.950	0.999		0.950
Satd. Flow (perm)	0	3142	4848	1300	0	3402	4893	1542	1533	3143	0	1457
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								184				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		1		4		4		1	7			
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	4%	7%	14%	0%	3%	6%	0%	3%	7%	7%	9%
Adj. Flow (vph)	1	445	1180	54	19	204	1397	280	94	456	104	182
Shared Lane Traffic (%)									10%			24%
Lane Group Flow (vph)	0	446	1180	54	0	223	1397	280	85	569	0	138
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	223	121
Future Volume (vph)	223	121
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor	1.00	0.98
Frt	0.993	0.850
Flt Protected	0.992	
Satd. Flow (prot)	2848	1257
Flt Permitted	0.992	
Satd. Flow (perm)	2848	1233
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		7
Confl. Bikes (#/hr)		
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	9%	13%
Adj. Flow (vph)	232	126
Shared Lane Traffic (%)		10%
Lane Group Flow (vph)	289	113
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	19	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

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

PH1 B weekday AM peak hour
 05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		3	3		4
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		3	3		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	32.0	32.0	56.0	56.0	32.0	32.0	56.0		31.0	31.0		41.0
Total Split (%)	20.0%	20.0%	35.0%	35.0%	20.0%	20.0%	35.0%		19.4%	19.4%		25.6%
Maximum Green (s)	25.0	25.0	49.0	49.0	25.0	25.0	49.0		23.0	23.0		33.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0					7.0
Flash Dont Walk (s)			30.0	30.0			30.0					36.0
Pedestrian Calls (#/hr)			2	2			0					0
Act Effct Green (s)		26.7	68.9	68.9		14.8	57.0	160.0	23.0	23.0		23.3
Actuated g/C Ratio		0.17	0.43	0.43		0.09	0.36	1.00	0.14	0.14		0.15
v/c Ratio		0.85	0.57	0.10		0.71	0.80	0.18	0.38	1.26		0.65
Control Delay		91.4	38.8	40.7		100.0	43.5	0.2	67.8	187.3		78.2
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		91.4	38.8	40.7		100.0	43.5	0.2	67.8	187.3		78.2
LOS		F	D	D		F	D	A	E	F		E
Approach Delay			52.8				43.8			171.8		
Approach LOS			D				D			F		
Queue Length 50th (ft)		256	232	29		127	323	0	90	~408		151
Queue Length 95th (ft)		#322	372	m69		166	#545	0	154	#540		226
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			250
Base Capacity (vph)		536	2086	559		532	1742	1542	221	451		300
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.83	0.57	0.10		0.42	0.80	0.18	0.38	1.26		0.46

Intersection Summary

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







	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	41.0	41.0
Total Split (%)	25.6%	25.6%
Maximum Green (s)	33.0	33.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	23.3	23.3
Actuated g/C Ratio	0.15	0.15
v/c Ratio	0.70	0.63
Control Delay	73.7	79.2
Queue Delay	0.0	0.0
Total Delay	73.7	79.2
LOS	E	E
Approach Delay	76.0	
Approach LOS	E	
Queue Length 50th (ft)	169	124
Queue Length 95th (ft)	218	193
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		
Base Capacity (vph)	587	254
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.49	0.44
Intersection Summary		





















Maximum v/c Ratio: 1.26
 Intersection Signal Delay: 68.2
 Intersection Capacity Utilization 94.6%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service F

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

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

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

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	12	0	17	0	1	20	60	1013	62	3	48	504
Future Volume (vph)	12	0	17	0	1	20	60	1013	62	3	48	504
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	115		285		110	
Storage Lanes	0		0	1		0	1		1		1	
Taper Length (ft)	0			0			70				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91
Ped Bike Factor		0.99			0.99		0.99		0.98		1.00	0.99
Frt		0.922			0.857				0.850			0.980
Flt Protected		0.979					0.950				0.950	
Satd. Flow (prot)	0	1500	0	1900	1522	0	1805	5036	1615	0	1805	4692
Flt Permitted		0.854					0.404				0.244	
Satd. Flow (perm)	0	1308	0	1900	1522	0	762	5036	1590	0	463	4692
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		82			21				82			26
Link Speed (mph)		30			30			35				35
Link Distance (ft)		391			221			1000				393
Travel Time (s)		8.9			5.0			19.5				7.7
Confl. Peds. (#/hr)							10		3		3	
Confl. Bikes (#/hr)			5			1						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	23%	0%	0%	6%	0%	3%	0%	0%	0%	9%
Adj. Flow (vph)	13	0	18	0	1	21	64	1078	66	3	51	536
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	0	22	0	64	1078	66	0	54	618
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			30				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		32			32			32				45
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1		1	1		1	2	1	1	1	2
Detector Template	Left							Thru	Right	Left		Thru
Leading Detector (ft)	20	30		30	30		30	100	20	20	30	100
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	30		30	30		30	6	20	20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	77
Future Volume (vph)	77
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	10
Confl. Bikes (#/hr)	
Peak Hour Factor	0.94
Heavy Vehicles (%)	0%
Adj. Flow (vph)	82
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	pm+pt	NA
Protected Phases		4			8		5	2		1	1	6
Permitted Phases	4			8			2		2	6	6	
Detector Phase	4	4		8	8		5	2	2	1	1	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	20.0	20.0	3.0	3.0	20.0
Minimum Split (s)	14.0	14.0		14.0	14.0		9.0	26.0	26.0	9.0	9.0	26.0
Total Split (s)	52.0	52.0		52.0	52.0		22.0	46.0	46.0	22.0	22.0	46.0
Total Split (%)	43.3%	43.3%		43.3%	43.3%		18.3%	38.3%	38.3%	18.3%	18.3%	38.3%
Maximum Green (s)	46.0	46.0		46.0	46.0		16.0	40.0	40.0	16.0	16.0	40.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0		6.0	6.0	6.0		6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	0.2	0.2	3.0	3.0	0.2
Recall Mode	None	None		None	None		None	Min	Min	None	None	Min
Walk Time (s)				7.0	7.0			7.0	7.0			7.0
Flash Dont Walk (s)				38.0	38.0			26.0	26.0			26.0
Pedestrian Calls (#/hr)				1	1			0	0			0
Act Effct Green (s)		13.7			13.7		33.7	37.2	37.2		33.3	37.0
Actuated g/C Ratio		0.27			0.27		0.67	0.74	0.74		0.66	0.73
v/c Ratio		0.07			0.05		0.09	0.29	0.06		0.11	0.18
Control Delay		0.3			8.6		8.8	12.0	4.4		9.2	11.2
Queue Delay		0.0			0.0		0.0	0.0	0.0		0.0	0.0
Total Delay		0.3			8.6		8.8	12.0	4.4		9.2	11.2
LOS		A			A		A	B	A		A	B
Approach Delay		0.3			8.6			11.4				11.0
Approach LOS		A			A			B				B
Queue Length 50th (ft)		0			0		0	0	0		0	0
Queue Length 95th (ft)		0			15		49	282	23		43	151
Internal Link Dist (ft)		311			141			920				313
Turn Bay Length (ft)							115		285		110	
Base Capacity (vph)		1141			1317		946	4152	1325		856	3873
Starvation Cap Reductn		0			0		0	0	0		0	0
Spillback Cap Reductn		0			0		0	0	0		0	0
Storage Cap Reductn		0			0		0	0	0		0	0
Reduced v/c Ratio		0.03			0.02		0.07	0.26	0.05		0.06	0.16

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 50.5
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.29
 Intersection Signal Delay: 11.1
 Intersection LOS: B



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary





























Intersection Capacity Utilization 47.0%

ICU Level of Service A













Analysis Period (min) 15

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



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	 		 	 		 		  			 	 
Traffic Volume (vph)	408	7	293	4	0	62	0	1045	3	45	6	335
Future Volume (vph)	408	7	293	4	0	62	0	1045	3	45	6	335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		200	0		0		140	
Storage Lanes	2		1	1		1	0		0		1	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.88	1.00	0.86	0.86	0.95	1.00	0.95
Ped Bike Factor			0.99	1.00		0.99						
Frt			0.850			0.850						
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	3303	1900	1524	1805	0	2707	0	6285	0	0	1805	3343
Flt Permitted	0.950			0.950							0.162	
Satd. Flow (perm)	3303	1900	1505	1802	0	2668	0	6285	0	0	308	3343
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			318			100						
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			459			581				476
Travel Time (s)		15.0			10.4			11.3				9.3
Confl. Peds. (#/hr)			1	1			9					
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	0%	6%	0%	0%	5%	0%	4%	0%	0%	0%	8%
Adj. Flow (vph)	443	8	318	4	0	67	0	1136	3	49	7	364
Shared Lane Traffic (%)												
Lane Group Flow (vph)	443	8	318	4	0	67	0	1139	0	0	56	364
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												

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

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	pm+pt	NA	Free	Prot		Perm		NA		pm+pt	pm+pt	NA
Protected Phases	3	8		7				2		1	1	6
Permitted Phases	8		Free			7				6	6	
Detector Phase	3	8		7		7		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	16.0	14.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	46.0	36.0		36.0		36.0		46.0		46.0	46.0	46.0
Total Split (%)	28.0%	22.0%		22.0%		22.0%		28.0%		28.0%	28.0%	28.0%
Maximum Green (s)	40.0	30.0		30.0		30.0		40.0		40.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0			6.0	6.0
Lead/Lag		Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)		6.0						6.0				6.0
Flash Dont Walk (s)		20.0						18.0				18.0
Pedestrian Calls (#/hr)		3						0				0
Act Effct Green (s)	19.4	11.1	71.7	13.8		13.8		30.4			39.3	39.3
Actuated g/C Ratio	0.27	0.15	1.00	0.19		0.19		0.42			0.55	0.55
v/c Ratio	0.49	0.03	0.21	0.01		0.11		0.43			0.19	0.20
Control Delay	25.1	30.1	0.3	35.2		4.3		16.6			10.5	9.3
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			0.0	0.0
Total Delay	25.1	30.1	0.3	35.2		4.3		16.6			10.5	9.3
LOS	C	C	A	D		A		B			B	A
Approach Delay		14.9			6.0			16.6				9.4
Approach LOS		B			A			B				A
Queue Length 50th (ft)	85	3	0	1		0		96			9	34
Queue Length 95th (ft)	150	17	0	14		11		200			39	96
Internal Link Dist (ft)		908			379			501				396
Turn Bay Length (ft)			700			200					140	
Base Capacity (vph)	2941	860	1505	817		1263		3794			1103	3219
Starvation Cap Reductn	0	0	0	0		0		0			0	0
Spillback Cap Reductn	0	0	0	0		0		0			0	0
Storage Cap Reductn	0	0	0	0		0		0			0	0
Reduced v/c Ratio	0.15	0.01	0.21	0.00		0.05		0.30			0.05	0.11

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 71.7
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 14.5
 Intersection LOS: B

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

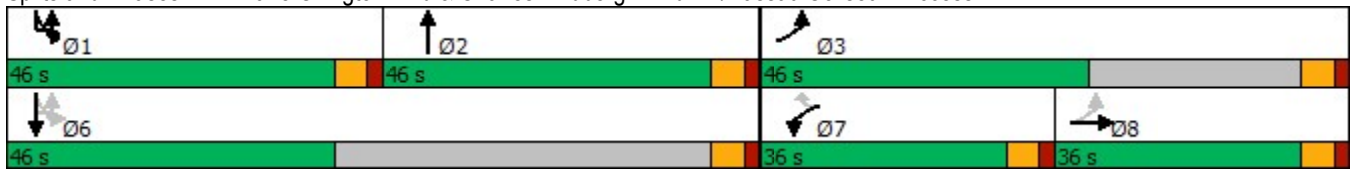
Intersection Summary

Intersection Capacity Utilization 58.3%

ICU Level of Service B













Analysis Period (min) 15

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	387	848	308	20	633	397	0	0	100
Future Volume (vph)	0	0	0	387	848	308	20	633	397	0	0	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0		220		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	0			50				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	0.95	0.97	0.95	1.00	1.00	0.95
Ped Bike Factor								0.99				1.00
Fr _t					0.995	0.850						0.989
Fl _t Protected				0.950	0.998			0.950				
Satd. Flow (prot)	0	0	0	1564	3179	1455	0	3340	3574	0	0	3467
Fl _t Permitted				0.950	0.998			0.950				
Satd. Flow (perm)	0	0	0	1564	3179	1455	0	3303	3574	0	0	3467
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)					3	232						5
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			308				564			371
Travel Time (s)		10.1			4.7				11.0			8.4
Confl. Peds. (#/hr)								6				
Confl. Bikes (#/hr)			4									
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	5%	2%	1%	0%	5%	1%	0%	0%	3%
Adj. Flow (vph)	0	0	0	496	1087	395	26	812	509	0	0	128
Shared Lane Traffic (%)				10%		10%						
Lane Group Flow (vph)	0	0	0	446	1177	355	0	838	509	0	0	138
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				56			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2			1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66			30
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				30	30	30	20	45	30			30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												

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

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			
Turn Type				Prot	NA	Perm	Prot	Prot	NA			NA
Protected Phases				7	4		5	5	2			6
Permitted Phases						4						
Detector Phase				7	4	4	5	5	2			6
Switch Phase												
Minimum Initial (s)				15.0	15.0	15.0	8.0	8.0	10.0			10.0
Minimum Split (s)				22.0	22.0	22.0	15.0	15.0	17.0			17.0
Total Split (s)				42.0	42.0	42.0	32.0	32.0	42.0			42.0
Total Split (%)				26.9%	26.9%	26.9%	20.5%	20.5%	26.9%			26.9%
Maximum Green (s)				35.0	35.0	35.0	25.0	25.0	35.0			35.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0			3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0			7.0
Lead/Lag				Lag			Lag	Lag				Lead
Lead-Lag Optimize?				Yes			Yes	Yes				Yes
Vehicle Extension (s)				5.0	5.0	5.0	5.0	5.0	5.0			5.0
Recall Mode				None	None	None	None	None	None			None
Walk Time (s)					7.0	7.0			7.0			7.0
Flash Dont Walk (s)					25.0	25.0			14.0			14.0
Pedestrian Calls (#/hr)					0	0			0			0
Act Effct Green (s)				35.9	41.6	41.6		25.6	44.3			11.5
Actuated g/C Ratio				0.36	0.41	0.41		0.26	0.44			0.11
v/c Ratio				0.80	0.97	0.48		0.98	0.32			0.34
Control Delay				43.2	49.6	8.9		65.3	20.9			44.2
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				43.2	49.6	8.9		65.3	20.9			44.2
LOS				D	D	A		E	C			D
Approach Delay					40.9				48.5			44.2
Approach LOS					D				D			D
Queue Length 50th (ft)				241	382	52		243	93			37
Queue Length 95th (ft)				#572	398	84		#504	193			79
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)				150				220				
Base Capacity (vph)				559	1700	1168		852	2445			1242
Starvation Cap Reductn				0	0	0		0	0			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.80	0.69	0.30		0.98	0.21			0.11

Intersection Summary

Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 100.3
 Natural Cycle: 145
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 44.0
 Intersection LOS: D

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

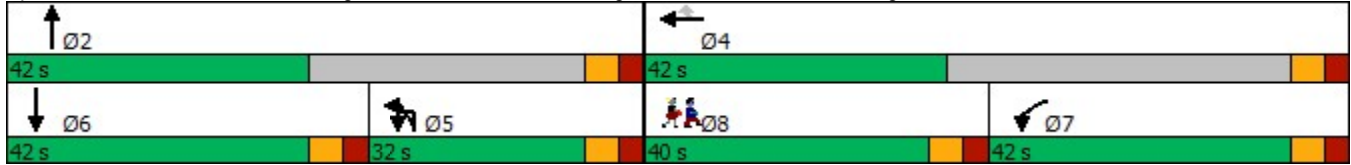
Intersection Capacity Utilization 71.4%















ICU Level of Service C







Analysis Period (min) 15

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

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



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	244	0	397	635	310	257
Future Volume (vph)	244	0	397	635	310	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			220
Storage Lanes	2	0	1			1
Taper Length (ft)	0		95			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3213	0	1787	3252	2959	1468
Flt Permitted	0.950		0.543			
Satd. Flow (perm)	3213	0	1021	3252	2959	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						289
Link Speed (mph)	45			40	40	
Link Distance (ft)	204			578	1195	
Travel Time (s)	3.1			9.9	20.4	
Confl. Peds. (#/hr)		1				
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	9%	0%	1%	11%	22%	10%
Adj. Flow (vph)	274	0	446	713	348	289
Shared Lane Traffic (%)						
Lane Group Flow (vph)	274	0	446	713	348	289
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						

Lane Group						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0		3.0	20.0	20.0	20.0
Minimum Split (s)	14.0		9.0	26.0	26.0	26.0
Total Split (s)	31.0		23.0	26.0	26.0	26.0
Total Split (%)	38.8%		28.8%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0		17.0	20.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		2.0	0.2	0.2	0.2
Recall Mode	None		None	Min	Min	Min
Walk Time (s)	8.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	10.2		35.0	35.0	20.2	20.2
Actuated g/C Ratio	0.18		0.61	0.61	0.35	0.35
v/c Ratio	0.48		0.60	0.36	0.33	0.41
Control Delay	24.9		12.6	6.3	16.2	4.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	24.9		12.6	6.3	16.2	4.7
LOS	C		B	A	B	A
Approach Delay	24.9			8.7	11.0	
Approach LOS	C			A	B	
Queue Length 50th (ft)	41		65	52	41	0
Queue Length 95th (ft)	84		131	93	95	49
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	1414		1002	2461	1041	703
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.19		0.45	0.29	0.33	0.41

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 57.4
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 11.6
 Intersection LOS: B

Intersection Capacity Utilization 60.9%
 Analysis Period (min) 15

ICU Level of Service B

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















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

PH1 B weekday AM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	30	1434	100	5	218	1200	129	79	53	97	21
Future Volume (vph)	2	30	1434	100	5	218	1200	129	79	53	97	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.98		1.00		0.99		0.99	0.98	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.971		0.950
Satd. Flow (prot)	0	1540	4893	1422	0	1805	4759	1492	0	1586	1478	1532
Flt Permitted		0.950				0.950				0.779		0.565
Satd. Flow (perm)	0	1538	4893	1387	0	1802	4759	1471	0	1262	1453	908
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		3		4		4		3	16		5	5
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	10%	6%	6%	0%	0%	9%	1%	9%	8%	2%	10%
Adj. Flow (vph)	2	33	1593	111	6	242	1333	143	88	59	108	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	35	1593	111	0	248	1333	143	0	147	108	23
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	58	13
Future Volume (vph)	58	13
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.97
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1689	1396
Flt Permitted		
Satd. Flow (perm)	1689	1357
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		16
Confl. Bikes (#/hr)		2
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	5%	8%
Adj. Flow (vph)	64	14
Shared Lane Traffic (%)		
Lane Group Flow (vph)	64	14
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	15.0	15.0	15.0	15.0
Total Split (s)	31.0	31.0	77.0	77.0	31.0	31.0	77.0	77.0	52.0	52.0	52.0	52.0
Total Split (%)	19.4%	19.4%	48.1%	48.1%	19.4%	19.4%	48.1%	48.1%	32.5%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0	25.0	69.0	69.0	25.0	25.0	69.0	69.0	44.0	44.0	44.0	44.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									1	1	1	1
Act Effct Green (s)		8.9	86.1	86.1		25.7	105.5	105.5		26.2	26.2	26.2
Actuated g/C Ratio		0.06	0.54	0.54		0.16	0.66	0.66		0.16	0.16	0.16
v/c Ratio		0.41	0.61	0.15		0.86	0.42	0.15		0.71	0.46	0.16
Control Delay		91.4	17.1	15.3		96.6	4.6	4.7		80.2	64.1	54.7
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		91.4	17.1	15.3		96.6	4.6	4.7		80.2	64.1	54.7
LOS		F	B	B		F	A	A		F	E	D
Approach Delay			18.5				17.8			73.4		
Approach LOS			B				B			E		
Queue Length 50th (ft)		39	183	34		274	75	21		150	105	21
Queue Length 95th (ft)		m59	318	m63		m#383	90	m31		201	147	44
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		240	2632	746		302	3138	969		347	399	249
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.15	0.61	0.15		0.82	0.42	0.15		0.42	0.27	0.09

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated







Lane Group	↓	↙
	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	52.0	52.0
Total Split (%)	32.5%	32.5%
Maximum Green (s)	44.0	44.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	26.2	26.2
Actuated g/C Ratio	0.16	0.16
v/c Ratio	0.23	0.06
Control Delay	56.7	51.2
Queue Delay	0.0	0.0
Total Delay	56.7	51.2
LOS	E	D
Approach Delay	55.4	
Approach LOS	E	
Queue Length 50th (ft)	60	13
Queue Length 95th (ft)	93	31
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	464	373
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.14	0.04
Intersection Summary		

Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 22.8
 Intersection Capacity Utilization 99.1%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service F






















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

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














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

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

PH1 B weekday AM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	243	1384	20	30	36	906	324	3	15	4	147	17
Future Volume (vph)	243	1384	20	30	36	906	324	3	15	4	147	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		125		150		405	0		0	125	
Storage Lanes	2		1		1		1	0		0	1	
Taper Length (ft)	135				85			0			65	
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	0.95
Frt			0.850				0.850		0.975			0.886
Flt Protected	0.950				0.950				0.993		0.950	
Satd. Flow (prot)	3019	3406	1615	0	1805	3312	1524	0	1840	0	3099	1257
Flt Permitted	0.950				0.950				0.937		0.950	
Satd. Flow (perm)	3019	3406	1615	0	1805	3312	1524	0	1736	0	3099	1257
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							334					
Link Speed (mph)		40				40			30			40
Link Distance (ft)		498				580			260			400
Travel Time (s)		8.5				9.9			5.9			6.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	16%	6%	0%	0%	0%	9%	6%	0%	0%	0%	13%	6%
Adj. Flow (vph)	251	1427	21	31	37	934	334	3	15	4	152	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	251	1427	21	0	68	934	334	0	22	0	152	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		44				56			0			40
Link Offset(ft)		11				0			-5			-15
Crosswalk Width(ft)		48				30			30			30
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2	1	1	2	2	1	1	2		2	2
Detector Template		Thru	Right	Left		Thru	Right	Left				
Leading Detector (ft)	55	100	6	20	55	100	6	20	55		55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	35	94			35	94			35		35	35
Detector 2 Size(ft)	20	6			20	6			20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Turn Type	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split	NA
Protected Phases	1	5		3	3	2 3			7		4	4







Lane Group	SBR	Ø2
Lane Configurations		
Traffic Volume (vph)	123	
Future Volume (vph)	123	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	1	
Taper Length (ft)		
Lane Util. Factor	0.95	
Frt	0.850	
Flt Protected		
Satd. Flow (prot)	1145	
Flt Permitted		
Satd. Flow (perm)	1145	
Right Turn on Red	No	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor	0.97	
Heavy Vehicles (%)	34%	
Adj. Flow (vph)	127	
Shared Lane Traffic (%)	44%	
Lane Group Flow (vph)	71	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	55	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	35	
Detector 2 Size(ft)	20	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	Perm	
Protected Phases		2

													
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Permitted Phases			5				2 3 4	7					
Detector Phase	1	5	5	3	3	2 3	2 3 4	7	7		4	4	
Switch Phase													
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0	7.0	
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0	14.0	
Total Split (s)	20.0	78.0	78.0	20.0	20.0			21.0	21.0		41.0	41.0	
Total Split (%)	12.5%	48.8%	48.8%	12.5%	12.5%			13.1%	13.1%		25.6%	25.6%	
Maximum Green (s)	13.0	71.0	71.0	13.0	13.0			14.0	14.0		34.0	34.0	
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0				0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0		7.0				7.0		7.0	7.0	
Lead/Lag	Lead			Lead	Lead						Lag	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes						Yes	Yes	
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	None			None	None		None	None	
Walk Time (s)											7.0	7.0	
Flash Dont Walk (s)											35.0	35.0	
Pedestrian Calls (#/hr)											0	0	
Act Effct Green (s)	20.4	103.7	103.7		11.8	95.1	116.8		6.6		14.7	14.7	
Actuated g/C Ratio	0.13	0.65	0.65		0.07	0.59	0.73		0.04		0.09	0.09	
v/c Ratio	0.65	0.65	0.02		0.52	0.47	0.28		0.31		0.53	0.64	
Control Delay	74.9	21.2	14.2		57.4	6.8	1.4		84.8		75.2	93.2	
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	74.9	21.2	14.2		57.4	6.8	1.4		84.8		75.2	93.2	
LOS	E	C	B		E	A	A		F		E	F	
Approach Delay		29.0				8.0			84.8			85.3	
Approach LOS		C				A			F			F	
Queue Length 50th (ft)	131	500	8		74	113	5		23		79	80	
Queue Length 95th (ft)	179	690	24		128	132	32		55		113	135	
Internal Link Dist (ft)		418				500			180			320	
Turn Bay Length (ft)	90		125		150		405				125		
Base Capacity (vph)	384	2207	1046		146	1993	1334		151		658	267	
Starvation Cap Reductn	0	0	0		0	0	0		0		0	0	
Spillback Cap Reductn	0	0	0		0	0	0		0		0	0	
Storage Cap Reductn	0	0	0		0	0	0		0		0	0	
Reduced v/c Ratio	0.65	0.65	0.02		0.47	0.47	0.25		0.15		0.23	0.28	

Intersection Summary










Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 35 (22%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 26.0
 Intersection Capacity Utilization 70.8%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

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

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

Lane Group	SBR	Ø2
Permitted Phases	4	
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	7.0	10.0
Minimum Split (s)	14.0	17.0
Total Split (s)	41.0	58.0
Total Split (%)	25.6%	36%
Maximum Green (s)	34.0	51.0
Yellow Time (s)	4.0	5.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.0	
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	1.0
Recall Mode	None	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	35.0	25.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	14.7	
Actuated g/C Ratio	0.09	
v/c Ratio	0.68	
Control Delay	98.9	
Queue Delay	0.0	
Total Delay	98.9	
LOS	F	
Approach Delay		
Approach LOS		
Queue Length 50th (ft)	76	
Queue Length 95th (ft)	132	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	243	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.29	
Intersection Summary		

										Ø1	Ø6	Ø8
Lane Group	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	NEL	NER			
Lane Configurations												
Traffic Volume (vph)	0	0	92	0	1604	0	21	0	571			
Future Volume (vph)	0	0	92	0	1604	0	21	0	571			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Storage Length (ft)		0		400		0	0	0	0			
Storage Lanes		0		1		0	2	0	4			
Taper Length (ft)				0		0		0				
Lane Util. Factor	1.00	1.00	0.97	1.00	0.91	1.00	0.88	1.00	0.64			
Frt							0.850		0.850			
Flt Protected			0.950									
Satd. Flow (prot)	0	0	3502	0	5085	0	2842	0	3864			
Flt Permitted			0.950									
Satd. Flow (perm)	0	0	3502	0	5085	0	2842	0	3864			
Right Turn on Red							Yes	Yes				
Satd. Flow (RTOR)							228					
Link Speed (mph)	30				50	30		50				
Link Distance (ft)	446				646	343		189				
Travel Time (s)	10.1				8.8	7.8		2.6				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%	0%	0%	7%			
Adj. Flow (vph)	0	0	100	0	1743	0	23	0	621			
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	100	0	1743	0	23	0	621			
Enter Blocked Intersection	No	No	Yes	Yes	Yes	No	No	No	Yes			
Lane Alignment	Left	Right	Left	Left	Left	Left	R NA	Left	Left			
Median Width(ft)	30				40	4		40				
Link Offset(ft)	0				0	0		0				
Crosswalk Width(ft)	16				16	16		16				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)		9	15	15		15	9	50	50			
Number of Detectors			1		2		1		1			
Detector Template			Left		Thru		Right		Right			
Leading Detector (ft)			20		100		20		20			
Trailing Detector (ft)			0		0		0		0			
Detector 1 Position(ft)			0		0		0		0			
Detector 1 Size(ft)			20		6		20		20			
Detector 1 Type			Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)			0.0		0.0		0.0		0.0			
Detector 1 Queue (s)			0.0		0.0		0.0		0.0			
Detector 1 Delay (s)			0.0		0.0		0.0		0.0			
Detector 2 Position(ft)					94							
Detector 2 Size(ft)					6							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type			Prot		NA		pt+ov		Prot			
Protected Phases			1 8		6 8		8 1		2	1	6	8

										Ø1	Ø6	Ø8
Lane Group	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	NEL	NER			
Permitted Phases												
Detector Phase			1 8		6 8		8 1		2			
Switch Phase												
Minimum Initial (s)									5.0	5.0	5.0	5.0
Minimum Split (s)									28.0	11.0	22.5	22.5
Total Split (s)									31.0	11.0	42.0	23.0
Total Split (%)									47.7%	17%	65%	35%
Maximum Green (s)									25.0	5.0	36.0	17.0
Yellow Time (s)									4.0	4.0	4.0	4.0
All-Red Time (s)									2.0	2.0	2.0	2.0
Lost Time Adjust (s)									0.0			
Total Lost Time (s)									6.0			
Lead/Lag									Lag	Lead		
Lead-Lag Optimize?									Yes	Yes		
Vehicle Extension (s)									3.0	3.0	3.0	3.0
Recall Mode									Min	None	None	None
Walk Time (s)									7.0			
Flash Dont Walk (s)									15.0			
Pedestrian Calls (#/hr)									0			
Act Effct Green (s)			27.4		59.0		27.4		21.9			
Actuated g/C Ratio			0.46		1.00		0.46		0.37			
v/c Ratio			0.06		0.34		0.02		0.43			
Control Delay			8.6		0.2		0.0		16.3			
Queue Delay			0.0		0.0		0.0		0.0			
Total Delay			8.6		0.2		0.0		16.3			
LOS			A		A		A		B			
Approach Delay					0.6			16.3				
Approach LOS					A			B				
Queue Length 50th (ft)			9		0		0		68			
Queue Length 95th (ft)			19		0		0		100			
Internal Link Dist (ft)	366				566	263		109				
Turn Bay Length (ft)			400									
Base Capacity (vph)			1593		5013		1417		1718			
Starvation Cap Reductn			0		0		0		0			
Spillback Cap Reductn			0		0		0		0			
Storage Cap Reductn			0		0		0		0			
Reduced v/c Ratio			0.06		0.35		0.02		0.36			



















Intersection Summary













Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 59
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.43
 Intersection Signal Delay: 4.6
 Intersection Capacity Utilization 36.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 360: Charles Lindbergh Blvd & Sands Ave



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	2	130	0	0	0	236	480	5	4	300	76
Future Volume (vph)	59	2	130	0	0	0	236	480	5	4	300	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	12	12	14	14	14
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99	0.99				1.00	1.00			0.99	1.00
Frt			0.850					0.998			0.973	
Flt Protected		0.954					0.950				0.999	
Satd. Flow (prot)	0	1502	1150	0	1739	0	1546	1841	0	0	1859	0
Flt Permitted		0.732					0.472				0.993	
Satd. Flow (perm)	0	1145	1133	0	1739	0	766	1841	0	0	1847	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			149					1			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		443			168			322			194	
Travel Time (s)		10.1			3.8			7.3			4.4	
Confl. Peds. (#/hr)	4		2	2		4	6		22	22		6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	13%	0%	18%	2%	2%	2%	9%	3%	0%	0%	5%	7%
Parking (#/hr)			0									
Adj. Flow (vph)	68	2	149	0	0	0	271	552	6	5	345	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	70	149	0	0	0	271	558	0	0	437	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			0	
Link Offset(ft)		0			20			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.25	1.09	1.09	1.09	1.09	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

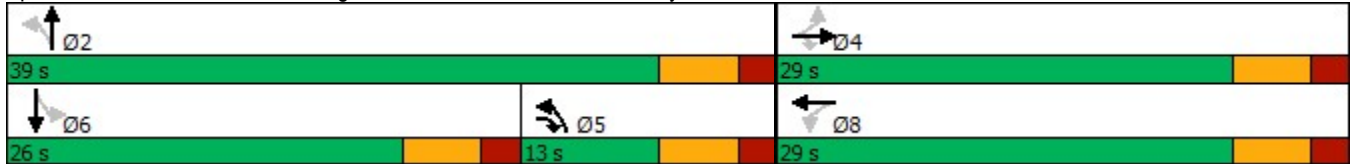
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA	pm+ov				pm+pt	NA		Perm	NA	
Protected Phases		4	5		8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0		3.0	20.0		20.0	20.0	
Minimum Split (s)	25.0	25.0	9.0	16.0	16.0		9.0	26.0		26.0	26.0	
Total Split (s)	29.0	29.0	13.0	29.0	29.0		13.0	39.0		26.0	26.0	
Total Split (%)	42.6%	42.6%	19.1%	42.6%	42.6%		19.1%	57.4%		38.2%	38.2%	
Maximum Green (s)	23.0	23.0	7.0	23.0	23.0		7.0	33.0		20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lead/Lag			Lag				Lag			Lead	Lead	
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	0.2		0.2	0.2	
Recall Mode	None	None	None	None	None		None	Min		Min	Min	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	2	2										
Act Effct Green (s)		11.8	13.7				34.2	37.3			20.8	
Actuated g/C Ratio		0.24	0.27				0.68	0.74			0.41	
v/c Ratio		0.26	0.35				0.43	0.41			0.56	
Control Delay		20.8	4.6				11.1	7.6			17.9	
Queue Delay		0.0	0.0				0.0	0.0			0.0	
Total Delay		20.8	4.6				11.1	7.6			17.9	
LOS		C	A				B	A			B	
Approach Delay		9.8						8.8			17.9	
Approach LOS		A						A			B	
Queue Length 50th (ft)		20	0				37	89			109	
Queue Length 95th (ft)		47	22				97	214			#239	
Internal Link Dist (ft)		363			88			242			114	
Turn Bay Length (ft)							100					
Base Capacity (vph)		546	424				638	1261			778	
Starvation Cap Reductn		0	0				0	0			0	
Spillback Cap Reductn		0	0				0	0			0	
Storage Cap Reductn		0	0				0	0			0	
Reduced v/c Ratio		0.13	0.35				0.42	0.44			0.56	

Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 50.2
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.56

Intersection Signal Delay: 11.6
 Intersection Capacity Utilization 70.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

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





Q-2 2027 Build Conditions

Q-2.2 Weekday PM peak hour



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	18	6	1635	373	45	355	1623	87	245	4	546	136
Future Volume (vph)	18	6	1635	373	45	355	1623	87	245	4	546	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	11	12	13	13	12	12	10
Storage Length (ft)		275		225		500		275	475		0	250
Storage Lanes		2		1		2		1	1		1	1
Taper Length (ft)		75				195			80			75
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.86	0.91	0.97
Ped Bike Factor		1.00		0.99		1.00		0.99	1.00	1.00		
Frt				0.850				0.850		0.879	0.850	
Flt Protected		0.950				0.950			0.950	0.991		0.950
Satd. Flow (prot)	0	3385	5085	1605	0	3326	5085	1669	1632	2826	1470	2918
Flt Permitted		0.950				0.950			0.950	0.991		0.950
Satd. Flow (perm)	0	3383	5085	1582	0	3323	5085	1647	1630	2826	1470	2918
Right Turn on Red				Yes				Yes			No	
Satd. Flow (RTOR)				177				177				
Link Speed (mph)			50				50			40		
Link Distance (ft)			413				657			646		
Travel Time (s)			5.6				9.0			11.0		
Confl. Peds. (#/hr)		3		7		7		3	1			
Confl. Bikes (#/hr)								2				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%	4%	0%	2%	2%	0%	4%	0%	0%	12%
Adj. Flow (vph)	19	6	1739	397	48	378	1727	93	261	4	581	145
Shared Lane Traffic (%)									25%		50%	
Lane Group Flow (vph)	0	25	1739	397	0	426	1727	93	196	360	290	145
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			36				36			24		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			50				16			56		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.04	1.00	0.96	0.96	1.00	1.00	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2	2	2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150			30	150		30	30	30	30
Detector 2 Size(ft)		20	6			20	6		20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	16	16
Future Volume (vph)	16	16
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	11
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor	0.99	
Frt	0.925	
Flt Protected		
Satd. Flow (prot)	1630	0
Flt Permitted		
Satd. Flow (perm)	1630	0
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	308	
Travel Time (s)	7.0	
Confl. Peds. (#/hr)		1
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	17	17
Shared Lane Traffic (%)		
Lane Group Flow (vph)	34	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	30	
Two way Left Turn Lane		
Headway Factor	1.09	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	50	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	30	
Detector 2 Size(ft)	20	
Detector 2 Type	Cl+Ex	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	Prot	NA	Free	Split	NA	Prot	Split
Protected Phases	5	5	2		1	1	6		3	3	3	4
Permitted Phases				Free				Free				
Detector Phase	5	5	2		1	1	6		3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0		7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	16.0	44.0		15.0	15.0	15.0	15.0
Total Split (s)	29.0	29.0	61.0		29.0	29.0	61.0		25.0	25.0	25.0	45.0
Total Split (%)	18.1%	18.1%	38.1%		18.1%	18.1%	38.1%		15.6%	15.6%	15.6%	28.1%
Maximum Green (s)	23.0	23.0	54.0		23.0	23.0	54.0		17.0	17.0	17.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	4.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	7.0				6.0	7.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	2.0	1.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			30.0				30.0					36.0
Pedestrian Calls (#/hr)			0				0					1
Act Effct Green (s)		5.8	54.6	160.0		22.4	75.6	160.0	36.7	36.7	36.7	17.3
Actuated g/C Ratio		0.04	0.34	1.00		0.14	0.47	1.00	0.23	0.23	0.23	0.11
v/c Ratio		0.20	1.00	0.25		0.92	0.72	0.06	0.52	0.86dr	0.86	0.46
Control Delay		85.5	47.1	0.3		92.7	36.6	0.1	60.0	58.1	81.0	69.8
Queue Delay		0.0	3.8	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		85.5	50.9	0.3		92.7	36.6	0.1	60.0	58.1	81.0	69.8
LOS		F	D	A		F	D	A	E	E	F	E
Approach Delay			42.0				45.7			66.4		
Approach LOS			D				D			E		
Queue Length 50th (ft)		12	~656	0		229	549	0	192	188	312	76
Queue Length 95th (ft)		m19	#779	0		#322	619	0	#448	#386	#721	97
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		500		275	475			250
Base Capacity (vph)		486	1736	1582		478	2403	1647	374	648	337	674
Starvation Cap Reductn		0	24	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.05	1.02	0.25		0.89	0.72	0.06	0.52	0.56	0.86	0.22

Intersection Summary

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



Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	7.0	
Minimum Split (s)	15.0	
Total Split (s)	45.0	
Total Split (%)	28.1%	
Maximum Green (s)	37.0	
Yellow Time (s)	5.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	36.0	
Pedestrian Calls (#/hr)	1	
Act Effct Green (s)	17.3	
Actuated g/C Ratio	0.11	
v/c Ratio	0.19	
Control Delay	63.2	
Queue Delay	0.0	
Total Delay	63.2	
LOS	E	
Approach Delay	68.5	
Approach LOS	E	
Queue Length 50th (ft)	34	
Queue Length 95th (ft)	60	
Internal Link Dist (ft)	228	
Turn Bay Length (ft)		
Base Capacity (vph)	376	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.09	

Intersection Summary

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 48.2

Intersection LOS: D

Intersection Capacity Utilization 96.5%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.







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

Queue shown is maximum after two cycles.

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












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









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

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

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

PH1 B Weekday PM peak hour
 05/23/2024

								Ø1
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations								
Traffic Volume (vph)	4	1965	50	162	1741	55	66	
Future Volume (vph)	4	1965	50	162	1741	55	66	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	15	15	
Storage Length (ft)	0		0	150		0	0	
Storage Lanes	0		0	1		1	0	
Taper Length (ft)	0			75		0		
Lane Util. Factor	0.91	0.91	0.91	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00		0.99		0.99		
Frt		0.996				0.926		
Flt Protected				0.950		0.978		
Satd. Flow (prot)	0	5063	0	1805	6408	1825	0	
Flt Permitted		0.934		0.950		0.978		
Satd. Flow (perm)	0	4729	0	1795	6408	1821	0	
Right Turn on Red			Yes				Yes	
Satd. Flow (RTOR)		5				31		
Link Speed (mph)		50			50	30		
Link Distance (ft)		187			289	350		
Travel Time (s)		2.6			3.9	8.0		
Confl. Peds. (#/hr)			17	17		4	2	
Confl. Bikes (#/hr)			1					
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	2%	0%	0%	2%	4%	2%	
Adj. Flow (vph)	4	2047	52	169	1814	57	69	
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	2103	0	169	1814	126	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	Left	Left	Left	Right	
Median Width(ft)		28			24	15		
Link Offset(ft)		0			0	0		
Crosswalk Width(ft)		36			36	28		
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	15		15	9	
Number of Detectors	1	2		1	2	1		
Detector Template	Left	Thru		Left	Thru	Left		
Leading Detector (ft)	20	100		20	100	20		
Trailing Detector (ft)	0	0		0	0	0		
Detector 1 Position(ft)	0	0		0	0	0		
Detector 1 Size(ft)	20	6		20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)		94			94			
Detector 2 Size(ft)		6			6			
Detector 2 Type		Cl+Ex			Cl+Ex			

									Ø1
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR		
Detector 2 Channel									
Detector 2 Extend (s)		0.0			0.0				
Turn Type	Perm	NA		Prot	NA	Prot			
Protected Phases		6		5	2	3		1	
Permitted Phases	6								
Detector Phase	6	6		5	2	3			
Switch Phase									
Minimum Initial (s)	10.0	10.0		5.0	10.0	7.0		10.0	
Minimum Split (s)	17.0	17.0		11.7	17.0	49.7		17.7	
Total Split (s)	115.0	115.0		20.0	90.0	25.0		45.0	
Total Split (%)	71.9%	71.9%		12.5%	56.3%	15.6%		28%	
Maximum Green (s)	108.0	108.0		13.3	83.0	17.3		37.3	
Yellow Time (s)	5.0	5.0		4.7	5.0	4.7		4.7	
All-Red Time (s)	2.0	2.0		2.0	2.0	3.0		3.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0			
Total Lost Time (s)		7.0		6.7	7.0	7.7			
Lead/Lag	Lag	Lag		Lead	Lag			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes	
Vehicle Extension (s)	1.0	1.0		2.0	1.0	3.0		3.0	
Recall Mode	C-Max	C-Max		None	C-Max	None		Min	
Walk Time (s)					7.0	7.0			
Flash Dont Walk (s)					18.0	35.0			
Pedestrian Calls (#/hr)					1	6			
Act Effct Green (s)		108.0		17.3	114.3	13.3			
Actuated g/C Ratio		0.68		0.11	0.71	0.08			
v/c Ratio		0.66		0.87	0.40	0.70			
Control Delay		2.1		99.8	2.9	73.7			
Queue Delay		0.2		0.0	0.0	0.1			
Total Delay		2.3		99.8	3.0	73.8			
LOS		A		F	A	E			
Approach Delay		2.3			11.2	73.8			
Approach LOS		A			B	E			
Queue Length 50th (ft)		17		178	60	98			
Queue Length 95th (ft)		0		m#360	34	171			
Internal Link Dist (ft)		107			209	270			
Turn Bay Length (ft)				150					
Base Capacity (vph)		3193		195	4578	224			
Starvation Cap Reductn		1		0	668	0			
Spillback Cap Reductn		351		0	0	2			
Storage Cap Reductn		0		0	0	0			
Reduced v/c Ratio		0.74		0.87	0.46	0.57			

Intersection Summary

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

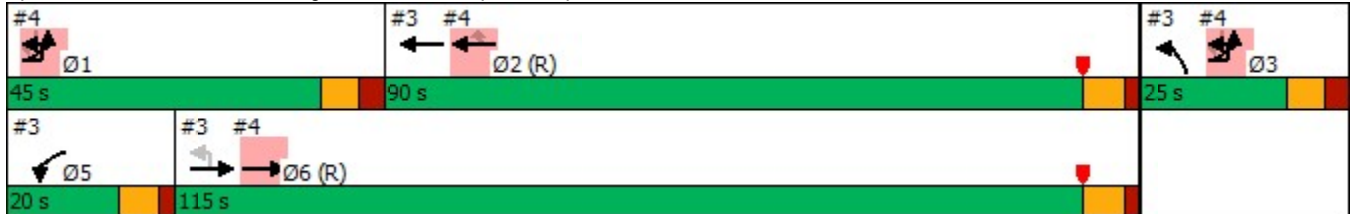
Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 8.6
 Intersection Capacity Utilization 91.5%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service F

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













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

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke










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

PH1 B Weekday PM peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	11	12	2019	1779	21	0	28			
Future Volume (vph)	11	12	2019	1779	21	0	28			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.99					
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5085	5085	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3501	5085	5085	1646	0	2937			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		1			1					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Heavy Vehicles (%)	0%	0%	2%	2%	0%	0%	0%			
Adj. Flow (vph)	12	13	2125	1873	22	0	29			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	25	2125	1873	22	0	29			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										

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

PH1 B Weekday PM peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	49.7	11.7
Total Split (s)			115.0	90.0	90.0			45.0	25.0	20.0
Total Split (%)			71.9%	56.3%	56.3%			28%	16%	13%
Maximum Green (s)			108.0	83.0	83.0			37.3	17.3	13.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lag	Lag	Lag			Lead		Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				6	
Act Effct Green (s)		31.0	108.0	114.3	114.3		31.0			
Actuated g/C Ratio		0.19	0.68	0.71	0.71		0.19			
v/c Ratio		0.04	0.62	0.52	0.02		0.05			
Control Delay		51.2	9.0	2.1	1.6		51.0			
Queue Delay		0.0	0.0	0.0	0.0		0.0			
Total Delay		51.2	9.0	2.1	1.6		51.0			
LOS		D	A	A	A		D			
Approach Delay			9.5	2.1		51.0				
Approach LOS			A	A		D				
Queue Length 50th (ft)		11	260	31	1		14			
Queue Length 95th (ft)		m14	278	35	m3		30			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1221	3432	3633	1176		1024			
Starvation Cap Reductn		0	0	2	0		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.02	0.62	0.52	0.02		0.03			

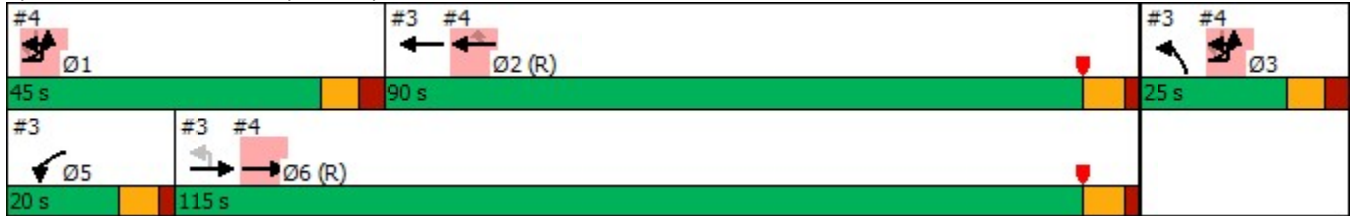
Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 135
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87

Intersection Signal Delay: 6.4
 Intersection Capacity Utilization 59.6%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	205	1286	89	58	269	1342	151	112	235	131	491
Future Volume (vph)	3	205	1286	89	58	269	1342	151	112	235	131	491
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	250
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.91
Ped Bike Factor		1.00		0.98		1.00		0.99	0.99	0.99		1.00
Frt				0.850				0.850		0.948		
Flt Protected		0.950				0.950			0.950	0.998		0.950
Satd. Flow (prot)	0	3144	5085	1463	0	3461	5085	1531	1527	3154	0	1572
Flt Permitted		0.950				0.950			0.950	0.998		0.950
Satd. Flow (perm)	0	3142	5085	1436	0	3455	5085	1510	1516	3154	0	1571
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								184				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		4		5		5		4	14		1	1
Confl. Bikes (#/hr)				1				2			2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	2%	3%	2%	1%	2%	2%	4%	2%	5%	1%
Adj. Flow (vph)	3	216	1354	94	61	283	1413	159	118	247	138	517
Shared Lane Traffic (%)									10%			44%
Lane Group Flow (vph)	0	219	1354	94	0	344	1413	159	106	397	0	290
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	327	226
Future Volume (vph)	327	226
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor	1.00	0.97
Frt	0.994	0.850
Flt Protected	0.981	
Satd. Flow (prot)	3029	1407
Flt Permitted	0.981	
Satd. Flow (perm)	3028	1367
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		14
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	2%	1%
Adj. Flow (vph)	344	238
Shared Lane Traffic (%)		10%
Lane Group Flow (vph)	595	214
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	19	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

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

PH1 B Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		3	3		4
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		3	3		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	44.0	44.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	32.0	32.0	56.0	56.0	32.0	32.0	56.0		31.0	31.0		41.0
Total Split (%)	20.0%	20.0%	35.0%	35.0%	20.0%	20.0%	35.0%		19.4%	19.4%		25.6%
Maximum Green (s)	25.0	25.0	49.0	49.0	25.0	25.0	49.0		23.0	23.0		33.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0					7.0
Flash Dont Walk (s)			30.0	30.0			30.0					36.0
Pedestrian Calls (#/hr)			5	5			0					1
Act Effct Green (s)		15.5	54.0	54.0		20.1	58.6	160.0	22.6	22.6		33.3
Actuated g/C Ratio		0.10	0.34	0.34		0.13	0.37	1.00	0.14	0.14		0.21
v/c Ratio		0.72	0.79	0.19		0.79	0.76	0.11	0.49	0.89		0.89
Control Delay		83.1	55.4	49.2		82.7	52.4	0.1	71.8	89.8		89.4
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		83.1	55.4	49.2		82.7	52.4	0.1	71.8	89.8		89.4
LOS		F	E	D		F	D	A	E	F		F
Approach Delay			58.7				53.5			86.0		
Approach LOS			E				D			F		
Queue Length 50th (ft)		124	356	66		163	427	0	114	226		328
Queue Length 95th (ft)		170	424	m118		227	497	0	187	#321		#520
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			250
Base Capacity (vph)		491	1715	484		540	1862	1510	219	453		327
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.45	0.79	0.19		0.64	0.76	0.11	0.48	0.88		0.89

Intersection Summary

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







	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	41.0	41.0
Total Split (%)	25.6%	25.6%
Maximum Green (s)	33.0	33.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	33.3	33.3
Actuated g/C Ratio	0.21	0.21
v/c Ratio	0.95	0.76
Control Delay	86.6	77.2
Queue Delay	0.0	0.0
Total Delay	86.6	77.2
LOS	F	E
Approach Delay	85.5	
Approach LOS	F	
Queue Length 50th (ft)	361	234
Queue Length 95th (ft)	#497	#367
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		
Base Capacity (vph)	629	283
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.95	0.76
Intersection Summary		





















Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 65.1
 Intersection Capacity Utilization 98.7%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service F













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

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

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

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	900	7	536	7	0	117	0	666	5	220	19	529
Future Volume (vph)	900	7	536	7	0	117	0	666	5	220	19	529
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		200	0		0		140	
Storage Lanes	2		1	1		1	0		0		1	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.88	1.00	0.86	0.86	0.95	1.00	0.95
Ped Bike Factor								1.00			1.00	
Frt			0.850			0.850		0.999				
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	3502	1900	1583	1805	0	2842	0	6402	0	0	1785	3574
Flt Permitted	0.950			0.950							0.193	
Satd. Flow (perm)	3502	1900	1583	1805	0	2842	0	6402	0	0	362	3574
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			569			146		1				
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			462			581				476
Travel Time (s)		15.0			10.5			11.3				9.3
Confl. Peds. (#/hr)							7		1		1	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	2%	2%	0%	0%	14%	1%
Adj. Flow (vph)	1125	9	670	9	0	146	0	833	6	275	24	661
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1125	9	670	9	0	146	0	839	0	0	299	661
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)								0.0				0.0

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

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Type	pm+pt	NA	Free	Prot		Perm		NA		pm+pt	pm+pt	NA
Protected Phases	3	8		7				2		1	1	6
Permitted Phases	8		Free			7				6	6	
Detector Phase	3	8		7		7		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	16.0	14.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	46.0	36.0		36.0		36.0		46.0		46.0	46.0	46.0
Total Split (%)	28.0%	22.0%		22.0%		22.0%		28.0%		28.0%	28.0%	28.0%
Maximum Green (s)	40.0	30.0		30.0		30.0		40.0		40.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0			6.0	6.0
Lead/Lag		Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)		6.0						6.0				6.0
Flash Dont Walk (s)		20.0						18.0				18.0
Pedestrian Calls (#/hr)		2						0				0
Act Effct Green (s)	38.5	11.2	97.8	33.1		33.1		25.9			47.1	47.1
Actuated g/C Ratio	0.39	0.11	1.00	0.34		0.34		0.26			0.48	0.48
v/c Ratio	0.82	0.04	0.42	0.01		0.14		0.49			0.76	0.38
Control Delay	33.6	39.7	0.8	35.1		7.4		32.0			30.2	16.8
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			0.0	0.0
Total Delay	33.6	39.7	0.8	35.1		7.4		32.0			30.2	16.8
LOS	C	D	A	D		A		C			C	B
Approach Delay		21.5			9.0			32.0				21.0
Approach LOS		C			A			C				C
Queue Length 50th (ft)	311	5	0	3		0		130			115	136
Queue Length 95th (ft)	418	17	0	21		24		158			154	156
Internal Link Dist (ft)		908			382			501				396
Turn Bay Length (ft)			700			200					140	
Base Capacity (vph)	2402	592	1583	673		1152		2662			769	3125
Starvation Cap Reductn	0	0	0	0		0		0			0	0
Spillback Cap Reductn	0	0	0	0		0		0			0	0
Storage Cap Reductn	0	0	0	0		0		0			0	0
Reduced v/c Ratio	0.47	0.02	0.42	0.01		0.13		0.32			0.39	0.21

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 97.8
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 23.2
 Intersection Capacity Utilization 82.4%
 Intersection LOS: C
 ICU Level of Service E



Lane Group SBR

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

Intersection Summary













Analysis Period (min) 15

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	431	462	65	10	313	121	0	0	114
Future Volume (vph)	0	0	0	431	462	65	10	313	121	0	0	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0		220		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	0			50				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	0.95	0.97	0.95	1.00	1.00	0.95
Ped Bike Factor					1.00	0.99		0.99				1.00
Frt					0.998	0.850						0.980
Flt Protected				0.950	0.989			0.950				
Satd. Flow (prot)	0	0	0	1626	3170	1470	0	3468	3610	0	0	3527
Flt Permitted				0.950	0.989			0.950				
Satd. Flow (perm)	0	0	0	1626	3170	1449	0	3443	3610	0	0	3527
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)					1	77						10
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			308				564			371
Travel Time (s)		10.1			4.7				11.0			8.4
Confl. Peds. (#/hr)						1		4			2	
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	484	519	73	11	352	136	0	0	128
Shared Lane Traffic (%)				32%		10%						
Lane Group Flow (vph)	0	0	0	329	681	66	0	363	136	0	0	148
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				56			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2			1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66			30
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				30	30	30	20	45	30			30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												

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

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			
Turn Type				Prot	NA	Perm	Prot	Prot	NA			NA
Protected Phases				7	4		5	5	2			6
Permitted Phases						4						
Detector Phase				7	4	4	5	5	2			6
Switch Phase												
Minimum Initial (s)				15.0	15.0	15.0	8.0	8.0	10.0			10.0
Minimum Split (s)				22.0	22.0	22.0	15.0	15.0	17.0			17.0
Total Split (s)				42.0	42.0	42.0	32.0	32.0	42.0			42.0
Total Split (%)				26.9%	26.9%	26.9%	20.5%	20.5%	26.9%			26.9%
Maximum Green (s)				35.0	35.0	35.0	25.0	25.0	35.0			35.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0			3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0			7.0
Lead/Lag				Lag			Lag	Lag				Lead
Lead-Lag Optimize?				Yes			Yes	Yes				Yes
Vehicle Extension (s)				5.0	5.0	5.0	5.0	5.0	5.0			5.0
Recall Mode				None	None	None	None	None	None			None
Walk Time (s)					7.0	7.0			7.0			7.0
Flash Dont Walk (s)					25.0	25.0			14.0			14.0
Pedestrian Calls (#/hr)					1	1			0			0
Act Effct Green (s)				36.5	41.8	41.8		17.0	36.0			11.7
Actuated g/C Ratio				0.40	0.45	0.45		0.18	0.39			0.13
v/c Ratio				0.51	0.51	0.09		0.57	0.10			0.33
Control Delay				29.3	21.7	3.0		39.9	20.2			39.5
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				29.3	21.7	3.0		39.9	20.2			39.5
LOS				C	C	A		D	C			D
Approach Delay					22.9				34.5			39.5
Approach LOS					C				C			D
Queue Length 50th (ft)				130	145	0		88	22			34
Queue Length 95th (ft)				#440	240	18		201	66			94
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)				150				220				
Base Capacity (vph)				642	1870	1238		978	2729			1399
Starvation Cap Reductn				0	0	0		0	0			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.51	0.36	0.05		0.37	0.05			0.11

Intersection Summary

Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 92.4
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 27.7

Intersection LOS: C

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

Intersection Capacity Utilization 63.5%















ICU Level of Service B







Analysis Period (min) 15

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

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



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	362	0	98	513	971	259
Future Volume (vph)	362	0	98	513	971	259
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			220
Storage Lanes	2	0	1			1
Taper Length (ft)	0		95			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3400	0	1752	3471	3574	1553
Flt Permitted	0.950		0.192			
Satd. Flow (perm)	3400	0	354	3471	3574	1553
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						273
Link Speed (mph)	45			40	40	
Link Distance (ft)	204			578	1195	
Travel Time (s)	3.1			9.9	20.4	
Confl. Peds. (#/hr)		3				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	0%	3%	4%	1%	4%
Adj. Flow (vph)	381	0	103	540	1022	273
Shared Lane Traffic (%)						
Lane Group Flow (vph)	381	0	103	540	1022	273
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0		3.0	20.0	20.0	20.0
Minimum Split (s)	14.0		9.0	26.0	26.0	26.0
Total Split (s)	31.0		23.0	26.0	26.0	26.0
Total Split (%)	38.8%		28.8%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0		17.0	20.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		2.0	0.2	0.2	0.2
Recall Mode	None		None	Min	Min	Min
Walk Time (s)	8.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	11.2		30.4	29.2	20.4	20.4
Actuated g/C Ratio	0.21		0.58	0.56	0.39	0.39
v/c Ratio	0.53		0.30	0.28	0.74	0.36
Control Delay	22.0		12.1	6.7	20.2	3.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	22.0		12.1	6.7	20.2	3.8
LOS	C		B	A	C	A
Approach Delay	22.0			7.6	16.8	
Approach LOS	C			A	B	
Queue Length 50th (ft)	56		13	40	145	0
Queue Length 95th (ft)	96		34	72	#286	43
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	1647		740	2842	1386	769
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.23		0.14	0.19	0.74	0.36

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 52.6
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 15.1
 Intersection Capacity Utilization 58.2%
 Intersection LOS: B
 ICU Level of Service B

Analysis Period (min) 15

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

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















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

PH1 B Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	25	1666	178	6	99	1409	214	236	102	31	583
Future Volume (vph)	2	25	1666	178	6	99	1409	214	236	102	31	583
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)		115		0		140		50	40		0	130
Storage Lanes		1		0		1		1	1		0	1
Taper Length (ft)		140				140			50			55
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	0.97
Ped Bike Factor		1.00	1.00			1.00			1.00			
Frt			0.986					0.850		0.965		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1745	4845	0	0	1745	4916	1531	3319	1747	0	3385
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1745	4845	0	0	1744	4916	1531	3314	1747	0	3385
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			639				644			381		
Travel Time (s)			10.9				11.0			8.7		
Confl. Peds. (#/hr)		1		2			2		1	2		
Confl. Bikes (#/hr)									2			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%	1%	0%	0%	2%	2%	2%	1%	3%	0%
Parking (#/hr)											0	
Adj. Flow (vph)	2	27	1772	189	6	105	1499	228	251	109	33	620
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	1961	0	0	111	1499	228	251	142	0	620
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				30			22		
Link Offset(ft)			6				-7			-8		
Crosswalk Width(ft)			30				16			16		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2		0	2	2	0	2	2		2
Detector Template	Left		Thru				Thru					
Leading Detector (ft)	20	50	100		0	50	100	0	50	36		50
Trailing Detector (ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6		0	20	6	0	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	94			30	94		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	6		20

