



Attachment R

Alternative Analysis



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R-1 Site Plan

538 Broad Hollow Road, 4th Floor East
Melville, NY 11747
631.756.9000 - www.h2m.com

CONSULTANTS:

MARK	DATE	DESCRIPTION

13101003
R. JOEL RICHARDSON, P.E. EXP. DATE

NY PROFESSIONAL ENGINEER LIC. NO. 059970

DESIGNED BY	DRAWN BY	CHECKED BY	SCALE
EKL	EKL	BJM	RJR
PROJECT NO.	DATE	SCALE	AS SHOWN
LVSC 2301	12/6/2023		

CLIENT
Las Vegas Sands Corp.

Sands New York



1255 Hempstead Turnpike,
Uniondale, NY 11553
NCTM: Sec. 44, Block F, Lots
351, 401, 402, 411, 412, & 415

CONTRACT

SHEET TITLE
**ALTERNATIVE CONCEPTUAL
MASTER PLAN
MF-IRD ZONE**

DRAWING NO.
CMPA 1.0
Attachment A.1

SITE DATA

NCTM:	SEC. 44, BLK. F, LOT 361, 411, 412, & 415
ZONING:	MF-IRD, MITCHEL FIELD INTEGRATED RESORT DISTRICT
LOT AREA:	3,118,981 SF (71.60 AC)
EXISTING BUILDING GROSS FLOOR AREA:	104,993 SF (COLISEUM)
PROPOSED BUILDING GROSS FLOOR AREA:	2,365,913 SF (EXCLUDING BASEMENTS AND PARKING STRUCTURES)
FLOOR AREA RATIO:	0.76

BUILDING AREAS:

USE (EXCLUDING STRUCTURED PARKING)	BASEMENT AREA	ABOVE GRADE AREA	UNITS
RESIDENTIAL	0 SF	992,781 SF	500 UNITS
RETAIL	0 SF	40,000 SF	
RESTAURANTS	0 SF	60,000 SF	1,362 SEATS
HOTEL	0 SF	631,794 SF	500 KEYS
PERFORMING ARTS CENTER	0 SF	147,865 SF	3,600 SEATS
MULTIPURPOSE RECREATIONAL FACILITY	0 SF	200,000 SF	
R&D OFFICE BUILDINGS	0 SF	100,384 SF	
VETERANS MEMORIAL	0 SF	23,031 SF	
MEDICAL OFFICE BUILDINGS	0 SF	180,058 SF	
TOTAL FLOOR AREA	0 SF	2,365,913 SF	

PARKING STRUCTURES 1,938,221 SF
*INCLUDES BASEMENT, GROUND LEVEL PARKING AREAS, AND ABOVE GRADE PARKING STRUCTURES

PARKING REQUIREMENTS:

USE (CODE SECTION)	AREA / UNITS	PARKING RATE	PARKING REQUIREMENT
RESIDENTIAL (§319.A(1))	500 UNITS	8 SPACES PER 3 UNITS	1,334 SPACES
RETAIL (§319.A(8))	40,000 SF	1 SPACE PER 200 SF	200 SPACES
RESTAURANTS (§319.A(16))	50,000 SF	1 SPACE PER 100 SF	500 SPACES
HOTEL (§319.A(2))	435 EMPLOYEES	1 SPACE PER 4 EMPLOYEES	109 SPACES
PERFORMANCE ARTS VENUE (§319.A(4))	500 KEYS	1 SPACE PER KEY	500 SPACES
MULTIPURPOSE RECREATIONAL FACILITY (MF-IRD)	3,600 SEATS	1 SPACE PER 3 SEATS	1,200 SPACES
R&D OFFICE BUILDINGS (MF-IRD)	200,000 SF	1 SPACE PER 200 SF	1,000 SPACES
VETERANS MEMORIAL (MF-IRD)	100,384 SF	1 SPACE PER 200 SF	502 SPACES
MEDICAL OFFICE BUILDINGS (MF-IRD)	23,031 SF	1 SPACE PER 200 SF	116 SPACES
TOTAL PARKING REQUIRED	180,058 SF	1 SPACE PER 200 SF	901 SPACES

LOADING REQUIREMENTS:

LOADING ZONES	LOADING SPACES
TOTAL ON-SITE PARKING PROVIDED:	6,380 SPACES

ZONING COMPLIANCE TABLE:

MF-IRD, MITCHEL FIELD INTEGRATED RESORT DISTRICT	CODE SECTION	REQUIRED	PROVIDED
FLOOR AREA RATIO	MF-IRD	1.60 MAX.	0.76
BUILDING HEIGHT (NON-HOTEL)	MF-IRD	250' MAX.	222' MAX.
HOTEL BUILDING HEIGHT	MF-IRD	280' MAX.	248' MAX.
PARKING STRUCTURE HEIGHT	MF-IRD	95' MAX.	90' MAX.
FRONT YARD	MF-IRD	10' MIN.	32' Z2'
REAR YARD	MF-IRD	10' MIN.	15'
LOADING ZONES	MF-IRD	9 SPACES	9 SPACES
PUBLIC OPEN SPACE	MF-IRD	3.0% (93,569.4 SF) MIN.	4.4% (137,618 SF)

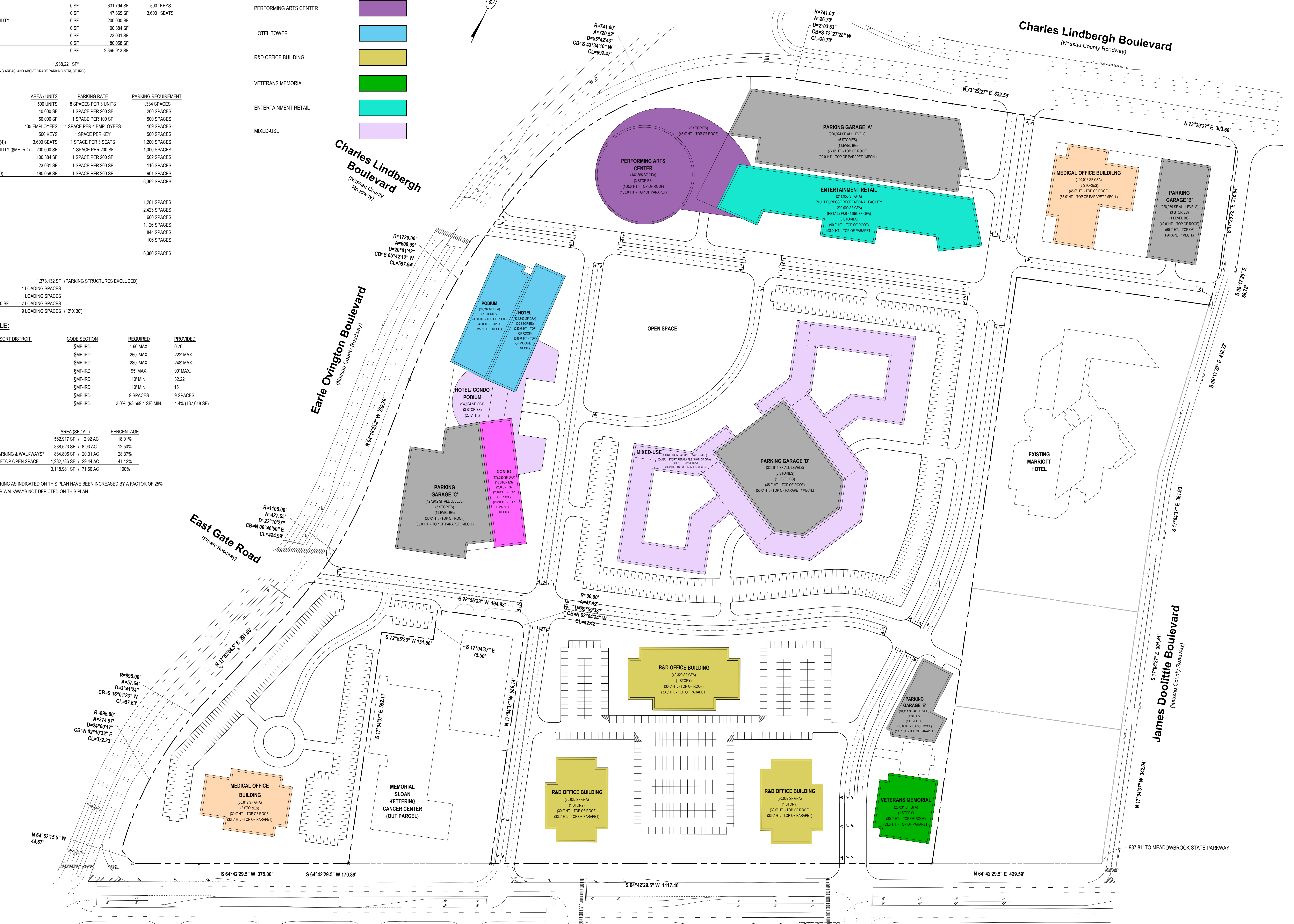
LOT COVERAGE TABLE:

LAND USE	AREA (SF / AC)	PERCENTAGE
BUILDING COVERAGE	562,917 SF / 12.92 AC	18.01%
PARKING STRUCTURE COVERAGE	388,523 SF / 8.93 AC	12.50%
IMPERVIOUS AREAS - ROADWAYS, PARKING & WALKWAYS*	884,805 SF / 20.31 AC	28.37%
LANDSCAPE AREA - EXCLUDING ROOFTOP OPEN SPACE	1,282,736 SF / 29.44 AC	41.12%
TOTAL	3,118,981 SF / 71.60 AC	100%

*AREA OF ROADWAY AND SURFACE PARKING AS INDICATED ON THIS PLAN HAVE BEEN INCREASED BY A FACTOR OF 25% TO ACCOUNT FOR SIDEWALK AND OTHER WALKWAYS NOT DEPICTED ON THIS PLAN.

LEGEND

DESCRIPTION	SYMBOL
PARKING GARAGE	[Grey Box]
MEDICAL OFFICE BUILDING	[Orange Box]
RESIDENTIAL	[Purple Box]
PERFORMING ARTS CENTER	[Blue Box]
HOTEL TOWER	[Light Blue Box]
R&D OFFICE BUILDING	[Yellow Box]
VETERANS MEMORIAL	[Green Box]
ENTERTAINMENT RETAIL	[Cyan Box]
MIXED-USE	[Light Purple Box]



Hempstead Turnpike
(NYS Route 24)

Glenn Curtiss Boulevard
(Nassau County Roadway)

GRAPHIC SCALE
100 0 50 100
(IN FEET)
1 inch = 100 ft

R-2 Trip Generation



TRIPS BEFORE INTERNAL CAPTURE						
COMPONENT	AM Peak Hour Trips		PM Peak Hour Trips		Saturday MIDDAY	
	Entering	Exiting	Entering	Exiting	Entering	Exiting
Retail Trips	43	29	104	104	134	129
Restaurant	18	19	261	129	315	219
Hotel	147	116	171	165	230	180
Office	509	131	224	561	319	244
Multiplex	0	0	0	0	0	0
Multi-family Residential	43	142	119	76	99	96
Theater / Venue & Conference/Convention Space	0	0	792	403	1,459	539
Totals	760	437	1,671	1,438	2,556	1,407
	1,197		3,109		3,963	

INTERNAL CAPTURE						
COMPONENT	AM Peak Hour Trips		PM Peak Hour Trips		Saturday MIDDAY	
	Entering	Exiting	Entering	Exiting	Entering	Exiting
Retail	20	13	76	68	99	85
Restaurant	13	11	72	94	88	123
Hotel	1	18	18	15	26	19
Office	32	18	17	18	25	21
Multiplex	0	0	0	0	0	0
Residential	2	8	56	31	58	40
Theater / Venue & Conference/Convention Space	0	0	14	27	23	31
Totals	68	68	253	253	319	319
	136		506		638	
	11.4%		16.3%		16.1%	

Transit Trips						
COMPONENT	AM Peak Hour Trips		PM Peak Hour Trips		Saturday MIDDAY	
	Entering	Exiting	Entering	Exiting	Entering	Exiting
Retail	1	1	1	2	2	2
Restaurant	0	0	9	2	11	5
Hotel	7	5	8	8	10	8
Office	24	6	10	27	15	11
Multiplex	0	0	0	0	0	0
Residential	2	7	3	2	2	3
Theater / Venue & Conference/Convention Space	0	0	39	19	72	25
Totals	34	19	70	60	112	54
	53		130		166	

Pass-By Trips						
Component	AM Peak Hour		PM Peak Hour		Saturday MIDDAY	
	Entering	Exiting	Entering	Exiting	Entering	Exiting
Est. Gross Site Generated Trips by Retail Component	27	23	207	67	249	133
Conservative Pass-by percentage applied	25%		25%		20%	
Total Pass-by Trips	7	6	52	17	50	27
Estimated Primary 'Retail' Trips	20	17	155	50	199	106
	37		205		305	







NET TRIPS						
COMPONENT	AM Peak Hour Trips		PM Peak Hour Trips		Saturday Midday	
	Entering	Exiting	Entering	Exiting	Entering	Exiting
Retail & Restaurants	20	17	155	50	199	106
Hotel	139	93	145	142	194	153
Office	453	107	197	516	279	212
Multiplex	0	0	0	0	0	0
Multi-family Residential	39	127	60	43	39	53
Theater / Venue & Conference/Convention Space	0	0	739	357	1,364	483
Totals	651	344	1,296	1,108	2,075	1,007
	995		2,404		3,082	

R-3 2030 Build Condition Capacity Analysis

R-3.1 Weekday AM peak hour

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

FB B weekday AM peak hour - Alternative
05/23/2024

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Volume (vph)	0	1645	2333	24	0	16
Future Volume (vph)	0	1645	2333	24	0	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.998			0.865
Flt Protected						
Satd. Flow (prot)	0	4940	4932	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	4940	4932	0	0	1644
Link Speed (mph)		50	50		30	
Link Distance (ft)		657	474		276	
Travel Time (s)		9.0	6.5		6.3	
Confl. Peds. (#/hr)	3			3		2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	5%	5%	0%	0%	0%
Adj. Flow (vph)	0	1869	2651	27	0	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1869	2678	0	0	18
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	R NA
Median Width(ft)		30	30		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		38	
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
Sign Control		Free	Free		Yield	







Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 56.3% ICU Level of Service B
 Analysis Period (min) 15

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

FB B weekday AM peak hour - Alternative

05/23/2024

							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		↑↑↑	↑↑↑			↗	
Traffic Volume (veh/h)	0	1645	2333	24	0	16	
Future Volume (Veh/h)	0	1645	2333	24	0	16	
Sign Control		Free	Free		Yield		
Grade		0%	0%		0%		
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	
Hourly flow rate (vph)	0	1869	2651	27	0	18	
Pedestrians		2			3		
Lane Width (ft)		12.0			12.0		
Walking Speed (ft/s)		3.5			3.5		
Percent Blockage		0			0		
Right turn flare (veh)							
Median type		Raised	Raised				
Median storage veh		1	1				
Upstream signal (ft)		657					
pX, platoon unblocked					0.68		
vC, conflicting volume	2654				3290	902	
vC1, stage 1 conf vol					2668		
vC2, stage 2 conf vol					623		
vCu, unblocked vol	2654				2731	902	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)					5.8		
tF (s)	2.2				3.5	3.3	
p0 queue free %	100				100	94	
cM capacity (veh/h)	161				35	283	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	623	623	623	1060	1060	557	18
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	27	18
cSH	1700	1700	1700	1700	1700	1700	283
Volume to Capacity	0.37	0.37	0.37	0.62	0.62	0.33	0.06
Queue Length 95th (ft)	0	0	0	0	0	0	5
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	18.6
Lane LOS							C
Approach Delay (s)	0.0			0.0			18.6
Approach LOS							C
Intersection Summary							
Average Delay			0.1				
Intersection Capacity Utilization			56.3%		ICU Level of Service		B
Analysis Period (min)			15				

Lanes, Volumes, Timings

FB B weekday AM peak hour - Alternative

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

05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	25	26	1392	331	7	446	1750	145	386	25	131	114
Future Volume (vph)	25	26	1392	331	7	446	1750	145	386	25	131	114
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		0.986	0.850	
Flt Protected		0.950				0.950			0.950	0.961		0.950
Satd. Flow (prot)	0	3385	4988	1503	0	3226	5036	1652	1586	2919	1400	3268
Flt Permitted		0.950				0.950			0.950	0.961		0.950
Satd. Flow (perm)	0	3383	4988	1485	0	3225	5036	1631	1586	2919	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)	29	30	1619	385	8	519	2035	169	449	29	152	133
Shared Lane Traffic (%)									50%		17%	
Lane Group Flow (vph)	0	59	1619	385	0	527	2035	169	224	280	126	133
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												

Lanes, Volumes, Timings
 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

FB B weekday AM peak hour - Alternative

05/23/2024

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	104	17
Future Volume (vph)	104	17
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	0.979	
Flt Protected		
Satd. Flow (prot)	1707	0
Flt Permitted		
Satd. Flow (perm)	1707	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)	121	20
Shared Lane Traffic (%)		
Lane Group Flow (vph)	141	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		

Lanes, Volumes, Timings

FB B weekday AM peak hour - Alternative

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

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	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)		7.2	54.0	160.0		23.0	72.0	160.0	33.1	33.1	33.1	20.9
Actuated g/C Ratio		0.04	0.34	1.00		0.14	0.45	1.00	0.21	0.21	0.21	0.13
v/c Ratio		0.39	0.96	0.26		1.14	0.90	0.10	0.69	0.46	0.44	0.31
Control Delay		90.8	42.3	0.3		144.3	47.5	0.1	69.5	59.8	62.4	62.8
Queue Delay		0.0	1.2	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		90.8	43.5	0.3		144.3	47.5	0.1	69.5	59.8	62.4	62.8
LOS		F	D	A		F	D	A	E	E	E	E
Approach Delay			36.8				63.3			63.7		
Approach LOS			D				E			E		
Queue Length 50th (ft)		31	546	0		~329	731	0	236	148	125	67
Queue Length 95th (ft)		m49	548	0		#419	761	0	#496	#249	#261	85
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		500		275	475			250
Base Capacity (vph)		486	1683	1485		463	2266	1631	327	603	289	755
Starvation Cap Reductn		0	18	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	0.97	0.26		1.14	0.90	0.10	0.69	0.46	0.44	0.18

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: 1.14

Lanes, Volumes, Timings
 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

FB B weekday AM peak hour - Alternative

05/23/2024



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)	20.9	
Actuated g/C Ratio	0.13	
v/c Ratio	0.63	
Control Delay	77.0	
Queue Delay	0.0	
Total Delay	77.0	
LOS	E	
Approach Delay	70.1	
Approach LOS	E	
Queue Length 50th (ft)	145	
Queue Length 95th (ft)	185	
Internal Link Dist (ft)	228	
Turn Bay Length (ft)		
Base Capacity (vph)	394	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.36	

Intersection Summary

Intersection Signal Delay: 54.1

Intersection LOS: D

Intersection Capacity Utilization 85.1%

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.

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

FB B weekday AM peak hour - Alternative

05/23/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	4	1695	38	7	59	2111	69	71	
Future Volume (vph)	4	1695	38	7	59	2111	69	71	
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		0.923			0.950		0.976		
Satd. Flow (perm)	0	4546	0	0	1801	6285	1852	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	1926	43	8	67	2399	78	81	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1974	0	0	75	2399	159	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									

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

FB B weekday AM peak hour - Alternative
05/23/2024

									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)	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)		112.7			10.5	112.2	15.4		
Actuated g/C Ratio		0.70			0.07	0.70	0.10		
v/c Ratio		0.62			0.63	0.54	0.79		
Control Delay		2.2			89.6	4.7	85.0		
Queue Delay		0.0			0.0	0.1	0.0		
Total Delay		2.2			89.6	4.8	85.0		
LOS		A			F	A	F		
Approach Delay		2.2				7.3	85.0		
Approach LOS		A				A	F		
Queue Length 50th (ft)		19			0	118	137		
Queue Length 95th (ft)		18			m100	91	#218		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3202			150	4407	223		
Starvation Cap Reductn		0			0	522	0		
Spillback Cap Reductn		94			0	49	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.64			0.50	0.62	0.71		

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: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79

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

FB B weekday AM peak hour - Alternative

05/23/2024

Intersection Signal Delay: 7.8

Intersection LOS: A

Intersection Capacity Utilization 75.3%

ICU Level of Service D

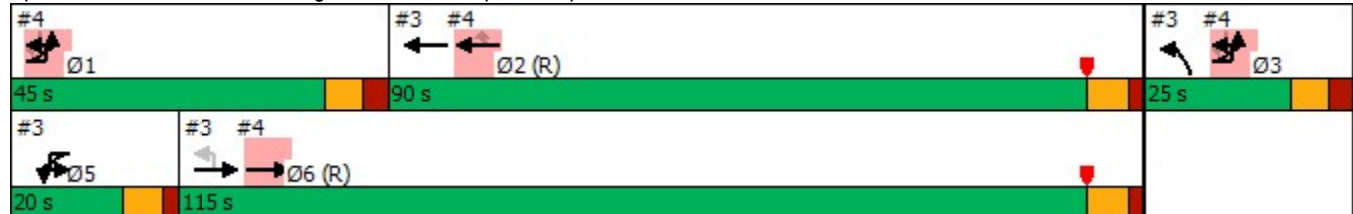
Analysis Period (min) 15

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: 3: Cunningham Ave & Hempstead Tpke



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








FB B weekday AM peak hour - Alternative

05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	7	61	1737	1874	310	0	43			
Future Volume (vph)	7	61	1737	1874	310	0	43			
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	66	1888	2037	337	0	47			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	74	1888	2037	337	0	47			
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

FB B weekday AM peak hour - Alternative
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)		33.1	112.7	112.2	112.2		33.1			
Actuated g/C Ratio		0.21	0.70	0.70	0.70		0.21			
v/c Ratio		0.10	0.55	0.59	0.29		0.08			
Control Delay		49.6	6.5	3.0	2.7		50.6			
Queue Delay		0.0	0.0	0.0	0.6		0.0			
Total Delay		49.6	6.5	3.0	3.3		50.6			
LOS		D	A	A	A		D			
Approach Delay			8.1	3.0		50.6				
Approach LOS			A	A		D				
Queue Length 50th (ft)		35	160	49	23		22			
Queue Length 95th (ft)		m57	m169	52	29		43			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1262	3445	3464	1149		1045			
Starvation Cap Reductn		0	0	0	463		0			
Spillback Cap Reductn		0	21	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.06	0.55	0.59	0.49		0.04			

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: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79

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

FB B weekday AM peak hour - Alternative

05/23/2024

Intersection Signal Delay: 5.8

Intersection LOS: A

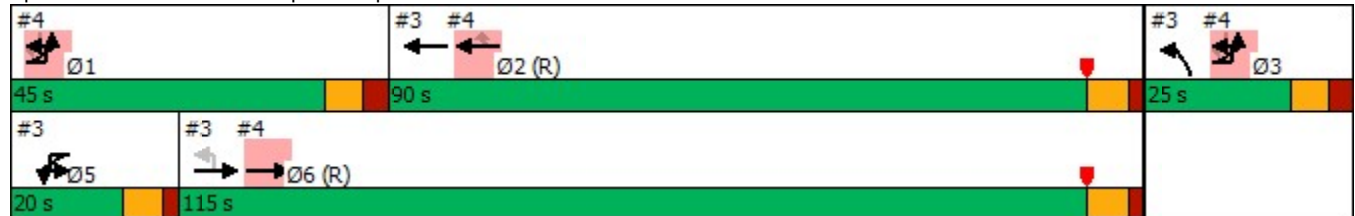
Intersection Capacity Utilization 56.8%

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



Lanes, Volumes, Timings

FB B weekday AM peak hour - Alternative

5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	502	1197	53	19	209	1407	290	92	461	111	179
Future Volume (vph)	1	502	1197	53	19	209	1407	290	92	461	111	179
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		0.971		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3143	4848	1322	0	3408	4893	1561	1542	3137	0	1457
Flt Permitted		0.950				0.950			0.950	0.999		0.950
Satd. Flow (perm)	0	3142	4848	1300	0	3403	4893	1542	1534	3137	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	523	1247	55	20	218	1466	302	96	480	116	186
Shared Lane Traffic (%)									10%			22%
Lane Group Flow (vph)	0	524	1247	55	0	238	1466	302	86	606	0	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)			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

FB B weekday AM peak hour - Alternative

05/23/2024

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	231	145
Future Volume (vph)	231	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	0.990	0.850
Flt Protected	0.993	
Satd. Flow (prot)	2839	1257
Flt Permitted	0.993	
Satd. Flow (perm)	2839	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)	241	151
Shared Lane Traffic (%)		13%
Lane Group Flow (vph)	302	131
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

FB B weekday AM peak hour - Alternative

5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

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)		32.2	66.7	66.7		15.5	50.1	160.0	23.0	23.0		24.7
Actuated g/C Ratio		0.20	0.42	0.42		0.10	0.31	1.00	0.14	0.14		0.15
v/c Ratio		0.83	0.62	0.10		0.72	0.96	0.20	0.39	1.35		0.64
Control Delay		87.6	41.7	43.2		93.5	73.0	0.2	68.0	219.5		75.9
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		87.6	41.7	43.2		93.5	73.0	0.2	68.0	219.5		75.9
LOS		F	D	D		F	E	A	E	F		E
Approach Delay			54.9				64.5			200.6		
Approach LOS			D				E			F		
Queue Length 50th (ft)		300	257	31		136	489	0	91	~453		159
Queue Length 95th (ft)		#444	404	m67		168	#655	0	156	#586		232
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			250
Base Capacity (vph)		632	2021	542		532	1531	1542	221	450		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	0.62	0.10		0.45	0.96	0.20	0.39	1.35		0.48

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: 120
 Control Type: Actuated-Coordinated

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

FB B weekday AM peak hour - Alternative

05/23/2024

	↓	↙
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)	24.7	24.7
Actuated g/C Ratio	0.15	0.15
v/c Ratio	0.69	0.69
Control Delay	71.7	81.6
Queue Delay	0.0	0.0
Total Delay	71.7	81.6
LOS	E	F
Approach Delay	75.0	
Approach LOS	E	
Queue Length 50th (ft)	177	145
Queue Length 95th (ft)	223	217
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		
Base Capacity (vph)	585	254
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.52	0.52
Intersection Summary		

Maximum v/c Ratio: 1.35

Intersection Signal Delay: 80.7

Intersection LOS: F

Intersection Capacity Utilization 97.8%

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		

Lanes, Volumes, Timings

FB B weekday AM peak hour - Alternative

6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access 05/23/2024













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	13	0	18	14	1	33	62	1076	116	3	55	524
Future Volume (vph)	13	0	18	14	1	33	62	1076	116	3	55	524
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	1.00
Frt		0.922			0.854				0.850			0.980
Flt Protected		0.979		0.950			0.950				0.950	
Satd. Flow (prot)	0	1501	0	1805	1514	0	1805	5036	1615	0	1805	4691
Flt Permitted		0.846		0.736			0.393				0.214	
Satd. Flow (perm)	0	1297	0	1398	1514	0	742	5036	1590	0	406	4691
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		82			35				123			25
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)	14	0	19	15	1	35	66	1145	123	3	59	557
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	15	36	0	66	1145	123	0	62	641
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)	79
Future Volume (vph)	79
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)	84
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

FB B weekday AM peak hour - Alternative

6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	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	13.7		33.9	34.2	34.2		33.4	33.9
Actuated g/C Ratio		0.25		0.25	0.25		0.61	0.62	0.62		0.60	0.61
v/c Ratio		0.09		0.04	0.09		0.11	0.37	0.12		0.14	0.22
Control Delay		0.5		18.7	7.7		9.4	14.8	5.0		9.9	13.4
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay		0.5		18.7	7.7		9.4	14.8	5.0		9.9	13.4
LOS		A		B	A		A	B	A		A	B
Approach Delay		0.5			11.0			13.6				13.1
Approach LOS		A			B			B				B
Queue Length 50th (ft)		0		4	0		7	98	0		6	47
Queue Length 95th (ft)		0		18	19		50	304	41		47	157
Internal Link Dist (ft)		311			141			920				313
Turn Bay Length (ft)							115		285		110	
Base Capacity (vph)		1098		1169	1272		867	3900	1259		763	3638
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		0.03		0.01	0.03		0.08	0.29	0.10		0.08	0.18

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 55.4
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.37
 Intersection Signal Delay: 13.2

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 48.3%

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



Lanes, Volumes, Timings

FB B weekday AM peak hour - Alternative

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

05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	418	16	307	12	0	55	0	1077	47	46	27	343
Future Volume (vph)	418	16	307	12	0	55	0	1077	47	46	27	343
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		0.994				
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	3303	1900	1524	1805	0	2707	0	6257	0	0	1805	3343
Flt Permitted	0.950			0.950							0.147	
Satd. Flow (perm)	3303	1900	1505	1802	0	2668	0	6257	0	0	279	3343
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			334			100		5				
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)	454	17	334	13	0	60	0	1171	51	50	29	373
Shared Lane Traffic (%)												
Lane Group Flow (vph)	454	17	334	13	0	60	0	1222	0	0	79	373
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	

Lanes, Volumes, Timings

FB B weekday AM peak hour - Alternative

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

05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Detector 2 Extend (s)								0.0				0.0
Turn Type	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)	20.9	11.1	77.0	12.0		12.0		33.9			43.3	43.3
Actuated g/C Ratio	0.27	0.14	1.00	0.16		0.16		0.44			0.56	0.56
v/c Ratio	0.51	0.06	0.22	0.05		0.12		0.44			0.28	0.20
Control Delay	26.7	32.9	0.3	39.4		3.3		17.1			11.7	9.4
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			0.0	0.0
Total Delay	26.7	32.9	0.3	39.4		3.3		17.1			11.7	9.4
LOS	C	C	A	D		A		B			B	A
Approach Delay		15.9			9.7			17.1				9.8
Approach LOS		B			A			B				A
Queue Length 50th (ft)	99	7	0	5		0		103			12	33
Queue Length 95th (ft)	156	27	0	28		7		221			52	100
Internal Link Dist (ft)		908			379			501				396
Turn Bay Length (ft)			700			200					140	
Base Capacity (vph)	2803	789	1505	750		1167		3469			1020	3211
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	0.16	0.02	0.22	0.02		0.05		0.35			0.08	0.12

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 77
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 15.2

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 59.3%

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

FB B weekday AM peak hour - Alternative

8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd

05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	417	869	316	21	656	407	0	0	102
Future Volume (vph)	0	0	0	417	869	316	21	656	407	0	0	102
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
Frt					0.995	0.850						0.989
Flt Protected				0.950	0.998			0.950				
Satd. Flow (prot)	0	0	0	1564	3178	1455	0	3340	3574	0	0	3467
Flt Permitted				0.950	0.998			0.950				
Satd. Flow (perm)	0	0	0	1564	3178	1455	0	3303	3574	0	0	3467
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)					3	223						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	535	1114	405	27	841	522	0	0	131
Shared Lane Traffic (%)				10%		10%						
Lane Group Flow (vph)	0	0	0	481	1209	364	0	868	522	0	0	141
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		

Lanes, Volumes, Timings

FB B weekday AM peak hour - Alternative

8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd

05/23/2024

												
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	44.4			11.6
Actuated g/C Ratio				0.36	0.41	0.41		0.25	0.44			0.12
v/c Ratio				0.86	0.99	0.50		1.02	0.33			0.35
Control Delay				48.6	55.7	9.8		73.7	21.0			44.2
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				48.6	55.7	9.8		73.7	21.0			44.2
LOS				D	E	A		E	C			D
Approach Delay					45.9				53.9			44.2
Approach LOS					D				D			D
Queue Length 50th (ft)				270	400	60		255	96			38
Queue Length 95th (ft)				#637	413	95		#529	197			81
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)				150				220				
Base Capacity (vph)				558	1698	1165		852	2443			1241
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				0.86	0.71	0.31		1.02	0.21			0.11

Intersection Summary

Area Type: Other

Cycle Length: 156

Actuated Cycle Length: 100.4

Natural Cycle: 145

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 48.9

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 73.1%

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.

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



Lanes, Volumes, Timings
 9: James Doolittle Blvd & Charles Lindbergh Blvd

FB B weekday AM peak hour - Alternative
 05/23/2024

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	550	25	0	1827	0	133
Future Volume (vph)	550	25	0	1827	0	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	0.86	1.00	0.86	1.00	1.00
Ped Bike Factor						
Frt	0.994					0.865
Flt Protected						
Satd. Flow (prot)	6089	0	0	6408	0	1611
Flt Permitted						
Satd. Flow (perm)	6089	0	0	6408	0	1611
Link Speed (mph)	45			45	30	
Link Distance (ft)	646			124	256	
Travel Time (s)	9.8			1.9	5.8	
Confl. Peds. (#/hr)		2	2			
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	7%	0%	0%	2%	0%	2%
Adj. Flow (vph)	753	34	0	2503	0	182
Shared Lane Traffic (%)						
Lane Group Flow (vph)	787	0	0	2503	0	182
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			40	0	
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)		9	15		15	9
Sign Control	Free			Free	Yield	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 29.8% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 9: James Doolittle Blvd & Charles Lindbergh Blvd










FB B weekday AM peak hour - Alternative

05/23/2024

										
Movement	EBT	EBR	WBL	WBT	NBL	NBR				
Lane Configurations										
Traffic Volume (veh/h)	550	25	0	1827	0	133				
Future Volume (Veh/h)	550	25	0	1827	0	133				
Sign Control	Free			Free	Yield					
Grade	0%			0%	0%					
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73				
Hourly flow rate (vph)	753	34	0	2503	0	182				
Pedestrians						2				
Lane Width (ft)						12.0				
Walking Speed (ft/s)						3.5				
Percent Blockage						0				
Right turn flare (veh)										
Median type	Raised			Raised						
Median storage veh	1			1						
Upstream signal (ft)	646									
pX, platoon unblocked										
vC, conflicting volume				755			1398	207		
vC1, stage 1 conf vol						772				
vC2, stage 2 conf vol						626				
vCu, unblocked vol				755			1398	207		
tC, single (s)				4.1			6.8	6.9		
tC, 2 stage (s)						5.8				
tF (s)				2.2			3.5	3.3		
p0 queue free %				100			100	77		
cM capacity (veh/h)				863			269	797		
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	
Volume Total	215	215	215	142	626	626	626	626	182	
Volume Left	0	0	0	0	0	0	0	0	0	
Volume Right	0	0	0	34	0	0	0	0	182	
cSH	1700	1700	1700	1700	1700	1700	1700	1700	797	
Volume to Capacity	0.13	0.13	0.13	0.08	0.37	0.37	0.37	0.37	0.23	
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	22	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.8	
Lane LOS									B	
Approach Delay (s)	0.0				0.0				10.8	
Approach LOS									B	
Intersection Summary										
Average Delay				0.6						
Intersection Capacity Utilization				29.8%	ICU Level of Service				A	
Analysis Period (min)				15						

Lanes, Volumes, Timings
 10: Charles Lindbergh Blvd & Perimeter Rd

FB B weekday AM peak hour - Alternative
 05/23/2024

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	683	1738	438	0	89
Future Volume (vph)	0	683	1738	438	0	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	0.86	0.86	1.00	1.00
Frt			0.970			0.865
Flt Protected						
Satd. Flow (prot)	0	6166	6192	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	6166	6192	0	0	1644
Link Speed (mph)		45	45		30	
Link Distance (ft)		124	357		354	
Travel Time (s)		1.9	5.4		8.0	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	0%	6%	3%	0%	0%	0%
Adj. Flow (vph)	0	936	2381	600	0	122
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	936	2981	0	0	122
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		40	35		0	
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
Sign Control		Free	Free		Yield	







Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 44.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 10: Charles Lindbergh Blvd & Perimeter Rd

FB B weekday AM peak hour - Alternative















05/23/2024

										
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations		↑↑↑	↑↑↑			↗				
Traffic Volume (veh/h)	0	683	1738	438	0	89				
Future Volume (Veh/h)	0	683	1738	438	0	89				
Sign Control		Free	Free		Yield					
Grade		0%	0%		0%					
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73				
Hourly flow rate (vph)	0	936	2381	600	0	122				
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type		Raised	Raised							
Median storage (veh)		1	1							
Upstream signal (ft)		770								
pX, platoon unblocked										
vC, conflicting volume	2381					2915	895			
vC1, stage 1 conf vol						2681				
vC2, stage 2 conf vol						234				
vCu, unblocked vol	2381					2915	895			
tC, single (s)	4.1					6.8	6.9			
tC, 2 stage (s)						5.8				
tF (s)	2.2					3.5	3.3			
p0 queue free %	100					100	58			
cM capacity (veh/h)	206					34	288			
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SB 1	
Volume Total	234	234	234	234	680	680	680	940	122	
Volume Left	0	0	0	0	0	0	0	0	0	
Volume Right	0	0	0	0	0	0	0	600	122	
cSH	1700	1700	1700	1700	1700	1700	1700	1700	288	
Volume to Capacity	0.14	0.14	0.14	0.14	0.40	0.40	0.40	0.55	0.42	
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	50	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.4	
Lane LOS									D	
Approach Delay (s)	0.0					0.0				26.4
Approach LOS									D	
Intersection Summary										
Average Delay			0.8							
Intersection Capacity Utilization			44.7%	ICU Level of Service				A		
Analysis Period (min)			15							

Lanes, Volumes, Timings
11: Charles Lindbergh Blvd & Merrick Ave







FB B weekday AM peak hour - Alternative

05/23/2024

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	259	0	459	657	327	286
Future Volume (vph)	259	0	459	657	327	286
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		0.533			
Satd. Flow (perm)	3213	0	1003	3252	2959	1468
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						321
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)	291	0	516	738	367	321
Shared Lane Traffic (%)						
Lane Group Flow (vph)	291	0	516	738	367	321
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						

Lanes, Volumes, Timings
11: Charles Lindbergh Blvd & Merrick Ave

FB B weekday AM peak hour - Alternative
05/23/2024

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)	10.8		37.2	37.2	20.2	20.2
Actuated g/C Ratio	0.18		0.62	0.62	0.34	0.34
v/c Ratio	0.51		0.68	0.37	0.37	0.45
Control Delay	26.2		15.1	6.4	18.0	5.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	26.2		15.1	6.4	18.0	5.0
LOS	C		B	A	B	A
Approach Delay	26.2			10.0	11.9	
Approach LOS	C			A	B	
Queue Length 50th (ft)	48		84	57	51	0
Queue Length 95th (ft)	89		164	100	102	52
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	1352		950	2355	996	707
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		0.54	0.31	0.37	0.45

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 60.1
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 12.7
 Intersection LOS: B

Intersection Capacity Utilization 64.8%
 Analysis Period (min) 15






























ICU Level of Service C

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



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

FB B weekday AM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		  				  		 	 		 	 
Traffic Volume (vph)	129	1143	344	1	98	1743	390	581	686	60	53	234
Future Volume (vph)	129	1143	344	1	98	1743	390	581	686	60	53	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		475		155	350		0	380	
Storage Lanes	1		1		1		1	2		0	2	
Taper Length (ft)	0				55			80			100	
Lane Util. Factor	1.00	0.91	1.00	0.86	1.00	0.86	0.86	0.97	0.95	0.95	0.97	0.95
Ped Bike Factor	1.00				1.00	1.00			1.00		1.00	
Frt			0.850			0.973			0.988			
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1641	4988	1599	0	1613	6122	0	3400	3265	0	3127	3034
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1641	4988	1599	0	1612	6122	0	3400	3265	0	3119	3034
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				40			40			40
Link Distance (ft)		219				1187			1245			909
Travel Time (s)		3.0				20.2			21.2			15.5
Confl. Peds. (#/hr)	3		3		3		3			5	5	
Confl. Bikes (#/hr)							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 (%)	10%	4%	1%	0%	12%	3%	6%	3%	9%	10%	12%	19%
Adj. Flow (vph)	133	1178	355	1	101	1797	402	599	707	62	55	241
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	1178	355	0	102	2199	0	599	769	0	55	241
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)		12				12			24			24
Link Offset(ft)		0				3			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	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2		1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100		20	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	6	20	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	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			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												

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

FB B weekday AM peak hour - Alternative













05/23/2024

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	118
Future Volume (vph)	118
Ideal Flow (vphpl)	1900
Storage Length (ft)	180
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1417
Flt Permitted	
Satd. Flow (perm)	1417
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	0.97
Heavy Vehicles (%)	14%
Adj. Flow (vph)	122
Shared Lane Traffic (%)	
Lane Group Flow (vph)	122
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	1
Detector Template	Right
Leading Detector (ft)	20
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)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

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

FB B weekday AM peak hour - Alternative

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	Prot	NA	pt+ov	Prot	Prot	NA		Prot	NA		Prot	NA
Protected Phases	5	2	2 7	1	1	6		7	4		3	8
Permitted Phases												
Detector Phase	5	2	2 7	1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0	10.0		5.0	7.0		5.0	7.0
Minimum Split (s)	12.3	17.0		12.3	12.3	17.0		12.0	15.0		12.0	15.0
Total Split (s)	34.0	65.0		34.0	34.0	65.0		39.0	42.0		39.0	42.0
Total Split (%)	18.9%	36.1%		18.9%	18.9%	36.1%		21.7%	23.3%		21.7%	23.3%
Maximum Green (s)	26.7	58.0		26.7	26.7	58.0		32.0	34.0		32.0	34.0
Yellow Time (s)	4.3	5.0		4.3	4.3	5.0		4.0	5.0		4.0	5.0
All-Red Time (s)	3.0	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
Total Lost Time (s)	7.3	7.0			7.3	7.0		7.0	8.0		7.0	8.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	0.2		3.0	3.0	0.2		2.0	3.0		2.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		28.0				28.0			30.0			30.0
Pedestrian Calls (#/hr)		0				2			1			1
Act Effct Green (s)	19.8	68.3	107.3		16.7	65.2		32.0	60.5		7.6	33.7
Actuated g/C Ratio	0.11	0.38	0.60		0.09	0.36		0.18	0.34		0.04	0.19
v/c Ratio	0.74	0.62	0.37		0.68	0.99		0.99	0.70		0.42	0.43
Control Delay	100.3	47.7	20.9		103.2	70.4		106.9	57.0		93.0	67.3
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	100.3	47.7	20.9		103.2	70.4		106.9	57.0		93.0	67.3
LOS	F	D	C		F	E		F	E		F	E
Approach Delay		46.2				71.9			78.8			63.8
Approach LOS		D				E			E			E
Queue Length 50th (ft)	155	415	212		108	656		369	425		33	134
Queue Length 95th (ft)	228	495	314		170	#914		#502	516		59	183
Internal Link Dist (ft)		139				1107			1165			829
Turn Bay Length (ft)					475			350			380	
Base Capacity (vph)	243	1893	953		239	2218		604	1097		555	573
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	0.55	0.62	0.37		0.43	0.99		0.99	0.70		0.10	0.42

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 106 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99

Lane Group	SBR
Detector 2 Extend (s)	
Turn Type	pt+ov
Protected Phases	8 5
Permitted Phases	
Detector Phase	8 5
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)	60.8
Actuated g/C Ratio	0.34
v/c Ratio	0.26
Control Delay	43.8
Queue Delay	0.0
Total Delay	43.8
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	105
Queue Length 95th (ft)	155
Internal Link Dist (ft)	
Turn Bay Length (ft)	180
Base Capacity (vph)	510
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.24

Intersection Summary

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

FB B weekday AM peak hour - Alternative

05/23/2024

Intersection Signal Delay: 65.5

Intersection LOS: E

Intersection Capacity Utilization 90.0%

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: 12: Merrick Ave & Hempstead Tpke

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

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

FB B weekday AM peak hour - Alternative

05/23/2024

									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	10	1150	1	3	0	2256	0	0	
Future Volume (vph)	10	1150	1	3	0	2256	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	10	10	11	12	12	
Storage Length (ft)	120		0		125		0	0	
Storage Lanes	1		0		1		0	0	
Taper Length (ft)	125				125		0		
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00	
Ped Bike Factor		1.00			1.00				
Flt Protected	0.950				0.950				
Satd. Flow (prot)	1685	4818	0	0	1685	4868	0	0	
Flt Permitted	0.058				0.217				
Satd. Flow (perm)	103	4818	0	0	384	4868	0	0	
Right Turn on Red			Yes					No	
Satd. Flow (RTOR)									
Link Speed (mph)		40				40	30		
Link Distance (ft)		1187				1067	210		
Travel Time (s)		20.2				18.2	4.8		
Confl. Peds. (#/hr)			9		9				
Confl. Bikes (#/hr)						1			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	0%	4%	100%	0%	0%	3%	0%	0%	
Adj. Flow (vph)	11	1223	1	3	0	2400	0	0	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	11	1224	0	0	3	2400	0	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)		20				24	0		
Link Offset(ft)		5				-5	0		
Crosswalk Width(ft)		24				44	16		
Two way Left Turn Lane									
Headway Factor	1.09	1.04	1.04	1.09	1.09	1.04	1.00	1.00	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	0	0		1	0	0			
Detector Template				Left					
Leading Detector (ft)	0	0		20	0	0			
Trailing Detector (ft)	0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0	0			
Detector 1 Size(ft)	0	0		20	0	0			
Detector 1 Type				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			
Turn Type	Perm	NA		Perm	Perm	NA			
Protected Phases		2				6			3
Permitted Phases	2			6	6				

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

FB B weekday AM peak hour - Alternative




05/23/2024

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	Ø3
Detector Phase	2	2		6	6	6			
Switch Phase									
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0			10.0
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0			33.0
Total Split (s)	147.0	147.0		147.0	147.0	147.0			33.0
Total Split (%)	81.7%	81.7%		81.7%	81.7%	81.7%			18%
Maximum Green (s)	140.0	140.0		140.0	140.0	140.0			30.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0			2.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0			1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			
Total Lost Time (s)	7.0	7.0			7.0	7.0			
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2			0.2
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max			None
Walk Time (s)									7.0
Flash Dont Walk (s)									30.0
Pedestrian Calls (#/hr)									1
Act Effct Green (s)	172.0	172.0			172.0	172.0			
Actuated g/C Ratio	0.96	0.96			0.96	0.96			
v/c Ratio	0.11	0.27			0.01	0.52			
Control Delay	7.1	2.7			1.7	1.5			
Queue Delay	0.0	0.0			0.0	0.0			
Total Delay	7.1	2.7			1.7	1.5			
LOS	A	A			A	A			
Approach Delay		2.8				1.5			
Approach LOS		A				A			
Queue Length 50th (ft)	0	0			0	4			
Queue Length 95th (ft)	m7	519			m0	101			
Internal Link Dist (ft)		1107				987	130		
Turn Bay Length (ft)	120				125				
Base Capacity (vph)	98	4604			367	4652			
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	0.11	0.27			0.01	0.52			

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 38 (21%), Referenced to phase 2:EBTU and 6:WBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 1.9
 Intersection Capacity Utilization 49.4%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.