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↗	
Traffic Volume (vph)	308	43
Future Volume (vph)	308	43
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor	1.00	
Frt	0.982	
Flt Protected		
Satd. Flow (prot)	1800	0
Flt Permitted		
Satd. Flow (perm)	1800	0
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	449	
Travel Time (s)	8.7	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	0%	0%
Parking (#/hr)		
Adj. Flow (vph)	328	46
Shared Lane Traffic (%)		
Lane Group Flow (vph)	374	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	45	
Link Offset(ft)	-30	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	36	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	30	
Detector 2 Size(ft)	6	

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	1	1	5		6	6	2	27	8	8		7
Permitted Phases												
Detector Phase	1	1	5		6	6	2	27	8	8		7
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		5.0	5.0	10.0		5.0	5.0		5.0
Minimum Split (s)	12.0	12.0	18.0		13.0	13.0	18.0		13.0	13.0		13.0
Total Split (s)	26.0	26.0	60.0		26.0	26.0	60.0		42.0	42.0		42.0
Total Split (%)	15.3%	15.3%	35.3%		15.3%	15.3%	35.3%		24.7%	24.7%		24.7%
Maximum Green (s)	19.0	19.0	52.0		18.0	18.0	52.0		34.0	34.0		34.0
Yellow Time (s)	4.0	4.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		7.0	8.0			8.0	8.0		8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	0.2		2.0	2.0	0.2		3.0	3.0		3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None		None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			27.0				27.0					34.0
Pedestrian Calls (#/hr)			1				0					0
Act Effct Green (s)		7.4	66.7			18.0	80.7	122.7	19.3	19.3		34.0
Actuated g/C Ratio		0.04	0.39			0.11	0.47	0.72	0.11	0.11		0.20
v/c Ratio		0.39	1.03			0.60	0.64	0.21	0.67	0.72		0.92
Control Delay		93.7	85.5			87.1	36.9	9.6	80.5	91.8		85.4
Queue Delay		0.0	3.4			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		93.7	88.9			87.1	36.9	9.6	80.5	91.8		85.4
LOS		F	F			F	D	A	F	F		F
Approach Delay			89.0				36.5					84.6
Approach LOS			F				D					F
Queue Length 50th (ft)		32	~827			120	468	81	140	156		353
Queue Length 95th (ft)		m59	#1005			194	581	143	183	228		#461
Internal Link Dist (ft)			559				564			301		
Turn Bay Length (ft)		115				140		50	40			130
Base Capacity (vph)		195	1899			184	2332	1104	663	349		677
Starvation Cap Reductn		0	17			0	0	0	0	0		0
Spillback Cap Reductn		0	0			0	0	0	0	0		0
Storage Cap Reductn		0	0			0	0	0	0	0		0
Reduced v/c Ratio		0.15	1.04			0.60	0.64	0.21	0.38	0.41		0.92

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 123 (72%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 130

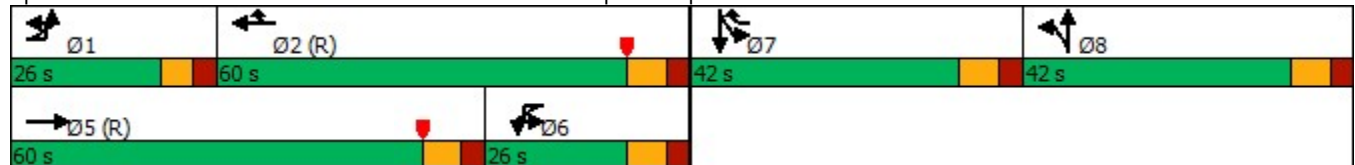
Lane Group	↓ SBT	↙ SBR
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	7	
Permitted Phases		
Detector Phase	7	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	13.0	
Total Split (s)	42.0	
Total Split (%)	24.7%	
Maximum Green (s)	34.0	
Yellow Time (s)	5.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	34.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	34.0	
Actuated g/C Ratio	0.20	
v/c Ratio	1.04	
Control Delay	121.6	
Queue Delay	0.0	
Total Delay	121.6	
LOS	F	
Approach Delay	99.1	
Approach LOS	F	
Queue Length 50th (ft)	~447	
Queue Length 95th (ft)	#664	
Internal Link Dist (ft)	369	
Turn Bay Length (ft)		
Base Capacity (vph)	360	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	1.04	
Intersection Summary		

Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 72.1
 Intersection Capacity Utilization 95.2%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service F

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

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	148	60	788	2	6	25	5	114	565	12	36	799
Future Volume (vph)	148	60	788	2	6	25	5	114	565	12	36	799
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	12	12	12	12
Storage Length (ft)	0		0	0		0		420		0	105	
Storage Lanes	0		2	0		0		2		0	1	
Taper Length (ft)	0			0				80			70	
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.97	0.95	0.95	1.00	0.95
Ped Bike Factor		1.00	0.98		0.99			1.00	1.00		0.99	1.00
Frt			0.850		0.897				0.997			0.991
Flt Protected		0.966			0.997			0.950			0.950	
Satd. Flow (prot)	0	1812	2814	0	1627	0	0	3035	3495	0	1805	3496
Flt Permitted		0.767			0.984			0.145			0.422	
Satd. Flow (perm)	0	1433	2756	0	1606	0	0	463	3495	0	797	3496
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			48		26				4			8
Link Speed (mph)		40			30				40			40
Link Distance (ft)		756			287				1121			822
Travel Time (s)		12.9			6.5				19.1			14.0
Confl. Peds. (#/hr)	6					6		2		8	8	
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	2%	1%	0%	17%	0%	0%	12%	3%	0%	0%	2%
Adj. Flow (vph)	156	63	829	2	6	26	5	120	595	13	38	841
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	219	829	0	34	0	0	125	608	0	38	897
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			0				36			32
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		24			16				28			40
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	1	1	1	2		1	1	2		1	2
Detector Template	Left			Left			Left		Thru			Thru
Leading Detector (ft)	20	30	25	20	22		20	25	100		25	100
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	30	25	20	6		20	25	6		25	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)					12				94			94
Detector 2 Size(ft)					10				6			6
Detector 2 Type					Cl+Ex				Cl+Ex			Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	53
Future Volume (vph)	53
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	2
Confl. Bikes (#/hr)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	6%
Adj. Flow (vph)	56
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)					0.0				0.0			0.0
Turn Type	Perm	NA	custom	Perm	NA		pm+pt	pm+pt	NA		Perm	NA
Protected Phases		4			8		5	5	2			6
Permitted Phases	4		4 5	8			2	2			6	
Detector Phase	4	4	4 5	8	8		5	5	2		6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0	20.0		20.0	20.0
Minimum Split (s)	12.0	12.0		12.0	12.0		11.0	11.0	26.0		26.0	26.0
Total Split (s)	31.0	31.0		31.0	31.0		25.0	25.0	34.0		34.0	34.0
Total Split (%)	34.4%	34.4%		34.4%	34.4%		27.8%	27.8%	37.8%		37.8%	37.8%
Maximum Green (s)	25.0	25.0		25.0	25.0		20.0	20.0	28.0		28.0	28.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0			6.0			5.0	6.0		6.0	6.0
Lead/Lag							Lead	Lead			Lag	Lag
Lead-Lag Optimize?							Yes	Yes			Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	0.2		0.2	0.2
Recall Mode	None	None		None	None		None	None	Min		Min	Min
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	22.0	22.0		22.0	22.0							
Pedestrian Calls (#/hr)	1	1		3	3							
Act Effct Green (s)		20.8	35.6		20.8			38.2	37.2		22.5	22.5
Actuated g/C Ratio		0.30	0.51		0.30			0.54	0.53		0.32	0.32
v/c Ratio		0.52	0.59		0.07			0.21	0.33		0.15	0.80
Control Delay		25.9	13.2		10.0			9.5	10.6		21.6	29.2
Queue Delay		0.0	0.0		0.0			0.0	0.0		0.0	0.0
Total Delay		25.9	13.2		10.0			9.5	10.6		21.6	29.2
LOS		C	B		A			A	B		C	C
Approach Delay		15.9			10.0				10.4			28.9
Approach LOS		B			A				B			C
Queue Length 50th (ft)		72	113		2			11	70		11	175
Queue Length 95th (ft)		161	204		23			29	131		40	313
Internal Link Dist (ft)		676			207				1041			742
Turn Bay Length (ft)								420			105	
Base Capacity (vph)		537	1784		618			1000	2697		324	1429
Starvation Cap Reductn		0	0		0			0	0		0	0
Spillback Cap Reductn		0	0		0			0	0		0	0
Storage Cap Reductn		0	0		0			0	0		0	0
Reduced v/c Ratio		0.41	0.46		0.06			0.13	0.23		0.12	0.63

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 70.3
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80

Lane Group SBR

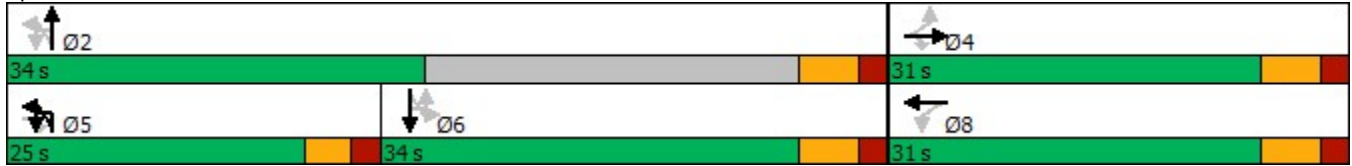
Detector 2 Channel
Detector 2 Extend (s)
Turn Type
Protected Phases
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s)
Minimum Split (s)
Total Split (s)
Total Split (%)
Maximum Green (s)
Yellow Time (s)
All-Red Time (s)
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?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

Intersection Summary

Intersection Signal Delay: 18.8
 Intersection Capacity Utilization 84.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service E

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



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

PH1 B Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	11	31	1255	109	23	135	1478	47	120	74	159	87
Future Volume (vph)	11	31	1255	109	23	135	1478	47	120	74	159	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.98		1.00		0.98		0.97	0.97	0.98
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.970		0.950
Satd. Flow (prot)	0	1649	4893	1492	0	1805	5036	1507	0	1699	1492	1685
Flt Permitted		0.950				0.950				0.764		0.463
Satd. Flow (perm)	0	1647	4893	1457	0	1803	5036	1484	0	1303	1441	808
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		5		3		3		5	53		25	25
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	3%	6%	1%	0%	0%	3%	0%	2%	0%	1%	0%
Adj. Flow (vph)	13	35	1426	124	26	153	1680	53	136	84	181	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	1426	124	0	179	1680	53	0	220	181	99
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	71	37
Future Volume (vph)	71	37
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.94
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1756	1507
Flt Permitted		
Satd. Flow (perm)	1756	1417
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		53
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.88	0.88
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	81	42
Shared Lane Traffic (%)		
Lane Group Flow (vph)	81	42
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	61.0	61.0	61.0	15.0
Total Split (s)	31.0	31.0	77.0	77.0	31.0	31.0	77.0	77.0	52.0	52.0	52.0	52.0
Total Split (%)	19.4%	19.4%	48.1%	48.1%	19.4%	19.4%	48.1%	48.1%	32.5%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0	25.0	69.0	69.0	25.0	25.0	69.0	69.0	44.0	44.0	44.0	44.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									18	18	18	2
Act Effct Green (s)		9.8	81.9	81.9		19.8	94.6	94.6		36.3	36.3	36.3
Actuated g/C Ratio		0.06	0.51	0.51		0.12	0.59	0.59		0.23	0.23	0.23
v/c Ratio		0.48	0.57	0.17		0.80	0.56	0.06		0.75	0.56	0.54
Control Delay		83.7	19.3	18.0		100.9	8.3	7.9		72.1	59.9	63.8
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		83.7	19.3	18.0		100.9	8.3	7.9		72.1	59.9	63.8
LOS		F	B	B		F	A	A		E	E	E
Approach Delay			21.1				16.9			66.6		
Approach LOS			C				B			E		
Queue Length 50th (ft)		46	230	51		199	151	13		202	158	86
Queue Length 95th (ft)		m79	285	92		m262	160	m18		293	233	148
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		257	2505	746		282	2976	876		358	396	222
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.19	0.57	0.17		0.63	0.56	0.06		0.61	0.46	0.45

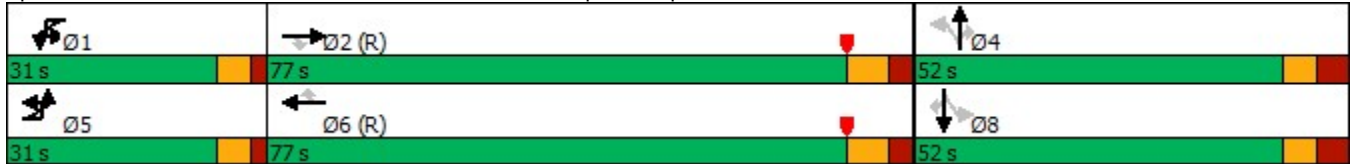
Intersection Summary

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

Lane Group	↓ SBT	↙ SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	52.0	52.0
Total Split (%)	32.5%	32.5%
Maximum Green (s)	44.0	44.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	36.3	36.3
Actuated g/C Ratio	0.23	0.23
v/c Ratio	0.20	0.13
Control Delay	48.8	46.5
Queue Delay	0.0	0.0
Total Delay	48.8	46.5
LOS	D	D
Approach Delay	55.1	
Approach LOS	E	
Queue Length 50th (ft)	65	33
Queue Length 95th (ft)	110	66
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	482	389
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.17	0.11
Intersection Summary		

Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 25.4
 Intersection Capacity Utilization 126.7%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

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



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

PH1 B Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	144	1056	11	21	19	1378	228	19	43	24	303
Future Volume (vph)	3	144	1056	11	21	19	1378	228	19	43	24	303
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		90		125		150		405	0		0	125
Storage Lanes		2		1		1		1	0		0	1
Taper Length (ft)		135				85			0			65
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97
Ped Bike Factor		1.00						0.98		1.00		
Frt				0.850				0.850		0.962		
Flt Protected		0.950				0.950				0.989		0.950
Satd. Flow (prot)	0	3189	3505	1615	0	1805	3539	1524	0	1745	0	3335
Flt Permitted		0.950				0.950				0.867		0.950
Satd. Flow (perm)	0	3188	3505	1615	0	1805	3539	1500	0	1524	0	3335
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								238				
Link Speed (mph)			40				40			30		
Link Distance (ft)			498				580			260		
Travel Time (s)			8.5				9.9			5.9		
Confl. Peds. (#/hr)		2						2	18			
Confl. Bikes (#/hr)								2				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	10%	3%	0%	0%	0%	2%	6%	5%	5%	0%	5%
Adj. Flow (vph)	3	150	1100	11	22	20	1435	238	20	45	25	316
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	153	1100	11	0	42	1435	238	0	90	0	316
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			44				56			0		
Link Offset(ft)			11				0			-5		
Crosswalk Width(ft)			48				30			30		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2		2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	6	20	55	100	6	20	55		55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		35	94			35	94			35		35
Detector 2 Size(ft)		20	6			20	6			20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex
Detector 2 Channel												

Lane Group	SBT	SBR	Ø2
Lane Configurations			
Traffic Volume (vph)	30	325	
Future Volume (vph)	30	325	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		1	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Ped Bike Factor	0.97	0.97	
Frt	0.875	0.850	
Flt Protected			
Satd. Flow (prot)	1475	1461	
Flt Permitted			
Satd. Flow (perm)	1475	1414	
Right Turn on Red		No	
Satd. Flow (RTOR)			
Link Speed (mph)	40		
Link Distance (ft)	400		
Travel Time (s)	6.8		
Confl. Peds. (#/hr)		18	
Confl. Bikes (#/hr)			
Peak Hour Factor	0.96	0.96	
Heavy Vehicles (%)	0%	5%	
Adj. Flow (vph)	31	339	
Shared Lane Traffic (%)		46%	
Lane Group Flow (vph)	187	183	
Enter Blocked Intersection	No	No	
Lane Alignment	Left	Right	
Median Width(ft)	40		
Link Offset(ft)	-15		
Crosswalk Width(ft)	30		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	
Turning Speed (mph)		9	
Number of Detectors	2	2	
Detector Template			
Leading Detector (ft)	55	55	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)	35	35	
Detector 2 Size(ft)	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	
Detector 2 Channel			

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

PH1 B Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split
Protected Phases	1	1	5		3	3	2 3			7		4
Permitted Phases				5				2 3 4	7			
Detector Phase	1	1	5	5	3	3	2 3	2 3 4	7	7		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0
Total Split (s)	20.0	20.0	78.0	78.0	20.0	20.0			21.0	21.0		41.0
Total Split (%)	12.5%	12.5%	48.8%	48.8%	12.5%	12.5%			13.1%	13.1%		25.6%
Maximum Green (s)	13.0	13.0	71.0	71.0	13.0	13.0			14.0	14.0		34.0
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0
All-Red Time (s)	3.0	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0			0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0			7.0		7.0
Lead/Lag	Lead	Lead			Lead	Lead						Lag
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0
Recall Mode	None	None	C-Max	C-Max	None	None			None	None		None
Walk Time (s)												7.0
Flash Dont Walk (s)												35.0
Pedestrian Calls (#/hr)												1
Act Effct Green (s)		11.5	80.7	80.7		13.0	82.2	114.6		12.9		25.4
Actuated g/C Ratio		0.07	0.50	0.50		0.08	0.51	0.72		0.08		0.16
v/c Ratio		0.67	0.62	0.01		0.29	0.79	0.21		0.73		0.60
Control Delay		86.7	32.1	23.7		53.7	19.8	1.7		102.7		66.5
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0
Total Delay		86.7	32.1	23.7		53.7	19.8	1.7		102.7		66.5
LOS		F	C	C		D	B	A		F		E
Approach Delay			38.6				18.2			102.7		
Approach LOS			D				B			F		
Queue Length 50th (ft)		81	441	6		45	768	20		93		159
Queue Length 95th (ft)		122	569	19		m81	912	43		#176		201
Internal Link Dist (ft)			418				500			180		
Turn Bay Length (ft)		90		125		150		405				125
Base Capacity (vph)		261	1767	814		146	1818	1209		138		708
Starvation Cap Reductn		0	0	0		0	0	0		0		0
Spillback Cap Reductn		0	0	0		0	0	0		0		0
Storage Cap Reductn		0	0	0		0	0	0		0		0
Reduced v/c Ratio		0.59	0.62	0.01		0.29	0.79	0.20		0.65		0.45

Intersection Summary






















Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 35 (22%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82

Lane Group	SBT	SBR	Ø2
Detector 2 Extend (s)	0.0	0.0	
Turn Type	NA	Perm	
Protected Phases	4		2
Permitted Phases		4	
Detector Phase	4	4	
Switch Phase			
Minimum Initial (s)	7.0	7.0	10.0
Minimum Split (s)	14.0	14.0	17.0
Total Split (s)	41.0	41.0	58.0
Total Split (%)	25.6%	25.6%	36%
Maximum Green (s)	34.0	34.0	51.0
Yellow Time (s)	4.0	4.0	5.0
All-Red Time (s)	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0
Recall Mode	None	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	35.0	35.0	25.0
Pedestrian Calls (#/hr)	1	1	0
Act Effct Green (s)	25.4	25.4	
Actuated g/C Ratio	0.16	0.16	
v/c Ratio	0.80	0.82	
Control Delay	88.3	91.2	
Queue Delay	0.0	0.0	
Total Delay	88.3	91.2	
LOS	F	F	
Approach Delay	79.0		
Approach LOS	E		
Queue Length 50th (ft)	200	196	
Queue Length 95th (ft)	283	280	
Internal Link Dist (ft)	320		
Turn Bay Length (ft)			
Base Capacity (vph)	313	300	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.60	0.61	

Intersection Summary

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

PH1 B Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	656	207	73	567	69	142	601	85	97	936	173
Future Volume (vph)	220	656	207	73	567	69	142	601	85	97	936	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	9	11	10	9	11	11
Storage Length (ft)	130		0	0		0	130		0	120		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	75			0			75			75		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.97		0.88		0.99			0.99		0.98	0.99	
Frt			0.850		0.985			0.981			0.977	
Flt Protected	0.950				0.995		0.950			0.950		
Satd. Flow (prot)	1570	3505	1583	0	3300	0	1608	3304	0	1608	3245	0
Flt Permitted	0.149				0.780		0.112			0.382		
Satd. Flow (perm)	239	3505	1395	0	2578	0	190	3304	0	636	3245	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		760			657			462			451	
Travel Time (s)		17.3			14.9			10.5			10.3	
Confl. Peds. (#/hr)	67		87	87		67	25		35	35		25
Confl. Bikes (#/hr)			3			2			30			4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	15%	3%	2%	1%	3%	2%	1%	3%	1%	1%	2%	17%
Parking (#/hr)						0						
Adj. Flow (vph)	227	676	213	75	585	71	146	620	88	100	965	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	227	676	213	0	731	0	146	708	0	100	1143	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			12			42			24	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.14	1.04	1.09	1.14	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template		Thru		Left	Thru			Thru		Left	Thru	
Leading Detector (ft)	30	100	100	20	100		30	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	6	100	20	6		30	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex				Cl+Ex				Cl+Ex		Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2				6
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		6		6
Switch Phase												
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0		3.0	15.0		15.0		15.0
Minimum Split (s)	7.0	28.0	28.0	7.0	28.0		7.0	28.0		28.0		28.0
Total Split (s)	12.0	29.0	29.0	12.0	29.0		12.0	37.0		37.0		37.0
Total Split (%)	13.3%	32.2%	32.2%	13.3%	32.2%		13.3%	41.1%		41.1%		41.1%
Maximum Green (s)	8.0	23.0	23.0	8.0	23.0		8.0	31.0		31.0		31.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0		4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	4.0	6.0	6.0		6.0		4.0	6.0		6.0		6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes		Yes
Vehicle Extension (s)	1.0	3.0	3.0	1.0	3.0		1.0	0.2		0.2		0.2
Recall Mode	None	None	None	None	None		None	C-Min		C-Min		C-Min
Walk Time (s)		8.0	8.0		8.0			8.0		8.0		8.0
Flash Dont Walk (s)		14.0	14.0		14.0			14.0		14.0		14.0
Pedestrian Calls (#/hr)		8	8		12			29		22		22
Act Effct Green (s)	37.0	35.0	35.0		23.0		45.0	43.0		31.8		31.8
Actuated g/C Ratio	0.41	0.39	0.39		0.26		0.50	0.48		0.35		0.35
v/c Ratio	1.05	0.50	0.39		1.11		0.70	0.45		0.45		1.00
Control Delay	99.7	22.4	22.6		102.8		33.0	16.8		30.7		57.0
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Delay	99.7	22.4	22.6		102.8		33.0	16.8		30.7		57.0
LOS	F	C	C		F		C	B		C		E
Approach Delay		38.1			102.8			19.5				54.9
Approach LOS		D			F			B				D
Queue Length 50th (ft)	~94	150	86		~252		43	135		44		~354
Queue Length 95th (ft)	#240	201	147		#365		#113	181		95		#495
Internal Link Dist (ft)		680			577			382				371
Turn Bay Length (ft)	130						130			120		
Base Capacity (vph)	216	1363	542		658		221	1578		224		1144
Starvation Cap Reductn	0	0	0		0		0	0		0		0
Spillback Cap Reductn	0	0	0		0		0	0		0		0
Storage Cap Reductn	0	0	0		0		0	0		0		0
Reduced v/c Ratio	1.05	0.50	0.39		1.11		0.66	0.45		0.45		1.00

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 88 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.11

Intersection Signal Delay: 51.4

Intersection LOS: D

Intersection Capacity Utilization 96.7%

ICU Level of Service F

Analysis Period (min) 15

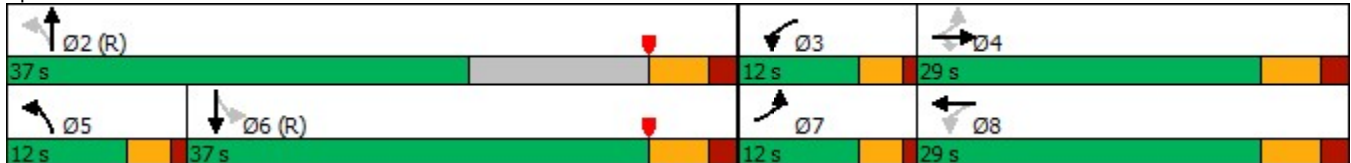
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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















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

PH1 B Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	837	64	11	354	798	237	0	518	431	363	936
Future Volume (vph)	0	837	64	11	354	798	237	0	518	431	363	936
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	12	16	10	10	10	9	9
Storage Length (ft)	0		0		0		125	0		0	325	
Storage Lanes	0		0		1		1	0		0	1	
Taper Length (ft)	0				0			0			25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor		1.00			1.00		0.98		0.99		1.00	0.99
Frt		0.989					0.850		0.932			0.987
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	3409	0	0	1728	3610	1794	0	3040	0	1608	3130
Flt Permitted					0.950						0.125	
Satd. Flow (perm)	0	3409	0	0	1722	3610	1758	0	3040	0	211	3130
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		8					83		134			15
Link Speed (mph)		30				30			30			30
Link Distance (ft)		366				499			317			536
Travel Time (s)		8.3				11.3			7.2			12.2
Confl. Peds. (#/hr)	7		11		11		7	51		12	12	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	2%	0%	1%	0%	2%	0%	3%	1%	1%	2%
Adj. Flow (vph)	0	881	67	12	373	840	249	0	545	454	382	985
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	948	0	0	385	840	249	0	999	0	382	1078
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		15				75			9			9
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		24				26			16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.04	1.00	0.85	1.09	1.09	1.09	1.14	1.14
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors		2		1	1	2	1		2		1	2
Detector Template		Thru		Left	Left	Thru	Right		Thru		Left	Thru
Leading Detector (ft)		100		20	20	100	20		100		20	100
Trailing Detector (ft)		0		0	0	0	0		0		0	0
Detector 1 Position(ft)		0		0	0	0	0		0		0	0
Detector 1 Size(ft)		6		20	20	6	20		6		20	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	88
Future Volume (vph)	88
Ideal Flow (vphpl)	1900
Lane Width (ft)	9
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	51
Peak Hour Factor	0.95
Heavy Vehicles (%)	0%
Adj. Flow (vph)	93
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.14
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type		NA		Prot	Prot	NA	pm+ov		NA		pm+pt	NA
Protected Phases		4		3	3	8	1		2		1	6
Permitted Phases							8				6	
Detector Phase		4		3	3	8	1		2		1	6
Switch Phase												
Minimum Initial (s)		12.0		3.0	3.0	12.0	6.0		20.0		6.0	20.0
Minimum Split (s)		28.5		8.5	8.5	17.5	11.5		28.5		11.5	28.5
Total Split (s)		29.0		13.0	13.0	29.0	16.0		32.0		16.0	32.0
Total Split (%)		32.2%		14.4%	14.4%	32.2%	17.8%		35.6%		17.8%	35.6%
Maximum Green (s)		23.5		7.5	7.5	23.5	10.5		26.5		10.5	26.5
Yellow Time (s)		3.5		3.5	3.5	3.5	3.5		3.5		3.5	3.5
All-Red Time (s)		2.0		2.0	2.0	2.0	2.0		2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)		5.5			5.5	5.5	5.5		5.5		5.5	5.5
Lead/Lag		Lead		Lag	Lag		Lag		Lead		Lag	
Lead-Lag Optimize?		Yes		Yes	Yes		Yes		Yes		Yes	
Vehicle Extension (s)		3.0		2.0	2.0	3.0	0.2		0.2		0.2	0.2
Recall Mode		None		None	None	None	None		C-Min		None	C-Min
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		16.0				16.0			16.0			16.0
Pedestrian Calls (#/hr)		17				4			4			2
Act Effct Green (s)		23.5			7.5	36.5	47.0		26.5		42.5	42.5
Actuated g/C Ratio		0.26			0.08	0.41	0.52		0.29		0.47	0.47
v/c Ratio		1.06			2.67	0.57	0.26		1.01		1.46	0.73
Control Delay		80.0			792.4	22.6	6.7		59.9		255.0	22.3
Queue Delay		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Delay		80.0			792.4	22.6	6.7		59.9		255.0	22.3
LOS		F			F	C	A		E		F	C
Approach Delay		80.0				221.0			59.9			83.2
Approach LOS		F				F			E			F
Queue Length 50th (ft)		~313			~374	190	40		~271		~256	245
Queue Length 95th (ft)		#437			#547	249	75		#412		#433	323
Internal Link Dist (ft)		286				419			237			456
Turn Bay Length (ft)							125				325	
Base Capacity (vph)		896			144	1464	961		989		262	1485
Starvation Cap Reductn		0			0	0	0		0		0	0
Spillback Cap Reductn		0			0	0	0		0		0	0
Storage Cap Reductn		0			0	0	0		0		0	0
Reduced v/c Ratio		1.06			2.67	0.57	0.26		1.01		1.46	0.73

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 55 (61%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.67

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary















Intersection Signal Delay: 119.4
 Intersection Capacity Utilization 112.6%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

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

Splits and Phases: 25: Franklin Ave & Stewart Ave



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	415	327	167	1376	1233	165
Future Volume (vph)	415	327	167	1376	1233	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.982	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1599	1752	3505	3445	0
Flt Permitted	0.950		0.199			
Satd. Flow (perm)	3351	1599	367	3505	3445	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		1			19	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)			6			6
Confl. Bikes (#/hr)						3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	3%	3%	3%	0%
Adj. Flow (vph)	446	352	180	1480	1326	177
Shared Lane Traffic (%)						
Lane Group Flow (vph)	446	352	180	1480	1503	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	2	2 3	3	1 3	1	
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	31.0		19.0		26.0	
Total Split (%)	40.8%		25.0%		34.2%	
Maximum Green (s)	25.0		15.0		20.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	2					
Act Effct Green (s)	16.0	35.1	37.2	39.2	20.1	
Actuated g/C Ratio	0.24	0.52	0.55	0.58	0.30	
v/c Ratio	0.56	0.42	0.35	0.73	1.44	
Control Delay	25.0	11.4	9.1	13.8	228.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	25.0	11.4	9.1	13.8	228.3	
LOS	C	B	A	B	F	
Approach Delay	19.0			13.3	228.3	
Approach LOS	B			B	F	
Queue Length 50th (ft)	82	81	27	201	~450	
Queue Length 95th (ft)	122	135	70	371	#672	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1251	814	513	2041	1042	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.36	0.43	0.35	0.73	1.44	















Intersection Summary







Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 67.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.44
 Intersection Signal Delay: 96.0
 Intersection Capacity Utilization 73.8%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service D

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

Splits and Phases: 55: Merrick Ave & Corporate Dr



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				  	 	
Traffic Volume (vph)	58	41	18	1786	1399	13
Future Volume (vph)	58	41	18	1786	1399	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.999	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1719	1568	1805	5085	3531	0
Flt Permitted	0.950		0.190			
Satd. Flow (perm)	1719	1568	361	5085	3531	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		43			1	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	309	
Travel Time (s)	7.0			3.6	5.3	
Confl. Peds. (#/hr)			1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	3%	0%	2%	2%	15%
Adj. Flow (vph)	61	43	19	1880	1473	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	43	19	1880	1487	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	3		2	12	1	
Permitted Phases		3	12			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	3	3	2	1 2	1	
Switch Phase						
Minimum Initial (s)	6.0	6.0	3.0		15.0	
Minimum Split (s)	12.0	12.0	9.0		21.0	
Total Split (s)	33.0	33.0	21.0		21.0	
Total Split (%)	44.0%	44.0%	28.0%		28.0%	
Maximum Green (s)	27.0	27.0	15.0		15.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	4.0	4.0	2.0		0.2	
Recall Mode	None	None	None		Min	
Walk Time (s)	7.0	7.0				
Flash Dont Walk (s)	20.0	20.0				
Pedestrian Calls (#/hr)	0	0				
Act Effct Green (s)	8.5	8.5	35.4	42.7	20.9	
Actuated g/C Ratio	0.14	0.14	0.60	0.72	0.35	
v/c Ratio	0.25	0.16	0.03	0.51	1.19	
Control Delay	24.4	9.3	5.2	5.9	120.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	24.4	9.3	5.2	5.9	120.4	
LOS	C	A	A	A	F	
Approach Delay	18.2			5.8	120.4	
Approach LOS	B			A	F	
Queue Length 50th (ft)	18	0	2	108	~396	
Queue Length 95th (ft)	47	22	8	163	#545	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	789	742	588	3611	1247	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.06	0.03	0.52	1.19	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 59.3
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.19
 Intersection Signal Delay: 55.0
 Intersection Capacity Utilization 54.1%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service A

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



























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













Splits and Phases: 56: Merrick Ave & Privado Rd



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

PH1 B Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	47	1882	262	191	1121	38	221	133	231	75	303	91
Future Volume (vph)	47	1882	262	191	1121	38	221	133	231	75	303	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	12	10	10	12	10	9	9	9	12	12	12
Storage Length (ft)	75		150	395		150	215		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	175			145			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.905			0.974	
Flt Protected	0.950			0.950			0.950				0.992	
Satd. Flow (prot)	1624	5085	1436	1652	5085	1358	1577	1525	0	0	1714	0
Flt Permitted	0.950			0.950			0.340				0.593	
Satd. Flow (perm)	1624	5085	1436	1652	5085	1358	564	1525	0	0	1024	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						96		100			14	
Link Speed (mph)		50			50			30			25	
Link Distance (ft)		485			721			313			274	
Travel Time (s)		6.6			9.8			7.1			7.5	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	5%	2%	2%	11%	3%	4%	0%	7%	3%	21%
Adj. Flow (vph)	55	2214	308	225	1319	45	260	156	272	88	356	107
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	2214	308	225	1319	45	260	428	0	0	551	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			9			0	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		16			16			40			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.00	1.09	1.09	1.00	1.09	1.14	1.14	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	2	2	1	2	2		1	3	
Detector Template		Thru	Right		Thru	Right				Left		
Leading Detector (ft)	50	100	20	50	100	20	50	50		20	32	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	94		30	94		30	30			16	
Detector 2 Size(ft)	20	6		20	6		20	20			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 3 Position(ft)											26	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Size(ft)												6
Detector 3 Type												Cl+Ex
Detector 3 Channel												
Detector 3 Extend (s)												0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	4.0	14.0	14.0	4.0	15.0	15.0	9.2	9.2		10.0	10.0	
Minimum Split (s)	9.0	21.4	21.4	9.0	22.4	22.4	16.0	16.0		16.8	16.8	
Total Split (s)	11.0	40.0	40.0	16.0	45.0	45.0	44.0	44.0		44.0	44.0	
Total Split (%)	11.0%	40.0%	40.0%	16.0%	45.0%	45.0%	44.0%	44.0%		44.0%	44.0%	
Maximum Green (s)	6.0	32.6	32.6	11.0	37.6	37.6	37.2	37.2		37.2	37.2	
Yellow Time (s)	3.0	5.4	5.4	3.0	5.4	5.4	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.4	7.4	5.0	7.4	7.4	6.8	6.8				6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							37.0	37.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	5.7	32.6	32.6	11.0	39.8	39.8	37.2	37.2				37.2
Actuated g/C Ratio	0.06	0.33	0.33	0.11	0.40	0.40	0.37	0.37				0.37
v/c Ratio	0.59	1.34	0.66	1.24	0.65	0.08	1.24	0.68				1.42
Control Delay	71.9	185.6	36.9	186.0	26.9	0.3	174.0	26.3				229.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	71.9	185.6	36.9	186.0	26.9	0.3	174.0	26.3				229.6
LOS	E	F	D	F	C	A	F	C				F
Approach Delay		165.4			48.7			82.1				229.6
Approach LOS		F			D			F				F
Queue Length 50th (ft)	35	~676	167	~179	255	0	~207	174				~473
Queue Length 95th (ft)	#80	#707	244	#302	283	0	#335	260				#630
Internal Link Dist (ft)		405			641			233				194
Turn Bay Length (ft)	75		150	395		150	215					
Base Capacity (vph)	97	1657	468	181	2023	598	209	630				389
Starvation Cap Reductn	0	0	0	0	0	0	0	0				0
Spillback Cap Reductn	0	0	0	0	0	0	0	0				0
Storage Cap Reductn	0	0	0	0	0	0	0	0				0
Reduced v/c Ratio	0.57	1.34	0.66	1.24	0.65	0.08	1.24	0.68				1.42

Intersection Summary

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

Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.42
 Intersection Signal Delay: 127.0
 Intersection Capacity Utilization 115.4%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

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

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



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













PH1 B Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	199	183	59	128	411	93	23	91	403	58	1	87
Future Volume (vph)	199	183	59	128	411	93	23	91	403	58	1	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	10	12	10	11	11	12	10
Storage Length (ft)	55		0	0		0		85		95		135
Storage Lanes	1		0	0		1		1		1		1
Taper Length (ft)	25			0				110				85
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99			1.00	0.98				0.98		1.00
Frt		0.963				0.850				0.850		
Flt Protected	0.950				0.988			0.950				0.950
Satd. Flow (prot)	1678	1647	0	0	1763	1358	0	1671	3261	1432	0	1652
Flt Permitted	0.206				0.798			0.515				0.376
Satd. Flow (perm)	363	1647	0	0	1420	1332	0	906	3261	1405	0	652
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		23				102				95		
Link Speed (mph)		40			40				30			
Link Distance (ft)		1221			945				506			
Travel Time (s)		20.8			16.1				11.5			
Confl. Peds. (#/hr)	7		15	15		7				8		8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	3%	3%	6%	2%	11%	4%	0%	7%	9%	0%	2%
Adj. Flow (vph)	219	201	65	141	452	102	25	100	443	64	1	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	219	266	0	0	593	102	0	125	443	64	0	97
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		11			0				10			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.09	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2	1	1	1	1	1	1	1
Detector Template				Left			Left				Left	
Leading Detector (ft)	100	100		20	100	100	20	160	160	160	20	20
Trailing Detector (ft)	94	94		0	94	94	0	154	154	154	0	0
Detector 1 Position(ft)	94	94		0	94	94	0	154	154	154	0	0
Detector 1 Size(ft)	6	6		20	6	6	20	6	6	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	366	305
Future Volume (vph)	366	305
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	8
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3323	1386
Flt Permitted		
Satd. Flow (perm)	3323	1386
Right Turn on Red		Yes
Satd. Flow (RTOR)		174
Link Speed (mph)	30	
Link Distance (ft)	557	
Travel Time (s)	12.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.91	0.91
Heavy Vehicles (%)	5%	1%
Adj. Flow (vph)	402	335
Shared Lane Traffic (%)		
Lane Group Flow (vph)	402	335
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.20
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template		
Leading Detector (ft)	160	160
Trailing Detector (ft)	94	154
Detector 1 Position(ft)	154	154
Detector 1 Size(ft)	6	6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

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

PH1 B Weekday PM peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Perm	NA		Perm	NA	Perm	Perm	Perm	NA	Perm	pm+pt	pm+pt
Protected Phases		4			4				2		1	1
Permitted Phases	4			4		4	2	2		2	6	6
Detector Phase	4	4		4	4	4	2	2	2	2	1	1
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0	14.0	17.0	17.0	17.0	17.0	2.0	2.0
Minimum Split (s)	19.5	19.5		19.5	19.5	19.5	22.5	22.5	22.5	22.5	6.0	6.0
Total Split (s)	30.5	30.5		30.5	30.5	30.5	30.5	30.5	30.5	30.5	14.0	14.0
Total Split (%)	40.7%	40.7%		40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	18.7%	18.7%
Maximum Green (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0	25.0	25.0	10.0	10.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5			5.5	5.5			5.5	5.5		4.0
Lead/Lag							Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	None	None
Walk Time (s)	11.0	11.0		11.0	11.0	11.0						
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0						
Pedestrian Calls (#/hr)	3	3		3	3	3						
Act Effct Green (s)	25.2	25.2			25.2	25.2			18.0	18.0	18.0	28.1
Actuated g/C Ratio	0.40	0.40			0.40	0.40			0.29	0.29	0.29	0.45
v/c Ratio	1.51	0.39			1.04	0.17			0.48	0.47	0.14	0.24
Control Delay	286.0	15.8			73.6	4.5			27.3	21.3	2.8	11.2
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	286.0	15.8			73.6	4.5			27.3	21.3	2.8	11.2
LOS	F	B			E	A			C	C	A	B
Approach Delay		137.8			63.4				20.6			
Approach LOS		F			E				C			
Queue Length 50th (ft)	~122	65			~260	0			41	76	0	20
Queue Length 95th (ft)	#268	141			#500	29			92	120	14	43
Internal Link Dist (ft)		1141			865				426			
Turn Bay Length (ft)	55								85		95	135
Base Capacity (vph)	145	674			569	595			363	1307	619	451
Starvation Cap Reductn	0	0			0	0			0	0	0	0
Spillback Cap Reductn	0	0			0	0			0	0	0	0
Storage Cap Reductn	0	0			0	0			0	0	0	0
Reduced v/c Ratio	1.51	0.39			1.04	0.17			0.34	0.34	0.10	0.22

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 62.9
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.51
 Intersection Signal Delay: 50.2
 Intersection LOS: D

	↓	↙
Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	17.0	17.0
Minimum Split (s)	22.5	22.5
Total Split (s)	30.5	30.5
Total Split (%)	40.7%	40.7%
Maximum Green (s)	25.0	25.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.5	5.5
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	4.0
Recall Mode	Min	Min
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	26.6	26.6
Actuated g/C Ratio	0.42	0.42
v/c Ratio	0.29	0.49
Control Delay	12.1	8.5
Queue Delay	0.0	0.0
Total Delay	12.1	8.5
LOS	B	A
Approach Delay	10.5	
Approach LOS	B	
Queue Length 50th (ft)	50	38
Queue Length 95th (ft)	76	93
Internal Link Dist (ft)	477	
Turn Bay Length (ft)		
Base Capacity (vph)	2078	931
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.19	0.36

Intersection Summary










Intersection Capacity Utilization 90.8% ICU Level of Service E
 Analysis Period (min) 15

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

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



										Ø1	Ø6	Ø8
Lane Group	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	NEL	NER			
Lane Configurations												
Traffic Volume (vph)	0	0	126	0	1152	0	67	0	1651			
Future Volume (vph)	0	0	126	0	1152	0	67	0	1651			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Storage Length (ft)		0		400		0	0	0	0			
Storage Lanes		0		1		0	2	0	4			
Taper Length (ft)				100		0		0				
Lane Util. Factor	1.00	1.00	0.97	1.00	0.91	1.00	0.88	1.00	0.64			
Frt							0.850		0.850			
Flt Protected			0.950									
Satd. Flow (prot)	0	0	3433	0	5136	0	2842	0	4053			
Flt Permitted			0.950									
Satd. Flow (perm)	0	0	3433	0	5136	0	2842	0	4053			
Right Turn on Red							Yes	Yes				
Satd. Flow (RTOR)							36					
Link Speed (mph)	30				50	30		50				
Link Distance (ft)	446				646	343		189				
Travel Time (s)	10.1				8.8	7.8		2.6				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Heavy Vehicles (%)	2%	2%	2%	0%	1%	2%	0%	2%	2%			
Adj. Flow (vph)	0	0	137	0	1252	0	73	0	1795			
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	137	0	1252	0	73	0	1795			
Enter Blocked Intersection	No	No	Yes	Yes	Yes	No	No	No	Yes			
Lane Alignment	Left	Right	Left	Left	Left	Left	R NA	Left	Left			
Median Width(ft)	30				40	4		40				
Link Offset(ft)	0				0	0		0				
Crosswalk Width(ft)	16				16	16		16				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)		9	15	15		15	9	50	50			
Number of Detectors			1		2		1		1			
Detector Template			Left		Thru		Right		Right			
Leading Detector (ft)			20		100		20		20			
Trailing Detector (ft)			0		0		0		0			
Detector 1 Position(ft)			0		0		0		0			
Detector 1 Size(ft)			20		6		20		20			
Detector 1 Type			Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)			0.0		0.0		0.0		0.0			
Detector 1 Queue (s)			0.0		0.0		0.0		0.0			
Detector 1 Delay (s)			0.0		0.0		0.0		0.0			
Detector 2 Position(ft)					94							
Detector 2 Size(ft)					6							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type			Prot		NA		pt+ov		Prot			
Protected Phases			1 8		6 8		8 1		2	1	6	8

										Ø1	Ø6	Ø8
Lane Group	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	NEL	NER			
Permitted Phases									2			
Detector Phase			1 8		6 8		8 1		2			
Switch Phase												
Minimum Initial (s)									5.0	5.0	5.0	5.0
Minimum Split (s)									28.0	11.0	22.5	22.5
Total Split (s)									56.0	11.0	67.0	23.0
Total Split (%)									62.2%	12%	74%	26%
Maximum Green (s)									50.0	5.0	61.0	17.0
Yellow Time (s)									4.0	4.0	4.0	4.0
All-Red Time (s)									2.0	2.0	2.0	2.0
Lost Time Adjust (s)									0.0			
Total Lost Time (s)									6.0			
Lead/Lag									Lag	Lead		
Lead-Lag Optimize?									Yes	Yes		
Vehicle Extension (s)									3.0	3.0	3.0	3.0
Recall Mode									Min	None	None	None
Walk Time (s)									7.0			
Flash Dont Walk (s)									15.0			
Pedestrian Calls (#/hr)									0			
Act Effct Green (s)			25.1		81.7		25.1		44.5			
Actuated g/C Ratio			0.31		1.00		0.31		0.54			
v/c Ratio			0.13		0.24		0.08		0.81			
Control Delay			21.4		0.1		12.9		19.2			
Queue Delay			0.0		0.0		0.0		0.0			
Total Delay			21.4		0.1		12.9		19.2			
LOS			C		A		B		B			
Approach Delay					2.2	12.9		19.2				
Approach LOS					A	B		B				
Queue Length 50th (ft)			24		0		7		277			
Queue Length 95th (ft)			50		0		25		368			
Internal Link Dist (ft)	366				566	263		109				
Turn Bay Length (ft)			400									
Base Capacity (vph)			1012		5072		862		2498			
Starvation Cap Reductn			0		0		0		0			
Spillback Cap Reductn			0		0		0		0			
Storage Cap Reductn			0		0		0		0			
Reduced v/c Ratio			0.14		0.25		0.08		0.72			

Intersection Summary













Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 81.7
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 11.8
 Intersection Capacity Utilization 43.0%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 360: Charles Lindbergh Blvd & Sands Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	0	136	0	3	0	139	347	8	1	533	61
Future Volume (vph)	76	0	136	0	3	0	139	347	8	1	533	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	12	12	14	14	14
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.96	0.98				0.99	1.00			1.00	1.00
Frt			0.850					0.997			0.986	
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1668	1222	0	1773	0	1504	1839	0	0	1931	0
Flt Permitted		0.756					0.362				0.999	
Satd. Flow (perm)	0	1273	1200	0	1773	0	570	1839	0	0	1929	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76					2			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		443			168			322			194	
Travel Time (s)		10.1			3.8			7.3			4.4	
Confl. Peds. (#/hr)	23		6	6		23	16		6	6		16
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	11%	0%	0%	0%	12%	3%	0%	0%	3%	3%
Parking (#/hr)			0									
Adj. Flow (vph)	79	0	142	0	3	0	145	361	8	1	555	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	142	0	3	0	145	369	0	0	620	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			0	
Link Offset(ft)		0			20			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.25	1.09	1.09	1.09	1.09	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

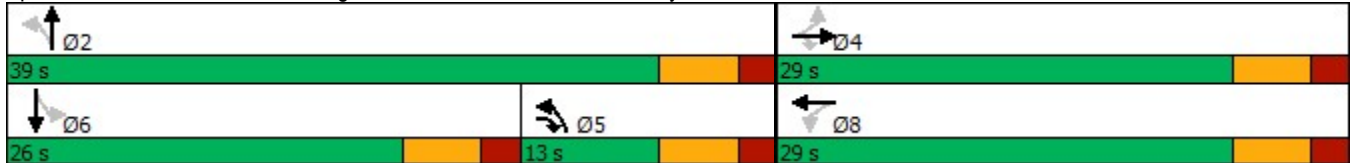
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov		NA		pm+pt	NA		Perm	NA	
Protected Phases		4	5		8		5	2		6		6
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	8	8		5	2		6		6
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0		3.0	20.0		20.0	20.0	
Minimum Split (s)	25.0	25.0	9.0	16.0	16.0		9.0	26.0		26.0	26.0	
Total Split (s)	29.0	29.0	13.0	29.0	29.0		13.0	39.0		26.0	26.0	
Total Split (%)	42.6%	42.6%	19.1%	42.6%	42.6%		19.1%	57.4%		38.2%	38.2%	
Maximum Green (s)	23.0	23.0	7.0	23.0	23.0		7.0	33.0		20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lead/Lag			Lag				Lag			Lead	Lead	
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	0.2		0.2	0.2	
Recall Mode	None	None	None	None	None		None	Min		Min	Min	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	5	5										
Act Effct Green (s)		11.8	13.6		11.8		36.0	38.9			23.2	
Actuated g/C Ratio		0.23	0.26		0.23		0.69	0.74			0.44	
v/c Ratio		0.28	0.38		0.01		0.28	0.27			0.72	
Control Delay		20.8	8.5		17.0		9.7	6.3			23.5	
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	
Total Delay		20.8	8.5		17.0		9.7	6.3			23.5	
LOS		C	A		B		A	A			C	
Approach Delay		12.9			17.0			7.3			23.5	
Approach LOS		B			B			A			C	
Queue Length 50th (ft)		23	13		1		18	51			181	
Queue Length 95th (ft)		53	39		6		56	134			#445	
Internal Link Dist (ft)		363			88			242			114	
Turn Bay Length (ft)							100					
Base Capacity (vph)		575	382		801		526	1317			858	
Starvation Cap Reductn		0	0		0		0	0			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.14	0.37		0.00		0.28	0.28			0.72	

Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 52.4
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 15.6
 Intersection Capacity Utilization 77.5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

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



Q-2 2027 Build Conditions

Q-2.3 Friday Evening peak hour



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	29	10	993	112	10	76	1525	120	89	3	116	142
Future Volume (vph)	29	10	993	112	10	76	1525	120	89	3	116	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	11	12	13	13	12	12	10
Storage Length (ft)		275		225		500		275	475		0	250
Storage Lanes		2		1		2		1	1		1	1
Taper Length (ft)		75				195			80			75
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.86	0.91	0.97
Ped Bike Factor		1.00		0.99		1.00		0.99				
Frt				0.850				0.850		0.911	0.850	
Flt Protected		0.950				0.950			0.950	0.981		0.950
Satd. Flow (prot)	0	3287	5085	1652	0	3326	5136	1669	1586	2829	1455	2867
Flt Permitted		0.950				0.950			0.950	0.981		0.950
Satd. Flow (perm)	0	3286	5085	1632	0	3324	5136	1647	1586	2829	1455	2867
Right Turn on Red				Yes				Yes			No	
Satd. Flow (RTOR)				177				177				
Link Speed (mph)			50				50			40		
Link Distance (ft)			413				657			646		
Travel Time (s)			5.6				9.0			11.0		
Confl. Peds. (#/hr)		2		2		2		2				
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	2%	1%	0%	2%	1%	0%	7%	0%	1%	14%
Adj. Flow (vph)	32	11	1079	122	11	83	1658	130	97	3	126	154
Shared Lane Traffic (%)									41%		50%	
Lane Group Flow (vph)	0	43	1079	122	0	94	1658	130	57	106	63	154
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			36				36			26		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			50				16			56		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.04	1.00	0.96	0.96	1.00	1.00	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2	2	2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150			30	150		30	30	30	30
Detector 2 Size(ft)		20	6			20	6		20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↗	
Traffic Volume (vph)	2	15
Future Volume (vph)	2	15
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	11
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.867	
Flt Protected		
Satd. Flow (prot)	1537	0
Flt Permitted		
Satd. Flow (perm)	1537	0
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	308	
Travel Time (s)	7.0	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	2	16
Shared Lane Traffic (%)		
Lane Group Flow (vph)	18	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	30	
Two way Left Turn Lane		
Headway Factor	1.09	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	50	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	30	
Detector 2 Size(ft)	20	
Detector 2 Type	Cl+Ex	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	Prot	NA	Free	Split	NA	Prot	Split
Protected Phases	5	5	2		1	1	6		3	3	3	4
Permitted Phases				Free				Free				
Detector Phase	5	5	2		1	1	6		3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0		7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	16.0	17.0		15.0	15.0	15.0	15.0
Total Split (s)	29.0	29.0	61.0		29.0	29.0	61.0		25.0	25.0	25.0	45.0
Total Split (%)	18.1%	18.1%	38.1%		18.1%	18.1%	38.1%		15.6%	15.6%	15.6%	28.1%
Maximum Green (s)	23.0	23.0	54.0		23.0	23.0	54.0		17.0	17.0	17.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	4.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	7.0				6.0	7.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	2.0	1.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			30.0				30.0					36.0
Pedestrian Calls (#/hr)			0				0					1
Act Effct Green (s)		6.6	90.6	160.0		10.4	96.6	160.0	12.3	12.3	12.3	17.7
Actuated g/C Ratio		0.04	0.57	1.00		0.06	0.60	1.00	0.08	0.08	0.08	0.11
v/c Ratio		0.32	0.37	0.07		0.44	0.54	0.08	0.47	0.49	0.57	0.49
Control Delay		103.0	6.1	0.1		78.5	22.1	0.1	82.2	77.6	89.7	70.1
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		103.0	6.1	0.1		78.5	22.1	0.1	82.2	77.6	89.7	70.1
LOS		F	A	A		E	C	A	F	E	F	E
Approach Delay			8.9				23.4			82.2		
Approach LOS			A				C			F		
Queue Length 50th (ft)		24	37	0		50	347	0	63	62	71	81
Queue Length 95th (ft)		46	158	0		81	590	0	116	98	128	102
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		500		275	475			250
Base Capacity (vph)		472	2878	1632		478	3099	1647	168	300	154	662
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.09	0.37	0.07		0.20	0.54	0.08	0.34	0.35	0.41	0.23

Intersection Summary







Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Lane Group	↓ SBT	↙ SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	7.0	
Minimum Split (s)	15.0	
Total Split (s)	45.0	
Total Split (%)	28.1%	
Maximum Green (s)	37.0	
Yellow Time (s)	5.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	36.0	
Pedestrian Calls (#/hr)	1	
Act Effct Green (s)	17.7	
Actuated g/C Ratio	0.11	
v/c Ratio	0.11	
Control Delay	60.0	
Queue Delay	0.0	
Total Delay	60.0	
LOS	E	
Approach Delay	69.1	
Approach LOS	E	
Queue Length 50th (ft)	18	
Queue Length 95th (ft)	39	
Internal Link Dist (ft)	228	
Turn Bay Length (ft)		
Base Capacity (vph)	355	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.05	
Intersection Summary		

Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 24.3
 Intersection Capacity Utilization 67.6%
 Analysis Period (min) 15













Intersection LOS: C
 ICU Level of Service C









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

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

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

PH1 B Friday Evening peak hour
 05/23/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	10	1091	34	2	111	1545	39	51	
Future Volume (vph)	10	1091	34	2	111	1545	39	51	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00			0.99		0.99		
Frt		0.996					0.923		
Flt Protected					0.950		0.979		
Satd. Flow (prot)	0	5060	0	0	1787	6408	1829	0	
Flt Permitted		0.903			0.950		0.979		
Satd. Flow (perm)	0	4569	0	0	1770	6408	1826	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		6					33		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Confl. Peds. (#/hr)			9		9		3	2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	0%	2%	3%	0%	1%	2%	3%	2%	
Adj. Flow (vph)	11	1186	37	2	121	1679	42	55	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1234	0	0	123	1679	97	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		0	1	2	1		
Detector Template	Left	Thru			Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		0	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									

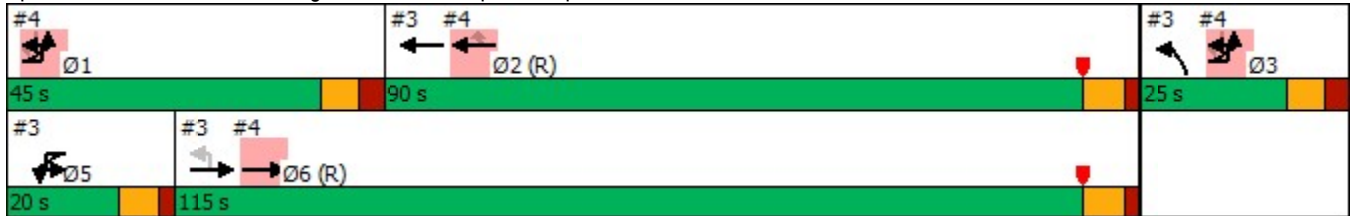
									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	Ø1
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		Prot	Prot	NA	Prot		
Protected Phases		6		5	5	2	3		1
Permitted Phases	6								
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	115.0	115.0		20.0	20.0	90.0	25.0		45.0
Total Split (%)	71.9%	71.9%		12.5%	12.5%	56.3%	15.6%		28%
Maximum Green (s)	108.0	108.0		13.3	13.3	83.0	17.3		37.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		
Total Lost Time (s)		7.0			6.7	7.0	7.7		
Lead/Lag	Lag	Lag		Lead	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						1	3		
Act Effct Green (s)		112.6			14.5	116.1	11.5		
Actuated g/C Ratio		0.70			0.09	0.73	0.07		
v/c Ratio		0.38			0.76	0.36	0.60		
Control Delay		1.0			105.6	2.7	61.8		
Queue Delay		0.1			0.0	0.0	0.0		
Total Delay		1.0			105.6	2.7	61.8		
LOS		A			F	A	E		
Approach Delay		1.0				9.7	61.8		
Approach LOS		A				A	E		
Queue Length 50th (ft)		2			132	42	66		
Queue Length 95th (ft)		0			#256	33	127		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3218			167	4649	227		
Starvation Cap Reductn		610			0	0	0		
Spillback Cap Reductn		0			0	0	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.47			0.74	0.36	0.43		

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76













Intersection Signal Delay: 7.9
 Intersection Capacity Utilization 70.3%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke










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

PH1 B Friday Evening peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	16	4	1135	1588	5	0	21			
Future Volume (vph)	16	4	1135	1588	5	0	21			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.99					
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5085	5085	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3501	5085	5085	1646	0	2937			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		1			1					
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89			
Heavy Vehicles (%)	0%	0%	2%	2%	0%	0%	0%			
Adj. Flow (vph)	18	4	1275	1784	6	0	24			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	22	1275	1784	6	0	24			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										

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

PH1 B Friday Evening peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			115.0	90.0	90.0			45.0	25.0	20.0
Total Split (%)			71.9%	56.3%	56.3%			28%	16%	13%
Maximum Green (s)			108.0	83.0	83.0			37.3	17.3	13.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lag	Lag	Lag			Lead		Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				3	
Act Effct Green (s)		29.2	112.6	116.1	116.1		29.2			
Actuated g/C Ratio		0.18	0.70	0.73	0.73		0.18			
v/c Ratio		0.03	0.36	0.48	0.01		0.04			
Control Delay		51.4	5.9	1.9	1.6		52.2			
Queue Delay		0.0	0.0	0.0	0.0		0.0			
Total Delay		51.4	5.9	1.9	1.6		52.2			
LOS		D	A	A	A		D			
Approach Delay			6.6	1.9		52.2				
Approach LOS			A	A		D				
Queue Length 50th (ft)		10	113	30	0		11			
Queue Length 95th (ft)		m21	126	34	m1		26			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1214	3579	3689	1194		1018			
Starvation Cap Reductn		0	0	215	0		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.02	0.36	0.51	0.01		0.02			

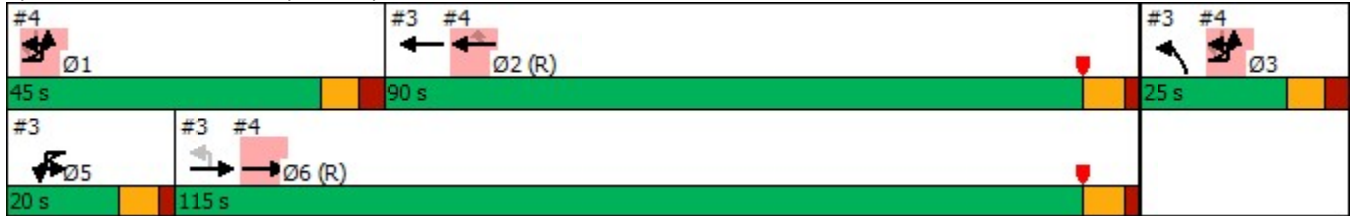
Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76

Intersection Signal Delay: 4.3
 Intersection Capacity Utilization 51.3%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.






















Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



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

PH1 B Friday Evening peak hour
 05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	120	820	76	58	205	1254	109	94	189	92	198
Future Volume (vph)	6	120	820	76	58	205	1254	109	94	189	92	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	250
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.91
Ped Bike Factor		1.00		0.98		1.00		0.99	0.99	1.00		
Frt				0.850				0.850		0.953		
Flt Protected		0.950				0.950			0.950	0.998		0.950
Satd. Flow (prot)	0	3177	5085	1507	0	3475	5085	1516	1369	3189	0	1557
Flt Permitted		0.950				0.950			0.950	0.998		0.950
Satd. Flow (perm)	0	3176	5085	1483	0	3469	5085	1496	1360	3189	0	1557
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								184				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		2		3		3		2	9			
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	3%	2%	0%	0%	1%	2%	3%	16%	4%	0%	2%
Adj. Flow (vph)	7	140	953	88	67	238	1458	127	109	220	107	230
Shared Lane Traffic (%)									10%			27%
Lane Group Flow (vph)	0	147	953	88	0	305	1458	127	98	338	0	168
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	229	148
Future Volume (vph)	229	148
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor	1.00	0.98
Frt	0.991	0.850
Flt Protected	0.991	
Satd. Flow (prot)	3013	1379
Flt Permitted	0.991	
Satd. Flow (perm)	3013	1346
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		9
Confl. Bikes (#/hr)		2
Peak Hour Factor	0.86	0.86
Heavy Vehicles (%)	3%	3%
Adj. Flow (vph)	266	172
Shared Lane Traffic (%)		12%
Lane Group Flow (vph)	349	151
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	19	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		3	3		4
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		3	3		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	32.0	32.0	56.0	56.0	32.0	32.0	56.0		31.0	31.0		41.0
Total Split (%)	20.0%	20.0%	35.0%	35.0%	20.0%	20.0%	35.0%		19.4%	19.4%		25.6%
Maximum Green (s)	25.0	25.0	49.0	49.0	25.0	25.0	49.0		23.0	23.0		33.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0					7.0
Flash Dont Walk (s)			30.0	30.0			30.0					36.0
Pedestrian Calls (#/hr)			3	3			0					1
Act Effct Green (s)		11.8	64.2	64.2		18.4	70.8	160.0	21.5	21.5		25.9
Actuated g/C Ratio		0.07	0.40	0.40		0.12	0.44	1.00	0.13	0.13		0.16
v/c Ratio		0.63	0.47	0.15		0.77	0.65	0.08	0.54	0.79		0.67
Control Delay		90.3	33.7	34.7		95.6	31.7	0.1	75.6	81.0		75.4
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		90.3	33.7	34.7		95.6	31.7	0.1	75.6	81.0		75.4
LOS		F	C	C		F	C	A	E	F		E
Approach Delay			40.8				39.9			79.8		
Approach LOS			D				D			E		
Queue Length 50th (ft)		84	158	39		163	245	0	105	189		184
Queue Length 95th (ft)		118	242	86		195	479	0	169	237		250
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			250
Base Capacity (vph)		496	2041	595		542	2250	1496	196	458		321
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.30	0.47	0.15		0.56	0.65	0.08	0.50	0.74		0.52

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Lane Group	↓ SBT	↙ SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	41.0	41.0
Total Split (%)	25.6%	25.6%
Maximum Green (s)	33.0	33.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	25.9	25.9
Actuated g/C Ratio	0.16	0.16
v/c Ratio	0.72	0.69
Control Delay	71.5	79.2
Queue Delay	0.0	0.0
Total Delay	71.5	79.2
LOS	E	E
Approach Delay	74.2	
Approach LOS	E	
Queue Length 50th (ft)	204	167
Queue Length 95th (ft)	242	232
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		
Base Capacity (vph)	621	277
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.56	0.55
Intersection Summary		

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 49.8

Intersection Capacity Utilization 86.7%

Analysis Period (min) 15

Intersection LOS: D













ICU Level of Service E

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

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	269	256	11	11	269	25	0	0	31
Future Volume (vph)	0	0	0	269	256	11	11	269	25	0	0	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0		220		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	0			50				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	0.95	0.97	0.95	1.00	1.00	0.95
Ped Bike Factor								1.00				1.00
Frt						0.850						0.984
Flt Protected				0.950	0.986			0.950				
Satd. Flow (prot)	0	0	0	1626	3102	1470	0	3404	3471	0	0	3453
Flt Permitted				0.950	0.986			0.950				
Satd. Flow (perm)	0	0	0	1626	3102	1470	0	3389	3471	0	0	3453
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						77						4
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			308				564			371
Travel Time (s)		10.1			4.7				11.0			8.4
Confl. Peds. (#/hr)								2			1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	1%	5%	0%	0%	3%	4%	0%	0%	3%
Adj. Flow (vph)	0	0	0	296	281	12	12	296	27	0	0	34
Shared Lane Traffic (%)				36%		10%						
Lane Group Flow (vph)	0	0	0	189	389	11	0	308	27	0	0	38
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				56			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2			1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66			30
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				30	30	30	20	45	30			30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			

Lane Group	SBR	Ø8
Lane Configurations		
Traffic Volume (vph)	4	
Future Volume (vph)	4	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	2	
Peak Hour Factor	0.91	
Heavy Vehicles (%)	0%	
Adj. Flow (vph)	4	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Turn Type				Prot	NA	Perm	Prot	Prot	NA			NA
Protected Phases				7	4		5	5	2			6
Permitted Phases						4						
Detector Phase				7	4	4	5	5	2			6
Switch Phase												
Minimum Initial (s)				15.0	15.0	15.0	8.0	8.0	10.0			10.0
Minimum Split (s)				22.0	22.0	22.0	15.0	15.0	17.0			17.0
Total Split (s)				42.0	42.0	42.0	32.0	32.0	42.0			42.0
Total Split (%)				26.9%	26.9%	26.9%	20.5%	20.5%	26.9%			26.9%
Maximum Green (s)				35.0	35.0	35.0	25.0	25.0	35.0			35.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0			3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0			7.0
Lead/Lag				Lag			Lag	Lag				Lead
Lead-Lag Optimize?				Yes			Yes	Yes				Yes
Vehicle Extension (s)				5.0	5.0	5.0	5.0	5.0	5.0			5.0
Recall Mode				None	None	None	None	None	None			None
Walk Time (s)					7.0	7.0			7.0			7.0
Flash Dont Walk (s)					25.0	25.0			14.0			14.0
Pedestrian Calls (#/hr)					0	0			0			0
Act Effct Green (s)				24.9	24.9	24.9		14.3	22.7			11.0
Actuated g/C Ratio				0.40	0.40	0.40		0.23	0.36			0.17
v/c Ratio				0.29	0.32	0.02		0.40	0.02			0.06
Control Delay				16.3	15.2	0.1		26.2	13.8			28.2
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				16.3	15.2	0.1		26.2	13.8			28.2
LOS				B	B	A		C	B			C
Approach Delay					15.3				25.2			28.2
Approach LOS					B				C			C
Queue Length 50th (ft)				62	69	0		62	3			6
Queue Length 95th (ft)				119	111	0		110	12			22
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)				150				220				
Base Capacity (vph)				997	1976	1430		1492	3194			2120
Starvation Cap Reductn				0	0	0		0	0			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.19	0.20	0.01		0.21	0.01			0.02

Intersection Summary

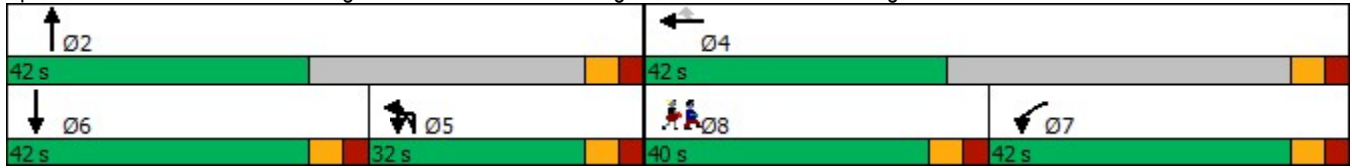
Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 63
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.40
 Intersection Signal Delay: 19.2
 Intersection Capacity Utilization 46.9%















Intersection LOS: B
 ICU Level of Service A







Lane Group	SBR	Ø8
Turn Type		
Protected Phases		8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		1.0
Minimum Split (s)		39.0
Total Split (s)		40.0
Total Split (%)		26%
Maximum Green (s)		33.0
Yellow Time (s)		4.0
All-Red Time (s)		3.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		0.2
Recall Mode		None
Walk Time (s)		7.0
Flash Dont Walk (s)		25.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Analysis Period (min) 15

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



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	194	0	46	394	518	186
Future Volume (vph)	194	0	46	394	518	186
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			220
Storage Lanes	2	0	1			1
Taper Length (ft)	0		95			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Fr						0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	0	1626	3539	3539	1509
Flt Permitted	0.950		0.430			
Satd. Flow (perm)	3433	0	736	3539	3539	1509
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						211
Link Speed (mph)	45			40	40	
Link Distance (ft)	204			578	1195	
Travel Time (s)	3.1			9.9	20.4	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	0%	11%	2%	2%	7%
Adj. Flow (vph)	220	0	52	448	589	211
Shared Lane Traffic (%)						
Lane Group Flow (vph)	220	0	52	448	589	211
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases			2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0		3.0	20.0	20.0	20.0
Minimum Split (s)	14.0		9.0	26.0	26.0	26.0
Total Split (s)	31.0		23.0	26.0	26.0	26.0
Total Split (%)	38.8%		28.8%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0		17.0	20.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		2.0	0.2	0.2	0.2
Recall Mode	None		None	Min	Min	Min
Walk Time (s)	8.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	8.9		27.3	24.2	20.5	20.5
Actuated g/C Ratio	0.20		0.60	0.53	0.45	0.45
v/c Ratio	0.33		0.10	0.24	0.37	0.26
Control Delay	18.3		4.9	5.9	10.3	3.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	18.3		4.9	5.9	10.3	3.2
LOS	B		A	A	B	A
Approach Delay	18.3			5.8	8.5	
Approach LOS	B			A	A	
Queue Length 50th (ft)	21		2	27	37	0
Queue Length 95th (ft)	54		16	47	104	31
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	1926		955	3278	1600	798
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.11		0.05	0.14	0.37	0.26

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 45.3
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.37
 Intersection Signal Delay: 9.0
 Intersection Capacity Utilization 41.7%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

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















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

PH1 B Friday Evening peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	40	890	70	22	76	1307	96	52	50	40	69
Future Volume (vph)	5	40	890	70	22	76	1307	96	52	50	40	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.97		1.00		0.98		0.99	0.99	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.975		0.950
Satd. Flow (prot)	0	1685	5085	1463	0	1805	5036	1507	0	1678	1463	1685
Flt Permitted		0.950				0.950				0.824		0.608
Satd. Flow (perm)	0	1683	5085	1424	0	1797	5036	1483	0	1410	1442	1077
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		5		6		6		5	14		2	2
Confl. Bikes (#/hr)								2			1	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	2%	3%	0%	0%	3%	0%	4%	2%	3%	0%
Adj. Flow (vph)	6	49	1099	86	27	94	1614	119	64	62	49	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	1099	86	0	121	1614	119	0	126	49	85
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	24	45
Future Volume (vph)	24	45
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1642	1507
Flt Permitted		
Satd. Flow (perm)	1642	1471
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		14
Confl. Bikes (#/hr)		
Peak Hour Factor	0.81	0.81
Heavy Vehicles (%)	8%	0%
Adj. Flow (vph)	30	56
Shared Lane Traffic (%)		
Lane Group Flow (vph)	30	56
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	15.0	15.0	15.0	15.0
Total Split (s)	31.0	31.0	77.0	77.0	31.0	31.0	77.0	77.0	52.0	52.0	52.0	52.0
Total Split (%)	19.4%	19.4%	48.1%	48.1%	19.4%	19.4%	48.1%	48.1%	32.5%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0	25.0	69.0	69.0	25.0	25.0	69.0	69.0	44.0	44.0	44.0	44.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									2	2	2	2
Act Effct Green (s)		10.3	99.8	99.8		15.2	107.3	107.3		23.0	23.0	23.0
Actuated g/C Ratio		0.06	0.62	0.62		0.10	0.67	0.67		0.14	0.14	0.14
v/c Ratio		0.51	0.35	0.10		0.71	0.48	0.12		0.62	0.24	0.55
Control Delay		96.8	10.6	10.8		97.2	5.0	4.9		75.6	59.1	74.1
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		96.8	10.6	10.8		97.2	5.0	4.9		75.6	59.1	74.1
LOS		F	B	B		F	A	A		E	E	E
Approach Delay			14.4				11.0			71.0		
Approach LOS			B				B			E		
Queue Length 50th (ft)		60	131	17		126	107	17		129	47	86
Queue Length 95th (ft)		100	145	45		185	115	33		151	68	110
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		263	3170	887		282	3377	994		387	396	296
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.21	0.35	0.10		0.43	0.48	0.12		0.33	0.12	0.29

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 28 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	52.0	52.0
Total Split (%)	32.5%	32.5%
Maximum Green (s)	44.0	44.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	23.0	23.0
Actuated g/C Ratio	0.14	0.14
v/c Ratio	0.13	0.27
Control Delay	55.5	60.0
Queue Delay	0.0	0.0
Total Delay	55.5	60.0
LOS	E	E
Approach Delay	66.2	
Approach LOS	E	
Queue Length 50th (ft)	29	54
Queue Length 95th (ft)	47	75
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	451	404
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.07	0.14
Intersection Summary		

Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 18.0
 Intersection Capacity Utilization 84.5%
 Analysis Period (min) 15





















Intersection LOS: B
 ICU Level of Service E

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



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

PH1 B Friday Evening peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	153	855	21	13	17	1209	169	6	16	9	3	128
Future Volume (vph)	153	855	21	13	17	1209	169	6	16	9	3	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		125		150		405	0		0		125
Storage Lanes	2		1		1		1	0		0		1
Taper Length (ft)	135				85			0				65
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.97
Ped Bike Factor			0.97		0.99							
Frt			0.850				0.850		0.960			
Flt Protected	0.950				0.950				0.990			0.950
Satd. Flow (prot)	2779	3539	1615	0	1744	3574	1392	0	1745	0	0	3370
Flt Permitted	0.950				0.950				0.898			0.950
Satd. Flow (perm)	2779	3539	1574	0	1729	3574	1392	0	1583	0	0	3370
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							184					
Link Speed (mph)		40				40			30			
Link Distance (ft)		498				580			260			
Travel Time (s)		8.5				9.9			5.9			
Confl. Peds. (#/hr)			5		5							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	26%	2%	0%	8%	0%	1%	16%	17%	0%	0%	0%	4%
Adj. Flow (vph)	166	929	23	14	18	1314	184	7	17	10	3	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	166	929	23	0	32	1314	184	0	34	0	0	142
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)		44				56			0			
Link Offset(ft)		11				0			-5			
Crosswalk Width(ft)		48				30			30			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	9	15
Number of Detectors	2	2	1	1	2	2	1	1	2		1	2
Detector Template		Thru	Right	Left		Thru	Right	Left			Left	
Leading Detector (ft)	55	100	6	20	55	100	6	20	55		20	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	35	94			35	94			35			35
Detector 2 Size(ft)	20	6			20	6			20			20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			0.0			0.0

Lane Group	SBT	SBR	Ø2
Lane Configurations			
Traffic Volume (vph)	21	172	
Future Volume (vph)	21	172	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		1	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Ped Bike Factor			
Frt	0.882	0.850	
Flt Protected			
Satd. Flow (prot)	1580	1519	
Flt Permitted			
Satd. Flow (perm)	1580	1519	
Right Turn on Red		No	
Satd. Flow (RTOR)			
Link Speed (mph)	40		
Link Distance (ft)	400		
Travel Time (s)	6.8		
Confl. Peds. (#/hr)			
Peak Hour Factor	0.92	0.92	
Heavy Vehicles (%)	0%	1%	
Adj. Flow (vph)	23	187	
Shared Lane Traffic (%)		45%	
Lane Group Flow (vph)	107	103	
Enter Blocked Intersection	No	No	
Lane Alignment	Left	Right	
Median Width(ft)	40		
Link Offset(ft)	-15		
Crosswalk Width(ft)	30		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	
Turning Speed (mph)		9	
Number of Detectors	2	2	
Detector Template			
Leading Detector (ft)	55	55	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)	35	35	
Detector 2 Size(ft)	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)	0.0	0.0	

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

PH1 B Friday Evening peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Turn Type	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split	Split
Protected Phases	1	5		3	3	2 3			7		4	4
Permitted Phases			5				2 3 4	7				
Detector Phase	1	5	5	3	3	2 3	2 3 4	7	7		4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0	7.0
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0	14.0
Total Split (s)	20.0	78.0	78.0	20.0	20.0			21.0	21.0		41.0	41.0
Total Split (%)	12.5%	48.8%	48.8%	12.5%	12.5%			13.1%	13.1%		25.6%	25.6%
Maximum Green (s)	13.0	71.0	71.0	13.0	13.0			14.0	14.0		34.0	34.0
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0				0.0			0.0
Total Lost Time (s)	7.0	7.0	7.0		7.0				7.0			7.0
Lead/Lag	Lead			Lead	Lead						Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes						Yes	Yes
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None			None	None		None	None
Walk Time (s)											7.0	7.0
Flash Dont Walk (s)											35.0	35.0
Pedestrian Calls (#/hr)											0	0
Act Effct Green (s)	14.1	98.9	98.9		12.3	97.1	119.4		7.9			15.3
Actuated g/C Ratio	0.09	0.62	0.62		0.08	0.61	0.75		0.05			0.10
v/c Ratio	0.68	0.42	0.02		0.24	0.61	0.17		0.44			0.44
Control Delay	84.5	18.1	15.4		55.0	8.8	1.2		89.9			71.5
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0			0.0
Total Delay	84.5	18.1	15.4		55.0	8.8	1.2		89.9			71.5
LOS	F	B	B		E	A	A		F			E
Approach Delay		27.9					8.8		89.9			
Approach LOS		C					A		F			
Queue Length 50th (ft)	88	267	9		34	182	9		35			73
Queue Length 95th (ft)	127	371	26		m72	205	0		74			107
Internal Link Dist (ft)		418					500		180			
Turn Bay Length (ft)	90		125		150		405					125
Base Capacity (vph)	258	2186	972		141	2183	1208		138			716
Starvation Cap Reductn	0	0	0		0	0	0		0			0
Spillback Cap Reductn	0	0	0		0	0	0		0			0
Storage Cap Reductn	0	0	0		0	0	0		0			0
Reduced v/c Ratio	0.64	0.42	0.02		0.23	0.60	0.15		0.25			0.20







Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 35 (22%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 25.6
 Intersection LOS: C

	↓	↙	
Lane Group	SBT	SBR	Ø2
Turn Type	NA	Perm	
Protected Phases	4		2
Permitted Phases		4	
Detector Phase	4	4	
Switch Phase			
Minimum Initial (s)	7.0	7.0	10.0
Minimum Split (s)	14.0	14.0	17.0
Total Split (s)	41.0	41.0	58.0
Total Split (%)	25.6%	25.6%	36%
Maximum Green (s)	34.0	34.0	51.0
Yellow Time (s)	4.0	4.0	5.0
All-Red Time (s)	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0
Recall Mode	None	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	35.0	35.0	25.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)	15.3	15.3	
Actuated g/C Ratio	0.10	0.10	
v/c Ratio	0.71	0.71	
Control Delay	93.9	95.0	
Queue Delay	0.0	0.0	
Total Delay	93.9	95.0	
LOS	F	F	
Approach Delay	85.2		
Approach LOS	F		
Queue Length 50th (ft)	116	111	
Queue Length 95th (ft)	183	177	
Internal Link Dist (ft)	320		
Turn Bay Length (ft)			
Base Capacity (vph)	335	322	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.32	0.32	
Intersection Summary			

Intersection Capacity Utilization 72.4% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

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

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













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

PH1 B Friday Evening peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	997	250	145	659	43	203	107	160	21	146	30
Future Volume (vph)	34	997	250	145	659	43	203	107	160	21	146	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	12	10	10	12	10	9	9	9	12	12	12
Storage Length (ft)	75		150	395		150	215		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	175			145			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								0.99			1.00	
Frt			0.850			0.850		0.910			0.979	
Flt Protected	0.950			0.950			0.950				0.995	
Satd. Flow (prot)	1624	5085	1492	1668	5036	1478	1624	1537	0	0	1819	0
Flt Permitted	0.950			0.950			0.529				0.918	
Satd. Flow (perm)	1624	5085	1492	1668	5036	1478	905	1537	0	0	1678	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						96		86			10	
Link Speed (mph)		50			50			30			25	
Link Distance (ft)		485			721			313			274	
Travel Time (s)		6.6			9.8			7.1			7.5	
Confl. Peds. (#/hr)									12	12		
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	2%	1%	1%	3%	2%	0%	0%	0%	5%	1%	3%
Adj. Flow (vph)	43	1246	313	181	824	54	254	134	200	26	183	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	1246	313	181	824	54	254	334	0	0	247	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			9			0	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		16			16			40			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.00	1.09	1.09	1.00	1.09	1.14	1.14	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	2	2	1	2	2		1	3	
Detector Template		Thru	Right		Thru	Right				Left		
Leading Detector (ft)	50	100	20	50	100	20	50	50		20	32	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	94		30	94		30	30			16	
Detector 2 Size(ft)	20	6		20	6		20	20			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 2 Channel												

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

PH1 B Friday Evening peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Detector 3 Position(ft)												26
Detector 3 Size(ft)												6
Detector 3 Type												Cl+Ex
Detector 3 Channel												
Detector 3 Extend (s)												0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	4.0	14.0	14.0	4.0	15.0	15.0	9.2	9.2		10.0	10.0	
Minimum Split (s)	9.0	21.4	21.4	9.0	22.4	22.4	16.0	16.0		16.8	16.8	
Total Split (s)	11.0	40.0	40.0	16.0	45.0	45.0	44.0	44.0		44.0	44.0	
Total Split (%)	11.0%	40.0%	40.0%	16.0%	45.0%	45.0%	44.0%	44.0%		44.0%	44.0%	
Maximum Green (s)	6.0	32.6	32.6	11.0	37.6	37.6	37.2	37.2		37.2	37.2	
Yellow Time (s)	3.0	5.4	5.4	3.0	5.4	5.4	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.4	7.4	5.0	7.4	7.4	6.8	6.8				6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							37.0	37.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	5.7	39.1	39.1	11.0	48.5	48.5	30.7	30.7				30.7
Actuated g/C Ratio	0.06	0.39	0.39	0.11	0.48	0.48	0.31	0.31				0.31
v/c Ratio	0.47	0.63	0.54	0.99	0.34	0.07	0.92	0.63				0.47
Control Delay	62.4	27.6	29.7	110.2	18.6	1.3	69.2	26.2				28.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	62.4	27.6	29.7	110.2	18.6	1.3	69.2	26.2				28.8
LOS	E	C	C	F	B	A	E	C				C
Approach Delay		28.9			33.3					44.8		28.8
Approach LOS		C			C					D		C
Queue Length 50th (ft)	27	236	155	117	128	0	152	131				119
Queue Length 95th (ft)	56	265	225	#213	154	2	204	170				152
Internal Link Dist (ft)		405			641			233				194
Turn Bay Length (ft)	75		150	395		150	215					
Base Capacity (vph)	97	1988	583	183	2442	766	336	625				630
Starvation Cap Reductn	0	0	0	0	0	0	0	0				0
Spillback Cap Reductn	0	0	0	0	0	0	0	0				0
Storage Cap Reductn	0	0	0	0	0	0	0	0				0
Reduced v/c Ratio	0.44	0.63	0.54	0.99	0.34	0.07	0.76	0.53				0.39

Intersection Summary










Area Type: Other
Cycle Length: 100

Actuated Cycle Length: 100
 Offset: 59 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 32.9
 Intersection LOS: C
 Intersection Capacity Utilization 82.6%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

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



Lane Group	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	NEL	NER	Ø1	Ø6	Ø8
Lane Configurations												
Traffic Volume (vph)	0	0	226	0	574	0	103	0	720			
Future Volume (vph)	0	0	226	0	574	0	103	0	720			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Storage Length (ft)		0		400		0	0	0	0			
Storage Lanes		0		1		0	2	0	4			
Taper Length (ft)				100		0		0				
Lane Util. Factor	1.00	1.00	0.97	1.00	0.91	1.00	0.88	1.00	0.64			
Frt							0.850		0.850			
Flt Protected			0.950									
Satd. Flow (prot)	0	0	3433	0	5036	0	2842	0	4093			
Flt Permitted			0.950									
Satd. Flow (perm)	0	0	3433	0	5036	0	2842	0	4093			
Right Turn on Red							Yes	Yes				
Satd. Flow (RTOR)							127					
Link Speed (mph)	30				50	30		50				
Link Distance (ft)	446				646	343		189				
Travel Time (s)	10.1				8.8	7.8		2.6				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Heavy Vehicles (%)	2%	2%	2%	0%	3%	2%	0%	2%	1%			
Adj. Flow (vph)	0	0	246	0	624	0	112	0	783			
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	246	0	624	0	112	0	783			
Enter Blocked Intersection	No	No	Yes	Yes	Yes	No	No	No	Yes			
Lane Alignment	Left	Right	Left	Left	Left	Left	R NA	Left	Left			
Median Width(ft)	30				40	4		40				
Link Offset(ft)	0				0	0		0				
Crosswalk Width(ft)	16				16	16		16				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)		9	15	15		15	9	50	50			
Number of Detectors			1		2		1		1			
Detector Template			Left		Thru		Right		Right			
Leading Detector (ft)			20		100		20		20			
Trailing Detector (ft)			0		0		0		0			
Detector 1 Position(ft)			0		0		0		0			
Detector 1 Size(ft)			20		6		20		20			
Detector 1 Type			Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)			0.0		0.0		0.0		0.0			
Detector 1 Queue (s)			0.0		0.0		0.0		0.0			
Detector 1 Delay (s)			0.0		0.0		0.0		0.0			
Detector 2 Position(ft)					94							
Detector 2 Size(ft)					6							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type			Prot		NA		pt+ov		Prot			
Protected Phases			1 8		6 8		8 1		2	1	6	8

										Ø1	Ø6	Ø8
Lane Group	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	NEL	NER			
Permitted Phases												
Detector Phase			1 8		6 8		8 1		2			
Switch Phase												
Minimum Initial (s)									5.0	5.0	5.0	5.0
Minimum Split (s)									28.0	11.0	22.5	22.5
Total Split (s)									31.0	11.0	42.0	23.0
Total Split (%)									47.7%	17%	65%	35%
Maximum Green (s)									25.0	5.0	36.0	17.0
Yellow Time (s)									4.0	4.0	4.0	4.0
All-Red Time (s)									2.0	2.0	2.0	2.0
Lost Time Adjust (s)									0.0			
Total Lost Time (s)									6.0			
Lead/Lag									Lag	Lead		
Lead-Lag Optimize?									Yes	Yes		
Vehicle Extension (s)									3.0	3.0	3.0	3.0
Recall Mode									Min	None	None	None
Walk Time (s)									7.0			
Flash Dont Walk (s)									15.0			
Pedestrian Calls (#/hr)									0			
Act Effct Green (s)			21.9		51.3		21.9		17.3			
Actuated g/C Ratio			0.43		1.00		0.43		0.34			
v/c Ratio			0.17		0.12		0.09		0.57			
Control Delay			9.4		0.1		2.2		16.4			
Queue Delay			0.0		0.0		0.0		0.0			
Total Delay			9.4		0.1		2.2		16.4			
LOS			A		A		A		B			
Approach Delay					2.7	2.2		16.4				
Approach LOS					A	A		B				
Queue Length 50th (ft)			20		0		0		72			
Queue Length 95th (ft)			45		0		10		125			
Internal Link Dist (ft)	366				566	263		109				
Turn Bay Length (ft)			400									
Base Capacity (vph)			1381		4830		1219		2019			
Starvation Cap Reductn			0		0		0		0			
Spillback Cap Reductn			0		0		0		0			
Storage Cap Reductn			0		0		0		0			
Reduced v/c Ratio			0.18		0.13		0.09		0.39			

Intersection Summary













Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 51.3
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 8.7
 Intersection Capacity Utilization 29.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 360: Charles Lindbergh Blvd & Sands Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	0	151	0	0	0	131	261	5	0	318	54
Future Volume (vph)	38	0	151	0	0	0	131	261	5	0	318	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	12	12	14	14	14
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.97					1.00	1.00			0.99	
Frt			0.850					0.997			0.980	
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1636	1222	0	1773	0	1546	1875	0	0	1954	0
Flt Permitted							0.482					
Satd. Flow (perm)	0	1672	1222	0	1773	0	781	1875	0	0	1954	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			166					2			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		443			168			322			194	
Travel Time (s)		10.1			3.8			7.3			4.4	
Confl. Peds. (#/hr)	16					16	9					9
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	0%	11%	0%	0%	0%	9%	1%	0%	0%	1%	2%
Parking (#/hr)			0									
Adj. Flow (vph)	42	0	166	0	0	0	144	287	5	0	349	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	42	166	0	0	0	144	292	0	0	408	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			0	
Link Offset(ft)		0			20			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.25	1.09	1.09	1.09	1.09	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0		
Turn Type	Perm	NA	pm+ov				pm+pt	NA	NA			
Protected Phases	4		5	8			5	2	6			
Permitted Phases	4	4		8	8			2	6			
Detector Phase	4	4	5	8	8	5			2	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0	3.0			20.0	20.0	20.0	
Minimum Split (s)	25.0	25.0	9.0	16.0	16.0	9.0			26.0	26.0	26.0	
Total Split (s)	29.0	29.0	13.0	29.0	29.0	13.0			39.0	26.0	26.0	
Total Split (%)	42.6%	42.6%	19.1%	42.6%	42.6%	19.1%			57.4%	38.2%	38.2%	
Maximum Green (s)	23.0	23.0	7.0	23.0	23.0	7.0			33.0	20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0			4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0			2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0			0.0	0.0	0.0			
Total Lost Time (s)	6.0		6.0	6.0			6.0	6.0	6.0			
Lead/Lag			Lag				Lag				Lead	Lead
Lead-Lag Optimize?			Yes				Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0			0.2	0.2	0.2	
Recall Mode	None	None	None	None	None	None			Min	Min	Min	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)	10.3		11.7				34.3	38.5	21.7			
Actuated g/C Ratio	0.22		0.26				0.75	0.84	0.47			
v/c Ratio	0.11		0.38				0.21	0.19	0.44			
Control Delay	18.1		5.0				5.1	3.6	12.1			
Queue Delay	0.0		0.0				0.0	0.0	0.0			
Total Delay	18.1		5.0				5.1	3.6	12.1			
LOS	B		A				A	A	B			
Approach Delay	7.6								4.1	12.1		
Approach LOS	A								A	B		
Queue Length 50th (ft)	7		0				0	0	42			
Queue Length 95th (ft)	34		28				37	69	174			
Internal Link Dist (ft)	363					88				242	114	
Turn Bay Length (ft)							100					
Base Capacity (vph)	863		455				718	1476	932			
Starvation Cap Reductn	0		0				0	0	0			
Spillback Cap Reductn	0		0				0	0	0			
Storage Cap Reductn	0		0				0	0	0			
Reduced v/c Ratio	0.05		0.36				0.20	0.20	0.44			

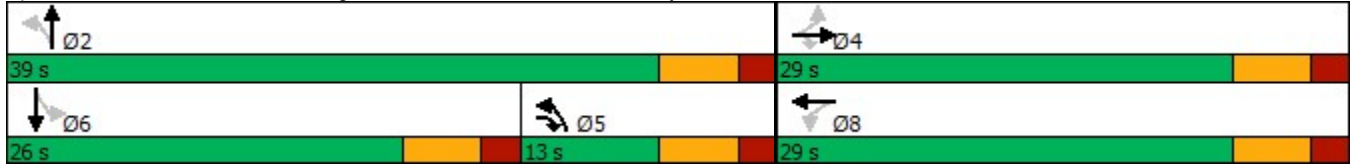
Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 45.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.44
 Intersection Signal Delay: 7.9
 Intersection Capacity Utilization 60.2%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

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



Q-2 2027 Build Conditions

Q-2.4 Saturday Midday peak hour



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	20	13	1313	97	27	76	1307	158	53	2	22	106
Future Volume (vph)	20	13	1313	97	27	76	1307	158	53	2	22	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	11	12	13	13	12	12	10
Storage Length (ft)		275		225		500		275	475		0	250
Storage Lanes		2		1		2		1	1		1	1
Taper Length (ft)		75				195			80			75
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.86	0.91	0.97
Ped Bike Factor		1.00		0.99		1.00		0.99				
Frt				0.850				0.850		0.972	0.850	
Flt Protected		0.950				0.950			0.950	0.963		0.950
Satd. Flow (prot)	0	3385	5085	1669	0	3336	5136	1669	1601	2925	1470	3268
Flt Permitted		0.950				0.950			0.950	0.963		0.950
Satd. Flow (perm)	0	3382	5085	1648	0	3335	5136	1647	1601	2925	1470	3268
Right Turn on Red				Yes				Yes			No	
Satd. Flow (RTOR)				203				203				
Link Speed (mph)			50				50			40		
Link Distance (ft)			413				657			646		
Travel Time (s)			5.6				9.0			11.0		
Confl. Peds. (#/hr)		3		2		2		3				
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%	1%	0%	6%	0%	0%	0%
Adj. Flow (vph)	22	14	1443	107	30	84	1436	174	58	2	24	116
Shared Lane Traffic (%)									50%		28%	
Lane Group Flow (vph)	0	36	1443	107	0	114	1436	174	29	38	17	116
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			36				36			24		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			50				16			56		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.04	1.00	0.96	0.96	1.00	1.00	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2	2	2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150			30	150		30	30	30	30
Detector 2 Size(ft)		20	6			20	6		20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lane Group	SBT	SBR
Lane Configurations	↓	↙
Traffic Volume (vph)	4	10
Future Volume (vph)	4	10
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	11
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.890	
Flt Protected		
Satd. Flow (prot)	1578	0
Flt Permitted		
Satd. Flow (perm)	1578	0
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	308	
Travel Time (s)	7.0	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.91	0.91
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	4	11
Shared Lane Traffic (%)		
Lane Group Flow (vph)	15	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	30	
Two way Left Turn Lane		
Headway Factor	1.09	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	50	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	30	
Detector 2 Size(ft)	20	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Extend (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	Prot	NA	Free	Split	NA	Prot	Split
Protected Phases	5	5	2		1	1	6		3	3	3	4
Permitted Phases				Free				Free				
Detector Phase	5	5	2		1	1	6		3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0		7.0	7.0	7.0	7.0
Minimum Split (s)	14.5	14.5	17.0		16.0	16.0	17.0		15.0	15.0	15.0	15.0
Total Split (s)	29.0	29.0	41.0		29.0	29.0	41.0		25.0	25.0	25.0	45.0
Total Split (%)	20.7%	20.7%	29.3%		20.7%	20.7%	29.3%		17.9%	17.9%	17.9%	32.1%
Maximum Green (s)	23.0	23.0	34.0		23.0	23.0	34.0		17.0	17.0	17.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	4.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	7.0				6.0	7.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	2.0	1.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			30.0				30.0					36.0
Pedestrian Calls (#/hr)			0				0					1
Act Effct Green (s)		6.1	80.0	140.0		10.5	86.7	140.0	8.4	8.4	8.4	15.1
Actuated g/C Ratio		0.04	0.57	1.00		0.08	0.62	1.00	0.06	0.06	0.06	0.11
v/c Ratio		0.25	0.50	0.06		0.46	0.45	0.11	0.30	0.22	0.20	0.33
Control Delay		81.4	6.7	0.1		68.1	18.3	0.1	70.7	65.0	67.0	57.7
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		81.4	6.7	0.1		68.1	18.3	0.1	70.7	65.0	67.0	57.7
LOS		F	A	A		E	B	A	E	E	E	E
Approach Delay			7.9				19.7			67.4		
Approach LOS			A				B			E		
Queue Length 50th (ft)		18	42	0		52	239	0	28	19	16	53
Queue Length 95th (ft)		m30	214	0		84	453	0	65	40	45	68
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		500		275	475			250
Base Capacity (vph)		556	2907	1648		548	3179	1647	194	355	178	863
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.06	0.50	0.06		0.21	0.45	0.11	0.15	0.11	0.10	0.13

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.50

Lane Group	↓	↙
Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	7.0	
Minimum Split (s)	15.0	
Total Split (s)	45.0	
Total Split (%)	32.1%	
Maximum Green (s)	37.0	
Yellow Time (s)	5.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	36.0	
Pedestrian Calls (#/hr)	1	
Act Effct Green (s)	15.1	
Actuated g/C Ratio	0.11	
v/c Ratio	0.09	
Control Delay	51.2	
Queue Delay	0.0	
Total Delay	51.2	
LOS	D	
Approach Delay	56.9	
Approach LOS	E	
Queue Length 50th (ft)	13	
Queue Length 95th (ft)	29	
Internal Link Dist (ft)	228	
Turn Bay Length (ft)		
Base Capacity (vph)	417	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.04	

Intersection Summary

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

05/23/2024

Intersection Signal Delay: 16.9

Intersection LOS: B







Intersection Capacity Utilization 74.9%

ICU Level of Service D

Analysis Period (min) 15













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









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

 Ø1 29 s	 Ø2 (R) 41 s	 Ø4 45 s	 Ø3 25 s
 Ø5 29 s	 Ø6 (R) 41 s		

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

PH1 B Saturday Midday peak hour
05/23/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	5	1369	55	8	75	1306	45	66	
Future Volume (vph)	5	1369	55	8	75	1306	45	66	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00			0.99		1.00		
Frt		0.994					0.920		
Flt Protected					0.950		0.980		
Satd. Flow (prot)	0	5050	0	0	1805	6408	1869	0	
Flt Permitted		0.934			0.950		0.980		
Satd. Flow (perm)	0	4717	0	0	1795	6408	1868	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		8					43		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Confl. Peds. (#/hr)			9		9		2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	0%	2%	2%	0%	0%	2%	2%	0%	
Adj. Flow (vph)	5	1456	59	9	80	1389	48	70	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1520	0	0	89	1389	118	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		0	1	2	1		
Detector Template	Left	Thru			Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		0	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		Prot	Prot	NA	Prot		
Protected Phases		6		5	5	2	3		1
Permitted Phases	6								
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	95.0	95.0		20.0	20.0	70.0	25.0		45.0
Total Split (%)	67.9%	67.9%		14.3%	14.3%	50.0%	17.9%		32%
Maximum Green (s)	88.0	88.0		13.3	13.3	63.0	17.3		37.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0				0.0	0.0		
Total Lost Time (s)		7.0				6.7	7.7		
Lead/Lag	Lag	Lag		Lead	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						1	3		
Act Effct Green (s)		96.3			10.8	96.1	11.5		
Actuated g/C Ratio		0.69			0.08	0.69	0.08		
v/c Ratio		0.47			0.64	0.32	0.61		
Control Delay		1.5			90.6	3.4	52.0		
Queue Delay		0.0			0.0	0.0	0.0		
Total Delay		1.6			90.6	3.4	52.0		
LOS		A			F	A	D		
Approach Delay		1.6				8.7	52.0		
Approach LOS		A				A	D		
Queue Length 50th (ft)		13			84	40	67		
Queue Length 95th (ft)		0			147	28	129		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3247			171	4397	268		
Starvation Cap Reductn		123			0	0	0		
Spillback Cap Reductn		0			0	0	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.49			0.52	0.32	0.44		

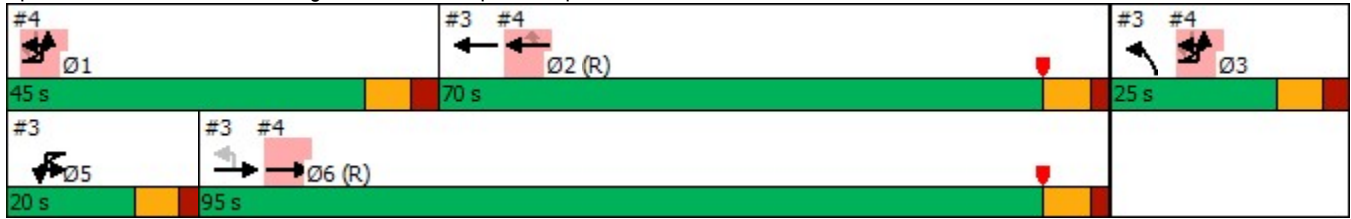
Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64

Intersection Signal Delay: 6.8
 Intersection Capacity Utilization 71.4%
 Analysis Period (min) 15













Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke










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

PH1 B Saturday Midday peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	17	7	1429	1347	9	0	6			
Future Volume (vph)	17	7	1429	1347	9	0	6			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.98		0.99			
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5085	5136	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3498	5085	5136	1641	0	2897			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		3			3		2			
Confl. Bikes (#/hr)							1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Heavy Vehicles (%)	0%	0%	2%	1%	0%	0%	0%			
Adj. Flow (vph)	18	8	1553	1464	10	0	7			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	26	1553	1464	10	0	7			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						

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

PH1 B Saturday Midday peak hour
 05/23/2024

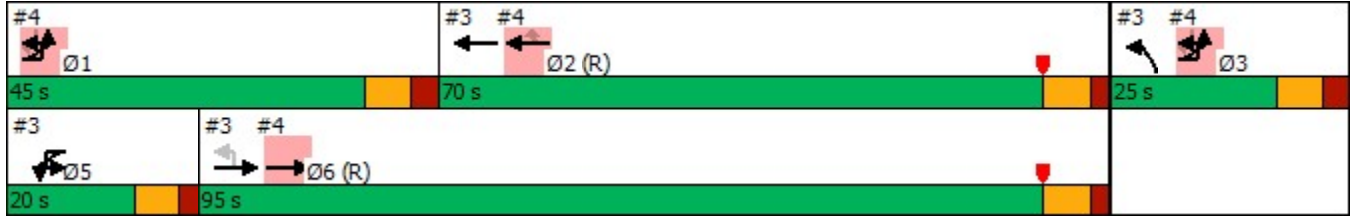
								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Detector 2 Channel										
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			95.0	70.0	70.0			45.0	25.0	20.0
Total Split (%)			67.9%	50.0%	50.0%			32%	18%	14%
Maximum Green (s)			88.0	63.0	63.0			37.3	17.3	13.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lag	Lag	Lag			Lead		Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				3	
Act Effct Green (s)		29.2	96.3	96.1	96.1		29.2			
Actuated g/C Ratio		0.21	0.69	0.69	0.69		0.21			
v/c Ratio		0.04	0.44	0.42	0.01		0.01			
Control Delay		40.0	7.0	2.1	1.8		41.3			
Queue Delay		0.0	0.0	0.1	0.0		0.0			
Total Delay		40.0	7.0	2.2	1.8		41.3			
LOS		D	A	A	A		D			
Approach Delay			7.6	2.1		41.3				
Approach LOS			A	A		D				
Queue Length 50th (ft)		10	138	24	0		2			
Queue Length 95th (ft)		m18	156	30	m2		10			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1387	3498	3524	1126		1148			
Starvation Cap Reductn		0	0	612	0		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.02	0.44	0.50	0.01		0.01			

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 5.0
 Intersection Capacity Utilization 48.2%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	121	949	90	45	276	830	219	89	225	149	225
Future Volume (vph)	5	121	949	90	45	276	830	219	89	225	149	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	250
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.91
Ped Bike Factor		1.00		0.99		1.00		0.99	1.00	1.00		
Frt				0.850				0.850		0.942		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3124	5036	1492	0	3502	5085	1561	1557	3184	0	1572
Flt Permitted		0.950				0.950			0.950	0.999		0.950
Satd. Flow (perm)	0	3120	5036	1471	0	3498	5085	1540	1555	3184	0	1572
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								231				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		4		2		2		4	2			
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	20%	4%	3%	1%	0%	0%	2%	0%	2%	3%	1%	1%
Adj. Flow (vph)	5	127	999	95	47	291	874	231	94	237	157	237
Shared Lane Traffic (%)									10%			28%
Lane Group Flow (vph)	0	132	999	95	0	338	874	231	85	403	0	171
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	262	123
Future Volume (vph)	262	123
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	0.91
Ped Bike Factor	1.00	0.99
Frt	0.995	0.850
Flt Protected	0.991	
Satd. Flow (prot)	3036	1407
Flt Permitted	0.991	
Satd. Flow (perm)	3036	1387
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	3%	1%
Adj. Flow (vph)	276	129
Shared Lane Traffic (%)		10%
Lane Group Flow (vph)	355	116
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	19	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		3	3		4
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		3	3		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	27.0	27.0	46.0	46.0	27.0	27.0	46.0		28.0	28.0		39.0
Total Split (%)	19.3%	19.3%	32.9%	32.9%	19.3%	19.3%	32.9%		20.0%	20.0%		27.9%
Maximum Green (s)	20.0	20.0	39.0	39.0	20.0	20.0	39.0		20.0	20.0		31.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0					7.0
Flash Dont Walk (s)			30.0	30.0			30.0					36.0
Pedestrian Calls (#/hr)			1	1			0					1
Act Effct Green (s)		10.3	49.1	49.1		17.3	56.1	140.0	19.9	19.9		23.8
Actuated g/C Ratio		0.07	0.35	0.35		0.12	0.40	1.00	0.14	0.14		0.17
v/c Ratio		0.58	0.57	0.18		0.78	0.43	0.15	0.39	0.89		0.64
Control Delay		67.2	48.0	45.4		91.6	32.1	0.2	60.2	81.7		64.7
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		67.2	48.0	45.4		91.6	32.1	0.2	60.2	81.7		64.7
LOS		E	D	D		F	C	A	E	F		E
Approach Delay			49.8				41.0			78.0		
Approach LOS			D				D			E		
Queue Length 50th (ft)		61	323	65		169	89	0	78	200		161
Queue Length 95th (ft)		101	305	113		208	337	0	140	#296		236
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			250
Base Capacity (vph)		446	1764	515		500	2036	1540	222	454		348
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.30	0.57	0.18		0.68	0.43	0.15	0.38	0.89		0.49







Intersection Summary





















Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Lane Group	↓	↙
	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	4	
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	39.0	39.0
Total Split (%)	27.9%	27.9%
Maximum Green (s)	31.0	31.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	23.8	23.8
Actuated g/C Ratio	0.17	0.17
v/c Ratio	0.69	0.49
Control Delay	61.3	58.9
Queue Delay	0.0	0.0
Total Delay	61.3	58.9
LOS	E	E
Approach Delay	61.8	
Approach LOS	E	
Queue Length 50th (ft)	179	106
Queue Length 95th (ft)	226	168
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		
Base Capacity (vph)	672	307
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.53	0.38
Intersection Summary		













Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 52.1
 Intersection Capacity Utilization 85.8%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

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

 Ø1 27 s	 Ø2 (R) 46 s	 Ø3 28 s	 Ø4 39 s
 Ø5 27 s	 Ø6 (R) 46 s		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	226	6	320	9	0	140	0	496	15	33	31	290
Future Volume (vph)	226	6	320	9	0	140	0	496	15	33	31	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		200	0		0		140	
Storage Lanes	2		1	1		1	0		0		1	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.88	1.00	0.86	0.86	0.95	1.00	0.95
Ped Bike Factor								1.00				
Fr't			0.850			0.850		0.996				
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	3467	1900	1583	1805	0	2842	0	6383	0	0	1805	3610
Flt Permitted	0.950			0.950							0.335	
Satd. Flow (perm)	3467	1900	1583	1805	0	2842	0	6383	0	0	636	3610
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			330			144		3				
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			464			581				476
Travel Time (s)		15.0			10.5			11.3				9.3
Confl. Bikes (#/hr)									3			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	2%	0%	0%	0%	2%	2%	0%	0%	0%	0%
Adj. Flow (vph)	233	6	330	9	0	144	0	511	15	34	32	299
Shared Lane Traffic (%)												
Lane Group Flow (vph)	233	6	330	9	0	144	0	526	0	0	66	299
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)								0.0				0.0

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

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Type	pm+pt	NA	Free	Prot		Perm		NA		pm+pt	pm+pt	NA
Protected Phases	3	8		7				2		1	1	6
Permitted Phases	8		Free			7				6	6	
Detector Phase	3	8		7		7		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	16.0	14.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	46.0	36.0		36.0		36.0		46.0		46.0	46.0	46.0
Total Split (%)	28.0%	22.0%		22.0%		22.0%		28.0%		28.0%	28.0%	28.0%
Maximum Green (s)	40.0	30.0		30.0		30.0		40.0		40.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0			6.0	6.0
Lead/Lag		Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)		6.0						6.0				6.0
Flash Dont Walk (s)		20.0						18.0				18.0
Pedestrian Calls (#/hr)		0						0				0
Act Effct Green (s)	12.4	8.3	51.8	9.7		9.7		20.6			27.0	27.0
Actuated g/C Ratio	0.24	0.16	1.00	0.19		0.19		0.40			0.52	0.52
v/c Ratio	0.28	0.02	0.21	0.03		0.22		0.21			0.14	0.16
Control Delay	17.9	23.7	0.3	22.6		6.5		12.4			7.6	7.1
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			0.0	0.0
Total Delay	17.9	23.7	0.3	22.6		6.5		12.4			7.6	7.1
LOS	B	C	A	C		A		B			A	A
Approach Delay		7.8			7.5			12.4				7.2
Approach LOS		A			A			B				A
Queue Length 50th (ft)	33	2	0	2		0		31			8	18
Queue Length 95th (ft)	58	12	0	15		25		67			32	54
Internal Link Dist (ft)		908			384			501				396
Turn Bay Length (ft)			700			200					140	
Base Capacity (vph)	3454	1135	1583	1078		1756		5087			1438	3610
Starvation Cap Reductn	0	0	0	0		0		0			0	0
Spillback Cap Reductn	0	0	0	0		0		0			0	0
Storage Cap Reductn	0	0	0	0		0		0			0	0
Reduced v/c Ratio	0.07	0.01	0.21	0.01		0.08		0.10			0.05	0.08

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 51.8
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.28
 Intersection Signal Delay: 9.1
 Intersection Capacity Utilization 53.5%

Intersection LOS: A
 ICU Level of Service A



Lane Group SBR

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

Intersection Summary













Analysis Period (min) 15

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	306	284	12	7	306	26	0	0	37
Future Volume (vph)	0	0	0	306	284	12	7	306	26	0	0	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0		220		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	0			50				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	0.95	0.97	0.95	1.00	1.00	0.95
Ped Bike Factor								1.00				1.00
Frt						0.850						0.979
Flt Protected				0.950	0.986			0.950				
Satd. Flow (prot)	0	0	0	1626	3190	1470	0	3468	3610	0	0	3527
Flt Permitted				0.950	0.986			0.950				
Satd. Flow (perm)	0	0	0	1626	3190	1470	0	3461	3610	0	0	3527
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						77						7
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			308				564			371
Travel Time (s)		10.1			4.7				11.0			8.4
Confl. Peds. (#/hr)								1				
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	356	330	14	8	356	30	0	0	43
Shared Lane Traffic (%)				37%		10%						
Lane Group Flow (vph)	0	0	0	224	463	13	0	364	30	0	0	50
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				56			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2			1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66			30
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				30	30	30	20	45	30			30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			

Lane Group	SBR	Ø8
Lane Configurations		
Traffic Volume (vph)	6	
Future Volume (vph)	6	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Peak Hour Factor	0.86	
Heavy Vehicles (%)	0%	
Adj. Flow (vph)	7	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Turn Type				Prot	NA	Perm	Prot	Prot	NA			NA
Protected Phases				7	4		5	5	2			6
Permitted Phases						4						
Detector Phase				7	4	4	5	5	2			6
Switch Phase												
Minimum Initial (s)				15.0	15.0	15.0	8.0	8.0	10.0			10.0
Minimum Split (s)				22.0	22.0	22.0	15.0	15.0	17.0			17.0
Total Split (s)				42.0	42.0	42.0	32.0	32.0	42.0			42.0
Total Split (%)				26.9%	26.9%	26.9%	20.5%	20.5%	26.9%			26.9%
Maximum Green (s)				35.0	35.0	35.0	25.0	25.0	35.0			35.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0			3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0			7.0
Lead/Lag				Lag			Lag	Lag				Lead
Lead-Lag Optimize?				Yes			Yes	Yes				Yes
Vehicle Extension (s)				5.0	5.0	5.0	5.0	5.0	5.0			5.0
Recall Mode				None	None	None	None	None	None			None
Walk Time (s)					7.0	7.0			7.0			7.0
Flash Dont Walk (s)					25.0	25.0			14.0			14.0
Pedestrian Calls (#/hr)					0	0			0			0
Act Effct Green (s)				27.9	32.5	32.5		17.2	25.6			12.0
Actuated g/C Ratio				0.37	0.44	0.44		0.23	0.34			0.16
v/c Ratio				0.37	0.36	0.02		0.46	0.02			0.09
Control Delay				25.8	16.9	0.1		32.3	20.5			36.2
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				25.8	16.9	0.1		32.3	20.5			36.2
LOS				C	B	A		C	C			D
Approach Delay					19.4				31.4			36.2
Approach LOS					B				C			D
Queue Length 50th (ft)				80	88	0		82	4			10
Queue Length 95th (ft)				257	138	0		180	19			36
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)				150				220				
Base Capacity (vph)				907	1910	1319		1383	3029			1972
Starvation Cap Reductn				0	0	0		0	0			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.25	0.24	0.01		0.26	0.01			0.03

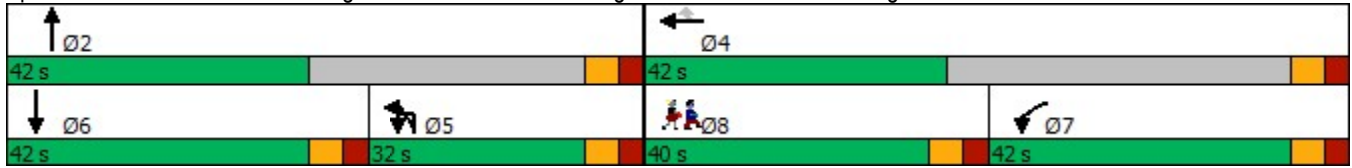
Intersection Summary












Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 74.7
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 24.3
 Intersection Capacity Utilization 47.6%
 Intersection LOS: C
 ICU Level of Service A

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

Analysis Period (min) 15

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



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	174	0	50	446	566	148
Future Volume (vph)	174	0	50	446	566	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	200			220
Storage Lanes	2	0	1			1
Taper Length (ft)	0		95			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor						
Frt						0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3367	0	1736	3505	3539	1568
Flt Permitted	0.950		0.432			
Satd. Flow (perm)	3367	0	789	3505	3539	1568
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						153
Link Speed (mph)	45			40	40	
Link Distance (ft)	204			578	1195	
Travel Time (s)	3.1			9.9	20.4	
Confl. Peds. (#/hr)		1				
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	0%	4%	3%	2%	3%
Adj. Flow (vph)	179	0	52	460	584	153
Shared Lane Traffic (%)						
Lane Group Flow (vph)	179	0	52	460	584	153
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Detector Phase	4		5	2	6	6
Switch Phase						
Minimum Initial (s)	8.0		3.0	20.0	20.0	20.0
Minimum Split (s)	14.0		9.0	26.0	26.0	26.0
Total Split (s)	31.0		23.0	26.0	26.0	26.0
Total Split (%)	38.8%		28.8%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0		17.0	20.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		2.0	0.2	0.2	0.2
Recall Mode	None		None	Min	Min	Min
Walk Time (s)	8.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	8.6		29.5	26.5	22.6	22.6
Actuated g/C Ratio	0.18		0.62	0.56	0.48	0.48
v/c Ratio	0.29		0.09	0.23	0.35	0.18
Control Delay	18.5		4.5	5.6	9.8	3.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	18.5		4.5	5.6	9.8	3.1
LOS	B		A	A	A	A
Approach Delay	18.5			5.5	8.4	
Approach LOS	B			A	A	
Queue Length 50th (ft)	17		1	27	35	0
Queue Length 95th (ft)	47		16	48	104	28
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	1809		1015	3134	1690	828
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.10		0.05	0.15	0.35	0.18

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 47.3
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.35
 Intersection Signal Delay: 8.6
 Intersection LOS: A

Intersection Capacity Utilization 42.0%
Analysis Period (min) 15

ICU Level of Service A

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



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	16	45	983	73	29	42	875	102	62	19	49	103
Future Volume (vph)	16	45	983	73	29	42	875	102	62	19	49	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.95		0.99		0.98		0.98	0.99	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.963		0.950
Satd. Flow (prot)	0	1635	5085	1507	0	1784	5085	1507	0	1682	1507	1685
Flt Permitted		0.950				0.950				0.772		0.702
Satd. Flow (perm)	0	1632	5085	1437	0	1760	5085	1484	0	1323	1487	1243
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		4		20		20		4	32		2	2
Confl. Bikes (#/hr)				1				1				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	6%	2%	2%	0%	0%	2%	2%	0%	2%	0%	0%	0%
Adj. Flow (vph)	16	46	1013	75	30	43	902	105	64	20	51	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	62	1013	75	0	73	902	105	0	84	51	106
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	9	45
Future Volume (vph)	9	45
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.96
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1773	1507
Flt Permitted		
Satd. Flow (perm)	1773	1452
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		32
Confl. Bikes (#/hr)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	9	46
Shared Lane Traffic (%)		
Lane Group Flow (vph)	9	46
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	61.0	61.0	61.0	15.0
Total Split (s)	32.0	32.0	61.0	61.0	32.0	32.0	61.0	61.0	47.0	47.0	47.0	47.0
Total Split (%)	22.9%	22.9%	43.6%	43.6%	22.9%	22.9%	43.6%	43.6%	33.6%	33.6%	33.6%	33.6%
Maximum Green (s)	26.0	26.0	53.0	53.0	26.0	26.0	53.0	53.0	39.0	39.0	39.0	39.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									7	7	7	1
Act Effct Green (s)		10.3	90.0	90.0		10.4	90.1	90.1		20.2	20.2	20.2
Actuated g/C Ratio		0.07	0.64	0.64		0.07	0.64	0.64		0.14	0.14	0.14
v/c Ratio		0.52	0.31	0.08		0.55	0.28	0.11		0.44	0.24	0.59
Control Delay		68.5	16.2	18.8		86.5	6.4	7.0		59.0	51.7	67.2
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		68.5	16.2	18.8		86.5	6.4	7.0		59.0	51.7	67.2
LOS		E	B	B		F	A	A		E	D	E
Approach Delay			19.2				11.9			56.3		
Approach LOS			B				B			E		
Queue Length 50th (ft)		58	86	18		66	63	20		73	43	94
Queue Length 95th (ft)		104	280	87		128	74	33		107	71	133
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		303	3269	923		331	3272	955		368	414	346
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.20	0.31	0.08		0.22	0.28	0.11		0.23	0.12	0.31

Intersection Summary



Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 33 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Lane Group	↓	↙
	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	47.0	47.0
Total Split (%)	33.6%	33.6%
Maximum Green (s)	39.0	39.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	20.2	20.2
Actuated g/C Ratio	0.14	0.14
v/c Ratio	0.04	0.22
Control Delay	44.8	51.1
Queue Delay	0.0	0.0
Total Delay	44.8	51.1
LOS	D	D
Approach Delay	61.3	
Approach LOS	E	
Queue Length 50th (ft)	7	39
Queue Length 95th (ft)	21	66
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	493	404
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.02	0.11
Intersection Summary		

Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 20.7
 Intersection Capacity Utilization 89.1%
 Analysis Period (min) 15






















Intersection LOS: C
 ICU Level of Service E

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

 Ø1 32 s	 Ø2 (R) 61 s	 Ø4 47 s
 Ø5 32 s	 Ø6 (R) 61 s	 Ø8 47 s

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

PH1 B Saturday Midday peak hour
 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	143	1006	7	4	7	862	125	7	14	16	91	4
Future Volume (vph)	143	1006	7	4	7	862	125	7	14	16	91	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		125		150		405	0		0	125	
Storage Lanes	2		1		1		1	0		0	1	
Taper Length (ft)	135				85			0			65	
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	0.95
Ped Bike Factor	1.00		0.98		1.00		0.97		1.00			0.98
Fr			0.850				0.850		0.941			0.859
Flt Protected	0.950				0.950				0.991		0.950	
Satd. Flow (prot)	3213	3505	1417	0	1805	3539	1553	0	1772	0	3502	1498
Flt Permitted	0.950				0.950				0.920		0.950	
Satd. Flow (perm)	3200	3505	1383	0	1798	3539	1512	0	1644	0	3502	1498
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							133					
Link Speed (mph)		40				40			30			40
Link Distance (ft)		498				580			260			400
Travel Time (s)		8.5				9.9			5.9			6.8
Confl. Peds. (#/hr)	11		3		3		11	5				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	9%	3%	14%	0%	0%	2%	4%	0%	0%	0%	0%	0%
Adj. Flow (vph)	152	1070	7	4	7	917	133	7	15	17	97	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	1070	7	0	11	917	133	0	39	0	97	69
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		44				56			0			40
Link Offset(ft)		11				0			-5			-15
Crosswalk Width(ft)		48				30			30			30
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2	1	1	2	2	1	1	2		2	2
Detector Template		Thru	Right	Left		Thru	Right	Left				
Leading Detector (ft)	55	100	6	20	55	100	6	20	55		55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	35	94			35	94			35		35	35
Detector 2 Size(ft)	20	6			20	6			20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0

Lane Group	SBR	Ø2
Lane Configurations		
Traffic Volume (vph)	125	
Future Volume (vph)	125	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	1	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor	0.98	
Frt	0.850	
Flt Protected		
Satd. Flow (prot)	1504	
Flt Permitted		
Satd. Flow (perm)	1479	
Right Turn on Red	No	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	5	
Peak Hour Factor	0.94	
Heavy Vehicles (%)	2%	
Adj. Flow (vph)	133	
Shared Lane Traffic (%)	49%	
Lane Group Flow (vph)	68	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	55	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	35	
Detector 2 Size(ft)	20	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split	NA
Protected Phases	1	5		3	3	2 3			7		4	4
Permitted Phases			5				2 3 4	7				
Detector Phase	1	5	5	3	3	2 3	2 3 4	7	7		4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0	7.0
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0	14.0
Total Split (s)	20.0	58.0	58.0	20.0	20.0			21.0	21.0		41.0	41.0
Total Split (%)	14.3%	41.4%	41.4%	14.3%	14.3%			15.0%	15.0%		29.3%	29.3%
Maximum Green (s)	13.0	51.0	51.0	13.0	13.0			14.0	14.0		34.0	34.0
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0				0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0		7.0				7.0		7.0	7.0
Lead/Lag	Lead			Lead	Lead						Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes						Yes	Yes
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None			None	None		None	None
Walk Time (s)											7.0	7.0
Flash Dont Walk (s)											35.0	35.0
Pedestrian Calls (#/hr)											4	4
Act Effct Green (s)	11.0	81.3	81.3		10.6	80.9	102.6		7.8		14.7	14.7
Actuated g/C Ratio	0.08	0.58	0.58		0.08	0.58	0.73		0.06		0.10	0.10
v/c Ratio	0.60	0.53	0.01		0.08	0.45	0.12		0.43		0.26	0.44
Control Delay	72.3	22.3	20.7		52.8	12.8	3.8		77.1		56.6	64.4
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	72.3	22.3	20.7		52.8	12.8	3.8		77.1		56.6	64.4
LOS	E	C	C		D	B	A		E		E	E
Approach Delay		28.5				12.1			77.1			61.2
Approach LOS		C				B			E			E
Queue Length 50th (ft)	70	291	3		9	102	0		35		43	65
Queue Length 95th (ft)	106	540	15		32	500	94		74		60	98
Internal Link Dist (ft)		418				500			180			320
Turn Bay Length (ft)	90		125		150		405				125	
Base Capacity (vph)	304	2034	802		167	2105	1305		164		850	363
Starvation Cap Reductn	0	0	0		0	0	0		0		0	0
Spillback Cap Reductn	0	0	0		0	0	0		0		0	0
Storage Cap Reductn	0	0	0		0	0	0		0		0	0
Reduced v/c Ratio	0.50	0.53	0.01		0.07	0.44	0.10		0.24		0.11	0.19

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 50 (36%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 25.4
 Intersection LOS: C












Lane Group	SBR	Ø2
Turn Type	Perm	
Protected Phases		2
Permitted Phases	4	
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	7.0	10.0
Minimum Split (s)	14.0	17.0
Total Split (s)	41.0	38.0
Total Split (%)	29.3%	27%
Maximum Green (s)	34.0	31.0
Yellow Time (s)	4.0	5.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.0	
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	1.0
Recall Mode	None	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	35.0	25.0
Pedestrian Calls (#/hr)	4	0
Act Effct Green (s)	14.7	
Actuated g/C Ratio	0.10	
v/c Ratio	0.44	
Control Delay	64.4	
Queue Delay	0.0	
Total Delay	64.4	
LOS	E	
Approach Delay		
Approach LOS		
Queue Length 50th (ft)	64	
Queue Length 95th (ft)	97	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	359	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.19	
Intersection Summary		







Intersection Capacity Utilization 68.6%
 Analysis Period (min) 15

ICU Level of Service C

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



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	273	344	208	1056	874	190
Future Volume (vph)	273	344	208	1056	874	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.973	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1599	1787	3505	3381	0
Flt Permitted	0.950		0.199			
Satd. Flow (perm)	3351	1599	374	3505	3381	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		9			33	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)			1			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	3%	4%	2%
Adj. Flow (vph)	284	358	217	1100	910	198
Shared Lane Traffic (%)						
Lane Group Flow (vph)	284	358	217	1100	1108	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	
Protected Phases	2	2 3	3	1 3	1	

Lane Group						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	31.0		19.0		26.0	
Total Split (%)	40.8%		25.0%		34.2%	
Maximum Green (s)	25.0		15.0		20.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	15.1	33.6	36.6	38.6	20.2	
Actuated g/C Ratio	0.23	0.51	0.56	0.59	0.31	
v/c Ratio	0.37	0.44	0.42	0.54	1.05	
Control Delay	22.4	11.5	10.1	10.2	66.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	22.4	11.5	10.1	10.2	66.5	
LOS	C	B	B	B	E	
Approach Delay	16.3			10.1	66.5	
Approach LOS	B			B	E	
Queue Length 50th (ft)	50	81	32	119	~255	
Queue Length 95th (ft)	79	136	86	226	#444	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1282	820	536	2020	1058	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.22	0.44	0.40	0.54	1.05	

Intersection Summary

Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 65.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 31.8
 Intersection Capacity Utilization 62.9%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.

Intersection LOS: C
 ICU Level of Service B










Queue shown is maximum after two cycles.

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

Splits and Phases: 55: Merrick Ave & Corporate Dr



Lane Group	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	NEL	NER	Ø1	Ø6	Ø8
Lane Configurations												
Traffic Volume (vph)	0	0	253	0	668	0	95	0	620			
Future Volume (vph)	0	0	253	0	668	0	95	0	620			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Storage Length (ft)		0		400		0	0	0	0			
Storage Lanes		0		1		0	2	0	4			
Taper Length (ft)				100		0		0				
Lane Util. Factor	1.00	1.00	0.97	1.00	0.91	1.00	0.88	1.00	0.64			
Frt							0.850		0.850			
Flt Protected			0.950									
Satd. Flow (prot)	0	0	3433	0	5136	0	2842	0	4014			
Flt Permitted			0.950									
Satd. Flow (perm)	0	0	3433	0	5136	0	2842	0	4014			
Right Turn on Red							Yes	Yes				
Satd. Flow (RTOR)							153					
Link Speed (mph)	30				50	30		50				
Link Distance (ft)	446				646	343		189				
Travel Time (s)	10.1				8.8	7.8		2.6				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Heavy Vehicles (%)	2%	2%	2%	0%	1%	2%	0%	2%	3%			
Adj. Flow (vph)	0	0	275	0	726	0	103	0	674			
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	275	0	726	0	103	0	674			
Enter Blocked Intersection	No	No	Yes	Yes	Yes	No	No	No	Yes			
Lane Alignment	Left	Right	Left	Left	Left	Left	R NA	Left	Left			
Median Width(ft)	30				40	4		40				
Link Offset(ft)	0				0	0		0				
Crosswalk Width(ft)	16				16	16		16				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)		9	15	15		15	9	50	50			
Number of Detectors			1		2		1		1			
Detector Template			Left		Thru		Right		Right			
Leading Detector (ft)			20		100		20		20			
Trailing Detector (ft)			0		0		0		0			
Detector 1 Position(ft)			0		0		0		0			
Detector 1 Size(ft)			20		6		20		20			
Detector 1 Type			Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)			0.0		0.0		0.0		0.0			
Detector 1 Queue (s)			0.0		0.0		0.0		0.0			
Detector 1 Delay (s)			0.0		0.0		0.0		0.0			
Detector 2 Position(ft)					94							
Detector 2 Size(ft)					6							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type			Prot		NA		pt+ov		Prot			
Protected Phases			1 8		6 8		8 1		2	1	6	8

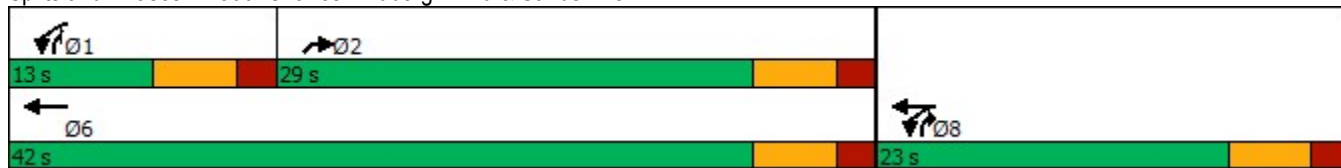
										Ø1	Ø6	Ø8
Lane Group	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	NEL	NER			
Permitted Phases							8					
Detector Phase			1 8		6 8		8 1		2			
Switch Phase												
Minimum Initial (s)									5.0	5.0	5.0	5.0
Minimum Split (s)									28.0	11.0	22.5	22.5
Total Split (s)									29.0	13.0	42.0	23.0
Total Split (%)									44.6%	20%	65%	35%
Maximum Green (s)									23.0	7.0	36.0	17.0
Yellow Time (s)									4.0	4.0	4.0	4.0
All-Red Time (s)									2.0	2.0	2.0	2.0
Lost Time Adjust (s)									0.0			
Total Lost Time (s)									6.0			
Lead/Lag									Lag	Lead		
Lead-Lag Optimize?									Yes	Yes		
Vehicle Extension (s)									3.0	3.0	3.0	3.0
Recall Mode									Min	None	None	None
Walk Time (s)									7.0			
Flash Dont Walk (s)									15.0			
Pedestrian Calls (#/hr)									0			
Act Effct Green (s)			23.6		51.2		23.6		15.5			
Actuated g/C Ratio			0.46		1.00		0.46		0.30			
v/c Ratio			0.17		0.14		0.07		0.56			
Control Delay			8.4		0.1		0.9		17.6			
Queue Delay			0.0		0.0		0.0		0.0			
Total Delay			8.4		0.1		0.9		17.6			
LOS			A		A		A		B			
Approach Delay					2.3	0.9		17.6				
Approach LOS					A	A		B				
Queue Length 50th (ft)			20		0		0		64			
Queue Length 95th (ft)			45		0		5		111			
Internal Link Dist (ft)	366				566	263		109				
Turn Bay Length (ft)			400									
Base Capacity (vph)			1611		5045		1415		1825			
Starvation Cap Reductn			0		0		0		0			
Spillback Cap Reductn			0		0		0		0			
Storage Cap Reductn			0		0		0		0			
Reduced v/c Ratio			0.17		0.14		0.07		0.37			

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 51.2
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 8.0
 Intersection Capacity Utilization 28.1%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A













Splits and Phases: 360: Charles Lindbergh Blvd & Sands Ave



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

PH1 B Saturday Midday peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	0	110	0	0	0	113	239	5	0	248	43
Future Volume (vph)	58	0	110	0	0	0	113	239	5	0	248	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	12	12	14	14	14
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99	0.99				1.00	1.00			1.00	1.00
Frt			0.850					0.997			0.980	
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1652	1233	0	1773	0	1546	1893	0	0	1954	0
Flt Permitted		0.757					0.557					
Satd. Flow (perm)	0	1304	1217	0	1773	0	905	1893	0	0	1954	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			124					2			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		443			168			322			194	
Travel Time (s)		10.1			3.8			7.3			4.4	
Confl. Peds. (#/hr)	5		1	1		5	3		5	5		3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	0%	10%	0%	0%	0%	9%	0%	0%	0%	1%	3%
Parking (#/hr)			0									
Adj. Flow (vph)	65	0	124	0	0	0	127	269	6	0	279	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	65	124	0	0	0	127	275	0	0	327	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			0	
Link Offset(ft)		0			20			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.25	1.09	1.09	1.09	1.09	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov				pm+pt	NA			NA	
Protected Phases		4	5		8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0		3.0	20.0		20.0	20.0	
Minimum Split (s)	25.0	25.0	9.0	16.0	16.0		9.0	26.0		26.0	26.0	
Total Split (s)	29.0	29.0	13.0	29.0	29.0		13.0	39.0		26.0	26.0	
Total Split (%)	42.6%	42.6%	19.1%	42.6%	42.6%		19.1%	57.4%		38.2%	38.2%	
Maximum Green (s)	23.0	23.0	7.0	23.0	23.0		7.0	33.0		20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lead/Lag			Lag				Lag			Lead	Lead	
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	0.2		0.2	0.2	
Recall Mode	None	None	None	None	None		None	Min		Min	Min	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		10.5	11.8				33.8	36.8			25.5	
Actuated g/C Ratio		0.22	0.24				0.69	0.76			0.52	
v/c Ratio		0.23	0.32				0.18	0.19			0.32	
Control Delay		21.1	4.9				5.8	4.8			12.3	
Queue Delay		0.0	0.0				0.0	0.0			0.0	
Total Delay		21.1	4.9				5.8	4.8			12.3	
LOS		C	A				A	A			B	
Approach Delay		10.5						5.1			12.3	
Approach LOS		B						A			B	
Queue Length 50th (ft)		18	0				15	36			73	
Queue Length 95th (ft)		47	23				35	68			138	
Internal Link Dist (ft)		363			88			242			114	
Turn Bay Length (ft)							100					
Base Capacity (vph)		632	411				733	1391			1030	
Starvation Cap Reductn		0	0				0	0			0	
Spillback Cap Reductn		0	0				0	0			0	
Storage Cap Reductn		0	0				0	0			0	
Reduced v/c Ratio		0.10	0.30				0.17	0.20			0.32	

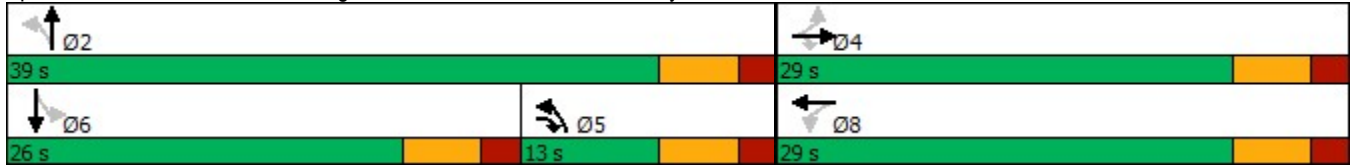
Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 48.7
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.32

Intersection Signal Delay: 8.8
 Intersection Capacity Utilization 56.9%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

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





Q-2 2027 Build Conditions

Q-2.5 Saturday Evening peak hour



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	15	19	860	63	10	25	1007	248	30	4	19	204
Future Volume (vph)	15	19	860	63	10	25	1007	248	30	4	19	204
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	11	12	13	13	12	12	10
Storage Length (ft)		275		225		500		275	475		0	250
Storage Lanes		2		1		2		1	1		1	1
Taper Length (ft)		75				195			80			75
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.86	0.91	0.97
Flt Protected		0.950		0.850		0.950		0.850	0.950	0.973	0.850	0.950
Satd. Flow (prot)	0	2169	5187	1669	0	3385	5136	1669	1697	3004	1400	3268
Flt Permitted		0.950				0.950			0.950	0.973		0.950
Satd. Flow (perm)	0	2169	5187	1669	0	3385	5136	1669	1697	3004	1400	3268
Right Turn on Red				Yes				Yes			No	
Satd. Flow (RTOR)				203				208				
Link Speed (mph)			50				50			40		
Link Distance (ft)			413				657			646		
Travel Time (s)			5.6				9.0			11.0		
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	100%	0%	0%	0%	0%	1%	0%	0%	0%	5%	0%
Adj. Flow (vph)	18	23	1036	76	12	30	1213	299	36	5	23	246
Shared Lane Traffic (%)									50%		37%	
Lane Group Flow (vph)	0	41	1036	76	0	42	1213	299	18	32	14	246
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			36				36			24		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			50				16			56		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.04	1.00	0.96	0.96	1.00	1.00	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2	2	2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150			30	150		30	30	30	30
Detector 2 Size(ft)		20	6			20	6		20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	Prot	NA	Free	Split	NA	Prot	Split

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	P	
Traffic Volume (vph)	3	22
Future Volume (vph)	3	22
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	11
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.869	
Flt Protected		
Satd. Flow (prot)	1541	0
Flt Permitted		
Satd. Flow (perm)	1541	0
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	308	
Travel Time (s)	7.0	
Peak Hour Factor	0.83	0.83
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	4	27
Shared Lane Traffic (%)		
Lane Group Flow (vph)	31	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	30	
Two way Left Turn Lane		
Headway Factor	1.09	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	50	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	30	
Detector 2 Size(ft)	20	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Protected Phases	5	5	2		1	1	6		3	3	3	4
Permitted Phases				Free				Free				
Detector Phase	5	5	2		1	1	6		3	3	3	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0		7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	16.0	17.0		15.0	15.0	15.0	15.0
Total Split (s)	29.0	29.0	41.0		29.0	29.0	41.0		25.0	25.0	25.0	45.0
Total Split (%)	20.7%	20.7%	29.3%		20.7%	20.7%	29.3%		17.9%	17.9%	17.9%	32.1%
Maximum Green (s)	23.0	23.0	34.0		23.0	23.0	34.0		17.0	17.0	17.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	4.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0		3.0	3.0	3.0	3.0
Lost Time Adjust (s)		0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	7.0				6.0	7.0	8.0	8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	2.0	1.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None	None	None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			30.0				30.0					36.0
Pedestrian Calls (#/hr)			0				0					0
Act Effct Green (s)		7.2	83.7	140.0		10.0	85.5	140.0	7.6	7.6	7.6	15.9
Actuated g/C Ratio		0.05	0.60	1.00		0.07	0.61	1.00	0.05	0.05	0.05	0.11
v/c Ratio		0.37	0.33	0.05		0.17	0.39	0.18	0.20	0.20	0.18	0.66
Control Delay		99.6	6.9	0.0		63.0	16.3	0.2	68.0	65.8	68.5	68.1
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		99.6	6.9	0.0		63.0	16.3	0.2	68.0	65.8	68.5	68.1
LOS		F	A	A		E	B	A	E	E	E	E
Approach Delay			9.7				14.5			67.0		
Approach LOS			A				B			E		
Queue Length 50th (ft)		19	131	0		19	214	0	17	16	13	112
Queue Length 95th (ft)		38	138	0		36	261	0	42	34	36	140
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		500		275	475			250
Base Capacity (vph)		356	3101	1669		556	3135	1669	206	364	170	863
Starvation Cap Reductn		0	0	0		0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0		0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.12	0.33	0.05		0.08	0.39	0.18	0.09	0.09	0.08	0.29







Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 18.5
 Intersection Capacity Utilization 50.3%
 Intersection LOS: B
 ICU Level of Service A

	↓	↙
Lane Group	SBT	SBR
Protected Phases	4	
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	7.0	
Minimum Split (s)	15.0	
Total Split (s)	45.0	
Total Split (%)	32.1%	
Maximum Green (s)	37.0	
Yellow Time (s)	5.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	36.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	15.9	
Actuated g/C Ratio	0.11	
v/c Ratio	0.18	
Control Delay	57.0	
Queue Delay	0.0	
Total Delay	57.0	
LOS	E	
Approach Delay	66.8	
Approach LOS	E	
Queue Length 50th (ft)	26	
Queue Length 95th (ft)	53	
Internal Link Dist (ft)	228	
Turn Bay Length (ft)		
Base Capacity (vph)	407	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.08	
Intersection Summary		



















Analysis Period (min) 15









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

 Ø1	 Ø2 (R)	 Ø4	 Ø3
29 s	41 s	45 s	25 s
 Ø5	 Ø6 (R)		
29 s	41 s		

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

PH1 B Saturday Evening peak hour
05/23/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations		  				   	 		
Traffic Volume (vph)	1	902	43	3	70	1001	34	53	
Future Volume (vph)	1	902	43	3	70	1001	34	53	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Frt		0.993					0.918		
Flt Protected					0.950		0.981		
Satd. Flow (prot)	0	5102	0	0	1805	6471	1882	0	
Flt Permitted		0.939			0.950		0.981		
Satd. Flow (perm)	0	4791	0	0	1805	6471	1882	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		10					45		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Heavy Vehicles (%)	0%	1%	0%	0%	0%	1%	0%	0%	
Adj. Flow (vph)	1	970	46	3	75	1076	37	57	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1017	0	0	78	1076	94	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		0	1	2	1		
Detector Template	Left	Thru			Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		0	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		Prot	Prot	NA	Prot		

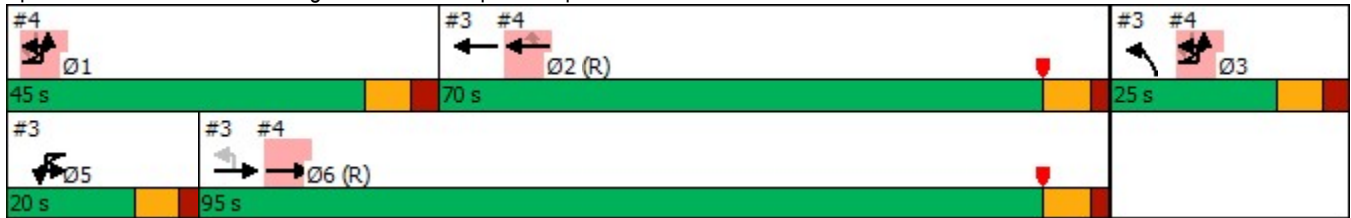
									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Protected Phases		6		5	5	2	3		1
Permitted Phases	6								
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	95.0	95.0		20.0	20.0	70.0	25.0		45.0
Total Split (%)	67.9%	67.9%		14.3%	14.3%	50.0%	17.9%		32%
Maximum Green (s)	88.0	88.0		13.3	13.3	63.0	17.3		37.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		
Total Lost Time (s)		7.0			6.7	7.0	7.7		
Lead/Lag	Lag	Lag		Lead	Lead	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						0	0		
Act Effct Green (s)		98.5			10.4	98.0	9.6		
Actuated g/C Ratio		0.70			0.07	0.70	0.07		
v/c Ratio		0.30			0.58	0.24	0.55		
Control Delay		1.2			88.9	3.3	46.1		
Queue Delay		0.1			0.0	0.0	0.0		
Total Delay		1.3			88.9	3.3	46.1		
LOS		A			F	A	D		
Approach Delay		1.3				9.1	46.1		
Approach LOS		A				A	D		
Queue Length 50th (ft)		0			76	25	44		
Queue Length 95th (ft)		0			133	29	101		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3374			175	4527	272		
Starvation Cap Reductn		1137			0	0	0		
Spillback Cap Reductn		0			0	0	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.45			0.45	0.24	0.35		

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 7.1
 Intersection Capacity Utilization 56.8%
 Intersection LOS: A
 ICU Level of Service B













Analysis Period (min) 15

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke



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

PH1 B Saturday Evening peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	11	2	945	1031	4	0	4			
Future Volume (vph)	11	2	945	1031	4	0	4			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Fr					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5136	5136	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3502	5136	5136	1669	0	2937			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Heavy Vehicles (%)	0%	0%	1%	1%	0%	0%	0%			
Adj. Flow (vph)	13	2	1074	1172	5	0	5			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	15	1074	1172	5	0	5			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			

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

PH1 B Saturday Evening peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Protected Phases	1 3	1 3	6	2				1	3	5
Permitted Phases					2		1 3			
Detector Phase	1 3	1 3	6	2	2		1 3			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			95.0	70.0	70.0			45.0	25.0	20.0
Total Split (%)			67.9%	50.0%	50.0%			32%	18%	14%
Maximum Green (s)			88.0	63.0	63.0			37.3	17.3	13.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lag	Lag	Lag			Lead		Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				0	0				0	
Act Effct Green (s)		27.3	98.5	98.0	98.0		27.3			
Actuated g/C Ratio		0.20	0.70	0.70	0.70		0.20			
v/c Ratio		0.02	0.30	0.33	0.00		0.01			
Control Delay		45.6	5.9	1.9	2.0		43.5			
Queue Delay		0.0	0.0	0.2	0.0		0.0			
Total Delay		45.6	5.9	2.1	2.0		43.5			
LOS		D	A	A	A		D			
Approach Delay			6.5	2.1		43.5				
Approach LOS			A	A		D				
Queue Length 50th (ft)		6	86	21	0		2			
Queue Length 95th (ft)		m15	104	26	m1		8			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1338	3614	3593	1167		1122			
Starvation Cap Reductn		0	0	1241	0		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.01	0.30	0.50	0.00		0.00			

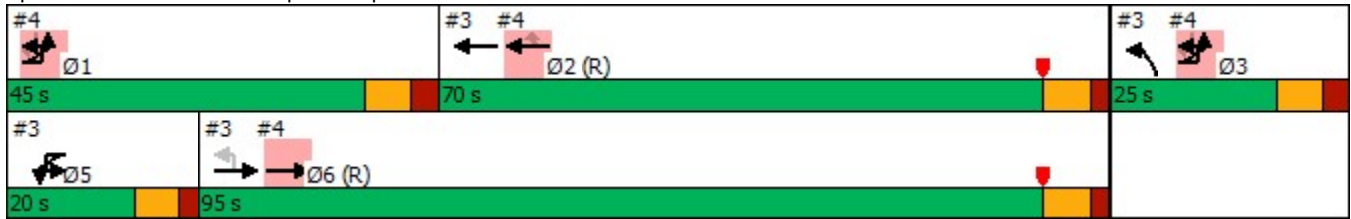
Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 4.3
 Intersection Capacity Utilization 40.5%
 Intersection LOS: A
 ICU Level of Service A

Analysis Period (min) 15













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

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	98	601	63	35	170	757	84	67	145	93	138	193
Future Volume (vph)	98	601	63	35	170	757	84	67	145	93	138	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	10	12	12	12	11	11	12	12	11	11
Storage Length (ft)	245		205		155		300	75		160	250	
Storage Lanes	2		1		2		1	1		0	1	
Taper Length (ft)	215				140			115			70	
Lane Util. Factor	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.91	0.86
Ped Bike Factor			0.98		1.00			0.99	1.00			1.00
Frt			0.850				0.850		0.943			0.994
Flt Protected	0.950				0.950			0.950	0.999		0.950	0.994
Satd. Flow (prot)	3236	5136	1507	0	3502	5136	1531	1542	3236	0	1572	3062
Flt Permitted	0.950				0.950			0.950	0.999		0.950	0.994
Satd. Flow (perm)	3236	5136	1483	0	3491	5136	1531	1533	3235	0	1572	3062
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							210					
Link Speed (mph)		50				50			30			35
Link Distance (ft)		1582				1065			403			1000
Travel Time (s)		21.6				14.5			9.2			19.5
Confl. Peds. (#/hr)			4		4			8				
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	0%	0%	0%	1%	2%	3%	1%	0%	1%	2%
Adj. Flow (vph)	109	668	70	39	189	841	93	74	161	103	153	214
Shared Lane Traffic (%)								10%			20%	
Lane Group Flow (vph)	109	668	70	0	228	841	93	67	271	0	122	256
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		24				24			28			19
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		32				32			16			32
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04	1.04
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2	1	1	2	2	1	2	2		2	2
Detector Template			Right	Left			Right					
Leading Detector (ft)	50	156	6	20	50	156	6	50	50		50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	30	150			30	150		30	30		30	30
Detector 2 Size(ft)	20	6			20	6		20	20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	96
Future Volume (vph)	96
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.91
Ped Bike Factor	0.98
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1407
Flt Permitted	
Satd. Flow (perm)	1379
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	8
Peak Hour Factor	0.90
Heavy Vehicles (%)	1%
Adj. Flow (vph)	107
Shared Lane Traffic (%)	10%
Lane Group Flow (vph)	96
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	2
Detector Template	
Leading Detector (ft)	50
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	30
Detector 2 Size(ft)	20
Detector 2 Type	Cl+Ex
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Turn Type	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split	NA
Protected Phases	1	6		5	5	2		3	3		4	4
Permitted Phases			6				Free					
Detector Phase	1	6	6	5	5	2		3	3		4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0	7.0
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0	15.0
Total Split (s)	27.0	46.0	46.0	27.0	27.0	46.0		28.0	28.0		39.0	39.0
Total Split (%)	19.3%	32.9%	32.9%	19.3%	19.3%	32.9%		20.0%	20.0%		27.9%	27.9%
Maximum Green (s)	20.0	39.0	39.0	20.0	20.0	39.0		20.0	20.0		31.0	31.0
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0	5.0
All-Red Time (s)	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0	4.0
Recall Mode	None	C-Max	C-Max	None	None	C-Max		None	None		None	None
Walk Time (s)		7.0	7.0			7.0					7.0	7.0
Flash Dont Walk (s)		30.0	30.0			30.0					36.0	36.0
Pedestrian Calls (#/hr)		3	3			0					0	0
Act Effct Green (s)	9.1	60.5	60.5		13.5	64.9	140.0	17.4	17.4		18.6	18.6
Actuated g/C Ratio	0.06	0.43	0.43		0.10	0.46	1.00	0.12	0.12		0.13	0.13
v/c Ratio	0.52	0.30	0.11		0.68	0.35	0.06	0.35	0.67		0.59	0.63
Control Delay	69.6	29.2	31.2		87.0	20.4	0.1	60.7	67.1		67.8	64.0
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	69.6	29.2	31.2		87.0	20.4	0.1	60.7	67.1		67.8	64.0
LOS	E	C	C		F	C	A	E	E		E	E
Approach Delay		34.5				31.8			65.8			65.4
Approach LOS		C				C			E			E
Queue Length 50th (ft)	49	116	33		114	85	0	62	131		117	130
Queue Length 95th (ft)	82	202	87		159	199	0	115	180		182	173
Internal Link Dist (ft)		1502				985			323			920
Turn Bay Length (ft)	245		205		155		300	75			250	
Base Capacity (vph)	462	2220	641		500	2380	1531	220	462		348	678
Starvation Cap Reductn	0	0	0		0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0		0	0
Reduced v/c Ratio	0.24	0.30	0.11		0.46	0.35	0.06	0.30	0.59		0.35	0.38

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68





Lane Group	SBR
Detector 2 Extend (s)	0.0
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	15.0
Total Split (s)	39.0
Total Split (%)	27.9%
Maximum Green (s)	31.0
Yellow Time (s)	5.0
All-Red Time (s)	3.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	8.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	4.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	36.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	18.6
Actuated g/C Ratio	0.13
v/c Ratio	0.52
Control Delay	66.1
Queue Delay	0.0
Total Delay	66.1
LOS	E
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	91
Queue Length 95th (ft)	150
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	305
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.31





























Intersection Summary

Intersection Signal Delay: 42.4
 Intersection Capacity Utilization 81.4%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service D

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

 Ø1 27 s	 Ø2 (R) 46 s	 Ø3 28 s	 Ø4 39 s
 Ø5 27 s	 Ø6 (R) 46 s		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	 		 	 		 		  			 	 
Traffic Volume (vph)	120	23	215	18	0	219	0	268	48	6	58	203
Future Volume (vph)	120	23	215	18	0	219	0	268	48	6	58	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		200	0		0		140	
Storage Lanes	2		1	1		1	0		0		1	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.88	1.00	0.86	0.86	0.95	1.00	0.95
Ped Bike Factor			0.99	0.99		0.99		1.00				
Frt			0.850			0.850		0.977				
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	3467	1900	1615	1805	0	2842	0	6319	0	0	1805	3574
Flt Permitted	0.950			0.950							0.385	
Satd. Flow (perm)	3467	1900	1593	1792	0	2801	0	6319	0	0	732	3574
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			276			281		26				
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			467			581				476
Travel Time (s)		15.0			10.6			11.3				9.3
Confl. Peds. (#/hr)			4	4								
Confl. Bikes (#/hr)			2			2			2			
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	2%	1%	0%	0%	0%	1%
Adj. Flow (vph)	154	29	276	23	0	281	0	344	62	8	74	260
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	29	276	23	0	281	0	406	0	0	82	260
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	pm+pt	NA	Free	Prot		Perm		NA		pm+pt	pm+pt	NA
Protected Phases	3	8		7				2		1	1	6
Permitted Phases	8		Free			7				6	6	
Detector Phase	3	8		7		7		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	16.0	14.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	46.0	36.0		36.0		36.0		46.0		46.0	46.0	46.0
Total Split (%)	28.0%	22.0%		22.0%		22.0%		28.0%		28.0%	28.0%	28.0%
Maximum Green (s)	40.0	30.0		30.0		30.0		40.0		40.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0			6.0	6.0
Lead/Lag		Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	3.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)		6.0						6.0				6.0
Flash Dont Walk (s)		20.0						18.0				18.0
Pedestrian Calls (#/hr)		0						1				0
Act Effct Green (s)	14.6	8.3	57.8	9.9		9.9		21.4			30.8	30.8
Actuated g/C Ratio	0.25	0.14	1.00	0.17		0.17		0.37			0.53	0.53
v/c Ratio	0.18	0.11	0.17	0.07		0.39		0.17			0.16	0.14
Control Delay	18.1	27.6	0.2	26.5		6.2		13.7			8.6	7.8
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			0.0	0.0
Total Delay	18.1	27.6	0.2	26.5		6.2		13.7			8.6	7.8
LOS	B	C	A	C		A		B			A	A
Approach Delay		7.9			7.7			13.7				8.0
Approach LOS		A			A			B				A
Queue Length 50th (ft)	22	8	0	6		0		22			10	16
Queue Length 95th (ft)	39	30	0	25		21		44			32	41
Internal Link Dist (ft)		908			387			501				396
Turn Bay Length (ft)			700			200					140	
Base Capacity (vph)	3393	1023	1593	972		1638		4546			1296	3574
Starvation Cap Reductn	0	0	0	0		0		0			0	0
Spillback Cap Reductn	0	0	0	0		0		0			0	0
Storage Cap Reductn	0	0	0	0		0		0			0	0
Reduced v/c Ratio	0.05	0.03	0.17	0.02		0.17		0.09			0.06	0.07

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 57.8
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.39
 Intersection Signal Delay: 9.5
 Intersection LOS: A



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Capacity Utilization 56.2%

ICU Level of Service B













Analysis Period (min) 15

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	255	171	1	8	185	6	0	0	3
Future Volume (vph)	0	0	0	255	171	1	8	185	6	0	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0		220		0	0	
Storage Lanes	0		0	1		1		1		0	0	
Taper Length (ft)	0			50				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	0.95	0.97	0.95	1.00	1.00	0.95
Ped Bike Factor						0.99		1.00				0.99
Frt						0.850						0.910
Flt Protected				0.950	0.980			0.950				
Satd. Flow (prot)	0	0	0	1626	3152	1470	0	3469	3610	0	0	3257
Flt Permitted				0.950	0.980			0.950				
Satd. Flow (perm)	0	0	0	1626	3152	1450	0	3461	3610	0	0	3257
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						77						509
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			308				564			371
Travel Time (s)		10.1			4.7				11.0			8.4
Confl. Peds. (#/hr)								1				
Confl. Bikes (#/hr)						3						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	307	206	1	10	223	7	0	0	4
Shared Lane Traffic (%)				45%		10%						
Lane Group Flow (vph)	0	0	0	169	344	1	0	233	7	0	0	10
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				56			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2			1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66			30
Trailing Detector (ft)				0	0	0	0	0	0			0
Detector 1 Position(ft)				0	0	0	0	0	0			0
Detector 1 Size(ft)				30	30	30	20	45	30			30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												

Lane Group	SBR	Ø8
Lane Configurations		
Traffic Volume (vph)	5	
Future Volume (vph)	5	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red	Yes	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Confl. Bikes (#/hr)		
Peak Hour Factor	0.83	
Heavy Vehicles (%)	0%	
Adj. Flow (vph)	6	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			
Turn Type				Prot	NA	Perm	Prot	Prot	NA			NA
Protected Phases				7	4		5	5	2			6
Permitted Phases						4						
Detector Phase				7	4	4	5	5	2			6
Switch Phase												
Minimum Initial (s)				15.0	15.0	15.0	8.0	8.0	10.0			10.0
Minimum Split (s)				22.0	22.0	22.0	15.0	15.0	17.0			17.0
Total Split (s)				42.0	42.0	42.0	32.0	32.0	42.0			42.0
Total Split (%)				26.9%	26.9%	26.9%	20.5%	20.5%	26.9%			26.9%
Maximum Green (s)				35.0	35.0	35.0	25.0	25.0	35.0			35.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0			4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0			3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0			7.0
Lead/Lag				Lag			Lag	Lag				Lead
Lead-Lag Optimize?				Yes			Yes	Yes				Yes
Vehicle Extension (s)				5.0	5.0	5.0	5.0	5.0	5.0			5.0
Recall Mode				None	None	None	None	None	None			None
Walk Time (s)					7.0	7.0			7.0			7.0
Flash Dont Walk (s)					25.0	25.0			14.0			14.0
Pedestrian Calls (#/hr)					0	0			0			0
Act Effct Green (s)				18.9	18.9	18.9		11.6	13.7			10.7
Actuated g/C Ratio				0.40	0.40	0.40		0.24	0.29			0.22
v/c Ratio				0.26	0.27	0.00		0.28	0.01			0.01
Control Delay				12.1	11.1	0.0		18.3	12.7			0.0
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				12.1	11.1	0.0		18.3	12.7			0.0
LOS				B	B	A		B	B			A
Approach Delay					11.4				18.1			
Approach LOS					B				B			
Queue Length 50th (ft)				26	28	0		21	0			0
Queue Length 95th (ft)				94	85	0		75	4			0
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)				150				220				
Base Capacity (vph)				1283	2058	1441		1955	3513			2677
Starvation Cap Reductn				0	0	0		0	0			0
Spillback Cap Reductn				0	0	0		0	0			0
Storage Cap Reductn				0	0	0		0	0			0
Reduced v/c Ratio				0.13	0.17	0.00		0.12	0.00			0.00

Intersection Summary

Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 47.6
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.28
 Intersection Signal Delay: 13.4
 Intersection LOS: B

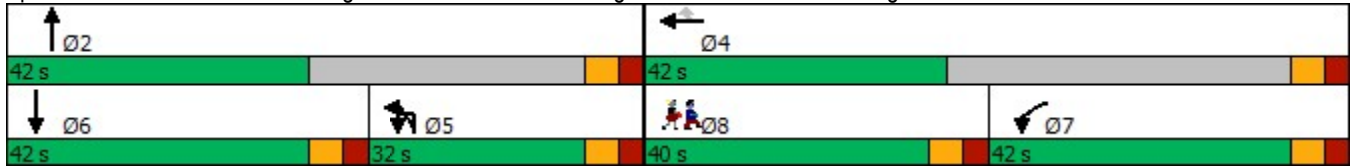
Lane Group	SBR	Ø8
Detector 2 Extend (s)		
Turn Type		
Protected Phases		8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		1.0
Minimum Split (s)		39.0
Total Split (s)		40.0
Total Split (%)		26%
Maximum Green (s)		33.0
Yellow Time (s)		4.0
All-Red Time (s)		3.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lead
Lead-Lag Optimize?		Yes
Vehicle Extension (s)		0.2
Recall Mode		None
Walk Time (s)		7.0
Flash Dont Walk (s)		25.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Intersection Capacity Utilization 45.3%

ICU Level of Service A

Analysis Period (min) 15

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



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

PH1 B Saturday Evening peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	15	635	59	15	23	819	61	34	10	34	79
Future Volume (vph)	6	15	635	59	15	23	819	61	34	10	34	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.98		1.00				1.00	0.99	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.963		0.950
Satd. Flow (prot)	0	1685	5136	1507	0	1805	5085	1478	0	1669	1507	1685
Flt Permitted		0.950				0.950				0.764		0.725
Satd. Flow (perm)	0	1685	5136	1475	0	1803	5085	1478	0	1318	1488	1285
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)				1		1			7		1	1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	2%	2%	3%	0%	0%	0%
Adj. Flow (vph)	7	17	706	66	17	26	910	68	38	11	38	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	706	66	0	43	910	68	0	49	38	88
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	14	25
Future Volume (vph)	14	25
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1773	1507
Flt Permitted		
Satd. Flow (perm)	1773	1480
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		7
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	16	28
Shared Lane Traffic (%)		
Lane Group Flow (vph)	16	28
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	15.0	15.0	15.0	15.0
Total Split (s)	32.0	32.0	61.0	61.0	32.0	32.0	61.0	61.0	47.0	47.0	47.0	47.0
Total Split (%)	22.9%	22.9%	43.6%	43.6%	22.9%	22.9%	43.6%	43.6%	33.6%	33.6%	33.6%	33.6%
Maximum Green (s)	26.0	26.0	53.0	53.0	26.0	26.0	53.0	53.0	39.0	39.0	39.0	39.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									0	0	0	0
Act Effct Green (s)		7.7	97.2	97.2		8.4	100.6	100.6		15.0	15.0	15.0
Actuated g/C Ratio		0.06	0.69	0.69		0.06	0.72	0.72		0.11	0.11	0.11
v/c Ratio		0.26	0.20	0.06		0.40	0.25	0.06		0.35	0.24	0.64
Control Delay		69.3	7.0	7.6		76.1	3.9	4.1		62.9	58.7	79.8
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		69.3	7.0	7.6		76.1	3.9	4.1		62.9	58.7	79.8
LOS		E	A	A		E	A	A		E	E	E
Approach Delay			9.0				7.0			61.1		
Approach LOS			A				A			E		
Queue Length 50th (ft)		22	61	16		38	55	11		42	32	78
Queue Length 95th (ft)		57	73	29		82	64	20		81	66	132
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		312	3565	1023		335	3653	1061		367	414	357
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.08	0.20	0.06		0.13	0.25	0.06		0.13	0.09	0.25

Intersection Summary




Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 33 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	47.0	47.0
Total Split (%)	33.6%	33.6%
Maximum Green (s)	39.0	39.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	15.0	15.0
Actuated g/C Ratio	0.11	0.11
v/c Ratio	0.08	0.18
Control Delay	54.4	57.0
Queue Delay	0.0	0.0
Total Delay	54.4	57.0
LOS	D	E
Approach Delay	71.9	
Approach LOS	E	
Queue Length 50th (ft)	13	24
Queue Length 95th (ft)	35	53
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	493	412
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.03	0.07
Intersection Summary		

Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 14.3
 Intersection Capacity Utilization 67.6%
 Analysis Period (min) 15





















Intersection LOS: B
 ICU Level of Service C

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

 Ø1 32 s	 Ø2 (R) 61 s	 Ø4 47 s
 Ø5 32 s	 Ø6 (R) 61 s	 Ø8 47 s

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

PH1 B Saturday Evening peak hour
 05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	82	642	2	6	1	785	92	1	3	0	67
Future Volume (vph)	3	82	642	2	6	1	785	92	1	3	0	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		90		125		150		405	0		0	125
Storage Lanes		2		1		1		1	0		0	1
Taper Length (ft)		135				85			0			65
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97
Ped Bike Factor		1.00						0.99		1.00		
Fr t				0.850				0.850				
Flt Protected		0.950				0.950				0.988		0.950
Satd. Flow (prot)	0	3165	3574	1615	0	1805	3574	1553	0	1877	0	3502
Flt Permitted		0.950				0.950						0.950
Satd. Flow (perm)	0	3164	3574	1615	0	1805	3574	1532	0	1898	0	3502
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								99				
Link Speed (mph)			40				40			30		
Link Distance (ft)			498				580			260		
Travel Time (s)			8.5				9.9			5.9		
Confl. Peds. (#/hr)		1						1	4			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	11%	1%	0%	0%	0%	1%	4%	0%	0%	0%	0%
Adj. Flow (vph)	3	88	690	2	6	1	844	99	1	3	0	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	690	2	0	7	844	99	0	4	0	72
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			44				56			0		
Link Offset(ft)			11				0			-5		
Crosswalk Width(ft)			48				30			30		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2		2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	6	20	55	100	6	20	55		55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		35	94			35	94			35		35
Detector 2 Size(ft)		20	6			20	6			20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0			0.0	0.0			0.0		0.0

	↓	↙	
Lane Group	SBT	SBR	Ø2
Lane Configurations	P	P	
Traffic Volume (vph)	2	127	
Future Volume (vph)	2	127	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		1	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Ped Bike Factor	0.98	0.98	
Frt	0.854	0.850	
Flt Protected			
Satd. Flow (prot)	1489	1504	
Flt Permitted			
Satd. Flow (perm)	1489	1480	
Right Turn on Red		No	
Satd. Flow (RTOR)			
Link Speed (mph)	40		
Link Distance (ft)	400		
Travel Time (s)	6.8		
Confl. Peds. (#/hr)		4	
Peak Hour Factor	0.93	0.93	
Heavy Vehicles (%)	0%	2%	
Adj. Flow (vph)	2	137	
Shared Lane Traffic (%)		49%	
Lane Group Flow (vph)	69	70	
Enter Blocked Intersection	No	No	
Lane Alignment	Left	Right	
Median Width(ft)	40		
Link Offset(ft)	-15		
Crosswalk Width(ft)	30		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	
Turning Speed (mph)		9	
Number of Detectors	2	2	
Detector Template			
Leading Detector (ft)	55	55	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)	35	35	
Detector 2 Size(ft)	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)	0.0	0.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split
Protected Phases	1	1	5		3	3	2 3			7		4
Permitted Phases				5				2 3 4	7			
Detector Phase	1	1	5	5	3	3	2 3	2 3 4	7	7		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0
Total Split (s)	20.0	20.0	58.0	58.0	20.0	20.0			21.0	21.0		41.0
Total Split (%)	14.3%	14.3%	41.4%	41.4%	14.3%	14.3%			15.0%	15.0%		29.3%
Maximum Green (s)	13.0	13.0	51.0	51.0	13.0	13.0			14.0	14.0		34.0
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0
All-Red Time (s)	3.0	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0			0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0			7.0		7.0
Lead/Lag	Lead	Lead			Lead	Lead						Lag
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0
Recall Mode	None	None	C-Max	C-Max	None	None			None	None		None
Walk Time (s)												7.0
Flash Dont Walk (s)												35.0
Pedestrian Calls (#/hr)												0
Act Effct Green (s)		8.4	95.8	95.8		9.4	96.8	115.0		5.2		11.3
Actuated g/C Ratio		0.06	0.68	0.68		0.07	0.69	0.82		0.04		0.08
v/c Ratio		0.48	0.28	0.00		0.06	0.34	0.08		0.06		0.26
Control Delay		71.7	10.3	11.0		57.9	4.3	1.4		66.5		61.4
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0
Total Delay		71.7	10.3	11.0		57.9	4.3	1.4		66.5		61.4
LOS		E	B	B		E	A	A		E		E
Approach Delay			17.4				4.4			66.5		
Approach LOS			B				A			E		
Queue Length 50th (ft)		42	108	1		6	72	0		4		32
Queue Length 95th (ft)		71	221	5		23	85	0		17		56
Internal Link Dist (ft)			418				500			180		
Turn Bay Length (ft)		90		125		150		405				125
Base Capacity (vph)		293	2446	1105		167	2563	1465		189		850
Starvation Cap Reductn		0	0	0		0	0	0		0		0
Spillback Cap Reductn		0	0	0		0	0	0		0		0
Storage Cap Reductn		0	0	0		0	0	0		0		0
Reduced v/c Ratio		0.31	0.28	0.00		0.04	0.33	0.07		0.02		0.08

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 50 (36%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 17.3
 Intersection LOS: B



	↓	↙	
Lane Group	SBT	SBR	Ø2
Turn Type	NA	Perm	
Protected Phases	4		2
Permitted Phases		4	
Detector Phase	4	4	
Switch Phase			
Minimum Initial (s)	7.0	7.0	10.0
Minimum Split (s)	14.0	14.0	17.0
Total Split (s)	41.0	41.0	38.0
Total Split (%)	29.3%	29.3%	27%
Maximum Green (s)	34.0	34.0	31.0
Yellow Time (s)	4.0	4.0	5.0
All-Red Time (s)	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0
Recall Mode	None	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	35.0	35.0	25.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)	11.3	11.3	
Actuated g/C Ratio	0.08	0.08	
v/c Ratio	0.58	0.59	
Control Delay	80.1	81.0	
Queue Delay	0.0	0.0	
Total Delay	80.1	81.0	
LOS	F	F	
Approach Delay	74.0		
Approach LOS	E		
Queue Length 50th (ft)	65	66	
Queue Length 95th (ft)	116	118	
Internal Link Dist (ft)	320		
Turn Bay Length (ft)			
Base Capacity (vph)	361	359	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.19	0.19	

Intersection Summary










Intersection Capacity Utilization 67.5%
 Analysis Period (min) 15

ICU Level of Service C

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

 Ø1 20 s	 Ø2 (R) 38 s	 Ø3 20 s	 Ø4 41 s	 Ø7 21 s
 Ø5 (R) 58 s				

										Ø1	Ø6	Ø8
Lane Group	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	NEL	NER			
Lane Configurations												
Traffic Volume (vph)	0	0	329	0	516	0	150	0	502			
Future Volume (vph)	0	0	329	0	516	0	150	0	502			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Storage Length (ft)		0		400		0	0	0	0			
Storage Lanes		0		1		0	2	0	4			
Taper Length (ft)				100		0		0				
Lane Util. Factor	1.00	1.00	0.97	1.00	0.91	1.00	0.88	1.00	0.64			
Frt							0.850		0.850			
Flt Protected			0.950									
Satd. Flow (prot)	0	0	3433	0	5136	0	2842	0	4093			
Flt Permitted			0.950									
Satd. Flow (perm)	0	0	3433	0	5136	0	2842	0	4093			
Right Turn on Red							Yes	Yes				
Satd. Flow (RTOR)							275					
Link Speed (mph)	30				50	30		50				
Link Distance (ft)	446				646	343		189				
Travel Time (s)	10.1				8.8	7.8		2.6				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Heavy Vehicles (%)	2%	2%	2%	0%	1%	2%	0%	2%	1%			
Adj. Flow (vph)	0	0	358	0	561	0	163	0	546			
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	358	0	561	0	163	0	546			
Enter Blocked Intersection	No	No	Yes	Yes	Yes	No	No	No	Yes			
Lane Alignment	Left	Right	Left	Left	Left	Left	R NA	Left	Left			
Median Width(ft)	30				40	4		40				
Link Offset(ft)	0				0	0		0				
Crosswalk Width(ft)	16				16	16		16				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Turning Speed (mph)		9	15	15		15	9	50	50			
Number of Detectors			1		2		1		1			
Detector Template			Left		Thru		Right		Right			
Leading Detector (ft)			20		100		20		20			
Trailing Detector (ft)			0		0		0		0			
Detector 1 Position(ft)			0		0		0		0			
Detector 1 Size(ft)			20		6		20		20			
Detector 1 Type			Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)			0.0		0.0		0.0		0.0			
Detector 1 Queue (s)			0.0		0.0		0.0		0.0			
Detector 1 Delay (s)			0.0		0.0		0.0		0.0			
Detector 2 Position(ft)					94							
Detector 2 Size(ft)					6							
Detector 2 Type					Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type			Prot		NA		pt+ov		Prot			
Protected Phases			1 8		6 8		8 1		2	1	6	8

										Ø1	Ø6	Ø8
Lane Group	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	NEL	NER			
Permitted Phases												
Detector Phase			1 8		6 8		8 1		2			
Switch Phase												
Minimum Initial (s)									5.0	5.0	5.0	5.0
Minimum Split (s)									28.0	11.0	22.5	22.5
Total Split (s)									30.0	12.0	42.0	23.0
Total Split (%)									46.2%	18%	65%	35%
Maximum Green (s)									24.0	6.0	36.0	17.0
Yellow Time (s)									4.0	4.0	4.0	4.0
All-Red Time (s)									2.0	2.0	2.0	2.0
Lost Time Adjust (s)									0.0			
Total Lost Time (s)									6.0			
Lead/Lag									Lag	Lead		
Lead-Lag Optimize?									Yes	Yes		
Vehicle Extension (s)									3.0	3.0	3.0	3.0
Recall Mode									Min	None	None	None
Walk Time (s)									7.0			
Flash Dont Walk (s)									15.0			
Pedestrian Calls (#/hr)									0			
Act Effct Green (s)			23.5		47.4		23.5		11.6			
Actuated g/C Ratio			0.50		1.00		0.50		0.24			
v/c Ratio			0.21		0.11		0.11		0.54			
Control Delay			7.4		0.0		0.3		18.2			
Queue Delay			0.0		0.0		0.0		0.0			
Total Delay			7.4		0.0		0.3		18.2			
LOS			A		A		A		B			
Approach Delay					2.9	0.3		18.2				
Approach LOS					A	A		B				
Queue Length 50th (ft)			24		0		0		50			
Queue Length 95th (ft)			52		0		1		89			
Internal Link Dist (ft)	366				566	263		109				
Turn Bay Length (ft)			400									
Base Capacity (vph)			1664		5071		1519		2110			
Starvation Cap Reductn			0		0		0		0			
Spillback Cap Reductn			0		0		0		0			
Storage Cap Reductn			0		0		0		0			
Reduced v/c Ratio			0.22		0.11		0.11		0.26			

Intersection Summary













Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 47.4
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 7.8
 Intersection Capacity Utilization 28.2%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 360: Charles Lindbergh Blvd & Sands Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	0	97	0	0	0	95	165	4	0	212	38
Future Volume (vph)	30	0	97	0	0	0	95	165	4	0	212	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	12	12	14	14	14
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.997			0.980	
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1685	1256	0	1773	0	1620	1894	0	0	1950	0
Flt Permitted							0.595					
Satd. Flow (perm)	0	1773	1256	0	1773	0	1015	1894	0	0	1950	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			103					2			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		443			168			322			194	
Travel Time (s)		10.1			3.8			7.3			4.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	8%	0%	0%	0%	4%	0%	0%	0%	2%	1%
Parking (#/hr)			0									
Adj. Flow (vph)	32	0	103	0	0	0	101	176	4	0	226	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	103	0	0	0	101	180	0	0	266	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			0	
Link Offset(ft)		0			20			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.25	1.09	1.09	1.09	1.09	1.00	1.00	0.92	0.92	0.92
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	pm+ov				pm+pt	NA			NA	
Protected Phases		4	5		8		5	2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	5	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	3.0	10.0	10.0		3.0	20.0		20.0	20.0	
Minimum Split (s)	25.0	25.0	9.0	16.0	16.0		9.0	26.0		26.0	26.0	
Total Split (s)	29.0	29.0	13.0	29.0	29.0		13.0	39.0		26.0	26.0	
Total Split (%)	42.6%	42.6%	19.1%	42.6%	42.6%		19.1%	57.4%		38.2%	38.2%	
Maximum Green (s)	23.0	23.0	7.0	23.0	23.0		7.0	33.0		20.0	20.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lead/Lag			Lag				Lag			Lead	Lead	
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	0.2		0.2	0.2	
Recall Mode	None	None	None	None	None		None	Min		Min	Min	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		10.3	11.5				33.7	37.9			25.2	
Actuated g/C Ratio		0.23	0.25				0.75	0.84			0.56	
v/c Ratio		0.08	0.26				0.12	0.11			0.24	
Control Delay		17.8	4.5				4.2	3.4			10.0	
Queue Delay		0.0	0.0				0.0	0.0			0.0	
Total Delay		17.8	4.5				4.2	3.4			10.0	
LOS		B	A				A	A			B	
Approach Delay		7.7						3.7			10.0	
Approach LOS		A						A			B	
Queue Length 50th (ft)		5	0				0	0			24	
Queue Length 95th (ft)		28	22				27	43			109	
Internal Link Dist (ft)		363			88			242			114	
Turn Bay Length (ft)							100					
Base Capacity (vph)		928	396				869	1497			1093	
Starvation Cap Reductn		0	0				0	0			0	
Spillback Cap Reductn		0	0				0	0			0	
Storage Cap Reductn		0	0				0	0			0	
Reduced v/c Ratio		0.03	0.26				0.12	0.12			0.24	

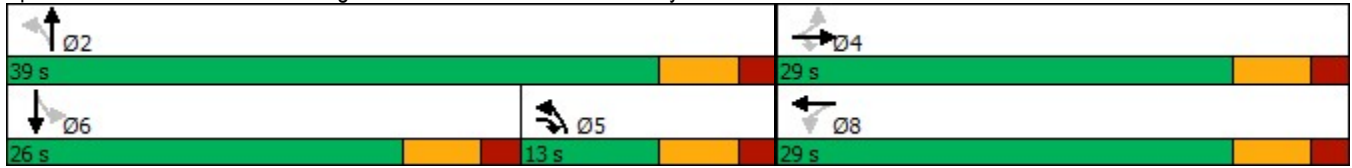
Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 45.2
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.26
 Intersection Signal Delay: 7.0
 Intersection Capacity Utilization 56.7%

Intersection LOS: A
 ICU Level of Service B

Analysis Period (min) 15

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





Q-3 2027 Build with Mitigation Conditions

Q-3.1 Weekday AM peak hour



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	24	16	1367	323	436	1585	117	300	7	128	55	51
Future Volume (vph)	24	16	1367	323	436	1585	117	300	7	128	55	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	12	13	13	12	12	10	10
Storage Length (ft)		275		225	500		275	475		0	250	
Storage Lanes		2		1	2		1	1		1	1	
Taper Length (ft)		75			195			80			75	
Lane Util. Factor	0.91	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	0.95	0.97	1.00
Ped Bike Factor		1.00		0.99	1.00		0.99					
Frt				0.850			0.850		0.865	0.850		0.982
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	3385	4988	1503	3224	5036	1652	3382	1494	1461	3268	1711
Flt Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	3383	4988	1485	3223	5036	1631	3382	1494	1461	3268	1711
Right Turn on Red				Yes			Yes			No		
Satd. Flow (RTOR)				225			225					
Link Speed (mph)			50			50			40			30
Link Distance (ft)			413			657			646			308
Travel Time (s)			5.6			9.0			11.0			7.0
Confl. Peds. (#/hr)		4		2	2		4					
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	4%	11%	5%	3%	1%	7%	0%	5%	0%	2%
Adj. Flow (vph)	28	19	1590	376	507	1843	136	349	8	149	64	59
Shared Lane Traffic (%)										48%		
Lane Group Flow (vph)	0	47	1590	376	507	1843	136	349	80	77	64	67
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			36			36			24			24
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			50			16			56			30
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.00	0.96	0.96	1.00	1.00	1.09	1.09
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	2	2	1	2	2	1	2	2	2	2	2
Detector Template	Left			Right			Right					
Leading Detector (ft)	20	50	156	6	50	156	6	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	6	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150		30	150		30	30	30	30	30
Detector 2 Size(ft)		20	6		20	6		20	20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	7
Future Volume (vph)	7
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.86
Heavy Vehicles (%)	0%
Adj. Flow (vph)	8
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	NA	Free	Split	NA	pt+ov	Split	NA
Protected Phases	5	5	2		1	6		3	3	3 1	4	4
Permitted Phases				Free			Free					
Detector Phase	5	5	2		1	6		3	3	3 1	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0		7.0	7.0		7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	17.0		15.0	15.0		15.0	15.0
Total Split (s)	12.0	12.0	45.0		49.0	82.0		35.0	35.0		31.0	31.0
Total Split (%)	7.5%	7.5%	28.1%		30.6%	51.3%		21.9%	21.9%		19.4%	19.4%
Maximum Green (s)	6.0	6.0	38.0		43.0	75.0		27.0	27.0		23.0	23.0
Yellow Time (s)	4.0	4.0	5.0		4.0	5.0		5.0	5.0		5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	7.0		6.0	7.0		8.0	8.0		8.0	8.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	1.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max		None	None		None	None
Walk Time (s)			7.0			7.0					7.0	7.0
Flash Dont Walk (s)			30.0			30.0					36.0	36.0
Pedestrian Calls (#/hr)			0			0					1	1
Act Effct Green (s)		5.8	66.6	160.0	29.7	92.7	160.0	21.7	21.7	57.4	13.0	13.0
Actuated g/C Ratio		0.04	0.42	1.00	0.19	0.58	1.00	0.14	0.14	0.36	0.08	0.08
v/c Ratio		0.39	0.77	0.25	0.85	0.63	0.08	0.76	0.40	0.15	0.24	0.49
Control Delay		54.8	19.5	0.3	76.3	25.5	0.1	77.6	68.1	33.2	69.0	80.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		54.8	19.5	0.3	76.3	25.5	0.1	77.6	68.1	33.2	69.0	80.2
LOS		D	B	A	E	C	A	E	E	C	E	F
Approach Delay			16.7			34.5			69.3			74.7
Approach LOS			B			C			E			E
Queue Length 50th (ft)		25	224	0	267	460	0	184	82	57	33	69
Queue Length 95th (ft)		m38	#734	0	302	599	0	221	131	84	52	110
Internal Link Dist (ft)			333			577			566			228
Turn Bay Length (ft)		275		225	500		275	475			250	
Base Capacity (vph)		126	2075	1485	866	2918	1631	570	252	630	469	245
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.37	0.77	0.25	0.59	0.63	0.08	0.61	0.32	0.12	0.14	0.27

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

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

05/23/2024

Intersection Signal Delay: 32.0

Intersection LOS: C

Intersection Capacity Utilization 76.0%

ICU Level of Service D

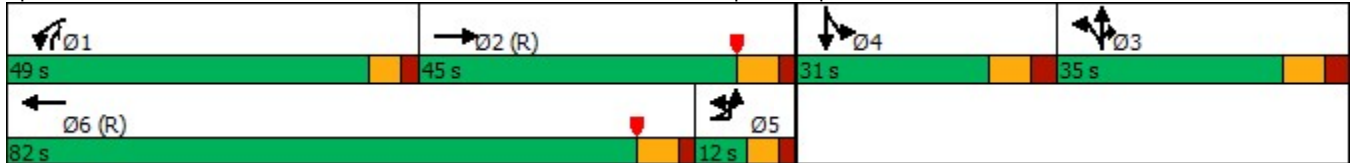
Analysis Period (min) 15

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

Queue shown is maximum after two cycles.