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

 Ø2 (R) 147 s	 Ø3 33 s
 Ø6 (R) 147 s	

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

FB B weekday AM peak hour - Alternative









05/23/2024

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	16	1119	17	1	5	2173	71	17
Future Volume (vph)	16	1119	17	1	5	2173	71	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0		140		0	0
Storage Lanes	1		0		1		1	1
Taper Length (ft)	130				150		0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00
Ped Bike Factor		1.00			0.99		1.00	0.98
Frt		0.998						0.850
Flt Protected	0.950				0.950		0.950	
Satd. Flow (prot)	1687	4974	0	0	1805	4988	1805	1615
Flt Permitted	0.063				0.950		0.950	
Satd. Flow (perm)	112	4974	0	0	1795	4988	1802	1590
Right Turn on Red			Yes					No
Satd. Flow (RTOR)		2						
Link Speed (mph)		40				40	30	
Link Distance (ft)		1067				639	274	
Travel Time (s)		18.2				10.9	6.2	
Confl. Peds. (#/hr)			5		5		1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	4%	6%	0%	0%	4%	0%	0%
Adj. Flow (vph)	17	1178	18	1	5	2287	75	18
Shared Lane Traffic (%)								
Lane Group Flow (vph)	17	1196	0	0	6	2287	75	18
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)		24				30	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		24				44	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Number of Detectors	1	2		1	2	2	2	2
Detector Template	Left	Thru		Left		Thru		
Leading Detector (ft)	20	100		20	55	100	55	55
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)	20	6		20	20	6	20	20
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)		94			35	94	35	35
Detector 2 Size(ft)		6			20	6	20	20
Detector 2 Type		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

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

FB B weekday AM peak hour - Alternative

05/23/2024

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Turn Type	Perm	NA		Prot	Prot	NA	Prot	Perm
Protected Phases		2		1	1	6	3	
Permitted Phases	2							3
Detector Phase	2	2		1	1	6	3	3
Switch Phase								
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	10.0	17.0	12.0	12.0
Total Split (s)	124.0	124.0		20.0	20.0	144.0	36.0	36.0
Total Split (%)	68.9%	68.9%		11.1%	11.1%	80.0%	20.0%	20.0%
Maximum Green (s)	117.0	117.0		15.0	15.0	137.0	29.0	29.0
Yellow Time (s)	5.0	5.0		3.0	3.0	5.0	4.0	4.0
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	0.0	0.0
Total Lost Time (s)	7.0	7.0			5.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	0.2	0.2		2.0	2.0	0.2	3.0	3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None	None
Walk Time (s)							7.0	7.0
Flash Dont Walk (s)							25.0	25.0
Pedestrian Calls (#/hr)							2	2
Act Effct Green (s)	148.6	148.6			5.4	150.9	15.1	15.1
Actuated g/C Ratio	0.83	0.83			0.03	0.84	0.08	0.08
v/c Ratio	0.18	0.29			0.11	0.55	0.50	0.14
Control Delay	7.1	0.4			66.0	7.7	88.0	74.4
Queue Delay	0.0	0.0			0.0	0.3	0.0	0.0
Total Delay	7.1	0.4			66.0	8.0	88.0	74.4
LOS	A	A			E	A	F	E
Approach Delay		0.5				8.2	85.3	
Approach LOS		A				A	F	
Queue Length 50th (ft)	0	2			8	226	88	20
Queue Length 95th (ft)	10	8			m10	336	135	46
Internal Link Dist (ft)		987				559	194	
Turn Bay Length (ft)	120				140			
Base Capacity (vph)	92	4107			150	4182	290	256
Starvation Cap Reductn	0	0			0	988	0	0
Spillback Cap Reductn	0	138			0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0
Reduced v/c Ratio	0.18	0.30			0.04	0.72	0.26	0.07

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 25 (14%), Referenced to phase 2:EBTU and 6:WBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 7.6
 Intersection LOS: A

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

FB B weekday AM peak hour - Alternative

05/23/2024





Intersection Capacity Utilization 59.3%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 14: Coollidge Dr & Hempstead Tpke

 Ø1 20 s	 Ø2 (R) 124 s	 Ø3 36 s
 Ø5 (R) 144 s		

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













FB B weekday AM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	32	1013	103	1	20	1833	631	395	283	20	119	58
Future Volume (vph)	32	1013	103	1	20	1833	631	395	283	20	119	58
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	1.00	0.91	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	0.97	1.00
Ped Bike Factor	1.00	1.00			1.00			1.00				1.00
Frt		0.986					0.850		0.990			0.979
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1745	4718	0	0	1579	4821	1546	3319	1772	0	3319	1692
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1744	4718	0	0	1578	4821	1546	3307	1772	0	3319	1692
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		40				40			30			35
Link Distance (ft)		639				644			381			449
Travel Time (s)		10.9				11.0			8.7			8.7
Confl. Peds. (#/hr)	3		2		2		3	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 (%)	0%	5%	1%	0%	11%	4%	1%	2%	2%	11%	2%	7%
Parking (#/hr)										0		
Adj. Flow (vph)	33	1044	106	1	21	1890	651	407	292	21	123	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	1150	0	0	22	1890	651	407	313	0	123	70
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				30			22			45
Link Offset(ft)		6				-7			-8			-30
Crosswalk Width(ft)		30				16			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)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2		1	2	2	0	2	2		2	2
Detector Template		Thru		Left		Thru						
Leading Detector (ft)	50	100		0	50	100	0	50	36		50	36
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	0	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
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	30
Detector 2 Size(ft)	20	6			20	6		20	6		20	6
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex

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)	3
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Parking (#/hr)	
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	1.04
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
15: East Meadow Ave/Park Blvd & Hempstead Tpke

FB B weekday AM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	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
Turn Type	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split	NA
Protected Phases	1	5		6	6	2	27	8	8		7	7
Permitted Phases												
Detector Phase	1	5		6	6	2	27	8	8		7	7
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0	10.0		5.0	5.0		5.0	5.0
Minimum Split (s)	12.0	18.0		13.0	13.0	18.0		13.0	13.0		13.0	13.0
Total Split (s)	26.0	70.0		26.0	26.0	70.0		42.0	42.0		42.0	42.0
Total Split (%)	14.4%	38.9%		14.4%	14.4%	38.9%		23.3%	23.3%		23.3%	23.3%
Maximum Green (s)	19.0	62.0		18.0	18.0	62.0		34.0	34.0		34.0	34.0
Yellow Time (s)	4.0	5.0		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	0.0
Total Lost Time (s)	7.0	8.0			8.0	8.0		8.0	8.0		8.0	8.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag		Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	2.0	0.2		3.0	3.0		3.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		7.0				7.0					7.0	7.0
Flash Dont Walk (s)		27.0				27.0					34.0	34.0
Pedestrian Calls (#/hr)		1				0					1	1
Act Effct Green (s)	7.9	82.7			12.9	85.7	115.7	35.8	35.8		22.0	22.0
Actuated g/C Ratio	0.04	0.46			0.07	0.48	0.64	0.20	0.20		0.12	0.12
v/c Ratio	0.43	0.53			0.19	0.82	0.66	0.62	0.89		0.30	0.34
Control Delay	67.8	31.4			79.5	46.4	25.1	70.4	95.9		71.4	73.5
Queue Delay	0.0	0.1			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	67.8	31.5			79.5	46.4	25.1	70.4	95.9		71.4	73.5
LOS	E	C			E	D	C	E	F		E	E
Approach Delay		32.5				41.2			81.5			72.1
Approach LOS		C				D			F			E
Queue Length 50th (ft)	39	498			24	759	511	221	352		69	77
Queue Length 95th (ft)	66	568			57	#944	637	294	#566		98	125
Internal Link Dist (ft)		559				564			301			369
Turn Bay Length (ft)	115				140		50	40			130	
Base Capacity (vph)	184	2166			157	2296	1097	671	358		626	319
Starvation Cap Reductn	0	156			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	0.18	0.57			0.14	0.82	0.59	0.61	0.87		0.20	0.22

Intersection Summary

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

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

FB B weekday AM peak hour - Alternative

05/23/2024

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 46.5

Intersection LOS: D

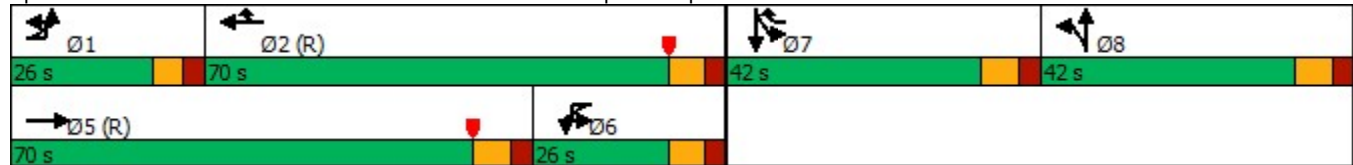
Intersection Capacity Utilization 78.8%

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.

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



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

FB B weekday AM peak hour - Alternative

05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	126	1	214	2	24	41	1	605	1199	6	6
Future Volume (vph)	1	126	1	214	2	24	41	1	605	1199	6	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	11	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	1.00	0.88	1.00	1.00	1.00	0.95	0.97	0.95	0.95	1.00
Ped Bike Factor			1.00	0.98		0.99			1.00			
Frt				0.850		0.917				0.999		
Flt Protected			0.953			0.999			0.950			0.950
Satd. Flow (prot)	0	0	1591	2389	0	1726	0	0	3352	3466	0	1805
Flt Permitted			0.678			0.991			0.247			0.228
Satd. Flow (perm)	0	0	1130	2339	0	1712	0	0	871	3466	0	433
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)				218		42				1		
Link Speed (mph)			40			30				40		
Link Distance (ft)			756			287				1121		
Travel Time (s)			12.9			6.5				19.1		
Confl. Peds. (#/hr)		2					2		2			
Confl. Bikes (#/hr)				1								
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	14%	0%	19%	0%	0%	0%	0%	1%	4%	17%	0%
Adj. Flow (vph)	1	129	1	218	2	24	42	1	617	1223	6	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	131	218	0	68	0	0	618	1229	0	6
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	R NA	Left	Left	Right	Left
Median Width(ft)			12			0				36		
Link Offset(ft)			0			0				0		
Crosswalk Width(ft)			24			16				28		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	9	15		9	15
Number of Detectors	1	1	1	1	1	2		1	1	2		1
Detector Template	Left	Left			Left			Left		Thru		
Leading Detector (ft)	0	20	30	25	20	22		20	25	100		25
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	30	25	20	6		20	25	6		25
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		
Detector 2 Size(ft)						10				6		
Detector 2 Type						Cl+Ex				Cl+Ex		

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













FB B weekday AM peak hour - Alternative

05/23/2024

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↓	
Traffic Volume (vph)	472	176
Future Volume (vph)	472	176
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor	1.00	
Frt	0.959	
Flt Protected		
Satd. Flow (prot)	3183	0
Flt Permitted		
Satd. Flow (perm)	3183	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	62	
Link Speed (mph)	40	
Link Distance (ft)	822	
Travel Time (s)	14.0	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	10%	4%
Adj. Flow (vph)	482	180
Shared Lane Traffic (%)		
Lane Group Flow (vph)	662	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	32	
Link Offset(ft)	0	
Crosswalk Width(ft)	40	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
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)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

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

FB B weekday AM peak hour - Alternative
 05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Detector 2 Channel												
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Perm	Perm	NA	custom	Perm	NA		pm+pt	pm+pt	NA		Perm
Protected Phases			4			8		5	5	2		
Permitted Phases	4	4		4 5	8			2	2			6
Detector Phase	4	4	4	4 5	8	8		5	5	2		6
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0		6.0	6.0		6.0	6.0	20.0		20.0
Minimum Split (s)	12.0	12.0	12.0		12.0	12.0		11.0	11.0	26.0		26.0
Total Split (s)	31.0	31.0	31.0		31.0	31.0		25.0	25.0	34.0		34.0
Total Split (%)	34.4%	34.4%	34.4%		34.4%	34.4%		27.8%	27.8%	37.8%		37.8%
Maximum Green (s)	25.0	25.0	25.0		25.0	25.0		20.0	20.0	28.0		28.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		3.0	3.0	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
Total Lost Time (s)			6.0			6.0			5.0	6.0		6.0
Lead/Lag								Lead	Lead			Lag
Lead-Lag Optimize?								Yes	Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	0.2		0.2
Recall Mode	None	None	None		None	None		None	None	Min		Min
Walk Time (s)	8.0	8.0	8.0		8.0	8.0						
Flash Dont Walk (s)	22.0	22.0	22.0		22.0	22.0						
Pedestrian Calls (#/hr)	1	1	1		0	0						
Act Effct Green (s)			14.2	35.0		14.2			43.5	42.5		21.7
Actuated g/C Ratio			0.21	0.51		0.21			0.63	0.62		0.31
v/c Ratio			0.57	0.17		0.18			0.56	0.58		0.04
Control Delay			35.1	1.6		12.9			8.9	10.4		22.7
Queue Delay			0.0	0.0		0.0			0.0	0.0		0.0
Total Delay			35.1	1.6		12.9			8.9	10.4		22.7
LOS			D	A		B			A	B		C
Approach Delay			14.2			12.9				9.9		
Approach LOS			B			B				A		
Queue Length 50th (ft)			49	0		9			47	128		2
Queue Length 95th (ft)			111	15		40			128	319		13
Internal Link Dist (ft)			676			207				1041		
Turn Bay Length (ft)									420			105
Base Capacity (vph)			435	1447		684			1291	2750		181
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			0.30	0.15		0.10			0.48	0.45		0.03

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 69.1
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.64

Lane Group	↓ SBT	↙ SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	20.0	
Minimum Split (s)	26.0	
Total Split (s)	34.0	
Total Split (%)	37.8%	
Maximum Green (s)	28.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Recall Mode	Min	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	21.7	
Actuated g/C Ratio	0.31	
v/c Ratio	0.64	
Control Delay	23.4	
Queue Delay	0.0	
Total Delay	23.4	
LOS	C	
Approach Delay	23.4	
Approach LOS	C	
Queue Length 50th (ft)	109	
Queue Length 95th (ft)	230	
Internal Link Dist (ft)	742	
Turn Bay Length (ft)		
Base Capacity (vph)	1370	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.48	
Intersection Summary		

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

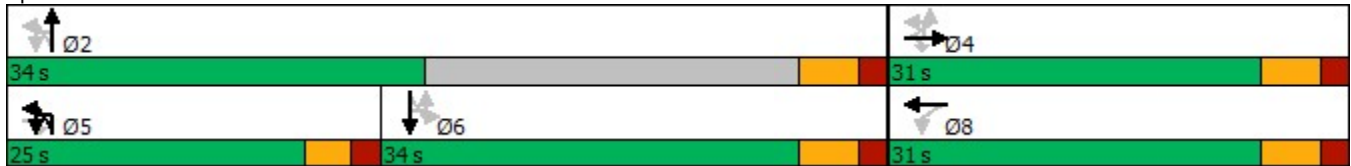
FB B weekday AM peak hour - Alternative

05/23/2024

Intersection Signal Delay: 13.5
 Intersection Capacity Utilization 78.8%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

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



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

FB B weekday AM peak hour - Alternative
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	30	1562	102	5	227	1279	132	81	54	105	22
Future Volume (vph)	2	30	1562	102	5	227	1279	132	81	54	105	22
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				0.778		0.558
Satd. Flow (perm)	0	1538	4893	1387	0	1803	4759	1471	0	1260	1453	896
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	1736	113	6	252	1421	147	90	60	117	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	35	1736	113	0	258	1421	147	0	150	117	24
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













FB B weekday AM peak hour - Alternative

05/23/2024

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	59	14
Future Volume (vph)	59	14
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)	66	16
Shared Lane Traffic (%)		
Lane Group Flow (vph)	66	16
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 Tpk

FB B weekday AM peak hour - Alternative
 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	84.6	84.6		26.9	105.2	105.2		26.5	26.5	26.5
Actuated g/C Ratio		0.06	0.53	0.53		0.17	0.66	0.66		0.17	0.17	0.17
v/c Ratio		0.41	0.67	0.15		0.85	0.45	0.15		0.72	0.49	0.16
Control Delay		88.9	19.9	17.0		87.1	4.7	4.7		80.6	65.1	54.7
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		88.9	19.9	17.0		87.1	4.7	4.7		80.6	65.1	54.7
LOS		F	B	B		F	A	A		F	E	D
Approach Delay			21.0				16.3			73.8		
Approach LOS			C				B			E		
Queue Length 50th (ft)		39	199	35		284	87	23		153	114	22
Queue Length 95th (ft)		m56	463	m69		m#319	m100	m30		205	158	46
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		240	2585	733		312	3129	967		346	399	246
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	0.67	0.15		0.83	0.45	0.15		0.43	0.29	0.10

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

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

FB B weekday AM peak hour - Alternative

05/23/2024

	↓	↙
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)	1	1
Act Effct Green (s)	26.5	26.5
Actuated g/C Ratio	0.17	0.17
v/c Ratio	0.24	0.07
Control Delay	56.6	51.4
Queue Delay	0.0	0.0
Total Delay	56.6	51.4
LOS	E	D
Approach Delay	55.4	
Approach LOS	E	
Queue Length 50th (ft)	62	15
Queue Length 95th (ft)	95	33
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		

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

FB B weekday AM peak hour - Alternative

05/23/2024

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 23.2

Intersection LOS: C

Intersection Capacity Utilization 102.4%

ICU Level of Service G

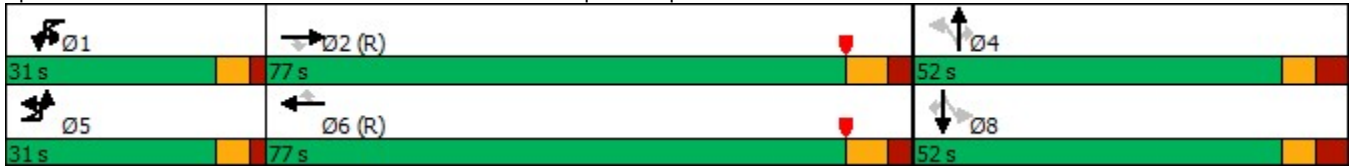
Analysis Period (min) 15

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: 17: California Ave/Hofstra Blvd & Hempstead Tpke



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

FB B weekday AM peak hour - Alternative













05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	249	1505	21	30	36	974	335	3	16	4	157	18
Future Volume (vph)	249	1505	21	30	36	974	335	3	16	4	157	18
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		0.977			0.887
Flt Protected	0.950				0.950				0.994		0.950	
Satd. Flow (prot)	3019	3406	1615	0	1805	3312	1524	0	1845	0	3099	1261
Flt Permitted	0.950				0.950				0.939		0.950	
Satd. Flow (perm)	3019	3406	1615	0	1805	3312	1524	0	1743	0	3099	1261
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							345					
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)	257	1552	22	31	37	1004	345	3	16	4	162	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	257	1552	22	0	68	1004	345	0	23	0	162	76
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)	126	
Future Volume (vph)	126	
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)	130	
Shared Lane Traffic (%)	44%	
Lane Group Flow (vph)	73	
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







FB B weekday AM peak hour - Alternative
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)	21.1	103.2	103.2		11.8	93.9	116.0		6.7		15.1	15.1
Actuated g/C Ratio	0.13	0.64	0.64		0.07	0.59	0.72		0.04		0.09	0.09
v/c Ratio	0.65	0.71	0.02		0.51	0.52	0.29		0.32		0.55	0.64
Control Delay	74.0	23.4	14.4		55.0	7.8	1.5		85.0		75.6	92.2
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	74.0	23.4	14.4		55.0	7.8	1.5		85.0		75.6	92.2
LOS	E	C	B		D	A	A		F		E	F
Approach Delay		30.4				8.5			85.0			85.0
Approach LOS		C				A			F			F
Queue Length 50th (ft)	134	585	9		70	130	14		24		85	82
Queue Length 95th (ft)	182	803	25		130	150	42		56		119	138
Internal Link Dist (ft)		418				500			180			320
Turn Bay Length (ft)	90		125		150		405				125	
Base Capacity (vph)	398	2197	1041		146	1968	1327		152		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	0.71	0.02		0.47	0.51	0.26		0.15		0.25	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: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 26.8
 Intersection Capacity Utilization 74.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D























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)	15.1	
Actuated g/C Ratio	0.09	
v/c Ratio	0.68	
Control Delay	98.5	
Queue Delay	0.0	
Total Delay	98.5	
LOS	F	
Approach Delay		
Approach LOS		
Queue Length 50th (ft)	80	
Queue Length 95th (ft)	135	
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	0.30	
Intersection Summary		

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

FB B weekday AM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	317	227	109	228	164	211	1393	100	83	442	178
Future Volume (vph)	177	317	227	109	228	164	211	1393	100	83	442	178
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	11	11	11	12	11
Storage Length (ft)	165		85	95		130	160		0	325		145
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	75			110			160			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00		0.99	1.00	0.99		1.00	1.00				0.98
Frt			0.850		0.937			0.990				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1604	1642	1409	1589	3004	0	1636	3302	0	1694	3167	1394
Flt Permitted	0.343			0.283			0.433			0.060		
Satd. Flow (perm)	579	1642	1390	473	3004	0	742	3302	0	107	3167	1364
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)			100		101							
Link Speed (mph)		40			40			40				40
Link Distance (ft)		552			635			457				1121
Travel Time (s)		9.4			10.8			7.8				19.1
Confl. Peds. (#/hr)	1		1	1		1	5		3	3		5
Confl. Bikes (#/hr)									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 (%)	5%	8%	7%	6%	7%	1%	3%	4%	10%	3%	14%	12%
Parking (#/hr)									0			
Adj. Flow (vph)	182	327	234	112	235	169	218	1436	103	86	456	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	182	327	234	112	404	0	218	1539	0	86	456	184
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)		10			10			13			11	
Link Offset(ft)		0			-12			0			-5	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.04	1.04	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	2
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	55	100	100	55	100		55	100		55	100	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	6	6	20	6		20	6		20	6	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)	35	94	94	35	94		35	94		35	94	94
Detector 2 Size(ft)	20	6	6	20	6		20	6		20	6	6

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

FB B weekday AM peak hour - Alternative
05/23/2024

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	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	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		4
Detector Phase	5	2	2	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	12.0		5.0	12.0	12.0
Minimum Split (s)	10.0	18.0	18.0	10.0	18.0		10.0	20.0		10.0	20.0	20.0
Total Split (s)	21.0	43.0	43.0	21.0	43.0		21.0	78.0		21.0	78.0	78.0
Total Split (%)	12.9%	26.4%	26.4%	12.9%	26.4%		12.9%	47.9%		12.9%	47.9%	47.9%
Maximum Green (s)	16.0	35.0	35.0	16.0	35.0		16.0	70.0		16.0	70.0	70.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	5.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0		2.0	3.0		2.0	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	0.0
Total Lost Time (s)	5.0	8.0	8.0	5.0	8.0		5.0	8.0		5.0	8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	6.0		2.0	6.0	6.0
Recall Mode	None	None	None	None	None		None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Dont Walk (s)		23.0	23.0		23.0			18.0			18.0	18.0
Pedestrian Calls (#/hr)		2	2		1			0			0	0
Act Effct Green (s)	51.1	33.6	33.6	45.3	30.7		86.6	70.2		80.6	67.2	67.2
Actuated g/C Ratio	0.34	0.22	0.22	0.30	0.20		0.57	0.46		0.53	0.44	0.44
v/c Ratio	0.62	0.90	0.61	0.50	0.59		0.43	1.01		0.52	0.33	0.31
Control Delay	46.9	85.9	37.9	42.8	44.8		18.8	65.8		34.6	29.4	30.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	46.9	85.9	37.9	42.8	44.8		18.8	65.8		34.6	29.4	30.5
LOS	D	F	D	D	D		B	E		C	C	C
Approach Delay		61.2			44.3			59.9			30.3	
Approach LOS		E			D			E			C	
Queue Length 50th (ft)	132	318	120	77	146		103	~853		37	157	120
Queue Length 95th (ft)	208	#534	233	133	212		160	#1096		93	215	194
Internal Link Dist (ft)		472			555			377			1041	
Turn Bay Length (ft)	165		85	95			160			325		145
Base Capacity (vph)	304	379	398	272	772		522	1526		227	1463	630
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	0.60	0.86	0.59	0.41	0.52		0.42	1.01		0.38	0.31	0.29

Intersection Summary

Area Type: Other
 Cycle Length: 163
 Actuated Cycle Length: 151.9
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated

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

FB B weekday AM peak hour - Alternative

05/23/2024

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 52.3

Intersection Capacity Utilization 91.0%

Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service E

~ 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: 19: Merrick Ave & Front St

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

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

FB B weekday AM peak hour - Alternative













05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	407	86	157	486	63	122	471	157	38	296	43
Future Volume (vph)	121	407	86	157	486	63	122	471	157	38	296	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		75	110		0	0		150	80		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	50			50			0			45		
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	1.00		0.97		1.00			0.99			1.00	
Frt			0.850		0.983			0.962			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1759	1482	1656	1752	0	1770	1729	0	1752	1700	0
Flt Permitted	0.393			0.242			0.263			0.229		
Satd. Flow (perm)	721	1759	1439	422	1752	0	490	1729	0	422	1700	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								14			5	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		370			466			338			371	
Travel Time (s)		6.3			7.9			7.7			8.4	
Confl. Peds. (#/hr)	4		3	3		4	6		5	5		6
Confl. Bikes (#/hr)									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 (%)	3%	8%	9%	9%	7%	0%	2%	4%	7%	3%	9%	10%
Parking (#/hr)						0						
Adj. Flow (vph)	125	420	89	162	501	65	126	486	162	39	305	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	125	420	89	162	566	0	126	648	0	39	349	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			12			12			12	
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	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	2	2		2	2		2	2	
Detector Template	Left	Thru			Thru							
Leading Detector (ft)	20	100	0	55	100		55	55		55	55	
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	0	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	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		35	94		35	35		35	35	
Detector 2 Size(ft)		6		20	6		20	20		20	20	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

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

FB B weekday AM peak hour - Alternative

05/23/2024

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	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases		2		1	6		7	4				8
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	1	6		7	4		8		8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		5.0	12.0		12.0	12.0	
Minimum Split (s)	16.0	16.0	16.0	10.0	16.0		10.0	18.0		18.0	18.0	
Total Split (s)	61.0	61.0	61.0	17.0	61.0		17.0	36.0		36.0	36.0	
Total Split (%)	46.6%	46.6%	46.6%	13.0%	46.6%		13.0%	27.5%		27.5%	27.5%	
Maximum Green (s)	55.0	55.0	55.0	12.0	55.0		12.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		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	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.0	6.0		5.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	1.0	4.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	Min		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0	15.0		15.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)	2	2	2		2			1		1	1	
Act Effct Green (s)	31.2	31.2	31.2	46.5	45.5		41.7	40.7		26.0	26.0	
Actuated g/C Ratio	0.32	0.32	0.32	0.47	0.46		0.42	0.41		0.26	0.26	
v/c Ratio	0.55	0.76	0.20	0.52	0.70		0.38	0.90		0.35	0.77	
Control Delay	39.2	40.3	26.7	21.7	26.7		23.8	45.4		45.1	48.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	39.2	40.3	26.7	21.7	26.7		23.8	45.4		45.1	48.5	
LOS	D	D	C	C	C		C	D		D	D	
Approach Delay		38.2			25.6			41.9			48.1	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	66	242	42	60	283		48	364		20	201	
Queue Length 95th (ft)	137	381	85	106	430		110	#744		65	#419	
Internal Link Dist (ft)		290			386			258			291	
Turn Bay Length (ft)	75		75	110						80		
Base Capacity (vph)	418	1020	834	355	1322		369	863		133	541	
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	0.41	0.11	0.46	0.43		0.34	0.75		0.29	0.65	

Intersection Summary

Area Type: Other
 Cycle Length: 131
 Actuated Cycle Length: 98.6
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.90

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

FB B weekday AM peak hour - Alternative

05/23/2024

Intersection Signal Delay: 37.2

Intersection LOS: D

Intersection Capacity Utilization 102.3%

ICU Level of Service G

Analysis Period (min) 15

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




















Queue shown is maximum after two cycles.

Splits and Phases: 20: Uniondale Ave & Front St















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

FB B weekday AM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	548	15	4	541	133	28	150	13	38	33	21
Future Volume (vph)	145	548	15	4	541	133	28	150	13	38	33	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	14	14	14	16	16	16
Storage Length (ft)	45		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	45			40			0			0		
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	1.00	1.00		1.00	1.00			0.99			0.98	
Frt		0.996			0.970			0.991			0.969	
Flt Protected	0.950			0.950				0.993			0.980	
Satd. Flow (prot)	1668	1623	0	1348	1618	0	0	1934	0	0	1829	0
Flt Permitted	0.296			0.374				0.940			0.803	
Satd. Flow (perm)	519	1623	0	530	1618	0	0	1827	0	0	1486	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		258			261			408			539	
Travel Time (s)		4.4			4.4			9.3			12.3	
Confl. Peds. (#/hr)	4		6	6		4	7		14	14		7
Confl. Bikes (#/hr)												3
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%	9%	0%	25%	7%	1%	0%	2%	17%	11%	11%	10%
Parking (#/hr)						0						
Adj. Flow (vph)	151	571	16	4	564	139	29	156	14	40	34	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	587	0	4	703	0	0	199	0	0	96	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)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template							Left			Left		
Leading Detector (ft)	0	184		0	180		20	22		20	36	
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)	0	6		0	6		20	6		20	6	
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		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)		178			174			16			30	
Detector 2 Size(ft)		6			6			6			6	

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

FB B weekday AM peak hour - Alternative
05/23/2024

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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	36.0	36.0		36.0	36.0		15.5	15.5		15.5	15.5	
Total Split (s)	61.0	61.0		61.0	61.0		28.5	28.5		28.5	28.5	
Total Split (%)	68.2%	68.2%		68.2%	68.2%		31.8%	31.8%		31.8%	31.8%	
Maximum Green (s)	55.0	55.0		55.0	55.0		23.0	23.0		23.0	23.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		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	
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Dont Walk (s)							12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)							2	2		1	1	
Act Effct Green (s)	38.5	38.5		38.5	38.5			13.3			13.3	
Actuated g/C Ratio	0.60	0.60		0.60	0.60			0.21			0.21	
v/c Ratio	0.48	0.60		0.01	0.72			0.52			0.31	
Control Delay	13.7	11.0		5.5	14.1			29.8			26.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	13.7	11.0		5.5	14.1			29.8			26.8	
LOS	B	B		A	B			C			C	
Approach Delay		11.6			14.1			29.8			26.8	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	26	113		1	153			63			29	
Queue Length 95th (ft)	87	250		4	343			160			86	
Internal Link Dist (ft)		178			181			328			459	
Turn Bay Length (ft)	45			50								
Base Capacity (vph)	451	1412		461	1408			685			557	
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	0.33	0.42		0.01	0.50			0.29			0.17	

Intersection Summary

Area Type: Other
 Cycle Length: 89.5
 Actuated Cycle Length: 63.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

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

FB B weekday AM peak hour - Alternative

05/23/2024

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 15.5

Intersection Capacity Utilization 88.9%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service E

Splits and Phases: 21: California Ave & Front St



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













FB B weekday AM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	63	713	0	552	771	32	2	33	345	0	23	340
Future Volume (vph)	63	713	0	552	771	32	2	33	345	0	23	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	0		0		0		0	0	
Storage Lanes	1		0	1		0		1		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	0.98			1.00	1.00			0.99				1.00
Frt					0.994							0.979
Flt Protected	0.950			0.950				0.950				0.997
Satd. Flow (prot)	1671	3374	0	1570	3246	0	0	1755	1827	0	0	3313
Flt Permitted	0.331			0.123				0.359				0.760
Satd. Flow (perm)	573	3374	0	203	3246	0	0	659	1827	0	0	2525
Right Turn on Red			Yes			No				Yes		
Satd. Flow (RTOR)												
Link Speed (mph)		30			30				40			30
Link Distance (ft)		200			171				241			307
Travel Time (s)		4.5			3.9				4.1			7.0
Confl. Peds. (#/hr)	35		3	3		35		9				
Confl. Bikes (#/hr)										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 (%)	8%	7%	0%	15%	10%	16%	0%	3%	4%	0%	14%	5%
Adj. Flow (vph)	67	759	0	587	820	34	2	35	367	0	24	362
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	759	0	587	854	0	0	37	367	0	0	449
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				12			0
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	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	0		1	0		1	1	1		1	2
Detector Template	Left			Left			Left	Left			Left	
Leading Detector (ft)	30	0		20	0		20	20	30		20	22
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	0		20	0		20	20	30		20	6
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)												16
Detector 2 Size(ft)												6
Detector 2 Type												Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	59
Future Volume (vph)	59
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	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	9
Confl. Bikes (#/hr)	
Peak Hour Factor	0.94
Heavy Vehicles (%)	9%
Adj. Flow (vph)	63
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
22: Peninsula Blvd/Bennett Ave & Fulton Ave

FB B weekday AM peak hour - Alternative
05/23/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)												0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Perm	NA		Perm	NA
Protected Phases	5	2		1	6				8			4
Permitted Phases	2			6			8	8			4	
Detector Phase	5	2		1	6		8	8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		8.0	8.0	8.0		8.0	8.0
Minimum Split (s)	8.0	26.0		8.0	26.0		14.0	14.0	14.0		14.0	14.0
Total Split (s)	31.0	50.0		31.0	50.0		39.0	39.0	39.0		39.0	39.0
Total Split (%)	25.8%	41.7%		25.8%	41.7%		32.5%	32.5%	32.5%		32.5%	32.5%
Maximum Green (s)	26.0	44.0		26.0	44.0		33.0	33.0	33.0		33.0	33.0
Yellow Time (s)	3.0	4.0		3.0	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			0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0			6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0		2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None		None	None
Walk Time (s)		8.0					8.0	8.0	8.0			
Flash Dont Walk (s)		18.0					18.0	18.0	18.0			
Pedestrian Calls (#/hr)		3					1	1	1			
Act Effct Green (s)	53.5	31.6		79.2	53.3			28.8	28.8			28.8
Actuated g/C Ratio	0.45	0.26		0.66	0.44			0.24	0.24			0.24
v/c Ratio	0.15	0.85		0.95	0.59			0.23	0.84			0.74
Control Delay	10.3	60.6		57.1	29.4			30.1	50.3			49.6
Queue Delay	0.0	0.0		0.0	0.0			0.0	7.8			0.0
Total Delay	10.3	60.6		57.1	29.4			30.1	58.1			49.6
LOS	B	E		E	C			C	E			D
Approach Delay		56.5			40.7				55.6			49.6
Approach LOS		E			D				E			D
Queue Length 50th (ft)	17	322		377	263			16	265			167
Queue Length 95th (ft)	m50	m383		#780	376			26	267			218
Internal Link Dist (ft)		120			91				161			227
Turn Bay Length (ft)	105											
Base Capacity (vph)	518	1237		618	1452			183	507			701
Starvation Cap Reductn	0	0		0	0			0	103			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	0.13	0.61		0.95	0.59			0.20	0.91			0.64

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 31 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95



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

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

FB B weekday AM peak hour - Alternative

05/23/2024

Intersection Signal Delay: 48.1

Intersection LOS: D

Intersection Capacity Utilization 95.5%

ICU Level of Service F

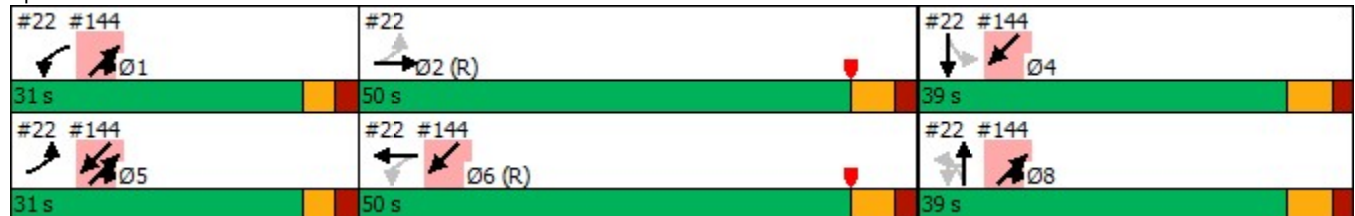
Analysis Period (min) 15

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: 22: Peninsula Blvd/Bennett Ave & Fulton Ave



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













FB B weekday AM peak hour - Alternative

05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	679	19	103	637	112	109	868	82	123	527	67
Future Volume (vph)	114	679	19	103	637	112	109	868	82	123	527	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	230		0	0		0	170		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			85			0			175		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	1.00		0.99	0.99		0.99	1.00			0.99	
Frt		0.996			0.978			0.987			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1612	3374	0	1736	3228	0	1719	3444	0	1641	3322	0
Flt Permitted	0.128			0.176			0.299			0.095		
Satd. Flow (perm)	215	3374	0	320	3228	0	535	3444	0	164	3322	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			17			8			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		452			760			441			631	
Travel Time (s)		10.3			17.3			10.0			14.3	
Confl. Peds. (#/hr)	37		20	20		37	30		15	15		30
Confl. Bikes (#/hr)			1						2			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 (%)	12%	6%	22%	4%	9%	5%	5%	3%	5%	10%	6%	8%
Parking (#/hr)						0						
Adj. Flow (vph)	124	738	21	112	692	122	118	943	89	134	573	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	124	759	0	112	814	0	118	1032	0	134	646	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			24			12			12	
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	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	30		30	30		30	30		30	30	
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)	30	30		30	30		30	30		30	30	
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	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		

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

FB B weekday AM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	34.0		9.0	34.0		9.0	34.0		9.0	34.0	
Total Split (s)	18.0	42.0		18.0	42.0		18.0	42.0		18.0	42.0	
Total Split (%)	15.0%	35.0%		15.0%	35.0%		15.0%	35.0%		15.0%	35.0%	
Maximum Green (s)	12.0	36.0		12.0	36.0		12.0	36.0		12.0	36.0	
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	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	0.2		2.0	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)		21.0			21.0			21.0			21.0	
Pedestrian Calls (#/hr)		10			5			7			12	
Act Effct Green (s)	44.8	34.7		42.9	33.7		51.5	42.4		52.9	43.1	
Actuated g/C Ratio	0.37	0.29		0.36	0.28		0.43	0.35		0.44	0.36	
v/c Ratio	0.63	0.78		0.50	0.89		0.37	0.84		0.70	0.54	
Control Delay	37.0	45.1		23.8	39.4		22.1	44.4		43.3	33.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	37.0	45.1		23.8	39.4		22.1	44.4		43.3	33.4	
LOS	D	D		C	D		C	D		D	C	
Approach Delay		44.0			37.5			42.2			35.1	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	58	275		51	325		51	397		59	211	
Queue Length 95th (ft)	102	352		m47	413		91	#567		#128	289	
Internal Link Dist (ft)		372			680			361			551	
Turn Bay Length (ft)	60			230						170		
Base Capacity (vph)	223	1028		263	980		361	1222		223	1201	
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	0.56	0.74		0.43	0.83		0.33	0.84		0.60	0.54	









Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 40.0
 Intersection Capacity Utilization 82.7%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Intersection LOS: D
 ICU Level of Service E





















Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: Clinton St & Fulton Ave

 Ø1 18 s	 Ø2 (R) 42 s	 Ø3 18 s	 Ø4 42 s
 Ø5 18 s	 Ø6 (R) 42 s	 Ø7 18 s	 Ø8 42 s

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













FB B weekday AM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	634	151	39	518	55	103	990	35	107	575	130
Future Volume (vph)	139	634	151	39	518	55	103	990	35	107	575	130
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	0.98		0.96		0.99		0.99	1.00		0.98	0.99	
Frt			0.850		0.987			0.995			0.972	
Flt Protected	0.950				0.997		0.950			0.950		
Satd. Flow (prot)	1421	3282	1455	0	3074	0	1562	3330	0	1547	3041	0
Flt Permitted	0.212				0.859		0.237			0.222		
Satd. Flow (perm)	311	3282	1397	0	2647	0	387	3330	0	356	3041	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)	36		23	23		36	25		59	59		25
Confl. Bikes (#/hr)						1						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 (%)	27%	10%	11%	8%	11%	15%	4%	4%	3%	5%	7%	27%
Parking (#/hr)						0						
Adj. Flow (vph)	145	660	157	41	540	57	107	1031	36	111	599	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	660	157	0	638	0	107	1067	0	111	734	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	

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

FB B weekday AM peak hour - Alternative

05/23/2024

												
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		20			8		12		12
Act Effct Green (s)	37.2	35.2	35.2		23.5		44.8	42.8		33.9		33.9
Actuated g/C Ratio	0.41	0.39	0.39		0.26		0.50	0.48		0.38		0.38
v/c Ratio	0.65	0.51	0.29		0.93		0.39	0.67		0.83		0.64
Control Delay	32.6	22.6	20.5		54.0		16.7	21.1		75.6		27.4
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Delay	32.6	22.6	20.5		54.0		16.7	21.1		75.6		27.4
LOS	C	C	C		D		B	C		E		C
Approach Delay		23.8			54.0			20.7				33.7
Approach LOS		C			D			C				C
Queue Length 50th (ft)	53	147	60		187		31	235		58		183
Queue Length 95th (ft)	#107	200	108		#297		60	306		#165		253
Internal Link Dist (ft)		680			577			382				371
Turn Bay Length (ft)	130						130			120		
Base Capacity (vph)	229	1283	546		704		296	1625		136		1168
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	0.63	0.51	0.29		0.91		0.36	0.66		0.82		0.63

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 12 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 75

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

FB B weekday AM peak hour - Alternative

05/23/2024

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 30.4

Intersection LOS: C

Intersection Capacity Utilization 97.2%

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.