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









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



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

PH1 B weekday AM peak hour
 05/23/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	4	1654	37	7	58	1851	67	70	
Future Volume (vph)	4	1654	37	7	58	1851	67	70	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00			1.00		1.00		
Frt		0.997					0.931		
Flt Protected					0.950		0.976		
Satd. Flow (prot)	0	4925	0	0	1805	6285	1853	0	
Flt Permitted		0.927			0.950		0.976		
Satd. Flow (perm)	0	4566	0	0	1801	6285	1852	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		4					28		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Confl. Peds. (#/hr)			6		6		1		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	
Heavy Vehicles (%)	0%	5%	3%	0%	0%	4%	2%	3%	
Adj. Flow (vph)	5	1880	42	8	66	2103	76	80	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1927	0	0	74	2103	156	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		1	1	2	1		
Detector Template	Left	Thru		Left	Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		20	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		Prot	Prot	NA	Prot		
Protected Phases		6		5	5	2	3		1
Permitted Phases	6								
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		4.7	4.7	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	108.0	108.0		21.0	21.0	111.0	31.0		18.0
Total Split (%)	67.5%	67.5%		13.1%	13.1%	69.4%	19.4%		11%
Maximum Green (s)	101.0	101.0		14.3	14.3	104.0	23.3		10.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0				0.0	0.0		
Total Lost Time (s)		7.0				6.7	7.7		
Lead/Lag	Lead	Lead		Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						1	2		
Act Effct Green (s)		107.8			14.3	111.1	16.5		
Actuated g/C Ratio		0.67			0.09	0.69	0.10		
v/c Ratio		0.63			0.46	0.48	0.72		
Control Delay		3.6			71.9	3.8	74.8		
Queue Delay		0.0			0.0	0.1	0.0		
Total Delay		3.6			71.9	3.9	74.8		
LOS		A			E	A	E		
Approach Delay		3.6				6.2	74.8		
Approach LOS		A				A	E		
Queue Length 50th (ft)		38			81	107	132		
Queue Length 95th (ft)		16			m129	107	200		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3076			161	4362	293		
Starvation Cap Reductn		0			0	900	0		
Spillback Cap Reductn		0			0	40	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.63			0.46	0.61	0.53		

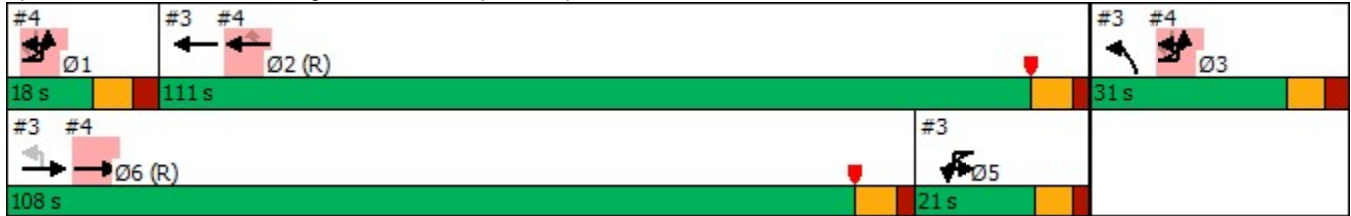
Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 3 (2%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72

Intersection Signal Delay: 7.5
 Intersection Capacity Utilization 74.3%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.













Intersection LOS: A
 ICU Level of Service D

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke



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

PH1 B weekday AM peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	7	27	1694	1816	107	0	9			
Future Volume (vph)	7	27	1694	1816	107	0	9			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.98		0.99			
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	4893	4940	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3500	4893	4940	1639	0	2899			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		3			3		1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Heavy Vehicles (%)	0%	0%	6%	5%	0%	0%	0%			
Adj. Flow (vph)	8	29	1841	1974	116	0	10			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	37	1841	1974	116	0	10			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										

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

PH1 B weekday AM peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	4.7
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			108.0	111.0	111.0			18.0	31.0	21.0
Total Split (%)			67.5%	69.4%	69.4%			11%	19%	13%
Maximum Green (s)			101.0	104.0	104.0			10.3	23.3	14.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lead	Lag	Lag			Lead		Lag
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				2	
Act Effct Green (s)		34.2	107.8	111.1	111.1		34.2			
Actuated g/C Ratio		0.21	0.67	0.69	0.69		0.21			
v/c Ratio		0.05	0.56	0.58	0.10		0.02			
Control Delay		60.5	4.6	2.5	1.2		46.7			
Queue Delay		0.0	0.0	0.0	0.8		0.0			
Total Delay		60.5	4.6	2.5	2.0		46.7			
LOS		E	A	A	A		D			
Approach Delay			5.7	2.4		46.7				
Approach LOS			A	A		D				
Queue Length 50th (ft)		19	85	31	4		4			
Queue Length 95th (ft)		m27	108	28	6		14			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		736	3295	3428	1137		609			
Starvation Cap Reductn		0	0	0	795		0			
Spillback Cap Reductn		0	33	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.05	0.56	0.58	0.34		0.02			

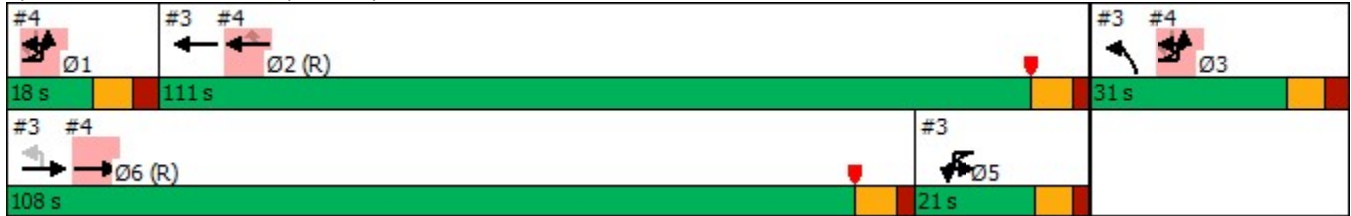
Intersection Summary






















Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 3 (2%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72

Intersection Signal Delay: 4.1
 Intersection Capacity Utilization 55.7%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	427	1133	52	25	196	1341	269	90	438	100	175
Future Volume (vph)	1	427	1133	52	25	196	1341	269	90	438	100	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	500
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.97
Ped Bike Factor		1.00		0.98		1.00		0.99	0.99	1.00		
Frt				0.850				0.850		0.973		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3143	4848	1322	0	3411	4893	1561	1542	3143	0	3105
Flt Permitted		0.950				0.950			0.950	0.999		0.950
Satd. Flow (perm)	0	3142	4848	1300	0	3405	4893	1542	1533	3143	0	3105
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								232				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		1		4		4		1	7			
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	4%	7%	14%	0%	3%	6%	0%	3%	7%	7%	9%
Adj. Flow (vph)	1	445	1180	54	26	204	1397	280	94	456	104	182
Shared Lane Traffic (%)									10%			
Lane Group Flow (vph)	0	446	1180	54	0	230	1397	280	85	569	0	182
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	223	121
Future Volume (vph)	223	121
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		500
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor	1.00	
Frt	0.989	0.850
Flt Protected		
Satd. Flow (prot)	3021	1257
Flt Permitted		
Satd. Flow (perm)	3021	1257
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		7
Confl. Bikes (#/hr)		
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	9%	13%
Adj. Flow (vph)	232	126
Shared Lane Traffic (%)		14%
Lane Group Flow (vph)	250	108
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		4	4		3
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		4	4		3
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	44.0	44.0	12.0	12.0	44.0		15.0	15.0		15.0
Total Split (s)	32.0	32.0	48.0	48.0	37.0	37.0	53.0		41.0	41.0		34.0
Total Split (%)	20.0%	20.0%	30.0%	30.0%	23.1%	23.1%	33.1%		25.6%	25.6%		21.3%
Maximum Green (s)	25.0	25.0	41.0	41.0	30.0	30.0	46.0		33.0	33.0		26.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0					7.0
Flash Dont Walk (s)			30.0	30.0			30.0					36.0
Pedestrian Calls (#/hr)			2	2			0					0
Act Effct Green (s)		25.6	47.4	47.4		30.0	51.8	160.0	32.1	32.1		20.5
Actuated g/C Ratio		0.16	0.30	0.30		0.19	0.32	1.00	0.20	0.20		0.13
v/c Ratio		0.89	0.82	0.14		0.36	0.88	0.18	0.28	0.90		0.46
Control Delay		62.4	37.3	20.6		37.4	39.4	0.2	56.4	80.8		67.5
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		62.4	37.3	20.6		37.4	39.4	0.2	56.4	80.8		67.5
LOS		E	D	C		D	D	A	E	F		E
Approach Delay			43.4				33.4			77.6		
Approach LOS			D				C			E		
Queue Length 50th (ft)		238	439	39		113	538	0	83	320		92
Queue Length 95th (ft)		#328	#545	m40		129	#650	0	142	#423		128
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			500
Base Capacity (vph)		514	1435	385		639	1583	1542	318	648		504
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.87	0.82	0.14		0.36	0.88	0.18	0.27	0.88		0.36

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 139 (87%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated

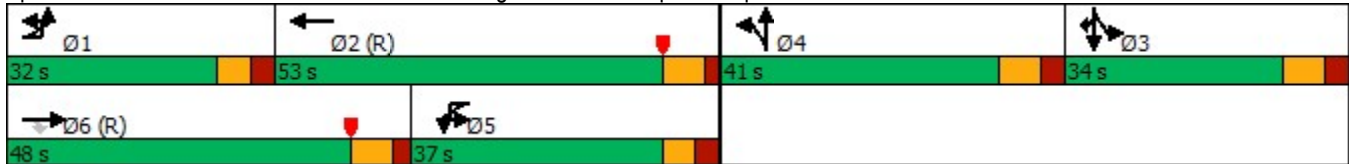
	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Prot
Protected Phases	3	3
Permitted Phases		
Detector Phase	3	3
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	34.0	34.0
Total Split (%)	21.3%	21.3%
Maximum Green (s)	26.0	26.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	20.5	20.5
Actuated g/C Ratio	0.13	0.13
v/c Ratio	0.65	0.67
Control Delay	73.7	86.0
Queue Delay	0.0	0.0
Total Delay	73.7	86.0
LOS	E	F
Approach Delay	74.1	
Approach LOS	E	
Queue Length 50th (ft)	138	119
Queue Length 95th (ft)	184	192
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		500
Base Capacity (vph)	490	204
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.51	0.53
Intersection Summary		






















Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 47.6
 Intersection Capacity Utilization 93.9%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service F













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

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



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	408	7	293	4	0	62	0	1045	3	45	6	335
Future Volume (vph)	408	7	293	4	0	62	0	1045	3	45	6	335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		200	0		0		140	
Storage Lanes	3		1	1		1	0		0		2	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.94	1.00	1.00	1.00	1.00	0.88	1.00	0.86	0.86	1.00	1.00	0.95
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850						
Flt Protected	0.950			0.950						0.950	0.950	
Satd. Flow (prot)	4802	1900	1524	1805	0	2707	0	6285	0	1805	1805	3343
Flt Permitted	0.950			0.950						0.195	0.195	
Satd. Flow (perm)	4802	1900	1505	1800	0	2707	0	6285	0	370	370	3343
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			318			205		1				
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			459			581				1039
Travel Time (s)		15.0			10.4			11.3				20.2
Confl. Peds. (#/hr)			1	1			9					
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	0%	6%	0%	0%	5%	0%	4%	0%	0%	0%	8%
Adj. Flow (vph)	443	8	318	4	0	67	0	1136	3	49	7	364
Shared Lane Traffic (%)												
Lane Group Flow (vph)	443	8	318	4	0	67	0	1139	0	49	7	364
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		36			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												

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

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	Split	NA	Free	Prot		Prot		NA		pm+pt	pm+pt	NA
Protected Phases	4	4		3		3		2		1	1	6
Permitted Phases			Free							6	6	
Detector Phase	4	4		3		3		2		1	1	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	14.0	14.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	30.0	30.0		14.0		14.0		28.0		8.0	8.0	36.0
Total Split (%)	37.5%	37.5%		17.5%		17.5%		35.0%		10.0%	10.0%	45.0%
Maximum Green (s)	24.0	24.0		8.0		8.0		22.0		2.0	2.0	30.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lag		Lead		Lead		Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)								6.0				6.0
Flash Dont Walk (s)								18.0				18.0
Pedestrian Calls (#/hr)								0				0
Act Effct Green (s)	12.6	12.6	59.3	8.5		8.5		22.8		28.0	28.0	26.9
Actuated g/C Ratio	0.21	0.21	1.00	0.14		0.14		0.38		0.47	0.47	0.45
v/c Ratio	0.43	0.02	0.21	0.02		0.12		0.47		0.22	0.03	0.24
Control Delay	23.5	22.4	0.3	28.5		0.4		17.2		17.0	13.0	12.1
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Total Delay	23.5	22.4	0.3	28.5		0.4		17.2		17.0	13.0	12.1
LOS	C	C	A	C		A		B		B	B	B
Approach Delay		13.9			2.0			17.2				12.7
Approach LOS		B			A			B				B
Queue Length 50th (ft)	59	3	0	2		0		113		11	2	48
Queue Length 95th (ft)	87	13	0	10		0		157		32	9	82
Internal Link Dist (ft)		908			379			501				959
Turn Bay Length (ft)			700			200				140	140	
Base Capacity (vph)	2066	817	1505	259		563		2479		226	226	1798
Starvation Cap Reductn	0	0	0	0		0		0		0	0	0
Spillback Cap Reductn	0	0	0	0		0		0		0	0	0
Storage Cap Reductn	0	0	0	0		0		0		0	0	0
Reduced v/c Ratio	0.21	0.01	0.21	0.02		0.12		0.46		0.22	0.03	0.20

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 59.3
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.47
 Intersection Signal Delay: 14.9

Intersection LOS: B

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

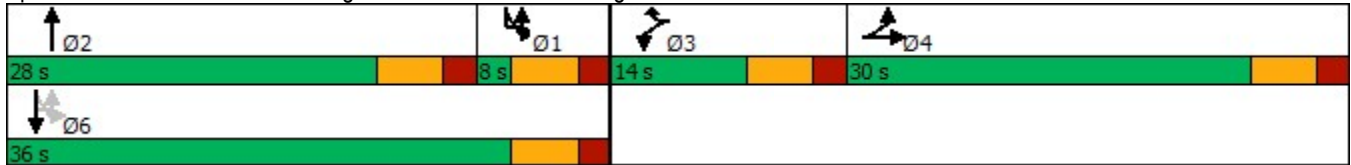
Intersection Summary

Intersection Capacity Utilization 54.4%

ICU Level of Service A













Analysis Period (min) 15

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	387	848	308	20	633	397	510	0	100
Future Volume (vph)	0	0	0	387	848	308	20	633	397	510	0	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		385		0		230	0	
Storage Lanes	0		0	1		1		2		1	1	
Taper Length (ft)	0			50				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.97	1.00	0.88	1.00	0.95
Ped Bike Factor								0.99				1.00
Frt						0.850				0.850		0.989
Flt Protected				0.950	0.998			0.950				
Satd. Flow (prot)	0	0	0	1564	3379	1599	0	3340	1881	2842	1900	3469
Flt Permitted				0.950	0.998			0.950				
Satd. Flow (perm)	0	0	0	1564	3379	1599	0	3317	1881	2842	1900	3469
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						303						7
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			756				1039			371
Travel Time (s)		10.1			11.5				20.2			8.4
Confl. Peds. (#/hr)								6				
Confl. Bikes (#/hr)			4									
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	0%	0%	0%	5%	2%	1%	0%	5%	1%	0%	0%	3%
Adj. Flow (vph)	0	0	0	496	1087	395	26	812	509	654	0	128
Shared Lane Traffic (%)				10%								
Lane Group Flow (vph)	0	0	0	446	1137	395	0	838	509	654	0	138
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			24				36			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2	0	0	1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66	0	0	30
Trailing Detector (ft)				0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)				0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)				30	30	30	20	45	30	0	0	30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												

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

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			
Turn Type				Prot	NA	Perm	Prot	Prot	NA	Free	Perm	NA
Protected Phases				3	8		5	5	2			6
Permitted Phases						8				Free	6	
Detector Phase				3	8	8	5	5	2		6	6
Switch Phase												
Minimum Initial (s)				15.0	1.0	1.0	8.0	8.0	10.0		10.0	10.0
Minimum Split (s)				22.0	39.0	39.0	15.0	15.0	17.0		17.0	17.0
Total Split (s)				39.0	39.0	39.0	34.0	34.0	56.0		22.0	22.0
Total Split (%)				41.1%	41.1%	41.1%	35.8%	35.8%	58.9%		23.2%	23.2%
Maximum Green (s)				32.0	32.0	32.0	27.0	27.0	49.0		15.0	15.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0		7.0	7.0
Lead/Lag							Lead	Lead			Lag	Lag
Lead-Lag Optimize?							Yes	Yes			Yes	Yes
Vehicle Extension (s)				5.0	0.2	0.2	5.0	5.0	5.0		5.0	5.0
Recall Mode				None	None	None	None	None	None		None	None
Walk Time (s)					7.0	7.0			7.0		7.0	7.0
Flash Dont Walk (s)					25.0	25.0			14.0		14.0	14.0
Pedestrian Calls (#/hr)					2	2			0		0	0
Act Effct Green (s)				32.0	32.0	32.0		26.7	44.8	90.8		11.1
Actuated g/C Ratio				0.35	0.35	0.35		0.29	0.49	1.00		0.12
v/c Ratio				0.81	0.95	0.52		0.86	0.55	0.23		0.32
Control Delay				40.5	47.2	8.7		40.6	18.7	0.2		36.7
Queue Delay				0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay				40.5	47.2	8.7		40.6	18.7	0.2		36.7
LOS				D	D	A		D	B	A		D
Approach Delay					38.0				21.8			36.7
Approach LOS					D				C			D
Queue Length 50th (ft)				250	344	36		230	194	0		36
Queue Length 95th (ft)				324	370	71		259	231	0		55
Internal Link Dist (ft)		586			676				959			291
Turn Bay Length (ft)						385				230		
Base Capacity (vph)				551	1191	760		994	1016	2842		579
Starvation Cap Reductn				0	0	0		0	0	0		0
Spillback Cap Reductn				0	0	0		0	0	0		0
Storage Cap Reductn				0	0	0		0	0	0		0
Reduced v/c Ratio				0.81	0.95	0.52		0.84	0.50	0.23		0.24

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 90.8
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 30.1
 Intersection LOS: C

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Capacity Utilization 60.4%

ICU Level of Service B

Analysis Period (min) 15

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



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

PH1 B weekday AM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	30	1434	100	5	218	1200	129	79	53	97	21
Future Volume (vph)	2	30	1434	100	5	218	1200	129	79	53	97	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.98		1.00		0.99		0.99	0.98	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.971		0.950
Satd. Flow (prot)	0	1540	4893	1422	0	1805	4759	1492	0	1586	1478	1532
Flt Permitted		0.950				0.950				0.779		0.565
Satd. Flow (perm)	0	1538	4893	1387	0	1802	4759	1471	0	1262	1453	908
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		3		4		4		3	16		5	5
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	10%	6%	6%	0%	0%	9%	1%	9%	8%	2%	10%
Adj. Flow (vph)	2	33	1593	111	6	242	1333	143	88	59	108	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	35	1593	111	0	248	1333	143	0	147	108	23
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	58	13
Future Volume (vph)	58	13
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.97
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1689	1396
Flt Permitted		
Satd. Flow (perm)	1689	1357
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		16
Confl. Bikes (#/hr)		2
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	5%	8%
Adj. Flow (vph)	64	14
Shared Lane Traffic (%)		
Lane Group Flow (vph)	64	14
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	15.0	15.0	15.0	15.0
Total Split (s)	31.0	31.0	77.0	77.0	31.0	31.0	77.0	77.0	52.0	52.0	52.0	52.0
Total Split (%)	19.4%	19.4%	48.1%	48.1%	19.4%	19.4%	48.1%	48.1%	32.5%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0	25.0	69.0	69.0	25.0	25.0	69.0	69.0	44.0	44.0	44.0	44.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.1	2.1	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									1	1	1	1
Act Effct Green (s)		8.8	86.1	86.1		25.7	105.7	105.7		26.2	26.2	26.2
Actuated g/C Ratio		0.06	0.54	0.54		0.16	0.66	0.66		0.16	0.16	0.16
v/c Ratio		0.42	0.61	0.15		0.86	0.42	0.15		0.71	0.46	0.16
Control Delay		108.6	16.9	10.1		51.8	23.1	15.0		80.2	64.1	54.7
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		108.6	16.9	10.1		51.8	23.1	15.0		80.2	64.1	54.7
LOS		F	B	B		D	C	B		F	E	D
Approach Delay			18.3				26.5			73.4		
Approach LOS			B				C			E		
Queue Length 50th (ft)		39	419	32		175	465	76		150	105	21
Queue Length 95th (ft)		m62	509	m68		m#332	538	m162		201	147	44
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		240	2632	746		302	3142	971		347	399	249
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.15	0.61	0.15		0.82	0.42	0.15		0.42	0.27	0.09

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 125 (78%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated







	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	52.0	52.0
Total Split (%)	32.5%	32.5%
Maximum Green (s)	44.0	44.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	26.2	26.2
Actuated g/C Ratio	0.16	0.16
v/c Ratio	0.23	0.06
Control Delay	56.7	51.2
Queue Delay	0.0	0.0
Total Delay	56.7	51.2
LOS	E	D
Approach Delay	55.4	
Approach LOS	E	
Queue Length 50th (ft)	60	13
Queue Length 95th (ft)	93	31
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	464	373
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.14	0.04
Intersection Summary		

Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 26.7
 Intersection Capacity Utilization 99.1%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service F

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

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













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

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

PH1 B weekday AM peak hour
 05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	243	1384	20	30	36	906	324	3	15	4	147	17
Future Volume (vph)	243	1384	20	30	36	906	324	3	15	4	147	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		125		150		405	0		0	125	
Storage Lanes	2		1		1		1	0		0	1	
Taper Length (ft)	135				85			0			65	
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	0.95
Frt			0.850				0.850		0.975			0.886
Flt Protected	0.950				0.950				0.993		0.950	
Satd. Flow (prot)	3019	3406	1615	0	1805	3312	1524	0	1840	0	3099	1257
Flt Permitted	0.950				0.950				0.937		0.950	
Satd. Flow (perm)	3019	3406	1615	0	1805	3312	1524	0	1736	0	3099	1257
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							334					
Link Speed (mph)		40				40			30			40
Link Distance (ft)		498				580			260			400
Travel Time (s)		8.5				9.9			5.9			6.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	16%	6%	0%	0%	0%	9%	6%	0%	0%	0%	13%	6%
Adj. Flow (vph)	251	1427	21	31	37	934	334	3	15	4	152	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	251	1427	21	0	68	934	334	0	22	0	152	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		44				56			0			40
Link Offset(ft)		11				0			-5			-15
Crosswalk Width(ft)		48				30			30			30
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2	1	1	2	2	1	1	2		2	2
Detector Template		Thru	Right	Left		Thru	Right	Left				
Leading Detector (ft)	55	100	6	20	55	100	6	20	55		55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	35	94			35	94			35		35	35
Detector 2 Size(ft)	20	6			20	6			20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0
Turn Type	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split	NA
Protected Phases	1	5		3	3	2 3			7		4	4







Lane Group	SBR	Ø2
Lane Configurations		
Traffic Volume (vph)	123	
Future Volume (vph)	123	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	1	
Taper Length (ft)		
Lane Util. Factor	0.95	
Frt	0.850	
Flt Protected		
Satd. Flow (prot)	1145	
Flt Permitted		
Satd. Flow (perm)	1145	
Right Turn on Red	No	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor	0.97	
Heavy Vehicles (%)	34%	
Adj. Flow (vph)	127	
Shared Lane Traffic (%)	44%	
Lane Group Flow (vph)	71	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	55	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	35	
Detector 2 Size(ft)	20	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	Prot	
Protected Phases	4	2

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases			5				2 3 4	7				
Detector Phase	1	5	5	3	3	2 3	2 3 4	7	7		4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0	7.0
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0	14.0
Total Split (s)	20.0	78.0	78.0	20.0	20.0			21.0	21.0		41.0	41.0
Total Split (%)	12.5%	48.8%	48.8%	12.5%	12.5%			13.1%	13.1%		25.6%	25.6%
Maximum Green (s)	13.0	71.0	71.0	13.0	13.0			14.0	14.0		34.0	34.0
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0				0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0		7.0				7.0		7.0	7.0
Lead/Lag	Lead			Lead	Lead						Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes						Yes	Yes
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None			None	None		None	None
Walk Time (s)											7.0	7.0
Flash Dont Walk (s)											35.0	35.0
Pedestrian Calls (#/hr)											0	0
Act Effct Green (s)	20.4	103.7	103.7		11.8	95.1	116.8		6.6		14.7	14.7
Actuated g/C Ratio	0.13	0.65	0.65		0.07	0.59	0.73		0.04		0.09	0.09
v/c Ratio	0.65	0.65	0.02		0.52	0.47	0.28		0.31		0.53	0.64
Control Delay	74.9	21.2	14.2		62.7	3.9	0.5		84.8		75.2	93.2
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	74.9	21.2	14.2		62.7	3.9	0.5		84.8		75.2	93.2
LOS	E	C	B		E	A	A		F		E	F
Approach Delay		29.0				6.1			84.8			85.3
Approach LOS		C				A			F			F
Queue Length 50th (ft)	131	500	8		71	42	0		23		79	80
Queue Length 95th (ft)	179	690	24		126	61	0		55		113	135
Internal Link Dist (ft)		418				500			180			320
Turn Bay Length (ft)	90		125		150		405				125	
Base Capacity (vph)	384	2207	1046		146	1993	1334		151		658	267
Starvation Cap Reductn	0	0	0		0	0	0		0		0	0
Spillback Cap Reductn	0	0	0		0	0	0		0		0	0
Storage Cap Reductn	0	0	0		0	0	0		0		0	0
Reduced v/c Ratio	0.65	0.65	0.02		0.47	0.47	0.25		0.15		0.23	0.28








Intersection Summary








Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 105 (66%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 25.2
 Intersection Capacity Utilization 70.8%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

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

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

Lane Group	SBR	Ø2
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	7.0	10.0
Minimum Split (s)	14.0	17.0
Total Split (s)	41.0	58.0
Total Split (%)	25.6%	36%
Maximum Green (s)	34.0	51.0
Yellow Time (s)	4.0	5.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.0	
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	1.0
Recall Mode	None	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	35.0	25.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	14.7	
Actuated g/C Ratio	0.09	
v/c Ratio	0.68	
Control Delay	98.9	
Queue Delay	0.0	
Total Delay	98.9	
LOS	F	
Approach Delay		
Approach LOS		
Queue Length 50th (ft)	76	
Queue Length 95th (ft)	132	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	243	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.29	
Intersection Summary		

							
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	510	0	61	92	1543	0	21
Future Volume (vph)	510	0	61	92	1543	0	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100		400		0	0
Storage Lanes		2		1		0	2
Taper Length (ft)				100		0	
Lane Util. Factor	0.86	1.00	0.91	0.97	0.91	1.00	0.88
Fr							0.850
Flt Protected				0.950			
Satd. Flow (prot)	6536	1900	0	3474	5085	0	2842
Flt Permitted				0.950			
Satd. Flow (perm)	6536	1900	0	3474	5085	0	2842
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)							386
Link Speed (mph)	30				50	30	
Link Distance (ft)	756				646	343	
Travel Time (s)	17.2				8.8	7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	2%	0%	2%	0%	0%
Adj. Flow (vph)	554	0	66	100	1677	0	23
Shared Lane Traffic (%)							
Lane Group Flow (vph)	554	0	0	166	1677	0	23
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	R NA
Median Width(ft)	30				40	4	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	9	15		15	9
Number of Detectors	2	1	1	1	2		1
Detector Template	Thru	Right	Left	Left	Thru		Right
Leading Detector (ft)	100	20	20	20	100		20
Trailing Detector (ft)	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0		0
Detector 1 Size(ft)	6	20	20	20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)	94				94		
Detector 2 Size(ft)	6				6		
Detector 2 Type	Cl+Ex				Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)	0.0				0.0		
Turn Type	NA	Prot	Prot	Prot	NA		Prot
Protected Phases	6	6	5	5	2		4

							
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Permitted Phases							
Detector Phase	6	6	5	5	2		4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	22.5	22.5	11.0	11.0	22.5		28.0
Total Split (s)	23.0	23.0	14.0	14.0	37.0		28.0
Total Split (%)	35.4%	35.4%	21.5%	21.5%	56.9%		43.1%
Maximum Green (s)	17.0	17.0	8.0	8.0	31.0		22.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	None	None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							15.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	13.7			7.4	27.9		6.0
Actuated g/C Ratio	0.46			0.25	0.93		0.20
v/c Ratio	0.19			0.20	0.36		0.03
Control Delay	7.9			12.6	1.6		0.0
Queue Delay	0.0			0.0	0.0		0.0
Total Delay	7.9			12.6	1.6		0.0
LOS	A			B	A		A
Approach Delay	7.9				2.6		
Approach LOS	A				A		
Queue Length 50th (ft)	15			9	0		0
Queue Length 95th (ft)	46			42	98		0
Internal Link Dist (ft)	676				566	263	
Turn Bay Length (ft)				400			
Base Capacity (vph)	4018			1005	4718		2282
Starvation Cap Reductn	0			0	0		0
Spillback Cap Reductn	0			0	0		0
Storage Cap Reductn	0			0	0		0
Reduced v/c Ratio	0.14			0.17	0.36		0.01

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 30.1
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.36
 Intersection Signal Delay: 3.8
 Intersection Capacity Utilization 34.8%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 360: Sands Ave & Charles Lindbergh Blvd





Q-3 2027 Build with Mitigation Conditions

Q-3.2 Weekday PM peak hour



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	18	6	1680	373	355	1668	87	245	4	546	136	16
Future Volume (vph)	18	6	1680	373	355	1668	87	245	4	546	136	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	12	13	13	12	12	10	10
Storage Length (ft)		275		225	500		275	475		0	250	
Storage Lanes		2		1	2		1	1		1	1	
Taper Length (ft)		75			195			80			75	
Lane Util. Factor	0.91	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	0.95	0.97	1.00
Ped Bike Factor		1.00		0.99	1.00		0.99	1.00				0.99
Fr _t				0.850			0.850		0.852	0.850		0.925
Fl _t Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	3385	5085	1605	3319	5085	1669	3479	1538	1534	2918	1627
Fl _t Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	3383	5085	1582	3316	5085	1647	3476	1538	1534	2918	1627
Right Turn on Red				Yes			Yes			No		
Satd. Flow (RTOR)				225			225					
Link Speed (mph)			50			50			40			30
Link Distance (ft)			413			657			646			308
Travel Time (s)			5.6			9.0			11.0			7.0
Confl. Peds. (#/hr)		3		7	7		3	1				
Confl. Bikes (#/hr)							2					
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%	4%	2%	2%	0%	4%	0%	0%	12%	0%
Adj. Flow (vph)	19	6	1787	397	378	1774	93	261	4	581	145	17
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	25	1787	397	378	1774	93	261	295	290	145	34
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			36			36			24			24
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			50			16			56			30
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.00	0.96	0.96	1.00	1.00	1.09	1.09
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	2	2	1	2	2	1	2	2	2	2	2
Detector Template	Left			Right			Right					
Leading Detector (ft)	20	50	156	6	50	156	6	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	6	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150		30	150		30	30	30	30	30
Detector 2 Size(ft)		20	6		20	6		20	20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	16
Future Volume (vph)	16
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	
Peak Hour Factor	0.94
Heavy Vehicles (%)	0%
Adj. Flow (vph)	17
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	NA	Free	Split	NA	pt+ov	Split	NA
Protected Phases	5	5	2		1	6		3	3	13	4	4
Permitted Phases				Free			Free					
Detector Phase	5	5	2		1	6		3	3	13	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0		10.0	10.0		7.0	7.0		7.0	7.0
Minimum Split (s)	16.0	16.0	44.0		16.0	44.0		51.0	51.0		15.0	15.0
Total Split (s)	16.0	16.0	68.0		23.0	75.0		51.0	51.0		18.0	18.0
Total Split (%)	10.0%	10.0%	42.5%		14.4%	46.9%		31.9%	31.9%		11.3%	11.3%
Maximum Green (s)	10.0	10.0	61.0		17.0	68.0		43.0	43.0		10.0	10.0
Yellow Time (s)	4.0	4.0	5.0		4.0	5.0		5.0	5.0		5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	7.0		6.0	7.0		8.0	8.0		8.0	8.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	1.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max		None	None		None	None
Walk Time (s)			7.0			7.0		7.0	7.0			
Flash Dont Walk (s)			30.0			30.0		36.0	36.0			
Pedestrian Calls (#/hr)			0			0		1	1			
Act Effct Green (s)		10.0	62.8	160.0	22.4	81.6	160.0	35.8	35.8	66.2	10.0	10.0
Actuated g/C Ratio		0.06	0.39	1.00	0.14	0.51	1.00	0.22	0.22	0.41	0.06	0.06
v/c Ratio		0.12	0.90	0.25	0.81	0.68	0.06	0.34	0.86	0.46	0.80	0.34
Control Delay		46.7	27.4	0.3	80.3	33.6	0.1	52.2	82.2	36.4	103.0	81.4
Queue Delay		0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		46.7	28.7	0.3	80.3	33.6	0.1	52.2	82.2	36.4	103.0	81.4
LOS		D	C	A	F	C	A	D	F	D	F	F
Approach Delay			23.8			40.0			57.2			98.9
Approach LOS			C			D			E			F
Queue Length 50th (ft)		13	647	0	199	553	0	118	312	225	78	35
Queue Length 95th (ft)		m17	566	0	#336	660	0	153	417	318	#138	74
Internal Link Dist (ft)			333			577			566			228
Turn Bay Length (ft)		275		225	500		275	475			250	
Base Capacity (vph)		211	1995	1582	464	2593	1647	934	413	625	182	101
Starvation Cap Reductn		0	80	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.12	0.93	0.25	0.81	0.68	0.06	0.28	0.71	0.46	0.80	0.34

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 140
 Control Type: Actuated-Coordinated

Lane Group SBR

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

Intersection Summary

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 38.1

Intersection LOS: D

Intersection Capacity Utilization 84.1%

ICU Level of Service E

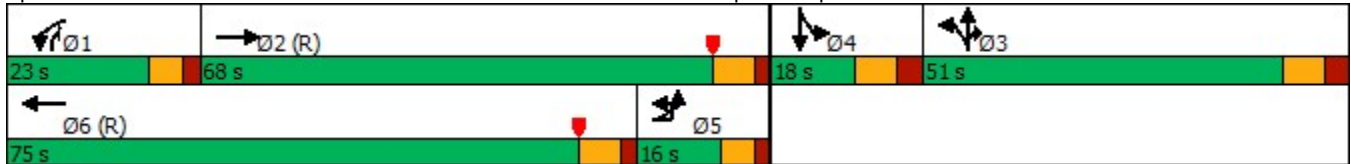
Analysis Period (min) 15

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

Queue shown is maximum after two cycles.












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









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



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

PH1 B MIT Weekday PM peak hour
05/23/2024

								Ø1
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations								
Traffic Volume (vph)	4	2010	50	162	1786	55	66	
Future Volume (vph)	4	2010	50	162	1786	55	66	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	15	15	
Storage Length (ft)	0		0	150		0	0	
Storage Lanes	0		0	1		1	0	
Taper Length (ft)	0			75		0		
Lane Util. Factor	0.91	0.91	0.91	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00		1.00		0.99		
Frt		0.996				0.926		
Flt Protected				0.950		0.978		
Satd. Flow (prot)	0	5063	0	1805	6408	1825	0	
Flt Permitted		0.934		0.950		0.978		
Satd. Flow (perm)	0	4729	0	1799	6408	1821	0	
Right Turn on Red			Yes				Yes	
Satd. Flow (RTOR)		5				31		
Link Speed (mph)		50			50	30		
Link Distance (ft)		187			289	350		
Travel Time (s)		2.6			3.9	8.0		
Confl. Peds. (#/hr)			17	17		4	2	
Confl. Bikes (#/hr)			1					
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	0%	2%	0%	0%	2%	4%	2%	
Adj. Flow (vph)	4	2094	52	169	1860	57	69	
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	2150	0	169	1860	126	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	Left	Left	Left	Right	
Median Width(ft)		28			24	15		
Link Offset(ft)		0			0	0		
Crosswalk Width(ft)		36			36	28		
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	15		15	9	
Number of Detectors	1	2		1	2	1		
Detector Template	Left	Thru		Left	Thru	Left		
Leading Detector (ft)	20	100		20	100	20		
Trailing Detector (ft)	0	0		0	0	0		
Detector 1 Position(ft)	0	0		0	0	0		
Detector 1 Size(ft)	20	6		20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)		94			94			
Detector 2 Size(ft)		6			6			
Detector 2 Type		Cl+Ex			Cl+Ex			

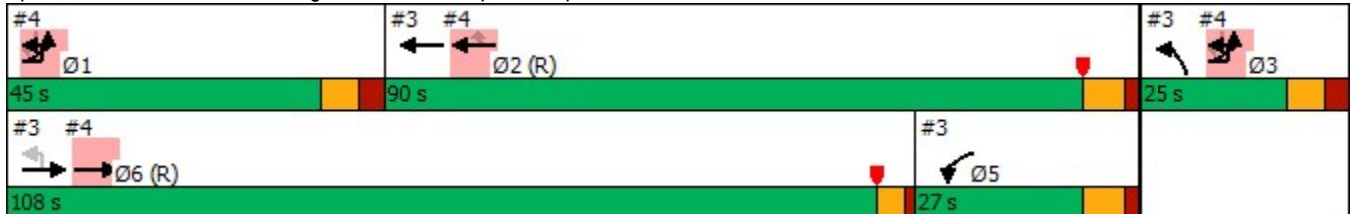
									Ø1
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR		
Detector 2 Channel									
Detector 2 Extend (s)		0.0			0.0				
Turn Type	Perm	NA		Prot	NA	Prot			
Protected Phases		6		5	2	3		1	
Permitted Phases	6								
Detector Phase	6	6		5	2	3			
Switch Phase									
Minimum Initial (s)	10.0	10.0		4.7	10.0	7.0		10.0	
Minimum Split (s)	17.0	17.0		11.7	17.0	15.0		17.7	
Total Split (s)	108.0	108.0		27.0	90.0	25.0		45.0	
Total Split (%)	67.5%	67.5%		16.9%	56.3%	15.6%		28%	
Maximum Green (s)	103.5	103.5		20.0	83.0	17.3		37.3	
Yellow Time (s)	3.5	3.5		5.0	5.0	4.7		4.7	
All-Red Time (s)	1.0	1.0		2.0	2.0	3.0		3.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0			
Total Lost Time (s)		4.5		7.0	7.0	7.7			
Lead/Lag	Lead	Lead		Lag	Lag			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			Yes	
Vehicle Extension (s)	1.0	1.0		2.0	1.0	3.0		3.0	
Recall Mode	C-Max	C-Max		None	C-Max	None		Min	
Walk Time (s)					7.0	7.0			
Flash Dont Walk (s)					18.0	35.0			
Pedestrian Calls (#/hr)					1	6			
Act Effct Green (s)		107.5		20.0	114.3	13.3			
Actuated g/C Ratio		0.67		0.12	0.71	0.08			
v/c Ratio		0.68		0.75	0.41	0.70			
Control Delay		2.4		78.8	3.4	73.7			
Queue Delay		0.1		0.0	0.1	0.0			
Total Delay		2.6		78.8	3.5	73.7			
LOS		A		E	A	E			
Approach Delay		2.6			9.8	73.7			
Approach LOS		A			A	E			
Queue Length 50th (ft)		26		188	75	98			
Queue Length 95th (ft)		0		#289	78	171			
Internal Link Dist (ft)		107			209	270			
Turn Bay Length (ft)				150					
Base Capacity (vph)		3179		225	4578	224			
Starvation Cap Reductn		1		0	1349	0			
Spillback Cap Reductn		190		0	0	1			
Storage Cap Reductn		0		0	0	0			
Reduced v/c Ratio		0.72		0.75	0.58	0.57			

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 9 (6%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated













Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 8.0
 Intersection Capacity Utilization 91.0%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke










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

PH1 B MIT Weekday PM peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	11	12	2064	1824	21	0	28			
Future Volume (vph)	11	12	2064	1824	21	0	28			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.99					
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5085	5085	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3501	5085	5085	1646	0	2937			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		1			1					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Heavy Vehicles (%)	0%	0%	2%	2%	0%	0%	0%			
Adj. Flow (vph)	12	13	2173	1920	22	0	29			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	25	2173	1920	22	0	29			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										

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

PH1 B MIT Weekday PM peak hour
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	4.7
Minimum Split (s)			17.0	17.0	17.0			17.7	15.0	11.7
Total Split (s)			108.0	90.0	90.0			45.0	25.0	27.0
Total Split (%)			67.5%	56.3%	56.3%			28%	16%	17%
Maximum Green (s)			103.5	83.0	83.0			37.3	17.3	20.0
Yellow Time (s)			3.5	5.0	5.0			4.7	4.7	5.0
All-Red Time (s)			1.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			4.5	7.0	7.0					
Lead/Lag			Lead	Lag	Lag			Lead		Lag
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				6	
Act Effct Green (s)		31.0	107.5	114.3	114.3		31.0			
Actuated g/C Ratio		0.19	0.67	0.71	0.71		0.19			
v/c Ratio		0.04	0.64	0.53	0.02		0.05			
Control Delay		65.2	5.2	1.5	0.9		51.0			
Queue Delay		0.0	0.0	0.0	0.0		0.0			
Total Delay		65.2	5.2	1.5	0.9		51.0			
LOS		E	A	A	A		D			
Approach Delay			5.9	1.5		51.0				
Approach LOS			A	A		D				
Queue Length 50th (ft)		12	106	21	1		14			
Queue Length 95th (ft)		m16	141	24	m2		30			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1221	3417	3633	1176		1024			
Starvation Cap Reductn		0	0	0	0		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.02	0.64	0.53	0.02		0.03			

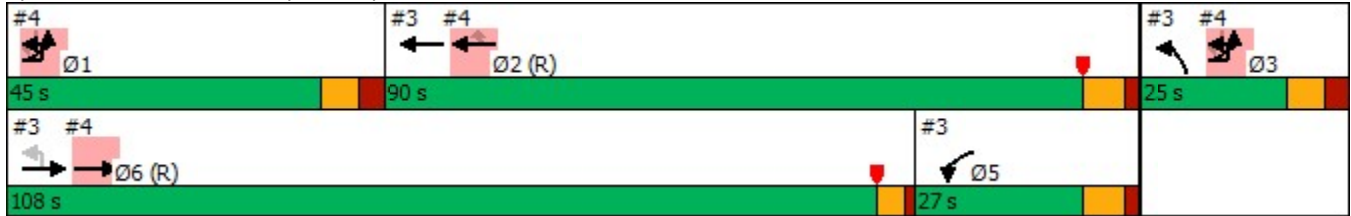
Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 9 (6%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75

Intersection Signal Delay: 4.2
 Intersection Capacity Utilization 58.4%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	205	1286	89	103	269	1342	151	112	235	131	491
Future Volume (vph)	3	205	1286	89	103	269	1342	151	112	235	131	491
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	500
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.97
Ped Bike Factor		1.00		0.98		1.00		0.99	0.99	0.99		1.00
Frt				0.850				0.850		0.948		
Flt Protected		0.950				0.950			0.950	0.998		0.950
Satd. Flow (prot)	0	3144	5085	1463	0	3458	5085	1531	1527	3155	0	3351
Flt Permitted		0.950				0.950			0.950	0.998		0.950
Satd. Flow (perm)	0	3142	5085	1435	0	3452	5085	1510	1513	3154	0	3349
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								232				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		4		5		5		4	14		1	1
Confl. Bikes (#/hr)				1				2			2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	2%	3%	2%	1%	2%	2%	4%	2%	5%	1%
Adj. Flow (vph)	3	216	1354	94	108	283	1413	159	118	247	138	517
Shared Lane Traffic (%)									10%			
Lane Group Flow (vph)	0	219	1354	94	0	391	1413	159	106	397	0	517
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	327	226
Future Volume (vph)	327	226
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		500
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor	1.00	
Frt	0.977	0.850
Flt Protected		
Satd. Flow (prot)	3193	1407
Flt Permitted		
Satd. Flow (perm)	3193	1407
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		14
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	2%	1%
Adj. Flow (vph)	344	238
Shared Lane Traffic (%)		26%
Lane Group Flow (vph)	406	176
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	19	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		4	4		3
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		4	4		3
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	20.0	20.0	50.0	50.0	28.0	28.0	58.0		31.0	31.0		51.0
Total Split (%)	12.5%	12.5%	31.3%	31.3%	17.5%	17.5%	36.3%		19.4%	19.4%		31.9%
Maximum Green (s)	13.0	13.0	43.0	43.0	21.0	21.0	51.0		23.0	23.0		43.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0		7.0	7.0		7.0
Flash Dont Walk (s)			30.0	30.0			30.0		36.0	36.0		36.0
Pedestrian Calls (#/hr)			5	5			0		1	1		1
Act Effct Green (s)		14.7	51.6	51.6		21.0	57.9	160.0	22.6	22.6		34.8
Actuated g/C Ratio		0.09	0.32	0.32		0.13	0.36	1.00	0.14	0.14		0.22
v/c Ratio		0.76	0.83	0.20		0.86	0.77	0.11	0.49	0.89		0.71
Control Delay		62.4	41.0	25.3		60.2	24.3	0.1	71.8	89.7		63.1
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		62.4	41.0	25.3		60.2	24.3	0.1	71.8	89.7		63.1
LOS		E	D	C		E	C	A	E	F		E
Approach Delay			42.9				29.5			85.9		
Approach LOS			D				C			F		
Queue Length 50th (ft)		119	483	77		212	403	0	114	226		260
Queue Length 95th (ft)		#191	#633	138		#286	442	0	187	#321		305
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			500
Base Capacity (vph)		293	1638	462		453	1838	1510	219	453		900
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.75	0.83	0.20		0.86	0.77	0.11	0.48	0.88		0.57

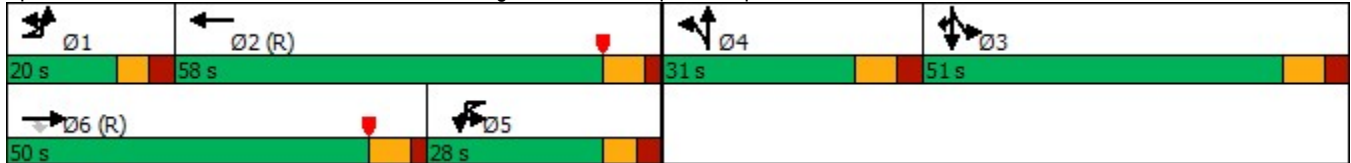
Intersection Summary






















Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 146 (91%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Prot
Protected Phases	3	3
Permitted Phases		
Detector Phase	3	3
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	51.0	51.0
Total Split (%)	31.9%	31.9%
Maximum Green (s)	43.0	43.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	34.8	34.8
Actuated g/C Ratio	0.22	0.22
v/c Ratio	0.59	0.58
Control Delay	59.0	62.8
Queue Delay	0.0	0.0
Total Delay	59.0	62.8
LOS	E	E
Approach Delay	61.5	
Approach LOS	E	
Queue Length 50th (ft)	210	182
Queue Length 95th (ft)	255	260
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		500
Base Capacity (vph)	858	378
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.47	0.47
Intersection Summary		













Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 45.9
 Intersection Capacity Utilization 98.8%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

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



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	900	7	536	7	0	117	0	666	5	125	19	529
Future Volume (vph)	900	7	536	7	0	117	0	666	5	125	19	529
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		200	0		0		140	
Storage Lanes	3		1	1		1	0		0		2	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.94	1.00	1.00	1.00	1.00	0.88	1.00	0.86	0.86	1.00	1.00	0.95
Ped Bike Factor								1.00			1.00	
Fr _t			0.850			0.850		0.999				
Fl _t Protected	0.950			0.950						0.950	0.950	
Satd. Flow (prot)	5090	1900	1583	1805	0	2842	0	6402	0	1805	1583	3574
Fl _t Permitted	0.950			0.950						0.264	0.264	
Satd. Flow (perm)	5090	1900	1583	1805	0	2842	0	6402	0	502	440	3574
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			640			193		1				
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			462			974				1039
Travel Time (s)		15.0			10.5			19.0				20.2
Confl. Peds. (#/hr)							7		1		1	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	2%	2%	0%	0%	14%	1%
Adj. Flow (vph)	1125	9	670	9	0	146	0	833	6	156	24	661
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1125	9	670	9	0	146	0	839	0	156	24	661
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		36			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)								0.0				0.0

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

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Type	Split	NA	Free	Prot		Prot		NA		pm+pt	pm+pt	NA
Protected Phases	4	4		3		3		2		1	1	6
Permitted Phases			Free							6	6	
Detector Phase	4	4		3		3		2		1	1	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	24.0	24.0		14.0		14.0		26.0		9.0	9.0	30.0
Total Split (s)	32.0	32.0		14.0		14.0		26.0		13.0	13.0	39.0
Total Split (%)	37.6%	37.6%		16.5%		16.5%		30.6%		15.3%	15.3%	45.9%
Maximum Green (s)	26.0	26.0		8.0		8.0		20.0		7.0	7.0	33.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lag		Lead		Lead		Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)	7.0	7.0						6.0				6.0
Flash Dont Walk (s)	11.0	11.0						18.0				18.0
Pedestrian Calls (#/hr)	0	0						0				0
Act Effct Green (s)	24.6	24.6	82.0	8.0		8.0		20.0		31.3	31.3	31.3
Actuated g/C Ratio	0.30	0.30	1.00	0.10		0.10		0.24		0.38	0.38	0.38
v/c Ratio	0.74	0.02	0.42	0.05		0.32		0.54		0.57	0.10	0.48
Control Delay	29.2	20.6	0.8	35.6		4.5		28.7		33.3	18.8	20.9
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Total Delay	29.2	20.6	0.8	35.6		4.5		28.7		33.3	18.8	20.9
LOS	C	C	A	D		A		C		C	B	C
Approach Delay		18.6			6.3			28.7				23.1
Approach LOS		B			A			C				C
Queue Length 50th (ft)	179	3	0	4		0		110		55	8	136
Queue Length 95th (ft)	202	12	0	17		7		127		85	20	158
Internal Link Dist (ft)		908			382			894				959
Turn Bay Length (ft)			700			200				140	140	
Base Capacity (vph)	1616	603	1583	176		451		1564		313	274	1440
Starvation Cap Reductn	0	0	0	0		0		0		0	0	0
Spillback Cap Reductn	0	0	0	0		0		0		0	0	0
Storage Cap Reductn	0	0	0	0		0		0		0	0	0
Reduced v/c Ratio	0.70	0.01	0.42	0.05		0.32		0.54		0.50	0.09	0.46

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 82
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 21.5
 Intersection Capacity Utilization 67.5%
 Intersection LOS: C
 ICU Level of Service C

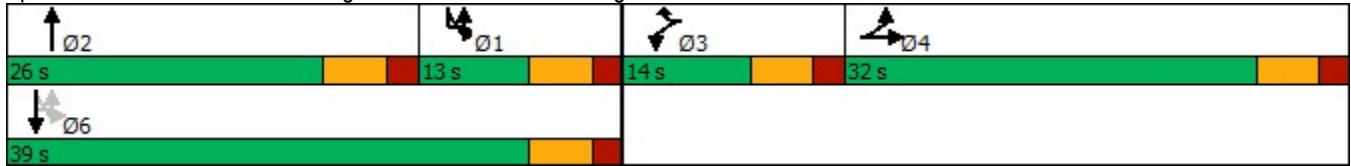


Lane Group	SBR
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Turn Type
 Protected Phases
 Permitted Phases
 Detector Phase
 Switch Phase
 Minimum Initial (s)
 Minimum Split (s)
 Total Split (s)
 Total Split (%)
 Maximum Green (s)
 Yellow Time (s)
 All-Red Time (s)
 Lost Time Adjust (s)
 Total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













Analysis Period (min) 15

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	431	462	65	10	313	121	1362	95	19
Future Volume (vph)	0	0	0	431	462	65	10	313	121	1362	95	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		385		0		230	0	
Storage Lanes	0		0	1		1		2		1	1	
Taper Length (ft)	0			50				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.97	1.00	0.88	1.00	0.95
Ped Bike Factor						0.98		0.99			1.00	0.99
Fr t						0.850				0.850		0.927
Flt Protected				0.950	0.988			0.950			0.950	
Satd. Flow (prot)	0	0	0	1626	3357	1615	0	3468	1900	2842	1805	3315
Flt Permitted				0.950	0.988			0.950			0.670	
Satd. Flow (perm)	0	0	0	1626	3357	1577	0	3446	1900	2842	1270	3315
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						103						20
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			753				1039			371
Travel Time (s)		10.1			11.4				20.2			8.4
Confl. Peds. (#/hr)						1		4			2	
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	484	519	73	11	352	136	1530	107	21
Shared Lane Traffic (%)				33%								
Lane Group Flow (vph)	0	0	0	324	679	73	0	363	136	1530	107	41
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			24				36			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2	0	0	1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66	0	0	30
Trailing Detector (ft)				0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)				0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)				30	30	30	20	45	30	0	0	30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												

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

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			
Turn Type				Prot	NA	Perm	Prot	Prot	NA	Free	Perm	NA
Protected Phases				3	8		5	5	2			6
Permitted Phases						8				Free	6	
Detector Phase				3	8	8	5	5	2		6	6
Switch Phase												
Minimum Initial (s)				15.0	1.0	1.0	8.0	8.0	10.0		10.0	10.0
Minimum Split (s)				22.0	39.0	39.0	15.0	15.0	17.0		17.0	17.0
Total Split (s)				53.0	53.0	53.0	31.0	31.0	63.0		32.0	32.0
Total Split (%)				45.7%	45.7%	45.7%	26.7%	26.7%	54.3%		27.6%	27.6%
Maximum Green (s)				46.0	46.0	46.0	24.0	24.0	56.0		25.0	25.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0		7.0	7.0
Lead/Lag							Lag	Lag			Lead	Lead
Lead-Lag Optimize?							Yes	Yes			Yes	Yes
Vehicle Extension (s)				5.0	0.2	0.2	5.0	5.0	5.0		5.0	5.0
Recall Mode				None	None	None	None	None	None		None	None
Walk Time (s)					7.0	7.0			7.0		7.0	7.0
Flash Dont Walk (s)					25.0	25.0			14.0		14.0	14.0
Pedestrian Calls (#/hr)					1	1			0		0	0
Act Effct Green (s)				40.4	40.4	40.4		17.6	35.0	90.6	15.9	15.9
Actuated g/C Ratio				0.45	0.45	0.45		0.19	0.39	1.00	0.18	0.18
v/c Ratio				0.45	0.45	0.10		0.54	0.19	0.54	0.48	0.07
Control Delay				22.6	20.7	2.1		39.4	18.7	0.7	46.9	22.9
Queue Delay				0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay				22.6	20.7	2.1		39.4	18.7	0.7	46.9	22.9
LOS				C	C	A		D	B	A	D	C
Approach Delay					20.0				8.8			40.2
Approach LOS					C				A			D
Queue Length 50th (ft)				148	155	0		110	55	0	64	6
Queue Length 95th (ft)				282	256	14		167	92	0	125	22
Internal Link Dist (ft)		586			673				959			291
Turn Bay Length (ft)						385				230		
Base Capacity (vph)				899	1664	918		1001	1235	2842	381	1011
Starvation Cap Reductn				0	0	0		0	0	0	0	0
Spillback Cap Reductn				0	0	0		0	0	0	0	0
Storage Cap Reductn				0	0	0		0	0	0	0	0
Reduced v/c Ratio				0.36	0.41	0.08		0.36	0.11	0.54	0.28	0.04

Intersection Summary

Area Type: Other
 Cycle Length: 116
 Actuated Cycle Length: 90.6
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 14.0

Intersection LOS: B



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

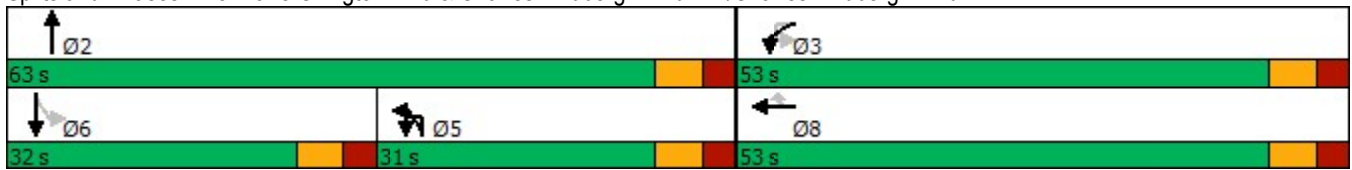
Intersection Summary





















Intersection Capacity Utilization 53.4%

ICU Level of Service A

Analysis Period (min) 15

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



												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	25	1666	178	6	99	1409	214	236	102	31	583
Future Volume (vph)	2	25	1666	178	6	99	1409	214	236	102	31	583
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)		115		0		140		50	40		0	130
Storage Lanes		1		0		1		1	1		0	1
Taper Length (ft)		140				140			50			55
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	0.97
Ped Bike Factor		1.00	1.00			1.00			1.00			
Frt			0.986					0.850		0.965		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1745	4845	0	0	1745	4916	1531	3319	1747	0	3385
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1745	4845	0	0	1744	4916	1531	3314	1747	0	3385
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			639				644			381		
Travel Time (s)			10.9				11.0			8.7		
Confl. Peds. (#/hr)		1		2			2		1	2		
Confl. Bikes (#/hr)									2			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%	1%	0%	0%	2%	2%	2%	1%	3%	0%
Parking (#/hr)											0	
Adj. Flow (vph)	2	27	1772	189	6	105	1499	228	251	109	33	620
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	1961	0	0	111	1499	228	251	142	0	620
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				30			22		
Link Offset(ft)			6				-7			-8		
Crosswalk Width(ft)			30				16			16		
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2		0	2	2	0	2	2		2
Detector Template	Left		Thru				Thru					
Leading Detector (ft)	20	50	100		0	50	100	0	50	36		50
Trailing Detector (ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0		0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6		0	20	6	0	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	94			30	94		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	6		20

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	P	
Traffic Volume (vph)	308	43
Future Volume (vph)	308	43
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor	1.00	
Frt	0.982	
Flt Protected		
Satd. Flow (prot)	1800	0
Flt Permitted		
Satd. Flow (perm)	1800	0
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	449	
Travel Time (s)	8.7	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	0%	0%
Parking (#/hr)		
Adj. Flow (vph)	328	46
Shared Lane Traffic (%)		
Lane Group Flow (vph)	374	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	45	
Link Offset(ft)	-30	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	36	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	30	
Detector 2 Size(ft)	6	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Turn Type	Prot	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	1	1	5		6	6	2	27	8	8		7
Permitted Phases												
Detector Phase	1	1	5		6	6	2	27	8	8		7
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		5.0	5.0	10.0		5.0	5.0		5.0
Minimum Split (s)	12.0	12.0	18.0		13.0	13.0	18.0		13.0	13.0		13.0
Total Split (s)	14.0	14.0	82.0		20.0	20.0	88.0		23.0	23.0		45.0
Total Split (%)	8.2%	8.2%	48.2%		11.8%	11.8%	51.8%		13.5%	13.5%		26.5%
Maximum Green (s)	7.0	7.0	74.0		12.0	12.0	80.0		15.0	15.0		37.0
Yellow Time (s)	4.0	4.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		7.0	8.0			8.0	8.0		8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag	Lag		Lag	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	0.2		2.0	2.0	0.2		3.0	3.0		3.0
Recall Mode	None	None	C-Max		None	None	C-Max		None	None		None
Walk Time (s)			7.0				7.0					7.0
Flash Dont Walk (s)			27.0				27.0					34.0
Pedestrian Calls (#/hr)			1				0					0
Act Effct Green (s)		6.4	74.0			12.0	83.0	127.9	15.1	15.1		36.9
Actuated g/C Ratio		0.04	0.44			0.07	0.49	0.75	0.09	0.09		0.22
v/c Ratio		0.45	0.93			0.90	0.62	0.20	0.85	0.92		0.84
Control Delay		103.1	63.3			134.3	34.0	7.0	101.6	127.9		75.4
Queue Delay		0.0	0.6			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		103.1	63.9			134.3	34.0	7.0	101.6	127.9		75.4
LOS		F	E			F	C	A	F	F		E
Approach Delay			64.4				36.7			111.1		
Approach LOS			E				D			F		
Queue Length 50th (ft)		29	698			125	460	73	144	160		345
Queue Length 95th (ft)		m67	816			#255	513	105	#223	#304		421
Internal Link Dist (ft)			559				564			301		
Turn Bay Length (ft)		115				140		50	40			130
Base Capacity (vph)		71	2109			123	2400	1152	294	155		736
Starvation Cap Reductn		0	26			0	0	0	0	0		0
Spillback Cap Reductn		0	0			0	0	0	0	0		0
Storage Cap Reductn		0	0			0	0	0	0	0		0
Reduced v/c Ratio		0.41	0.94			0.90	0.62	0.20	0.85	0.92		0.84

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 123 (72%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 130

Lane Group	SBT	SBR
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	7	
Permitted Phases		
Detector Phase	7	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	13.0	
Total Split (s)	45.0	
Total Split (%)	26.5%	
Maximum Green (s)	37.0	
Yellow Time (s)	5.0	
All-Red Time (s)	3.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.0	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	34.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	36.9	
Actuated g/C Ratio	0.22	
v/c Ratio	0.96	
Control Delay	101.0	
Queue Delay	0.0	
Total Delay	101.0	
LOS	F	
Approach Delay	85.0	
Approach LOS	F	
Queue Length 50th (ft)	416	
Queue Length 95th (ft)	#628	
Internal Link Dist (ft)	369	
Turn Bay Length (ft)		
Base Capacity (vph)	391	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.96	
Intersection Summary		

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 62.1

Intersection LOS: E

Intersection Capacity Utilization 95.2%

ICU Level of Service F

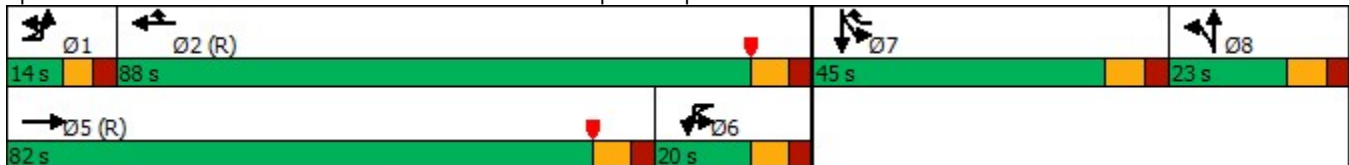
Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

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



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

PH1 B MIT Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	11	31	1255	109	23	135	1478	47	120	74	159	87
Future Volume (vph)	11	31	1255	109	23	135	1478	47	120	74	159	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.98		1.00		0.98		0.97	0.97	0.98
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.970		0.950
Satd. Flow (prot)	0	1649	4893	1492	0	1805	5036	1507	0	1699	1492	1685
Flt Permitted		0.950				0.950				0.764		0.495
Satd. Flow (perm)	0	1645	4893	1457	0	1803	5036	1485	0	1303	1441	864
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		5		3		3		5	53		25	25
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	3%	6%	1%	0%	0%	3%	0%	2%	0%	1%	0%
Adj. Flow (vph)	13	35	1426	124	26	153	1680	53	136	84	181	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	1426	124	0	179	1680	53	0	220	181	99
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	71	37
Future Volume (vph)	71	37
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.94
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1756	1507
Flt Permitted		
Satd. Flow (perm)	1756	1417
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		53
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.88	0.88
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	81	42
Shared Lane Traffic (%)		
Lane Group Flow (vph)	81	42
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	61.0	61.0	61.0	15.0
Total Split (s)	16.0	16.0	67.0	67.0	32.0	32.0	83.0	83.0	61.0	61.0	61.0	61.0
Total Split (%)	10.0%	10.0%	41.9%	41.9%	20.0%	20.0%	51.9%	51.9%	38.1%	38.1%	38.1%	38.1%
Maximum Green (s)	10.0	10.0	59.0	59.0	26.0	26.0	75.0	75.0	53.0	53.0	53.0	53.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.1	2.1	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									18	18	18	2
Act Effct Green (s)		8.7	76.2	76.2		20.0	90.1	90.1		41.7	41.7	41.7
Actuated g/C Ratio		0.05	0.48	0.48		0.12	0.56	0.56		0.26	0.26	0.26
v/c Ratio		0.53	0.61	0.18		0.80	0.59	0.06		0.65	0.48	0.44
Control Delay		101.0	21.5	18.0		64.6	25.3	13.9		59.8	52.1	52.5
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		101.0	21.5	18.0		64.6	25.3	13.9		59.8	52.1	52.5
LOS		F	C	B		E	C	B		E	D	D
Approach Delay			23.6				28.7			56.4		
Approach LOS			C				C			E		
Queue Length 50th (ft)		53	418	48		165	592	40		186	145	78
Queue Length 95th (ft)		m89	354	73		m200	636	m48		269	214	134
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		103	2331	694		293	2836	836		431	477	286
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.47	0.61	0.18		0.61	0.59	0.06		0.51	0.38	0.35

Intersection Summary

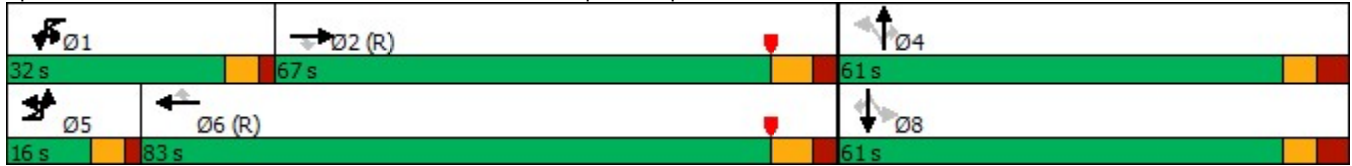
Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 101 (63%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated

Lane Group	↓ SBT	↙ SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	61.0	61.0
Total Split (%)	38.1%	38.1%
Maximum Green (s)	53.0	53.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	41.7	41.7
Actuated g/C Ratio	0.26	0.26
v/c Ratio	0.18	0.11
Control Delay	43.1	40.6
Queue Delay	0.0	0.0
Total Delay	43.1	40.6
LOS	D	D
Approach Delay	46.8	
Approach LOS	D	
Queue Length 50th (ft)	60	30
Queue Length 95th (ft)	101	61
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	581	469
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.14	0.09
Intersection Summary		

Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 30.4
 Intersection Capacity Utilization 126.7%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: C
 ICU Level of Service H

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



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

PH1 B MIT Weekday PM peak hour
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	144	1056	11	21	19	1378	228	19	43	24	303
Future Volume (vph)	3	144	1056	11	21	19	1378	228	19	43	24	303
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		90		125		150		405	0		0	125
Storage Lanes		2		1		1		1	0		0	1
Taper Length (ft)		135				85			0			65
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97
Ped Bike Factor		1.00						0.98		1.00		
Frt				0.850				0.850		0.962		
Flt Protected		0.950				0.950				0.989		0.950
Satd. Flow (prot)	0	3189	3505	1615	0	1805	3539	1524	0	1745	0	3335
Flt Permitted		0.950				0.950				0.867		0.950
Satd. Flow (perm)	0	3188	3505	1615	0	1805	3539	1500	0	1524	0	3335
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								238				
Link Speed (mph)			40				40			30		
Link Distance (ft)			498				580			260		
Travel Time (s)			8.5				9.9			5.9		
Confl. Peds. (#/hr)		2						2	18			
Confl. Bikes (#/hr)								2				
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	10%	3%	0%	0%	0%	2%	6%	5%	5%	0%	5%
Adj. Flow (vph)	3	150	1100	11	22	20	1435	238	20	45	25	316
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	153	1100	11	0	42	1435	238	0	90	0	316
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			44				56			0		
Link Offset(ft)			11				0			-5		
Crosswalk Width(ft)			48				30			30		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2		2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	6	20	55	100	6	20	55		55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		35	94			35	94			35		35
Detector 2 Size(ft)		20	6			20	6			20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex
Detector 2 Channel												

Lane Group	SBT	SBR	Ø2
Lane Configurations			
Traffic Volume (vph)	30	325	
Future Volume (vph)	30	325	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		1	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Ped Bike Factor	0.97		
Frt	0.875	0.850	
Flt Protected			
Satd. Flow (prot)	1475	1461	
Flt Permitted			
Satd. Flow (perm)	1475	1461	
Right Turn on Red		No	
Satd. Flow (RTOR)			
Link Speed (mph)	40		
Link Distance (ft)	400		
Travel Time (s)	6.8		
Confl. Peds. (#/hr)		18	
Confl. Bikes (#/hr)			
Peak Hour Factor	0.96	0.96	
Heavy Vehicles (%)	0%	5%	
Adj. Flow (vph)	31	339	
Shared Lane Traffic (%)		46%	
Lane Group Flow (vph)	187	183	
Enter Blocked Intersection	No	No	
Lane Alignment	Left	Right	
Median Width(ft)	40		
Link Offset(ft)	-15		
Crosswalk Width(ft)	30		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	
Turning Speed (mph)		9	
Number of Detectors	2	2	
Detector Template			
Leading Detector (ft)	55	55	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)	35	35	
Detector 2 Size(ft)	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	
Detector 2 Channel			

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Extend (s)		0.0	0.0			0.0	0.0			0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split
Protected Phases	1	1	5		3	3	2 3			7		4
Permitted Phases				5				2 3 4	7			
Detector Phase	1	1	5	5	3	3	2 3	2 3 4	7	7		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0
Total Split (s)	20.0	20.0	78.0	78.0	20.0	20.0			21.0	21.0		41.0
Total Split (%)	12.5%	12.5%	48.8%	48.8%	12.5%	12.5%			13.1%	13.1%		25.6%
Maximum Green (s)	13.0	13.0	71.0	71.0	13.0	13.0			14.0	14.0		34.0
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0
All-Red Time (s)	3.0	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0			0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0			7.0		7.0
Lead/Lag	Lead	Lead			Lead	Lead						Lag
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0
Recall Mode	None	None	C-Max	C-Max	None	None			None	None		None
Walk Time (s)												7.0
Flash Dont Walk (s)												35.0
Pedestrian Calls (#/hr)												1
Act Effct Green (s)		11.5	81.0	81.0		13.0	82.5	114.6		12.9		25.1
Actuated g/C Ratio		0.07	0.51	0.51		0.08	0.52	0.72		0.08		0.16
v/c Ratio		0.67	0.62	0.01		0.29	0.79	0.21		0.73		0.61
Control Delay		86.7	31.8	23.6		49.9	18.8	0.7		102.7		67.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0
Total Delay		86.7	31.8	23.6		49.9	18.8	0.7		102.7		67.0
LOS		F	C	C		D	B	A		F		E
Approach Delay			38.4				17.0			102.7		
Approach LOS			D				B			F		
Queue Length 50th (ft)		81	437	6		42	88	0		93		160
Queue Length 95th (ft)		122	569	19		m77	875	0		#176		201
Internal Link Dist (ft)			418				500			180		
Turn Bay Length (ft)		90		125		150		405				125
Base Capacity (vph)		261	1774	817		146	1825	1212		138		708
Starvation Cap Reductn		0	0	0		0	0	0		0		0
Spillback Cap Reductn		0	0	0		0	0	0		0		0
Storage Cap Reductn		0	0	0		0	0	0		0		0
Reduced v/c Ratio		0.59	0.62	0.01		0.29	0.79	0.20		0.65		0.45

Intersection Summary

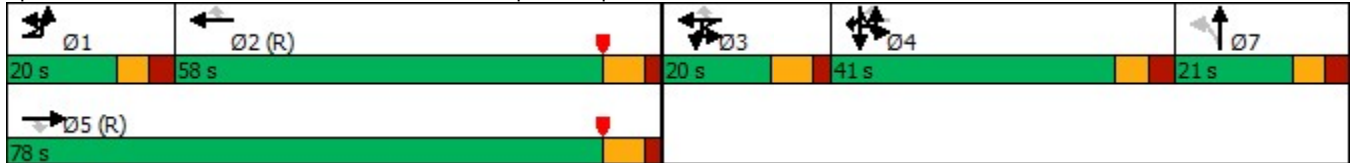
Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 97 (61%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81

Lane Group	SBT	SBR	Ø2
Detector 2 Extend (s)	0.0	0.0	
Turn Type	NA	Prot	
Protected Phases	4	4	2
Permitted Phases			
Detector Phase	4	4	
Switch Phase			
Minimum Initial (s)	7.0	7.0	10.0
Minimum Split (s)	14.0	14.0	17.0
Total Split (s)	41.0	41.0	58.0
Total Split (%)	25.6%	25.6%	36%
Maximum Green (s)	34.0	34.0	51.0
Yellow Time (s)	4.0	4.0	5.0
All-Red Time (s)	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0
Recall Mode	None	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	35.0	35.0	25.0
Pedestrian Calls (#/hr)	1	1	0
Act Effct Green (s)	25.1	25.1	
Actuated g/C Ratio	0.16	0.16	
v/c Ratio	0.81	0.80	
Control Delay	89.9	89.0	
Queue Delay	0.0	0.0	
Total Delay	89.9	89.0	
LOS	F	F	
Approach Delay	79.1		
Approach LOS	E		
Queue Length 50th (ft)	201	196	
Queue Length 95th (ft)	283	277	
Internal Link Dist (ft)	320		
Turn Bay Length (ft)			
Base Capacity (vph)	313	310	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.60	0.59	

Intersection Summary

Intersection Signal Delay: 37.6
 Intersection Capacity Utilization 94.5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.













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



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

PH1 B MIT Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	656	207	73	567	69	142	601	85	97	936	173
Future Volume (vph)	220	656	207	73	567	69	142	601	85	97	936	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	9	11	10	9	11	11
Storage Length (ft)	130		0	0		0	130		0	120		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	75			0			75			75		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.97		0.88		0.99			0.99		0.98	0.99	
Frt			0.850		0.985			0.981			0.977	
Flt Protected	0.950				0.995		0.950			0.950		
Satd. Flow (prot)	1570	3505	1583	0	3300	0	1608	3304	0	1608	3245	0
Flt Permitted	0.161				0.780		0.112			0.382		
Satd. Flow (perm)	258	3505	1395	0	2578	0	190	3304	0	636	3245	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		760			657			462			451	
Travel Time (s)		17.3			14.9			10.5			10.3	
Confl. Peds. (#/hr)	67		87	87		67	25		35	35		25
Confl. Bikes (#/hr)			3			2			30			4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	15%	3%	2%	1%	3%	2%	1%	3%	1%	1%	2%	17%
Parking (#/hr)						0						
Adj. Flow (vph)	227	676	213	75	585	71	146	620	88	100	965	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	227	676	213	0	731	0	146	708	0	100	1143	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			12			42			24	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.04	1.14	1.04	1.09	1.14	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template		Thru		Left	Thru			Thru		Left	Thru	
Leading Detector (ft)	30	100	100	20	100		30	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	6	100	20	6		30	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	
Detector 2 Channel	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Perm		NA
Protected Phases	7	4		3	8		5	2				6
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		6		6
Switch Phase												
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0		3.0	15.0		15.0		15.0
Minimum Split (s)	7.0	28.0	28.0	7.0	28.0		7.0	28.0		28.0		28.0
Total Split (s)	12.0	30.0	30.0	12.0	30.0		10.0	48.0		38.0		38.0
Total Split (%)	13.3%	33.3%	33.3%	13.3%	33.3%		11.1%	53.3%		42.2%		42.2%
Maximum Green (s)	8.0	24.0	24.0	8.0	24.0		6.0	42.0		32.0		32.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		4.0		4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	4.0	6.0	6.0		6.0		4.0	6.0		6.0		6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes		Yes
Vehicle Extension (s)	1.0	3.0	3.0	1.0	3.0		1.0	0.2		0.2		0.2
Recall Mode	None	None	None	None	None		None	C-Min		C-Min		C-Min
Walk Time (s)		8.0	8.0		8.0			8.0		8.0		8.0
Flash Dont Walk (s)		14.0	14.0		14.0			14.0		14.0		14.0
Pedestrian Calls (#/hr)		8	8		12			29		22		22
Act Effct Green (s)	38.2	36.2	36.2		24.0		43.8	41.8		31.8		31.8
Actuated g/C Ratio	0.42	0.40	0.40		0.27		0.49	0.46		0.35		0.35
v/c Ratio	1.00	0.48	0.38		1.06		0.78	0.46		0.44		1.00
Control Delay	83.0	21.4	21.6		86.2		43.9	17.6		30.0		55.9
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Delay	83.0	21.4	21.6		86.2		43.9	17.6		30.0		55.9
LOS	F	C	C		F		D	B		C		E
Approach Delay		34.0			86.2			22.1				53.9
Approach LOS		C			F			C				D
Queue Length 50th (ft)	~86	147	84		~243		45	138		43		335
Queue Length 95th (ft)	#228	197	144		#356		#132	186		94		#483
Internal Link Dist (ft)		680			577			382				371
Turn Bay Length (ft)	130						130			120		
Base Capacity (vph)	228	1408	560		687		187	1541		226		1153
Starvation Cap Reductn	0	0	0		0		0	0		0		0
Spillback Cap Reductn	0	0	0		0		0	0		0		0
Storage Cap Reductn	0	0	0		0		0	0		0		0
Reduced v/c Ratio	1.00	0.48	0.38		1.06		0.78	0.46		0.44		0.99

Intersection Summary

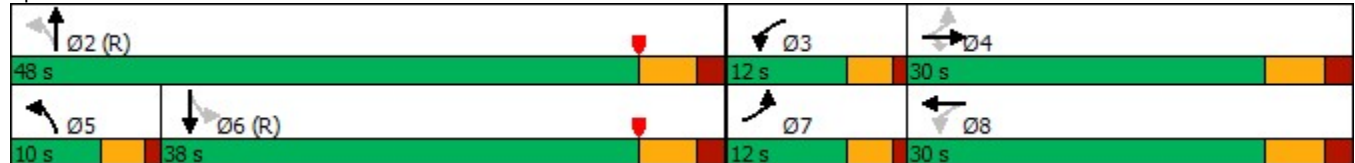
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 88 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 80

Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 47.4
 Intersection Capacity Utilization 96.7%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service F




















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

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















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

PH1 B MIT Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	837	64	11	354	798	237	0	518	431	363	936
Future Volume (vph)	0	837	64	11	354	798	237	0	518	431	363	936
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	12	16	10	10	10	9	9
Storage Length (ft)	0		0		0		125	0		0	325	
Storage Lanes	0		0		1		1	0		0	1	
Taper Length (ft)	0				0			0			25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor		1.00			1.00		0.98		0.99		1.00	0.99
Frt		0.989					0.850		0.932			0.987
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	3409	0	0	1728	3610	1794	0	3040	0	1608	3130
Flt Permitted					0.950						0.136	
Satd. Flow (perm)	0	3409	0	0	1722	3610	1758	0	3040	0	230	3130
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		8					63		227			14
Link Speed (mph)		30				30			30			30
Link Distance (ft)		366				499			317			536
Travel Time (s)		8.3				11.3			7.2			12.2
Confl. Peds. (#/hr)	7		11		11		7	51		12	12	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	2%	0%	1%	0%	2%	0%	3%	1%	1%	2%
Adj. Flow (vph)	0	881	67	12	373	840	249	0	545	454	382	985
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	948	0	0	385	840	249	0	999	0	382	1078
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		15				75			9			9
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		24				26			16			16
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.00	1.04	1.00	0.85	1.09	1.09	1.09	1.14	1.14
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors		2		1	1	2	1		2		1	2
Detector Template		Thru		Left	Left	Thru	Right		Thru		Left	Thru
Leading Detector (ft)		100		20	20	100	20		100		20	100
Trailing Detector (ft)		0		0	0	0	0		0		0	0
Detector 1 Position(ft)		0		0	0	0	0		0		0	0
Detector 1 Size(ft)		6		20	20	6	20		6		20	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	88
Future Volume (vph)	88
Ideal Flow (vphpl)	1900
Lane Width (ft)	9
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	51
Peak Hour Factor	0.95
Heavy Vehicles (%)	0%
Adj. Flow (vph)	93
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.14
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type		NA		Prot	Prot	NA	pm+ov		NA		pm+pt	NA
Protected Phases		4		3	3	8	1		2		1	6
Permitted Phases							8				6	
Detector Phase		4		3	3	8	1		2		1	6
Switch Phase												
Minimum Initial (s)		12.0		3.0	3.0	12.0	6.0		20.0		6.0	20.0
Minimum Split (s)		28.5		8.5	8.5	17.5	11.5		28.5		11.5	28.5
Total Split (s)		27.0		17.5	17.5	44.5	16.0		29.5		16.0	45.5
Total Split (%)		30.0%		19.4%	19.4%	49.4%	17.8%		32.8%		17.8%	50.6%
Maximum Green (s)		21.5		12.0	12.0	39.0	10.5		24.0		10.5	40.0
Yellow Time (s)		3.5		3.5	3.5	3.5	3.5		3.5		3.5	3.5
All-Red Time (s)		2.0		2.0	2.0	2.0	2.0		2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Lost Time (s)		5.5			5.5	5.5	5.5		5.5		5.5	5.5
Lead/Lag		Lead		Lag	Lag		Lag		Lead		Lag	
Lead-Lag Optimize?		Yes		Yes	Yes		Yes		Yes		Yes	
Vehicle Extension (s)		3.0		2.0	2.0	3.0	0.2		0.2		0.2	0.2
Recall Mode		None		None	None	None	None		C-Min		None	C-Min
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		16.0				16.0			16.0			16.0
Pedestrian Calls (#/hr)		17				4			4			2
Act Effct Green (s)		21.5			12.0	39.0	49.5		24.0		40.0	40.0
Actuated g/C Ratio		0.24			0.13	0.43	0.55		0.27		0.44	0.44
v/c Ratio		1.16			1.67	0.54	0.25		1.02		1.46	0.77
Control Delay		116.6			349.9	20.4	6.6		61.3		255.2	25.5
Queue Delay		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Delay		116.6			349.9	20.4	6.6		61.3		255.2	25.5
LOS		F			F	C	A		E		F	C
Approach Delay		116.6				104.2			61.3			85.6
Approach LOS		F				F			E			F
Queue Length 50th (ft)		~337			~322	180	42		~255		~256	261
Queue Length 95th (ft)		#462			#496	236	75		#392		#433	343
Internal Link Dist (ft)		286				419			237			456
Turn Bay Length (ft)							125				325	
Base Capacity (vph)		820			230	1564	999		977		262	1398
Starvation Cap Reductn		0			0	0	0		0		0	0
Spillback Cap Reductn		0			0	0	0		0		0	0
Storage Cap Reductn		0			0	0	0		0		0	0
Reduced v/c Ratio		1.16			1.67	0.54	0.25		1.02		1.46	0.77

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 71 (79%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.67

Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary















Intersection Signal Delay: 92.2
 Intersection Capacity Utilization 112.6%
 Analysis Period (min) 15







Intersection LOS: F
 ICU Level of Service H

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

Splits and Phases: 25: Franklin Ave & Stewart Ave



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	415	327	167	1376	1233	165
Future Volume (vph)	415	327	167	1376	1233	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.982	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1599	1752	3505	3447	0
Flt Permitted	0.950		0.124			
Satd. Flow (perm)	3351	1599	229	3505	3447	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		26			27	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)			6			6
Confl. Bikes (#/hr)						3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	3%	3%	3%	0%
Adj. Flow (vph)	446	352	180	1480	1326	177
Shared Lane Traffic (%)						
Lane Group Flow (vph)	446	352	180	1480	1503	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	2	2 3	3	1 3	1	
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	21.0		12.0		43.0	
Total Split (%)	27.6%		15.8%		56.6%	
Maximum Green (s)	15.0		8.0		37.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	2					
Act Effct Green (s)	14.7	26.9	42.4	44.5	32.3	
Actuated g/C Ratio	0.21	0.38	0.59	0.62	0.45	
v/c Ratio	0.65	0.57	0.58	0.68	0.96	
Control Delay	31.4	21.4	17.8	11.0	33.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	31.4	21.4	17.8	11.0	33.9	
LOS	C	C	B	B	C	
Approach Delay	27.0			11.8	33.9	
Approach LOS	C			B	C	
Queue Length 50th (ft)	98	120	26	197	315	
Queue Length 95th (ft)	146	206	#101	318	#527	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	756	588	309	2443	1827	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.59	0.60	0.58	0.61	0.82	















Intersection Summary







Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 71.4
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 23.2
 Intersection Capacity Utilization 73.8%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

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

Splits and Phases: 55: Merrick Ave & Corporate Dr



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				  	 	
Traffic Volume (vph)	58	41	18	1786	1399	13
Future Volume (vph)	58	41	18	1786	1399	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.999	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1719	1568	1805	5085	3531	0
Flt Permitted	0.950		0.108			
Satd. Flow (perm)	1719	1568	205	5085	3531	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		43			2	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	309	
Travel Time (s)	7.0			3.6	5.3	
Confl. Peds. (#/hr)			1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	3%	0%	2%	2%	15%
Adj. Flow (vph)	61	43	19	1880	1473	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	43	19	1880	1487	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	3		2	1 2	1	
Permitted Phases		3	1 2			

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	3	3	2	1 2	1	
Switch Phase						
Minimum Initial (s)	6.0	6.0	3.0		15.0	
Minimum Split (s)	12.0	12.0	9.0		21.0	
Total Split (s)	13.0	13.0	11.0		51.0	
Total Split (%)	17.3%	17.3%	14.7%		68.0%	
Maximum Green (s)	7.0	7.0	5.0		45.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	4.0	4.0	2.0		0.2	
Recall Mode	None	None	None		Min	
Walk Time (s)	7.0	7.0				
Flash Dont Walk (s)	20.0	20.0				
Pedestrian Calls (#/hr)	0	0				
Act Effct Green (s)	7.1	7.1	42.2	50.0	37.0	
Actuated g/C Ratio	0.11	0.11	0.66	0.78	0.58	
v/c Ratio	0.32	0.20	0.07	0.48	0.73	
Control Delay	34.3	13.1	4.1	4.1	13.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	34.3	13.1	4.1	4.1	13.3	
LOS	C	B	A	A	B	
Approach Delay	25.6			4.1	13.3	
Approach LOS	C			A	B	
Queue Length 50th (ft)	21	0	2	98	225	
Queue Length 95th (ft)	63	28	6	121	298	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	192	213	262	3914	2540	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.32	0.20	0.07	0.48	0.59	

Intersection Summary



























Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 64.3
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 8.7
 Intersection Capacity Utilization 54.1%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A













Splits and Phases: 56: Merrick Ave & Privado Rd



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

PH1 B MIT Weekday PM peak hour
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	47	1882	262	191	1121	38	221	133	231	75	303	91
Future Volume (vph)	47	1882	262	191	1121	38	221	133	231	75	303	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	12	10	10	12	10	9	9	9	12	12	12
Storage Length (ft)	75		150	395		150	215		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	175			145			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.905			0.974	
Flt Protected	0.950			0.950			0.950				0.992	
Satd. Flow (prot)	1624	5085	1436	1652	5085	1358	1577	1525	0	0	1714	0
Flt Permitted	0.950			0.950			0.357				0.610	
Satd. Flow (perm)	1624	5085	1436	1652	5085	1358	593	1525	0	0	1054	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						64		72			10	
Link Speed (mph)		50			50			30			25	
Link Distance (ft)		485			721			313			274	
Travel Time (s)		6.6			9.8			7.1			7.5	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	2%	5%	2%	2%	11%	3%	4%	0%	7%	3%	21%
Adj. Flow (vph)	55	2214	308	225	1319	45	260	156	272	88	356	107
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	2214	308	225	1319	45	260	428	0	0	551	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			9			0	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		16			16			40			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.00	1.09	1.09	1.00	1.09	1.14	1.14	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	2	2	1	2	2		1	3	
Detector Template		Thru	Right		Thru	Right				Left		
Leading Detector (ft)	50	100	20	50	100	20	50	50		20	32	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	94		30	94		30	30			16	
Detector 2 Size(ft)	20	6		20	6		20	20			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 3 Position(ft)											26	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Size(ft)												6
Detector 3 Type												Cl+Ex
Detector 3 Channel												
Detector 3 Extend (s)												0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	4.0	14.0	14.0	4.0	15.0	15.0	9.2	9.2		10.0	10.0	
Minimum Split (s)	9.0	21.4	21.4	9.0	22.4	22.4	16.0	16.0		16.8	16.8	
Total Split (s)	23.0	57.0	57.0	23.0	57.0	57.0	70.0	70.0		70.0	70.0	
Total Split (%)	15.3%	38.0%	38.0%	15.3%	38.0%	38.0%	46.7%	46.7%		46.7%	46.7%	
Maximum Green (s)	18.0	49.6	49.6	18.0	49.6	49.6	63.2	63.2		63.2	63.2	
Yellow Time (s)	3.0	5.4	5.4	3.0	5.4	5.4	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.4	7.4	5.0	7.4	7.4	6.8	6.8				6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							37.0	37.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	9.5	49.6	49.6	18.0	60.2	60.2	63.2	63.2				63.2
Actuated g/C Ratio	0.06	0.33	0.33	0.12	0.40	0.40	0.42	0.42				0.42
v/c Ratio	0.54	1.32	0.65	1.14	0.65	0.08	1.04	0.63				1.23
Control Delay	86.1	186.9	50.4	162.1	39.1	3.5	111.1	32.7				157.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	86.1	186.9	50.4	162.1	39.1	3.5	111.1	32.7				157.6
LOS	F	F	D	F	D	A	F	C				F
Approach Delay		168.4			55.5			62.3				157.6
Approach LOS		F			E			E				F
Queue Length 50th (ft)	53	~1020	257	~255	389	0	~274	274				~658
Queue Length 95th (ft)	94	#1012	341	#395	430	13	#420	360				#819
Internal Link Dist (ft)		405			641			233				194
Turn Bay Length (ft)	75		150	395		150	215					
Base Capacity (vph)	194	1681	474	198	2039	583	249	684				449
Starvation Cap Reductn	0	0	0	0	0	0	0	0				0
Spillback Cap Reductn	0	0	0	0	0	0	0	0				0
Storage Cap Reductn	0	0	0	0	0	0	0	0				0
Reduced v/c Ratio	0.28	1.32	0.65	1.14	0.65	0.08	1.04	0.63				1.23

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 59 (39%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.32
 Intersection Signal Delay: 120.6
 Intersection Capacity Utilization 115.4%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

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

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















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

PH1 B MIT Weekday PM peak hour
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	199	183	59	128	411	93	23	91	403	58	1	87
Future Volume (vph)	199	183	59	128	411	93	23	91	403	58	1	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	11	11	10	12	10	11	11	12	10
Storage Length (ft)	55		0	0		0		85		95		135
Storage Lanes	1		0	0		1		1		1		1
Taper Length (ft)	25			0				110				85
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99			1.00	0.98				0.98		1.00
Frt		0.963				0.850				0.850		
Flt Protected	0.950				0.988			0.950				0.950
Satd. Flow (prot)	1678	1647	0	0	1763	1358	0	1671	3261	1432	0	1652
Flt Permitted	0.276				0.843			0.515				0.371
Satd. Flow (perm)	486	1647	0	0	1500	1332	0	906	3261	1401	0	643
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		33				102				95		
Link Speed (mph)		40			40				30			
Link Distance (ft)		1221			945				506			
Travel Time (s)		20.8			16.1				11.5			
Confl. Peds. (#/hr)	7		15	15		7				8		8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	3%	3%	6%	2%	11%	4%	0%	7%	9%	0%	2%
Adj. Flow (vph)	219	201	65	141	452	102	25	100	443	64	1	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	219	266	0	0	593	102	0	125	443	64	0	97
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		11			0				10			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.04	1.09	1.09	1.04	1.04	1.09	1.00	1.09	1.04	1.04	1.00	1.09
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2	1	1	1	1	1	1	1
Detector Template				Left			Left				Left	
Leading Detector (ft)	100	100		20	100	100	20	160	160	160	20	20
Trailing Detector (ft)	94	94		0	94	94	0	154	154	154	0	0
Detector 1 Position(ft)	94	94		0	94	94	0	154	154	154	0	0
Detector 1 Size(ft)	6	6		20	6	6	20	6	6	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	366	305
Future Volume (vph)	366	305
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	8
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3323	1386
Flt Permitted		
Satd. Flow (perm)	3323	1386
Right Turn on Red		Yes
Satd. Flow (RTOR)		335
Link Speed (mph)	30	
Link Distance (ft)	557	
Travel Time (s)	12.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.91	0.91
Heavy Vehicles (%)	5%	1%
Adj. Flow (vph)	402	335
Shared Lane Traffic (%)		
Lane Group Flow (vph)	402	335
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.20
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template		
Leading Detector (ft)	160	160
Trailing Detector (ft)	94	154
Detector 1 Position(ft)	154	154
Detector 1 Size(ft)	6	6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Perm	NA		Perm	NA	Perm	Perm	Perm	NA	Perm	pm+pt	pm+pt
Protected Phases		4			4				2		1	1
Permitted Phases	4			4		4	2	2		2	6	6
Detector Phase	4	4		4	4	4	2	2	2	2	1	1
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0	14.0	17.0	17.0	17.0	17.0	2.0	2.0
Minimum Split (s)	19.5	19.5		19.5	19.5	19.5	22.5	22.5	22.5	22.5	6.0	6.0
Total Split (s)	45.0	45.0		45.0	45.0	45.0	24.0	24.0	24.0	24.0	6.0	6.0
Total Split (%)	60.0%	60.0%		60.0%	60.0%	60.0%	32.0%	32.0%	32.0%	32.0%	8.0%	8.0%
Maximum Green (s)	39.5	39.5		39.5	39.5	39.5	18.5	18.5	18.5	18.5	2.0	2.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)	5.5	5.5			5.5	5.5			5.5	5.5		4.0
Lead/Lag							Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	None	None
Walk Time (s)	11.0	11.0		11.0	11.0	11.0						
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0						
Pedestrian Calls (#/hr)	3	3		3	3	3						
Act Effct Green (s)	30.7	30.7			30.7	30.7			18.0	18.0	18.0	24.1
Actuated g/C Ratio	0.47	0.47			0.47	0.47			0.28	0.28	0.28	0.37
v/c Ratio	0.95	0.33			0.83	0.15			0.50	0.49	0.14	0.36
Control Delay	68.6	10.0			26.1	2.7			32.2	24.4	3.3	21.4
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	68.6	10.0			26.1	2.7			32.2	24.4	3.3	21.4
LOS	E	B			C	A			C	C	A	C
Approach Delay		36.4			22.7				23.8			
Approach LOS		D			C				C			
Queue Length 50th (ft)	78	53			191	0			48	90	0	29
Queue Length 95th (ft)	#218	100			337	21			#109	140	16	63
Internal Link Dist (ft)		1141			865				426			
Turn Bay Length (ft)	55								85		95	135
Base Capacity (vph)	309	1061			955	885			270	972	484	271
Starvation Cap Reductn	0	0			0	0			0	0	0	0
Spillback Cap Reductn	0	0			0	0			0	0	0	0
Storage Cap Reductn	0	0			0	0			0	0	0	0
Reduced v/c Ratio	0.71	0.25			0.62	0.12			0.46	0.46	0.13	0.36

Intersection Summary

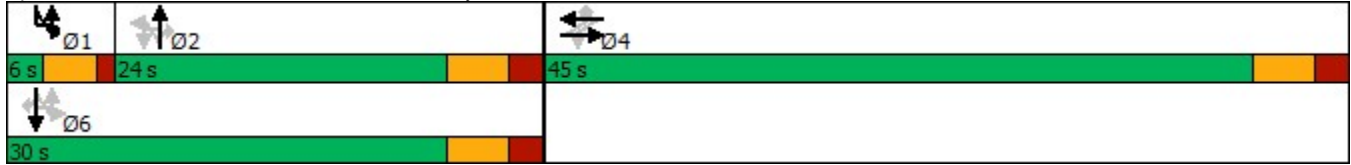
Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 64.7
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 22.6
 Intersection LOS: C








Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	17.0	17.0
Minimum Split (s)	22.5	22.5
Total Split (s)	30.0	30.0
Total Split (%)	40.0%	40.0%
Maximum Green (s)	24.5	24.5
Yellow Time (s)	3.5	3.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.5	5.5
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	4.0
Recall Mode	Min	Min
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	22.5	22.5
Actuated g/C Ratio	0.35	0.35
v/c Ratio	0.35	0.48
Control Delay	18.5	5.1
Queue Delay	0.0	0.0
Total Delay	18.5	5.1
LOS	B	A
Approach Delay	13.5	
Approach LOS	B	
Queue Length 50th (ft)	70	0
Queue Length 95th (ft)	111	54
Internal Link Dist (ft)	477	
Turn Bay Length (ft)		
Base Capacity (vph)	1312	750
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.31	0.45








Intersection Summary

Intersection Capacity Utilization 90.8% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

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



							
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1458	0	193	126	959	0	67
Future Volume (vph)	1458	0	193	126	959	0	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100		400		0	0
Storage Lanes		2		1		0	2
Taper Length (ft)				100		0	
Lane Util. Factor	0.86	1.00	0.91	0.97	0.91	1.00	0.88
Frt							0.850
Flt Protected				0.950			
Satd. Flow (prot)	6408	1863	0	3433	5136	0	2842
Flt Permitted				0.950			
Satd. Flow (perm)	6408	1863	0	3433	5136	0	2842
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)							202
Link Speed (mph)	30				50	30	
Link Distance (ft)	753				646	343	
Travel Time (s)	17.1				8.8	7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	1%	2%	0%
Adj. Flow (vph)	1585	0	210	137	1042	0	73
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1585	0	0	347	1042	0	73
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	R NA
Median Width(ft)	30				40	4	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	9	15		15	9
Number of Detectors	2	1	1	1	2		1
Detector Template	Thru	Right	Left	Left	Thru		Right
Leading Detector (ft)	100	20	20	20	100		20
Trailing Detector (ft)	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0		0
Detector 1 Size(ft)	6	20	20	20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)	94				94		
Detector 2 Size(ft)	6				6		
Detector 2 Type	Cl+Ex				Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)	0.0				0.0		
Turn Type	NA	Prot	Prot	Prot	NA		Prot
Protected Phases	6	6	5	5	2		4

							
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Permitted Phases							
Detector Phase	6	6	5	5	2		4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	22.5	22.5	11.0	11.0	22.5		28.0
Total Split (s)	37.0	37.0	25.0	25.0	62.0		28.0
Total Split (%)	41.1%	41.1%	27.8%	27.8%	68.9%		31.1%
Maximum Green (s)	31.0	31.0	19.0	19.0	56.0		22.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	None	Min		None
Walk Time (s)							7.0
Flash Dont Walk (s)							15.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	28.4			11.8	48.3		5.7
Actuated g/C Ratio	0.46			0.19	0.79		0.09
v/c Ratio	0.53			0.52	0.26		0.16
Control Delay	13.2			26.8	2.7		0.8
Queue Delay	0.0			0.0	0.0		0.0
Total Delay	13.2			26.8	2.7		0.8
LOS	B			C	A		A
Approach Delay	13.2				8.7	0.8	
Approach LOS	B				A	A	
Queue Length 50th (ft)	125			67	38		0
Queue Length 95th (ft)	171			104	50		0
Internal Link Dist (ft)	673				566	263	
Turn Bay Length (ft)				400			
Base Capacity (vph)	3383			1111	4502		1191
Starvation Cap Reductn	0			0	0		0
Spillback Cap Reductn	0			0	0		0
Storage Cap Reductn	0			0	0		0
Reduced v/c Ratio	0.47			0.31	0.23		0.06

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 61.2
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 10.9
 Intersection Capacity Utilization 49.4%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 360: Sands Ave & Charles Lindbergh Blvd





Q-3 2027 Build with Mitigation Conditions

Q-3.3 Friday Evening peak hour



Lanes, Volumes, Timings

PH1 B MIT Friday Evening peak hour

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

05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	29	10	1003	112	76	1535	120	89	3	116	142	2
Future Volume (vph)	29	10	1003	112	76	1535	120	89	3	116	142	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	12	13	13	12	12	10	10
Storage Length (ft)		275		225	500		275	475		0	250	
Storage Lanes		2		1	2		1	1		1	1	
Taper Length (ft)		75			195			80			75	
Lane Util. Factor	0.91	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	0.95	0.97	1.00
Ped Bike Factor		1.00		0.99	1.00		0.99					
Fr _t				0.850			0.850		0.857	0.850		0.867
Fl _t Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	3287	5085	1652	3319	5136	1669	3382	1532	1519	2867	1537
Fl _t Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	3286	5085	1632	3317	5136	1647	3382	1532	1519	2867	1537
Right Turn on Red				Yes			Yes			No		
Satd. Flow (RTOR)				225			225					
Link Speed (mph)			50			50			40			30
Link Distance (ft)			413			657			646			308
Travel Time (s)			5.6			9.0			11.0			7.0
Confl. Peds. (#/hr)		2		2	2		2					
Confl. Bikes (#/hr)							1					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	2%	1%	2%	1%	0%	7%	0%	1%	14%	0%
Adj. Flow (vph)	32	11	1090	122	83	1668	130	97	3	126	154	2
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	0	43	1090	122	83	1668	130	97	65	64	154	18
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			36			36			26			24
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			50			16			56			30
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.00	0.96	0.96	1.00	1.00	1.09	1.09
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	2	2	1	2	2	1	2	2	2	2	2
Detector Template	Left			Right			Right					
Leading Detector (ft)	20	50	156	6	50	156	6	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	6	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150		30	150		30	30	30	30	30
Detector 2 Size(ft)		20	6		20	6		20	20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex

Lane Group SBR

Lane Configurations	
Traffic Volume (vph)	15
Future Volume (vph)	15
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	0%
Adj. Flow (vph)	16
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	

Lanes, Volumes, Timings

PH1 B MIT Friday Evening peak hour

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

05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	NA	Free	Split	NA	pt+ov	Split	NA
Protected Phases	5	5	2		1	6		3	3	3 1	4	4
Permitted Phases				Free			Free					
Detector Phase	5	5	2		1	6		3	3	3 1	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0		7.0	7.0		7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	17.0		15.0	15.0		15.0	15.0
Total Split (s)	29.0	29.0	61.0		29.0	61.0		25.0	25.0		45.0	45.0
Total Split (%)	18.1%	18.1%	38.1%		18.1%	38.1%		15.6%	15.6%		28.1%	28.1%
Maximum Green (s)	23.0	23.0	54.0		23.0	54.0		17.0	17.0		37.0	37.0
Yellow Time (s)	4.0	4.0	5.0		4.0	5.0		5.0	5.0		5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	7.0		6.0	7.0		8.0	8.0		8.0	8.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	1.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max		None	None		None	None
Walk Time (s)			7.0			7.0					7.0	7.0
Flash Dont Walk (s)			30.0			30.0					36.0	36.0
Pedestrian Calls (#/hr)			0			0					1	1
Act Effct Green (s)		19.4	90.9	160.0	10.2	83.9	160.0	12.1	12.1	28.3	17.7	17.7
Actuated g/C Ratio		0.12	0.57	1.00	0.06	0.52	1.00	0.08	0.08	0.18	0.11	0.11
v/c Ratio		0.11	0.38	0.07	0.39	0.62	0.08	0.38	0.57	0.24	0.49	0.11
Control Delay		38.4	9.1	0.1	77.6	31.7	0.1	73.6	89.0	57.7	70.1	60.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		38.4	9.1	0.1	77.6	31.7	0.1	73.6	89.0	57.7	70.1	60.0
LOS		D	A	A	E	C	A	E	F	E	E	E
Approach Delay			9.2			31.5			73.5			69.1
Approach LOS			A			C			E			E
Queue Length 50th (ft)		18	39	0	43	453	0	50	70	61	81	18
Queue Length 95th (ft)		37	260	0	74	#731	0	80	124	107	102	39
Internal Link Dist (ft)			333			577			566			228
Turn Bay Length (ft)		275		225	500		275	475			250	
Base Capacity (vph)		472	2890	1632	477	2694	1647	359	162	372	662	355
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.09	0.38	0.07	0.17	0.62	0.08	0.27	0.40	0.17	0.23	0.05

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 147 (92%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated



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

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 28.1

Intersection LOS: C

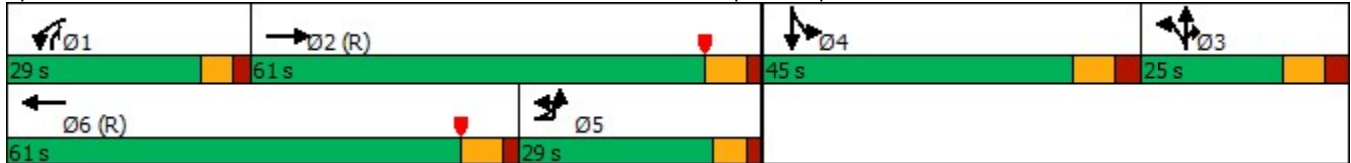
Intersection Capacity Utilization 61.7%

ICU Level of Service B

Analysis Period (min) 15

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

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



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









PH1 B MIT Friday Evening peak hour

05/28/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	10	1101	34	2	111	1555	39	51	
Future Volume (vph)	10	1101	34	2	111	1555	39	51	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00			0.99		0.99		
Frt		0.996					0.923		
Flt Protected					0.950		0.979		
Satd. Flow (prot)	0	5060	0	0	1787	6408	1829	0	
Flt Permitted		0.902			0.950		0.979		
Satd. Flow (perm)	0	4564	0	0	1778	6408	1826	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		5					34		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Confl. Peds. (#/hr)			9		9		3	2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	0%	2%	3%	0%	1%	2%	3%	2%	
Adj. Flow (vph)	11	1197	37	2	121	1690	42	55	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1245	0	0	123	1690	97	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		0	1	2	1		
Detector Template	Left	Thru			Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		0	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									

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

PH1 B MIT Friday Evening peak hour
05/28/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		Prot	Prot	NA	Prot		
Protected Phases		6		5	5	2	3		1
Permitted Phases	6								
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		4.7	4.7	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	100.0	100.0		32.0	32.0	113.0	28.0		19.0
Total Split (%)	62.5%	62.5%		20.0%	20.0%	70.6%	17.5%		12%
Maximum Green (s)	93.0	93.0		25.3	25.3	106.0	20.3		11.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		
Total Lost Time (s)		7.0			6.7	7.0	7.7		
Lead/Lag	Lead	Lead		Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						1	3		
Act Effct Green (s)		101.2			25.3	115.5	12.1		
Actuated g/C Ratio		0.63			0.16	0.72	0.08		
v/c Ratio		0.43			0.44	0.37	0.57		
Control Delay		0.5			85.8	12.1	58.4		
Queue Delay		0.1			0.0	0.0	0.0		
Total Delay		0.6			85.8	12.1	58.4		
LOS		A			F	B	E		
Approach Delay		0.6				17.1	58.4		
Approach LOS		A				B	E		
Queue Length 50th (ft)		1			137	431	65		
Queue Length 95th (ft)		1			210	33	123		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		2889			282	4627	261		
Starvation Cap Reductn		306			0	0	0		
Spillback Cap Reductn		0			0	272	1		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.48			0.44	0.39	0.37		

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 21 (13%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57

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

PH1 B MIT Friday Evening peak hour
 05/28/2024

Intersection Signal Delay: 11.9
 Intersection Capacity Utilization 70.6%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke



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

PH1 B MIT Friday Evening peak hour

05/28/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	16	4	1145	1598	5	0	21			
Future Volume (vph)	16	4	1145	1598	5	0	21			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.99					
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5085	5085	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3501	5085	5085	1646	0	2937			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		1			1					
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89			
Heavy Vehicles (%)	0%	0%	2%	2%	0%	0%	0%			
Adj. Flow (vph)	18	4	1287	1796	6	0	24			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	22	1287	1796	6	0	24			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										

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

PH1 B MIT Friday Evening peak hour
05/28/2024

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø5
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	4.7
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			100.0	113.0	113.0			19.0	28.0	32.0
Total Split (%)			62.5%	70.6%	70.6%			12%	18%	20%
Maximum Green (s)			93.0	106.0	106.0			11.3	20.3	25.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lead	Lag	Lag			Lead		Lag
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				3	
Act Effct Green (s)		29.8	101.2	115.5	115.5		29.8			
Actuated g/C Ratio		0.19	0.63	0.72	0.72		0.19			
v/c Ratio		0.03	0.40	0.49	0.01		0.04			
Control Delay		65.2	5.0	5.6	0.8		51.2			
Queue Delay		0.0	0.0	0.0	0.0		0.0			
Total Delay		65.2	5.0	5.6	0.8		51.2			
LOS		E	A	A	A		D			
Approach Delay			6.0	5.6		51.2				
Approach LOS			A	A		D				
Queue Length 50th (ft)		10	71	146	0		11			
Queue Length 95th (ft)		m21	94	67	m1		25			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		677	3217	3671	1188		568			
Starvation Cap Reductn		0	0	169	0		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.03	0.40	0.51	0.01		0.04			

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 21 (13%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57

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

PH1 B MIT Friday Evening peak hour

05/28/2024

Intersection Signal Delay: 6.1

Intersection LOS: A

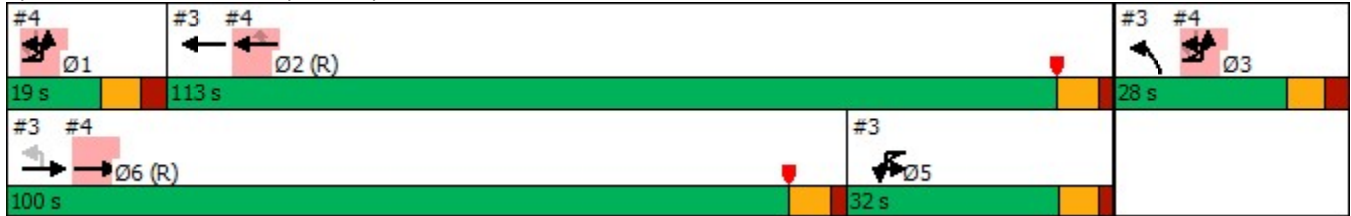
Intersection Capacity Utilization 51.5%

ICU Level of Service A

Analysis Period (min) 15

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

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lanes, Volumes, Timings

PH1 B MIT Friday Evening peak hour

5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	120	820	76	68	205	1254	109	94	189	92	198
Future Volume (vph)	6	120	820	76	68	205	1254	109	94	189	92	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	500
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.97
Ped Bike Factor		1.00		0.98		1.00		0.99	0.99	1.00		
Frt				0.850				0.850		0.953		
Flt Protected		0.950				0.950			0.950	0.998		0.950
Satd. Flow (prot)	0	3177	5085	1507	0	3476	5085	1516	1369	3189	0	3319
Flt Permitted		0.950				0.950			0.950	0.998		0.950
Satd. Flow (perm)	0	3176	5085	1483	0	3470	5085	1496	1360	3189	0	3319
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								232				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		2		3		3		2	9			
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	3%	2%	0%	0%	1%	2%	3%	16%	4%	0%	2%
Adj. Flow (vph)	7	140	953	88	79	238	1458	127	109	220	107	230
Shared Lane Traffic (%)									10%			
Lane Group Flow (vph)	0	147	953	88	0	317	1458	127	98	338	0	230
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↖
Traffic Volume (vph)	229	148
Future Volume (vph)	229	148
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		500
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor	1.00	
Frt	0.980	0.850
Flt Protected		
Satd. Flow (prot)	3170	1379
Flt Permitted		
Satd. Flow (perm)	3170	1379
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		9
Confl. Bikes (#/hr)		2
Peak Hour Factor	0.86	0.86
Heavy Vehicles (%)	3%	3%
Adj. Flow (vph)	266	172
Shared Lane Traffic (%)		23%
Lane Group Flow (vph)	306	132
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

Lanes, Volumes, Timings

PH1 B MIT Friday Evening peak hour

5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		4	4		3
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		4	4		3
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	26.0	26.0	56.0	56.0	28.0	28.0	58.0		33.0	33.0		43.0
Total Split (%)	16.3%	16.3%	35.0%	35.0%	17.5%	17.5%	36.3%		20.6%	20.6%		26.9%
Maximum Green (s)	19.0	19.0	49.0	49.0	21.0	21.0	51.0		25.0	25.0		35.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0		7.0	7.0		
Flash Dont Walk (s)			30.0	30.0			30.0		36.0	36.0		
Pedestrian Calls (#/hr)			3	3			0		1	1		
Act Effct Green (s)		11.8	63.1	63.1		21.0	72.3	160.0	22.3	22.3		23.6
Actuated g/C Ratio		0.07	0.39	0.39		0.13	0.45	1.00	0.14	0.14		0.15
v/c Ratio		0.63	0.48	0.15		0.70	0.63	0.08	0.52	0.76		0.47
Control Delay		108.0	34.8	36.1		47.2	9.4	0.1	73.4	77.8		64.7
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		108.0	34.8	36.1		47.2	9.4	0.1	73.4	77.8		64.7
LOS		F	C	D		D	A	A	E	E		E
Approach Delay			44.0				15.1			76.8		
Approach LOS			D				B			E		
Queue Length 50th (ft)		82	157	38		177	198	0	105	189		116
Queue Length 95th (ft)		118	284	103		218	349	0	167	234		143
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			500
Base Capacity (vph)		377	2005	585		456	2298	1496	213	498		726
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.39	0.48	0.15		0.70	0.63	0.08	0.46	0.68		0.32

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 4 (3%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Lane Group	↓	↙
	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Prot
Protected Phases	3	3
Permitted Phases		
Detector Phase	3	3
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	43.0	43.0
Total Split (%)	26.9%	26.9%
Maximum Green (s)	35.0	35.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	23.6	23.6
Actuated g/C Ratio	0.15	0.15
v/c Ratio	0.66	0.65
Control Delay	70.5	78.4
Queue Delay	0.0	0.0
Total Delay	70.5	78.4
LOS	E	E
Approach Delay	70.1	
Approach LOS	E	
Queue Length 50th (ft)	169	146
Queue Length 95th (ft)	201	206
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		500
Base Capacity (vph)	693	301
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.44	0.44
Intersection Summary		

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 38.4

Intersection LOS: D

Intersection Capacity Utilization 79.0%

ICU Level of Service D

Analysis Period (min) 15

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
























Lanes, Volumes, Timings

PH1 B MIT Friday Evening peak hour

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

05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	287	4	288	8	0	141	0	507	6	54	20	264
Future Volume (vph)	287	4	288	8	0	141	0	507	6	54	20	264
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		200	0		0		140	
Storage Lanes	3		1	1		1	0		0		2	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.94	1.00	1.00	1.00	1.00	0.88	1.00	0.86	0.86	1.00	1.00	0.95
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850		0.998				
Flt Protected	0.950			0.950						0.950	0.950	
Satd. Flow (prot)	5090	1900	1568	1805	0	2842	0	6335	0	1805	1805	3574
Flt Permitted	0.950			0.950						0.296	0.296	
Satd. Flow (perm)	5090	1900	1549	1803	0	2842	0	6335	0	562	562	3574
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			347			193		2				
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			450			581				1039
Travel Time (s)		15.0			10.2			11.3				20.2
Confl. Peds. (#/hr)			1	1			1					
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	2%	3%	0%	0%	0%	1%
Adj. Flow (vph)	346	5	347	10	0	170	0	611	7	65	24	318
Shared Lane Traffic (%)												
Lane Group Flow (vph)	346	5	347	10	0	170	0	618	0	65	24	318
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		36			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												