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



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













FB B weekday AM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	641	30	5	321	515	293	0	775	309	145	537
Future Volume (vph)	0	641	30	5	321	515	293	0	775	309	145	537
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
Frt		0.993					0.850		0.957			0.992
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	3430	0	0	1728	3505	1794	0	3118	0	1593	3033
Flt Permitted					0.950						0.125	
Satd. Flow (perm)	0	3430	0	0	1727	3505	1764	0	3118	0	210	3033
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		5					30		67			8
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)	4		1		1		4	20		6	6	
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 (%)	0%	1%	0%	0%	1%	3%	2%	0%	4%	0%	2%	6%
Adj. Flow (vph)	0	704	33	5	353	566	322	0	852	340	159	590
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	737	0	0	358	566	322	0	1192	0	159	623
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

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	30
Future Volume (vph)	30
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)	20
Confl. Bikes (#/hr)	
Peak Hour Factor	0.91
Heavy Vehicles (%)	7%
Adj. Flow (vph)	33
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	

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

FB B weekday AM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
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)		7				2			0			1
Act Effct Green (s)		22.9			9.5	37.9	47.0		26.5		41.1	41.1
Actuated g/C Ratio		0.25			0.11	0.42	0.52		0.29		0.46	0.46
v/c Ratio		0.84			1.97	0.38	0.34		1.24		0.68	0.45
Control Delay		41.6			479.2	19.3	10.0		143.6		44.6	17.5
Queue Delay		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Delay		41.6			479.2	19.3	10.0		143.6		44.6	17.5
LOS		D			F	B	B		F		D	B
Approach Delay		41.6				149.0			143.6			23.0
Approach LOS		D				F			F			C
Queue Length 50th (ft)		204			~342	116	76		~433		51	118
Queue Length 95th (ft)		#283			#512	161	124		#565		#104	161
Internal Link Dist (ft)		286				419			237			456
Turn Bay Length (ft)							125				325	
Base Capacity (vph)		904			182	1476	966		965		260	1436
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		0.82			1.97	0.38	0.33		1.24		0.61	0.43

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 53 (59%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 110
 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

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

FB B weekday AM peak hour - Alternative

05/23/2024

Maximum v/c Ratio: 1.97

Intersection Signal Delay: 102.5

Intersection LOS: F

Intersection Capacity Utilization 94.6%

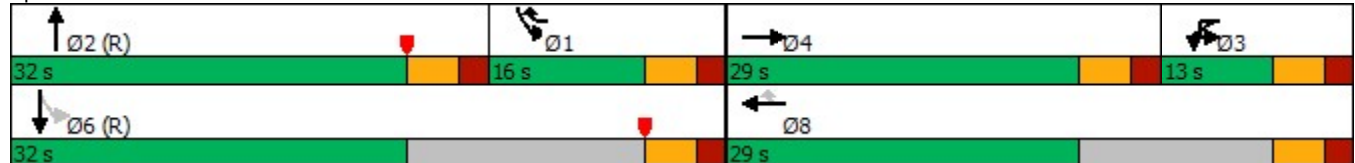
ICU Level of Service F

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.

Splits and Phases: 25: Franklin Ave & Stewart Ave



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

FB B weekday AM peak hour - Alternative













05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	901	220	240	900	253	311	543	128	105	335	48
Future Volume (vph)	138	901	220	240	900	253	311	543	128	105	335	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	11	11	11	11	13	10	11	11
Storage Length (ft)	95		275	390		120	350		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	55			45			85			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor			0.98			0.96	0.99	0.99		0.99	1.00	
Frt			0.850			0.850		0.971			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1586	3292	1446	1532	3355	1473	1616	3190	0	1532	3209	0
Flt Permitted	0.222			0.088			0.282			0.194		
Satd. Flow (perm)	371	3292	1415	142	3355	1416	477	3190	0	310	3209	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								18			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			451			495			529	
Travel Time (s)		9.8			10.3			11.3			12.0	
Confl. Peds. (#/hr)	12		4	4		12	7		23	23		7
Confl. Bikes (#/hr)									3			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 (%)	10%	6%	8%	10%	4%	6%	8%	6%	2%	10%	7%	2%
Parking (#/hr)												0
Adj. Flow (vph)	145	948	232	253	947	266	327	572	135	111	353	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	948	232	253	947	266	327	707	0	111	404	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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.09	1.04	1.04	1.04	1.04	0.96	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	1		1	1	
Detector Template		Thru			Thru							
Leading Detector (ft)	40	100	6	30	100	6	40	40		40	40	
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)	40	6	6	30	6	6	40	40		40	40	
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							

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

FB B weekday AM peak hour - Alternative

05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex								
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	3.0	3.0	20.0	3.0	3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	27.0	9.0	9.0	27.0	9.0	9.0	16.0		9.0	16.0	
Total Split (s)	26.0	56.0	26.0	26.0	56.0	26.0	26.0	52.0		26.0	52.0	
Total Split (%)	16.3%	35.0%	16.3%	16.3%	35.0%	16.3%	16.3%	32.5%		16.3%	32.5%	
Maximum Green (s)	20.0	50.0	20.0	20.0	50.0	20.0	20.0	46.0		20.0	46.0	
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		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2	2.0	2.0	0.2	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Walk Time (s)		1.0			1.0			7.0			7.0	
Flash Dont Walk (s)		20.0			20.0			25.0			25.0	
Pedestrian Calls (#/hr)		2			8			1			4	
Act Effct Green (s)	66.5	52.3	74.4	86.8	67.8	80.6	59.1	41.2		44.8	31.9	
Actuated g/C Ratio	0.42	0.33	0.46	0.54	0.42	0.50	0.37	0.26		0.28	0.20	
v/c Ratio	0.56	0.88	0.35	0.76	0.67	0.37	0.98	0.85		0.60	0.62	
Control Delay	30.0	61.8	26.6	54.2	42.1	24.7	86.1	65.0		46.7	60.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	30.0	61.8	26.6	54.2	42.1	24.7	86.1	65.0		46.7	60.1	
LOS	C	E	C	D	D	C	F	E		D	E	
Approach Delay		52.1			41.0			71.7			57.2	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	73	504	149	190	416	152	~277	365		78	197	
Queue Length 95th (ft)	134	#632	219	#428	#620	260	#379	419		112	232	
Internal Link Dist (ft)		352			371			415			449	
Turn Bay Length (ft)	95		275	390		120	350			125		
Base Capacity (vph)	320	1076	662	334	1421	783	333	937		253	929	
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	0.45	0.88	0.35	0.76	0.67	0.34	0.98	0.75		0.44	0.43	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 149 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90

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

FB B weekday AM peak hour - Alternative

05/23/2024

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 53.6

Intersection LOS: D

Intersection Capacity Utilization 89.6%

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: 26: Franklin Ave/Mineola Blvd & Old Country Rd

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

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

FB B weekday AM peak hour - Alternative

05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  			 		 	 	
Traffic Volume (vph)	155	1314	34	217	1907	348	40	374	386	245	496	189
Future Volume (vph)	155	1314	34	217	1907	348	40	374	386	245	496	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	375		245	250		0	95		235	300		0
Storage Lanes	1		1	2		1	1		1	2		1
Taper Length (ft)	85			110			130			75		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00		0.99	1.00		0.98	1.00		0.98	0.99		0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	5036	1482	3400	6346	1455	1597	3282	1583	3127	3195	1553
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3366	5036	1463	3399	6346	1429	1596	3282	1549	3109	3195	1532
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)			225						143			
Link Speed (mph)		30			40			30			30	
Link Distance (ft)		566			700			662			581	
Travel Time (s)		12.9			11.9			15.0			13.2	
Confl. Peds. (#/hr)	4		1	1		4	1		8	8		1
Confl. Bikes (#/hr)			1			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 (%)	4%	3%	9%	3%	3%	11%	13%	10%	2%	12%	13%	4%
Adj. Flow (vph)	161	1369	35	226	1986	363	42	390	402	255	517	197
Shared Lane Traffic (%)												
Lane Group Flow (vph)	161	1369	35	226	1986	363	42	390	402	255	517	197
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			24			24	
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	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
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	6	20	20	6	20	20	6	20	20	6	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)		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												

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

FB B weekday AM peak hour - Alternative
05/23/2024

Lane Group												
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	
Turn Type	Prot	NA	Free	Prot	NA	custom	Prot	NA	pm+ov	Prot	NA	custom
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			Free			6 7			8			4 5
Detector Phase	5	2		1	6	6 7	3	8	1	7	4	4 5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	
Minimum Split (s)	9.0	26.0		9.0	26.0		11.0	16.0	9.0	9.0	16.0	
Total Split (s)	27.0	60.0		18.0	51.0		22.0	47.0	18.0	35.0	60.0	
Total Split (%)	16.9%	37.5%		11.3%	31.9%		13.8%	29.4%	11.3%	21.9%	37.5%	
Maximum Green (s)	21.0	54.0		12.0	45.0		16.0	42.0	12.0	29.0	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	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	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	5.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)	5.0	7.0			7.0			7.0			7.0	
Flash Dont Walk (s)	7.0	28.0			28.0			33.0			33.0	
Pedestrian Calls (#/hr)	0	0			3			0			1	
Act Effct Green (s)	12.0	78.5	160.0	15.7	82.2	105.6	8.6	25.4	40.1	17.4	35.4	53.4
Actuated g/C Ratio	0.08	0.49	1.00	0.10	0.51	0.66	0.05	0.16	0.25	0.11	0.22	0.33
v/c Ratio	0.64	0.55	0.02	0.68	0.61	0.38	0.49	0.75	0.81	0.75	0.73	0.39
Control Delay	83.2	31.2	0.0	95.8	21.3	5.2	91.8	73.2	44.9	82.8	64.5	42.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.2	31.2	0.0	95.8	21.3	5.2	91.8	73.2	44.9	82.8	64.5	42.4
LOS	F	C	A	F	C	A	F	E	D	F	E	D
Approach Delay		35.9			25.6			60.5			64.9	
Approach LOS		D			C			E			E	
Queue Length 50th (ft)	86	363	0	128	157	44	44	207	251	135	272	161
Queue Length 95th (ft)	124	488	0	176	318	43	87	256	348	180	321	213
Internal Link Dist (ft)		486			620			582			501	
Turn Bay Length (ft)	375		245	250			95		235	300		
Base Capacity (vph)	441	2470	1463	334	3258	1046	159	861	499	566	1078	597
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.55	0.02	0.68	0.61	0.35	0.26	0.45	0.81	0.45	0.48	0.33

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 100 (63%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81

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

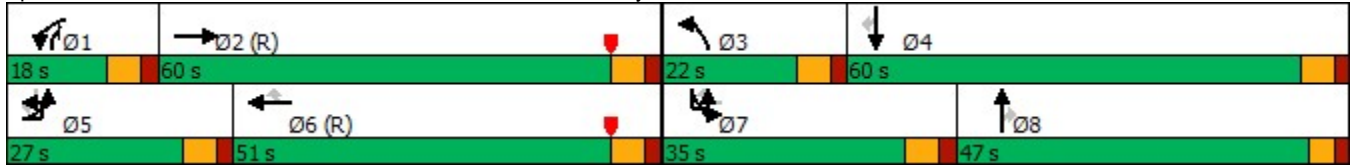
FB B weekday AM peak hour - Alternative

05/23/2024

Intersection Signal Delay: 39.6
 Intersection Capacity Utilization 77.2%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service D

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



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

FB B weekday AM peak hour - Alternative

05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	475	107	170	1102	105	136	127	75	81	178	36
Future Volume (vph)	32	475	107	170	1102	105	136	127	75	81	178	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	185		0	290		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	70			25			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			0.99	1.00			1.00		0.98		1.00	
Frt			0.850		0.987				0.850		0.982	
Flt Protected	0.950			0.950			0.950				0.986	
Satd. Flow (prot)	1805	4893	1442	1687	4884	0	3433	1863	1468	0	3446	0
Flt Permitted	0.188			0.422			0.950				0.986	
Satd. Flow (perm)	357	4893	1422	749	4884	0	3423	1863	1444	0	3442	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			110		11				77			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		634			835			397			261	
Travel Time (s)		10.8			14.2			9.0			5.9	
Confl. Peds. (#/hr)			1	1			3		3	3		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 (%)	0%	6%	12%	7%	5%	3%	2%	2%	10%	0%	2%	0%
Adj. Flow (vph)	33	490	110	175	1136	108	140	131	77	84	184	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	490	110	175	1244	0	140	131	77	0	305	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			12			24			0	
Link Offset(ft)		0			0			0			-50	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
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	15		9
Number of Detectors	1	2	1	1	2		1	1	1	1	1	
Detector Template		Thru	Right		Thru					Left		
Leading Detector (ft)	30	100	20	30	100		40	40	40	20	40	
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)	30	6	20	30	6		40	40	40	20	40	
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												
Detector 2 Extend (s)		0.0			0.0							

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

FB B weekday AM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		4	4	1	3	3	
Permitted Phases	2		2	6					4			
Detector Phase	5	2	2	1	6		4	4	1	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	26.0	26.0	11.0	26.0		16.0	16.0	11.0	16.0	16.0	
Total Split (s)	26.0	63.0	63.0	26.0	63.0		45.0	45.0	26.0	26.0	26.0	
Total Split (%)	16.3%	39.4%	39.4%	16.3%	39.4%		28.1%	28.1%	16.3%	16.3%	16.3%	
Maximum Green (s)	20.0	57.0	57.0	20.0	57.0		39.0	39.0	20.0	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	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		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	0.2	0.2	3.0	0.2		4.0	4.0	3.0	4.0	4.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				24.0	24.0				
Pedestrian Calls (#/hr)		1	1				0	0				
Act Effct Green (s)	92.6	85.9	85.9	103.7	93.9		17.5	17.5	29.8		20.3	
Actuated g/C Ratio	0.58	0.54	0.54	0.65	0.59		0.11	0.11	0.19		0.13	
v/c Ratio	0.12	0.19	0.14	0.31	0.43		0.37	0.64	0.23		0.70	
Control Delay	13.6	20.8	4.4	18.8	24.2		67.9	82.1	10.0		75.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	13.6	20.8	4.4	18.8	24.2		67.9	82.1	10.0		75.6	
LOS	B	C	A	B	C		E	F	A		E	
Approach Delay		17.6			23.5			60.4			75.6	
Approach LOS		B			C			E			E	
Queue Length 50th (ft)	12	93	0	77	249		71	134	0		163	
Queue Length 95th (ft)	31	145	38	m153	330		104	201	42		211	
Internal Link Dist (ft)		554			755			317			181	
Turn Bay Length (ft)	480			185			290					
Base Capacity (vph)	412	2627	814	605	2869		836	454	400		463	
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	0.14	0.29	0.43		0.17	0.29	0.19		0.66	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 21 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 32.7

Intersection LOS: C

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

FB B weekday AM peak hour - Alternative

05/23/2024





Intersection Capacity Utilization 70.4%

ICU Level of Service C

Analysis Period (min) 15

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

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

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













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

FB B weekday AM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	493	94	568	1135	40	132	394	613	67	422	108
Future Volume (vph)	73	493	94	568	1135	40	132	394	613	67	422	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		0	275		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Ped Bike Factor		1.00		1.00			0.99	0.99	0.99	1.00		0.97
Frt		0.976			0.995			0.936	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	4699	0	3242	3423	0	1597	3017	1386	1626	3312	1442
Flt Permitted	0.950			0.950			0.283			0.119		
Satd. Flow (perm)	1736	4699	0	3235	3423	0	472	3017	1367	203	3312	1397
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					2			106	237			
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		671			516			310			394	
Travel Time (s)		11.4			8.8			5.3			9.0	
Confl. Peds. (#/hr)			2	2			14		3	3		14
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	7%	10%	8%	5%	3%	13%	7%	6%	11%	9%	12%
Adj. Flow (vph)	74	503	96	580	1158	41	135	402	626	68	431	110
Shared Lane Traffic (%)									48%			
Lane Group Flow (vph)	74	599	0	580	1199	0	135	702	326	68	431	110
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			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
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	15		9
Number of Detectors	1	2		1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100		20	100		40	40	20	40	40	0
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	6		40	40	20	40	40	0
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												

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

FB B weekday AM peak hour - Alternative
05/23/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	33.0	57.0		33.0	57.0		22.0	48.0	33.0	22.0	48.0	33.0
Total Split (%)	20.6%	35.6%		20.6%	35.6%		13.8%	30.0%	20.6%	13.8%	30.0%	20.6%
Maximum Green (s)	27.0	51.0		27.0	51.0		16.0	42.0	27.0	16.0	42.0	27.0
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	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0						7.0	
Flash Dont Walk (s)		21.0			29.0						29.0	
Pedestrian Calls (#/hr)		5			1						0	
Act Effct Green (s)	11.2	54.3		34.4	77.5		51.6	37.9	72.2	43.0	33.6	44.8
Actuated g/C Ratio	0.07	0.34		0.22	0.48		0.32	0.24	0.45	0.27	0.21	0.28
v/c Ratio	0.61	0.38		0.83	0.72		0.54	0.88	0.43	0.49	0.62	0.28
Control Delay	123.8	33.4		71.1	37.7		45.7	63.0	8.6	47.5	60.9	40.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	123.8	33.4		71.1	37.7		45.7	63.0	8.6	47.5	60.9	40.4
LOS	F	C		E	D		D	E	A	D	E	D
Approach Delay		43.4			48.6			45.7			55.7	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	81	189		296	520		102	339	52	49	217	85
Queue Length 95th (ft)	m138	233		#466	723		145	402	136	80	260	123
Internal Link Dist (ft)		591			436			230			314	
Turn Bay Length (ft)	115			380			145			275		125
Base Capacity (vph)	292	1595		696	1658		267	881	751	205	869	536
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	0.25	0.38		0.83	0.72		0.51	0.80	0.43	0.33	0.50	0.21

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 9 (6%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88

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

FB B weekday AM peak hour - Alternative

05/23/2024

Intersection Signal Delay: 48.0

Intersection LOS: D

Intersection Capacity Utilization 87.9%

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: 29: Merrick Ave/Post Ave & Old Country Rd

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













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

FB B weekday AM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 	 	 	 		 	 		 	 	 
Traffic Volume (vph)	486	136	156	20	699	124	232	600	4	91	564	373
Future Volume (vph)	486	136	156	20	699	124	232	600	4	91	564	373
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	470		450	110		0	495		0	255		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	0			100			100			120		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor			0.99	1.00				1.00		1.00		
Frt			0.850		0.977			0.999			0.980	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	3539	1482	1805	3482	0	1612	3193	0	1694	3028	1353
Flt Permitted	0.950			0.950			0.154			0.324		
Satd. Flow (perm)	3335	3539	1461	1802	3482	0	261	3193	0	577	3028	1353
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			159									
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		823			706			733			625	
Travel Time (s)		14.0			13.8			12.5			10.7	
Confl. Peds. (#/hr)			1	1					5	5		
Confl. Bikes (#/hr)									2			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	2%	9%	0%	1%	3%	12%	13%	0%	3%	13%	5%
Adj. Flow (vph)	496	139	159	20	713	127	237	612	4	93	576	381
Shared Lane Traffic (%)												24%
Lane Group Flow (vph)	496	139	159	20	840	0	237	616	0	93	667	290
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)		30			35			12			12	
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	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1	1	1	1		1	1		1	1	1
Detector Template			Right	Left			Left			Left		Right
Leading Detector (ft)	56	40	40	40	40		40	40		40	40	40
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	40	40	40	40		40	40		40	40	40
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)	31											
Detector 2 Size(ft)	25											
Detector 2 Type	Cl+Ex											

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

FB B weekday AM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0											
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4				2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	3.0	3.0	8.0		3.0	15.0		3.0	15.0	5.0
Minimum Split (s)	10.0	14.0	8.0	8.0	14.0		8.0	21.0		8.0	21.0	10.0
Total Split (s)	31.0	41.0	20.0	26.0	41.0		20.0	46.0		20.0	46.0	31.0
Total Split (%)	22.5%	29.7%	14.5%	18.8%	29.7%		14.5%	33.3%		14.5%	33.3%	22.5%
Maximum Green (s)	26.0	35.0	15.0	21.0	35.0		15.0	40.0		15.0	40.0	26.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0		5.0	6.0		5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0		2.0	4.0		2.0	4.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	None
Walk Time (s)		6.0						6.0			6.0	
Flash Dont Walk (s)		16.0						26.0			26.0	
Pedestrian Calls (#/hr)		0						0			0	
Act Effct Green (s)	23.4	55.3	71.2	6.1	33.6		54.5	40.1		43.9	34.1	63.5
Actuated g/C Ratio	0.18	0.43	0.56	0.05	0.26		0.43	0.31		0.34	0.27	0.50
v/c Ratio	0.82	0.09	0.18	0.24	0.92		0.89	0.62		0.34	0.83	0.43
Control Delay	62.9	24.2	2.8	68.9	62.7		60.3	41.4		26.8	54.6	23.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	62.9	24.2	2.8	68.9	62.7		60.3	41.4		26.8	54.6	23.0
LOS	E	C	A	E	E		E	D		C	D	C
Approach Delay		44.1			62.8			46.6			43.4	
Approach LOS		D			E			D			D	
Queue Length 50th (ft)	212	38	0	17	375		137	239		48	300	169
Queue Length 95th (ft)	286	65	34	46	#523		#295	316		85	379	250
Internal Link Dist (ft)		743			626			653			545	
Turn Bay Length (ft)	470		450	110			495			255		150
Base Capacity (vph)	683	1527	887	298	960		270	1050		358	954	700
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	0.73	0.09	0.18	0.07	0.88		0.88	0.59		0.26	0.70	0.41

Intersection Summary

Area Type: Other
 Cycle Length: 138
 Actuated Cycle Length: 128.2
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.92

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

FB B weekday AM peak hour - Alternative

05/23/2024

Intersection Signal Delay: 49.0

Intersection LOS: D

Intersection Capacity Utilization 87.9%

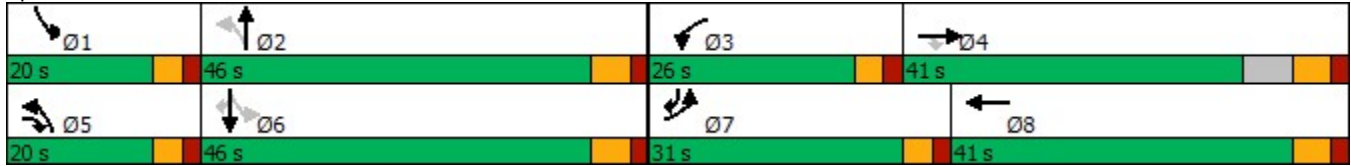
ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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



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













FB B weekday AM peak hour - Alternative

05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	218	449	77	103	930	112	34	54	53	266	409	1295
Future Volume (vph)	218	449	77	103	930	112	34	54	53	266	409	1295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	815		105	800		0	60		0	565		315
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			90			25			225		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	0.91	1.00	1.00	1.00	0.91	0.91	0.88
Ped Bike Factor									0.99	1.00	1.00	
Frt		0.978			0.984				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.995	
Satd. Flow (prot)	1597	6112	0	1752	4870	0	1570	1792	1615	1480	3372	2760
Flt Permitted	0.140			0.420			0.950			0.950	0.995	
Satd. Flow (perm)	235	6112	0	775	4870	0	1570	1792	1593	1478	3372	2760
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			15				70			692
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1458			846			701				642
Travel Time (s)		24.9			14.4			15.9				14.6
Confl. Peds. (#/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 (%)	13%	4%	8%	3%	2%	28%	15%	6%	0%	11%	1%	3%
Adj. Flow (vph)	229	473	81	108	979	118	36	57	56	280	431	1363
Shared Lane Traffic (%)										18%		
Lane Group Flow (vph)	229	554	0	108	1097	0	36	57	56	230	481	1363
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			12			12				12
Link Offset(ft)		0			0			15				-15
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	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	1	1	1	1	1
Detector Template		Thru		Left	Thru		Left			Left		Right
Leading Detector (ft)	86	100		30	100		6	6	6	20	30	30
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		30	6		6	6	6	20	30	30
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)	46	94			94							
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0							

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

FB B weekday AM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6					3			4
Detector Phase	5	2		1	6		3	3	1	4	4	5
Switch Phase												
Minimum Initial (s)	5.0	40.0		3.0	40.0		8.0	8.0	3.0	8.0	8.0	5.0
Minimum Split (s)	11.0	46.0		9.0	46.0		14.0	14.0	9.0	14.0	14.0	11.0
Total Split (s)	24.0	44.0		24.0	44.0		36.0	36.0	24.0	36.0	36.0	24.0
Total Split (%)	17.1%	31.4%		17.1%	31.4%		25.7%	25.7%	17.1%	25.7%	25.7%	17.1%
Maximum Green (s)	18.0	38.0		18.0	38.0		30.0	30.0	18.0	30.0	30.0	18.0
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	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		2.0	4.0		4.0	4.0	2.0	4.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		30.0			30.0		23.0	23.0		23.0	23.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	84.7	70.2		61.9	53.4		11.0	11.0	17.9	29.1	29.1	60.4
Actuated g/C Ratio	0.60	0.50		0.44	0.38		0.08	0.08	0.13	0.21	0.21	0.43
v/c Ratio	0.59	0.18		0.27	0.59		0.29	0.41	0.21	0.75	0.69	0.86
Control Delay	25.8	20.7		18.8	39.0		66.0	69.3	5.3	66.5	55.9	22.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.8	20.7		18.8	39.0		66.0	69.3	5.3	66.5	55.9	22.4
LOS	C	C		B	D		E	E	A	E	E	C
Approach Delay		22.2			37.2			44.4			35.0	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	96	76		41	307		32	50	0	218	225	335
Queue Length 95th (ft)	213	121		88	399		67	95	15	298	265	419
Internal Link Dist (ft)		1378			766			621			562	
Turn Bay Length (ft)	815			800			60			565		315
Base Capacity (vph)	391	3078		520	1867		336	384	370	341	776	1588
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	0.59	0.18		0.21	0.59		0.11	0.15	0.15	0.67	0.62	0.86

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 116 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 33.6

Intersection LOS: C

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







FB B weekday AM peak hour - Alternative

05/23/2024

Intersection Capacity Utilization 100.9%
 Analysis Period (min) 15

ICU Level of Service G

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

 Ø1	 Ø2 (R)	 Ø3	 Ø4
24 s	44 s	36 s	36 s
 Ø5	 Ø6 (R)		
24 s	44 s		

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

FB B weekday AM peak hour - Alternative













05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	69	642	165	312	1281	123	208	288	299	1	93	310
Future Volume (vph)	69	642	165	312	1281	123	208	288	299	1	93	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	350		0	200		0		200	
Storage Lanes	1		0	2		0	1		2		1	
Taper Length (ft)	75			75			75				75	
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	1.00	0.95	0.88	0.95	1.00	0.95
Ped Bike Factor	1.00	1.00			1.00		1.00		0.98		1.00	
Frt		0.969			0.987				0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1703	4810	0	3072	5017	0	1626	3505	2515	0	1736	3374
Flt Permitted	0.950			0.950			0.305				0.560	
Satd. Flow (perm)	1702	4810	0	3072	5017	0	521	3505	2477	0	1021	3374
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		44			11				329			
Link Speed (mph)		40			40			45				30
Link Distance (ft)		670			780			367				590
Travel Time (s)		11.4			13.3			5.6				13.4
Confl. Peds. (#/hr)	2					2	2		3		3	
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 (%)	6%	3%	9%	14%	2%	1%	11%	3%	13%	0%	4%	7%
Adj. Flow (vph)	76	705	181	343	1408	135	229	316	329	1	102	341
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	886	0	343	1543	0	229	316	329	0	103	341
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)		30			24			24				16
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		60			22			24				22
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	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left	Left	
Leading Detector (ft)	40	40		40	40		40	40	40	20	40	40
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)	40	40		40	40		40	40	40	20	40	40
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
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	pm+pt	NA
Protected Phases	5	2		1	6		3	8	1	7	7	4
Permitted Phases							8		8	4	4	
Detector Phase	5	2		1	6		3	8	1	7	7	4

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	56
Future Volume (vph)	56
Ideal Flow (vphpl)	1900
Storage Length (ft)	270
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.99
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1553
Flt Permitted	
Satd. Flow (perm)	1532
Right Turn on Red	Yes
Satd. Flow (RTOR)	70
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	2
Confl. Bikes (#/hr)	
Peak Hour Factor	0.91
Heavy Vehicles (%)	4%
Adj. Flow (vph)	62
Shared Lane Traffic (%)	
Lane Group Flow (vph)	62
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	1
Detector Template	Right
Leading Detector (ft)	40
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	40
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
Turn Type	pm+ov
Protected Phases	5
Permitted Phases	4
Detector Phase	5

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









FB B weekday AM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Switch Phase												
Minimum Initial (s)	5.0	32.0		5.0	32.0		5.0	12.0	5.0	5.0	5.0	12.0
Minimum Split (s)	10.0	39.0		10.0	39.0		10.0	19.0	10.0	10.0	10.0	19.0
Total Split (s)	25.0	45.0		25.0	45.0		25.0	45.0	25.0	25.0	25.0	45.0
Total Split (%)	17.9%	32.1%		17.9%	32.1%		17.9%	32.1%	17.9%	17.9%	17.9%	32.1%
Maximum Green (s)	20.0	38.0		20.0	38.0		20.0	38.0	20.0	20.0	20.0	38.0
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	3.0	3.0	3.0	4.0
All-Red Time (s)	2.0	3.0		2.0	3.0		2.0	3.0	2.0	2.0	2.0	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)	5.0	7.0		5.0	7.0		5.0	7.0	5.0		5.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	5.0		3.0	5.0		3.0	4.0	3.0	3.0	3.0	4.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)								7.0				
Flash Dont Walk (s)								30.0				
Pedestrian Calls (#/hr)								0				
Act Effct Green (s)	11.6	55.4		21.4	65.3		46.1	27.8	51.3		33.7	20.4
Actuated g/C Ratio	0.08	0.40		0.15	0.47		0.33	0.20	0.37		0.24	0.15
v/c Ratio	0.54	0.46		0.73	0.66		0.72	0.45	0.29		0.34	0.69
Control Delay	74.9	32.0		65.6	31.6		49.1	51.2	2.9		35.9	64.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay	74.9	32.0		65.6	31.6		49.1	51.2	2.9		35.9	64.2
LOS	E	C		E	C		D	D	A		D	E
Approach Delay		35.3			37.8			32.5				51.4
Approach LOS		D			D			C				D
Queue Length 50th (ft)	68	210		155	394		160	133	0		66	157
Queue Length 95th (ft)	119	283		201	509		226	179	29		106	204
Internal Link Dist (ft)		590			700			287				510
Turn Bay Length (ft)	180			350			200				200	
Base Capacity (vph)	243	1930		493	2345		329	951	1138		411	915
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	0.31	0.46		0.70	0.66		0.70	0.33	0.29		0.25	0.37

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 37.8
 Intersection Capacity Utilization 77.1%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

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



















 Ø1 25 s	 Ø2 (R) 45 s	 Ø3 25 s	 Ø4 45 s
 Ø5 25 s	 Ø6 (R) 45 s	 Ø7 25 s	 Ø8 45 s

Lane Group	SBR
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	10.0
Total Split (s)	25.0
Total Split (%)	17.9%
Maximum Green (s)	20.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	34.0
Actuated g/C Ratio	0.24
v/c Ratio	0.15
Control Delay	6.4
Queue Delay	0.0
Total Delay	6.4
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	28
Internal Link Dist (ft)	
Turn Bay Length (ft)	270
Base Capacity (vph)	515
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.12
Intersection Summary	

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

FB B weekday AM peak hour - Alternative

05/23/2024













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	199	1146	20	211	1080	58	29	547	332	71	435	196
Future Volume (vph)	199	1146	20	211	1080	58	29	547	332	71	435	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	40			40			0			0		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.997			0.992			0.945			0.958	
Flt Protected	0.950			0.950				0.998			0.995	
Satd. Flow (prot)	1805	5117	0	3303	3507	0	0	3179	0	0	3094	0
Flt Permitted	0.950			0.950				0.792			0.557	
Satd. Flow (perm)	1805	5117	0	3303	3507	0	0	2523	0	0	1732	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			20			20	
Link Distance (ft)		529			566			958			393	
Travel Time (s)		12.0			12.9			32.7			13.4	
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%	1%	5%	6%	1%	23%	14%	8%	5%	23%	13%	3%
Adj. Flow (vph)	207	1194	21	220	1125	60	30	570	346	74	453	204
Shared Lane Traffic (%)												
Lane Group Flow (vph)	207	1215	0	220	1185	0	0	946	0	0	731	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)		80			40			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		52			16			28			36	
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	15		9
Number of Detectors	2	2		1	2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	56	100		30	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)	30	6		30	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)	36	94			94			94			94	
Detector 2 Size(ft)	20	6			6			6			6	
Detector 2 Type	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	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
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	
Protected Phases	3

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

FB B weekday AM peak hour - Alternative

05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		10.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	10.0	22.0		18.0	22.0		29.9	29.9		29.9	29.9	
Total Split (s)	27.0	56.0		30.0	56.0		60.0	60.0		60.0	60.0	
Total Split (%)	15.3%	31.8%		17.0%	31.8%		34.1%	34.1%		34.1%	34.1%	
Maximum Green (s)	22.0	50.0		22.0	50.0		46.1	46.1		46.1	46.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	5.0		2.0	5.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	20.7	54.1		13.7	50.0			46.1			46.1	
Actuated g/C Ratio	0.15	0.38		0.10	0.35			0.33			0.33	
v/c Ratio	0.79	0.62		0.69	0.96			1.15			1.30	
Control Delay	79.3	37.6		73.5	62.3			125.5			185.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	79.3	37.6		73.5	62.3			125.5			185.9	
LOS	E	D		E	E			F			F	
Approach Delay		43.7			64.0			125.5			185.9	
Approach LOS		D			E			F			F	
Queue Length 50th (ft)	187	331		104	569			~548			~459	
Queue Length 95th (ft)	#298	399		145	#720			#684			#589	
Internal Link Dist (ft)		449			486			878			313	
Turn Bay Length (ft)	135			300								
Base Capacity (vph)	279	1951		512	1311			820			563	
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	0.74	0.62		0.43	0.90			1.15			1.30	

Intersection Summary

Area Type: Other
 Cycle Length: 176
 Actuated Cycle Length: 141.8
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.30
 Intersection Signal Delay: 90.3
 Intersection Capacity Utilization 122.0%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.

Intersection LOS: F
 ICU Level of Service H

Lane Group	Ø3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	33.0
Total Split (s)	30.0
Total Split (%)	17%
Maximum Green (s)	25.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	10.0
Flash Dont Walk (s)	18.0
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	

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

FB B weekday AM peak hour - Alternative

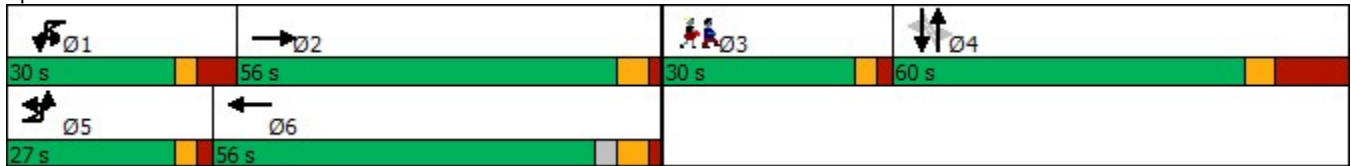
05/23/2024

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: 33: Clinton Rd & Stewart Ave









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

FB B weekday AM peak hour - Alternative
05/23/2024

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑↑
Traffic Volume (vph)	333	212	282	211	162	488
Future Volume (vph)	333	212	282	211	162	488
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	960		0	270
Storage Lanes		1	1		2	1
Taper Length (ft)			75		0	
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Ped Bike Factor		0.99	1.00			0.98
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3505	1371	3019	1541	3273	2584
Flt Permitted			0.540		0.950	
Satd. Flow (perm)	3505	1354	1715	1541	3273	2529
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		226				519
Link Speed (mph)	30			30	40	
Link Distance (ft)	326			1482	688	
Travel Time (s)	7.4			33.7	11.7	
Confl. Peds. (#/hr)		1	1			
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	6%	16%	11%	7%	10%
Parking (#/hr)		0		0		
Adj. Flow (vph)	354	226	300	224	172	519
Shared Lane Traffic (%)						
Lane Group Flow (vph)	354	226	300	224	172	519
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	-10			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.00	1.14	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	0	1	2	1	1
Detector Template	Thru			Thru		
Leading Detector (ft)	100	0	25	100	6	8
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	0	25	6	6	8
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		

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

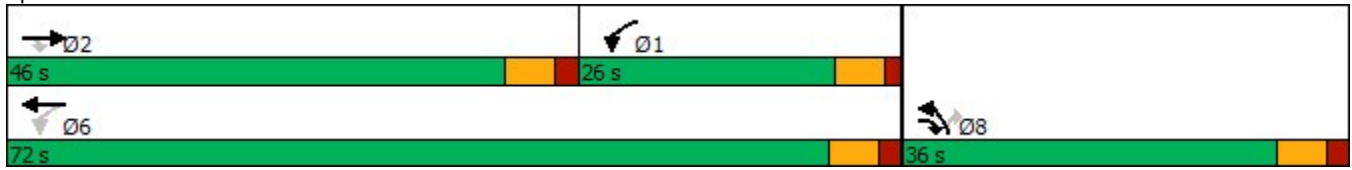
FB B weekday AM peak hour - Alternative
05/23/2024

Lane Group						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	8	1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	8
Switch Phase						
Minimum Initial (s)	12.0	9.0	4.0	12.0	9.0	9.0
Minimum Split (s)	18.0	15.0	9.5	18.0	15.0	15.0
Total Split (s)	46.0	36.0	26.0	72.0	36.0	36.0
Total Split (%)	42.6%	33.3%	24.1%	66.7%	33.3%	33.3%
Maximum Green (s)	40.0	30.0	20.5	66.0	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	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	5.5	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.5	4.5	3.0	3.5	4.5	4.5
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	12.5	24.9	24.1	23.6	12.4	12.4
Actuated g/C Ratio	0.26	0.52	0.50	0.49	0.26	0.26
v/c Ratio	0.39	0.28	0.30	0.30	0.20	0.50
Control Delay	16.6	1.6	9.0	9.3	14.4	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.6	1.6	9.0	9.3	14.4	3.6
LOS	B	A	A	A	B	A
Approach Delay	10.8			9.1	6.3	
Approach LOS	B			A	A	
Queue Length 50th (ft)	42	0	21	33	19	0
Queue Length 95th (ft)	80	14	45	81	39	30
Internal Link Dist (ft)	246			1402	608	
Turn Bay Length (ft)		50	960			270
Base Capacity (vph)	2938	985	1959	1541	2058	1783
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	0.23	0.15	0.15	0.08	0.29

Intersection Summary

Area Type: Other
 Cycle Length: 108
 Actuated Cycle Length: 48
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 8.6
 Intersection Capacity Utilization 40.1%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 34: Oak St & Commercial Ave



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

FB B weekday AM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	512	167	124	1	14	31	11	139	211	4	4	112
Future Volume (vph)	512	167	124	1	14	31	11	139	211	4	4	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		840	125		0		130		0		185
Storage Lanes	1		1	1		0		1		0		1
Taper Length (ft)	85			75				75				135
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	0.91	1.00	0.91	0.91	0.95	1.00
Ped Bike Factor			0.99	1.00				1.00				
Frt			0.850		0.896				0.997			
Flt Protected	0.950	0.971		0.950				0.950				0.950
Satd. Flow (prot)	1521	3109	1568	902	2572	0	0	1805	4976	0	0	1646
Flt Permitted	0.471	0.735						0.493				0.607
Satd. Flow (perm)	754	2353	1545	949	2572	0	0	935	4976	0	0	1052
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			128		32				2			
Link Speed (mph)		30			30				45			
Link Distance (ft)		1482			343				527			
Travel Time (s)		33.7			7.8				8.0			
Confl. Peds. (#/hr)			2	2				2				
Confl. Bikes (#/hr)												
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 (%)	8%	8%	3%	100%	23%	27%	0%	0%	4%	0%	0%	10%
Adj. Flow (vph)	528	172	128	1	14	32	11	143	218	4	4	115
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	264	436	128	1	46	0	0	154	222	0	0	119
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)		12			12				30			
Link Offset(ft)		0			0				4			
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	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2		1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru		Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100		20	20
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	20
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				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												

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

FB B weekday AM peak hour - Alternative













05/23/2024

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	315	356
Future Volume (vph)	315	356
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		265
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3438	1380
Flt Permitted		
Satd. Flow (perm)	3438	1359
Right Turn on Red		Yes
Satd. Flow (RTOR)		367
Link Speed (mph)	45	
Link Distance (ft)	602	
Travel Time (s)	9.1	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	5%	17%
Adj. Flow (vph)	325	367
Shared Lane Traffic (%)		
Lane Group Flow (vph)	325	367
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	-3	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	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)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

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

FB B weekday AM peak hour - Alternative

05/23/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases	7	4			8		1	1	6		5	5
Permitted Phases	4		4	8			6	6			2	2
Detector Phase	7	4	4	8	8		1	1	6		5	5
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	6.0		3.0	3.0	10.0		3.0	3.0
Minimum Split (s)	11.0	16.0	16.0	12.0	12.0		10.0	10.0	16.0		10.0	10.0
Total Split (s)	25.0	41.0	41.0	31.0	31.0		20.0	20.0	46.0		20.0	20.0
Total Split (%)	20.5%	33.6%	33.6%	25.4%	25.4%		16.4%	16.4%	37.7%		16.4%	16.4%
Maximum Green (s)	20.0	35.0	35.0	25.0	25.0		15.0	15.0	40.0		15.0	15.0
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	3.0	4.0		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	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0			5.0	6.0			5.0
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.5	5.0	5.0	3.0	3.0		2.0	2.0	4.0		2.0	2.0
Recall Mode	None	None	None	None	None		None	None	None		None	None
Walk Time (s)		6.0	6.0									
Flash Dont Walk (s)		20.0	20.0									
Pedestrian Calls (#/hr)		1	1									
Act Effct Green (s)	24.1	23.0	23.0	6.5	6.5			23.8	16.0			22.0
Actuated g/C Ratio	0.39	0.37	0.37	0.11	0.11			0.38	0.26			0.36
v/c Ratio	0.52	0.41	0.20	0.01	0.15			0.32	0.17			0.26
Control Delay	18.2	15.4	3.8	31.0	17.5			14.5	22.0			14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Delay	18.2	15.4	3.8	31.0	17.5			14.5	22.0			14.1
LOS	B	B	A	C	B			B	C			B
Approach Delay		14.5			17.8				18.9			
Approach LOS		B			B				B			
Queue Length 50th (ft)	74	60	0	0	2			36	26			28
Queue Length 95th (ft)	159	112	30	5	18			80	52			65
Internal Link Dist (ft)		1402			263				447			
Turn Bay Length (ft)	290		840	125				130				185
Base Capacity (vph)	576	2123	1286	398	1098			630	3344			611
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	0.21	0.10	0.00	0.04			0.24	0.07			0.19

Intersection Summary

Area Type: Other
 Cycle Length: 122
 Actuated Cycle Length: 61.9
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 15.0

Intersection LOS: B

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

FB B weekday AM peak hour - Alternative

05/23/2024

	↓	↙
Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	pm+ov
Protected Phases	2	7
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	10.0	6.0
Minimum Split (s)	16.0	11.0
Total Split (s)	46.0	25.0
Total Split (%)	37.7%	20.5%
Maximum Green (s)	40.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	2.5
Recall Mode	None	None
Walk Time (s)	6.0	
Flash Dont Walk (s)	20.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	12.9	31.4
Actuated g/C Ratio	0.21	0.51
v/c Ratio	0.45	0.42
Control Delay	25.6	2.7
Queue Delay	0.0	0.0
Total Delay	25.6	2.7
LOS	C	A
Approach Delay	13.5	
Approach LOS	B	
Queue Length 50th (ft)	59	0
Queue Length 95th (ft)	110	36
Internal Link Dist (ft)	522	
Turn Bay Length (ft)		265
Base Capacity (vph)	2310	931
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.14	0.39

Intersection Summary

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

FB B weekday AM peak hour - Alternative

05/23/2024

Intersection Capacity Utilization 52.9%
 Analysis Period (min) 15

ICU Level of Service A

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



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

FB B weekday AM peak hour - Alternative

05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	102	318	17	39	0	0	0	0	23	549	465
Future Volume (vph)	0	102	318	17	39	0	0	0	0	23	549	465
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	14	12	12	12	12	12	10	12	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Ped Bike Factor			0.98	0.99						0.99		0.99
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1673	1487	1925	1597	0	0	0	0	1546	4848	1422
Flt Permitted				0.683						0.950		
Satd. Flow (perm)	0	1673	1452	1370	1597	0	0	0	0	1524	4848	1401
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			186									522
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		945			217			310			564	
Travel Time (s)		21.5			4.9			4.7			8.5	
Confl. Peds. (#/hr)	2		10	10		2	2		7	7		2
Confl. Bikes (#/hr)						1						1
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%	6%	5%	0%	19%	0%	0%	0%	0%	9%	7%	6%
Adj. Flow (vph)	0	115	357	19	44	0	0	0	0	26	617	522
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	357	19	44	0	0	0	0	26	617	522
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			14			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.04	0.92	1.00	1.00	1.00	1.00	1.00	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template			Right	Left								
Leading Detector (ft)		30	30	20	20					100	100	100
Trailing Detector (ft)		0	0	0	0					94	94	94
Detector 1 Position(ft)		0	0	0	0					94	94	94
Detector 1 Size(ft)		30	30	20	20					6	6	6
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
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Detector Phase		4	4	8	8					6	6	6
Switch Phase												
Minimum Initial (s)		8.0	8.0	8.0	8.0					25.0	25.0	25.0

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

FB B weekday AM peak hour - Alternative

05/23/2024

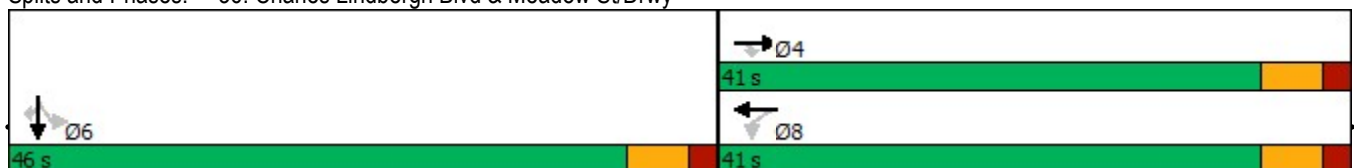
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		14.0	14.0	14.0	14.0					31.0	31.0	31.0
Total Split (s)		41.0	41.0	41.0	41.0					46.0	46.0	46.0
Total Split (%)		47.1%	47.1%	47.1%	47.1%					52.9%	52.9%	52.9%
Maximum Green (s)		35.0	35.0	35.0	35.0					40.0	40.0	40.0
Yellow Time (s)		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
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												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					7.0	7.0	7.0
Recall Mode		None	None	None	None					Min	Min	Min
Walk Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Flash Dont Walk (s)		16.0	16.0	16.0	16.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		1	1	2	2					1	1	1
Act Effect Green (s)		13.8	13.8	13.8	13.8					30.3	30.3	30.3
Actuated g/C Ratio		0.24	0.24	0.24	0.24					0.54	0.54	0.54
v/c Ratio		0.28	0.72	0.06	0.11					0.03	0.24	0.53
Control Delay		19.8	18.9	17.6	18.0					8.0	7.9	3.2
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay		19.8	18.9	17.6	18.0					8.0	7.9	3.2
LOS		B	B	B	B					A	A	A
Approach Delay		19.2			17.9						5.8	
Approach LOS		B			B						A	
Queue Length 50th (ft)		28	43	4	10					3	32	0
Queue Length 95th (ft)		76	145	20	36					17	76	42
Internal Link Dist (ft)		865			137			230			484	
Turn Bay Length (ft)												
Base Capacity (vph)		1081	1004	885	1032					1125	3580	1171
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		0.11	0.36	0.02	0.04					0.02	0.17	0.45

Intersection Summary

Area Type: Other
 Cycle Length: 87
 Actuated Cycle Length: 56.6
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 10.0
 Intersection Capacity Utilization 63.2%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B









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



Lanes, Volumes, Timings
37: Charles Lindbergh Blvd

FB B weekday AM peak hour - Alternative

05/23/2024

						
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	512	0	0	63	0
Future Volume (vph)	0	512	0	0	63	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	3374	0	0	3502	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3374	0	0	3502	0
Link Speed (mph)		45	30		30	
Link Distance (ft)		600	253		249	
Travel Time (s)		9.1	5.8		5.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	7%	0%	0%	0%	0%
Adj. Flow (vph)	0	582	0	0	72	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	582	0	0	72	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	R NA	Left	Right	L NA	Right
Median Width(ft)		12	0		24	
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
Sign Control		Free	Stop		Free	

Intersection Summary















Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 45.0% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.