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

Lanes, Volumes, Timings

PH1 B MIT Friday Evening peak hour

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

05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	Split	NA	Free	Prot		Prot		NA		pm+pt	pm+pt	NA
Protected Phases	4	4		3		3		2		1	1	6
Permitted Phases			Free							6	6	
Detector Phase	4	4		3		3		2		1	1	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0		8.0		18.0		3.0	3.0	20.0
Minimum Split (s)	32.0	32.0		14.0		14.0		24.0		9.0	9.0	30.0
Total Split (s)	32.0	32.0		14.0		14.0		24.0		15.0	15.0	39.0
Total Split (%)	37.6%	37.6%		16.5%		16.5%		28.2%		17.6%	17.6%	45.9%
Maximum Green (s)	26.0	26.0		8.0		8.0		18.0		9.0	9.0	33.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)	6.0	6.0						6.0				6.0
Flash Dont Walk (s)	20.0	20.0						18.0				18.0
Pedestrian Calls (#/hr)	0	0						0				0
Act Effct Green (s)	10.9	10.9	65.2	8.1		8.1		18.7		28.1	28.1	28.1
Actuated g/C Ratio	0.17	0.17	1.00	0.12		0.12		0.29		0.43	0.43	0.43
v/c Ratio	0.41	0.02	0.22	0.04		0.33		0.34		0.18	0.07	0.21
Control Delay	26.3	23.5	0.3	28.2		5.9		20.2		12.4	11.4	12.0
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Total Delay	26.3	23.5	0.3	28.2		5.9		20.2		12.4	11.4	12.0
LOS	C	C	A	C		A		C		B	B	B
Approach Delay		13.4			7.1			20.2				12.1
Approach LOS		B			A			C				B
Queue Length 50th (ft)	45	2	0	4		0		58		14	5	38
Queue Length 95th (ft)	65	9	0	16		17		82		34	16	62
Internal Link Dist (ft)		908			370			501				959
Turn Bay Length (ft)			700			200				140	140	
Base Capacity (vph)	2049	764	1549	223		521		1813		415	415	1826
Starvation Cap Reductn	0	0	0	0		0		0		0	0	0
Spillback Cap Reductn	0	0	0	0		0		0		0	0	0
Storage Cap Reductn	0	0	0	0		0		0		0	0	0
Reduced v/c Ratio	0.17	0.01	0.22	0.04		0.33		0.34		0.16	0.06	0.17

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 65.2
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.41
 Intersection Signal Delay: 14.7
 Intersection LOS: B



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

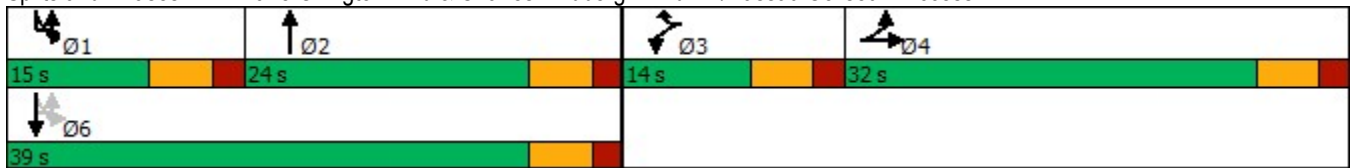
Intersection Summary

Intersection Capacity Utilization 51.7%

ICU Level of Service A

Analysis Period (min) 15

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



Lanes, Volumes, Timings

PH1 B MIT Friday Evening peak hour

8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd

05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	269	256	11	11	269	25	683	0	31
Future Volume (vph)	0	0	0	269	256	11	11	269	25	683	0	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		385		0		230	0	
Storage Lanes	0		0	1		1		2		1	1	
Taper Length (ft)	0			50				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.97	1.00	0.88	1.00	0.95
Ped Bike Factor								1.00				1.00
Frt						0.850				0.850		0.984
Flt Protected				0.950	0.986			0.950				
Satd. Flow (prot)	0	0	0	1626	3282	1615	0	3404	1827	2842	1900	3454
Flt Permitted				0.950	0.986			0.950				
Satd. Flow (perm)	0	0	0	1626	3282	1615	0	3396	1827	2842	1900	3454
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						141						4
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			756				1039			371
Travel Time (s)		10.1			11.5				20.2			8.4
Confl. Peds. (#/hr)								2			1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	1%	5%	0%	0%	3%	4%	0%	0%	3%
Adj. Flow (vph)	0	0	0	296	281	12	12	296	27	751	0	34
Shared Lane Traffic (%)				37%								
Lane Group Flow (vph)	0	0	0	186	391	12	0	308	27	751	0	38
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			24				36			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2	0	0	1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66	0	0	30
Trailing Detector (ft)				0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)				0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)				30	30	30	20	45	30	0	0	30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			

Scenario 1 6:57 am 08/11/2023 PH1 B MIT Friday Evening peak hour

Synchro 11 Report
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Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	4
Future Volume (vph)	4
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	2
Peak Hour Factor	0.91
Heavy Vehicles (%)	0%
Adj. Flow (vph)	4
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings

PH1 B MIT Friday Evening peak hour

8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd

05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Turn Type				Prot	NA	Perm	Prot	Prot	NA	Free	Perm	NA
Protected Phases				3	8		5	5	2			6
Permitted Phases						8				Free	6	
Detector Phase				3	8	8	5	5	2		6	6
Switch Phase												
Minimum Initial (s)				15.0	1.0	1.0	8.0	8.0	10.0		10.0	10.0
Minimum Split (s)				22.0	39.0	39.0	15.0	15.0	28.0		28.0	28.0
Total Split (s)				39.0	39.0	39.0	17.0	17.0	46.0		29.0	29.0
Total Split (%)				45.9%	45.9%	45.9%	20.0%	20.0%	54.1%		34.1%	34.1%
Maximum Green (s)				32.0	32.0	32.0	10.0	10.0	39.0		22.0	22.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0		7.0	7.0
Lead/Lag							Lag	Lag			Lead	Lead
Lead-Lag Optimize?							Yes	Yes			Yes	Yes
Vehicle Extension (s)				5.0	0.2	0.2	5.0	5.0	5.0		5.0	5.0
Recall Mode				None	None	None	None	None	None		None	None
Walk Time (s)					7.0	7.0			7.0		7.0	7.0
Flash Dont Walk (s)					25.0	25.0			14.0		14.0	14.0
Pedestrian Calls (#/hr)					0	0			0		0	0
Act Effct Green (s)				19.2	19.2	19.2		10.7	15.8	50.0		10.7
Actuated g/C Ratio				0.38	0.38	0.38		0.21	0.32	1.00		0.21
v/c Ratio				0.30	0.31	0.02		0.42	0.05	0.26		0.05
Control Delay				13.8	12.6	0.0		22.7	12.4	0.2		20.5
Queue Delay				0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay				13.8	12.6	0.0		22.7	12.4	0.2		20.5
LOS				B	B	A		C	B	A		C
Approach Delay					12.7				6.9			20.5
Approach LOS					B				A			C
Queue Length 50th (ft)				28	30	0		27	4	0		3
Queue Length 95th (ft)				103	90	0		103	21	0		19
Internal Link Dist (ft)		586			676				959			291
Turn Bay Length (ft)						385				230		
Base Capacity (vph)				1289	1706	1310		728	1526	2842		1629
Starvation Cap Reductn				0	0	0		0	0	0		0
Spillback Cap Reductn				0	0	0		0	0	0		0
Storage Cap Reductn				0	0	0		0	0	0		0
Reduced v/c Ratio				0.14	0.23	0.01		0.42	0.02	0.26		0.02

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 50
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.42
 Intersection Signal Delay: 9.2
 Intersection Capacity Utilization 36.3%
 Intersection LOS: A
 ICU Level of Service A



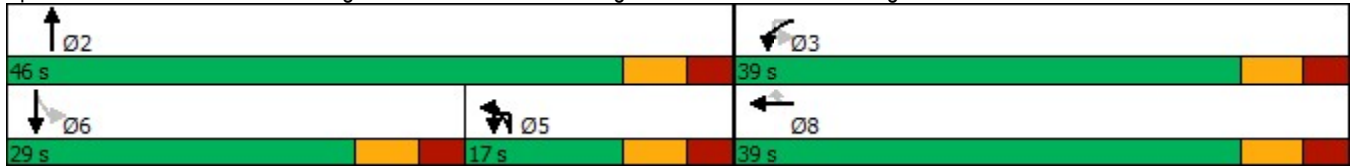
Lane Group SBR

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

Intersection Summary

Analysis Period (min) 15

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



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

PH1 B MIT Friday Evening peak hour

05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	40	890	70	22	76	1307	96	52	50	40	69
Future Volume (vph)	5	40	890	70	22	76	1307	96	52	50	40	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.97		1.00		0.98		0.99	0.99	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.975		0.950
Satd. Flow (prot)	0	1685	5085	1463	0	1805	5036	1507	0	1678	1463	1685
Flt Permitted		0.950				0.950				0.824		0.608
Satd. Flow (perm)	0	1683	5085	1424	0	1797	5036	1483	0	1410	1442	1077
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		5		6		6		5	14		2	2
Confl. Bikes (#/hr)								2			1	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	2%	3%	0%	0%	3%	0%	4%	2%	3%	0%
Adj. Flow (vph)	6	49	1099	86	27	94	1614	119	64	62	49	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	1099	86	0	121	1614	119	0	126	49	85
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

Scenario 1 6:57 am 08/11/2023 PH1 B MIT Friday Evening peak hour

Synchro 11 Report
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Lanes, Volumes, Timings
 17: California Ave/Hofstra Blvd & Hempstead Tpke

PH1 B MIT Friday Evening peak hour
 05/28/2024

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	24	45
Future Volume (vph)	24	45
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1642	1507
Flt Permitted		
Satd. Flow (perm)	1642	1471
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		14
Confl. Bikes (#/hr)		
Peak Hour Factor	0.81	0.81
Heavy Vehicles (%)	8%	0%
Adj. Flow (vph)	30	56
Shared Lane Traffic (%)		
Lane Group Flow (vph)	30	56
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

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

PH1 B MIT Friday Evening peak hour
 05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	15.0	15.0	15.0	15.0
Total Split (s)	31.0	31.0	77.0	77.0	31.0	31.0	77.0	77.0	52.0	52.0	52.0	52.0
Total Split (%)	19.4%	19.4%	48.1%	48.1%	19.4%	19.4%	48.1%	48.1%	32.5%	32.5%	32.5%	32.5%
Maximum Green (s)	25.0	25.0	69.0	69.0	25.0	25.0	69.0	69.0	44.0	44.0	44.0	44.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									2	2	2	2
Act Effct Green (s)		10.3	99.8	99.8		15.2	107.3	107.3		23.0	23.0	23.0
Actuated g/C Ratio		0.06	0.62	0.62		0.10	0.67	0.67		0.14	0.14	0.14
v/c Ratio		0.51	0.35	0.10		0.71	0.48	0.12		0.62	0.24	0.55
Control Delay		100.8	9.3	9.1		91.6	8.2	8.7		75.6	59.1	74.1
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		100.8	9.3	9.1		91.6	8.2	8.7		75.6	59.1	74.1
LOS		F	A	A		F	A	A		E	E	E
Approach Delay			13.4				13.7			71.0		
Approach LOS			B				B			E		
Queue Length 50th (ft)		54	101	21		133	62	12		129	47	86
Queue Length 95th (ft)		101	168	35		177	246	70		151	68	110
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		263	3170	887		282	3377	994		387	396	296
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.21	0.35	0.10		0.43	0.48	0.12		0.33	0.12	0.29

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 41 (26%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

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

PH1 B MIT Friday Evening peak hour

05/28/2024

Lane Group	↓	↙
	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	52.0	52.0
Total Split (%)	32.5%	32.5%
Maximum Green (s)	44.0	44.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	23.0	23.0
Actuated g/C Ratio	0.14	0.14
v/c Ratio	0.13	0.27
Control Delay	55.5	60.0
Queue Delay	0.0	0.0
Total Delay	55.5	60.0
LOS	E	E
Approach Delay	66.2	
Approach LOS	E	
Queue Length 50th (ft)	29	54
Queue Length 95th (ft)	47	75
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	451	404
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.07	0.14
Intersection Summary		

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

PH1 B MIT Friday Evening peak hour

05/28/2024

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 19.1

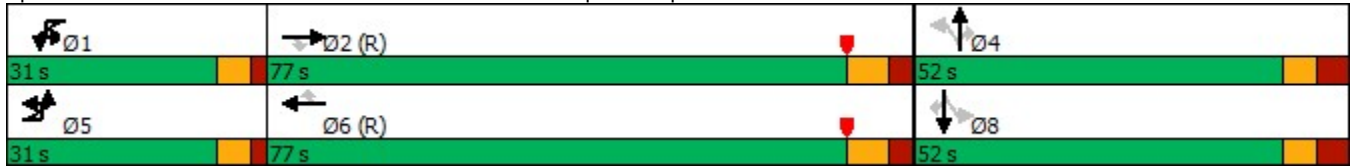
Intersection Capacity Utilization 84.5%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service E

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



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

PH1 B MIT Friday Evening peak hour
05/28/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	153	855	21	13	17	1209	169	6	16	9	3	128
Future Volume (vph)	153	855	21	13	17	1209	169	6	16	9	3	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		125		150		405	0		0		125
Storage Lanes	2		1		1		1	0		0		1
Taper Length (ft)	135				85			0				65
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.97
Ped Bike Factor			0.97		0.99							
Frt			0.850				0.850		0.960			
Flt Protected	0.950				0.950				0.990			0.950
Satd. Flow (prot)	2779	3539	1615	0	1744	3574	1392	0	1745	0	0	3370
Flt Permitted	0.950				0.950				0.898			0.950
Satd. Flow (perm)	2779	3539	1574	0	1729	3574	1392	0	1583	0	0	3370
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							184					
Link Speed (mph)		40				40			30			
Link Distance (ft)		498				580			260			
Travel Time (s)		8.5				9.9			5.9			
Confl. Peds. (#/hr)			5		5							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	26%	2%	0%	8%	0%	1%	16%	17%	0%	0%	0%	4%
Adj. Flow (vph)	166	929	23	14	18	1314	184	7	17	10	3	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	166	929	23	0	32	1314	184	0	34	0	0	142
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)		44				56			0			
Link Offset(ft)		11				0			-5			
Crosswalk Width(ft)		48				30			30			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	9	15
Number of Detectors	2	2	1	1	2	2	1	1	2		1	2
Detector Template		Thru	Right	Left		Thru	Right	Left			Left	
Leading Detector (ft)	55	100	6	20	55	100	6	20	55		20	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	35	94			35	94			35			35
Detector 2 Size(ft)	20	6			20	6			20			20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			0.0			0.0














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

PH1 B MIT Friday Evening peak hour
 05/28/2024

Lane Group	SBT	SBR	Ø2
Lane Configurations			
Traffic Volume (vph)	21	172	
Future Volume (vph)	21	172	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		1	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Ped Bike Factor			
Frt	0.882	0.850	
Flt Protected			
Satd. Flow (prot)	1580	1519	
Flt Permitted			
Satd. Flow (perm)	1580	1519	
Right Turn on Red		No	
Satd. Flow (RTOR)			
Link Speed (mph)	40		
Link Distance (ft)	400		
Travel Time (s)	6.8		
Confl. Peds. (#/hr)			
Peak Hour Factor	0.92	0.92	
Heavy Vehicles (%)	0%	1%	
Adj. Flow (vph)	23	187	
Shared Lane Traffic (%)		45%	
Lane Group Flow (vph)	107	103	
Enter Blocked Intersection	No	No	
Lane Alignment	Left	Right	
Median Width(ft)	40		
Link Offset(ft)	-15		
Crosswalk Width(ft)	30		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	
Turning Speed (mph)		9	
Number of Detectors	2	2	
Detector Template			
Leading Detector (ft)	55	55	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)	35	35	
Detector 2 Size(ft)	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)	0.0	0.0	

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

PH1 B MIT Friday Evening peak hour
05/28/2024

													
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	
Turn Type	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split	Split	
Protected Phases	1	5		3	3	2 3			7		4	4	
Permitted Phases			5				2 3 4	7					
Detector Phase	1	5	5	3	3	2 3	2 3 4	7	7		4	4	
Switch Phase													
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0	7.0	
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0	14.0	
Total Split (s)	20.0	78.0	78.0	20.0	20.0			21.0	21.0		41.0	41.0	
Total Split (%)	12.5%	48.8%	48.8%	12.5%	12.5%			13.1%	13.1%		25.6%	25.6%	
Maximum Green (s)	13.0	71.0	71.0	13.0	13.0			14.0	14.0		34.0	34.0	
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0				0.0			0.0	
Total Lost Time (s)	7.0	7.0	7.0		7.0				7.0			7.0	
Lead/Lag	Lead			Lead	Lead						Lag	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes						Yes	Yes	
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	None			None	None		None	None	
Walk Time (s)											7.0	7.0	
Flash Dont Walk (s)											35.0	35.0	
Pedestrian Calls (#/hr)											0	0	
Act Effct Green (s)	14.1	98.9	98.9		12.3	97.1	119.4		7.9			15.3	
Actuated g/C Ratio	0.09	0.62	0.62		0.08	0.61	0.75		0.05			0.10	
v/c Ratio	0.68	0.42	0.02		0.24	0.61	0.17		0.44			0.44	
Control Delay	84.5	18.1	15.4		50.7	11.5	0.5		89.9			71.5	
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay	84.5	18.1	15.4		50.7	11.5	0.5		89.9			71.5	
LOS	F	B	B		D	B	A		F			E	
Approach Delay		27.9				10.9			89.9				
Approach LOS		C				B			F				
Queue Length 50th (ft)	88	267	9		30	270	0		35			73	
Queue Length 95th (ft)	127	371	26		m59	159	0		74			107	
Internal Link Dist (ft)		418				500			180				
Turn Bay Length (ft)	90		125		150		405					125	
Base Capacity (vph)	258	2186	972		141	2183	1208		138			716	
Starvation Cap Reductn	0	0	0		0	0	0		0			0	
Spillback Cap Reductn	0	0	0		0	0	0		0			0	
Storage Cap Reductn	0	0	0		0	0	0		0			0	
Reduced v/c Ratio	0.64	0.42	0.02		0.23	0.60	0.15		0.25			0.20	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 33 (21%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 26.7
 Intersection LOS: C







	↓	↙	
Lane Group	SBT	SBR	Ø2
Turn Type	NA	Prot	
Protected Phases	4	4	2
Permitted Phases			
Detector Phase	4	4	
Switch Phase			
Minimum Initial (s)	7.0	7.0	10.0
Minimum Split (s)	14.0	14.0	17.0
Total Split (s)	41.0	41.0	58.0
Total Split (%)	25.6%	25.6%	36%
Maximum Green (s)	34.0	34.0	51.0
Yellow Time (s)	4.0	4.0	5.0
All-Red Time (s)	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0
Recall Mode	None	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	35.0	35.0	25.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)	15.3	15.3	
Actuated g/C Ratio	0.10	0.10	
v/c Ratio	0.71	0.71	
Control Delay	93.9	95.0	
Queue Delay	0.0	0.0	
Total Delay	93.9	95.0	
LOS	F	F	
Approach Delay	85.2		
Approach LOS	F		
Queue Length 50th (ft)	116	111	
Queue Length 95th (ft)	183	177	
Internal Link Dist (ft)	320		
Turn Bay Length (ft)			
Base Capacity (vph)	335	322	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.32	0.32	
Intersection Summary			

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

PH1 B MIT Friday Evening peak hour
 05/28/2024

Intersection Capacity Utilization 72.4% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

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

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













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

PH1 B MIT Friday Evening peak hour
05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	997	250	145	659	43	203	107	160	21	146	30
Future Volume (vph)	34	997	250	145	659	43	203	107	160	21	146	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	12	10	10	12	10	9	9	9	12	12	12
Storage Length (ft)	75		150	395		150	215		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	175			145			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								0.99			1.00	
Frt			0.850			0.850		0.910			0.979	
Flt Protected	0.950			0.950			0.950				0.995	
Satd. Flow (prot)	1624	5085	1492	1668	5036	1478	1624	1537	0	0	1819	0
Flt Permitted	0.950			0.950			0.526				0.906	
Satd. Flow (perm)	1624	5085	1492	1668	5036	1478	899	1537	0	0	1656	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						122		82			10	
Link Speed (mph)		50			50			30			25	
Link Distance (ft)		485			721			313			274	
Travel Time (s)		6.6			9.8			7.1			7.5	
Confl. Peds. (#/hr)									12	12		
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	2%	1%	1%	3%	2%	0%	0%	0%	5%	1%	3%
Adj. Flow (vph)	43	1246	313	181	824	54	254	134	200	26	183	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	1246	313	181	824	54	254	334	0	0	247	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			9			0	
Link Offset(ft)		0			0			0			-10	
Crosswalk Width(ft)		16			16			40			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.00	1.09	1.09	1.00	1.09	1.14	1.14	1.14	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	2	2	1	2	2		1	3	
Detector Template		Thru	Right		Thru	Right				Left		
Leading Detector (ft)	50	100	20	50	100	20	50	50		20	32	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	94		30	94		30	30			16	
Detector 2 Size(ft)	20	6		20	6		20	20			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 2 Channel												

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

PH1 B MIT Friday Evening peak hour
05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Detector 3 Position(ft)												26
Detector 3 Size(ft)												6
Detector 3 Type												Cl+Ex
Detector 3 Channel												
Detector 3 Extend (s)												0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	4.0	14.0	14.0	4.0	15.0	15.0	9.2	9.2		10.0	10.0	
Minimum Split (s)	9.0	21.4	21.4	9.0	22.4	22.4	16.0	16.0		16.8	16.8	
Total Split (s)	12.0	38.0	38.0	21.0	47.0	47.0	41.0	41.0		41.0	41.0	
Total Split (%)	12.0%	38.0%	38.0%	21.0%	47.0%	47.0%	41.0%	41.0%		41.0%	41.0%	
Maximum Green (s)	7.0	30.6	30.6	16.0	39.6	39.6	34.2	34.2		34.2	34.2	
Yellow Time (s)	3.0	5.4	5.4	3.0	5.4	5.4	3.6	3.6		3.6	3.6	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.4	7.4	5.0	7.4	7.4	6.8	6.8				6.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)							7.0	7.0				
Flash Dont Walk (s)							37.0	37.0				
Pedestrian Calls (#/hr)							0	0				
Act Effct Green (s)	6.3	36.7	36.7	13.9	48.4	48.4	30.2	30.2				30.2
Actuated g/C Ratio	0.06	0.37	0.37	0.14	0.48	0.48	0.30	0.30				0.30
v/c Ratio	0.43	0.67	0.57	0.78	0.34	0.07	0.94	0.64				0.49
Control Delay	57.8	30.2	32.8	64.2	18.3	0.2	75.0	27.8				29.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	57.8	30.2	32.8	64.2	18.3	0.2	75.0	27.8				29.9
LOS	E	C	C	E	B	A	E	C				C
Approach Delay		31.4			25.2			48.2				29.9
Approach LOS		C			C			D				C
Queue Length 50th (ft)	27	260	170	111	134	0	149	131				117
Queue Length 95th (ft)	55	274	233	160	148	0	#234	182				160
Internal Link Dist (ft)		405			641			233				194
Turn Bay Length (ft)	75		150	395		150	215					
Base Capacity (vph)	113	1865	547	266	2437	778	307	579				572
Starvation Cap Reductn	0	0	0	0	0	0	0	0				0
Spillback Cap Reductn	0	0	0	0	0	0	0	0				0
Storage Cap Reductn	0	0	0	0	0	0	0	0				0
Reduced v/c Ratio	0.38	0.67	0.57	0.68	0.34	0.07	0.83	0.58				0.43

Intersection Summary

Area Type: Other
Cycle Length: 100

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

PH1 B MIT Friday Evening peak hour

05/28/2024

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 32.3

Intersection LOS: C

Intersection Capacity Utilization 82.6%

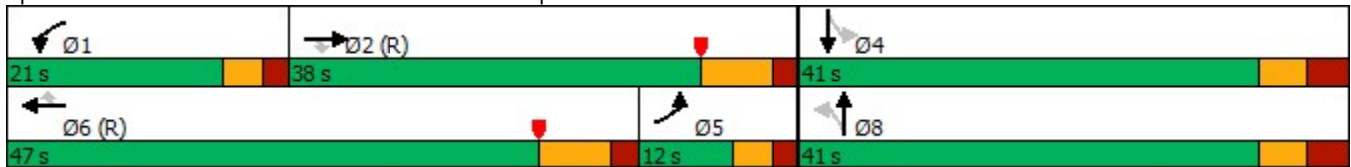
ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.








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



Lanes, Volumes, Timings
360: Sands Ave & Charles Lindbergh Blvd








PH1 B MIT Friday Evening peak hour

05/28/2024

							
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	682	0	38	226	536	0	103
Future Volume (vph)	682	0	38	226	536	0	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100		400		0	0
Storage Lanes		2		1		0	2
Taper Length (ft)				100		0	
Lane Util. Factor	0.86	1.00	0.91	0.97	0.91	1.00	0.88
Fr							0.850
Flt Protected				0.950			
Satd. Flow (prot)	6408	1863	0	3433	5036	0	2842
Flt Permitted				0.950			
Satd. Flow (perm)	6408	1863	0	3433	5036	0	2842
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)							840
Link Speed (mph)	30				50	30	
Link Distance (ft)	756				646	343	
Travel Time (s)	17.2				8.8	7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	3%	2%	0%
Adj. Flow (vph)	741	0	41	246	583	0	112
Shared Lane Traffic (%)							
Lane Group Flow (vph)	741	0	0	287	583	0	112
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	R NA
Median Width(ft)	30				40	4	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	9	15		15	9
Number of Detectors	2	1	1	1	2		1
Detector Template	Thru	Right	Left	Left	Thru		Right
Leading Detector (ft)	100	20	20	20	100		20
Trailing Detector (ft)	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0		0
Detector 1 Size(ft)	6	20	20	20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)	94				94		
Detector 2 Size(ft)	6				6		
Detector 2 Type	Cl+Ex				Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)	0.0				0.0		
Turn Type	NA	Prot	Prot	Prot	NA		Prot
Protected Phases	6	6	5	5	2		4

Lanes, Volumes, Timings
360: Sands Ave & Charles Lindbergh Blvd

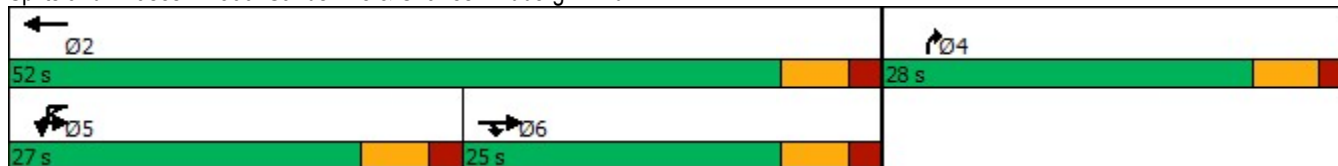
PH1 B MIT Friday Evening peak hour
05/28/2024

							
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Permitted Phases							
Detector Phase	6	6	5	5	2		4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	22.5	22.5	11.0	11.0	22.5		28.0
Total Split (s)	25.0	25.0	27.0	27.0	52.0		28.0
Total Split (%)	31.3%	31.3%	33.8%	33.8%	65.0%		35.0%
Maximum Green (s)	19.0	19.0	21.0	21.0	46.0		22.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	None	None		None
Walk Time (s)							7.0
Flash Dont Walk (s)							15.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	12.6			9.4	30.2		5.8
Actuated g/C Ratio	0.29			0.22	0.70		0.13
v/c Ratio	0.39			0.38	0.17		0.10
Control Delay	13.6			17.6	3.4		0.2
Queue Delay	0.0			0.0	0.0		0.0
Total Delay	13.6			17.6	3.4		0.2
LOS	B			B	A		A
Approach Delay	13.6				8.1	0.2	
Approach LOS	B				A	A	
Queue Length 50th (ft)	45			33	19		0
Queue Length 95th (ft)	70			66	28		0
Internal Link Dist (ft)	676				566	263	
Turn Bay Length (ft)				400			
Base Capacity (vph)	2977			1915	4874		1917
Starvation Cap Reductn	0			0	0		0
Spillback Cap Reductn	0			0	0		0
Storage Cap Reductn	0			0	0		0
Reduced v/c Ratio	0.25			0.15	0.12		0.06

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 43.1
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.39
 Intersection Signal Delay: 9.9
 Intersection Capacity Utilization 36.6%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 360: Sands Ave & Charles Lindbergh Blvd



Q-3 2027 Build with Mitigation Conditions

Q-3.4 Saturday Midday peak hour



Lanes, Volumes, Timings

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

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	20	13	1340	97	76	1334	158	53	2	22	106	4
Future Volume (vph)	20	13	1340	97	76	1334	158	53	2	22	106	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	12	13	13	12	12	10	10
Storage Length (ft)		275		225	500		275	475		0	250	
Storage Lanes		2		1	2		1	1		1	1	
Taper Length (ft)		75			195			80			75	
Lane Util. Factor	0.91	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	0.95	0.97	1.00
Ped Bike Factor		1.00		0.99	1.00		0.99					
Fr t				0.850			0.850		0.873	0.850		0.890
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	3385	5085	1669	3319	5136	1669	3414	1576	1534	3268	1578
Flt Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	3382	5085	1648	3318	5136	1647	3414	1576	1534	3268	1578
Right Turn on Red				Yes			Yes			No		
Satd. Flow (RTOR)				257			257					
Link Speed (mph)			50			50			40			30
Link Distance (ft)			413			657			646			308
Travel Time (s)			5.6			9.0			11.0			7.0
Confl. Peds. (#/hr)		3		2	2		3					
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	2%	0%	2%	1%	0%	6%	0%	0%	0%	0%
Adj. Flow (vph)	22	14	1473	107	84	1466	174	58	2	24	116	4
Shared Lane Traffic (%)										46%		
Lane Group Flow (vph)	0	36	1473	107	84	1466	174	58	13	13	116	15
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			36			36			24			24
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			50			16			56			30
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.00	0.96	0.96	1.00	1.00	1.09	1.09
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	2	2	1	2	2	1	2	2	2	2	2
Detector Template	Left			Right			Right					
Leading Detector (ft)	20	50	156	6	50	156	6	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	6	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150		30	150		30	30	30	30	30
Detector 2 Size(ft)		20	6		20	6		20	20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	10
Future Volume (vph)	10
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.91
Heavy Vehicles (%)	0%
Adj. Flow (vph)	11
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

PH1 B MIT Saturday Midday
 05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	NA	Free	Split	NA	pt+ov	Split	NA
Protected Phases	5	5	2		1	6		3	3	3 1	4	4
Permitted Phases				Free			Free					
Detector Phase	5	5	2		1	6		3	3	3 1	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0		7.0	7.0		7.0	7.0
Minimum Split (s)	14.5	14.5	17.0		16.0	17.0		15.0	15.0		15.0	15.0
Total Split (s)	12.0	12.0	61.0		18.0	67.0		12.0	12.0		49.0	49.0
Total Split (%)	8.6%	8.6%	43.6%		12.9%	47.9%		8.6%	8.6%		35.0%	35.0%
Maximum Green (s)	6.0	6.0	54.0		12.0	60.0		4.0	4.0		41.0	41.0
Yellow Time (s)	4.0	4.0	5.0		4.0	5.0		5.0	5.0		5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	7.0		6.0	7.0		8.0	8.0		8.0	8.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	1.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max		None	None		None	None
Walk Time (s)			7.0			7.0					7.0	7.0
Flash Dont Walk (s)			30.0			30.0					36.0	36.0
Pedestrian Calls (#/hr)			0			0					1	1
Act Effct Green (s)		5.8	81.1	140.0	10.1	87.6	140.0	6.9	6.9	20.0	15.9	15.9
Actuated g/C Ratio		0.04	0.58	1.00	0.07	0.63	1.00	0.05	0.05	0.14	0.11	0.11
v/c Ratio		0.26	0.50	0.06	0.35	0.46	0.11	0.34	0.17	0.06	0.31	0.08
Control Delay		46.0	8.7	0.1	66.2	17.5	0.1	70.2	69.7	50.8	56.4	49.7
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		46.0	8.7	0.1	66.2	17.5	0.1	70.2	69.7	50.8	56.4	49.7
LOS		D	A	A	E	B	A	E	E	D	E	D
Approach Delay			8.9			18.1			67.1			55.6
Approach LOS			A			B			E			E
Queue Length 50th (ft)		17	55	0	38	246	0	26	12	10	53	13
Queue Length 95th (ft)		m29	320	0	66	440	0	#59	37	33	65	28
Internal Link Dist (ft)			333			577			566			228
Turn Bay Length (ft)		275		225	500		275	475			250	
Base Capacity (vph)		145	2945	1648	284	3212	1647	169	77	240	957	462
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.25	0.50	0.06	0.30	0.46	0.11	0.34	0.17	0.05	0.12	0.03

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.50



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Intersection Signal Delay: 16.5

Intersection LOS: B

Intersection Capacity Utilization 61.7%

ICU Level of Service B

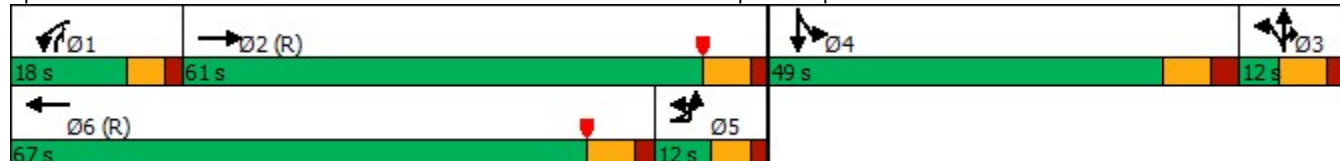
Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

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











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

PH1 B MIT Saturday MIDDAY
05/28/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	5	1396	55	8	75	1333	45	66	
Future Volume (vph)	5	1396	55	8	75	1333	45	66	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Ped Bike Factor		1.00			1.00		1.00		
Frt		0.994					0.920		
Flt Protected					0.950		0.980		
Satd. Flow (prot)	0	5050	0	0	1805	6408	1869	0	
Flt Permitted		0.933			0.950		0.980		
Satd. Flow (perm)	0	4711	0	0	1796	6408	1868	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		7					44		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Confl. Peds. (#/hr)			9		9		2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	0%	2%	2%	0%	0%	2%	2%	0%	
Adj. Flow (vph)	5	1485	59	9	80	1418	48	70	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1549	0	0	89	1418	118	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		0	1	2	1		
Detector Template	Left	Thru			Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		0	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									

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

PH1 B MIT Saturday Midday
05/28/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		Prot	Prot	NA	Prot		
Protected Phases		6		5	5	2	3		1
Permitted Phases	6								
Detector Phase	6	6		5	5	2	3		
Switch Phase									
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	7.0		10.0
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7
Total Split (s)	89.0	89.0		22.0	22.0	93.0	29.0		18.0
Total Split (%)	63.6%	63.6%		15.7%	15.7%	66.4%	20.7%		13%
Maximum Green (s)	82.0	82.0		15.3	15.3	86.0	21.3		10.3
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0
Lost Time Adjust (s)		0.0			0.0	0.0	0.0		
Total Lost Time (s)		7.0			6.7	7.0	7.7		
Lead/Lag	Lead	Lead		Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min
Walk Time (s)						7.0	7.0		
Flash Dont Walk (s)						18.0	35.0		
Pedestrian Calls (#/hr)						1	3		
Act Effct Green (s)		91.0			15.3	95.3	12.3		
Actuated g/C Ratio		0.65			0.11	0.68	0.09		
v/c Ratio		0.51			0.45	0.33	0.58		
Control Delay		1.3			81.5	13.6	48.5		
Queue Delay		0.0			0.0	0.0	0.0		
Total Delay		1.3			81.5	13.6	48.5		
LOS		A			F	B	D		
Approach Delay		1.3				17.6	48.5		
Approach LOS		A				B	D		
Queue Length 50th (ft)		9			84	264	66		
Queue Length 95th (ft)		0			147	262	123		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3066			197	4363	321		
Starvation Cap Reductn		7			0	0	0		
Spillback Cap Reductn		0			0	105	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.51			0.45	0.33	0.37		

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58

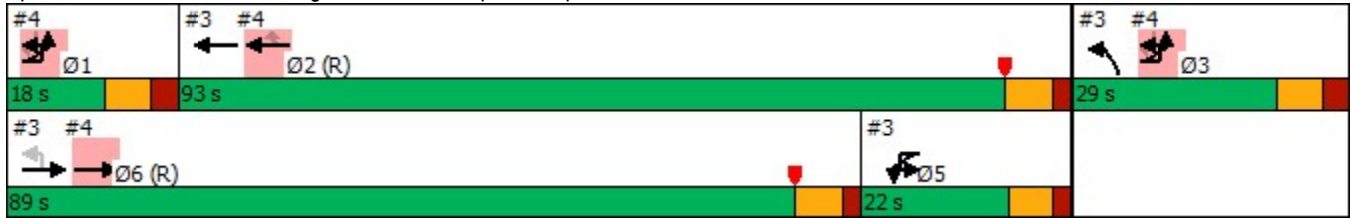
Lanes, Volumes, Timings
 3: Cunningham Ave & Hempstead Tpke

PH1 B MIT Saturday MIDDAY
 05/28/2024

Intersection Signal Delay: 10.8
 Intersection Capacity Utilization 72.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke










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

PH1 B MIT Saturday MIDDAY
05/28/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	17	7	1456	1374	9	0	6			
Future Volume (vph)	17	7	1456	1374	9	0	6			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Ped Bike Factor		1.00			0.98		0.99			
Frt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5085	5136	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3498	5085	5136	1641	0	2893			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Confl. Peds. (#/hr)		3			3		2			
Confl. Bikes (#/hr)							1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Heavy Vehicles (%)	0%	0%	2%	1%	0%	0%	0%			
Adj. Flow (vph)	18	8	1583	1493	10	0	7			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	26	1583	1493	10	0	7			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						

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

PH1 B MIT Saturday Midday
05/28/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Detector 2 Channel										
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			
Protected Phases	13	13	6	2				1	3	5
Permitted Phases					2		13			
Detector Phase	13	13	6	2	2		13			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	5.0
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			89.0	93.0	93.0			18.0	29.0	22.0
Total Split (%)			63.6%	66.4%	66.4%			13%	21%	16%
Maximum Green (s)			82.0	86.0	86.0			10.3	21.3	15.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lead	Lag	Lag			Lead		Lag
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				1	1				3	
Act Effct Green (s)		30.0	91.0	95.3	95.3		30.0			
Actuated g/C Ratio		0.21	0.65	0.68	0.68		0.21			
v/c Ratio		0.03	0.48	0.43	0.01		0.01			
Control Delay		50.5	6.1	4.7	1.4		39.8			
Queue Delay		0.0	0.0	0.1	0.0		0.0			
Total Delay		50.5	6.1	4.8	1.4		39.8			
LOS		D	A	A	A		D			
Approach Delay			6.8	4.8		39.8				
Approach LOS			A	A		D				
Queue Length 50th (ft)		9	88	33	1		2			
Queue Length 95th (ft)		m18	187	69	m1		9			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		757	3306	3497	1117		625			
Starvation Cap Reductn		0	0	518	0		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.03	0.48	0.50	0.01		0.01			

Intersection Summary

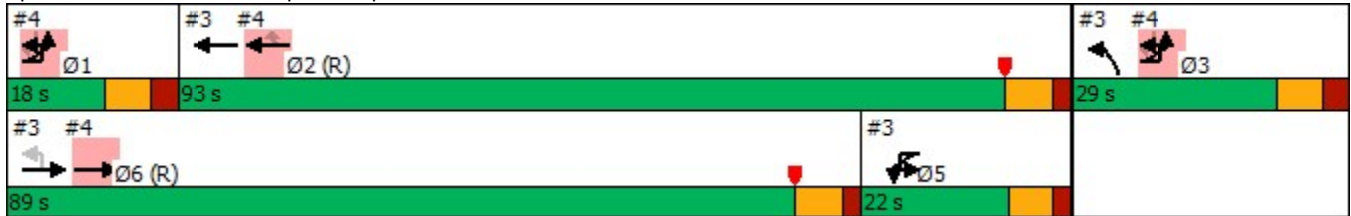
Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

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

Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 5.9
 Intersection Capacity Utilization 48.7%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



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

PH1 B MIT Saturday Midday
05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	121	949	90	72	276	830	219	89	225	149	225
Future Volume (vph)	5	121	949	90	72	276	830	219	89	225	149	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	12	12	12	11	11	12	12	11
Storage Length (ft)		245		205		155		300	75		160	500
Storage Lanes		2		1		2		1	1		0	1
Taper Length (ft)		215				140			115			70
Lane Util. Factor	0.91	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.97
Ped Bike Factor		1.00		0.99		1.00		0.99	1.00	1.00		
Frt				0.850				0.850		0.942		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3124	5036	1492	0	3502	5085	1561	1557	3184	0	3351
Flt Permitted		0.950				0.950			0.950	0.999		0.950
Satd. Flow (perm)	0	3120	5036	1471	0	3498	5085	1540	1555	3184	0	3351
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								231				
Link Speed (mph)			50				50			30		
Link Distance (ft)			1582				1065			403		
Travel Time (s)			21.6				14.5			9.2		
Confl. Peds. (#/hr)		4		2		2		4	2			
Confl. Bikes (#/hr)								1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	20%	4%	3%	1%	0%	0%	2%	0%	2%	3%	1%	1%
Adj. Flow (vph)	5	127	999	95	76	291	874	231	94	237	157	237
Shared Lane Traffic (%)									10%			
Lane Group Flow (vph)	0	132	999	95	0	367	874	231	85	403	0	237
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			28		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			32				32			16		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	2	2		2
Detector Template	Left			Right	Left			Right				
Leading Detector (ft)	20	50	156	6	20	50	156	6	50	50		50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		30	150			30	150		30	30		30
Detector 2 Size(ft)		20	6			20	6		20	20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

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

PH1 B MIT Saturday MIDDAY
 05/28/2024

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↗
Traffic Volume (vph)	262	123
Future Volume (vph)	262	123
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	11
Storage Length (ft)		500
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor	1.00	
Frt	0.993	0.850
Flt Protected		
Satd. Flow (prot)	3223	1407
Flt Permitted		
Satd. Flow (perm)	3223	1407
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	35	
Link Distance (ft)	1000	
Travel Time (s)	19.5	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	3%	1%
Adj. Flow (vph)	276	129
Shared Lane Traffic (%)		10%
Lane Group Flow (vph)	289	116
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	0	
Crosswalk Width(ft)	32	
Two way Left Turn Lane		
Headway Factor	1.04	1.04
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	50	50
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	30	30
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

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

PH1 B MIT Saturday Middy
05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0	0.0	0.0		0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split
Protected Phases	1	1	6		5	5	2		4	4		3
Permitted Phases				6				Free				
Detector Phase	1	1	6	6	5	5	2		4	4		3
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0	17.0		15.0	15.0		15.0
Total Split (s)	27.0	27.0	46.0	46.0	27.0	27.0	46.0		28.0	28.0		39.0
Total Split (%)	19.3%	19.3%	32.9%	32.9%	19.3%	19.3%	32.9%		20.0%	20.0%		27.9%
Maximum Green (s)	20.0	20.0	39.0	39.0	20.0	20.0	39.0		20.0	20.0		31.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0
All-Red Time (s)	3.0	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0	7.0	8.0	8.0		8.0
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead		Lead	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max		None	None		None
Walk Time (s)			7.0	7.0			7.0					7.0
Flash Dont Walk (s)			30.0	30.0			30.0					36.0
Pedestrian Calls (#/hr)			1	1			0					1
Act Effct Green (s)		18.0	50.4	50.4		18.0	50.4	140.0	20.6	20.6		21.0
Actuated g/C Ratio		0.13	0.36	0.36		0.13	0.36	1.00	0.15	0.15		0.15
v/c Ratio		0.33	0.55	0.18		0.82	0.48	0.15	0.37	0.86		0.47
Control Delay		44.8	35.3	31.9		43.1	27.7	0.2	59.3	76.8		56.5
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		44.8	35.3	31.9		43.1	27.7	0.2	59.3	76.8		56.5
LOS		D	D	C		D	C	A	E	E		E
Approach Delay			36.1				27.2			73.7		
Approach LOS			D				C			E		
Queue Length 50th (ft)		57	239	56		170	66	0	78	198		104
Queue Length 95th (ft)		78	397	64		201	195	0	140	#296		134
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			500
Base Capacity (vph)		446	1814	529		500	1832	1540	230	471		742
Starvation Cap Reductn		0	0	0		0	0	0	0	0		0
Spillback Cap Reductn		0	0	0		0	0	0	0	0		0
Storage Cap Reductn		0	0	0		0	0	0	0	0		0
Reduced v/c Ratio		0.30	0.55	0.18		0.73	0.48	0.15	0.37	0.86		0.32

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

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

PH1 B MIT Saturday MIDDAY
 05/28/2024

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Prot
Protected Phases	3	3
Permitted Phases		
Detector Phase	3	3
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	39.0	39.0
Total Split (%)	27.9%	27.9%
Maximum Green (s)	31.0	31.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	36.0	36.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	21.0	21.0
Actuated g/C Ratio	0.15	0.15
v/c Ratio	0.60	0.55
Control Delay	60.0	63.9
Queue Delay	0.0	0.0
Total Delay	60.0	63.9
LOS	E	E
Approach Delay	59.4	
Approach LOS	E	
Queue Length 50th (ft)	138	109
Queue Length 95th (ft)	173	167
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		500
Base Capacity (vph)	713	311
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.41	0.37
Intersection Summary		

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

PH1 B MIT Saturday MIDDAY
 05/28/2024

Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 41.4
 Intersection Capacity Utilization 85.1%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

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

← Ø2 (R)	↘ Ø1	↖ Ø4	↕ Ø3
46 s	27 s	28 s	39 s
→ Ø6 (R)	↙ Ø5		
46 s	27 s		

Lanes, Volumes, Timings

PH1 B MIT Saturday Midday

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

05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	226	6	320	9	0	140	0	496	15	33	31	290
Future Volume (vph)	226	6	320	9	0	140	0	496	15	33	31	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		200	0		0		140	
Storage Lanes	3		1	1		1	0		0		2	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.94	1.00	1.00	1.00	1.00	0.88	1.00	0.86	0.86	1.00	1.00	0.95
Ped Bike Factor								1.00				
Frt			0.850			0.850		0.996				
Flt Protected	0.950			0.950						0.950	0.950	
Satd. Flow (prot)	5040	1900	1583	1805	0	2842	0	6383	0	1805	1805	3610
Flt Permitted	0.950			0.950						0.335	0.335	
Satd. Flow (perm)	5040	1900	1583	1805	0	2842	0	6383	0	636	636	3610
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			352			252		9				
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			464			581				1039
Travel Time (s)		15.0			10.5			11.3				20.2
Confl. Bikes (#/hr)									3			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	2%	0%	0%	0%	2%	2%	0%	0%	0%	0%
Adj. Flow (vph)	233	6	330	9	0	144	0	511	15	34	32	299
Shared Lane Traffic (%)												
Lane Group Flow (vph)	233	6	330	9	0	144	0	526	0	34	32	299
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		36			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)								0.0				0.0













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

Lanes, Volumes, Timings

PH1 B MIT Saturday MIDDAY

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

05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Turn Type	Split	NA	Free	Prot		Prot		NA		pm+pt	pm+pt	NA
Protected Phases	4	4		3		3		2		1	1	6
Permitted Phases			Free							6	6	
Detector Phase	4	4		3		3		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	16.0	16.0		14.0		14.0		26.0		9.0	9.0	26.0
Total Split (s)	16.0	16.0		14.0		14.0		26.0		9.0	9.0	35.0
Total Split (%)	24.6%	24.6%		21.5%		21.5%		40.0%		13.8%	13.8%	53.8%
Maximum Green (s)	10.0	10.0		8.0		8.0		20.0		3.0	3.0	29.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lag		Lead		Lead		Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)								6.0				6.0
Flash Dont Walk (s)								18.0				18.0
Pedestrian Calls (#/hr)								0				0
Act Effct Green (s)	10.3	10.3	58.6	8.2		8.2		20.6		25.5	25.5	25.5
Actuated g/C Ratio	0.18	0.18	1.00	0.14		0.14		0.35		0.44	0.44	0.44
v/c Ratio	0.26	0.02	0.21	0.04		0.23		0.23		0.10	0.09	0.19
Control Delay	24.1	23.7	0.3	25.7		1.1		15.3		11.0	11.0	11.3
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Total Delay	24.1	23.7	0.3	25.7		1.1		15.3		11.0	11.0	11.3
LOS	C	C	A	C		A		B		B	B	B
Approach Delay		10.3			2.6			15.3				11.2
Approach LOS		B			A			B				B
Queue Length 50th (ft)	29	2	0	3		0		44		7	7	35
Queue Length 95th (ft)	49	11	0	15		2		63		21	20	57
Internal Link Dist (ft)		908			384			501				959
Turn Bay Length (ft)			700			200				140	140	
Base Capacity (vph)	885	333	1583	253		615		2248		337	337	1838
Starvation Cap Reductn	0	0	0	0		0		0		0	0	0
Spillback Cap Reductn	0	0	0	0		0		0		0	0	0
Storage Cap Reductn	0	0	0	0		0		0		0	0	0
Reduced v/c Ratio	0.26	0.02	0.21	0.04		0.23		0.23		0.10	0.09	0.16

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 58.6
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.26
 Intersection Signal Delay: 11.4
 Intersection Capacity Utilization 55.0%
 Intersection LOS: B
 ICU Level of Service B



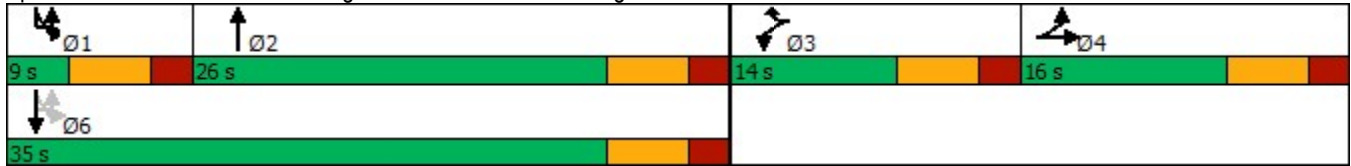
Lane Group SBR

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

Intersection Summary

Analysis Period (min) 15

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



Lanes, Volumes, Timings

PH1 B MIT Saturday Midday

8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd

05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	306	284	12	7	306	26	554	0	37
Future Volume (vph)	0	0	0	306	284	12	7	306	26	554	0	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		385		0		230	0	
Storage Lanes	0		0	1		1		2		1	1	
Taper Length (ft)	0			50				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.97	1.00	0.88	1.00	0.95
Ped Bike Factor								1.00				1.00
Frt						0.850				0.850		0.979
Flt Protected				0.950	0.986			0.950				
Satd. Flow (prot)	0	0	0	1626	3376	1615	0	3468	1900	2842	1900	3528
Flt Permitted				0.950	0.986			0.950				
Satd. Flow (perm)	0	0	0	1626	3376	1615	0	3464	1900	2842	1900	3528
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						160						7
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			763				1039			371
Travel Time (s)		10.1			11.6				20.2			8.4
Confl. Peds. (#/hr)								1				
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	356	330	14	8	356	30	644	0	43
Shared Lane Traffic (%)				37%								
Lane Group Flow (vph)	0	0	0	224	462	14	0	364	30	644	0	50
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			24				36			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2	0	0	1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66	0	0	30
Trailing Detector (ft)				0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)				0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)				30	30	30	20	45	30	0	0	30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			













Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	6
Future Volume (vph)	6
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.86
Heavy Vehicles (%)	0%
Adj. Flow (vph)	7
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lanes, Volumes, Timings

PH1 B MIT Saturday MIDDAY

8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd

05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Turn Type				Prot	NA	Perm	Prot	Prot	NA	Free	Perm	NA
Protected Phases				3	8		5	5	2			6
Permitted Phases						8				Free	6	
Detector Phase				3	8	8	5	5	2		6	6
Switch Phase												
Minimum Initial (s)				15.0	1.0	1.0	8.0	8.0	10.0		10.0	10.0
Minimum Split (s)				22.0	39.0	39.0	15.0	15.0	17.0		17.0	17.0
Total Split (s)				39.0	39.0	39.0	19.0	19.0	36.0		17.0	17.0
Total Split (%)				52.0%	52.0%	52.0%	25.3%	25.3%	48.0%		22.7%	22.7%
Maximum Green (s)				32.0	32.0	32.0	12.0	12.0	29.0		10.0	10.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0		7.0	7.0
Lead/Lag							Lag	Lag			Lead	Lead
Lead-Lag Optimize?							Yes	Yes			Yes	Yes
Vehicle Extension (s)				5.0	0.2	0.2	5.0	5.0	5.0		5.0	5.0
Recall Mode				None	None	None	None	None	None		None	None
Walk Time (s)					7.0	7.0			7.0		7.0	7.0
Flash Dont Walk (s)					25.0	25.0			14.0		14.0	14.0
Pedestrian Calls (#/hr)					1	1			0		0	0
Act Effct Green (s)				21.9	21.9	21.9		12.0	20.4	57.5		10.8
Actuated g/C Ratio				0.38	0.38	0.38		0.21	0.35	1.00		0.19
v/c Ratio				0.36	0.36	0.02		0.51	0.04	0.23		0.07
Control Delay				16.3	14.7	0.1		26.6	13.0	0.2		23.7
Queue Delay				0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay				16.3	14.7	0.1		26.6	13.0	0.2		23.7
LOS				B	B	A		C	B	A		C
Approach Delay					14.9				9.8			23.7
Approach LOS					B				A			C
Queue Length 50th (ft)				73	75	0		67	6	0		7
Queue Length 95th (ft)				120	104	0		119	23	0		23
Internal Link Dist (ft)		586			683				959			291
Turn Bay Length (ft)						385				230		
Base Capacity (vph)				1039	1636	1089		784	1038	2842		670
Starvation Cap Reductn				0	0	0		0	0	0		0
Spillback Cap Reductn				0	0	0		0	0	0		0
Storage Cap Reductn				0	0	0		0	0	0		0
Reduced v/c Ratio				0.22	0.28	0.01		0.46	0.03	0.23		0.07

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 57.5
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 12.2
 Intersection Capacity Utilization 38.4%
 Intersection LOS: B
 ICU Level of Service A



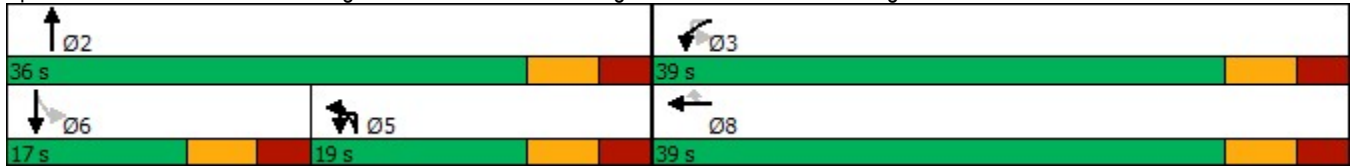
Lane Group SBR

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

Intersection Summary

Analysis Period (min) 15

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



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

PH1 B MIT Saturday Midday
 05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	16	45	983	73	29	42	875	102	62	19	49	103
Future Volume (vph)	16	45	983	73	29	42	875	102	62	19	49	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.95		0.99		0.98		0.98	0.99	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.963		0.950
Satd. Flow (prot)	0	1635	5085	1507	0	1784	5085	1507	0	1682	1507	1685
Flt Permitted		0.950				0.950				0.772		0.702
Satd. Flow (perm)	0	1632	5085	1437	0	1760	5085	1484	0	1323	1487	1243
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)		4		20		20		4	32		2	2
Confl. Bikes (#/hr)				1				1				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	6%	2%	2%	0%	0%	2%	2%	0%	2%	0%	0%	0%
Adj. Flow (vph)	16	46	1013	75	30	43	902	105	64	20	51	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	62	1013	75	0	73	902	105	0	84	51	106
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

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

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	9	45
Future Volume (vph)	9	45
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.96
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1773	1507
Flt Permitted		
Satd. Flow (perm)	1773	1452
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		32
Confl. Bikes (#/hr)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	9	46
Shared Lane Traffic (%)		
Lane Group Flow (vph)	9	46
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

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

PH1 B MIT Saturday Middy
 05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	61.0	61.0	61.0	15.0
Total Split (s)	32.0	32.0	61.0	61.0	32.0	32.0	61.0	61.0	47.0	47.0	47.0	47.0
Total Split (%)	22.9%	22.9%	43.6%	43.6%	22.9%	22.9%	43.6%	43.6%	33.6%	33.6%	33.6%	33.6%
Maximum Green (s)	26.0	26.0	53.0	53.0	26.0	26.0	53.0	53.0	39.0	39.0	39.0	39.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									7	7	7	1
Act Effct Green (s)		10.3	90.0	90.0		10.4	90.1	90.1		20.2	20.2	20.2
Actuated g/C Ratio		0.07	0.64	0.64		0.07	0.64	0.64		0.14	0.14	0.14
v/c Ratio		0.52	0.31	0.08		0.55	0.28	0.11		0.44	0.24	0.59
Control Delay		68.5	16.2	18.8		70.5	17.0	18.1		59.0	51.7	67.2
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		68.5	16.2	18.8		70.5	17.0	18.1		59.0	51.7	67.2
LOS		E	B	B		E	B	B		E	D	E
Approach Delay			19.2				20.7			56.3		
Approach LOS			B				C			E		
Queue Length 50th (ft)		58	86	18		71	127	40		73	43	94
Queue Length 95th (ft)		104	280	87		121	157	71		107	71	133
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		303	3269	923		331	3272	955		368	414	346
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.20	0.31	0.08		0.22	0.28	0.11		0.23	0.12	0.31

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 6 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

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

Lane Group	↓ SBT	↙ SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	47.0	47.0
Total Split (%)	33.6%	33.6%
Maximum Green (s)	39.0	39.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	1	1
Act Effct Green (s)	20.2	20.2
Actuated g/C Ratio	0.14	0.14
v/c Ratio	0.04	0.22
Control Delay	44.8	51.1
Queue Delay	0.0	0.0
Total Delay	44.8	51.1
LOS	D	D
Approach Delay	61.3	
Approach LOS	E	
Queue Length 50th (ft)	7	39
Queue Length 95th (ft)	21	66
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	493	404
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.02	0.11
Intersection Summary		

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

PH1 B MIT Saturday Midday
 05/28/2024

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 24.5

Intersection Capacity Utilization 89.1%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service E

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



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













PH1 B MIT Saturday Midday
05/28/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	143	1006	7	4	7	862	125	7	14	16	91	4
Future Volume (vph)	143	1006	7	4	7	862	125	7	14	16	91	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		125		150		405	0		0	125	
Storage Lanes	2		1		1		1	0		0	1	
Taper Length (ft)	135				85			0			65	
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	0.95
Ped Bike Factor	1.00		0.98		1.00		0.97		1.00			0.98
Frt			0.850				0.850		0.941			0.859
Flt Protected	0.950				0.950				0.991		0.950	
Satd. Flow (prot)	3213	3505	1417	0	1805	3539	1553	0	1772	0	3502	1498
Flt Permitted	0.950				0.950				0.920		0.950	
Satd. Flow (perm)	3200	3505	1383	0	1798	3539	1512	0	1644	0	3502	1498
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							133					
Link Speed (mph)		40				40			30			40
Link Distance (ft)		498				580			260			400
Travel Time (s)		8.5				9.9			5.9			6.8
Confl. Peds. (#/hr)	11		3		3		11	5				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	9%	3%	14%	0%	0%	2%	4%	0%	0%	0%	0%	0%
Adj. Flow (vph)	152	1070	7	4	7	917	133	7	15	17	97	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	1070	7	0	11	917	133	0	39	0	97	69
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		44				56			0			40
Link Offset(ft)		11				0			-5			-15
Crosswalk Width(ft)		48				30			30			30
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2	1	1	2	2	1	1	2		2	2
Detector Template		Thru	Right	Left		Thru	Right	Left				
Leading Detector (ft)	55	100	6	20	55	100	6	20	55		55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	35	94			35	94			35		35	35
Detector 2 Size(ft)	20	6			20	6			20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			0.0		0.0	0.0

Lane Group	SBR	Ø2
Lane Configurations		
Traffic Volume (vph)	125	
Future Volume (vph)	125	
Ideal Flow (vphpl)	1900	
Storage Length (ft)	0	
Storage Lanes	1	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt	0.850	
Flt Protected		
Satd. Flow (prot)	1504	
Flt Permitted		
Satd. Flow (perm)	1504	
Right Turn on Red	No	
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	5	
Peak Hour Factor	0.94	
Heavy Vehicles (%)	2%	
Adj. Flow (vph)	133	
Shared Lane Traffic (%)	49%	
Lane Group Flow (vph)	68	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	
Turning Speed (mph)	9	
Number of Detectors	2	
Detector Template		
Leading Detector (ft)	55	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	20	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	35	
Detector 2 Size(ft)	20	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

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

PH1 B MIT Saturday MIDDAY
05/28/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split	NA
Protected Phases	1	5		3	3	2 3			7		4	4
Permitted Phases			5				2 3 4	7				
Detector Phase	1	5	5	3	3	2 3	2 3 4	7	7		4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0	7.0
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0	14.0
Total Split (s)	20.0	58.0	58.0	20.0	20.0			21.0	21.0		41.0	41.0
Total Split (%)	14.3%	41.4%	41.4%	14.3%	14.3%			15.0%	15.0%		29.3%	29.3%
Maximum Green (s)	13.0	51.0	51.0	13.0	13.0			14.0	14.0		34.0	34.0
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0	4.0
All-Red Time (s)	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0				0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0		7.0				7.0		7.0	7.0
Lead/Lag	Lead			Lead	Lead						Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes						Yes	Yes
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0	2.0
Recall Mode	None	C-Max	C-Max	None	None			None	None		None	None
Walk Time (s)											7.0	7.0
Flash Dont Walk (s)											35.0	35.0
Pedestrian Calls (#/hr)											4	4
Act Effct Green (s)	11.0	81.3	81.3		10.6	80.9	102.6		7.8		14.7	14.7
Actuated g/C Ratio	0.08	0.58	0.58		0.08	0.58	0.73		0.06		0.10	0.10
v/c Ratio	0.60	0.53	0.01		0.08	0.45	0.12		0.43		0.26	0.44
Control Delay	72.3	22.3	20.7		45.8	11.7	4.7		77.1		56.6	64.4
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	72.3	22.3	20.7		45.8	11.7	4.7		77.1		56.6	64.4
LOS	E	C	C		D	B	A		E		E	E
Approach Delay		28.5				11.2			77.1			61.0
Approach LOS		C				B			E			E
Queue Length 50th (ft)	70	291	3		9	138	20		35		43	65
Queue Length 95th (ft)	106	540	15		33	292	70		74		60	98
Internal Link Dist (ft)		418				500			180			320
Turn Bay Length (ft)	90		125		150		405				125	
Base Capacity (vph)	304	2034	802		167	2105	1305		164		850	363
Starvation Cap Reductn	0	0	0		0	0	0		0		0	0
Spillback Cap Reductn	0	0	0		0	0	0		0		0	0
Storage Cap Reductn	0	0	0		0	0	0		0		0	0
Reduced v/c Ratio	0.50	0.53	0.01		0.07	0.44	0.10		0.24		0.11	0.19

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 23 (16%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 25.1
 Intersection LOS: C

Lane Group	SBR	Ø2
Turn Type	Prot	
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	7.0	10.0
Minimum Split (s)	14.0	17.0
Total Split (s)	41.0	38.0
Total Split (%)	29.3%	27%
Maximum Green (s)	34.0	31.0
Yellow Time (s)	4.0	5.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.0	
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	1.0
Recall Mode	None	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	35.0	25.0
Pedestrian Calls (#/hr)	4	0
Act Effct Green (s)	14.7	
Actuated g/C Ratio	0.10	
v/c Ratio	0.43	
Control Delay	63.9	
Queue Delay	0.0	
Total Delay	63.9	
LOS	E	
Approach Delay		
Approach LOS		
Queue Length 50th (ft)	64	
Queue Length 95th (ft)	97	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	365	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.19	

Intersection Summary

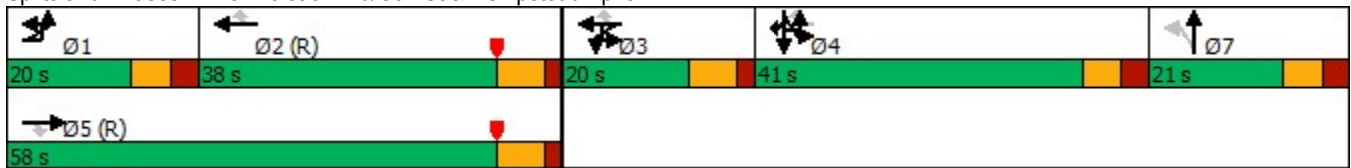
Lanes, Volumes, Timings
 18: Hofstra Blvd/Oak St & Hempstead Tpke

PH1 B MIT Saturday Midday
 05/28/2024

Intersection Capacity Utilization 68.6%
 Analysis Period (min) 15















ICU Level of Service C







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



Lanes, Volumes, Timings
55: Merrick Ave & Corporate Dr

PH1 B MIT Saturday MIDDAY
05/28/2024

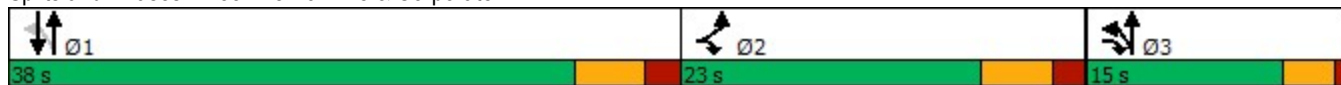
						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	273	344	208	1056	874	190
Future Volume (vph)	273	344	208	1056	874	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			1.00		1.00	
Frt		0.850			0.973	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1599	1787	3505	3381	0
Flt Permitted	0.950		0.176			
Satd. Flow (perm)	3351	1599	331	3505	3381	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		60			42	
Link Speed (mph)	40			40	40	
Link Distance (ft)	689			417	550	
Travel Time (s)	11.7			7.1	9.4	
Confl. Peds. (#/hr)			1			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	3%	4%	2%
Adj. Flow (vph)	284	358	217	1100	910	198
Shared Lane Traffic (%)						
Lane Group Flow (vph)	284	358	217	1100	1108	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	22			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	
Detector Template						
Leading Detector (ft)	46	46	46	0	0	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	0	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	26	26	26			
Detector 2 Size(ft)	20	20	20			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			
Turn Type	Prot	pt+ov	pm+pt	NA	NA	
Protected Phases	2	2 3	3	1 3	1	

Lane Group						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	23.0		15.0		38.0	
Total Split (%)	30.3%		19.7%		50.0%	
Maximum Green (s)	17.0		11.0		32.0	
Yellow Time (s)	4.0		3.0		4.0	
All-Red Time (s)	2.0		1.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.0		4.0		6.0	
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?	Yes				Yes	
Vehicle Extension (s)	3.0		2.0		0.2	
Recall Mode	None		None		Min	
Walk Time (s)	6.0					
Flash Dont Walk (s)	14.0					
Pedestrian Calls (#/hr)	0					
Act Effct Green (s)	13.1	28.5	36.1	38.1	22.7	
Actuated g/C Ratio	0.21	0.45	0.57	0.60	0.36	
v/c Ratio	0.41	0.48	0.49	0.52	0.90	
Control Delay	24.8	13.8	11.0	8.7	28.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	24.8	13.8	11.0	8.7	28.9	
LOS	C	B	B	A	C	
Approach Delay	18.7			9.1	28.9	
Approach LOS	B			A	C	
Queue Length 50th (ft)	48	75	31	116	201	
Queue Length 95th (ft)	93	174	79	180	295	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	920	736	446	2662	1768	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.31	0.49	0.49	0.41	0.63	

Intersection Summary








Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 63.5
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 18.3
 Intersection Capacity Utilization 62.9%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 55: Merrick Ave & Corporate Dr










Lanes, Volumes, Timings
360: Sands Ave & Charles Lindbergh Blvd

PH1 B MIT Saturday MIDDAY
05/28/2024

							
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	555	0	65	253	603	0	95
Future Volume (vph)	555	0	65	253	603	0	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100		400		0	0
Storage Lanes		2		1		0	2
Taper Length (ft)				100		0	
Lane Util. Factor	0.86	1.00	0.91	0.97	0.91	1.00	0.88
Flt							0.850
Flt Protected				0.950			
Satd. Flow (prot)	6408	1863	0	3433	5136	0	2842
Flt Permitted				0.950			
Satd. Flow (perm)	6408	1863	0	3433	5136	0	2842
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)							703
Link Speed (mph)	30				50	30	
Link Distance (ft)	763				646	343	
Travel Time (s)	17.3				8.8	7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	1%	2%	0%
Adj. Flow (vph)	603	0	71	275	655	0	103
Shared Lane Traffic (%)							
Lane Group Flow (vph)	603	0	0	346	655	0	103
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	R NA
Median Width(ft)	30				40	4	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	9	15		15	9
Number of Detectors	2	1	1	1	2		1
Detector Template	Thru	Right	Left	Left	Thru		Right
Leading Detector (ft)	100	20	20	20	100		20
Trailing Detector (ft)	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0		0
Detector 1 Size(ft)	6	20	20	20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)	94				94		
Detector 2 Size(ft)	6				6		
Detector 2 Type	Cl+Ex				Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)	0.0				0.0		
Turn Type	NA	Prot	Prot	Prot	NA		Prot
Protected Phases	6	6	5	5	2		4

Lanes, Volumes, Timings
360: Sands Ave & Charles Lindbergh Blvd

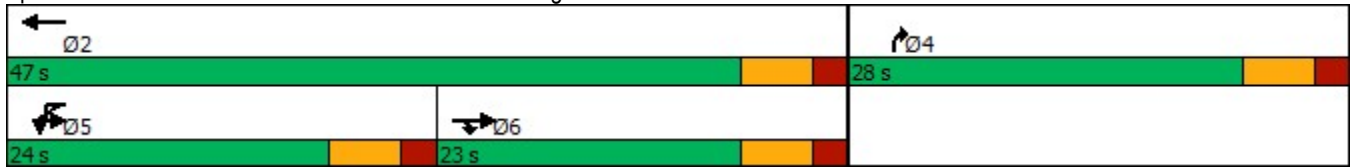
PH1 B MIT Saturday Midday
05/28/2024

Lane Group							
	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Permitted Phases							
Detector Phase	6	6	5	5	2		4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	22.5	22.5	11.0	11.0	22.5		28.0
Total Split (s)	23.0	23.0	24.0	24.0	47.0		28.0
Total Split (%)	30.7%	30.7%	32.0%	32.0%	62.7%		37.3%
Maximum Green (s)	17.0	17.0	18.0	18.0	41.0		22.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	None	Min		None
Walk Time (s)							7.0
Flash Dont Walk (s)							15.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	11.0			9.9	29.1		5.8
Actuated g/C Ratio	0.26			0.24	0.69		0.14
v/c Ratio	0.36			0.43	0.18		0.10
Control Delay	14.2			16.7	3.6		0.2
Queue Delay	0.0			0.0	0.0		0.0
Total Delay	14.2			16.7	3.6		0.2
LOS	B			B	A		A
Approach Delay	14.2				8.1	0.2	
Approach LOS	B				A	A	
Queue Length 50th (ft)	36			38	21		0
Queue Length 95th (ft)	60			74	32		0
Internal Link Dist (ft)	683				566	263	
Turn Bay Length (ft)				400			
Base Capacity (vph)	2726			1546	4719		1880
Starvation Cap Reductn	0			0	0		0
Spillback Cap Reductn	0			0	0		0
Storage Cap Reductn	0			0	0		0
Reduced v/c Ratio	0.22			0.22	0.14		0.05

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 42
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.43
 Intersection Signal Delay: 9.8
 Intersection Capacity Utilization 36.3%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 360: Sands Ave & Charles Lindbergh Blvd



Q-3 2027 Build with Mitigation Conditions

Q-3.5 Saturday Evening peak hour



Lanes, Volumes, Timings

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

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	15	19	870	63	25	1017	248	30	4	19	204	3
Future Volume (vph)	15	19	870	63	25	1017	248	30	4	19	204	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	11	12	13	13	12	12	10	10
Storage Length (ft)		275		225	500		275	475		0	250	
Storage Lanes		2		1	2		1	1		1	1	
Taper Length (ft)		75			195			80			75	
Lane Util. Factor	0.91	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	0.95	0.97	1.00
Fr				0.850			0.850		0.904	0.850		0.869
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	2169	5187	1669	3385	5136	1669	3618	1581	1461	3268	1541
Flt Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	2169	5187	1669	3385	5136	1669	3618	1581	1461	3268	1541
Right Turn on Red				Yes			Yes			No		
Satd. Flow (RTOR)				203			205					
Link Speed (mph)			50			50			40			30
Link Distance (ft)			413			657			646			308
Travel Time (s)			5.6			9.0			11.0			7.0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	100%	0%	0%	0%	1%	0%	0%	0%	5%	0%	0%
Adj. Flow (vph)	18	23	1048	76	30	1225	299	36	5	23	246	4
Shared Lane Traffic (%)										41%		
Lane Group Flow (vph)	0	41	1048	76	30	1225	299	36	14	14	246	31
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			36			36			24			24
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			50			16			56			30
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.00	0.96	1.04	1.00	0.96	0.96	1.00	1.00	1.09	1.09
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	2	2	1	2	2	1	2	2	2	2	2
Detector Template	Left			Right			Right					
Leading Detector (ft)	20	50	156	6	50	156	6	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20	6	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		30	150		30	150		30	30	30	30	30
Detector 2 Size(ft)		20	6		20	6		20	20	20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Free	Prot	NA	Free	Split	NA	pt+ov	Split	NA

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	22
Future Volume (vph)	22
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.83
Heavy Vehicles (%)	0%
Adj. Flow (vph)	27
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings

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

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Protected Phases	5	5	2		1	6		3	3	3 1	4	4
Permitted Phases				Free			Free					
Detector Phase	5	5	2		1	6		3	3	3 1	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0		7.0	7.0		7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	17.0		15.0	15.0		51.0	51.0
Total Split (s)	13.0	13.0	58.0		16.0	61.0		15.0	15.0		51.0	51.0
Total Split (%)	9.3%	9.3%	41.4%		11.4%	43.6%		10.7%	10.7%		36.4%	36.4%
Maximum Green (s)	7.0	7.0	51.0		10.0	54.0		7.0	7.0		43.0	43.0
Yellow Time (s)	4.0	4.0	5.0		4.0	5.0		5.0	5.0		5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	7.0		6.0	7.0		8.0	8.0		8.0	8.0
Lead/Lag	Lag	Lag	Lead		Lag	Lead		Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	1.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max		None	None		None	None
Walk Time (s)			7.0			7.0					7.0	7.0
Flash Dont Walk (s)			30.0			30.0					36.0	36.0
Pedestrian Calls (#/hr)			0			0					0	0
Act Effct Green (s)		6.6	83.8	140.0	10.0	86.2	140.0	7.4	7.4	15.4	16.0	16.0
Actuated g/C Ratio		0.05	0.60	1.00	0.07	0.62	1.00	0.05	0.05	0.11	0.11	0.11
v/c Ratio		0.40	0.34	0.05	0.12	0.39	0.18	0.19	0.17	0.09	0.66	0.18
Control Delay		66.4	5.1	0.0	62.2	15.8	0.2	65.5	67.7	34.6	67.8	56.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		66.4	5.1	0.0	62.2	15.8	0.2	65.5	67.7	34.6	67.8	56.9
LOS		E	A	A	E	B	A	E	E	C	E	E
Approach Delay			6.9			13.7			59.2			66.6
Approach LOS			A			B			E			E
Queue Length 50th (ft)		20	43	0	13	216	0	16	12	9	112	26
Queue Length 95th (ft)		39	56	0	28	250	0	32	34	22	140	53
Internal Link Dist (ft)			333			577			566			228
Turn Bay Length (ft)		275		225	500		275	475			250	
Base Capacity (vph)		108	3103	1669	241	3161	1669	191	84	161	1003	473
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.38	0.34	0.05	0.12	0.39	0.18	0.19	0.17	0.09	0.25	0.07

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 64 (46%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 16.8
 Intersection Capacity Utilization 47.6%
 Intersection LOS: B
 ICU Level of Service A



Lane Group SBR













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

Analysis Period (min) 15

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










→ Ø2 (R)	↖ Ø1	↗ Ø4	↖ ↗ Ø3
58 s	16 s	51 s	15 s
← Ø6 (R)	↘ Ø5		
61 s	13 s		

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

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	1	912	43	3	70	1011	34	53	
Future Volume (vph)	1	912	43	3	70	1011	34	53	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	15	15	
Storage Length (ft)	0		0		150		0	0	
Storage Lanes	0		0		1		1	0	
Taper Length (ft)	0				75		0		
Lane Util. Factor	0.91	0.91	0.91	0.86	1.00	0.86	1.00	1.00	
Frt		0.993					0.918		
Flt Protected					0.950		0.981		
Satd. Flow (prot)	0	5102	0	0	1805	6471	1882	0	
Flt Permitted		0.939			0.950		0.981		
Satd. Flow (perm)	0	4791	0	0	1805	6471	1882	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		8					46		
Link Speed (mph)		50				50	30		
Link Distance (ft)		187				289	350		
Travel Time (s)		2.6				3.9	8.0		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Heavy Vehicles (%)	0%	1%	0%	0%	0%	1%	0%	0%	
Adj. Flow (vph)	1	981	46	3	75	1087	37	57	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1028	0	0	78	1087	94	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right	
Median Width(ft)		28				24	15		
Link Offset(ft)		0				0	0		
Crosswalk Width(ft)		36				36	28		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	1	2		0	1	2	1		
Detector Template	Left	Thru			Left	Thru	Left		
Leading Detector (ft)	20	100		0	20	100	20		
Trailing Detector (ft)	0	0		0	0	0	0		
Detector 1 Position(ft)	0	0		0	0	0	0		
Detector 1 Size(ft)	20	6		0	20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94				94			
Detector 2 Size(ft)		6				6			
Detector 2 Type		Cl+Ex				Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		custom	Prot	NA	Prot		

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

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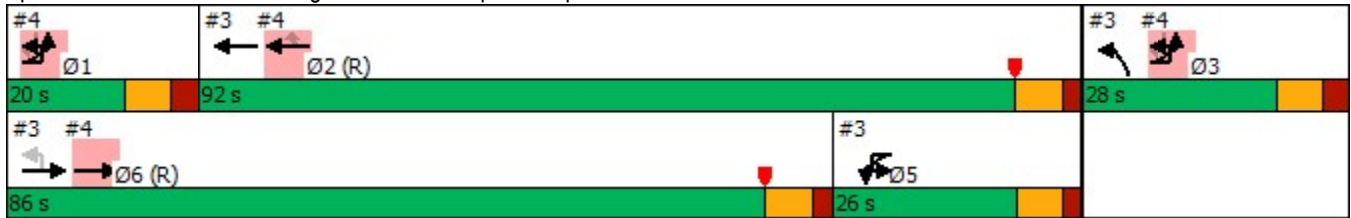
										Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR		
Protected Phases		6		5	5	2	3		1	
Permitted Phases	6			5						
Detector Phase	6	6		5	5	2	3			
Switch Phase										
Minimum Initial (s)	10.0	10.0		4.7	4.7	10.0	7.0		10.0	
Minimum Split (s)	17.0	17.0		11.7	11.7	17.0	14.7		17.7	
Total Split (s)	86.0	86.0		26.0	26.0	92.0	28.0		20.0	
Total Split (%)	61.4%	61.4%		18.6%	18.6%	65.7%	20.0%		14%	
Maximum Green (s)	79.0	79.0		19.3	19.3	85.0	20.3		12.3	
Yellow Time (s)	5.0	5.0		4.7	4.7	5.0	4.7		4.7	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		3.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0			
Total Lost Time (s)		7.0			6.7	7.0	7.7			
Lead/Lag	Lead	Lead		Lag	Lag	Lag			Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes	
Vehicle Extension (s)	1.0	1.0		2.0	2.0	1.0	3.0		3.0	
Recall Mode	C-Max	C-Max		None	None	C-Max	None		Min	
Walk Time (s)						7.0	7.0			
Flash Dont Walk (s)						18.0	35.0			
Pedestrian Calls (#/hr)						0	0			
Act Effct Green (s)		89.7			19.3	98.0	9.6			
Actuated g/C Ratio		0.64			0.14	0.70	0.07			
v/c Ratio		0.33			0.31	0.24	0.55			
Control Delay		0.4			57.7	2.5	45.5			
Queue Delay		0.1			0.0	0.0	0.0			
Total Delay		0.5			57.7	2.5	45.5			
LOS		A			E	A	D			
Approach Delay		0.5				6.2	45.5			
Approach LOS		A				A	D			
Queue Length 50th (ft)		1			73	14	43			
Queue Length 95th (ft)		0			132	16	100			
Internal Link Dist (ft)		107				209	270			
Turn Bay Length (ft)					150					
Base Capacity (vph)		3073			248	4530	312			
Starvation Cap Reductn		880			0	0	0			
Spillback Cap Reductn		0			0	0	0			
Storage Cap Reductn		0			0	0	0			
Reduced v/c Ratio		0.47			0.31	0.24	0.30			

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 66 (47%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 5.3
 Intersection Capacity Utilization 57.2%
 Intersection LOS: A
 ICU Level of Service B













Analysis Period (min) 15

Splits and Phases: 3: Cunningham Ave & Hempstead Tpke










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

PH1 B MIT Saturday Evening
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								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	11	2	955	1041	4	0	4			
Future Volume (vph)	11	2	955	1041	4	0	4			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	13	12	13			
Storage Length (ft)		150			0	0	0			
Storage Lanes		2			1	0	2			
Taper Length (ft)		165				0				
Lane Util. Factor	0.91	0.97	0.91	0.91	1.00	1.00	0.88			
Flt					0.850		0.850			
Flt Protected		0.950								
Satd. Flow (prot)	0	3502	5136	5136	1669	0	2937			
Flt Permitted		0.950								
Satd. Flow (perm)	0	3502	5136	5136	1669	0	2937			
Right Turn on Red					No		No			
Satd. Flow (RTOR)										
Link Speed (mph)			50	50		30				
Link Distance (ft)			1065	187		348				
Travel Time (s)			14.5	2.6		7.9				
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Heavy Vehicles (%)	0%	0%	1%	1%	0%	0%	0%			
Adj. Flow (vph)	13	2	1085	1183	5	0	5			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	15	1085	1183	5	0	5			
Enter Blocked Intersection	No	No	No	No	No	No	No			
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right			
Median Width(ft)			36	36		0				
Link Offset(ft)			0	-5		-10				
Crosswalk Width(ft)			16	16		16				
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	0.96	1.00	0.96			
Turning Speed (mph)	9	15			9	15	9			
Number of Detectors	1	1	2	2	1		1			
Detector Template	Left	Left	Thru	Thru	Right		Right			
Leading Detector (ft)	20	20	100	100	20		20			
Trailing Detector (ft)	0	0	0	0	0		0			
Detector 1 Position(ft)	0	0	0	0	0		0			
Detector 1 Size(ft)	20	20	6	6	20		20			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel										
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			
Detector 2 Position(ft)			94	94						
Detector 2 Size(ft)			6	6						
Detector 2 Type			Cl+Ex	Cl+Ex						
Detector 2 Channel										
Detector 2 Extend (s)			0.0	0.0						
Turn Type	Prot	Prot	NA	NA	Perm		Perm			

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

PH1 B MIT Saturday Evening
05/28/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø5
Protected Phases	1 3	1 3	6	2				1	3	5
Permitted Phases					2		1 3			
Detector Phase	1 3	1 3	6	2	2		1 3			
Switch Phase										
Minimum Initial (s)			10.0	10.0	10.0			10.0	7.0	4.7
Minimum Split (s)			17.0	17.0	17.0			17.7	14.7	11.7
Total Split (s)			86.0	92.0	92.0			20.0	28.0	26.0
Total Split (%)			61.4%	65.7%	65.7%			14%	20%	19%
Maximum Green (s)			79.0	85.0	85.0			12.3	20.3	19.3
Yellow Time (s)			5.0	5.0	5.0			4.7	4.7	4.7
All-Red Time (s)			2.0	2.0	2.0			3.0	3.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0					
Total Lost Time (s)			7.0	7.0	7.0					
Lead/Lag			Lead	Lag	Lag			Lead		Lag
Lead-Lag Optimize?			Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)			1.0	1.0	1.0			3.0	3.0	2.0
Recall Mode			C-Max	C-Max	C-Max			Min	None	None
Walk Time (s)				7.0	7.0				7.0	
Flash Dont Walk (s)				18.0	18.0				35.0	
Pedestrian Calls (#/hr)				0	0				0	
Act Effct Green (s)		27.3	89.7	98.0	98.0		27.3			
Actuated g/C Ratio		0.20	0.64	0.70	0.70		0.20			
v/c Ratio		0.02	0.33	0.33	0.00		0.01			
Control Delay		50.8	6.0	1.3	1.2		43.5			
Queue Delay		0.0	0.0	0.2	0.0		0.0			
Total Delay		50.8	6.0	1.4	1.2		43.5			
LOS		D	A	A	A		D			
Approach Delay			6.6	1.4		43.5				
Approach LOS			A	A		D				
Queue Length 50th (ft)		5	69	14	0		2			
Queue Length 95th (ft)		m15	78	19	m1		8			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		733	3291	3595	1168		615			
Starvation Cap Reductn		0	0	1224	0		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.02	0.33	0.50	0.00		0.01			

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 66 (47%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 4.0
 Intersection Capacity Utilization 40.7%
 Intersection LOS: A
 ICU Level of Service A

Analysis Period (min) 15























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

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



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













PH1 B MIT Saturday Evening
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Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	98	601	63	45	170	757	84	67	145	93	138	193
Future Volume (vph)	98	601	63	45	170	757	84	67	145	93	138	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	10	12	12	12	11	11	12	12	11	11
Storage Length (ft)	245		205		155		300	75		160	500	
Storage Lanes	2		1		2		1	1		0	1	
Taper Length (ft)	215				140			115			70	
Lane Util. Factor	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.91	0.95	0.97	0.91
Ped Bike Factor			0.98		1.00			0.99	1.00			1.00
Frt			0.850				0.850		0.943			0.993
Flt Protected	0.950				0.950			0.950	0.999		0.950	
Satd. Flow (prot)	3236	5136	1507	0	3502	5136	1531	1542	3236	0	3351	3253
Flt Permitted	0.950				0.950			0.950	0.999		0.950	
Satd. Flow (perm)	3236	5136	1483	0	3491	5136	1531	1533	3235	0	3351	3253
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							265					
Link Speed (mph)		50				50			30			35
Link Distance (ft)		1582				1065			403			1000
Travel Time (s)		21.6				14.5			9.2			19.5
Confl. Peds. (#/hr)			4		4			8				
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	0%	0%	0%	1%	2%	3%	1%	0%	1%	2%
Adj. Flow (vph)	109	668	70	50	189	841	93	74	161	103	153	214
Shared Lane Traffic (%)								10%				
Lane Group Flow (vph)	109	668	70	0	239	841	93	67	271	0	153	225
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		24				24			28			23
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		32				32			16			32
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.09	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.04	1.04
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2	1	1	2	2	1	2	2		2	2
Detector Template			Right	Left			Right					
Leading Detector (ft)	50	156	6	20	50	156	6	50	50		50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0		0	0
Detector 1 Size(ft)	20	6	6	20	20	6	6	20	20		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	30	150			30	150		30	30		30	30
Detector 2 Size(ft)	20	6			20	6		20	20		20	20
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	96
Future Volume (vph)	96
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	500
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.91
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1407
Flt Permitted	
Satd. Flow (perm)	1407
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	8
Peak Hour Factor	0.90
Heavy Vehicles (%)	1%
Adj. Flow (vph)	107
Shared Lane Traffic (%)	10%
Lane Group Flow (vph)	96
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.04
Turning Speed (mph)	9
Number of Detectors	2
Detector Template	
Leading Detector (ft)	50
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	30
Detector 2 Size(ft)	20
Detector 2 Type	Cl+Ex
Detector 2 Channel	

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

PH1 B MIT Saturday Evening
05/28/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Turn Type	Prot	NA	Perm	Prot	Prot	NA	Free	Split	NA		Split	NA
Protected Phases	1	6		5	5	2		4	4		3	3
Permitted Phases			6				Free					
Detector Phase	1	6	6	5	5	2		4	4		3	3
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	5.0	10.0		7.0	7.0		7.0	7.0
Minimum Split (s)	12.0	17.0	17.0	12.0	12.0	27.0		15.0	15.0		15.0	15.0
Total Split (s)	19.0	38.0	38.0	24.0	24.0	43.0		31.0	31.0		47.0	47.0
Total Split (%)	13.6%	27.1%	27.1%	17.1%	17.1%	30.7%		22.1%	22.1%		33.6%	33.6%
Maximum Green (s)	12.0	31.0	31.0	17.0	17.0	36.0		23.0	23.0		39.0	39.0
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0	5.0		5.0	5.0		5.0	5.0
All-Red Time (s)	3.0	2.0	2.0	3.0	3.0	2.0		3.0	3.0		3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	1.0	1.0	2.0	2.0	1.0		4.0	4.0		4.0	4.0
Recall Mode	None	C-Max	C-Max	None	None	C-Max		None	None		None	None
Walk Time (s)		7.0	7.0			7.0					7.0	7.0
Flash Dont Walk (s)		30.0	30.0			30.0					36.0	36.0
Pedestrian Calls (#/hr)		3	3			0					0	0
Act Effct Green (s)	9.1	57.9	57.9		17.0	65.8	140.0	18.0	18.0		17.1	17.1
Actuated g/C Ratio	0.06	0.41	0.41		0.12	0.47	1.00	0.13	0.13		0.12	0.12
v/c Ratio	0.52	0.31	0.11		0.56	0.35	0.06	0.34	0.65		0.38	0.57
Control Delay	79.4	18.3	17.0		48.2	12.7	0.1	59.3	65.3		58.2	63.0
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	79.4	18.3	17.0		48.2	12.7	0.1	59.3	65.3		58.2	63.0
LOS	E	B	B		D	B	A	E	E		E	E
Approach Delay		26.0				18.9			64.1			62.8
Approach LOS		C				B			E			E
Queue Length 50th (ft)	51	138	35		108	56	0	62	131		67	108
Queue Length 95th (ft)	87	93	40		154	119	0	112	175		97	146
Internal Link Dist (ft)		1502				985			323			920
Turn Bay Length (ft)	245		205		155		300	75			500	
Base Capacity (vph)	277	2125	614		425	2415	1531	253	531		933	906
Starvation Cap Reductn	0	0	0		0	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0		0	0
Reduced v/c Ratio	0.39	0.31	0.11		0.56	0.35	0.06	0.26	0.51		0.16	0.25

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 46 (33%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65

Lane Group	SBR
Detector 2 Extend (s)	0.0
Turn Type	Prot
Protected Phases	3
Permitted Phases	
Detector Phase	3
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	15.0
Total Split (s)	47.0
Total Split (%)	33.6%
Maximum Green (s)	39.0
Yellow Time (s)	5.0
All-Red Time (s)	3.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	8.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	4.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	36.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	17.1
Actuated g/C Ratio	0.12
v/c Ratio	0.56
Control Delay	69.7
Queue Delay	0.0
Total Delay	69.7
LOS	E
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	92
Queue Length 95th (ft)	151
Internal Link Dist (ft)	
Turn Bay Length (ft)	500
Base Capacity (vph)	391
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.25

Intersection Summary

Intersection Signal Delay: 33.8

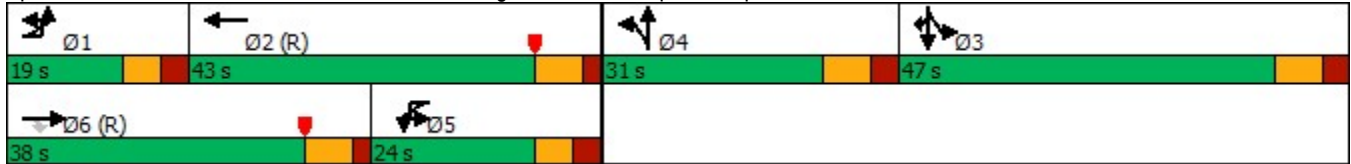
Intersection LOS: C

Intersection Capacity Utilization 81.3%

ICU Level of Service D

Analysis Period (min) 15

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
























Lanes, Volumes, Timings

PH1 B MIT Saturday Evening

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

05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	120	23	215	18	0	219	0	268	48	6	58	203
Future Volume (vph)	120	23	215	18	0	219	0	268	48	6	58	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		700	0		200	0		0		140	
Storage Lanes	3		1	1		1	0		0		2	
Taper Length (ft)	0			0			0				90	
Lane Util. Factor	0.94	1.00	1.00	1.00	1.00	0.88	1.00	0.86	0.86	1.00	1.00	0.95
Ped Bike Factor			0.99	0.99				1.00				
Frt			0.850			0.850		0.977				
Flt Protected	0.950			0.950						0.950	0.950	
Satd. Flow (prot)	5040	1900	1615	1805	0	2842	0	6319	0	1805	1805	3574
Flt Permitted	0.950			0.950						0.493	0.493	
Satd. Flow (perm)	5040	1900	1593	1790	0	2842	0	6319	0	937	937	3574
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			276			281		54				
Link Speed (mph)		45			30			35				35
Link Distance (ft)		988			467			581				476
Travel Time (s)		15.0			10.6			11.3				9.3
Confl. Peds. (#/hr)			4	4								
Confl. Bikes (#/hr)			2			2			2			
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	2%	1%	0%	0%	0%	1%
Adj. Flow (vph)	154	29	276	23	0	281	0	344	62	8	74	260
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	29	276	23	0	281	0	406	0	8	74	260
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Right	Right	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		36			42			24				24
Link Offset(ft)		-6			25			-24				10
Crosswalk Width(ft)		28			16			16				32
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	1	1		1		2		1	1	2
Detector Template						Right		Thru		Left		Thru
Leading Detector (ft)	50	30	0	6		20		100		20	30	100
Trailing Detector (ft)	0	0	0	0		0		0		0	0	0
Detector 1 Position(ft)	0	0	0	0		0		0		0	0	0
Detector 1 Size(ft)	50	30	0	6		20		6		20	30	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)								94				94
Detector 2 Size(ft)								6				6
Detector 2 Type								Cl+Ex				Cl+Ex
Detector 2 Channel												

Lane Group SBR

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

Lanes, Volumes, Timings

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	Split	NA	Free	Prot		Prot		NA		pm+pt	pm+pt	NA
Protected Phases	4	4		3		3		2		1	1	6
Permitted Phases			Free							6	6	
Detector Phase	4	4		3		3		2		1	1	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		8.0		8.0		20.0		3.0	3.0	20.0
Minimum Split (s)	32.0	32.0		14.0		14.0		30.0		9.0	9.0	30.0
Total Split (s)	28.0	28.0		18.0		18.0		30.0		9.0	9.0	39.0
Total Split (%)	32.9%	32.9%		21.2%		21.2%		35.3%		10.6%	10.6%	45.9%
Maximum Green (s)	22.0	22.0		12.0		12.0		24.0		3.0	3.0	33.0
Yellow Time (s)	4.0	4.0		4.0		4.0		4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0		2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0		6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lag		Lead		Lead		Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0		4.0		4.0		5.0		2.0	2.0	5.0
Recall Mode	None	None		None		None		None		None	None	None
Walk Time (s)								6.0				6.0
Flash Dont Walk (s)								18.0				18.0
Pedestrian Calls (#/hr)								1				0
Act Effct Green (s)	10.4	10.4	61.2	8.7		8.7		21.6		29.1	29.1	28.2
Actuated g/C Ratio	0.17	0.17	1.00	0.14		0.14		0.35		0.48	0.48	0.46
v/c Ratio	0.18	0.09	0.17	0.09		0.44		0.18		0.02	0.15	0.16
Control Delay	25.8	26.0	0.2	27.0		6.5		14.0		10.5	12.1	10.9
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0
Total Delay	25.8	26.0	0.2	27.0		6.5		14.0		10.5	12.1	10.9
LOS	C	C	A	C		A		B		B	B	B
Approach Delay		10.4			8.1			14.0				11.2
Approach LOS		B			A			B				B
Queue Length 50th (ft)	19	10	0	8		0		29		2	16	30
Queue Length 95th (ft)	32	29	0	25		20		39		7	33	45
Internal Link Dist (ft)		908			387			501				396
Turn Bay Length (ft)			700			200				140	140	
Base Capacity (vph)	1889	712	1593	369		804		2616		490	490	2010
Starvation Cap Reductn	0	0	0	0		0		0		0	0	0
Spillback Cap Reductn	0	0	0	0		0		0		0	0	0
Storage Cap Reductn	0	0	0	0		0		0		0	0	0
Reduced v/c Ratio	0.08	0.04	0.17	0.06		0.35		0.16		0.02	0.15	0.13

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 61.2
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.44
 Intersection Signal Delay: 11.1

Intersection LOS: B



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

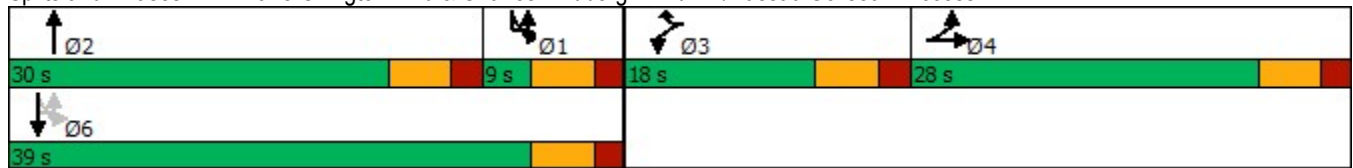
Intersection Summary

Intersection Capacity Utilization 56.0%

ICU Level of Service B

Analysis Period (min) 15

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



Lanes, Volumes, Timings













8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	255	171	1	8	185	6	414	0	3
Future Volume (vph)	0	0	0	255	171	1	8	185	6	414	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		385		0		230	0	
Storage Lanes	0		0	1		1		2		1	1	
Taper Length (ft)	0			50				80			0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.97	1.00	0.88	1.00	0.95
Ped Bike Factor						0.98		1.00				0.99
Frt						0.850				0.850		0.910
Flt Protected				0.950	0.980			0.950				
Satd. Flow (prot)	0	0	0	1626	3336	1615	0	3469	1900	2842	1900	3259
Flt Permitted				0.950	0.980			0.950				
Satd. Flow (perm)	0	0	0	1626	3336	1578	0	3464	1900	2842	1900	3259
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						141						430
Link Speed (mph)		45			45				35			30
Link Distance (ft)		666			753				564			371
Travel Time (s)		10.1			11.4				11.0			8.4
Confl. Peds. (#/hr)								1				
Confl. Bikes (#/hr)						3						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	307	206	1	10	223	7	499	0	4
Shared Lane Traffic (%)				45%								
Lane Group Flow (vph)	0	0	0	169	344	1	0	233	7	499	0	10
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			24				36			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				36			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors				2	2	2	1	1	2	0	0	1
Detector Template							Left					
Leading Detector (ft)				66	66	66	20	45	66	0	0	30
Trailing Detector (ft)				0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)				0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)				30	30	30	20	45	30	0	0	30
Detector 1 Type				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				36	36	36			36			
Detector 2 Size(ft)				30	30	30			30			
Detector 2 Type				Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	5
Future Volume (vph)	5
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	
Peak Hour Factor	0.83
Heavy Vehicles (%)	0%
Adj. Flow (vph)	6
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings

8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			
Turn Type				Prot	NA	Perm	Prot	Prot	NA	Free	Perm	NA
Protected Phases				3	8		5	5	2			6
Permitted Phases						8				Free	6	
Detector Phase				3	8	8	5	5	2		6	6
Switch Phase												
Minimum Initial (s)				15.0	1.0	1.0	8.0	8.0	10.0		10.0	10.0
Minimum Split (s)				22.0	39.0	39.0	15.0	15.0	28.0		28.0	28.0
Total Split (s)				39.0	39.0	39.0	18.0	18.0	46.0		28.0	28.0
Total Split (%)				45.9%	45.9%	45.9%	21.2%	21.2%	54.1%		32.9%	32.9%
Maximum Green (s)				32.0	32.0	32.0	11.0	11.0	39.0		21.0	21.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lost Time Adjust (s)				0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				7.0	7.0	7.0		7.0	7.0		7.0	7.0
Lead/Lag							Lag	Lag			Lead	Lead
Lead-Lag Optimize?							Yes	Yes			Yes	Yes
Vehicle Extension (s)				5.0	0.2	0.2	5.0	5.0	5.0		5.0	5.0
Recall Mode				None	None	None	None	None	None		None	None
Walk Time (s)					7.0	7.0			7.0		7.0	7.0
Flash Dont Walk (s)					25.0	25.0			14.0		14.0	14.0
Pedestrian Calls (#/hr)					0	0			0		0	0
Act Effct Green (s)				16.9	16.9	16.9		10.7	12.9	44.5		10.5
Actuated g/C Ratio				0.38	0.38	0.38		0.24	0.29	1.00		0.24
v/c Ratio				0.27	0.27	0.00		0.28	0.01	0.18		0.01
Control Delay				12.3	11.1	0.0		17.1	11.0	0.1		0.0
Queue Delay				0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay				12.3	11.1	0.0		17.1	11.0	0.1		0.0
LOS				B	B	A		B	B	A		A
Approach Delay					11.5				5.6			
Approach LOS					B				A			
Queue Length 50th (ft)				26	26	0		20	1	0		0
Queue Length 95th (ft)				89	75	0		67	7	0		0
Internal Link Dist (ft)		586			673				484			291
Turn Bay Length (ft)						385				230		
Base Capacity (vph)				1398	1838	1376		896	1741	2842		1826
Starvation Cap Reductn				0	0	0		0	0	0		0
Spillback Cap Reductn				0	0	0		0	0	0		0
Storage Cap Reductn				0	0	0		0	0	0		0
Reduced v/c Ratio				0.12	0.19	0.00		0.26	0.00	0.18		0.01

Intersection Summary

Area Type: Other
 Cycle Length: 85
 Actuated Cycle Length: 44.5
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.28
 Intersection Signal Delay: 8.0

Intersection LOS: A



Lane Group SBR

Detector 2 Extend (s)

Turn Type

Protected Phases

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s)

Minimum Split (s)

Total Split (s)

Total Split (%)

Maximum Green (s)

Yellow Time (s)

All-Red Time (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s)

Recall Mode

Walk Time (s)

Flash Dont Walk (s)

Pedestrian Calls (#/hr)

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

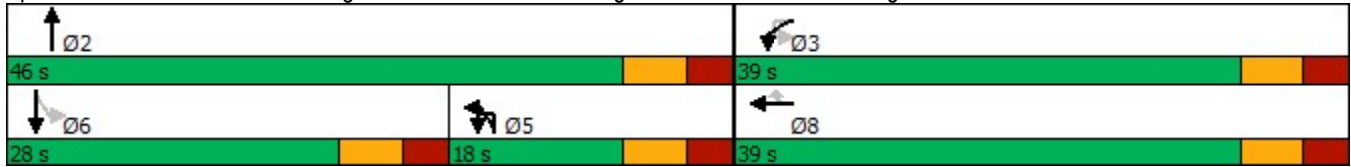
Intersection Summary

Intersection Capacity Utilization 31.9%

ICU Level of Service A

Analysis Period (min) 15

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



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

PH1 B MIT Saturday Evening
 05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	15	635	59	15	23	819	61	34	10	34	79
Future Volume (vph)	6	15	635	59	15	23	819	61	34	10	34	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	11	12	12	10	10	10	10	10
Storage Length (ft)		175		0		645		380	0		0	150
Storage Lanes		1		1		1		1	0		1	1
Taper Length (ft)		90				110			0			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.98		1.00				1.00	0.99	1.00
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950				0.963		0.950
Satd. Flow (prot)	0	1685	5136	1507	0	1805	5085	1478	0	1669	1507	1685
Flt Permitted		0.950				0.950				0.764		0.725
Satd. Flow (perm)	0	1685	5136	1476	0	1803	5085	1478	0	1318	1488	1285
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			40				40			30		
Link Distance (ft)			510				1582			403		
Travel Time (s)			8.7				27.0			9.2		
Confl. Peds. (#/hr)				1		1			7		1	1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	2%	2%	3%	0%	0%	0%
Adj. Flow (vph)	7	17	706	66	17	26	910	68	38	11	38	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	706	66	0	43	910	68	0	49	38	88
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			22				22			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			44				44			22		
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.04	1.00	1.00	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2	2	2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	20	20	55	100	20	20	55	55	55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		35	94			35	94			35	35	35
Detector 2 Size(ft)		20	6			20	6			20	20	20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex

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

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	14	25
Future Volume (vph)	14	25
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	10	10
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1773	1507
Flt Permitted		
Satd. Flow (perm)	1773	1480
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	30	
Link Distance (ft)	498	
Travel Time (s)	11.3	
Confl. Peds. (#/hr)		7
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	16	28
Shared Lane Traffic (%)		
Lane Group Flow (vph)	16	28
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	10	
Link Offset(ft)	0	
Crosswalk Width(ft)	28	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (mph)		9
Number of Detectors	2	2
Detector Template		
Leading Detector (ft)	55	55
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	35	35
Detector 2 Size(ft)	20	20
Detector 2 Type	Cl+Ex	Cl+Ex

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

PH1 B MIT Saturday Evening
 05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0				0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases				2				6	4		4	8
Detector Phase	5	5	2	2	1	1	6	6	4	4	4	8
Switch Phase												
Minimum Initial (s)	7.0	7.0	10.0	10.0	7.0	7.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	18.0	18.0	13.0	13.0	18.0	18.0	15.0	15.0	15.0	15.0
Total Split (s)	21.0	21.0	70.0	70.0	25.0	25.0	74.0	74.0	45.0	45.0	45.0	45.0
Total Split (%)	15.0%	15.0%	50.0%	50.0%	17.9%	17.9%	52.9%	52.9%	32.1%	32.1%	32.1%	32.1%
Maximum Green (s)	15.0	15.0	62.0	62.0	19.0	19.0	66.0	66.0	37.0	37.0	37.0	37.0
Yellow Time (s)	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	3.0	3.0	2.0	2.0	3.0	3.0	4.0	4.0	4.0	4.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0	8.0	8.0			6.0	8.0		8.0	8.0	8.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Vehicle Extension (s)	2.4	2.4	1.0	1.0	2.1	2.1	1.0	1.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)									7.0	7.0	7.0	7.0
Flash Dont Walk (s)									46.0	46.0	46.0	46.0
Pedestrian Calls (#/hr)									0	0	0	0
Act Effct Green (s)		7.7	97.2	97.2		8.4	100.6	100.6		15.0	15.0	15.0
Actuated g/C Ratio		0.06	0.69	0.69		0.06	0.72	0.72		0.11	0.11	0.11
v/c Ratio		0.26	0.20	0.06		0.40	0.25	0.06		0.35	0.24	0.64
Control Delay		61.9	12.3	13.7		82.1	3.5	3.7		62.9	58.7	79.8
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		61.9	12.3	13.7		82.1	3.5	3.7		62.9	58.7	79.8
LOS		E	B	B		F	A	A		E	E	E
Approach Delay			13.9				6.8			61.1		
Approach LOS			B				A			E		
Queue Length 50th (ft)		22	72	17		42	40	7		42	32	78
Queue Length 95th (ft)		54	220	80		83	56	16		81	66	132
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		180	3567	1025		244	3653	1061		348	393	339
Starvation Cap Reductn		0	0	0		0	0	0		0	0	0
Spillback Cap Reductn		0	0	0		0	0	0		0	0	0
Storage Cap Reductn		0	0	0		0	0	0		0	0	0
Reduced v/c Ratio		0.13	0.20	0.06		0.18	0.25	0.06		0.14	0.10	0.26

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 91 (65%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

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

Lane Group	↓	↙
	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	45.0	45.0
Total Split (%)	32.1%	32.1%
Maximum Green (s)	37.0	37.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	4.0	4.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	8.0	8.0
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	46.0	46.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	15.0	15.0
Actuated g/C Ratio	0.11	0.11
v/c Ratio	0.08	0.18
Control Delay	54.4	57.0
Queue Delay	0.0	0.0
Total Delay	54.4	57.0
LOS	D	E
Approach Delay	71.9	
Approach LOS	E	
Queue Length 50th (ft)	13	24
Queue Length 95th (ft)	35	53
Internal Link Dist (ft)	418	
Turn Bay Length (ft)		150
Base Capacity (vph)	468	391
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.03	0.07
Intersection Summary		

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

PH1 B MIT Saturday Evening
 05/28/2024

Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 16.2
 Intersection Capacity Utilization 67.6%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

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



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

PH1 B MIT Saturday Evening
05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	82	642	2	6	1	785	92	1	3	0	67
Future Volume (vph)	3	82	642	2	6	1	785	92	1	3	0	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		90		125		150		405	0		0	125
Storage Lanes		2		1		1		1	0		0	1
Taper Length (ft)		135				85			0			65
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97
Ped Bike Factor		1.00						0.99		1.00		
Fr t				0.850				0.850				
Flt Protected		0.950				0.950				0.988		0.950
Satd. Flow (prot)	0	3165	3574	1615	0	1805	3574	1553	0	1877	0	3502
Flt Permitted		0.950				0.950						0.950
Satd. Flow (perm)	0	3164	3574	1615	0	1805	3574	1532	0	1898	0	3502
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								99				
Link Speed (mph)			40				40			30		
Link Distance (ft)			498				580			260		
Travel Time (s)			8.5				9.9			5.9		
Confl. Peds. (#/hr)		1						1	4			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	11%	1%	0%	0%	0%	1%	4%	0%	0%	0%	0%
Adj. Flow (vph)	3	88	690	2	6	1	844	99	1	3	0	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	690	2	0	7	844	99	0	4	0	72
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			44				56			0		
Link Offset(ft)			11				0			-5		
Crosswalk Width(ft)			48				30			30		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	2	2	1	1	2	2	1	1	2		2
Detector Template	Left		Thru	Right	Left		Thru	Right	Left			
Leading Detector (ft)	20	55	100	6	20	55	100	6	20	55		55
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	6	20	20	6	6	20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		35	94			35	94			35		35
Detector 2 Size(ft)		20	6			20	6			20		20
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0			0.0	0.0			0.0		0.0

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

Lane Group	SBT	SBR	Ø2
Lane Configurations	↘	↙	
Traffic Volume (vph)	2	127	
Future Volume (vph)	2	127	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		1	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Ped Bike Factor	0.98		
Frt	0.854	0.850	
Flt Protected			
Satd. Flow (prot)	1489	1504	
Flt Permitted			
Satd. Flow (perm)	1489	1504	
Right Turn on Red		No	
Satd. Flow (RTOR)			
Link Speed (mph)	40		
Link Distance (ft)	400		
Travel Time (s)	6.8		
Confl. Peds. (#/hr)		4	
Peak Hour Factor	0.93	0.93	
Heavy Vehicles (%)	0%	2%	
Adj. Flow (vph)	2	137	
Shared Lane Traffic (%)		49%	
Lane Group Flow (vph)	69	70	
Enter Blocked Intersection	No	No	
Lane Alignment	Left	Right	
Median Width(ft)	40		
Link Offset(ft)	-15		
Crosswalk Width(ft)	30		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	
Turning Speed (mph)		9	
Number of Detectors	2	2	
Detector Template			
Leading Detector (ft)	55	55	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)	35	35	
Detector 2 Size(ft)	20	20	
Detector 2 Type	Cl+Ex	Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)	0.0	0.0	

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

PH1 B MIT Saturday Evening
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Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	custom	Perm	NA		Split
Protected Phases	1	1	5		3	3	2 3			7		4
Permitted Phases				5				2 3 4	7			
Detector Phase	1	1	5	5	3	3	2 3	2 3 4	7	7		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0	10.0	5.0	5.0			5.0	5.0		7.0
Minimum Split (s)	12.0	12.0	17.0	17.0	12.0	12.0			12.0	12.0		14.0
Total Split (s)	20.0	20.0	84.0	84.0	14.0	14.0			14.0	14.0		28.0
Total Split (%)	14.3%	14.3%	60.0%	60.0%	10.0%	10.0%			10.0%	10.0%		20.0%
Maximum Green (s)	13.0	13.0	77.0	77.0	7.0	7.0			7.0	7.0		21.0
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0			4.0	4.0		4.0
All-Red Time (s)	3.0	3.0	2.0	2.0	2.0	2.0			3.0	3.0		3.0
Lost Time Adjust (s)		0.0	0.0	0.0			0.0			0.0		0.0
Total Lost Time (s)		7.0	7.0	7.0			7.0			7.0		7.0
Lead/Lag	Lead	Lead			Lead	Lead						Lag
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						Yes
Vehicle Extension (s)	2.0	2.0	1.0	1.0	2.0	2.0			2.0	2.0		2.0
Recall Mode	None	None	C-Max	C-Max	None	None			None	None		None
Walk Time (s)												7.0
Flash Dont Walk (s)												35.0
Pedestrian Calls (#/hr)												0
Act Effct Green (s)		8.4	98.3	98.3		7.0	96.9	115.0		5.2		11.1
Actuated g/C Ratio		0.06	0.70	0.70		0.05	0.69	0.82		0.04		0.08
v/c Ratio		0.48	0.28	0.00		0.08	0.34	0.08		0.06		0.26
Control Delay		71.7	8.9	9.0		77.0	15.5	6.8		66.5		61.6
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0
Total Delay		71.7	8.9	9.0		77.0	15.5	6.8		66.5		61.6
LOS		E	A	A		E	B	A		E		E
Approach Delay			16.2				15.1			66.5		
Approach LOS			B				B			E		
Queue Length 50th (ft)		42	103	1		7	264	21		4		32
Queue Length 95th (ft)		71	196	5		20	371	85		17		56
Internal Link Dist (ft)			418				500			180		
Turn Bay Length (ft)		90		125		150		405				125
Base Capacity (vph)		293	2509	1134		90	2474	1377		94		525
Starvation Cap Reductn		0	0	0		0	0	0		0		0
Spillback Cap Reductn		0	0	0		0	0	0		0		0
Storage Cap Reductn		0	0	0		0	0	0		0		0
Reduced v/c Ratio		0.31	0.28	0.00		0.08	0.34	0.07		0.04		0.14

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 20 (14%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 22.0
 Intersection LOS: C

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

	↓	↙	
Lane Group	SBT	SBR	Ø2
Turn Type	NA	Prot	
Protected Phases	4	4	2
Permitted Phases			
Detector Phase	4	4	
Switch Phase			
Minimum Initial (s)	7.0	7.0	10.0
Minimum Split (s)	14.0	14.0	17.0
Total Split (s)	28.0	28.0	64.0
Total Split (%)	20.0%	20.0%	46%
Maximum Green (s)	21.0	21.0	57.0
Yellow Time (s)	4.0	4.0	5.0
All-Red Time (s)	3.0	3.0	2.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	7.0	7.0	
Lead/Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0
Recall Mode	None	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	35.0	35.0	25.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)	11.1	11.1	
Actuated g/C Ratio	0.08	0.08	
v/c Ratio	0.58	0.59	
Control Delay	81.0	81.0	
Queue Delay	0.0	0.0	
Total Delay	81.0	81.0	
LOS	F	F	
Approach Delay	74.4		
Approach LOS	E		
Queue Length 50th (ft)	65	66	
Queue Length 95th (ft)	116	118	
Internal Link Dist (ft)	320		
Turn Bay Length (ft)			
Base Capacity (vph)	223	225	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.31	0.31	
Intersection Summary			







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

PH1 B MIT Saturday Evening
 05/28/2024

Intersection Capacity Utilization 67.5%
 Analysis Period (min) 15








ICU Level of Service C

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

 Ø1	 Ø2 (R)	 Ø3	 Ø4	 Ø7
20 s	64 s	14 s	28 s	14 s
 Ø5 (R)				
84 s				








Lanes, Volumes, Timings
360: Sands Ave & Charles Lindbergh Blvd

PH1 B MIT Saturday Evening
05/28/2024

							
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	413	0	89	329	427	0	150
Future Volume (vph)	413	0	89	329	427	0	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		100		400		0	0
Storage Lanes		2		1		0	2
Taper Length (ft)				100		0	
Lane Util. Factor	0.86	1.00	0.91	0.97	0.91	1.00	0.88
Fr							0.850
Flt Protected				0.950			
Satd. Flow (prot)	6408	1863	0	3433	5136	0	2842
Flt Permitted				0.950			
Satd. Flow (perm)	6408	1863	0	3433	5136	0	2842
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)							874
Link Speed (mph)	30				50	30	
Link Distance (ft)	753				646	343	
Travel Time (s)	17.1				8.8	7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	1%	2%	0%
Adj. Flow (vph)	449	0	97	358	464	0	163
Shared Lane Traffic (%)							
Lane Group Flow (vph)	449	0	0	455	464	0	163
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	R NA
Median Width(ft)	30				40	4	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	9	15		15	9
Number of Detectors	2	1	1	1	2		1
Detector Template	Thru	Right	Left	Left	Thru		Right
Leading Detector (ft)	100	20	20	20	100		20
Trailing Detector (ft)	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0		0
Detector 1 Size(ft)	6	20	20	20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)	94				94		
Detector 2 Size(ft)	6				6		
Detector 2 Type	Cl+Ex				Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)	0.0				0.0		
Turn Type	NA	Prot	Prot	Prot	NA		Prot
Protected Phases	6	6	5	5	2		4

Lanes, Volumes, Timings
360: Sands Ave & Charles Lindbergh Blvd

PH1 B MIT Saturday Evening
05/28/2024

							
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Permitted Phases							
Detector Phase	6	6	5	5	2		4
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	22.5	22.5	11.0	11.0	22.5		28.0
Total Split (s)	25.0	25.0	37.0	37.0	62.0		28.0
Total Split (%)	27.8%	27.8%	41.1%	41.1%	68.9%		31.1%
Maximum Green (s)	19.0	19.0	31.0	31.0	56.0		22.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	None	Min		None
Walk Time (s)							7.0
Flash Dont Walk (s)							15.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	9.1			11.4	28.5		5.7
Actuated g/C Ratio	0.22			0.27	0.69		0.14
v/c Ratio	0.32			0.48	0.13		0.14
Control Delay	15.4			15.5	3.5		0.3
Queue Delay	0.0			0.0	0.0		0.0
Total Delay	15.4			15.5	3.5		0.3
LOS	B			B	A		A
Approach Delay	15.4				9.5	0.3	
Approach LOS	B				A	A	
Queue Length 50th (ft)	27			48	15		0
Queue Length 95th (ft)	48			87	23		0
Internal Link Dist (ft)	673				566	263	
Turn Bay Length (ft)				400			
Base Capacity (vph)	3053			2587	5136		1959
Starvation Cap Reductn	0			0	0		0
Spillback Cap Reductn	0			0	0		0
Storage Cap Reductn	0			0	0		0
Reduced v/c Ratio	0.15			0.18	0.09		0.08

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 41.5
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay: 10.2
 Intersection Capacity Utilization 38.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 360: Sands Ave & Charles Lindbergh Blvd