Lanes, Volumes, Timings
40: Hempstead Tpke & Meadowbrook Pkwy SB Off Ramp

FB B weekday AM peak hour - Alternative

05/23/2024

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations										
Traffic Volume (vph)	0	1341	304	0	1586	0	0	0	0	772
Future Volume (vph)	0	1341	304	0	1586	0	0	0	0	772
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12
Storage Length (ft)	0		140	0		0	0	0	0	0
Storage Lanes	0		1	0		0	0	0	0	1
Taper Length (ft)	0			0			0		0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Frt			0.850							0.865
Flt Protected										
Satd. Flow (prot)	0	4775	1561	0	5036	0	0	0	0	1611
Flt Permitted										
Satd. Flow (perm)	0	4775	1561	0	5036	0	0	0	0	1611
Link Speed (mph)		50			50		30		30	
Link Distance (ft)		294			391		419		491	
Travel Time (s)		4.0			5.3		9.5		11.2	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	5%	0%	0%	3%	0%	0%	0%	0%	2%
Adj. Flow (vph)	0	1524	345	0	1802	0	0	0	0	877
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1524	345	0	1802	0	0	0	0	877
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	L NA	Right	Left	Right	Left	R NA
Median Width(ft)		25			25		0		0	
Link Offset(ft)		0			0		0		11	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		50	15		9	15	9	15	50
Sign Control		Free			Free		Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 85.1%
 Analysis Period (min) 15
 ICU Level of Service E

Intersection Sign configuration not allowed in HCM analysis.

Lanes, Volumes, Timings

FB B weekday AM peak hour - Alternative

41: Meadowbrook Pkwy NB Off Ramp/Meadowbrook Pkwy NB Off Ramp & Hempstead Pkwy

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Traffic Volume (vph)	0	1302	0	0	1502	0	0	0	412	0	0	490
Future Volume (vph)	0	1302	0	0	1502	0	0	0	412	0	0	490
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Storage Length (ft)	0		0	0		0	0		0	0		140
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			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									0.865			0.865
Flt Protected												
Satd. Flow (prot)	0	4988	0	0	5036	0	0	0	1844	0	0	1627
Flt Permitted												
Satd. Flow (perm)	0	4988	0	0	5036	0	0	0	1844	0	0	1627
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		204			435			301			361	
Travel Time (s)		2.8			5.9			6.8			8.2	
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 (%)	0%	4%	0%	0%	3%	0%	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	0	1415	0	0	1633	0	0	0	448	0	0	533
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1415	0	0	1633	0	0	0	448	0	0	533
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Right	Left	L NA	Right	Left	Left	R NA	Left	Left	R NA
Median Width(ft)		6			6			0			0	
Link Offset(ft)		0			0			10			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	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 66.0% ICU Level of Service C
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.

Lanes, Volumes, Timings
 42: Meadowbrook Pkwy SB Off Ramp & Hempstead Tpke

FB B weekday AM peak hour - Alternative

05/23/2024

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↗
Traffic Volume (vph)	1341	0	0	1586	0	463
Future Volume (vph)	1341	0	0	1586	0	463
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	16
Storage Length (ft)		0	0		0	140
Storage Lanes		0	0		0	0
Taper Length (ft)			0		0	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	4821	0	0	4868	0	1844
Flt Permitted						
Satd. Flow (perm)	4821	0	0	4868	0	1844
Link Speed (mph)	50			50	30	
Link Distance (ft)	391			133	260	
Travel Time (s)	5.3			1.8	5.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	0%	0%	3%	0%	1%
Adj. Flow (vph)	1412	0	0	1669	0	487
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1412	0	0	1669	0	487
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	11	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.00	0.85
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 85.1% ICU Level of Service E
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.

Lanes, Volumes, Timings
 43: Meadowbrook Pkwy NB On Ramp & Hempstead Tpke

FB B weekday AM peak hour - Alternative









05/23/2024

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		
Traffic Volume (vph)	1302	502	0	1991	0	0
Future Volume (vph)	1302	502	0	1991	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Lane Util. Factor	0.91	0.91	1.00	0.86	1.00	1.00
Frt	0.958					
Flt Protected						
Satd. Flow (prot)	4669	0	0	6408	0	0
Flt Permitted						
Satd. Flow (perm)	4669	0	0	6408	0	0
Link Speed (mph)	50			50	30	
Link Distance (ft)	225			204	220	
Travel Time (s)	3.1			2.8	5.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.92	0.92
Heavy Vehicles (%)	4%	0%	0%	2%	0%	0%
Adj. Flow (vph)	1342	518	0	2053	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1860	0	0	2053	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	6			6	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 39.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis FB B weekday AM peak hour - Alternative 43: Meadowbrook Pkwy NB On Ramp & Hempstead Tpke 05/23/2024

							
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations							
Traffic Volume (veh/h)	1302	502	0	1991	0	0	
Future Volume (Veh/h)	1302	502	0	1991	0	0	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.92	0.92	
Hourly flow rate (vph)	1342	518	0	2053	0	0	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)					858		
pX, platoon unblocked							
vC, conflicting volume				1860	2114	706	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol				1860	2114	706	
tC, single (s)				4.1	6.8	6.9	
tC, 2 stage (s)							
tF (s)				2.2	3.5	3.3	
p0 queue free %				100	100	100	
cM capacity (veh/h)				329	45	383	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	537	537	786	513	513	513	513
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	518	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.32	0.32	0.46	0.30	0.30	0.30	0.30
Queue Length 95th (ft)	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS							
Approach Delay (s)	0.0			0.0			
Approach LOS							
Intersection Summary							
Average Delay				0.0			
Intersection Capacity Utilization				39.7%			
Analysis Period (min)				15			
				ICU Level of Service			
				A			

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

FB B weekday AM peak hour - Alternative










05/23/2024

									Ø1	Ø6
Lane Group	EBT	EBR	EBR2	WBL	WBT	NBR	NBR2	SBR		
Lane Configurations										
Traffic Volume (vph)	1099	20	25	248	2447	355	3	0		
Future Volume (vph)	1099	20	25	248	2447	355	3	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	11	11	11	9	11	11	11	12		
Storage Length (ft)		55		150		205		0		
Storage Lanes		1		2		1		1		
Taper Length (ft)				85						
Lane Util. Factor	0.91	1.00	0.91	0.97	0.91	0.88	1.00	1.00		
Ped Bike Factor		0.94		0.99						
Frt		0.850				0.850				
Flt Protected				0.950						
Satd. Flow (prot)	4821	1561	0	3001	4964	2618	0	1900		
Flt Permitted				0.950						
Satd. Flow (perm)	4821	1470	0	2977	4964	2618	0	1900		
Right Turn on Red			No				No	Yes		
Satd. Flow (RTOR)										
Link Speed (mph)	40				40					
Link Distance (ft)	625				576					
Travel Time (s)	10.7				9.8					
Confl. Peds. (#/hr)		16		16				4		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		
Heavy Vehicles (%)	4%	0%	0%	5%	1%	5%	0%	0%		
Adj. Flow (vph)	1133	21	26	256	2523	366	3	0		
Shared Lane Traffic (%)										
Lane Group Flow (vph)	1133	47	0	256	2523	369	0	0		
Enter Blocked Intersection	No	No	No	No	No	No	No	No		
Lane Alignment	Left	Right	Right	Left	Left	Right	Right	R NA		
Median Width(ft)	18				18					
Link Offset(ft)	0				0					
Crosswalk Width(ft)	16				16					
Two way Left Turn Lane										
Headway Factor	1.04	1.04	1.04	1.14	1.04	1.04	1.04	1.00		
Turning Speed (mph)		9	9	15		9	9	9		
Number of Detectors	0	0		2	0	2		0		
Detector Template										
Leading Detector (ft)	0	0		50	0	50		0		
Trailing Detector (ft)	0	0		0	0	0		0		
Detector 1 Position(ft)	0	0		0	0	0		0		
Detector 1 Size(ft)	0	0		20	0	20		0		
Detector 1 Type				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)				30		30				
Detector 2 Size(ft)				20		20				
Detector 2 Type				Cl+Ex		Cl+Ex				
Detector 2 Channel										

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

FB B weekday AM peak hour - Alternative

05/23/2024

										Ø1	Ø6
Lane Group	EBT	EBR	EBR2	WBL	WBT	NBR	NBR2	SBR			
Detector 2 Extend (s)				0.0		0.0					
Turn Type	NA	Perm		Prot	NA	pt+ov		Perm			
Protected Phases	2			14	16	14			1	6	
Permitted Phases		2						4			
Detector Phase	2	2		14	16	14		4			
Switch Phase											
Minimum Initial (s)	10.0	10.0						10.0	3.0	10.0	
Minimum Split (s)	17.0	17.0						17.6	10.6	17.0	
Total Split (s)	106.0	106.0						46.0	28.0	134.0	
Total Split (%)	58.9%	58.9%						25.6%	16%	74%	
Maximum Green (s)	99.0	99.0						38.4	20.4	127.0	
Yellow Time (s)	4.0	4.0						3.5	3.5	4.0	
All-Red Time (s)	3.0	3.0						4.1	4.1	3.0	
Lost Time Adjust (s)	0.0	0.0						0.0			
Total Lost Time (s)	7.0	7.0						7.6			
Lead/Lag	Lag	Lag							Lead		
Lead-Lag Optimize?	Yes	Yes							Yes		
Vehicle Extension (s)	0.2	0.2						3.0	3.0	0.2	
Recall Mode	C-Max	C-Max						None	None	C-Max	
Walk Time (s)	7.0	7.0						7.0			
Flash Dont Walk (s)	30.0	30.0						31.0			
Pedestrian Calls (#/hr)	1	1						0			
Act Effct Green (s)	99.0	99.0		66.4	140.2	66.4					
Actuated g/C Ratio	0.55	0.55		0.37	0.78	0.37					
v/c Ratio	0.43	0.06		0.23	0.65	0.38					
Control Delay	24.5	19.2		43.9	7.7	43.2					
Queue Delay	0.0	0.0		0.0	33.7	0.0					
Total Delay	24.5	19.2		43.9	41.3	43.2					
LOS	C	B		D	D	D					
Approach Delay	24.2				41.6						
Approach LOS	C				D						
Queue Length 50th (ft)	282	25		94	36	182					
Queue Length 95th (ft)	319	48		m94	m856	236					
Internal Link Dist (ft)	545				496						
Turn Bay Length (ft)		55		150		205					
Base Capacity (vph)	2651	808		1103	3865	962					
Starvation Cap Reductn	0	0		0	1503	0					
Spillback Cap Reductn	0	0		0	0	0					
Storage Cap Reductn	0	0		0	0	0					
Reduced v/c Ratio	0.43	0.06		0.23	1.07	0.38					

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 101 (56%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65

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

FB B weekday AM peak hour - Alternative

05/23/2024

Intersection Signal Delay: 37.0

Intersection LOS: D

Intersection Capacity Utilization 71.2%

ICU Level of Service C

Analysis Period (min) 15

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






























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



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

FB B weekday AM peak hour - Alternative













05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  					 	 	 
Traffic Volume (vph)	491	1000	22	7	1964	80	94	139	0	130	89	505
Future Volume (vph)	491	1000	22	7	1964	80	94	139	0	130	89	505
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	11	11	11	11	10	10	11	11	11
Storage Length (ft)	245		0	125		0	0		0	115		0
Storage Lanes	2		0	1		0	1		0	1		1
Taper Length (ft)	60			125			0			200		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		0.99	1.00		0.98			0.99	0.97	0.95
Frt		0.997			0.994						0.894	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3030	4751	0	1745	4881	0	1728	1722	0	1711	1447	1440
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3028	4751	0	1733	4881	0	1686	1722	0	1688	1447	1371
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		576			1206			259			492	
Travel Time (s)		9.8			20.6			5.9			8.4	
Confl. Peds. (#/hr)	4		10	10		4	25		11	11		25
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	4%	5%	10%	0%	2%	3%	1%	3%	0%	2%	7%	3%
Adj. Flow (vph)	496	1010	22	7	1984	81	95	140	0	131	90	510
Shared Lane Traffic (%)												42%
Lane Group Flow (vph)	496	1032	0	7	2065	0	95	140	0	131	304	296
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)		18			18			11			11	
Link Offset(ft)		0			0			-25			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	36		50	50	50
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	0		20	0		20	6		20	20	20
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)	30			30			30	16		30	30	30
Detector 2 Size(ft)	20			20			20	20		20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

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

FB B weekday AM peak hour - Alternative

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
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	1		2	6		3	3		4	4	5
Permitted Phases												4
Detector Phase	5	1		2	6		3	3		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	38.0		11.0	26.0		11.0	11.0		11.0	11.0	11.0
Total Split (s)	40.0	91.0		23.0	74.0		26.0	26.0		40.0	40.0	40.0
Total Split (%)	22.2%	50.6%		12.8%	41.1%		14.4%	14.4%		22.2%	22.2%	22.2%
Maximum Green (s)	34.0	85.0		17.0	68.0		20.0	20.0		34.0	34.0	34.0
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		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	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		25.0			25.0		30.0	30.0		30.0	30.0	
Pedestrian Calls (#/hr)		8			4		3	3		1	1	
Act Effct Green (s)	32.1	103.4		7.6	69.9		17.7	17.7		36.3	36.3	68.4
Actuated g/C Ratio	0.18	0.57		0.04	0.39		0.10	0.10		0.20	0.20	0.38
v/c Ratio	0.92	0.38		0.10	1.09		0.56	0.83		0.38	1.04	0.56
Control Delay	96.9	39.2		63.7	84.7		89.9	114.6		66.7	130.0	44.8
Queue Delay	0.0	0.5		0.0	4.8		0.0	0.0		0.0	0.0	0.0
Total Delay	96.9	39.7		63.7	89.5		89.9	114.6		66.7	130.0	44.8
LOS	F	D		E	F		F	F		E	F	D
Approach Delay		58.2			89.4			104.7			84.2	
Approach LOS		E			F			F			F	
Queue Length 50th (ft)	307	322		8	~1027		108	164		137	~424	270
Queue Length 95th (ft)	#386	402		m10	#1093		176	#265		213	#649	378
Internal Link Dist (ft)		496			1126			179			412	
Turn Bay Length (ft)	245			125						115		
Base Capacity (vph)	572	2729		164	1895		192	191		345	292	548
Starvation Cap Reductn	0	1106		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	269		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.87	0.64		0.04	1.27		0.49	0.73		0.38	1.04	0.54

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 172 (96%), Referenced to phase 1:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.09

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

FB B weekday AM peak hour - Alternative

05/23/2024

Intersection Signal Delay: 78.9

Intersection LOS: E

Intersection Capacity Utilization 103.6%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

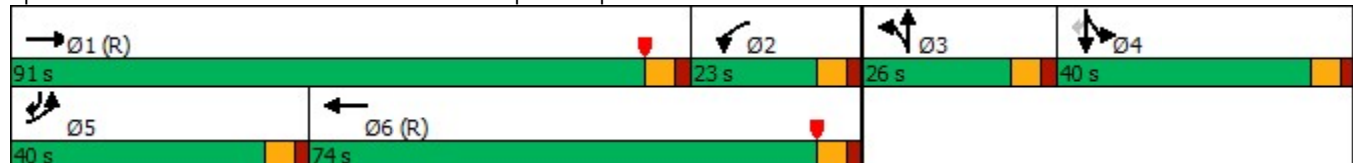
Queue shown is maximum after two cycles.

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: 45: 3rd St/Carmen Ave & Hempstead Tpke



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













FB B weekday AM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	
Traffic Volume (vph)	251	1003	100	98	1813	65	184	503	209	121	240	230
Future Volume (vph)	251	1003	100	98	1813	65	184	503	209	121	240	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	10	11	11	10	11	9
Storage Length (ft)	340		0	70		0	175		245	170		210
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	135			170			100			170		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		0.99					0.98
Frt		0.986			0.995				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3054	4745	0	3120	4836	0	3204	3323	1516	3083	3172	1358
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3053	4745	0	3112	4836	0	3181	3323	1516	3083	3172	1329
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		679			621			506			651	
Travel Time (s)		11.6			10.6			8.6			11.1	
Confl. Peds. (#/hr)	4		6	6		4	7					7
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 (%)	7%	4%	4%	1%	3%	6%	2%	5%	3%	6%	10%	7%
Adj. Flow (vph)	276	1102	110	108	1992	71	202	553	230	133	264	253
Shared Lane Traffic (%)												
Lane Group Flow (vph)	276	1212	0	108	2063	0	202	553	230	133	264	253
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)		30			30			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.14	1.04	1.04	1.09	1.04	1.04	1.09	1.04	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	50	50	50	50	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	0		20	0		20	20	20	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			30			30	30	30	30	30	30
Detector 2 Size(ft)	20			20			20	20	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												

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

FB B weekday AM peak hour - Alternative

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	0.0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8	5	7	4	1
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	5	7	4	1
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	12.0	18.0		12.0	18.0		12.0	15.0	12.0	12.0	15.0	12.0
Total Split (s)	33.0	71.0		33.0	71.0		33.0	43.0	33.0	33.0	43.0	33.0
Total Split (%)	18.3%	39.4%		18.3%	39.4%		18.3%	23.9%	18.3%	18.3%	23.9%	18.3%
Maximum Green (s)	26.0	63.0		26.0	63.0		26.0	35.0	26.0	26.0	35.0	26.0
Yellow Time (s)	4.0	5.0		4.0	5.0		4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	3.0	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	0.0	0.0	0.0
Total Lost Time (s)	7.0	8.0		7.0	8.0		7.0	8.0	7.0	7.0	8.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		30.0			30.0			30.0			30.0	
Pedestrian Calls (#/hr)		2			0			2			1	
Act Effct Green (s)	20.6	93.5		10.6	83.6		24.4	32.8	44.5	13.0	21.4	43.0
Actuated g/C Ratio	0.11	0.52		0.06	0.46		0.14	0.18	0.25	0.07	0.12	0.24
v/c Ratio	0.79	0.49		0.59	0.92		0.47	0.91	0.61	0.60	0.70	0.79
Control Delay	93.8	29.9		95.1	52.5		75.8	92.2	47.5	91.5	85.4	57.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.8	29.9		95.1	52.5		75.8	92.2	47.5	91.5	85.4	57.2
LOS	F	C		F	D		E	F	D	F	F	E
Approach Delay		41.7			54.6			78.4			75.7	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	166	337		65	837		112	337	191	80	162	198
Queue Length 95th (ft)	214	434		100	#1105		166	#418	241	115	197	238
Internal Link Dist (ft)		599			541			426			571	
Turn Bay Length (ft)	340			70			175		245	170		210
Base Capacity (vph)	441	2466		450	2246		472	646	503	445	616	361
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	0.63	0.49		0.24	0.92		0.43	0.86	0.46	0.30	0.43	0.70

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92

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

FB B weekday AM peak hour - Alternative

05/23/2024

Intersection Signal Delay: 58.0

Intersection LOS: E

Intersection Capacity Utilization 86.7%

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: 46: Newbridge Rd & Hemstead Tpke



Lanes, Volumes, Timings
47: Merrick Ave & Bellmore Ave







FB B weekday AM peak hour - Alternative

05/23/2024

	↑	↗	↘	↓	↖	↙	Ø3
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	
Lane Configurations	↑↑		↗↘	↑↑		↗↘	
Traffic Volume (vph)	841	18	334	371	0	810	
Future Volume (vph)	841	18	334	371	0	810	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	10	10	11	12	
Lane Util. Factor	0.95	0.95	0.97	0.95	1.00	0.88	
Ped Bike Factor							
Frt	0.997					0.850	
Flt Protected			0.950				
Satd. Flow (prot)	3313	0	2971	3008	0	2733	
Flt Permitted			0.950				
Satd. Flow (perm)	3313	0	2971	3008	0	2733	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)						3	
Link Speed (mph)	40			40	40		
Link Distance (ft)	755			650	555		
Travel Time (s)	12.9			11.1	9.5		
Confl. Peds. (#/hr)					1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	5%	6%	10%	12%	0%	4%	
Adj. Flow (vph)	876	19	348	386	0	844	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	895	0	348	386	0	844	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	20			20	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.09	1.09	1.04	1.00	
Turning Speed (mph)		9	40		15	40	
Number of Detectors	0		1	0		1	
Detector Template							
Leading Detector (ft)	0		65	0		65	
Trailing Detector (ft)	0		59	0		59	
Detector 1 Position(ft)	0		59	0		59	
Detector 1 Size(ft)	0		6	0		6	
Detector 1 Type			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	
Turn Type	NA		Prot	NA		pt+ov	
Protected Phases	1		2 3			2 3	3
Permitted Phases				2			
Detector Phase	1		2 3	2		2 3	
Switch Phase							
Minimum Initial (s)	20.0			12.0			20.0
Minimum Split (s)	26.0			18.0			26.0

Lanes, Volumes, Timings
47: Merrick Ave & Bellmore Ave

FB B weekday AM peak hour - Alternative
05/23/2024

Lane Group							Ø3
	NBT	NBR	SBL	SBT	NWL	NWR	
Total Split (s)	26.0			41.0			36.0
Total Split (%)	25.2%			39.8%			35%
Maximum Green (s)	20.0			35.0			30.0
Yellow Time (s)	4.0			4.0			4.0
All-Red Time (s)	2.0			2.0			2.0
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	6.0			6.0			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?	Yes			Yes			
Vehicle Extension (s)	0.2			3.0			0.2
Recall Mode	Min			Min			None
Walk Time (s)	8.0						12.0
Flash Dont Walk (s)	12.0						17.0
Pedestrian Calls (#/hr)	0						0
Act Effct Green (s)	20.1		48.1	21.9		48.1	
Actuated g/C Ratio	0.25		0.60	0.27		0.60	
v/c Ratio	1.08		0.20	0.47		0.52	
Control Delay	86.3		7.4	25.8		10.4	
Queue Delay	0.0		0.0	0.0		0.0	
Total Delay	86.3		7.4	25.8		10.4	
LOS	F		A	C		B	
Approach Delay	86.3			17.1	10.4		
Approach LOS	F			B	B		
Queue Length 50th (ft)	~265		36	84		125	
Queue Length 95th (ft)	#442		54	123		169	
Internal Link Dist (ft)	675			570	475		
Turn Bay Length (ft)							
Base Capacity (vph)	830		2140	1318		1969	
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	1.08		0.16	0.29		0.43	

Intersection Summary

Area Type: Other
 Cycle Length: 103
 Actuated Cycle Length: 80.2
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 39.9
 Intersection Capacity Utilization 62.2%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service B





















~ 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: 47: Merrick Ave & Bellmore Ave



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













FB B weekday AM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	261	30	224	290	40	27	780	211	32	408	109
Future Volume (vph)	135	261	30	224	290	40	27	780	211	32	408	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	10	11	11	11	12	12	11	11	12
Storage Length (ft)	65		0	40		0	50		0	95		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			55			55			95		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00				1.00			0.98			0.99	
Frt		0.984			0.982			0.968			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	3195	0	1604	3250	0	1745	3233	0	1586	3076	0
Flt Permitted	0.549			0.570			0.407			0.138		
Satd. Flow (perm)	920	3195	0	963	3250	0	748	3233	0	230	3076	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			27			50			49	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		274			484			540			323	
Travel Time (s)		4.7			8.3			12.3			5.5	
Confl. Peds. (#/hr)	1					1	1		3	3		1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	8%	3%	5%	6%	0%	0%	6%	7%	10%	9%	9%
Adj. Flow (vph)	138	266	31	229	296	41	28	796	215	33	416	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	138	297	0	229	337	0	28	1011	0	33	527	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)		10			12			13			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.09	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		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)	20	6		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												

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

FB B weekday AM peak hour - Alternative

05/23/2024

Lane Group												
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	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		3		2	2 3			1				1
Permitted Phases	3			2 3			1			1		
Detector Phase	3	3		2	2 3		1	1		1		1
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0			20.0	20.0		20.0	20.0	
Minimum Split (s)	16.0	16.0		7.0			26.0	26.0		26.0	26.0	
Total Split (s)	29.0	29.0		14.0			36.0	36.0		36.0	36.0	
Total Split (%)	36.7%	36.7%		17.7%			45.6%	45.6%		45.6%	45.6%	
Maximum Green (s)	23.0	23.0		10.0			30.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0		3.0			4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		1.0			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		4.0			6.0	6.0		6.0	6.0	
Lead/Lag				Lag			Lead	Lead		Lead	Lead	
Lead-Lag Optimize?				Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		1.0			0.2	0.2		0.2	0.2	
Recall Mode	Max	Max		None			Max	Max		Max	Max	
Walk Time (s)	8.0	8.0					1.0	1.0		1.0	1.0	
Flash Dont Walk (s)	18.0	18.0					0.0	0.0		0.0	0.0	
Pedestrian Calls (#/hr)	1	1					0	0		0	0	
Act Effct Green (s)	26.0	26.0		36.9	40.9		30.0	30.0		30.0	30.0	
Actuated g/C Ratio	0.32	0.32		0.46	0.51		0.37	0.37		0.37	0.37	
v/c Ratio	0.47	0.29		0.45	0.20		0.10	0.82		0.39	0.45	
Control Delay	28.7	20.5		14.9	10.4		18.4	29.0		35.4	19.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.7	20.5		14.9	10.4		18.4	29.0		35.4	19.0	
LOS	C	C		B	B		B	C		D	B	
Approach Delay		23.1			12.2			28.7				19.9
Approach LOS		C			B			C				B
Queue Length 50th (ft)	56	56		63	42		9	233		12	95	
Queue Length 95th (ft)	112	88		108	65		27	#318		#46	140	
Internal Link Dist (ft)		194			404			460			243	
Turn Bay Length (ft)	65			40			50			95		
Base Capacity (vph)	295	1038		531	1636		277	1231		85	1172	
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	0.29		0.43	0.21		0.10	0.82		0.39	0.45	

Intersection Summary

Area Type: Other
 Cycle Length: 79
 Actuated Cycle Length: 80.9
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 22.3

Intersection LOS: C

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

FB B weekday AM peak hour - Alternative

05/23/2024

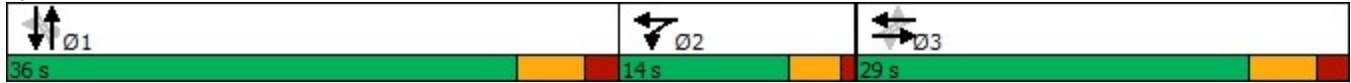
Intersection Capacity Utilization 62.4%

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: 48: Merrick Ave & N Jerusalem Rd



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

FB B weekday AM peak hour - Alternative

05/23/2024

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	9	246	135	8	49	354	428	54	45	296	817	107
Future Volume (vph)	9	246	135	8	49	354	428	54	45	296	817	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	9	9	11	11	10	10	11	11
Storage Length (ft)	50		0			100		0		120		0
Storage Lanes	1		0			1		0		1		0
Taper Length (ft)	200					90				0		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99				1.00	1.00			1.00	1.00	
Frt		0.945					0.983				0.983	
Flt Protected	0.950					0.950				0.950		
Satd. Flow (prot)	1518	3102	0	0	0	1599	3266	0	0	1666	3311	0
Flt Permitted	0.461					0.420				0.265		
Satd. Flow (perm)	736	3102	0	0	0	706	3266	0	0	465	3311	0
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)		35					35				40	
Link Distance (ft)		477					519				194	
Travel Time (s)		9.3					10.1				3.3	
Confl. Peds. (#/hr)	1		1	1	1	1		1		1		1
Confl. Bikes (#/hr)								1				
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 (%)	11%	11%	6%	0%	6%	1%	5%	4%	2%	1%	3%	7%
Adj. Flow (vph)	10	265	145	9	53	381	460	58	48	318	878	115
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	419	0	0	0	434	518	0	0	366	993	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Left	Left	Right	Left	Left	Left	Right
Median Width(ft)		14					10				10	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.14	1.14	1.04	1.04	1.09	1.09	1.04	1.04
Turning Speed (mph)	15		9	9	15	15		9	15	15		9
Number of Detectors	1	1			1	1	1		1	1	0	
Detector Template					Left				Left			
Leading Detector (ft)	46	46			20	25	46		20	25	0	
Trailing Detector (ft)	40	40			0	0	40		0	0	0	
Detector 1 Position(ft)	40	40			0	0	40		0	0	0	
Detector 1 Size(ft)	6	6			20	25	6		20	25	0	
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	
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	
Turn Type	Perm	NA			pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			3	3	3 4		1	1	1 2	
Permitted Phases	4				3 4	3 4			1 2	1 2		

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

FB B weekday AM peak hour - Alternative













05/23/2024

	↘	↓	↙	↘
Lane Group	SBL	SBT	SBR	SBR2
Lane Configurations	↘	↑↘		
Traffic Volume (vph)	30	326	209	2
Future Volume (vph)	30	326	209	2
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11
Storage Length (ft)	65		0	
Storage Lanes	1		0	
Taper Length (ft)	110			
Lane Util. Factor	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.99		
Frt		0.941		
Flt Protected	0.950			
Satd. Flow (prot)	1574	3104	0	0
Flt Permitted	0.289			
Satd. Flow (perm)	479	3104	0	0
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)		40		
Link Distance (ft)		455		
Travel Time (s)		7.8		
Confl. Peds. (#/hr)	1		1	1
Confl. Bikes (#/hr)				
Peak Hour Factor	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	8%	1%	0%
Adj. Flow (vph)	32	351	225	2
Shared Lane Traffic (%)				
Lane Group Flow (vph)	32	578	0	0
Enter Blocked Intersection	No	No	No	No
Lane Alignment	Left	Left	Right	Right
Median Width(ft)		10		
Link Offset(ft)		0		
Crosswalk Width(ft)		16		
Two way Left Turn Lane				
Headway Factor	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	9
Number of Detectors	1	0		
Detector Template				
Leading Detector (ft)	25	0		
Trailing Detector (ft)	0	0		
Detector 1 Position(ft)	0	0		
Detector 1 Size(ft)	25	0		
Detector 1 Type	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		
Turn Type	Perm	NA		
Protected Phases		2		
Permitted Phases	2			

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

FB B weekday AM peak hour - Alternative

05/23/2024

												
Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Detector Phase	4	4			3	3	3 4		1	1	1 2	
Switch Phase												
Minimum Initial (s)	10.0	10.0			5.0	5.0			5.0	5.0		
Minimum Split (s)	17.0	17.0			10.0	10.0			10.0	10.0		
Total Split (s)	37.0	37.0			25.0	25.0			18.0	18.0		
Total Split (%)	36.3%	36.3%			24.5%	24.5%			17.6%	17.6%		
Maximum Green (s)	30.0	30.0			20.0	20.0			13.0	13.0		
Yellow Time (s)	4.0	4.0			3.0	3.0			3.0	3.0		
All-Red Time (s)	3.0	3.0			2.0	2.0			2.0	2.0		
Lost Time Adjust (s)	0.0	0.0				0.0				0.0		
Total Lost Time (s)	7.0	7.0				5.0				5.0		
Lead/Lag	Lag	Lag			Lead	Lead			Lead	Lead		
Lead-Lag Optimize?	Yes	Yes			Yes	Yes			Yes	Yes		
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0		
Recall Mode	Min	Min			None	None			None	None		
Walk Time (s)	10.0	10.0										
Flash Dont Walk (s)	20.0	20.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)	17.1	17.1				38.2	43.2			30.1	35.2	
Actuated g/C Ratio	0.19	0.19				0.43	0.49			0.34	0.40	
v/c Ratio	0.07	0.70				0.88	0.32			1.09	0.75	
Control Delay	29.8	39.8				36.8	14.1			101.7	28.4	
Queue Delay	0.0	0.0				0.0	0.0			0.0	0.0	
Total Delay	29.8	39.8				36.8	14.1			101.7	28.4	
LOS	C	D				D	B			F	C	
Approach Delay		39.6					24.4				48.1	
Approach LOS		D					C				D	
Queue Length 50th (ft)	5	116				161	87			~182	250	
Queue Length 95th (ft)	18	165				#279	121			#394	365	
Internal Link Dist (ft)		397					439				114	
Turn Bay Length (ft)	50					100				120		
Base Capacity (vph)	250	1057				516	2073			336	1317	
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	0.04	0.40				0.84	0.25			1.09	0.75	

Intersection Summary

Area Type: Other
 Cycle Length: 102
 Actuated Cycle Length: 88.4
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 49.9
 Intersection Capacity Utilization 113.5%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

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

FB B weekday AM peak hour - Alternative

05/23/2024



Lane Group	SBL	SBT	SBR	SBR2
Detector Phase	2	2		
Switch Phase				
Minimum Initial (s)	40.0	40.0		
Minimum Split (s)	47.0	47.0		
Total Split (s)	22.0	22.0		
Total Split (%)	21.6%	21.6%		
Maximum Green (s)	15.0	15.0		
Yellow Time (s)	4.0	4.0		
All-Red Time (s)	3.0	3.0		
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	7.0	7.0		
Lead/Lag	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes		
Vehicle Extension (s)	0.2	0.2		
Recall Mode	Min	Min		
Walk Time (s)	15.0	15.0		
Flash Dont Walk (s)	25.0	25.0		
Pedestrian Calls (#/hr)	0	0		
Act Effct Green (s)	15.1	15.1		
Actuated g/C Ratio	0.17	0.17		
v/c Ratio	0.40	1.09		
Control Delay	50.8	103.9		
Queue Delay	0.0	0.0		
Total Delay	50.8	103.9		
LOS	D	F		
Approach Delay		101.1		
Approach LOS		F		
Queue Length 50th (ft)	16	~197		
Queue Length 95th (ft)	#54	#332		
Internal Link Dist (ft)		375		
Turn Bay Length (ft)	65			
Base Capacity (vph)	81	529		
Starvation Cap Reductn	0	0		
Spillback Cap Reductn	0	0		
Storage Cap Reductn	0	0		
Reduced v/c Ratio	0.40	1.09		
Intersection Summary				

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

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



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













FB B weekday AM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	547	60	80	715	116	115	423	40	132	319	58
Future Volume (vph)	122	547	60	80	715	116	115	423	40	132	319	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	10	11	11	10	12	12	10	12	12
Storage Length (ft)	40		0	75		0	135		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			60			40			35		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.985			0.979			0.987			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1560	3214	0	1604	3207	0	1620	1767	0	1546	1707	0
Flt Permitted	0.143			0.331			0.360			0.174		
Satd. Flow (perm)	234	3214	0	557	3207	0	612	1767	0	282	1707	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			19			5			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		335			336			323			343	
Travel Time (s)		7.6			7.6			7.3			7.8	
Confl. Peds. (#/hr)	5		6	6		5	7		11	11		7
Confl. Bikes (#/hr)			1			2			3			4
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	8%	6%	12%	5%	7%	0%	4%	6%	5%	9%	9%	5%
Adj. Flow (vph)	124	558	61	82	730	118	117	432	41	135	326	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	124	619	0	82	848	0	117	473	0	135	385	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			16			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.09	1.04	1.04	1.09	1.00	1.00	1.09	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	0		30	0		30	30		30	30	
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)	30	0		30	0		30	30		30	30	
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		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	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		

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

FB B weekday AM peak hour - Alternative

05/23/2024

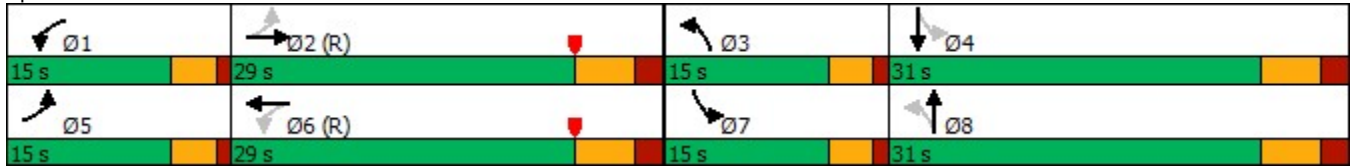
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	7.0	26.0		7.0	26.0		7.0	14.0		7.0	14.0	
Total Split (s)	15.0	29.0		15.0	29.0		15.0	31.0		15.0	31.0	
Total Split (%)	16.7%	32.2%		16.7%	32.2%		16.7%	34.4%		16.7%	34.4%	
Maximum Green (s)	11.0	23.0		11.0	23.0		11.0	25.0		11.0	25.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	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		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		6.0			6.0			6.0			6.0	
Flash Dont Walk (s)		14.0			14.0			18.0			18.0	
Pedestrian Calls (#/hr)		2			4			2			2	
Act Effct Green (s)	39.0	29.6		35.6	26.4		36.1	25.9		38.5	28.7	
Actuated g/C Ratio	0.43	0.33		0.40	0.29		0.40	0.29		0.43	0.32	
v/c Ratio	0.54	0.58		0.27	0.89		0.35	0.92		0.55	0.70	
Control Delay	24.6	28.8		17.3	44.0		17.2	57.4		23.1	35.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.6	28.8		17.3	44.0		17.2	57.4		23.1	35.7	
LOS	C	C		B	D		B	E		C	D	
Approach Delay		28.1			41.7			49.4			32.4	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	41	156		26	241		37	254		43	189	
Queue Length 95th (ft)	78	225		54	#387		69	#458		79	#343	
Internal Link Dist (ft)		255			256			243			263	
Turn Bay Length (ft)	40			75			135			120		
Base Capacity (vph)	266	1063		370	954		387	514		278	550	
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	0.58		0.22	0.89		0.30	0.92		0.49	0.70	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 56 (62%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 38.0
 Intersection Capacity Utilization 79.1%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 50: Uniondale Ave & Jerusalem Ave



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

FB B weekday AM peak hour - Alternative












05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	611	67	18	648	179	150	323	15	259	238	17
Future Volume (vph)	20	611	67	18	648	179	150	323	15	259	238	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	10	10	11	11	10	11	11
Storage Length (ft)	0		0	45		0	85		0	100		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	0			25			60			70		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.97	1.00				1.00	
Frt		0.986				0.850		0.993			0.990	
Flt Protected		0.999		0.950			0.950			0.950		
Satd. Flow (prot)	0	3173	0	1745	3261	1422	1604	1757	0	1589	1715	0
Flt Permitted		0.921		0.229			0.595			0.253		
Satd. Flow (perm)	0	2925	0	421	3261	1382	1003	1757	0	423	1715	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		12						2			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			325			311			536	
Travel Time (s)		8.3			7.4			7.1			12.2	
Confl. Peds. (#/hr)	4					4	2					2
Confl. Bikes (#/hr)						3						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 (%)	26%	8%	6%	0%	7%	6%	5%	4%	0%	6%	5%	19%
Adj. Flow (vph)	21	636	70	19	675	186	156	336	16	270	248	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	727	0	19	675	186	156	352	0	270	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)		11			11			10			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		0	0	0	1	1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	0		0	0	0	30	30		30	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)	20	0		0	0	0	30	30		30	30	
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	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	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		6		5	2			4		3	8	
Permitted Phases	6			2		2	4			8		

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

FB B weekday AM peak hour - Alternative

05/23/2024

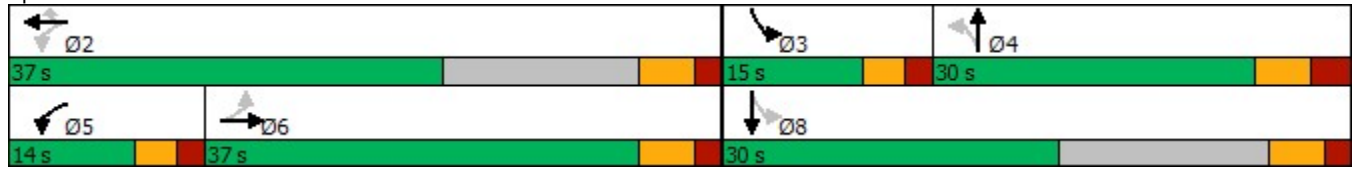
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		5	2	2	4	4		3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		5.0	20.0	20.0	8.0	8.0		5.0	5.0	
Minimum Split (s)	26.0	26.0		10.0	26.0	26.0	15.0	15.0		10.0	11.0	
Total Split (s)	37.0	37.0		14.0	37.0	37.0	30.0	30.0		15.0	30.0	
Total Split (%)	38.5%	38.5%		14.6%	38.5%	38.5%	31.3%	31.3%		15.6%	31.3%	
Maximum Green (s)	31.0	31.0		9.0	31.0	31.0	23.0	23.0		10.0	24.0	
Yellow Time (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0		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		5.0	6.0	6.0	7.0	7.0		5.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	0.2	0.2		3.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max	Max	None	None		None	None	
Walk Time (s)	6.0	6.0			6.0	6.0						
Flash Dont Walk (s)	25.0	25.0			25.0	25.0						
Pedestrian Calls (#/hr)	1	1			0	0						
Act Effct Green (s)		31.3		36.6	35.6	35.6	20.4	20.4		37.6	36.6	
Actuated g/C Ratio		0.37		0.43	0.42	0.42	0.24	0.24		0.45	0.43	
v/c Ratio		0.67		0.07	0.49	0.32	0.64	0.83		0.82	0.36	
Control Delay		26.8		14.3	19.2	18.2	43.5	48.5		41.2	18.2	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		26.8		14.3	19.2	18.2	43.5	48.5		41.2	18.2	
LOS		C		B	B	B	D	D		D	B	
Approach Delay		26.8			18.9			47.0			29.8	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)		153		6	137	66	68	161		81	79	
Queue Length 95th (ft)		269		18	187	116	#167	#345		#246	170	
Internal Link Dist (ft)		285			245			231			456	
Turn Bay Length (ft)				45			85			100		
Base Capacity (vph)		1093		325	1758	745	276	485		328	804	
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		0.67		0.06	0.38	0.25	0.57	0.73		0.82	0.33	

Intersection Summary

Area Type: Other
 Cycle Length: 96
 Actuated Cycle Length: 84.3
 Natural Cycle: 75
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 28.7
 Intersection Capacity Utilization 80.9%
 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: 51: Brookside Ave/Uniondale Ave & Nassau Rd



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

FB B weekday AM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	380	1037	1198	57	7	28	291
Future Volume (vph)	380	1037	1198	57	7	28	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	12	11	11
Lane Util. Factor	1.00	0.91	0.91	0.91	0.95	0.97	0.91
Frt			0.993			0.879	0.850
Flt Protected	0.950					0.991	
Satd. Flow (prot)	1636	4746	4858	0	0	2901	1353
Flt Permitted	0.146					0.991	
Satd. Flow (perm)	251	4746	4858	0	0	2901	1353
Right Turn on Red				Yes			Yes
Satd. Flow (RTOR)			7			152	2
Link Speed (mph)		40	40			25	
Link Distance (ft)		324	370			322	
Travel Time (s)		5.5	6.3			8.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	2%	2%	13%	0%	19%	5%
Adj. Flow (vph)	396	1080	1248	59	7	29	303
Shared Lane Traffic (%)							50%
Lane Group Flow (vph)	396	1080	1307	0	0	188	151
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	R NA	Left	Right
Median Width(ft)		12	10			32	
Link Offset(ft)		0	0			0	
Crosswalk Width(ft)		42	16			16	
Two way Left Turn Lane			Yes				
Headway Factor	1.09	1.09	1.04	1.04	1.00	1.04	1.04
Turning Speed (mph)	15			9	9	15	9
Number of Detectors	2	0	0		1	1	1
Detector Template					Left		
Leading Detector (ft)	46	0	0		20	30	30
Trailing Detector (ft)	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0
Detector 1 Size(ft)	20	0	0		20	30	30
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	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)	26						
Detector 2 Size(ft)	20						
Detector 2 Type	Cl+Ex						
Detector 2 Channel							
Detector 2 Extend (s)	0.0						
Turn Type	pm+pt	NA	NA		Perm	Prot	pm+ov
Protected Phases	2	12	1			3	2
Permitted Phases	12				3		3
Detector Phase	2	12	1		3	3	2

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

FB B weekday AM peak hour - Alternative

05/23/2024

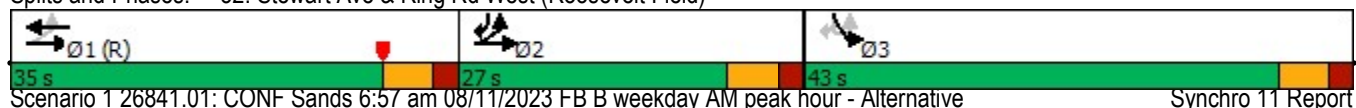


Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Switch Phase							
Minimum Initial (s)	3.0		10.0		10.0	10.0	3.0
Minimum Split (s)	9.0		16.0		16.0	16.0	9.0
Total Split (s)	27.0		35.0		43.0	43.0	27.0
Total Split (%)	25.7%		33.3%		41.0%	41.0%	25.7%
Maximum Green (s)	21.0		29.0		37.0	37.0	21.0
Yellow Time (s)	4.0		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
Total Lost Time (s)	6.0		6.0			6.0	6.0
Lead/Lag	Lag		Lead				Lag
Lead-Lag Optimize?	Yes		Yes				Yes
Vehicle Extension (s)	2.0		0.2		3.0	3.0	2.0
Recall Mode	None		C-Min		None	None	None
Act Effct Green (s)	76.9	82.9	51.1			10.1	41.9
Actuated g/C Ratio	0.73	0.79	0.49			0.10	0.40
v/c Ratio	0.76	0.29	0.55			0.45	0.28
Control Delay	34.9	3.2	19.7			15.5	23.5
Queue Delay	0.0	0.0	0.0			0.0	0.0
Total Delay	34.9	3.2	19.7			15.5	23.5
LOS	C	A	B			B	C
Approach Delay		11.7	19.7			19.0	
Approach LOS		B	B			B	
Queue Length 50th (ft)	148	57	214			11	73
Queue Length 95th (ft)	#312	72	246			45	132
Internal Link Dist (ft)		244	290			242	
Turn Bay Length (ft)							
Base Capacity (vph)	523	3746	2367			1120	541
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	0.76	0.29	0.55			0.17	0.28

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 102 (97%), Referenced to phase 1:EBWB, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 15.8
 Intersection Capacity Utilization 68.8%
 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: 52: Stewart Ave & Ring Rd West (Roosevelt Field)



Scenario 1 26841.01: CONF Sands 6:57 am 08/11/2023 FB B weekday AM peak hour - Alternative

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

FB B weekday AM peak hour - Alternative
05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	11	1577	356	7	173	2294	64	136	9	58	41
Future Volume (vph)	1	11	1577	356	7	173	2294	64	136	9	58	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	13	12	11	11	11	11	12	12	13
Storage Length (ft)		200		0		155		0	0		0	70
Storage Lanes		1		1		2		0	2		1	1
Taper Length (ft)		60				110			0			75
Lane Util. Factor	0.91	1.00	0.91	1.00	0.86	0.97	0.86	0.86	0.91	0.86	0.95	0.95
Ped Bike Factor				0.98		1.00				1.00	0.99	
Frt				0.850			0.996			0.967	0.850	
Flt Protected		0.950				0.950			0.950	0.970		0.950
Satd. Flow (prot)	0	1542	4821	1545	0	3353	6114	0	2582	1338	1534	1720
Flt Permitted		0.950				0.950			0.950	0.970		0.950
Satd. Flow (perm)	0	1542	4821	1519	0	3351	6114	0	2582	1338	1514	1720
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				375			3			9	61	
Link Speed (mph)			40				40			25		
Link Distance (ft)			700				492			452		
Travel Time (s)			11.9				8.4			12.3		
Confl. Peds. (#/hr)				4		4						
Confl. Bikes (#/hr)				1							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%	10%	4%	8%	0%	1%	3%	0%	23%	0%	0%	3%
Adj. Flow (vph)	1	12	1660	375	7	182	2415	67	143	9	61	43
Shared Lane Traffic (%)									24%		19%	25%
Lane Group Flow (vph)	0	13	1660	375	0	189	2482	0	109	55	49	32
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				32			36		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.04	0.96	1.00	1.04	1.04	1.04	1.04	1.00	1.00	0.96
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2	1	1	1	2		1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100		20	100	20	20
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	20	20	20	6		20	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			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		

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

FB B weekday AM peak hour - Alternative

05/23/2024

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↙	↙
Traffic Volume (vph)	22	42
Future Volume (vph)	22	42
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	12
Storage Length (ft)		70
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected	0.984	
Satd. Flow (prot)	1594	1615
Flt Permitted	0.984	
Satd. Flow (perm)	1594	1615
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	251	
Travel Time (s)	6.8	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	10%	0%
Adj. Flow (vph)	23	44
Shared Lane Traffic (%)		
Lane Group Flow (vph)	34	44
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	-20	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	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)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

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

FB B weekday AM peak hour - Alternative
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		
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA		Split	NA	custom	Split
Protected Phases	5	5	2	8	1	1	6		8	8		4
Permitted Phases				2							1 8	
Detector Phase	5	5	2	8	1	1	6		8	8	1 8	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	25.0	10.0	3.0	3.0	25.0		10.0	10.0		10.0
Minimum Split (s)	9.0	9.0	31.0	50.0	9.0	9.0	31.0		50.0	50.0		16.0
Total Split (s)	30.0	30.0	56.0	52.0	30.0	30.0	56.0		52.0	52.0		22.0
Total Split (%)	18.8%	18.8%	35.0%	32.5%	18.8%	18.8%	35.0%		32.5%	32.5%		13.8%
Maximum Green (s)	24.0	24.0	50.0	46.0	24.0	24.0	50.0		46.0	46.0		16.0
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	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Vehicle Extension (s)	3.0	3.0	0.2	4.0	3.0	3.0	0.2		4.0	4.0		4.0
Recall Mode	None	None	C-Min	None	None	None	C-Min		None	None		None
Walk Time (s)			7.0	7.0			7.0		7.0	7.0		
Flash Dont Walk (s)			35.0	37.0			35.0		37.0	37.0		
Pedestrian Calls (#/hr)			0	1			0		1	1		
Act Effct Green (s)		7.0	94.0	114.0		14.3	103.6		20.0	20.0	40.3	10.9
Actuated g/C Ratio		0.04	0.59	0.71		0.09	0.65		0.12	0.12	0.25	0.07
v/c Ratio		0.19	0.59	0.31		0.63	0.63		0.34	0.31	0.11	0.27
Control Delay		97.8	19.8	1.3		79.6	21.6		63.8	53.6	4.9	76.4
Queue Delay		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		97.8	19.8	1.3		79.6	21.6		63.8	53.6	4.9	76.4
LOS		F	B	A		E	C		E	D	A	E
Approach Delay			16.9				25.7			47.6		
Approach LOS			B				C			D		
Queue Length 50th (ft)		14	194	12		100	419		60	53	0	34
Queue Length 95th (ft)		m25	716	m24		140	760		76	89	21	72
Internal Link Dist (ft)			620				412			372		
Turn Bay Length (ft)		200				155						70
Base Capacity (vph)		231	2831	1344		502	3960		742	391	526	172
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		0.06	0.59	0.28		0.38	0.63		0.15	0.14	0.09	0.19

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 118 (74%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated

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

FB B weekday AM peak hour - Alternative
05/23/2024

Lane Group	↓ SBT	↙ SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Detector Phase	4	4 5
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	16.0	
Total Split (s)	22.0	
Total Split (%)	13.8%	
Maximum Green (s)	16.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	10.9	19.1
Actuated g/C Ratio	0.07	0.12
v/c Ratio	0.31	0.23
Control Delay	78.5	43.0
Queue Delay	0.0	0.0
Total Delay	78.5	43.0
LOS	E	D
Approach Delay	63.7	
Approach LOS	E	
Queue Length 50th (ft)	36	35
Queue Length 95th (ft)	76	48
Internal Link Dist (ft)	171	
Turn Bay Length (ft)		70
Base Capacity (vph)	159	403
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.21	0.11
Intersection Summary		

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

FB B weekday AM peak hour - Alternative

05/23/2024

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 23.9

Intersection LOS: C

Intersection Capacity Utilization 74.3%

ICU Level of Service D

Analysis Period (min) 15

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

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

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













Lanes, Volumes, Timings
54: Salisbury Park Dr/School St & Old Country Rd

FB B weekday AM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	909	211	17	1139	51	490	132	5	33	51	67
Future Volume (vph)	86	909	211	17	1139	51	490	132	5	33	51	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	10	12	12	10	10	10	12	11	11
Storage Length (ft)	235		0	95		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	80			25			0			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98					1.00		1.00		
Frt			0.850		0.994			0.995				0.915
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1662	3422	1538	1416	3291	0	3204	1671	0	1597	1520	0
Flt Permitted	0.100			0.241			0.950			0.950		
Satd. Flow (perm)	175	3422	1508	359	3291	0	3204	1671	0	1590	1520	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			178		3			1				
Link Speed (mph)		40			40			30				20
Link Distance (ft)		605			448			513				508
Travel Time (s)		10.3			7.6			11.7				17.3
Confl. Peds. (#/hr)			2	2					3	3		
Confl. Bikes (#/hr)			5						2			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	9%	5%	19%	9%	10%	2%	5%	20%	13%	10%	11%
Adj. Flow (vph)	88	928	215	17	1162	52	500	135	5	34	52	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	928	215	17	1214	0	500	140	0	34	120	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)		11			11			20				20
Link Offset(ft)		0			0			0				-12
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.04	0.96	1.00	1.09	1.00	1.00	1.09	1.09	1.09	1.00	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	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

Lanes, Volumes, Timings
54: Salisbury Park Dr/School St & Old Country Rd

FB B weekday AM peak hour - Alternative
05/23/2024

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	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2		2	6								
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		8.0	8.0		6.0	6.0	
Minimum Split (s)	7.0	26.0	26.0	7.0	26.0		14.0	14.0		12.0	12.0	
Total Split (s)	17.0	48.0	48.0	17.0	48.0		40.0	40.0		35.0	35.0	
Total Split (%)	12.1%	34.3%	34.3%	12.1%	34.3%		28.6%	28.6%		25.0%	25.0%	
Maximum Green (s)	13.0	42.0	42.0	13.0	42.0		34.0	34.0		29.0	29.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		8.0	8.0				6.0	6.0				
Flash Dont Walk (s)		14.0	14.0				17.0	17.0				
Pedestrian Calls (#/hr)		0	0				1	1				
Act Effct Green (s)	79.3	73.2	73.2	72.6	65.2		28.3	28.3		16.4	16.4	
Actuated g/C Ratio	0.57	0.52	0.52	0.52	0.47		0.20	0.20		0.12	0.12	
v/c Ratio	0.48	0.52	0.25	0.07	0.79		0.77	0.41		0.18	0.68	
Control Delay	25.0	25.9	6.5	18.1	37.9		61.0	51.0		55.8	77.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	25.0	25.9	6.5	18.1	37.9		61.0	51.0		55.8	77.2	
LOS	C	C	A	B	D		E	D		E	E	
Approach Delay		22.5			37.7			58.8			72.5	
Approach LOS		C			D			E			E	
Queue Length 50th (ft)	36	265	15	7	483		223	111		28	106	
Queue Length 95th (ft)	77	456	79	22	#785		270	168		61	168	
Internal Link Dist (ft)		525			368			433			428	
Turn Bay Length (ft)	235			95						80		
Base Capacity (vph)	237	1790	873	300	1534		784	409		330	314	
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	0.37	0.52	0.25	0.06	0.79		0.64	0.34		0.10	0.38	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 108 (77%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings
 54: Salisbury Park Dr/School St & Old Country Rd

FB B weekday AM peak hour - Alternative

05/23/2024

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 37.7

Intersection LOS: D







Intersection Capacity Utilization 77.0%

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.

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

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







Lanes, Volumes, Timings
55: Merrick Ave & Corporate Dr

FB B weekday AM peak hour - Alternative
05/23/2024

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	109	84	105	1265	965	133
Future Volume (vph)	109	84	105	1265	965	133
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)	3134	1583	1671	3343	3253	0
Flt Permitted	0.950		0.169			
Satd. Flow (perm)	3134	1583	297	3343	3253	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		5			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)		2	2			5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	2%	8%	8%	9%	7%
Adj. Flow (vph)	114	88	109	1318	1005	139
Shared Lane Traffic (%)						
Lane Group Flow (vph)	114	88	109	1318	1144	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	

Lanes, Volumes, Timings
55: Merrick Ave & Corporate Dr

FB B weekday AM peak hour - Alternative
05/23/2024

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)	2					
Act Effct Green (s)	9.3	24.2	39.1	42.5	23.6	
Actuated g/C Ratio	0.16	0.40	0.65	0.71	0.39	
v/c Ratio	0.24	0.14	0.22	0.56	0.89	
Control Delay	22.9	8.8	5.8	7.8	32.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	22.9	8.8	5.8	7.8	32.0	
LOS	C	A	A	A	C	
Approach Delay	16.8			7.7	32.0	
Approach LOS	B			A	C	
Queue Length 50th (ft)	19	16	9	107	~212	
Queue Length 95th (ft)	37	35	40	281	#454	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1320	751	545	2373	1291	
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	0.12	0.20	0.56	0.89	

Intersection Summary

Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 59.9
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 18.4
 Intersection Capacity Utilization 54.3%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.

Intersection LOS: B
 ICU Level of Service A

Lanes, Volumes, Timings
55: Merrick Ave & Corporate Dr

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



Lanes, Volumes, Timings
56: Merrick Ave & Privado Rd







FB B weekday AM peak hour - Alternative
05/23/2024

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				  	 	
Traffic Volume (vph)	22	25	19	1353	1128	31
Future Volume (vph)	22	25	19	1353	1128	31
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		0.99	1.00		1.00	
Frt		0.850			0.996	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1583	1615	1703	4759	3265	0
Flt Permitted	0.950		0.166			
Satd. Flow (perm)	1583	1595	297	4759	3265	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		27			3	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	309	
Travel Time (s)	7.0			3.6	5.3	
Confl. Peds. (#/hr)			7			7
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	14%	0%	6%	9%	10%	10%
Adj. Flow (vph)	23	27	20	1439	1200	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	27	20	1439	1233	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	

Lanes, Volumes, Timings
56: Merrick Ave & Privado Rd

FB B weekday AM peak hour - Alternative

05/23/2024

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases		3	1 2			
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)	2	2				
Act Effct Green (s)	10.3	10.3	35.4	44.3	24.2	
Actuated g/C Ratio	0.18	0.18	0.61	0.76	0.41	
v/c Ratio	0.08	0.09	0.04	0.40	0.91	
Control Delay	19.3	8.2	8.8	6.5	35.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	19.3	8.2	8.8	6.5	35.7	
LOS	B	A	A	A	D	
Approach Delay	13.3			6.5	35.7	
Approach LOS	B			A	D	
Queue Length 50th (ft)	8	0	2	69	220	
Queue Length 95th (ft)	21	15	15	219	#604	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	748	768	569	3705	1351	
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	0.04	0.04	0.39	0.91	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 58.4
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 19.8
 Intersection Capacity Utilization 47.2%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Intersection LOS: B
 ICU Level of Service A




























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













FB B weekday AM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	105	724	151	363	1474	251	243	323	87	68	224	38
Future Volume (vph)	105	724	151	363	1474	251	243	323	87	68	224	38
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	1.00		0.98	1.00		0.98		0.99			1.00	
Frt			0.850			0.850		0.968			0.984	
Flt Protected	0.950			0.950			0.950				0.990	
Satd. Flow (prot)	1547	4803	1311	1620	4893	1334	1477	1549	0	0	1629	0
Flt Permitted	0.950			0.950			0.451				0.471	
Satd. Flow (perm)	1546	4803	1280	1619	4893	1306	701	1549	0	0	774	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						198		16			8	
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)	1		1	1		1			21	21		
Confl. Bikes (#/hr)			1						1			
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 (%)	5%	8%	15%	4%	6%	13%	10%	5%	11%	38%	8%	3%
Adj. Flow (vph)	113	778	162	390	1585	270	261	347	94	73	241	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	778	162	390	1585	270	261	441	0	0	355	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	

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

FB B weekday AM peak hour - Alternative

05/23/2024

												
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		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	31.0	31.0	24.0	44.0	44.0	35.0	35.0		35.0	35.0	
Total Split (%)	12.2%	34.4%	34.4%	26.7%	48.9%	48.9%	38.9%	38.9%		38.9%	38.9%	
Maximum Green (s)	6.0	23.6	23.6	19.0	36.6	36.6	28.2	28.2		28.2	28.2	
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)	6.0	23.6	23.6	19.0	36.6	36.6	28.2	28.2				28.2
Actuated g/C Ratio	0.07	0.26	0.26	0.21	0.41	0.41	0.31	0.31				0.31
v/c Ratio	1.10	0.62	0.48	1.14	0.80	0.42	1.19	0.89				1.43
Control Delay	159.7	31.8	33.8	127.2	27.2	7.7	153.5	50.6				243.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	159.7	31.8	33.8	127.2	27.2	7.7	153.5	50.6				243.4
LOS	F	C	C	F	C	A	F	D				F
Approach Delay		45.8			42.2			88.9				243.4
Approach LOS		D			D			F				F
Queue Length 50th (ft)	~73	142	78	~262	282	25	~181	229				~276
Queue Length 95th (ft)	#180	184	140	#436	342	82	#330	#408				#448
Internal Link Dist (ft)		405			641			233				194
Turn Bay Length (ft)	75		150	395		150	215					
Base Capacity (vph)	103	1259	335	342	1989	648	219	496				248
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	1.10	0.62	0.48	1.14	0.80	0.42	1.19	0.89				1.43

Intersection Summary

Area Type: Other

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

FB B weekday AM peak hour - Alternative

05/23/2024

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.43

Intersection Signal Delay: 67.0

Intersection LOS: E

Intersection Capacity Utilization 103.6%

ICU Level of Service G

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: 57: Post Ave/Post Rd & Jericho Tpke















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

FB B weekday AM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	141	20	44	68	321	11	900	55	139	415	20
Future Volume (vph)	86	141	20	44	68	321	11	900	55	139	415	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	9	11	11	9	10	10
Storage Length (ft)	0		0	0		0	90		0	335		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	0			0			75			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00	0.99					1.00	
Frt		0.989				0.850		0.991			0.993	
Flt Protected		0.983			0.981		0.950			0.950		
Satd. Flow (prot)	0	1750	0	0	1680	1553	1624	3295	0	1518	3019	0
Flt Permitted		0.837			0.811		0.486			0.193		
Satd. Flow (perm)	0	1490	0	0	1388	1533	831	3295	0	308	3019	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				341		9			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			214			380			527	
Travel Time (s)		8.2			4.9			8.6			12.0	
Confl. Peds. (#/hr)	1		1	1		1						
Confl. Bikes (#/hr)			3									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 (%)	9%	4%	0%	0%	12%	4%	0%	5%	4%	7%	11%	5%
Adj. Flow (vph)	91	150	21	47	72	341	12	957	59	148	441	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	262	0	0	119	341	12	1016	0	148	462	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			9			9	
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	1.04	1.04	1.00	1.14	1.04	1.04	1.14	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	2	0	0		2	0	
Detector Template	Left			Left								
Leading Detector (ft)	20	80		20	80	56	0	0		46	0	
Trailing Detector (ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Position(ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	0	0		20	0	
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	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)						26				26		
Detector 2 Size(ft)						30				20		
Detector 2 Type						Cl+Ex				Cl+Ex		

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

FB B weekday AM peak hour - Alternative
05/23/2024

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		
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			2			1		3	1	
Permitted Phases	2			2		2	1			1	3	
Detector Phase	2	2		2	2	2	1	1		3	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	20.0	20.0		3.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5	13.5	25.5	25.5		7.0	25.5	
Total Split (s)	28.5	28.5		28.5	28.5	28.5	25.5	25.5		14.0	25.5	
Total Split (%)	41.9%	41.9%		41.9%	41.9%	41.9%	37.5%	37.5%		20.6%	37.5%	
Maximum Green (s)	23.0	23.0		23.0	23.0	23.0	20.0	20.0		10.0	20.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.0	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	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		4.0	5.5	
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lead	Lead				Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes				Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	0.2	0.2		1.0	0.2	
Recall Mode	None	None		None	None	None	Min	Min		None	Min	
Walk Time (s)	6.0	6.0		6.0	6.0	6.0						
Flash Dont Walk (s)	16.0	16.0		16.0	16.0	16.0						
Pedestrian Calls (#/hr)	0	0		0	0	0						
Act Effct Green (s)		14.8			14.8	14.8	20.8	20.8		27.6	29.0	
Actuated g/C Ratio		0.27			0.27	0.27	0.38	0.38		0.50	0.53	
v/c Ratio		0.65			0.32	0.52	0.04	0.82		0.51	0.29	
Control Delay		26.1			19.3	5.4	16.2	26.4		14.1	8.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		26.1			19.3	5.4	16.2	26.4		14.1	8.5	
LOS		C			B	A	B	C		B	A	
Approach Delay		26.1			9.0			26.2			9.8	
Approach LOS		C			A			C			A	
Queue Length 50th (ft)		75			32	0	3	160		21	38	
Queue Length 95th (ft)		150			73	50	15	#363		60	82	
Internal Link Dist (ft)		281			134			300			447	
Turn Bay Length (ft)							90			335		
Base Capacity (vph)		648			600	856	312	1244		392	1591	
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		0.40			0.20	0.40	0.04	0.82		0.38	0.29	

Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 55.2
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.82

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

FB B weekday AM peak hour - Alternative

05/23/2024

Intersection Signal Delay: 18.6

Intersection LOS: B

Intersection Capacity Utilization 73.9%

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.










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



Lanes, Volumes, Timings
59: Main St & Meadow St

FB B weekday AM peak hour - Alternative

05/23/2024










						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	202	234	84	235	101
Future Volume (vph)	9	202	234	84	235	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.871		0.964			
Flt Protected	0.998					0.966
Satd. Flow (prot)	1508	0	1892	0	0	1738
Flt Permitted	0.998					0.966
Satd. Flow (perm)	1508	0	1892	0	0	1738
Link Speed (mph)	30		30			30
Link Distance (ft)	293		344			214
Travel Time (s)	6.7		7.8			4.9
Confl. Peds. (#/hr)	3	1		5	5	
Confl. Bikes (#/hr)				4		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	22%	9%	7%	5%	10%	7%
Adj. Flow (vph)	10	227	263	94	264	113
Shared Lane Traffic (%)						
Lane Group Flow (vph)	237	0	357	0	0	377
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.88	0.88	0.96	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 59.0% ICU Level of Service B
 Analysis Period (min) 15

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

FB B weekday AM peak hour - Alternative
05/23/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	9	202	234	84	235	101
Future Volume (Veh/h)	9	202	234	84	235	101
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	10	227	263	94	264	113
Pedestrians	5		3			1
Lane Width (ft)	12.0		15.0			13.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						214
pX, platoon unblocked	0.96					
vC, conflicting volume	959	316			362	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	935	316			362	
tC, single (s)	6.6	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.7	3.4			2.3	
p0 queue free %	95	68			77	
cM capacity (veh/h)	198	704			1148	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	237	357	377			
Volume Left	10	0	264			
Volume Right	227	94	0			
cSH	636	1700	1148			
Volume to Capacity	0.37	0.21	0.23			
Queue Length 95th (ft)	43	0	22			
Control Delay (s)	14.0	0.0	7.0			
Lane LOS	B		A			
Approach Delay (s)	14.0	0.0	7.0			
Approach LOS	B					
Intersection Summary						
Average Delay			6.1			
Intersection Capacity Utilization			59.0%		ICU Level of Service	B
Analysis Period (min)			15			

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













FB B weekday AM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	158	52	9	123	29	56	514	32	7	165	34
Future Volume (vph)	57	158	52	9	123	29	56	514	32	7	165	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	12	10	10	10
Storage Length (ft)	0		0	0		0	0		60	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
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			1.00			1.00	0.97		1.00	0.98
Frt		0.974			0.975				0.850			0.850
Flt Protected		0.989			0.997			0.995			0.998	
Satd. Flow (prot)	0	1694	0	0	1702	0	0	1700	1429	0	1702	1277
Flt Permitted		0.882			0.972			0.950			0.974	
Satd. Flow (perm)	0	1509	0	0	1659	0	0	1622	1388	0	1661	1246
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		27							53			53
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		276			408			209			203	
Travel Time (s)		6.3			9.3			4.8			4.6	
Confl. Peds. (#/hr)	6		6	6		6	3		3	3		3
Confl. Bikes (#/hr)			1						4			
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 (%)	9%	8%	4%	0%	9%	7%	2%	4%	13%	29%	3%	18%
Adj. Flow (vph)	60	166	55	9	129	31	59	541	34	7	174	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	281	0	0	169	0	0	600	34	0	181	36
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			0			0	
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	1.09	1.09	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0	0	1	0	0
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	90		20	0	0	20	0	0
Trailing Detector (ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Position(ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	0	0	20	0	0
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	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
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1		1	1		1

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

FB B weekday AM peak hour - Alternative

05/23/2024

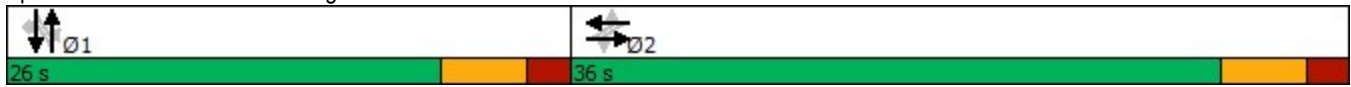
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2		2	2		1	1	1	1	1	1
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	16.0	16.0		16.0	16.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0		36.0	36.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	58.1%	58.1%		58.1%	58.1%		41.9%	41.9%	41.9%	41.9%	41.9%	41.9%
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0	20.0	20.0	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	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
Total Lost Time (s)		6.0			6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0		0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	2	2		2	2							
Act Effct Green (s)		12.9			12.9			20.1	20.1		20.1	20.1
Actuated g/C Ratio		0.29			0.29			0.45	0.45		0.45	0.45
v/c Ratio		0.63			0.36			0.83	0.05		0.24	0.06
Control Delay		19.1			14.7			26.0	2.7		10.0	2.9
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		19.1			14.7			26.0	2.7		10.0	2.9
LOS		B			B			C	A		A	A
Approach Delay		19.1			14.7			24.8			8.8	
Approach LOS		B			B			C			A	
Queue Length 50th (ft)		55			34			116	0		25	0
Queue Length 95th (ft)		111			69			#354	9		74	10
Internal Link Dist (ft)		196			328			129			123	
Turn Bay Length (ft)									60			
Base Capacity (vph)		1020			1111			724	649		741	585
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		0.28			0.15			0.83	0.05		0.24	0.06

Intersection Summary

Area Type: Other
 Cycle Length: 62
 Actuated Cycle Length: 45.1
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 19.6
 Intersection Capacity Utilization 92.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service F

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

Splits and Phases: 60: Washington Ave & Meadow St



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

FB B weekday AM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	65	28	8	67	23	85	947	13	8	394	52
Future Volume (vph)	82	65	28	8	67	23	85	947	13	8	394	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.978			0.969			0.998			0.983	
Flt Protected		0.977			0.996			0.996			0.999	
Satd. Flow (prot)	0	1708	0	0	1737	0	0	3409	0	0	3164	0
Flt Permitted		0.799			0.954			0.864			0.929	
Satd. Flow (perm)	0	1396	0	0	1663	0	0	2957	0	0	2942	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			24			3			28	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			263			256			231	
Travel Time (s)		5.8			6.0			5.8			5.3	
Confl. Peds. (#/hr)	2		4	4		2	2		6	6		2
Confl. Bikes (#/hr)			1									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 (%)	3%	6%	15%	0%	6%	5%	6%	5%	17%	13%	13%	2%
Adj. Flow (vph)	87	69	30	9	71	24	90	1007	14	9	419	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	186	0	0	104	0	0	1111	0	0	483	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			0			0	
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	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	30		20	30		20	0		20	0	
Trailing Detector (ft)	0	24		0	24		0	0		0	0	
Detector 1 Position(ft)	0	24		0	24		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	0		20	0	
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		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	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		26.0	26.0		26.0	26.0	

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

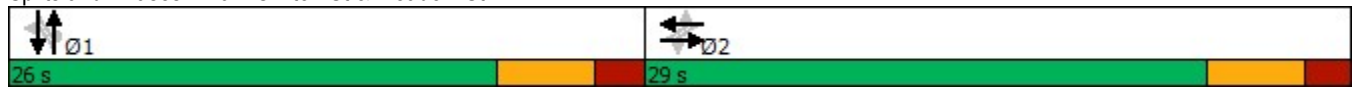
FB B weekday AM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	29.0	29.0		29.0	29.0		26.0	26.0		26.0	26.0	
Total Split (%)	52.7%	52.7%		52.7%	52.7%		47.3%	47.3%		47.3%	47.3%	
Maximum Green (s)	23.0	23.0		23.0	23.0		20.0	20.0		20.0	20.0	
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	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	3	3		3	3							
Act Effct Green (s)		11.0			11.0			24.6			24.6	
Actuated g/C Ratio		0.25			0.25			0.57			0.57	
v/c Ratio		0.50			0.24			0.66			0.29	
Control Delay		16.7			11.2			14.5			8.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.7			11.2			14.5			8.1	
LOS		B			B			B			A	
Approach Delay		16.7			11.2			14.5			8.1	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)		34			15			100			30	
Queue Length 95th (ft)		73			40			#298			84	
Internal Link Dist (ft)		175			183			176			151	
Turn Bay Length (ft)												
Base Capacity (vph)		754			897			1675			1677	
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			0.12			0.66			0.29	

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 43.5
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 12.9
 Intersection Capacity Utilization 77.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 61: Clinton St & Meadow St



Lanes, Volumes, Timings
62: Lindbergh St & Meadow St

FB B weekday AM peak hour - Alternative

05/23/2024

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	4	60	20	6	51	7
Future Volume (vph)	4	60	20	6	51	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.873				0.983	
Flt Protected				0.963	0.958	
Satd. Flow (prot)	1515	0	0	1633	1755	0
Flt Permitted				0.963	0.958	
Satd. Flow (perm)	1515	0	0	1633	1755	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	232			237	740	
Travel Time (s)	5.3			5.4	16.8	
Confl. Peds. (#/hr)		10	10		1	3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	50%	7%	0%	50%	10%	0%
Adj. Flow (vph)	4	66	22	7	56	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	70	0	0	29	64	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
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	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	










Intersection Summary

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

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

FB B weekday AM peak hour - Alternative










05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	4	60	20	6	51	7
Future Volume (Veh/h)	4	60	20	6	51	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	4	66	22	7	56	8
Pedestrians	1			3	10	
Lane Width (ft)	12.0			12.0	14.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	0			0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			80		99	50
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			80		99	50
tC, single (s)			4.1		6.5	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.3
p0 queue free %			99		93	99
cM capacity (veh/h)			1514		857	1010
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	70	29	64			
Volume Left	0	22	56			
Volume Right	66	0	8			
cSH	1700	1514	874			
Volume to Capacity	0.04	0.01	0.07			
Queue Length 95th (ft)	0	1	6			
Control Delay (s)	0.0	5.7	9.4			
Lane LOS		A	A			
Approach Delay (s)	0.0	5.7	9.4			
Approach LOS			A			
Intersection Summary						
Average Delay			4.7			
Intersection Capacity Utilization			19.0%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
63: Westbury Blvd & Lindbergh St

FB B weekday AM peak hour - Alternative

05/23/2024

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	600	330	47	79	8
Future Volume (vph)	1	600	330	47	79	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.983		0.988	
Flt Protected					0.956	
Satd. Flow (prot)	0	1827	1706	0	1747	0
Flt Permitted					0.956	
Satd. Flow (perm)	0	1827	1706	0	1747	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		282	1221		740	
Travel Time (s)		6.4	27.8		16.8	
Confl. Peds. (#/hr)	3			3		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	4%	9%	13%	3%	0%
Adj. Flow (vph)	1	690	379	54	91	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	691	433	0	100	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		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
Sign Control		Free	Free		Stop	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 43.9% ICU Level of Service A
 Analysis Period (min) 15

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

FB B weekday AM peak hour - Alternative

05/23/2024

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	600	330	47	79	8
Future Volume (Veh/h)	1	600	330	47	79	8
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	1	690	379	54	91	9
Pedestrians					3	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)			1221			
pX, platoon unblocked						
vC, conflicting volume	436				1101	409
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	436				1101	409
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				61	99
cM capacity (veh/h)	1131				233	645
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	691	433	100			
Volume Left	1	0	91			
Volume Right	0	54	9			
cSH	1131	1700	247			
Volume to Capacity	0.00	0.25	0.41			
Queue Length 95th (ft)	0	0	46			
Control Delay (s)	0.0	0.0	29.2			
Lane LOS	A		D			
Approach Delay (s)	0.0	0.0	29.2			
Approach LOS			D			
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			43.9%		ICU Level of Service	A
Analysis Period (min)			15			

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

FB B weekday AM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	324	355	51	81	248	111	4	42	452	115	1	36
Future Volume (vph)	324	355	51	81	248	111	4	42	452	115	1	36
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	1.00			1.00	0.99		1.00		0.98		1.00
Frt		0.981				0.850				0.850		
Flt Protected	0.950				0.988			0.950				0.950
Satd. Flow (prot)	1694	1688	0	0	1716	1396	0	1481	3202	1459	0	1376
Flt Permitted	0.488				0.733			0.606				0.356
Satd. Flow (perm)	870	1688	0	0	1272	1378	0	944	3202	1436	0	515
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		10				118				122		
Link Speed (mph)		40			40				30			
Link Distance (ft)		1221			945				506			
Travel Time (s)		20.8			16.1				11.5			
Confl. Peds. (#/hr)	1		10	10		1		1		4		4
Confl. Bikes (#/hr)			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 (%)	3%	2%	8%	8%	5%	8%	0%	15%	9%	7%	0%	23%
Adj. Flow (vph)	345	378	54	86	264	118	4	45	481	122	1	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	345	432	0	0	350	118	0	49	481	122	0	39
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							

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













FB B weekday AM peak hour - Alternative

05/23/2024

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	220	70
Future Volume (vph)	220	70
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		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	2957	1250
Flt Permitted		
Satd. Flow (perm)	2957	1222
Right Turn on Red		Yes
Satd. Flow (RTOR)		74
Link Speed (mph)	30	
Link Distance (ft)	557	
Travel Time (s)	12.7	
Confl. Peds. (#/hr)		1
Confl. Bikes (#/hr)		2
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	18%	12%
Adj. Flow (vph)	234	74
Shared Lane Traffic (%)		
Lane Group Flow (vph)	234	74
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	

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

FB B weekday AM peak hour - Alternative
05/23/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Channel												
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)	13.0	13.0		13.0	13.0	13.0	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)	1	1		1	1	1						
Act Effct Green (s)	25.2	25.2			25.2	25.2		17.4	17.4	17.4		22.7
Actuated g/C Ratio	0.44	0.44			0.44	0.44		0.30	0.30	0.30		0.39
v/c Ratio	0.91	0.58			0.63	0.18		0.17	0.50	0.24		0.14
Control Delay	49.4	17.1			20.9	3.9		18.6	19.6	5.6		11.2
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	49.4	17.1			20.9	3.9		18.6	19.6	5.6		11.2
LOS	D	B			C	A		B	B	A		B
Approach Delay		31.4			16.6				16.9			
Approach LOS		C			B				B			
Queue Length 50th (ft)	88	86			74	0		11	62	0		8
Queue Length 95th (ft)	#296	227			#236	28		40	127	34		22
Internal Link Dist (ft)		1141			865				426			
Turn Bay Length (ft)	55							85		95		135
Base Capacity (vph)	381	746			558	671		414	1405	698		354
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	0.91	0.58			0.63	0.18		0.12	0.34	0.17		0.11

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 57.5
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.91

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

FB B weekday AM peak hour - Alternative

05/23/2024

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
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)	21.2	21.2
Actuated g/C Ratio	0.37	0.37
v/c Ratio	0.22	0.15
Control Delay	12.5	3.9
Queue Delay	0.0	0.0
Total Delay	12.5	3.9
LOS	B	A
Approach Delay	10.5	
Approach LOS	B	
Queue Length 50th (ft)	27	0
Queue Length 95th (ft)	47	20
Internal Link Dist (ft)	477	
Turn Bay Length (ft)		
Base Capacity (vph)	2024	859
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.12	0.09
Intersection Summary		

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

FB B weekday AM peak hour - Alternative

05/23/2024

Intersection Signal Delay: 20.9
 Intersection Capacity Utilization 86.1%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection LOS: C
 ICU Level of Service E

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



Lanes, Volumes, Timings

FB B weekday AM peak hour - Alternative

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

05/23/2024

Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	16	5	115	1109	19	3	24	1989	41	264	16	8
Future Volume (vph)	16	5	115	1109	19	3	24	1989	41	264	16	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			360		0		105		0			0
Storage Lanes			1		0		1		1			1
Taper Length (ft)			25				135					0
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	0.91	1.00	0.86	0.86	0.86	0.95	0.95
Ped Bike Factor			1.00	1.00			1.00	1.00		0.98	0.98	
Frt				0.997				0.995		0.850		
Flt Protected			0.950				0.950				0.950	
Satd. Flow (prot)	0	0	1805	4927	0	0	1743	4736	0	1389	1715	0
Flt Permitted			0.950				0.950				0.651	
Satd. Flow (perm)	0	0	1801	4927	0	0	1738	4736	0	1366	1151	0
Right Turn on Red					Yes					No		
Satd. Flow (RTOR)				3								
Link Speed (mph)				40				40				
Link Distance (ft)				1206				488				
Travel Time (s)				20.6				8.3				
Confl. Peds. (#/hr)		9	9		6		6		9	9	15	15
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%	0%	5%	0%	0%	4%	3%	1%	0%	0%	0%
Adj. Flow (vph)	17	5	122	1180	20	3	26	2116	44	281	17	9
Shared Lane Traffic (%)										10%	10%	
Lane Group Flow (vph)	0	0	144	1200	0	0	29	2188	0	253	15	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Left	Right	R NA	Left	Left	Right	Right	Left	Left
Median Width(ft)				12				12				
Link Offset(ft)				0				0				
Crosswalk Width(ft)				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	1.00	1.00	1.00
Turning Speed (mph)	9	15	15		9	9	15		9	9	15	15
Number of Detectors	1	1	1	2		0	1	2		1	1	1
Detector Template	Left	Left	Left	Thru			Left	Thru		Right	Left	Left
Leading Detector (ft)	0	20	20	100		0	20	100		20	20	20
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	20	6		0	20	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
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												
Detector 2 Extend (s)				0.0				0.0				

Lanes, Volumes, Timings

FB B weekday AM peak hour - Alternative

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

05/23/2024

	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕	
Traffic Volume (vph)	83	23	72	35	31
Future Volume (vph)	83	23	72	35	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0
Storage Lanes		0	0		0
Taper Length (ft)			0		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor	0.99			0.99	
Frt	0.971			0.966	
Flt Protected	0.996			0.974	
Satd. Flow (prot)	1712	0	0	3301	0
Flt Permitted	0.957			0.659	
Satd. Flow (perm)	1635	0	0	2232	0
Right Turn on Red		Yes			
Satd. Flow (RTOR)	6				
Link Speed (mph)	30			30	
Link Distance (ft)	252			297	
Travel Time (s)	5.7			6.8	
Confl. Peds. (#/hr)		1	1		15
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	5%	1%	6%	0%
Adj. Flow (vph)	88	24	77	37	33
Shared Lane Traffic (%)					
Lane Group Flow (vph)	123	0	0	147	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right
Median Width(ft)	12			12	
Link Offset(ft)	0			0	
Crosswalk Width(ft)	16			16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		9
Number of Detectors	2		1	2	
Detector Template	Thru		Left	Thru	
Leading Detector (ft)	100		20	100	
Trailing Detector (ft)	0		0	0	
Detector 1 Position(ft)	0		0	0	
Detector 1 Size(ft)	6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	
Detector 1 Delay (s)	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	

Lanes, Volumes, Timings

FB B weekday AM peak hour - Alternative

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

05/23/2024

Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Turn Type	Prot	Prot	Prot	NA		Prot	Prot	NA		Perm	Perm	Perm
Protected Phases	5	5	5	2		1	1	6				
Permitted Phases										6	4	4
Detector Phase	5	5	5	2		1	1	6		6	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0		5.0	5.0	10.0		10.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	29.0		10.0	10.0	17.0		17.0	12.0	12.0
Total Split (s)	24.0	24.0	24.0	119.0		24.0	24.0	119.0		119.0	37.0	37.0
Total Split (%)	13.3%	13.3%	13.3%	66.1%		13.3%	13.3%	66.1%		66.1%	20.6%	20.6%
Maximum Green (s)	19.0	19.0	19.0	112.0		19.0	19.0	112.0		112.0	30.0	30.0
Yellow Time (s)	3.0	3.0	3.0	5.0		3.0	3.0	5.0		5.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	3.0	3.0
Lost Time Adjust (s)			0.0	0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)			5.0	7.0			5.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lead	Lead	Lag		Lead	Lead	Lag		Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	0.2		2.0	2.0	0.2		0.2	3.0	3.0
Recall Mode	None	None	None	C-Max		None	None	C-Max		C-Max	None	None
Walk Time (s)				7.0								
Flash Dont Walk (s)				15.0								
Pedestrian Calls (#/hr)				5								
Act Effct Green (s)			18.6	136.3		7.6	123.3			123.3	19.1	
Actuated g/C Ratio			0.10	0.76		0.04	0.68			0.68	0.11	
v/c Ratio			0.77	0.32		0.40	0.67			0.27	0.12	
Control Delay			129.6	2.9		98.9	19.1			13.1	71.2	
Queue Delay			0.0	0.0		0.0	0.0			0.0	0.0	
Total Delay			129.6	2.9		98.9	19.1			13.1	71.2	
LOS			F	A		F	B			B	E	
Approach Delay				16.4			19.4					
Approach LOS				B			B					
Queue Length 50th (ft)			171	77		34	560			127	16	
Queue Length 95th (ft)			#284	86		73	733			220	42	
Internal Link Dist (ft)				1126			408					
Turn Bay Length (ft)			360			105						
Base Capacity (vph)			200	3731		183	3244			935	191	
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			0.72	0.32		0.16	0.67			0.27	0.08	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 34 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 23.2

Intersection LOS: C

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

FB B weekday AM peak hour - Alternative

05/23/2024

	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Turn Type	NA		Perm	NA	
Protected Phases	4			8	
Permitted Phases			8		
Detector Phase	4		8	8	
Switch Phase					
Minimum Initial (s)	5.0		7.0	7.0	
Minimum Split (s)	12.0		39.0	39.0	
Total Split (s)	37.0		37.0	37.0	
Total Split (%)	20.6%		20.6%	20.6%	
Maximum Green (s)	30.0		30.0	30.0	
Yellow Time (s)	4.0		4.0	4.0	
All-Red Time (s)	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0			0.0	
Total Lost Time (s)	7.0			7.0	
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0		3.0	3.0	
Recall Mode	None		None	None	
Walk Time (s)			7.0	7.0	
Flash Dont Walk (s)			25.0	25.0	
Pedestrian Calls (#/hr)			3	3	
Act Effct Green (s)	19.1			19.1	
Actuated g/C Ratio	0.11			0.11	
v/c Ratio	0.69			0.62	
Control Delay	91.9			87.3	
Queue Delay	0.0			0.0	
Total Delay	91.9			87.3	
LOS	F			F	
Approach Delay	89.7			87.3	
Approach LOS	F			F	
Queue Length 50th (ft)	144			89	
Queue Length 95th (ft)	212			123	
Internal Link Dist (ft)	172			217	
Turn Bay Length (ft)					
Base Capacity (vph)	277			372	
Starvation Cap Reductn	0			0	
Spillback Cap Reductn	0			0	
Storage Cap Reductn	0			0	
Reduced v/c Ratio	0.44			0.40	
Intersection Summary					





Intersection Capacity Utilization 81.7%

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.

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

 Ø1 24 s	 Ø2 (R) 119 s	 Ø4 37 s
 Ø5 24 s	 Ø6 (R) 119 s	 Ø8 37 s

Lanes, Volumes, Timings
82: Peninsula Blvd & Fulton Ave

FB B weekday AM peak hour - Alternative
05/23/2024







						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑			↑↑↑		↑↑
Traffic Volume (vph)	736	0	0	1357	0	576
Future Volume (vph)	736	0	0	1357	0	576
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.91	1.00	0.88
Frt						0.850
Flt Protected						
Satd. Flow (prot)	3374	0	0	4631	0	2538
Flt Permitted						
Satd. Flow (perm)	3374	0	0	4631	0	2538
Link Speed (mph)	30			30	40	
Link Distance (ft)	171			308	391	
Travel Time (s)	3.9			7.0	6.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	7%	0%	0%	12%	0%	12%
Adj. Flow (vph)	783	0	0	1444	0	613
Shared Lane Traffic (%)						
Lane Group Flow (vph)	783	0	0	1444	0	613
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
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)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 47.2% ICU Level of Service A
 Analysis Period (min) 15

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

FB B weekday AM peak hour - Alternative
05/23/2024

							
Movement	EBT	EBR	WBL	WBT	NEL	NER	
Lane Configurations	↑↑			↑↑↑		↑↑	
Traffic Volume (veh/h)	736	0	0	1357	0	576	
Future Volume (Veh/h)	736	0	0	1357	0	576	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Hourly flow rate (vph)	783	0	0	1444	0	613	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage veh							
Upstream signal (ft)	171						
pX, platoon unblocked			0.79		0.79	0.79	
vC, conflicting volume			783		1264	392	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			187		797	0	
tC, single (s)			4.1		6.8	7.1	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.4	
p0 queue free %			100		100	26	
cM capacity (veh/h)			1103		258	830	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1	NE 2
Volume Total	392	392	481	481	481	306	306
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	306	306
cSH	1700	1700	1700	1700	1700	830	830
Volume to Capacity	0.23	0.23	0.28	0.28	0.28	0.37	0.37
Queue Length 95th (ft)	0	0	0	0	0	43	43
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	11.9	11.9
Lane LOS						B	B
Approach Delay (s)	0.0		0.0			11.9	
Approach LOS						B	
Intersection Summary							
Average Delay			2.6				
Intersection Capacity Utilization			47.2%		ICU Level of Service		A
Analysis Period (min)			15				

Lanes, Volumes, Timings
144: Peninsula Blvd







FB B weekday AM peak hour - Alternative
05/23/2024

							Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Lane Group	WBL	WBR	NET	NER	SWL	SWT						
Lane Configurations												
Traffic Volume (vph)	0	0	381	556	0	882						
Future Volume (vph)	0	0	381	556	0	882						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.95						
Frt			0.939	0.850								
Flt Protected												
Satd. Flow (prot)	0	0	3027	1312	0	3252						
Flt Permitted												
Satd. Flow (perm)	0	0	3027	1312	0	3252						
Right Turn on Red		Yes		Yes								
Satd. Flow (RTOR)			187	373								
Link Speed (mph)	30		40			40						
Link Distance (ft)	391		201			241						
Travel Time (s)	8.9		3.4			4.1						
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79						
Heavy Vehicles (%)	0%	0%	4%	12%	0%	11%						
Adj. Flow (vph)	0	0	482	704	0	1116						
Shared Lane Traffic (%)				47%								
Lane Group Flow (vph)	0	0	813	373	0	1116						
Enter Blocked Intersection	No	No	Yes	Yes	No	Yes						
Lane Alignment	Left	Right	Left	Right	Left	Left						
Median Width(ft)	0		6			6						
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		9	15							
Number of Detectors			1	1		2						
Detector Template						Thru						
Leading Detector (ft)			30	30		100						
Trailing Detector (ft)			0	0		0						
Detector 1 Position(ft)			0	0		0						
Detector 1 Size(ft)			30	30		6						
Detector 1 Type			Cl+Ex	Cl+Ex		Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0		0.0						
Detector 1 Queue (s)			0.0	0.0		0.0						
Detector 1 Delay (s)			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			NA	Prot		NA						
Protected Phases			1 5 8	1 5 8		5 6 4	1	2	4	5	6	8
Permitted Phases												
Detector Phase			1 5 8	1 5 8		5 6 4						
Switch Phase												

Lanes, Volumes, Timings
144: Peninsula Blvd

FB B weekday AM peak hour - Alternative

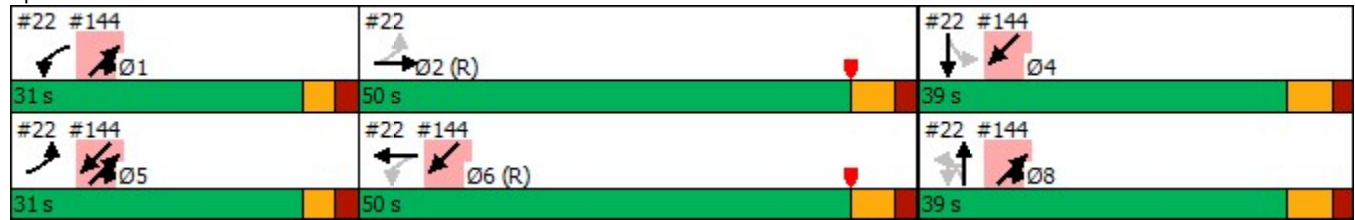
05/23/2024

							Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Lane Group	WBL	WBR	NET	NER	SWL	SWT						
Minimum Initial (s)							3.0	20.0	8.0	3.0	20.0	8.0
Minimum Split (s)							8.0	26.0	14.0	8.0	26.0	14.0
Total Split (s)							31.0	50.0	39.0	31.0	50.0	39.0
Total Split (%)							26%	42%	33%	26%	42%	33%
Maximum Green (s)							26.0	44.0	33.0	26.0	44.0	33.0
Yellow Time (s)							3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)							2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)							2.0	0.2	2.0	2.0	0.2	2.0
Recall Mode							None	C-Min	None	None	C-Min	None
Walk Time (s)								8.0				8.0
Flash Dont Walk (s)								18.0				18.0
Pedestrian Calls (#/hr)								3				1
Act Effct Green (s)			77.4	77.4		120.0						
Actuated g/C Ratio			0.64	0.64		1.00						
v/c Ratio			0.40	0.38		0.34						
Control Delay			9.2	2.5		0.2						
Queue Delay			0.0	0.0		0.0						
Total Delay			9.2	2.5		0.2						
LOS			A	A		A						
Approach Delay			7.1			0.2						
Approach LOS			A			A						
Queue Length 50th (ft)			104	0		0						
Queue Length 95th (ft)			162	23		0						
Internal Link Dist (ft)	311		121			161						
Turn Bay Length (ft)												
Base Capacity (vph)			2008	975		3197						
Starvation Cap Reductn			0	0		0						
Spillback Cap Reductn			112	0		0						
Storage Cap Reductn			0	0		0						
Reduced v/c Ratio			0.43	0.38		0.35						

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 31 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 3.8
 Intersection Capacity Utilization 28.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 144: Peninsula Blvd



Lanes, Volumes, Timings
 360: Charles Lindbergh Blvd & Sands Ave










FB B weekday AM peak hour - Alternative

05/23/2024

Lane Group	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	NEL	NER	Ø1	Ø6	Ø8
Lane Configurations												
Traffic Volume (vph)	0	0	163	0	1664	0	0	0	575			
Future Volume (vph)	0	0	163	0	1664	0	0	0	575			
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			
Flt Protected			0.950									
Satd. Flow (prot)	0	0	3502	0	5085	0	3344	0	3864			
Flt Permitted			0.950									
Satd. Flow (perm)	0	0	3502	0	5085	0	3344	0	3864			
Right Turn on Red							Yes	Yes				
Satd. Flow (RTOR)												
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	177	0	1809	0	0	0	625			
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	177	0	1809	0	0	0	625			
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

Lanes, Volumes, Timings
360: Charles Lindbergh Blvd & Sands Ave

FB B weekday AM peak hour - Alternative
05/23/2024

										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)									22.5	9.5	22.5	22.5
Total Split (s)									23.0	9.5	32.5	22.5
Total Split (%)									41.8%	17%	59%	41%
Maximum Green (s)									18.5	5.0	28.0	18.0
Yellow Time (s)									3.5	3.5	3.5	3.5
All-Red Time (s)									1.0	1.0	1.0	1.0
Lost Time Adjust (s)									0.0			
Total Lost Time (s)									4.5			
Lead/Lag									Lag	Lead		
Lead-Lag Optimize?									Yes	Yes		
Vehicle Extension (s)									3.0	3.0	3.0	3.0
Recall Mode									Max	None	None	None
Walk Time (s)									7.0		7.0	7.0
Flash Dont Walk (s)									11.0		11.0	11.0
Pedestrian Calls (#/hr)									0		0	0
Act Effct Green (s)			26.6		57.3				23.7			
Actuated g/C Ratio			0.46		1.00				0.41			
v/c Ratio			0.11		0.36				0.39			
Control Delay			8.3		0.2				14.0			
Queue Delay			0.0		0.0				0.0			
Total Delay			8.3		0.2				14.0			
LOS			A		A				B			
Approach Delay					0.9			14.0				
Approach LOS					A			B				
Queue Length 50th (ft)			15		0				61			
Queue Length 95th (ft)			26		0				91			
Internal Link Dist (ft)	366				566	263		109				
Turn Bay Length (ft)			400									
Base Capacity (vph)			1623		5085				1596			
Starvation Cap Reductn			0		0				0			
Spillback Cap Reductn			0		0				0			
Storage Cap Reductn			0		0				0			
Reduced v/c Ratio			0.11		0.36				0.39			

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 57.3
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.39
 Intersection Signal Delay: 4.0
 Intersection Capacity Utilization 35.9%
 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













FB B weekday AM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	2	133	0	0	0	242	491	5	4	308	78
Future Volume (vph)	60	2	133	0	0	0	242	491	5	4	308	78
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					0.461				0.993	
Satd. Flow (perm)	0	1144	1133	0	1739	0	748	1841	0	0	1847	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			153					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)	69	2	153	0	0	0	278	564	6	5	354	90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	71	153	0	0	0	278	570	0	0	449	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	

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

FB B weekday AM peak hour - Alternative

05/23/2024

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		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	13.8				34.3	37.4			20.8	
Actuated g/C Ratio		0.23	0.27				0.68	0.74			0.41	
v/c Ratio		0.26	0.36				0.45	0.42			0.58	
Control Delay		20.9	4.7				11.6	7.7			18.5	
Queue Delay		0.0	0.0				0.0	0.0			0.0	
Total Delay		20.9	4.7				11.6	7.7			18.5	
LOS		C	A				B	A			B	
Approach Delay		9.8						9.0			18.5	
Approach LOS		A						A			B	
Queue Length 50th (ft)		20	0				38	91			113	
Queue Length 95th (ft)		47	23				101	221			#264	
Internal Link Dist (ft)		363			88			242			114	
Turn Bay Length (ft)							100					
Base Capacity (vph)		544	426				626	1315			776	
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	0.36				0.44	0.43			0.58	

Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 50.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.58

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

FB B weekday AM peak hour - Alternative

05/23/2024

Intersection Signal Delay: 11.9

Intersection LOS: B

Intersection Capacity Utilization 71.3%

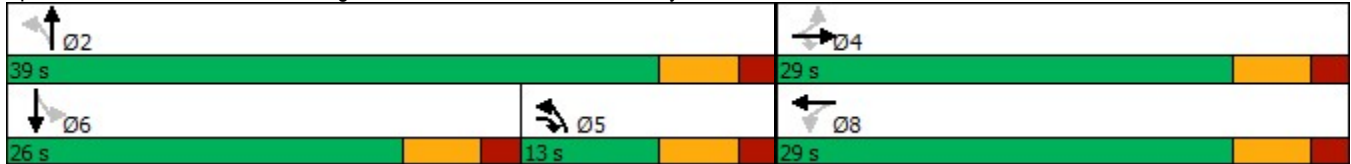
ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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









R-3 2030 Build Condition Capacity Analysis

R-3.2 Weekday PM peak hour

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







FB B Weekday PM peak hour - Alternative
05/23/2024

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Volume (vph)	0	2651	2464	31	0	26
Future Volume (vph)	0	2651	2464	31	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.998			0.865
Flt Protected						
Satd. Flow (prot)	0	5136	5076	0	0	1580
Flt Permitted						
Satd. Flow (perm)	0	5136	5076	0	0	1580
Link Speed (mph)		50	50		30	
Link Distance (ft)		657	474		276	
Travel Time (s)		9.0	6.5		6.3	
Confl. Peds. (#/hr)	3			3		3
Confl. Bikes (#/hr)						3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	2%	0%	0%	4%
Adj. Flow (vph)	0	2820	2621	33	0	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2820	2654	0	0	28
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	R NA
Median Width(ft)		30	30		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		38	
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
Sign Control		Free	Free		Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 62.2% ICU Level of Service B
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis FB B Weekday PM peak hour - Alternative 1: Hempstead Tpke & James Doolittle Blvd 05/23/2024

							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		↑↑↑	↑↑↑			↑	
Traffic Volume (veh/h)	0	2651	2464	31	0	26	
Future Volume (Veh/h)	0	2651	2464	31	0	26	
Sign Control		Free	Free		Yield		
Grade		0%	0%		0%		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Hourly flow rate (vph)	0	2820	2621	33	0	28	
Pedestrians		3			3		
Lane Width (ft)		12.0			12.0		
Walking Speed (ft/s)		3.5			3.5		
Percent Blockage		0			0		
Right turn flare (veh)							
Median type		Raised	Raised				
Median storage veh		1	1				
Upstream signal (ft)		657					
pX, platoon unblocked					0.67		
vC, conflicting volume	2624				3580	896	
vC1, stage 1 conf vol					2640		
vC2, stage 2 conf vol					940		
vCu, unblocked vol	2624				3119	896	
tC, single (s)	4.1				6.8	7.0	
tC, 2 stage (s)					5.8		
tF (s)	2.2				3.5	3.3	
p0 queue free %	100				100	90	
cM capacity (veh/h)	165				35	278	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	940	940	940	1048	1048	557	28
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	33	28
cSH	1700	1700	1700	1700	1700	1700	278
Volume to Capacity	0.55	0.55	0.55	0.62	0.62	0.33	0.10
Queue Length 95th (ft)	0	0	0	0	0	0	8
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	19.4
Lane LOS							C
Approach Delay (s)	0.0			0.0			19.4
Approach LOS							C
Intersection Summary							
Average Delay			0.1				
Intersection Capacity Utilization			62.2%		ICU Level of Service		B
Analysis Period (min)			15				

Lanes, Volumes, Timings

FB B Weekday PM peak hour - Alternative

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

05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	19	53	1673	382	46	364	1938	141	407	41	559	373
Future Volume (vph)	19	53	1673	382	46	364	1938	141	407	41	559	373
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		0.912	0.850	
Flt Protected		0.950				0.950			0.950	0.984		0.950
Satd. Flow (prot)	0	3385	5085	1605	0	3326	5085	1669	1632	2895	1470	2918
Flt Permitted		0.950				0.950			0.950	0.984		0.950
Satd. Flow (perm)	0	3384	5085	1582	0	3323	5085	1647	1631	2894	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)	20	56	1780	406	49	387	2062	150	433	44	595	397
Shared Lane Traffic (%)									38%		50%	
Lane Group Flow (vph)	0	76	1780	406	0	436	2062	150	268	507	297	397
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

Lanes, Volumes, Timings
 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

FB B Weekday PM peak hour - Alternative

05/23/2024

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↗	
Traffic Volume (vph)	181	56
Future Volume (vph)	181	56
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	1.00	
Frt	0.964	
Flt Protected		
Satd. Flow (prot)	1704	0
Flt Permitted		
Satd. Flow (perm)	1704	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)	193	60
Shared Lane Traffic (%)		
Lane Group Flow (vph)	253	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	

Lanes, Volumes, Timings

FB B Weekday PM peak hour - Alternative

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

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	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)		8.0	54.5	160.0		22.5	69.0	160.0	24.8	24.8	24.8	29.2
Actuated g/C Ratio		0.05	0.34	1.00		0.14	0.43	1.00	0.16	0.16	0.16	0.18
v/c Ratio		0.45	1.03	0.26		0.93	0.94	0.09	1.06	1.31dr	1.31	0.75
Control Delay		84.7	53.4	0.3		94.7	53.2	0.1	134.5	140.5	214.9	70.4
Queue Delay		0.0	5.6	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		84.7	59.0	0.3		94.7	53.2	0.1	134.5	140.5	214.9	70.4
LOS		F	E	A		F	D	A	F	F	F	E
Approach Delay			49.3				57.0			159.6		
Approach LOS			D				E			F		
Queue Length 50th (ft)		37	~732	0		235	750	0	~343	~362	~442	204
Queue Length 95th (ft)		m55	#813	0		#335	#887	0	#641	#581	#738	251
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		500		275	475			250
Base Capacity (vph)		486	1731	1582		478	2192	1647	252	448	227	674
Starvation Cap Reductn		0	26	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		0.16	1.04	0.26		0.91	0.94	0.09	1.06	1.13	1.31	0.59

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: 145
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings
 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

FB B Weekday PM peak hour - Alternative

05/23/2024

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)	29.2	
Actuated g/C Ratio	0.18	
v/c Ratio	0.81	
Control Delay	82.5	
Queue Delay	0.0	
Total Delay	82.5	
LOS	F	
Approach Delay	75.1	
Approach LOS	E	
Queue Length 50th (ft)	256	
Queue Length 95th (ft)	344	
Internal Link Dist (ft)	228	
Turn Bay Length (ft)		
Base Capacity (vph)	394	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.64	
Intersection Summary		

Lanes, Volumes, Timings
 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

FB B Weekday PM peak hour - Alternative

05/23/2024

Maximum v/c Ratio: 1.31

Intersection Signal Delay: 72.7

Intersection LOS: E

Intersection Capacity Utilization 105.0%

ICU Level of Service G

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








FB B Weekday PM peak hour - Alternative

05/23/2024

								Ø1
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations								
Traffic Volume (vph)	4	2060	50	165	2256	56	67	
Future Volume (vph)	4	2060	50	165	2256	56	67	
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	5064	0	1805	6408	1825	0	
Flt Permitted		0.930		0.950		0.978		
Satd. Flow (perm)	0	4709	0	1796	6408	1821	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	2146	52	172	2350	58	70	
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	2202	0	172	2350	128	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			

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

FB B Weekday PM peak hour - Alternative
05/23/2024

								Ø1
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		16.9	113.9	13.7		
Actuated g/C Ratio		0.68		0.11	0.71	0.09		
v/c Ratio		0.69		0.90	0.52	0.70		
Control Delay		2.3		90.0	4.4	73.8		
Queue Delay		0.2		0.0	0.1	0.0		
Total Delay		2.6		90.0	4.4	73.8		
LOS		A		F	A	E		
Approach Delay		2.6			10.3	73.8		
Approach LOS		A			B	E		
Queue Length 50th (ft)		15		191	69	101		
Queue Length 95th (ft)		0		m#234	m108	173		
Internal Link Dist (ft)		107			209	270		
Turn Bay Length (ft)				150				
Base Capacity (vph)		3180		191	4563	224		
Starvation Cap Reductn		2		0	647	0		
Spillback Cap Reductn		320		0	34	1		
Storage Cap Reductn		0		0	0	0		
Reduced v/c Ratio		0.77		0.90	0.60	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: 145
 Control Type: Actuated-Coordinated

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

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 8.5

Intersection Capacity Utilization 100.9%

Analysis Period (min) 15

Intersection LOS: A

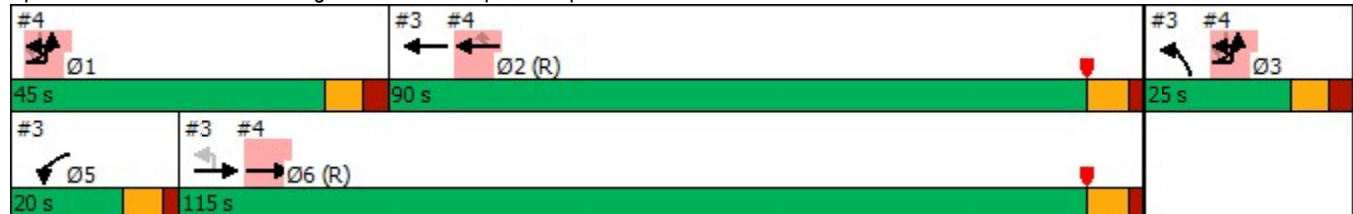
ICU Level of Service G

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








FB B Weekday PM peak hour - Alternative
05/23/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	11	76	2114	1892	424	0	140			
Future Volume (vph)	11	76	2114	1892	424	0	140			
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	80	2225	1992	446	0	147			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	92	2225	1992	446	0	147			
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

FB B Weekday PM peak hour - Alternative

05/23/2024

								Ø1	Ø3	Ø5
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	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)		31.4	108.0	113.9	113.9		31.4			
Actuated g/C Ratio		0.20	0.68	0.71	0.71		0.20			
v/c Ratio		0.13	0.65	0.55	0.38		0.26			
Control Delay		51.4	9.0	2.5	2.7		54.9			
Queue Delay		0.0	0.0	0.0	0.3		0.0			
Total Delay		51.4	9.0	2.5	3.0		54.9			
LOS		D	A	A	A		D			
Approach Delay			10.7	2.6		54.9				
Approach LOS			B	A		D				
Queue Length 50th (ft)		44	268	43	27		74			
Queue Length 95th (ft)		m50	m279	47	34		110			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1225	3432	3621	1172		1028			
Starvation Cap Reductn		0	0	0	267		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.08	0.65	0.55	0.49		0.14			

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: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90

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

FB B Weekday PM peak hour - Alternative

05/23/2024

Intersection Signal Delay: 8.0

Intersection LOS: A

Intersection Capacity Utilization 61.4%

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



Lanes, Volumes, Timings

FB B Weekday PM peak hour - Alternative

5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	336	1405	91	59	303	1485	196	115	265	159	501
Future Volume (vph)	3	336	1405	91	59	303	1485	196	115	265	159	501
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		0.945		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3144	5085	1463	0	3461	5085	1531	1527	3145	0	1572
Flt Permitted		0.950				0.950			0.950	0.999		0.950
Satd. Flow (perm)	0	3142	5085	1436	0	3457	5085	1510	1517	3145	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	354	1479	96	62	319	1563	206	121	279	167	527
Shared Lane Traffic (%)									10%			42%
Lane Group Flow (vph)	0	357	1479	96	0	381	1563	206	109	458	0	306
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

FB B Weekday PM peak hour - Alternative

05/23/2024

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	345	295
Future Volume (vph)	345	295
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	0.991	0.850
Flt Protected	0.983	
Satd. Flow (prot)	3024	1407
Flt Permitted	0.983	
Satd. Flow (perm)	3024	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)	363	311
Shared Lane Traffic (%)		12%
Lane Group Flow (vph)	621	274
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

FB B Weekday PM peak hour - Alternative

5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

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)		21.8	52.6	52.6		21.4	52.2	160.0	23.0	23.0		33.0
Actuated g/C Ratio		0.14	0.33	0.33		0.13	0.33	1.00	0.14	0.14		0.21
v/c Ratio		0.83	0.89	0.20		0.82	0.94	0.14	0.50	1.01		0.94
Control Delay		86.6	64.4	54.3		82.8	73.6	0.2	71.8	111.9		99.4
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		86.6	64.4	54.3		82.8	73.6	0.2	71.8	111.9		99.4
LOS		F	E	D		F	E	A	E	F		F
Approach Delay			68.0				68.2			104.2		
Approach LOS			E				E			F		
Queue Length 50th (ft)		202	401	70		187	533	0	117	~271		350
Queue Length 95th (ft)		258	#636	m116		233	#708	0	192	#401		#561
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			250
Base Capacity (vph)		491	1670	471		540	1659	1510	219	452		324
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		0.73	0.89	0.20		0.71	0.94	0.14	0.50	1.01		0.94

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: 120
 Control Type: Actuated-Coordinated

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

FB B Weekday PM peak hour - Alternative

05/23/2024

	↓	↙
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)	33.0	33.0
Actuated g/C Ratio	0.21	0.21
v/c Ratio	1.00	0.98
Control Delay	97.6	109.5
Queue Delay	0.0	0.0
Total Delay	97.6	109.5
LOS	F	F
Approach Delay	100.8	
Approach LOS	F	
Queue Length 50th (ft)	381	316
Queue Length 95th (ft)	#531	#528
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		
Base Capacity (vph)	623	281
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.00	0.98
Intersection Summary		

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 78.3

Intersection LOS: E

Intersection Capacity Utilization 101.5%

ICU Level of Service G

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		

Lanes, Volumes, Timings

FB B Weekday PM peak hour - Alternative

6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	82	0	66	64	0	100	2	60	629	106	4	24
Future Volume (vph)	82	0	66	64	0	100	2	60	629	106	4	24
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	0.91	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor		0.99			0.99			1.00		0.98		1.00
Frt		0.940			0.850					0.850		
Flt Protected		0.973		0.950				0.950				0.950
Satd. Flow (prot)	0	1712	0	1805	1562	0	0	1771	4988	1615	0	1805
Flt Permitted		0.765		0.675				0.128				0.362
Satd. Flow (perm)	0	1345	0	1282	1562	0	0	238	4988	1589	0	687
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		82			322					123		
Link Speed (mph)		30			30				35			
Link Distance (ft)		391			221				1000			
Travel Time (s)		8.9			5.0				19.5			
Confl. Peds. (#/hr)	1					1		15		4		4
Confl. Bikes (#/hr)			3			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%	2%	0%	0%	2%	0%	2%	4%	0%	0%	0%
Adj. Flow (vph)	95	0	77	74	0	116	2	70	731	123	5	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	172	0	74	116	0	0	72	731	123	0	33
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)		12			12				30			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		32			32				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	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	2	1	1	1
Detector Template	Left						Left		Thru	Right	Left	
Leading Detector (ft)	20	30		30	30		20	30	100	20	20	30
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		20	30	6	20	20	30
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			
Detector 2 Size(ft)									6			
Detector 2 Type									Cl+Ex			
Detector 2 Channel												

Lanes, Volumes, Timings













6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access 05/23/2024

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑↑	
Traffic Volume (vph)	1010	102
Future Volume (vph)	1010	102
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor	1.00	
Frt	0.986	
Flt Protected		
Satd. Flow (prot)	5046	0
Flt Permitted		
Satd. Flow (perm)	5046	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	15	
Link Speed (mph)	35	
Link Distance (ft)	393	
Travel Time (s)	7.7	
Confl. Peds. (#/hr)		15
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.86	0.86
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	1174	119
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1293	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	45	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
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)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		

Lanes, Volumes, Timings

FB B Weekday PM peak hour - Alternative

6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access 05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector 2 Extend (s)									0.0			
Turn Type	Perm	NA		Perm	NA		pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4			8			2	2		2	6	6
Detector Phase	4	4		8	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	3.0	20.0	20.0	3.0	3.0
Minimum Split (s)	14.0	14.0		14.0	14.0		9.0	9.0	26.0	26.0	9.0	9.0
Total Split (s)	52.0	52.0		52.0	52.0		22.0	22.0	46.0	46.0	22.0	22.0
Total Split (%)	43.3%	43.3%		43.3%	43.3%		18.3%	18.3%	38.3%	38.3%	18.3%	18.3%
Maximum Green (s)	46.0	46.0		46.0	46.0		16.0	16.0	40.0	40.0	16.0	16.0
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
Total Lost Time (s)		6.0		6.0	6.0			6.0	6.0	6.0		6.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	0.2	0.2	3.0	3.0
Recall Mode	None	None		None	None		None	None	Min	Min	None	None
Walk Time (s)				7.0	7.0				7.0	7.0		
Flash Dont Walk (s)				38.0	38.0				26.0	26.0		
Pedestrian Calls (#/hr)				1	1				0	0		
Act Effct Green (s)		14.6		14.6	14.6			34.3	31.3	31.3		29.3
Actuated g/C Ratio		0.23		0.23	0.23			0.54	0.49	0.49		0.46
v/c Ratio		0.46		0.25	0.19			0.22	0.30	0.15		0.08
Control Delay		16.3		22.7	0.7			10.8	13.4	4.7		10.2
Queue Delay		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		16.3		22.7	0.7			10.8	13.4	4.7		10.2
LOS		B		C	A			B	B	A		B
Approach Delay		16.3			9.3				12.0			
Approach LOS		B			A				B			
Queue Length 50th (ft)		27		22	0			8	34	0		4
Queue Length 95th (ft)		85		62	0			50	168	34		28
Internal Link Dist (ft)		311			141				920			
Turn Bay Length (ft)								115		285		110
Base Capacity (vph)		1067		1000	1289			565	3520	1157		696
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		0.16		0.07	0.09			0.13	0.21	0.11		0.05

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 63.6
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 16.5

Intersection LOS: B

Lane Group	SBT	SBR
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	20.0	
Minimum Split (s)	26.0	
Total Split (s)	46.0	
Total Split (%)	38.3%	
Maximum Green (s)	40.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Dont Walk (s)	26.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	24.3	
Actuated g/C Ratio	0.38	
v/c Ratio	0.67	
Control Delay	20.9	
Queue Delay	0.0	
Total Delay	20.9	
LOS	C	
Approach Delay	20.7	
Approach LOS	C	
Queue Length 50th (ft)	128	
Queue Length 95th (ft)	335	
Internal Link Dist (ft)	313	
Turn Bay Length (ft)		
Base Capacity (vph)	3560	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.36	

Intersection Summary

Intersection Capacity Utilization 57.8%

ICU Level of Service B

Analysis Period (min) 15

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





















 Ø1	 Ø2	 Ø4
22 s	46 s	52 s
 Ø5	 Ø6	 Ø8
22 s	46 s	52 s

Lanes, Volumes, Timings

FB B Weekday PM peak hour - Alternative

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

05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	922	31	562	36	0	77	0	723	92	225	59	542
Future Volume (vph)	922	31	562	36	0	77	0	723	92	225	59	542
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				
Frt			0.850			0.850		0.983				
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	3502	1900	1583	1805	0	2842	0	6303	0	0	1754	3574
Flt Permitted	0.950			0.950							0.147	
Satd. Flow (perm)	3502	1900	1583	1805	0	2842	0	6303	0	0	271	3574
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			516			100		18				
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)	1153	39	703	45	0	96	0	904	115	281	74	678
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1153	39	703	45	0	96	0	1019	0	0	355	678
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)	

Lanes, Volumes, Timings

FB B Weekday PM peak hour - Alternative

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

05/23/2024

												
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)	40.4	17.3	114.0	23.6		23.6		33.0			61.3	61.3
Actuated g/C Ratio	0.35	0.15	1.00	0.21		0.21		0.29			0.54	0.54
v/c Ratio	0.93	0.14	0.44	0.12		0.14		0.55			0.82	0.35
Control Delay	50.5	44.1	0.9	51.8		10.6		35.5			39.4	15.3
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			0.0	0.0
Total Delay	50.5	44.1	0.9	51.8		10.6		35.5			39.4	15.3
LOS	D	D	A	D		B		D			D	B
Approach Delay		32.0			23.7			35.5				23.5
Approach LOS		C			C			D				C
Queue Length 50th (ft)	416	23	0	32		0		179			171	140
Queue Length 95th (ft)	#536	57	0	70		19		223			249	167
Internal Link Dist (ft)		908			382			501				396
Turn Bay Length (ft)			700			200					140	
Base Capacity (vph)	2068	510	1583	539		919		2268			676	2751
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	0.56	0.08	0.44	0.08		0.10		0.45			0.53	0.25

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 114
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 30.4
 Intersection Capacity Utilization 85.5%

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

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

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



Lanes, Volumes, Timings

FB B Weekday PM peak hour - Alternative

8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd

05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	481	473	67	10	350	124	0	0	117
Future Volume (vph)	0	0	0	481	473	67	10	350	124	0	0	117
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						0.979
Flt Protected				0.950	0.987			0.950				
Satd. Flow (prot)	0	0	0	1626	3164	1470	0	3468	3610	0	0	3524
Flt Permitted				0.950	0.987			0.950				
Satd. Flow (perm)	0	0	0	1626	3164	1449	0	3443	3610	0	0	3524
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)					1	77						11
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	540	531	75	11	393	139	0	0	131
Shared Lane Traffic (%)				35%		10%						
Lane Group Flow (vph)	0	0	0	351	728	67	0	404	139	0	0	152
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)	19	
Future Volume (vph)	19	
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)	21	
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

FB B Weekday PM peak hour - Alternative

8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd

05/23/2024

												
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	41.8	41.8		18.1	37.1			11.8
Actuated g/C Ratio				0.39	0.45	0.45		0.19	0.40			0.13
v/c Ratio				0.55	0.56	0.10		0.60	0.10			0.34
Control Delay				30.7	23.1	3.1		40.3	20.0			39.8
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				30.7	23.1	3.1		40.3	20.0			39.8
LOS				C	C	A		D	B			D
Approach Delay					24.3				35.1			39.8
Approach LOS					C				D			D
Queue Length 50th (ft)				146	162	0		99	22			35
Queue Length 95th (ft)				#490	261	19		224	67			96
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)				150				220				
Base Capacity (vph)				633	1840	1222		964	2692			1379
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				0.55	0.40	0.05		0.42	0.05			0.11

Intersection Summary

Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 93.5
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 28.8

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		

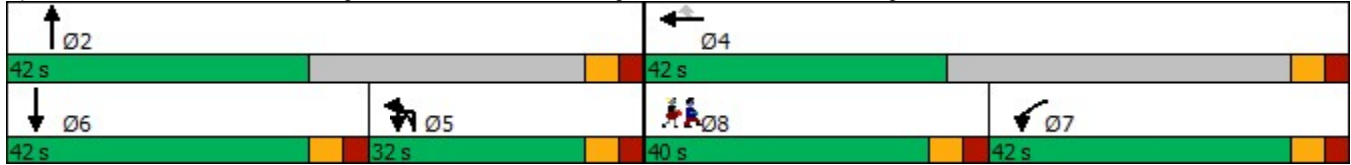
Intersection Capacity Utilization 63.7%

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: 8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd



Lanes, Volumes, Timings
 9: James Doolittle Blvd & Charles Lindbergh Blvd

FB B Weekday PM peak hour - Alternative
 05/23/2024

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1633	27	0	1544	0	315
Future Volume (vph)	1633	27	0	1544	0	315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	0.86	1.00	0.86	1.00	1.00
Frt	0.998					0.865
Flt Protected						
Satd. Flow (prot)	6447	0	0	6471	0	1550
Flt Permitted						
Satd. Flow (perm)	6447	0	0	6471	0	1550
Link Speed (mph)	45			45	30	
Link Distance (ft)	646			124	451	
Travel Time (s)	9.8			1.9	10.3	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	1%	12%	2%	1%	2%	6%
Adj. Flow (vph)	1967	33	0	1860	0	380
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2000	0	0	1860	0	380
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			40	0	
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)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 50.3%
 Analysis Period (min) 15
 ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis FB B Weekday PM peak hour - Alternative
 9: James Doolittle Blvd & Charles Lindbergh Blvd 05/23/2024

	→	↘	↙	←	↖	↗				
Movement	EBT	EBR	WBL	WBT	NBL	NBR				
Lane Configurations	↑↑↑↑			↑↑↑↑		↗				
Traffic Volume (veh/h)	1633	27	0	1544	0	315				
Future Volume (Veh/h)	1633	27	0	1544	0	315				
Sign Control	Free			Free	Yield					
Grade	0%			0%	0%					
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83				
Hourly flow rate (vph)	1967	33	0	1860	0	380				
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type	Raised			Raised						
Median storage veh	1			1						
Upstream signal (ft)	646									
pX, platoon unblocked										
vC, conflicting volume				1967	2448		508			
vC1, stage 1 conf vol						1984				
vC2, stage 2 conf vol						465				
vCu, unblocked vol				1967	2448		508			
tC, single (s)				4.1	6.8		7.0			
tC, 2 stage (s)						5.8				
tF (s)				2.2	3.5		3.4			
p0 queue free %				100	100		24			
cM capacity (veh/h)				292	78		499			
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	
Volume Total	562	562	562	314	465	465	465	465	380	
Volume Left	0	0	0	0	0	0	0	0	0	
Volume Right	0	0	0	33	0	0	0	0	380	
cSH	1700	1700	1700	1700	1700	1700	1700	1700	499	
Volume to Capacity	0.33	0.33	0.33	0.18	0.27	0.27	0.27	0.27	0.76	
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	165	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.6	
Lane LOS									D	
Approach Delay (s)	0.0				0.0				31.6	
Approach LOS									D	
Intersection Summary										
Average Delay				2.8						
Intersection Capacity Utilization				50.3%	ICU Level of Service				A	
Analysis Period (min)				15						

Lanes, Volumes, Timings
 10: Charles Lindbergh Blvd & Perimeter Rd







FB B Weekday PM peak hour - Alternative
 05/23/2024

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1948	1317	117	0	226
Future Volume (vph)	0	1948	1317	117	0	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	0.86	0.86	1.00	1.00
Frt			0.988			0.865
Flt Protected						
Satd. Flow (prot)	0	6471	6326	0	0	1627
Flt Permitted						
Satd. Flow (perm)	0	6471	6326	0	0	1627
Link Speed (mph)		45	45		30	
Link Distance (ft)		124	357		354	
Travel Time (s)		1.9	5.4		8.0	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	1%	2%	3%	0%	1%
Adj. Flow (vph)	0	2347	1587	141	0	272
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2347	1728	0	0	272
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		40	35		0	
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
Sign Control		Free	Free		Yield	

Intersection Summary















Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 41.7% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis FB B Weekday PM peak hour - Alternative 10: Charles Lindbergh Blvd & Perimeter Rd 05/23/2024

										
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations										
Traffic Volume (veh/h)	0	1948	1317	117	0	226				
Future Volume (Veh/h)	0	1948	1317	117	0	226				
Sign Control		Free	Free		Yield					
Grade		0%	0%		0%					
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83				
Hourly flow rate (vph)	0	2347	1587	141	0	272				
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type		Raised	Raised							
Median storage veh		1	1							
Upstream signal (ft)		770								
pX, platoon unblocked										
vC, conflicting volume	1587					2244	467			
vC1, stage 1 conf vol						1658				
vC2, stage 2 conf vol						587				
vCu, unblocked vol	1587					2244	467			
tC, single (s)	4.1					6.8	6.9			
tC, 2 stage (s)						5.8				
tF (s)	2.2					3.5	3.3			
p0 queue free %	100					100	50			
cM capacity (veh/h)	419					113	545			
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SB 1	
Volume Total	587	587	587	587	453	453	453	368	272	
Volume Left	0	0	0	0	0	0	0	0	0	
Volume Right	0	0	0	0	0	0	0	141	272	
cSH	1700	1700	1700	1700	1700	1700	1700	1700	545	
Volume to Capacity	0.35	0.35	0.35	0.35	0.27	0.27	0.27	0.22	0.50	
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	69	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	
Lane LOS									C	
Approach Delay (s)	0.0					0.0				18.0
Approach LOS									C	
Intersection Summary										
Average Delay			1.1							
Intersection Capacity Utilization			41.7%	ICU Level of Service				A		
Analysis Period (min)			15							







Lanes, Volumes, Timings
11: Charles Lindbergh Blvd & Merrick Ave

FB B Weekday PM peak hour - Alternative
05/23/2024

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	414	0	204	547	1016	324
Future Volume (vph)	414	0	204	547	1016	324
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		0.153			
Satd. Flow (perm)	3400	0	282	3471	3574	1553
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						341
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)	436	0	215	576	1069	341
Shared Lane Traffic (%)						
Lane Group Flow (vph)	436	0	215	576	1069	341
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	

Lanes, Volumes, Timings
11: Charles Lindbergh Blvd & Merrick Ave

FB B Weekday PM peak hour - Alternative
05/23/2024

						
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)	12.8		35.0	35.0	20.2	20.2
Actuated g/C Ratio	0.21		0.58	0.58	0.34	0.34
v/c Ratio	0.60		0.57	0.28	0.89	0.45
Control Delay	25.4		22.2	7.0	32.1	4.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	25.4		22.2	7.0	32.1	4.8
LOS	C		C	A	C	A
Approach Delay	25.4			11.1	25.5	
Approach LOS	C			B	C	
Queue Length 50th (ft)	72		32	47	184	0
Queue Length 95th (ft)	124		87	85	#387	56
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	1433		626	2517	1205	750
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	0.30		0.34	0.23	0.89	0.45

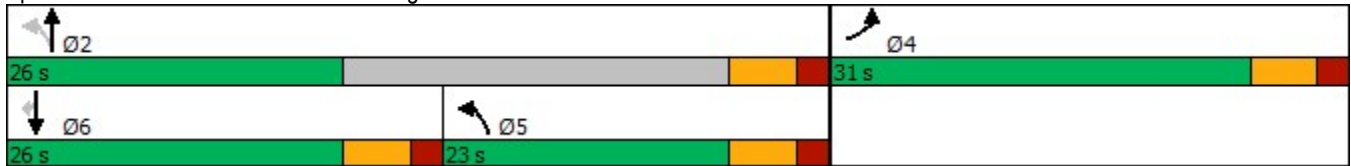
Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 59.9
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 21.1
 Intersection Capacity Utilization 66.7%
 Intersection LOS: C
 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: 11: Charles Lindbergh Blvd & Merrick Ave



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

FB B Weekday PM peak hour - Alternative

05/23/2024













												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	168	1438	253	9	73	1595	137	390	483	130	299	672
Future Volume (vph)	168	1438	253	9	73	1595	137	390	483	130	299	672
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		475		155	350		0	380	
Storage Lanes	1		1		1		1	2		0	2	
Taper Length (ft)	0				55			80			100	
Lane Util. Factor	1.00	0.91	1.00	0.86	1.00	0.86	0.86	0.97	0.95	0.95	0.97	0.95
Ped Bike Factor	1.00				1.00	1.00		1.00	1.00		1.00	
Frt			0.850			0.988			0.968			
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1787	5085	1615	0	1758	6324	0	3467	3306	0	3502	3539
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1787	5085	1615	0	1757	6324	0	3465	3306	0	3498	3539
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				40			40			40
Link Distance (ft)		219				1187			1245			909
Travel Time (s)		3.0				20.2			21.2			15.5
Confl. Peds. (#/hr)	1		2		2		1	1		2	2	
Confl. Bikes (#/hr)												
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%	0%	0%	3%	2%	2%	1%	6%	3%	0%	2%
Adj. Flow (vph)	177	1514	266	9	77	1679	144	411	508	137	315	707
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	1514	266	0	86	1823	0	411	645	0	315	707
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)		12				12			24			24
Link Offset(ft)		0				3			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	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2		1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100		20	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	6	20	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	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			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												

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

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	310
Future Volume (vph)	310
Ideal Flow (vphpl)	1900
Storage Length (ft)	180
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1599
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	2
Peak Hour Factor	0.95
Heavy Vehicles (%)	1%
Adj. Flow (vph)	326
Shared Lane Traffic (%)	
Lane Group Flow (vph)	326
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	1
Detector Template	Right
Leading Detector (ft)	20
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)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

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

FB B Weekday PM peak hour - Alternative
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	Prot	NA	pt+ov	Prot	Prot	NA		Prot	NA		Prot	NA
Protected Phases	5	2	2 7	1	1	6		7	4		3	8
Permitted Phases												
Detector Phase	5	2	2 7	1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0	10.0		5.0	7.0		5.0	7.0
Minimum Split (s)	12.3	17.0		12.3	12.3	17.0		12.0	15.0		12.0	15.0
Total Split (s)	34.0	60.0		34.0	34.0	60.0		34.0	42.0		34.0	42.0
Total Split (%)	20.0%	35.3%		20.0%	20.0%	35.3%		20.0%	24.7%		20.0%	24.7%
Maximum Green (s)	26.7	53.0		26.7	26.7	53.0		27.0	34.0		27.0	34.0
Yellow Time (s)	4.3	5.0		4.3	4.3	5.0		4.0	5.0		4.0	5.0
All-Red Time (s)	3.0	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
Total Lost Time (s)	7.3	7.0			7.3	7.0		7.0	8.0		7.0	8.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	0.2		3.0	3.0	0.2		2.0	3.0		2.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		28.0				28.0			30.0			30.0
Pedestrian Calls (#/hr)		0				1			1			1
Act Effct Green (s)	21.5	66.4	97.2		13.7	58.6		23.8	41.0		19.6	36.8
Actuated g/C Ratio	0.13	0.39	0.57		0.08	0.34		0.14	0.24		0.12	0.22
v/c Ratio	0.78	0.76	0.29		0.61	0.84		0.85	0.81		0.78	0.92
Control Delay	94.9	48.6	19.9		90.8	73.9		87.8	69.8		86.6	82.8
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	94.9	48.6	19.9		90.8	73.9		87.8	69.8		86.6	82.8
LOS	F	D	B		F	E		F	E		F	F
Approach Delay		48.9				74.6			76.8			74.2
Approach LOS		D				E			E			E
Queue Length 50th (ft)	194	537	147		100	550		232	358		178	411
Queue Length 95th (ft)	277	628	215		150	661		291	#484		227	#562
Internal Link Dist (ft)		139				1107			1165			829
Turn Bay Length (ft)					475			350			380	
Base Capacity (vph)	280	1986	954		276	2179		550	797		556	766
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	0.63	0.76	0.28		0.31	0.84		0.75	0.81		0.57	0.92

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 128 (75%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92

Lane Group SBR

Detector 2 Extend (s)	
Turn Type	pt+ov
Protected Phases	8 5
Permitted Phases	
Detector Phase	8 5
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)	65.6
Actuated g/C Ratio	0.39
v/c Ratio	0.53
Control Delay	43.7
Queue Delay	0.0
Total Delay	43.7
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	279
Queue Length 95th (ft)	376
Internal Link Dist (ft)	
Turn Bay Length (ft)	180
Base Capacity (vph)	666
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.49

Intersection Summary

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

FB B Weekday PM peak hour - Alternative

05/23/2024

Intersection Signal Delay: 66.9

Intersection LOS: E

Intersection Capacity Utilization 93.0%

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.













Splits and Phases: 12: Merrick Ave & Hempstead Tpke



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

FB B Weekday PM peak hour - Alternative









05/23/2024

									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	13	2000	25	22	8	1789	0	0	
Future Volume (vph)	13	2000	25	22	8	1789	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	10	10	11	12	12	
Storage Length (ft)	120		0		125		0	0	
Storage Lanes	1		0		1		0	0	
Taper Length (ft)	125				125		0		
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00	
Ped Bike Factor		1.00			1.00				
Frt		0.998							
Flt Protected	0.950				0.950				
Satd. Flow (prot)	1685	4859	0	0	1685	4916	0	0	
Flt Permitted	0.110				0.083				
Satd. Flow (perm)	195	4859	0	0	147	4916	0	0	
Right Turn on Red			Yes					No	
Satd. Flow (RTOR)		3							
Link Speed (mph)		40				40	30		
Link Distance (ft)		1187				1067	210		
Travel Time (s)		20.2				18.2	4.8		
Confl. Peds. (#/hr)			7		7				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	3%	0%	0%	0%	2%	2%	2%	
Adj. Flow (vph)	13	2062	26	23	8	1844	0	0	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	13	2088	0	0	31	1844	0	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)		20				24	0		
Link Offset(ft)		5				-5	0		
Crosswalk Width(ft)		24				44	16		
Two way Left Turn Lane									
Headway Factor	1.09	1.04	1.04	1.09	1.09	1.04	1.00	1.00	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	0	0		1	0	0			
Detector Template				Left					
Leading Detector (ft)	0	0		20	0	0			
Trailing Detector (ft)	0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0	0			
Detector 1 Size(ft)	0	0		20	0	0			
Detector 1 Type				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			
Turn Type	Perm	NA		Perm	Perm	NA			
Protected Phases		2				6			3
Permitted Phases	2			6	6				
Detector Phase	2	2		6	6	6			

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

FB B Weekday PM peak hour - Alternative






05/23/2024

									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	Ø3
Switch Phase									
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0			10.0
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0			33.0
Total Split (s)	137.0	137.0		137.0	137.0	137.0			33.0
Total Split (%)	80.6%	80.6%		80.6%	80.6%	80.6%			19%
Maximum Green (s)	130.0	130.0		130.0	130.0	130.0			30.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0			2.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0			1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			
Total Lost Time (s)	7.0	7.0			7.0	7.0			
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2			0.2
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max			None
Walk Time (s)									7.0
Flash Dont Walk (s)									30.0
Pedestrian Calls (#/hr)									1
Act Effct Green (s)	162.0	162.0			162.0	162.0			
Actuated g/C Ratio	0.95	0.95			0.95	0.95			
v/c Ratio	0.07	0.45			0.22	0.39			
Control Delay	2.5	2.3			5.6	1.5			
Queue Delay	0.0	0.0			0.0	0.0			
Total Delay	2.5	2.3			5.6	1.5			
LOS	A	A			A	A			
Approach Delay		2.3				1.5			
Approach LOS		A				A			
Queue Length 50th (ft)	0	34			0	0			
Queue Length 95th (ft)	m3	140			12	126			
Internal Link Dist (ft)		1107				987	130		
Turn Bay Length (ft)	120				125				
Base Capacity (vph)	186	4630			140	4685			
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	0.07	0.45			0.22	0.39			

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 163 (96%), Referenced to phase 2:EBTU and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.45
 Intersection Signal Delay: 1.9
 Intersection Capacity Utilization 45.0%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.















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

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

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









FB B Weekday PM peak hour - Alternative

05/23/2024

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	45	1838	141	10	41	1753	43	34
Future Volume (vph)	45	1838	141	10	41	1753	43	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0		140		0	0
Storage Lanes	1		0		1		1	1
Taper Length (ft)	130				150		0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99
Frt		0.989						0.850
Flt Protected	0.950				0.950		0.950	
Satd. Flow (prot)	1805	5028	0	0	1805	5085	1805	1568
Flt Permitted	0.107				0.950		0.950	
Satd. Flow (perm)	203	5028	0	0	1803	5085	1805	1547
Right Turn on Red			Yes					No
Satd. Flow (RTOR)		14						
Link Speed (mph)		40				40	30	
Link Distance (ft)		1067				639	274	
Travel Time (s)		18.2				10.9	6.2	
Confl. Peds. (#/hr)			4		4			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	0%	0%	0%	2%	0%	3%
Adj. Flow (vph)	48	1976	152	11	44	1885	46	37
Shared Lane Traffic (%)								
Lane Group Flow (vph)	48	2128	0	0	55	1885	46	37
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)		24				30	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		24				44	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Number of Detectors	1	2		1	2	2	2	2
Detector Template	Left	Thru		Left		Thru		
Leading Detector (ft)	20	100		20	55	100	55	55
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)	20	6		20	20	6	20	20
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)		94			35	94	35	35
Detector 2 Size(ft)		6			20	6	20	20
Detector 2 Type		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

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

FB B Weekday PM peak hour - Alternative
05/23/2024

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Turn Type	Perm	NA		Prot	Prot	NA	Prot	Perm
Protected Phases		2		1	1	6	3	
Permitted Phases	2							3
Detector Phase	2	2		1	1	6	3	3
Switch Phase								
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	10.0	17.0	12.0	12.0
Total Split (s)	114.0	114.0		20.0	20.0	134.0	36.0	36.0
Total Split (%)	67.1%	67.1%		11.8%	11.8%	78.8%	21.2%	21.2%
Maximum Green (s)	107.0	107.0		15.0	15.0	127.0	29.0	29.0
Yellow Time (s)	5.0	5.0		3.0	3.0	5.0	4.0	4.0
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	0.0	0.0
Total Lost Time (s)	7.0	7.0			5.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	0.2	0.2		2.0	2.0	0.2	3.0	3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None	None
Walk Time (s)							7.0	7.0
Flash Dont Walk (s)							25.0	25.0
Pedestrian Calls (#/hr)							1	1
Act Effct Green (s)	134.7	134.7			9.6	147.2	12.8	12.8
Actuated g/C Ratio	0.79	0.79			0.06	0.87	0.08	0.08
v/c Ratio	0.30	0.53			0.54	0.43	0.34	0.32
Control Delay	11.1	6.0			99.5	0.4	78.1	78.1
Queue Delay	0.0	1.4			0.0	0.1	0.0	0.0
Total Delay	11.1	7.5			99.5	0.5	78.1	78.1
LOS	B	A			F	A	E	E
Approach Delay		7.6				3.3	78.1	
Approach LOS		A				A	E	
Queue Length 50th (ft)	11	193			64	8	51	41
Queue Length 95th (ft)	34	307			m92	m22	86	74
Internal Link Dist (ft)		987				559	194	
Turn Bay Length (ft)	120				140			
Base Capacity (vph)	161	3986			159	4402	307	263
Starvation Cap Reductn	0	0			0	666	0	0
Spillback Cap Reductn	0	1569			0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0
Reduced v/c Ratio	0.30	0.88			0.35	0.50	0.15	0.14

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 161 (95%), Referenced to phase 2:EBTU and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 7.0
 Intersection LOS: A

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

FB B Weekday PM peak hour - Alternative

05/23/2024





Intersection Capacity Utilization 59.0%

ICU Level of Service B

Analysis Period (min) 15





















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

Splits and Phases: 14: Coollidge Dr & Hempstead Tpke

 Ø1 20 s	 Ø2 (R) 114 s	 Ø3 36 s
 Ø5 (R) 134 s		

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

FB B Weekday PM peak hour - Alternative
 05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	26	1742	191	6	101	1497	219	253	104	31	598
Future Volume (vph)	2	26	1742	191	6	101	1497	219	253	104	31	598
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			0.985					0.850		0.966		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1745	4840	0	0	1745	4916	1531	3319	1749	0	3385
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1745	4840	0	0	1745	4916	1531	3314	1749	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	28	1853	203	6	107	1593	233	269	111	33	636
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	30	2056	0	0	113	1593	233	269	144	0	636
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













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

FB B Weekday PM peak hour - Alternative
 05/23/2024

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↗	
Traffic Volume (vph)	316	44
Future Volume (vph)	316	44
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)	336	47
Shared Lane Traffic (%)		
Lane Group Flow (vph)	383	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	

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

FB B Weekday PM peak hour - Alternative
05/23/2024

												
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	2 7	8	8		7
Permitted Phases												
Detector Phase	1	1	5		6	6	2	2 7	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)		7.5	66.2			18.0	80.2	122.2	19.8	19.8		34.0
Actuated g/C Ratio		0.04	0.39			0.11	0.47	0.72	0.12	0.12		0.20
v/c Ratio		0.39	1.09			0.61	0.69	0.21	0.70	0.71		0.94
Control Delay		94.6	109.0			87.8	38.5	9.8	81.7	90.7		88.9
Queue Delay		0.0	3.7			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		94.6	112.8			87.8	38.5	9.8	81.7	90.7		88.9
LOS		F	F			F	D	A	F	F		F
Approach Delay			112.5				38.0					84.9
Approach LOS			F				D					F
Queue Length 50th (ft)		33	~913			123	513	83	151	158		364
Queue Length 95th (ft)		m58	#1089			196	634	147	195	231		#481
Internal Link Dist (ft)			559				564			301		
Turn Bay Length (ft)		115				140		50	40			130
Base Capacity (vph)		195	1885			184	2318	1100	663	349		677
Starvation Cap Reductn		0	15			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	1.10			0.61	0.69	0.21	0.41	0.41		0.94

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: 140

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	1.06	
Control Delay	127.7	
Queue Delay	0.0	
Total Delay	127.7	
LOS	F	
Approach Delay	103.5	
Approach LOS	F	
Queue Length 50th (ft)	~468	
Queue Length 95th (ft)	#687	
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	1.06	
Intersection Summary		

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

FB B Weekday PM peak hour - Alternative

05/23/2024

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 82.2

Intersection LOS: F

Intersection Capacity Utilization 98.0%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

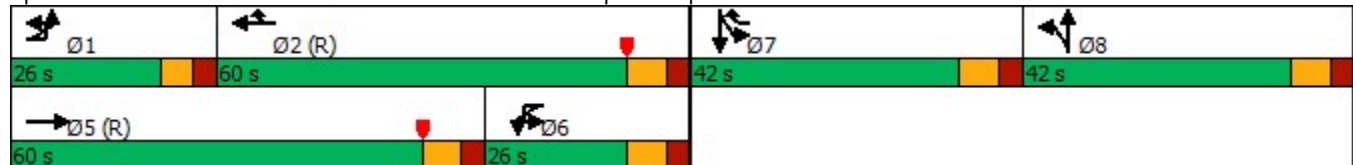
Queue shown is maximum after two cycles.

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: 15: East Meadow Ave/Park Blvd & Hempstead Tpke



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













FB B Weekday PM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	151	62	971	2	6	26	5	310	683	13	36	907
Future Volume (vph)	151	62	971	2	6	26	5	310	683	13	36	907
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		1.00	1.00
Frt			0.850		0.896				0.997			0.992
Flt Protected		0.966			0.997			0.950			0.950	
Satd. Flow (prot)	0	1812	2814	0	1626	0	0	3027	3495	0	1805	3500
Flt Permitted		0.767			0.985			0.131			0.373	
Satd. Flow (perm)	0	1433	2756	0	1607	0	0	417	3495	0	705	3500
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			36		27				4			7
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)	159	65	1022	2	6	27	5	326	719	14	38	955
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	224	1022	0	35	0	0	331	733	0	38	1012
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)	54
Future Volume (vph)	54
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)	57
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	

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

FB B Weekday PM peak hour - Alternative
 05/23/2024

												
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)		24.4	44.7		24.4			46.8	45.8		25.4	25.4
Actuated g/C Ratio		0.30	0.54		0.30			0.57	0.56		0.31	0.31
v/c Ratio		0.53	0.68		0.07			0.46	0.38		0.18	0.93
Control Delay		30.8	15.8		11.5			11.9	11.0		25.7	44.5
Queue Delay		0.0	0.0		0.0			0.0	0.0		0.0	0.0
Total Delay		30.8	15.8		11.5			11.9	11.0		25.7	44.5
LOS		C	B		B			B	B		C	D
Approach Delay		18.5			11.5				11.3			43.8
Approach LOS		B			B				B			D
Queue Length 50th (ft)		102	209		3			40	104		15	268
Queue Length 95th (ft)		181	280		25			75	160		44	#455
Internal Link Dist (ft)		676			207				1041			742
Turn Bay Length (ft)								420			105	
Base Capacity (vph)		458	1646		532			882	2292		244	1217
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		0.49	0.62		0.07			0.38	0.32		0.16	0.83

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 82.4
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.93



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

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

FB B Weekday PM peak hour - Alternative

05/23/2024

Intersection Signal Delay: 24.0

Intersection LOS: C

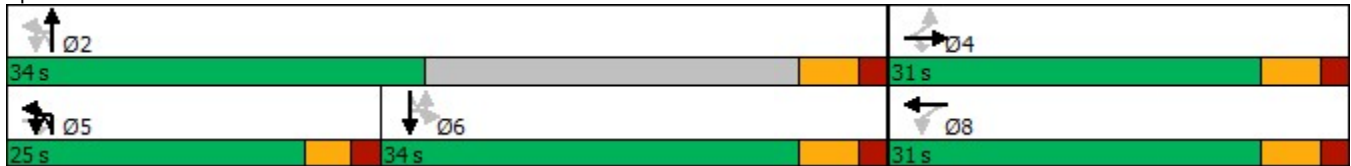
Intersection Capacity Utilization 97.5%

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.

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



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

FB B Weekday PM peak hour - Alternative
 05/23/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	11	31	1485	112	24	149	1678	48	123	76	176	89
Future Volume (vph)	11	31	1485	112	24	149	1678	48	123	76	176	89
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
Fr				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				0.763		0.453
Satd. Flow (perm)	0	1647	4893	1457	0	1803	5036	1484	0	1301	1441	791
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	1688	127	27	169	1907	55	140	86	200	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	1688	127	0	196	1907	55	0	226	200	101
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













FB B Weekday PM peak hour - Alternative

05/23/2024

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	73	38
Future Volume (vph)	73	38
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)	83	43
Shared Lane Traffic (%)		
Lane Group Flow (vph)	83	43
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

FB B Weekday PM peak hour - Alternative
 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	80.5	80.5		20.9	94.3	94.3		36.5	36.5	36.5
Actuated g/C Ratio		0.06	0.50	0.50		0.13	0.59	0.59		0.23	0.23	0.23
v/c Ratio		0.48	0.69	0.17		0.83	0.64	0.06		0.76	0.61	0.56
Control Delay		80.4	24.8	22.3		93.6	9.2	7.8		73.3	62.1	65.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		80.4	24.8	22.3		93.6	9.2	7.8		73.3	62.1	65.0
LOS		F	C	C		F	A	A		E	E	E
Approach Delay			26.1				16.9			68.1		
Approach LOS			C				B			E		
Queue Length 50th (ft)		46	262	50		217	184	14		209	177	88
Queue Length 95th (ft)		m69	384	m99		m239	m193	m16		300	257	151
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		257	2463	733		282	2967	874		357	396	217
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	0.69	0.17		0.70	0.64	0.06		0.63	0.51	0.47

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: 125
 Control Type: Actuated-Coordinated

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

Lane Group	↓	↙
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)	36.5	36.5
Actuated g/C Ratio	0.23	0.23
v/c Ratio	0.21	0.13
Control Delay	48.7	46.5
Queue Delay	0.0	0.0
Total Delay	48.7	46.5
LOS	D	D
Approach Delay	55.6	
Approach LOS	E	
Queue Length 50th (ft)	67	34
Queue Length 95th (ft)	113	67
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		

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

FB B Weekday PM peak hour - Alternative

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Maximum v/c Ratio: 0.83

Intersection Signal Delay: 27.1

Intersection LOS: C

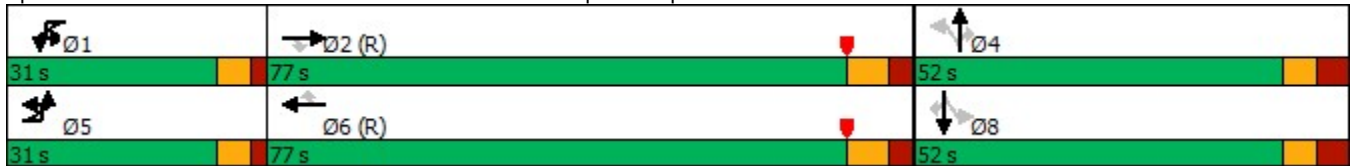
Intersection Capacity Utilization 131.6%

ICU Level of Service H

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

FB B Weekday PM peak hour - Alternative
05/23/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	147	1269	11	22	20	1564	245	20	44	25	324
Future Volume (vph)	3	147	1269	11	22	20	1564	245	20	44	25	324
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				0.863		0.950
Satd. Flow (perm)	0	3188	3505	1615	0	1805	3539	1500	0	1517	0	3335
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								255				
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	153	1322	11	23	21	1629	255	21	46	26	338
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	156	1322	11	0	44	1629	255	0	93	0	338
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												

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

Lane Group	SBT	SBR	Ø2
Lane Configurations			
Traffic Volume (vph)	30	333	
Future Volume (vph)	30	333	
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	0.874	0.850	
Flt Protected			
Satd. Flow (prot)	1473	1461	
Flt Permitted			
Satd. Flow (perm)	1473	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	347	
Shared Lane Traffic (%)		46%	
Lane Group Flow (vph)	191	187	
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

FB B Weekday PM peak hour - Alternative
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)		11.6	80.0	80.0		13.0	81.4	114.1		13.3		25.7
Actuated g/C Ratio		0.07	0.50	0.50		0.08	0.51	0.71		0.08		0.16
v/c Ratio		0.68	0.75	0.01		0.30	0.91	0.22		0.74		0.63
Control Delay		86.9	37.2	24.0		49.3	23.7	1.7		102.8		67.4
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0
Total Delay		86.9	37.2	24.0		49.3	23.7	1.7		102.8		67.4
LOS		F	D	C		D	C	A		F		E
Approach Delay			42.3				21.4			102.8		
Approach LOS			D				C			F		
Queue Length 50th (ft)		83	590	6		45	301	21		96		171
Queue Length 95th (ft)		123	745	19		m70	#1132	47		#183		213
Internal Link Dist (ft)			418				500			180		
Turn Bay Length (ft)		90		125		150		405				125
Base Capacity (vph)		262	1752	807		146	1800	1207		139		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		0.60	0.75	0.01		0.30	0.91	0.21		0.67		0.48

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: 0.91

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

	↓	↙	
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)	25.7	25.7	
Actuated g/C Ratio	0.16	0.16	
v/c Ratio	0.81	0.82	
Control Delay	88.8	91.8	
Queue Delay	0.0	0.0	
Total Delay	88.8	91.8	
LOS	F	F	
Approach Delay	79.5		
Approach LOS	E		
Queue Length 50th (ft)	205	201	
Queue Length 95th (ft)	288	286	
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	0.61	0.62	

Intersection Summary

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

FB B Weekday PM peak hour - Alternative

05/23/2024

Intersection Signal Delay: 40.4

Intersection LOS: D

Intersection Capacity Utilization 100.1%

ICU Level of Service G

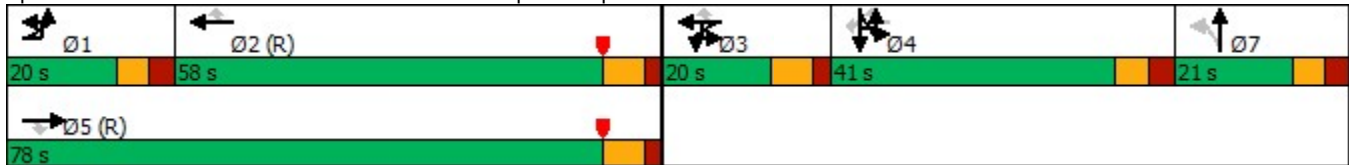
Analysis Period (min) 15

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
19: Merrick Ave & Front St

FB B Weekday PM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	358	186	160	389	80	192	810	153	226	1455	197
Future Volume (vph)	142	358	186	160	389	80	192	810	153	226	1455	197
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	11	11	11	12	11
Storage Length (ft)	165		85	95		130	160		0	325		145
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	75			110			160			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor			0.98	1.00								0.99
Frt			0.850		0.974			0.976				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1620	1722	1478	1668	3197	0	1668	3263	0	1728	3610	1487
Flt Permitted	0.320			0.166			0.056			0.180		
Satd. Flow (perm)	546	1722	1448	291	3197	0	98	3263	0	327	3610	1466
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)			100		14							
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		552			635			457			1121	
Travel Time (s)		9.4			10.8			7.8			19.1	
Confl. Peds. (#/hr)			5	5			1					1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	3%	2%	1%	3%	1%	1%	5%	1%	1%	0%	5%
Parking (#/hr)									0			
Adj. Flow (vph)	145	365	190	163	397	82	196	827	156	231	1485	201
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	365	190	163	479	0	196	983	0	231	1485	201
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)		10			10			13			11	
Link Offset(ft)		0			-12			0			-5	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.04	1.04	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	2
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	55	100	100	55	100		55	100		55	100	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	6	6	20	6		20	6		20	6	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)	35	94	94	35	94		35	94		35	94	94
Detector 2 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex

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

FB B Weekday PM peak hour - Alternative
05/23/2024

												
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	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		4
Detector Phase	5	2	2	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	20.0		5.0	20.0	20.0
Minimum Split (s)	10.0	18.0	18.0	10.0	18.0		10.0	28.0		10.0	28.0	28.0
Total Split (s)	21.0	43.0	43.0	21.0	43.0		21.0	78.0		21.0	78.0	78.0
Total Split (%)	12.9%	26.4%	26.4%	12.9%	26.4%		12.9%	47.9%		12.9%	47.9%	47.9%
Maximum Green (s)	16.0	35.0	35.0	16.0	35.0		16.0	70.0		16.0	70.0	70.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	5.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0		2.0	3.0		2.0	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	0.0
Total Lost Time (s)	5.0	8.0	8.0	5.0	8.0		5.0	8.0		5.0	8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	6.0		2.0	6.0	6.0
Recall Mode	None	None	None	None	None		None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Dont Walk (s)		23.0	23.0		23.0			18.0			18.0	18.0
Pedestrian Calls (#/hr)		0	0		0			2			0	0
Act Effct Green (s)	51.6	35.0	35.0	53.1	35.7		90.0	71.4		87.2	70.0	70.0
Actuated g/C Ratio	0.32	0.22	0.22	0.33	0.22		0.56	0.44		0.54	0.43	0.43
v/c Ratio	0.55	0.98	0.48	0.75	0.67		0.95	0.68		0.77	0.95	0.32
Control Delay	45.0	102.7	30.4	58.6	61.0		95.5	39.2		35.1	57.0	32.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	45.0	102.7	30.4	58.6	61.0		95.5	39.2		35.1	57.0	32.0
LOS	D	F	C	E	E		F	D		D	E	C
Approach Delay		71.1			60.4			48.5			51.7	
Approach LOS		E			E			D			D	
Queue Length 50th (ft)	108	393	83	123	241		161	444		117	802	141
Queue Length 95th (ft)	168	#612	168	#193	310		#328	530		172	#964	209
Internal Link Dist (ft)		472			555			377			1041	
Turn Bay Length (ft)	165		85	95			160			325		145
Base Capacity (vph)	289	374	393	235	720		210	1447		320	1569	637
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	0.50	0.98	0.48	0.69	0.67		0.93	0.68		0.72	0.95	0.32

Intersection Summary

Area Type: Other
 Cycle Length: 163
 Actuated Cycle Length: 161
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.98

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

FB B Weekday PM peak hour - Alternative

05/23/2024

Intersection Signal Delay: 55.2

Intersection LOS: E

Intersection Capacity Utilization 101.2%

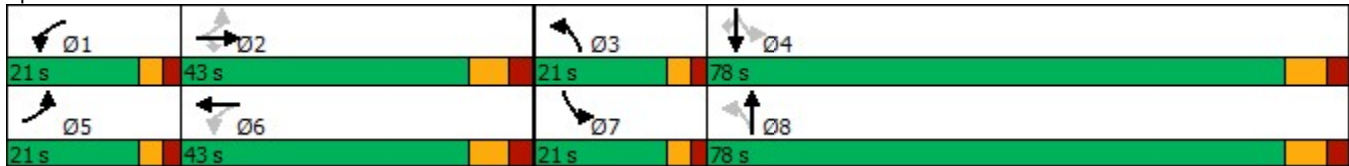
ICU Level of Service G

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 19: Merrick Ave & Front St















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

FB B Weekday PM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	477	121	236	466	33	141	401	197	41	420	29
Future Volume (vph)	126	477	121	236	466	33	141	401	197	41	420	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		75	110		0	0		150	80		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	50			50			0			45		
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		0.96		0.99			0.99			1.00	
Frt			0.850		0.990			0.951			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1568	1787	1833	0	1805	1725	0	1752	1818	0
Flt Permitted	0.443			0.170			0.112			0.233		
Satd. Flow (perm)	801	1863	1504	320	1833	0	213	1725	0	430	1818	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								21			2	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		370			466			338			371	
Travel Time (s)		6.3			7.9			7.7			8.4	
Confl. Peds. (#/hr)	21		6	6		21	12		7	7		12
Confl. Bikes (#/hr)			4									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 (%)	2%	2%	3%	1%	2%	3%	0%	4%	2%	3%	3%	4%
Parking (#/hr)						0						
Adj. Flow (vph)	133	502	127	248	491	35	148	422	207	43	442	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	502	127	248	526	0	148	629	0	43	473	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			12			12			12	
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	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	2	2		2	2		2	2	
Detector Template	Left	Thru			Thru							
Leading Detector (ft)	20	100	0	55	100		55	55		55	55	
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	0	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	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		35	94		35	35		35	35	
Detector 2 Size(ft)		6		20	6		20	20		20	20	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

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

FB B Weekday PM peak hour - Alternative
05/23/2024

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	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases		2		1	6		7	4				8
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	1	6		7	4		8		8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		5.0	12.0		12.0	12.0	
Minimum Split (s)	16.0	16.0	16.0	10.0	16.0		10.0	18.0		28.0	28.0	
Total Split (s)	61.0	61.0	61.0	17.0	61.0		17.0	36.0		36.0	36.0	
Total Split (%)	46.6%	46.6%	46.6%	13.0%	46.6%		13.0%	27.5%		27.5%	27.5%	
Maximum Green (s)	55.0	55.0	55.0	12.0	55.0		12.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		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	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.0	6.0		5.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	1.0	4.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	Min		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0		7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	15.0	15.0	15.0		15.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)	4	4	4		2			2		7	7	
Act Effct Green (s)	37.7	37.7	37.7	54.7	53.6		47.0	46.0		30.5	30.5	
Actuated g/C Ratio	0.34	0.34	0.34	0.49	0.48		0.42	0.41		0.27	0.27	
v/c Ratio	0.49	0.80	0.25	0.83	0.60		0.62	0.87		0.37	0.95	
Control Delay	36.0	43.8	27.6	40.8	23.9		36.0	45.7		49.7	72.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.0	43.8	27.6	40.8	23.9		36.0	45.7		49.7	72.5	
LOS	D	D	C	D	C		D	D		D	E	
Approach Delay		39.7			29.3			43.9			70.6	
Approach LOS		D			C			D			E	
Queue Length 50th (ft)	77	333	67	104	271		67	404		26	344	
Queue Length 95th (ft)	138	458	113	#189	372		#148	#774		75	#683	
Internal Link Dist (ft)		290			386			258			291	
Turn Bay Length (ft)	75		75	110						80		
Base Capacity (vph)	400	931	751	316	1199		263	748		117	497	
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	0.33	0.54	0.17	0.78	0.44		0.56	0.84		0.37	0.95	

Intersection Summary

Area Type: Other
 Cycle Length: 131
 Actuated Cycle Length: 111.8
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.95

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

FB B Weekday PM peak hour - Alternative

05/23/2024

Intersection Signal Delay: 43.6

Intersection LOS: D

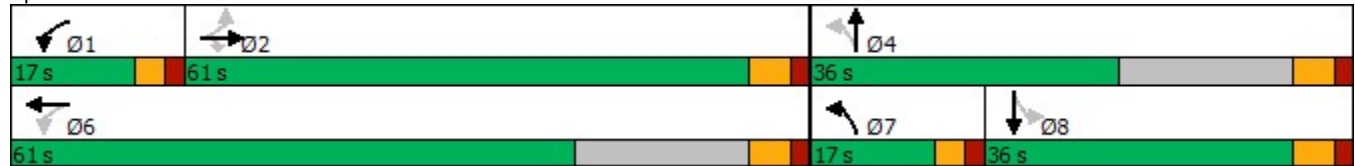
Intersection Capacity Utilization 100.7%

ICU Level of Service G

Analysis Period (min) 15

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

Splits and Phases: 20: Uniondale Ave & Front St



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













FB B Weekday PM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	689	22	18	578	32	40	55	13	93	159	56
Future Volume (vph)	66	689	22	18	578	32	40	55	13	93	159	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	14	14	14	16	16	16
Storage Length (ft)	45		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	45			40			0			0		
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	1.00	1.00		1.00	1.00			0.99			0.99	
Frt		0.995			0.992			0.983			0.975	
Flt Protected	0.950			0.950				0.982			0.985	
Satd. Flow (prot)	1685	1729	0	1685	1737	0	0	1918	0	0	2028	0
Flt Permitted	0.320			0.249				0.752			0.875	
Satd. Flow (perm)	566	1729	0	440	1737	0	0	1463	0	0	1793	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		258			261			408			539	
Travel Time (s)		4.4			4.4			9.3			12.3	
Confl. Peds. (#/hr)	10		12	12		10	10		8	8		10
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 (%)	0%	2%	0%	0%	1%	3%	0%	3%	0%	1%	1%	2%
Parking (#/hr)						0						
Adj. Flow (vph)	69	725	23	19	608	34	42	58	14	98	167	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	748	0	19	642	0	0	114	0	0	324	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)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template							Left			Left		
Leading Detector (ft)	0	184		0	180		20	22		20	36	
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)	0	6		0	6		20	6		20	6	
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		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)		178			174			16			30	
Detector 2 Size(ft)		6			6			6			6	

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

FB B Weekday PM peak hour - Alternative

05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	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	
Turn Type	Perm	NA	Perm		NA	Perm		NA	Perm		NA	
Protected Phases	2		6		6		8		8		4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2	6		6	8		8	4		4	
Switch Phase												
Minimum Initial (s)	30.0	30.0	30.0		30.0	10.0		10.0	10.0		10.0	10.0
Minimum Split (s)	36.0	36.0	36.0		36.0	15.5		15.5	15.5		15.5	15.5
Total Split (s)	61.0	61.0	61.0		61.0	28.5		28.5	28.5		28.5	28.5
Total Split (%)	68.2%	68.2%	68.2%		68.2%	31.8%		31.8%	31.8%		31.8%	31.8%
Maximum Green (s)	55.0	55.0	55.0		55.0	23.0		23.0	23.0		23.0	23.0
Yellow Time (s)	4.0	4.0	4.0		4.0	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	2.0
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)	6.0	6.0	6.0		6.0	5.5		5.5	5.5		5.5	5.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0		5.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	Min	Min	Min		Min	None		None	None		None	None
Walk Time (s)							7.0	7.0	7.0		7.0	7.0
Flash Dont Walk (s)							12.0	12.0	12.0		12.0	12.0
Pedestrian Calls (#/hr)							4	4	3		3	3
Act Effct Green (s)	42.4	42.4	42.4		42.4	17.6		17.6	17.6		17.6	17.6
Actuated g/C Ratio	0.59	0.59	0.59		0.59	0.24		0.24	0.24		0.24	0.24
v/c Ratio	0.21	0.74	0.07		0.63	0.32		0.32	0.32		0.32	0.74
Control Delay	9.4	16.4	7.8		13.3	27.5		27.5	27.5		27.5	38.1
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	9.4	16.4	7.8		13.3	27.5		27.5	27.5		27.5	38.1
LOS	A	B	A		B	C		C	C		C	D
Approach Delay	15.8				13.2		27.5		27.5		38.1	
Approach LOS	B				B		C		C		D	
Queue Length 50th (ft)	13	220	3		170	41		41	41		41	131
Queue Length 95th (ft)	37	399	13		304	99		99	99		99	#261
Internal Link Dist (ft)	178				181		328		328		459	
Turn Bay Length (ft)	45		50									
Base Capacity (vph)	445	1362	346		1368	489		489	489		489	599
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	0.16	0.55	0.05		0.47	0.23		0.23	0.23		0.23	0.54

Intersection Summary

Area Type: Other
 Cycle Length: 89.5
 Actuated Cycle Length: 72.1
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

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

FB B Weekday PM peak hour - Alternative

05/23/2024

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 19.3

Intersection LOS: B

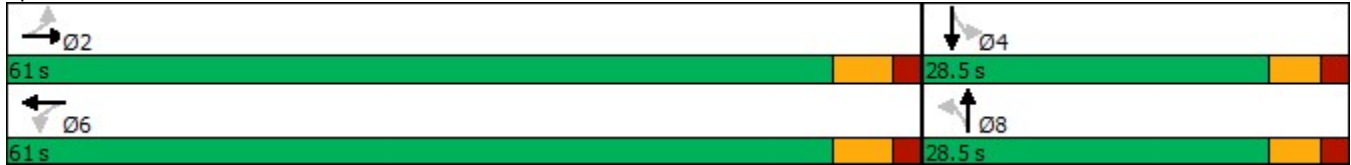
Intersection Capacity Utilization 85.2%

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: 21: California Ave & Front St



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

FB B Weekday PM peak hour - Alternative

05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	62	976	0	524	1002	48	3	22	250	0	25	441
Future Volume (vph)	62	976	0	524	1002	48	3	22	250	0	25	441
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	0		0		0		0	0	
Storage Lanes	1		0	1		0		1		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt					0.993							0.980
Flt Protected	0.950			0.950				0.950				0.998
Satd. Flow (prot)	1752	3471	0	1703	3473	0	0	1739	1881	0	0	3395
Flt Permitted	0.202			0.094				0.266				0.895
Satd. Flow (perm)	373	3471	0	168	3473	0	0	487	1881	0	0	3045
Right Turn on Red			Yes			No				Yes		
Satd. Flow (RTOR)												
Link Speed (mph)		30			30				40			30
Link Distance (ft)		200			171				241			307
Travel Time (s)		4.5			3.9				4.1			7.0
Confl. Peds. (#/hr)	42		46	46		42						
Confl. Bikes (#/hr)			1			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 (%)	3%	4%	0%	6%	3%	0%	33%	0%	1%	0%	4%	4%
Adj. Flow (vph)	65	1017	0	546	1044	50	3	23	260	0	26	459
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	1017	0	546	1094	0	0	26	260	0	0	561
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				12			0
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	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	0		1	0		0	0	0		1	0
Detector Template	Left			Left							Left	
Leading Detector (ft)	30	0		20	0		20	0	0		20	0
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	0		20	0		0	0	0		20	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	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
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Perm	NA		Perm	NA
Protected Phases	5	2		1	6				8			4
Permitted Phases	2			6			8	8			4	
Detector Phase	5	2		1	6		8	8	8		4	4













Scenario 1 26841.01: CONF Sands 6:57 am 08/11/2023 FB B Weekday PM peak hour - Alternative

Synchro 11 Report
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Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	73
Future Volume (vph)	73
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	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	4%
Adj. Flow (vph)	76
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)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	

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

FB B Weekday PM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		8.0	8.0	8.0		8.0	8.0
Minimum Split (s)	8.0	26.0		8.0	26.0		32.0	32.0	32.0		14.0	14.0
Total Split (s)	31.0	50.0		31.0	50.0		39.0	39.0	39.0		39.0	39.0
Total Split (%)	25.8%	41.7%		25.8%	41.7%		32.5%	32.5%	32.5%		32.5%	32.5%
Maximum Green (s)	26.0	44.0		26.0	44.0		33.0	33.0	33.0		33.0	33.0
Yellow Time (s)	3.0	4.0		3.0	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			0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0			6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0		2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None		None	None
Walk Time (s)		8.0					8.0	8.0	8.0			
Flash Dont Walk (s)		18.0					18.0	18.0	18.0			
Pedestrian Calls (#/hr)		1					15	15	15			
Act Effct Green (s)	58.0	37.7		78.0	54.2			29.5	29.5			29.5
Actuated g/C Ratio	0.48	0.31		0.65	0.45			0.25	0.25			0.25
v/c Ratio	0.16	0.93		0.96	0.70			0.22	0.56			0.75
Control Delay	5.7	31.3		64.4	31.2			31.5	36.8			48.3
Queue Delay	0.0	0.0		0.0	0.0			0.0	3.4			0.0
Total Delay	5.7	31.3		64.4	31.2			31.5	40.2			48.3
LOS	A	C		E	C			C	D			D
Approach Delay		29.8			42.2				39.4			48.3
Approach LOS		C			D				D			D
Queue Length 50th (ft)	10	321		368	357			12	120			207
Queue Length 95th (ft)	m13	m333		#704	501			25	165			267
Internal Link Dist (ft)		120			91				161			227
Turn Bay Length (ft)	105											
Base Capacity (vph)	499	1272		567	1569			133	517			837
Starvation Cap Reductn	0	0		0	0			0	170			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	0.13	0.80		0.96	0.70			0.20	0.75			0.67

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 90 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 39.2
 Intersection Capacity Utilization 103.5%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service G

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



Lane Group SBR

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





















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

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















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

FB B Weekday PM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	881	50	161	784	107	96	597	144	179	863	105
Future Volume (vph)	109	881	50	161	784	107	96	597	144	179	863	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	230		0	0		0	170		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			85			0			175		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.97	0.99		0.98	0.98			0.98		0.97	0.99	
Frt		0.992			0.982			0.971			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3460	0	1787	3364	0	1770	3340	0	1770	3472	0
Flt Permitted	0.117			0.108			0.116			0.195		
Satd. Flow (perm)	212	3460	0	200	3364	0	216	3340	0	353	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			13			25			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		452			760			441			631	
Travel Time (s)		10.3			17.3			10.0			14.3	
Confl. Peds. (#/hr)	133		85	85		133	83		89	89		83
Confl. Bikes (#/hr)			1									3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	3%	0%	1%	3%	4%	2%	3%	0%	2%	1%	1%
Parking (#/hr)						0						
Adj. Flow (vph)	111	899	51	164	800	109	98	609	147	183	881	107
Shared Lane Traffic (%)												
Lane Group Flow (vph)	111	950	0	164	909	0	98	756	0	183	988	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			24			12			12	
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	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	30		30	30		30	30		30	30	
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)	30	30		30	30		30	30		30	30	
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	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		

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

FB B Weekday PM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	34.0		9.0	34.0		9.0	34.0		9.0	34.0	
Total Split (s)	18.0	42.0		18.0	42.0		18.0	42.0		18.0	42.0	
Total Split (%)	15.0%	35.0%		15.0%	35.0%		15.0%	35.0%		15.0%	35.0%	
Maximum Green (s)	12.0	36.0		12.0	36.0		12.0	36.0		12.0	36.0	
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	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	0.2		2.0	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)		21.0			21.0			21.0			21.0	
Pedestrian Calls (#/hr)		28			30			28			44	
Act Effct Green (s)	44.5	35.6		47.8	37.2		47.5	39.1		52.3	41.5	
Actuated g/C Ratio	0.37	0.30		0.40	0.31		0.40	0.33		0.44	0.35	
v/c Ratio	0.57	0.92		0.75	0.86		0.51	0.68		0.65	0.82	
Control Delay	32.6	55.8		61.2	64.4		29.1	38.5		31.7	42.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.6	55.8		61.2	64.4		29.1	38.5		31.7	42.9	
LOS	C	E		E	E		C	D		C	D	
Approach Delay		53.3			63.9			37.4			41.1	
Approach LOS		D			E			D			D	
Queue Length 50th (ft)	49	368		124	316		43	268		85	370	
Queue Length 95th (ft)	87	#495		m191	#482		77	343		136	#515	
Internal Link Dist (ft)		372			680			361			551	
Turn Bay Length (ft)	60			230						170		
Base Capacity (vph)	239	1048		240	1060		247	1105		298	1208	
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	0.91		0.68	0.86		0.40	0.68		0.61	0.82	









Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 49.4
 Intersection Capacity Utilization 88.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Intersection LOS: D
 ICU Level of Service E

Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: Clinton St & Fulton Ave

 Ø1 18 s	 Ø2 (R) 42 s	 Ø3 18 s	 Ø4 42 s
 Ø5 18 s	 Ø6 (R) 42 s	 Ø7 18 s	 Ø8 42 s

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

FB B Weekday PM peak hour - Alternative

05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	224	758	212	75	651	103	145	614	87	138	957	176
Future Volume (vph)	224	758	212	75	651	103	145	614	87	138	957	176
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	0.98		0.88		0.99			0.99		0.98	0.99	
Frt			0.850		0.981			0.981			0.977	
Flt Protected	0.950				0.996		0.950			0.950		
Satd. Flow (prot)	1570	3505	1583	0	3282	0	1608	3304	0	1608	3246	0
Flt Permitted	0.148				0.772		0.112			0.377		
Satd. Flow (perm)	239	3505	1395	0	2538	0	190	3304	0	628	3246	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)	231	781	219	77	671	106	149	633	90	142	987	181
Shared Lane Traffic (%)												
Lane Group Flow (vph)	231	781	219	0	854	0	149	723	0	142	1168	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	

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

FB B Weekday PM peak hour - Alternative

05/23/2024

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		31.7		31.7
Actuated g/C Ratio	0.41	0.39	0.39		0.26		0.50	0.48		0.35		0.35
v/c Ratio	1.07	0.57	0.40		1.32		0.71	0.46		0.64		1.02
Control Delay	105.2	23.7	22.8		184.1		34.1	16.9		40.8		62.6
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Delay	105.2	23.7	22.8		184.1		34.1	16.9		40.8		62.6
LOS	F	C	C		F		C	B		D		E
Approach Delay		38.8			184.1			19.8				60.2
Approach LOS		D			F			B				E
Queue Length 50th (ft)	~98	180	88		~333		44	138		68		~383
Queue Length 95th (ft)	#244	238	151		#451		#116	186		#156		#511
Internal Link Dist (ft)		680			577			382				371
Turn Bay Length (ft)	130						130			120		
Base Capacity (vph)	216	1363	542		648		221	1578		221		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	1.07	0.57	0.40		1.32		0.67	0.46		0.64		1.02

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: 90

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

FB B Weekday PM peak hour - Alternative

05/23/2024

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.32

Intersection Signal Delay: 70.6

Intersection LOS: E

Intersection Capacity Utilization 103.8%

ICU Level of Service G

Analysis Period (min) 15

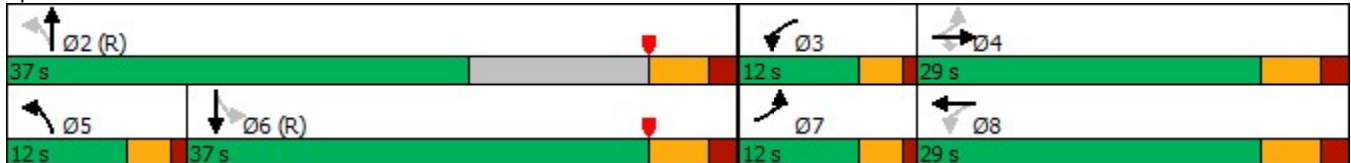
~ Volume exceeds capacity, queue is theoretically infinite.

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













FB B Weekday PM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	870	66	11	360	829	240	0	530	440	371	957
Future Volume (vph)	0	870	66	11	360	829	240	0	530	440	371	957
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					78		132			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	916	69	12	379	873	253	0	558	463	391	1007
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	985	0	0	391	873	253	0	1021	0	391	1102
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)	90
Future Volume (vph)	90
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)	95
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

FB B Weekday PM peak hour - Alternative
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		1.10			2.72	0.60	0.26		1.03		1.49	0.74
Control Delay		93.8			810.7	23.1	7.0		66.2		269.3	22.8
Queue Delay		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Delay		93.8			810.7	23.1	7.0		66.2		269.3	22.8
LOS		F			F	C	A		E		F	C
Approach Delay		93.8				223.4			66.2			87.4
Approach LOS		F				F			E			F
Queue Length 50th (ft)		~337			~381	200	43		~301		~267	254
Queue Length 95th (ft)		#463			#556	261	78		#427		#445	334
Internal Link Dist (ft)		286				419			237			456
Turn Bay Length (ft)							125				325	
Base Capacity (vph)		896			144	1464	959		988		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		1.10			2.72	0.60	0.26		1.03		1.49	0.74

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: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.72



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

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

FB B Weekday PM peak hour - Alternative

05/23/2024

Intersection Signal Delay: 125.5

Intersection LOS: F

Intersection Capacity Utilization 115.0%

ICU Level of Service H

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: 25: Franklin Ave & Stewart Ave



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

FB B Weekday PM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	166	1034	395	297	958	214	234	459	166	154	424	59
Future Volume (vph)	166	1034	395	297	958	214	234	459	166	154	424	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	11	11	11	11	13	10	11	11
Storage Length (ft)	95		275	390		120	350		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	55			45			85			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor			0.97			0.97	1.00	1.00		1.00	1.00	
Frt			0.850			0.850		0.960			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1678	3388	1516	1685	3455	1473	1662	3327	0	1636	3371	0
Flt Permitted	0.190			0.083			0.239			0.172		
Satd. Flow (perm)	336	3388	1470	147	3455	1434	416	3327	0	296	3371	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								37			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			451			495			529	
Travel Time (s)		9.8			10.3			11.3			12.0	
Confl. Peds. (#/hr)	7		9	9		7	8		3	3		8
Confl. Bikes (#/hr)			1			1						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 (%)	4%	3%	3%	0%	1%	6%	5%	0%	1%	3%	1%	4%
Parking (#/hr)												0
Adj. Flow (vph)	173	1077	411	309	998	223	244	478	173	160	442	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	1077	411	309	998	223	244	651	0	160	503	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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.09	1.04	1.04	1.04	1.04	0.96	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	1		1	1	
Detector Template		Thru			Thru							
Leading Detector (ft)	40	100	6	30	100	6	40	40		40	40	
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)	40	6	6	30	6	6	40	40		40	40	
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							

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

FB B Weekday PM peak hour - Alternative
 05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex								
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	3.0	3.0	20.0	3.0	3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	27.0	9.0	9.0	27.0	9.0	9.0	16.0		9.0	16.0	
Total Split (s)	23.0	48.0	23.0	23.0	48.0	23.0	23.0	46.0		23.0	46.0	
Total Split (%)	16.4%	34.3%	16.4%	16.4%	34.3%	16.4%	16.4%	32.9%		16.4%	32.9%	
Maximum Green (s)	17.0	42.0	17.0	17.0	42.0	17.0	17.0	40.0		17.0	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		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2	2.0	2.0	0.2	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Walk Time (s)	1.0				1.0				7.0			
Flash Dont Walk (s)	20.0				20.0				25.0			
Pedestrian Calls (#/hr)	3				1				3			
Act Effct Green (s)	55.9	42.0	58.4	74.8	56.3	70.2	48.3	31.9		43.3	29.4	
Actuated g/C Ratio	0.40	0.30	0.42	0.53	0.40	0.50	0.34	0.23		0.31	0.21	
v/c Ratio	0.65	1.06	0.66	0.80	0.72	0.31	0.84	0.83		0.71	0.70	
Control Delay	32.1	92.2	34.7	54.1	40.8	20.8	57.5	57.8		47.5	54.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	32.1	92.2	34.7	54.1	40.8	20.8	57.5	57.8		47.5	54.9	
LOS	C	F	C	D	D	C	E	E		D	D	
Approach Delay	71.7				40.6				57.7			
Approach LOS	E				D				E			
Queue Length 50th (ft)	79	~565	270	220	406	108	162	283		100	220	
Queue Length 95th (ft)	142	#703	382	#487	#614	191	#225	335		140	260	
Internal Link Dist (ft)	352				371				415			
Turn Bay Length (ft)	95		275		390		120		350		125	
Base Capacity (vph)	308	1016	625	388	1389	755	295	977		260	971	
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	0.56	1.06	0.66	0.80	0.72	0.30	0.83	0.67		0.62	0.52	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 34 (24%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90

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

FB B Weekday PM peak hour - Alternative

05/23/2024

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.06

Intersection Signal Delay: 56.4

Intersection LOS: E

Intersection Capacity Utilization 94.7%

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: 26: Franklin Ave/Mineola Blvd & Old Country Rd

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

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

FB B Weekday PM peak hour - Alternative

05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	283	1740	53	331	1619	430	72	501	427	572	537	267
Future Volume (vph)	283	1740	53	331	1619	430	72	501	427	572	537	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	375		245	250		0	95		235	300		0
Storage Lanes	1		1	2		1	1		1	2		1
Taper Length (ft)	85			110			130			75		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	5136	1553	3467	6471	1583	1805	3505	1615	3400	3471	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3465	5136	1529	3463	6471	1554	1801	3505	1586	3390	3471	1572
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)			225						143			
Link Speed (mph)		30			40			30				30
Link Distance (ft)		566			700			662				581
Travel Time (s)		12.9			11.9			15.0				13.2
Confl. Peds. (#/hr)	5		9	9		5	4		5	5		4
Confl. Bikes (#/hr)			3									
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	4%	1%	1%	2%	0%	3%	0%	3%	4%	1%
Adj. Flow (vph)	289	1776	54	338	1652	439	73	511	436	584	548	272
Shared Lane Traffic (%)												
Lane Group Flow (vph)	289	1776	54	338	1652	439	73	511	436	584	548	272
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			24				24
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	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
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	6	20	20	6	20	20	6	20	20	6	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)		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												

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

FB B Weekday PM peak hour - Alternative
05/23/2024

Lane Group												
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	
Turn Type	Prot	NA	Free	Prot	NA	custom	Prot	NA	pm+ov	Prot	NA	custom
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			Free			6 7			8			4 5
Detector Phase	5	2		1	6	6 7	3	8	1	7	4	4 5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	
Total Split (s)	27.0	60.0		18.0	51.0		22.0	47.0	18.0	35.0	60.0	
Total Split (%)	16.9%	37.5%		11.3%	31.9%		13.8%	29.4%	11.3%	21.9%	37.5%	
Maximum Green (s)	21.0	54.0		12.0	45.0		16.0	42.0	12.0	29.0	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	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	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	5.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)	5.0	7.0			7.0			7.0			7.0	
Flash Dont Walk (s)	7.0	28.0			28.0			33.0			33.0	
Pedestrian Calls (#/hr)	0	1			2			3			2	
Act Effct Green (s)	17.7	54.2	160.0	24.0	60.6	95.3	10.9	30.1	53.1	28.7	46.9	70.6
Actuated g/C Ratio	0.11	0.34	1.00	0.15	0.38	0.60	0.07	0.19	0.33	0.18	0.29	0.44
v/c Ratio	0.76	1.02	0.04	0.65	0.67	0.47	0.60	0.78	0.70	0.96	0.54	0.39
Control Delay	81.7	78.3	0.0	87.8	25.6	13.3	91.5	69.8	34.1	91.9	49.3	31.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.7	78.3	0.0	87.8	25.6	14.1	91.5	69.8	34.1	91.9	49.3	31.2
LOS	F	E	A	F	C	B	F	E	C	F	D	C
Approach Delay		76.8			32.2			56.1			63.5	
Approach LOS		E			C			E			E	
Queue Length 50th (ft)	154	~721	0	188	266	139	76	272	257	315	255	191
Queue Length 95th (ft)	201	#816	0	#320	418	337	130	312	383	#433	301	238
Internal Link Dist (ft)		486			620			582			501	
Turn Bay Length (ft)	375		245	250			95		235	300		
Base Capacity (vph)	461	1740	1529	520	2449	928	180	920	626	616	1171	719
Starvation Cap Reductn	0	0	0	0	0	221	0	0	0	0	0	0
Spillback Cap Reductn	0	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	0
Reduced v/c Ratio	0.63	1.02	0.04	0.65	0.67	0.62	0.41	0.56	0.70	0.95	0.47	0.38

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
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.02

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

FB B Weekday PM peak hour - Alternative

05/23/2024

Intersection Signal Delay: 55.6

Intersection LOS: E

Intersection Capacity Utilization 95.4%

ICU Level of Service F

Analysis Period (min) 15

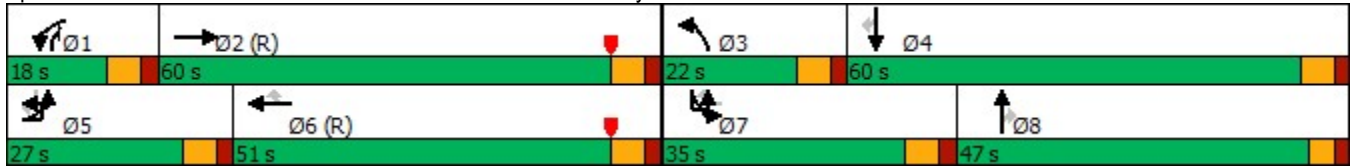
~ Volume exceeds capacity, queue is theoretically infinite.

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: 27: Clinton Rd/ Glen Cove Rd & Old Country Rd

























Lanes, Volumes, Timings

FB B Weekday PM peak hour - Alternative

28: Merchants Concourse/Ellison Ave & Old Country Rd

05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	1607	211	189	1039	108	196	313	221	170	195	51
Future Volume (vph)	122	1607	211	189	1039	108	196	313	221	170	195	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	185		0	290		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	70			25			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00		0.98		1.00				0.99		1.00	
Frt			0.850		0.986				0.850		0.981	
Flt Protected	0.950			0.950			0.950				0.980	
Satd. Flow (prot)	1805	5136	1615	1770	5045	0	3467	1863	1615	0	3425	0
Flt Permitted	0.165			0.060			0.950				0.980	
Satd. Flow (perm)	313	5136	1580	112	5045	0	3467	1863	1593	0	3423	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			138		12				61			
Link Speed (mph)		40			40			30				30
Link Distance (ft)		634			835			397				261
Travel Time (s)		10.8			14.2			9.0				5.9
Confl. Peds. (#/hr)	6		2	2		6			1	1		
Confl. Bikes (#/hr)			10			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 (%)	0%	1%	0%	2%	1%	2%	1%	2%	0%	1%	2%	0%
Adj. Flow (vph)	126	1657	218	195	1071	111	202	323	228	175	201	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	1657	218	195	1182	0	202	323	228	0	429	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			12			24				0
Link Offset(ft)		0			0			0				-50
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
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	15		9
Number of Detectors	1	2	1	1	2		1	1	1	1	1	
Detector Template		Thru	Right		Thru					Left		
Leading Detector (ft)	30	100	20	30	100		40	40	40	20	40	
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)	30	6	20	30	6		40	40	40	20	40	
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												

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

FB B Weekday PM peak hour - Alternative
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							
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		4	4	1	3	3	
Permitted Phases	2		2	6					4			
Detector Phase	5	2	2	1	6		4	4	1	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	26.0	26.0	11.0	26.0		16.0	16.0	11.0	16.0	16.0	
Total Split (s)	26.0	63.0	63.0	26.0	63.0		45.0	45.0	26.0	26.0	26.0	
Total Split (%)	16.3%	39.4%	39.4%	16.3%	39.4%		28.1%	28.1%	16.3%	16.3%	16.3%	
Maximum Green (s)	20.0	57.0	57.0	20.0	57.0		39.0	39.0	20.0	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	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		0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0		6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	0.2	0.2	3.0	0.2		4.0	4.0	3.0	4.0	4.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				24.0	24.0				
Pedestrian Calls (#/hr)		0	0				1	1				
Act Effct Green (s)	72.3	61.0	61.0	84.6	67.7		33.2	33.2	51.2		23.8	
Actuated g/C Ratio	0.45	0.38	0.38	0.53	0.42		0.21	0.21	0.32		0.15	
v/c Ratio	0.51	0.85	0.32	0.80	0.55		0.28	0.83	0.41		0.84	
Control Delay	28.0	50.8	14.7	64.1	36.2		53.3	79.1	28.4		81.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	28.0	50.8	14.7	64.1	36.2		53.3	79.1	28.4		81.2	
LOS	C	D	B	E	D		D	E	C		F	
Approach Delay		45.5			40.1			56.9				81.2
Approach LOS		D			D			E				F
Queue Length 50th (ft)	67	599	56	149	342		91	325	124		232	
Queue Length 95th (ft)	107	671	128	#259	408		126	429	188		#362	
Internal Link Dist (ft)		554			755			317				181
Turn Bay Length (ft)	480			185			290					
Base Capacity (vph)	344	1959	688	268	2142		845	454	575		508	
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	0.37	0.85	0.32	0.73	0.55		0.24	0.71	0.40		0.84	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 69 (43%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85

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

FB B Weekday PM peak hour - Alternative

05/23/2024

Intersection Signal Delay: 49.1

Intersection LOS: D

Intersection Capacity Utilization 90.3%

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: 28: Merchants Concourse/Ellison Ave & Old Country Rd

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













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

FB B Weekday PM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	163	1607	164	635	947	47	180	505	1316	155	536	207
Future Volume (vph)	163	1607	164	635	947	47	180	505	1316	155	536	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		0	275		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Ped Bike Factor		1.00		1.00			1.00	0.99	0.98	1.00		0.98
Frt		0.986			0.993			0.915	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5051	0	3400	3514	0	1787	3040	1427	1787	3471	1568
Flt Permitted	0.950			0.950			0.286			0.107		
Satd. Flow (perm)	1805	5051	0	3398	3514	0	536	3040	1404	201	3471	1537
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					4			226	70			
Link Speed (mph)		40			40			40				30
Link Distance (ft)		671			516			310				394
Travel Time (s)		11.4			8.8			5.3				9.0
Confl. Peds. (#/hr)			2	2			7		5	5		7
Confl. Bikes (#/hr)			3						1			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	2%	3%	2%	2%	1%	3%	3%	1%	4%	3%
Adj. Flow (vph)	166	1640	167	648	966	48	184	515	1343	158	547	211
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	166	1807	0	648	1014	0	184	1187	671	158	547	211
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			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
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	15		9
Number of Detectors	1	2		1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100		20	100		40	40	20	40	40	0
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	6		40	40	20	40	40	0
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												

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

FB B Weekday PM peak hour - Alternative
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							
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	29.0	49.0		29.0	49.0		20.0	42.0	29.0	20.0	42.0	29.0
Total Split (%)	20.7%	35.0%		20.7%	35.0%		14.3%	30.0%	20.7%	14.3%	30.0%	20.7%
Maximum Green (s)	23.0	43.0		23.0	43.0		14.0	36.0	23.0	14.0	36.0	23.0
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	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0						7.0	
Flash Dont Walk (s)		21.0			29.0						29.0	
Pedestrian Calls (#/hr)		2			2						0	
Act Effct Green (s)	17.1	43.0		23.0	48.9		50.0	37.3	60.3	50.0	37.4	54.4
Actuated g/C Ratio	0.12	0.31		0.16	0.35		0.36	0.27	0.43	0.36	0.27	0.39
v/c Ratio	0.75	1.17		1.16	0.82		0.61	1.22	1.04	0.73	0.59	0.35
Control Delay	79.9	124.7		141.4	48.7		37.5	142.1	77.1	52.2	48.1	27.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.9	124.7		141.4	48.7		37.5	142.1	77.1	52.2	48.1	27.8
LOS	E	F		F	D		D	F	E	D	D	C
Approach Delay		120.9			84.9			111.3			44.1	
Approach LOS		F			F			F			D	
Queue Length 50th (ft)	148	~713		~359	442		111	~652	~659	94	232	127
Queue Length 95th (ft)	220	#809		#481	#607		170	#800	#707	#180	296	177
Internal Link Dist (ft)		591			436			230			314	
Turn Bay Length (ft)	115			380			145			275		125
Base Capacity (vph)	296	1551		558	1230		321	976	648	232	926	667
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	0.56	1.17		1.16	0.82		0.57	1.22	1.04	0.68	0.59	0.32

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 83 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.22

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

FB B Weekday PM peak hour - Alternative

05/23/2024

Intersection Signal Delay: 98.2

Intersection LOS: F

Intersection Capacity Utilization 113.2%

ICU Level of Service H

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: 29: Merrick Ave/Post Ave & Old Country Rd

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

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

FB B Weekday PM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 			 	
Traffic Volume (vph)	733	774	333	27	269	191	142	807	32	229	948	416
Future Volume (vph)	733	774	333	27	269	191	142	807	32	229	948	416
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	470		450	110		0	495		0	255		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	0			100			100			120		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor								1.00		1.00		
Frt			0.850		0.938			0.994			0.994	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3610	1583	1805	3328	0	1719	3452	0	1745	3367	1366
Flt Permitted	0.950			0.950			0.103			0.095		
Satd. Flow (perm)	3400	3610	1583	1805	3328	0	186	3452	0	174	3367	1366
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			296									
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		823			706			733			625	
Travel Time (s)		14.0			13.8			12.5			10.7	
Confl. Peds. (#/hr)									4	4		
Confl. Bikes (#/hr)									7			
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 (%)	3%	0%	2%	0%	3%	0%	5%	4%	0%	0%	2%	4%
Adj. Flow (vph)	824	870	374	30	302	215	160	907	36	257	1065	467
Shared Lane Traffic (%)												10%
Lane Group Flow (vph)	824	870	374	30	517	0	160	943	0	257	1112	420
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)		30			35			12			12	
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	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1	1	1	1		1	1		1	1	1
Detector Template			Right	Left			Left			Left		Right
Leading Detector (ft)	56	40	40	40	40		40	40		40	40	40
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	40	40	40	40		40	40		40	40	40
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)	31											
Detector 2 Size(ft)	25											
Detector 2 Type	Cl+Ex											

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

FB B Weekday PM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0											
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4				2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	3.0	3.0	8.0		3.0	15.0		3.0	15.0	5.0
Minimum Split (s)	10.0	14.0	8.0	8.0	14.0		8.0	21.0		8.0	21.0	10.0
Total Split (s)	31.0	41.0	20.0	26.0	41.0		20.0	46.0		20.0	46.0	31.0
Total Split (%)	22.5%	29.7%	14.5%	18.8%	29.7%		14.5%	33.3%		14.5%	33.3%	22.5%
Maximum Green (s)	26.0	35.0	15.0	21.0	35.0		15.0	40.0		15.0	40.0	26.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0		5.0	6.0		5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0		2.0	4.0		2.0	4.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	None
Walk Time (s)		6.0						6.0			6.0	
Flash Dont Walk (s)		16.0						26.0			26.0	
Pedestrian Calls (#/hr)		0						0			0	
Act Effct Green (s)	26.1	48.6	66.3	6.7	25.0		51.5	38.8		57.7	42.3	74.3
Actuated g/C Ratio	0.21	0.38	0.52	0.05	0.20		0.41	0.31		0.45	0.33	0.59
v/c Ratio	1.18	0.63	0.39	0.32	0.79		0.74	0.89		0.97	0.99	0.53
Control Delay	139.9	35.5	5.4	68.4	58.0		47.5	54.3		83.9	67.9	20.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	139.9	35.5	5.4	68.4	58.0		47.5	54.3		83.9	67.9	20.3
LOS	F	D	A	E	E		D	D		F	E	C
Approach Delay		71.7			58.6			53.3			59.0	
Approach LOS		E			E			D			E	
Queue Length 50th (ft)	~424	324	34	24	216		76	388		161	498	216
Queue Length 95th (ft)	#589	404	91	59	276		159	#542		#370	#750	381
Internal Link Dist (ft)		743			626			653			545	
Turn Bay Length (ft)	470		450	110			495			255		150
Base Capacity (vph)	697	1382	1002	299	919		261	1089		264	1120	799
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	1.18	0.63	0.37	0.10	0.56		0.61	0.87		0.97	0.99	0.53

Intersection Summary

Area Type: Other
 Cycle Length: 138
 Actuated Cycle Length: 127
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.18

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

FB B Weekday PM peak hour - Alternative
 05/23/2024

Intersection Signal Delay: 62.6
 Intersection Capacity Utilization 91.3%
 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.

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

↙ Ø1	↖ Ø2	↙ Ø3	→ Ø4
20 s	46 s	26 s	41 s
↘ Ø5	↘ Ø6	↘ Ø7	← Ø8
20 s	46 s	31 s	41 s

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













FB B Weekday PM peak hour - Alternative

05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	551	1478	67	40	480	166	90	227	178	585	208	822
Future Volume (vph)	551	1478	67	40	480	166	90	227	178	585	208	822
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	815		105	800		0	60		0	565		315
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			90			25			225		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	0.91	1.00	1.00	1.00	0.91	0.91	0.88
Ped Bike Factor		1.00		1.00			1.00		0.99	1.00	1.00	0.99
Frt		0.993			0.962				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.972	
Satd. Flow (prot)	1787	6411	0	1805	4765	0	1752	1881	1599	1626	3314	2787
Flt Permitted	0.229			0.105			0.950			0.950	0.972	
Satd. Flow (perm)	431	6411	0	199	4765	0	1750	1881	1578	1625	3312	2746
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			61				70			554
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1458			846			701			642	
Travel Time (s)		24.9			14.4			15.9			14.6	
Confl. Peds. (#/hr)			1	1			2		1	1		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 (%)	1%	1%	5%	0%	6%	1%	3%	1%	1%	1%	2%	2%
Adj. Flow (vph)	599	1607	73	43	522	180	98	247	193	636	226	893
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	599	1680	0	43	702	0	98	247	193	318	544	893
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			12			12			12	
Link Offset(ft)		0			0			15			-15	
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	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	1	1	1	1	1
Detector Template		Thru		Left	Thru		Left			Left		Right
Leading Detector (ft)	86	100		30	100		6	6	6	20	30	30
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		30	6		6	6	6	20	30	30
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)	46	94			94							
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0							

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

FB B Weekday PM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6					3			4
Detector Phase	5	2		1	6		3	3	1	4	4	5
Switch Phase												
Minimum Initial (s)	5.0	40.0		3.0	40.0		8.0	8.0	3.0	8.0	8.0	5.0
Minimum Split (s)	11.0	46.0		9.0	46.0		14.0	14.0	9.0	14.0	14.0	11.0
Total Split (s)	24.0	44.0		24.0	44.0		36.0	36.0	24.0	36.0	36.0	24.0
Total Split (%)	17.1%	31.4%		17.1%	31.4%		25.7%	25.7%	17.1%	25.7%	25.7%	17.1%
Maximum Green (s)	18.0	38.0		18.0	38.0		30.0	30.0	18.0	30.0	30.0	18.0
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	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		2.0	4.0		4.0	4.0	2.0	4.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		30.0			30.0		23.0	23.0		23.0	23.0	
Pedestrian Calls (#/hr)		1			0		0	0		0	0	
Act Effct Green (s)	66.1	51.7		46.4	38.0		24.0	24.0	32.4	31.9	31.9	54.0
Actuated g/C Ratio	0.47	0.37		0.33	0.27		0.17	0.17	0.23	0.23	0.23	0.39
v/c Ratio	1.44	0.71		0.27	0.53		0.33	0.76	0.46	0.86	0.72	0.64
Control Delay	235.8	40.8		27.3	41.0		52.6	70.6	17.7	74.1	56.2	13.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	235.8	40.8		27.3	41.0		52.6	70.6	17.7	74.1	56.2	13.5
LOS	F	D		C	D		D	E	B	E	E	B
Approach Delay		92.0			40.2			48.3				37.7
Approach LOS		F			D			D				D
Queue Length 50th (ft)	~662	396		22	182		79	216	49	296	244	127
Queue Length 95th (ft)	#899	456		46	226		130	300	85	#509	330	216
Internal Link Dist (ft)		1378			766			621			562	
Turn Bay Length (ft)	815			800			60			565		315
Base Capacity (vph)	417	2370		286	1337		375	403	525	376	767	1405
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	1.44	0.71		0.15	0.53		0.26	0.61	0.37	0.85	0.71	0.64

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 116 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.44
 Intersection Signal Delay: 62.4

Intersection LOS: E

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

FB B Weekday PM peak hour - Alternative

05/23/2024

Intersection Capacity Utilization 113.1%







ICU Level of Service H

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: 31: Endo Blvd/Mercents Concourse & Stewart Ave

 Ø1 24 s	 Ø2 (R) 44 s	 Ø3 36 s	 Ø4 36 s
 Ø5 24 s	 Ø6 (R) 44 s		

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

FB B Weekday PM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	90	1255	265	394	939	242	3	299	519	455	8	214
Future Volume (vph)	90	1255	265	394	939	242	3	299	519	455	8	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	350		0		200		0		200
Storage Lanes	1		0	2		0		1		2		1
Taper Length (ft)	75			75				75				75
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	0.95	1.00	0.95	0.88	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			1.00		0.99		1.00
Frt		0.974			0.969					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	4972	0	3367	4924	0	0	1720	3574	2760	0	1771
Flt Permitted	0.950			0.950				0.260				0.250
Satd. Flow (perm)	1804	4972	0	3365	4924	0	0	470	3574	2720	0	466
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		32			45					171		
Link Speed (mph)		40			40				45			
Link Distance (ft)		670			780				367			
Travel Time (s)		11.4			13.3				5.6			
Confl. Peds. (#/hr)	1		2	2		1		1		2		2
Confl. Bikes (#/hr)			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%	1%	3%	4%	2%	1%	0%	5%	1%	3%	0%	2%
Adj. Flow (vph)	96	1335	282	419	999	257	3	318	552	484	9	228
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	1617	0	419	1256	0	0	321	552	484	0	237
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)		30			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		60			22				24			
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	9	15
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left			Left	Left		Right	Left	Left
Leading Detector (ft)	40	40		40	40		20	40	40	40	20	40
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)	40	40		40	40		20	40	40	40	20	40
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
Turn Type	Prot	NA		Prot	NA		pm+pt	pm+pt	NA	pm+ov	pm+pt	pm+pt
Protected Phases	5	2		1	6		3	3	8	1	7	7
Permitted Phases							8	8		8	4	4
Detector Phase	5	2		1	6		3	3	8	1	7	7

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













FB B Weekday PM peak hour - Alternative

05/23/2024

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	455	99
Future Volume (vph)	455	99
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		270
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.99
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3505	1615
Flt Permitted		
Satd. Flow (perm)	3505	1594
Right Turn on Red		Yes
Satd. Flow (RTOR)		70
Link Speed (mph)	30	
Link Distance (ft)	590	
Travel Time (s)	13.4	
Confl. Peds. (#/hr)		1
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	3%	0%
Adj. Flow (vph)	484	105
Shared Lane Traffic (%)		
Lane Group Flow (vph)	484	105
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	16	
Link Offset(ft)	0	
Crosswalk Width(ft)	22	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	1
Detector Template		Right
Leading Detector (ft)	40	40
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	40	40
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
Turn Type	NA	pm+ov
Protected Phases	4	5
Permitted Phases		4
Detector Phase	4	5

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

FB B Weekday PM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	32.0		5.0	32.0		5.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	10.0	39.0		10.0	39.0		10.0	10.0	19.0	10.0	10.0	10.0
Total Split (s)	25.0	45.0		25.0	45.0		25.0	25.0	45.0	25.0	25.0	25.0
Total Split (%)	17.9%	32.1%		17.9%	32.1%		17.9%	17.9%	32.1%	17.9%	17.9%	17.9%
Maximum Green (s)	20.0	38.0		20.0	38.0		20.0	20.0	38.0	20.0	20.0	20.0
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	3.0	4.0	3.0	3.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		2.0	2.0	3.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0			5.0	7.0	5.0		5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	5.0		3.0	5.0		3.0	3.0	4.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)									7.0			
Flash Dont Walk (s)									30.0			
Pedestrian Calls (#/hr)									1			
Act Effct Green (s)	12.8	46.0		22.4	55.7			51.4	29.8	54.2		47.5
Actuated g/C Ratio	0.09	0.33		0.16	0.40			0.37	0.21	0.39		0.34
v/c Ratio	0.59	0.98		0.78	0.63			0.92	0.73	0.42		0.73
Control Delay	74.7	62.7		66.7	36.0			64.7	57.0	17.9		43.3
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	74.7	62.7		66.7	36.0			64.7	57.0	17.9		43.3
LOS	E	E		E	D			E	E	B		D
Approach Delay		63.4			43.7				44.9			
Approach LOS		E			D				D			
Queue Length 50th (ft)	85	~560		188	323			218	251	106		151
Queue Length 95th (ft)	142	#736		#271	443			#316	293	144		196
Internal Link Dist (ft)		590			700				287			
Turn Bay Length (ft)	180			350				200				200
Base Capacity (vph)	257	1654		549	1985			351	970	1172		351
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	0.37	0.98		0.76	0.63			0.91	0.57	0.41		0.68

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 50.6
 Intersection Capacity Utilization 90.7%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

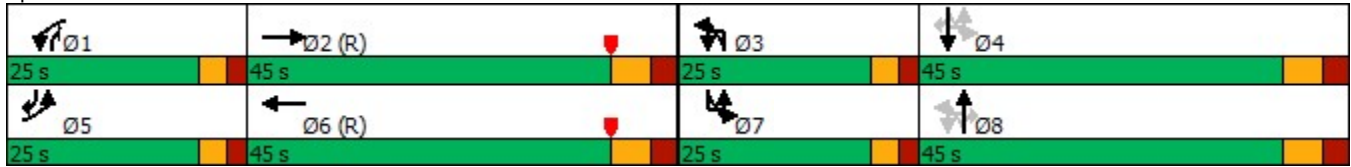
Lanes, Volumes, Timings
 32: Quentin Roosevelt Blvd/South St & Stewart Ave

FB B Weekday PM peak hour - Alternative
 05/23/2024

	↓	↙
Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	12.0	5.0
Minimum Split (s)	19.0	10.0
Total Split (s)	45.0	25.0
Total Split (%)	32.1%	17.9%
Maximum Green (s)	38.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	27.7	42.5
Actuated g/C Ratio	0.20	0.30
v/c Ratio	0.70	0.20
Control Delay	57.2	11.4
Queue Delay	0.0	0.0
Total Delay	57.2	11.4
LOS	E	B
Approach Delay	47.4	
Approach LOS	D	
Queue Length 50th (ft)	218	22
Queue Length 95th (ft)	257	54
Internal Link Dist (ft)	510	
Turn Bay Length (ft)		270
Base Capacity (vph)	951	614
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.51	0.17
Intersection Summary		

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

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




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

FB B Weekday PM peak hour - Alternative

05/23/2024













Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	243	1644	18	1	458	1249	102	27	487	315	81
Future Volume (vph)	2	243	1644	18	1	458	1249	102	27	487	315	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		135		0		300		0	0		0	0
Storage Lanes		1		0		1		0	0		0	0
Taper Length (ft)		40				40			0			0
Lane Util. Factor	0.91	1.00	0.91	0.91	0.95	0.97	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00	1.00			1.00	1.00			0.99		
Frt			0.998				0.989			0.943		
Flt Protected		0.950				0.950				0.998		
Satd. Flow (prot)	0	1805	5122	0	0	3467	3518	0	0	3267	0	0
Flt Permitted		0.950				0.950				0.648		
Satd. Flow (perm)	0	1804	5122	0	0	3464	3518	0	0	2121	0	0
Right Turn on Red				No				No			No	
Satd. Flow (RTOR)												
Link Speed (mph)			30				30			20		
Link Distance (ft)			529				566			958		
Travel Time (s)			12.0				12.9			32.7		
Confl. Peds. (#/hr)		1		2		2		1	2		2	2
Confl. Bikes (#/hr)											3	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	1%	6%	0%	1%	1%	6%	0%	5%	1%	5%
Adj. Flow (vph)	2	245	1661	18	1	463	1262	103	27	492	318	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	247	1679	0	0	464	1365	0	0	837	0	0
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)			80				40			0		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			52				16			28		
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		1	2		1
Detector Template	Left		Thru		Left		Thru		Left	Thru		Left
Leading Detector (ft)	20	56	100		20	30	100		20	100		20
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	30	6		20	30	6		20	6		20
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)		36	94				94			94		
Detector 2 Size(ft)		20	6				6			6		
Detector 2 Type		Cl+Ex	Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												

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

	↓	↙	
Lane Group	SBT	SBR	Ø3
Lane Configurations			
Traffic Volume (vph)	631	193	
Future Volume (vph)	631	193	
Ideal Flow (vphpl)	1900	1900	
Storage Length (ft)		0	
Storage Lanes		0	
Taper Length (ft)			
Lane Util. Factor	0.95	0.95	
Ped Bike Factor	1.00		
Frt	0.968		
Flt Protected	0.996		
Satd. Flow (prot)	3339	0	
Flt Permitted	0.585		
Satd. Flow (perm)	1961	0	
Right Turn on Red		No	
Satd. Flow (RTOR)			
Link Speed (mph)	20		
Link Distance (ft)	393		
Travel Time (s)	13.4		
Confl. Peds. (#/hr)		2	
Confl. Bikes (#/hr)			
Peak Hour Factor	0.99	0.99	
Heavy Vehicles (%)	5%	0%	
Adj. Flow (vph)	637	195	
Shared Lane Traffic (%)			
Lane Group Flow (vph)	914	0	
Enter Blocked Intersection	No	No	
Lane Alignment	Left	Right	
Median Width(ft)	0		
Link Offset(ft)	0		
Crosswalk Width(ft)	36		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	
Turning Speed (mph)		9	
Number of Detectors	2		
Detector Template	Thru		
Leading Detector (ft)	100		
Trailing Detector (ft)	0		
Detector 1 Position(ft)	0		
Detector 1 Size(ft)	6		
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)	94		
Detector 2 Size(ft)	6		
Detector 2 Type	Cl+Ex		
Detector 2 Channel			

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

FB B Weekday PM peak hour - Alternative
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		
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		Perm
Protected Phases	5	5	2		1	1	6			4		
Permitted Phases									4			4
Detector Phase	5	5	2		1	1	6		4	4		4
Switch Phase												
Minimum Initial (s)	5.0	5.0	16.0		10.0	10.0	16.0		16.0	16.0		16.0
Minimum Split (s)	10.0	10.0	22.0		18.0	18.0	22.0		29.9	29.9		29.9
Total Split (s)	27.0	27.0	56.0		30.0	30.0	56.0		60.0	60.0		60.0
Total Split (%)	15.3%	15.3%	31.8%		17.0%	17.0%	31.8%		34.1%	34.1%		34.1%
Maximum Green (s)	22.0	22.0	50.0		22.0	22.0	50.0		46.1	46.1		46.1
Yellow Time (s)	3.0	3.0	4.0		3.0	3.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		5.0	5.0	2.0		9.9	9.9		9.9
Lost Time Adjust (s)		0.0	0.0				0.0			0.0		
Total Lost Time (s)		5.0	6.0				8.0			13.9		
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lag	Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	2.0	2.0	5.0		2.0	2.0	5.0		4.0	4.0		4.0
Recall Mode	None	None	None		None	None	None		None	None		None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		22.1	50.3			22.1	53.4			46.4		
Actuated g/C Ratio		0.14	0.33			0.14	0.35			0.30		
v/c Ratio		0.95	0.99			0.92	1.11			1.30		
Control Delay		107.0	70.6			88.6	106.5			187.5		
Queue Delay		0.0	0.0			0.0	0.0			0.0		
Total Delay		107.0	70.6			88.6	106.5			187.5		
LOS		F	E			F	F			F		
Approach Delay			75.3				102.0			187.5		
Approach LOS			E				F			F		
Queue Length 50th (ft)		235	572			226	~754			~521		
Queue Length 95th (ft)		#525	#950			#436	#1219			#860		
Internal Link Dist (ft)			449				486			878		
Turn Bay Length (ft)		135				300						
Base Capacity (vph)		261	1689			503	1230			644		
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		0.95	0.99			0.92	1.11			1.30		

Intersection Summary

Area Type: Other
 Cycle Length: 176
 Actuated Cycle Length: 152.6
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.53
 Intersection Signal Delay: 135.9

Intersection LOS: F

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

FB B Weekday PM peak hour - Alternative

05/23/2024

Lane Group	SBT	SBR	Ø3
Detector 2 Extend (s)	0.0		
Turn Type	NA		
Protected Phases	4		3
Permitted Phases			
Detector Phase	4		
Switch Phase			
Minimum Initial (s)	16.0		1.0
Minimum Split (s)	29.9		33.0
Total Split (s)	60.0		30.0
Total Split (%)	34.1%		17%
Maximum Green (s)	46.1		25.0
Yellow Time (s)	4.0		3.0
All-Red Time (s)	9.9		2.0
Lost Time Adjust (s)	0.0		
Total Lost Time (s)	13.9		
Lead/Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes
Vehicle Extension (s)	4.0		1.0
Recall Mode	None		None
Walk Time (s)			10.0
Flash Dont Walk (s)			18.0
Pedestrian Calls (#/hr)			3
Act Effct Green (s)	46.4		
Actuated g/C Ratio	0.30		
v/c Ratio	1.53		
Control Delay	284.3		
Queue Delay	0.0		
Total Delay	284.3		
LOS	F		
Approach Delay	284.3		
Approach LOS	F		
Queue Length 50th (ft)	~627		
Queue Length 95th (ft)	#985		
Internal Link Dist (ft)	313		
Turn Bay Length (ft)			
Base Capacity (vph)	596		
Starvation Cap Reductn	0		
Spillback Cap Reductn	0		
Storage Cap Reductn	0		
Reduced v/c Ratio	1.53		

Intersection Summary

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

Intersection Capacity Utilization 134.1%

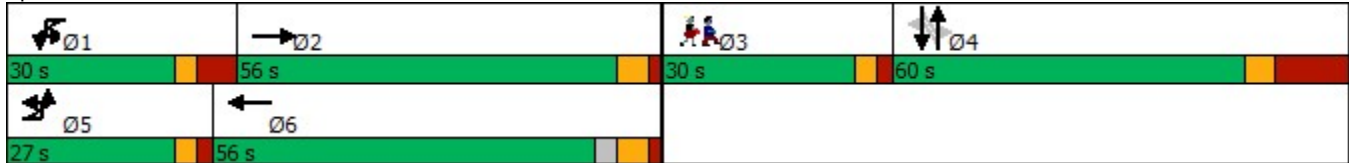
ICU Level of Service H

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: 33: Clinton Rd & Stewart Ave



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

FB B Weekday PM peak hour - Alternative
05/23/2024

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑↑
Traffic Volume (vph)	469	200	457	322	243	630
Future Volume (vph)	469	200	457	322	243	630
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	960		0	270
Storage Lanes		1	1		2	1
Taper Length (ft)			75		0	
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Ped Bike Factor		0.99	1.00		1.00	
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1333	3367	1629	3433	2760
Flt Permitted			0.430		0.950	
Satd. Flow (perm)	3539	1316	1523	1629	3421	2760
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		188				708
Link Speed (mph)	30			30	40	
Link Distance (ft)	326			1482	688	
Travel Time (s)	7.4			33.7	11.7	
Confl. Peds. (#/hr)		1	1		2	
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	9%	4%	5%	2%	3%
Parking (#/hr)		0		0		
Adj. Flow (vph)	527	225	513	362	273	708
Shared Lane Traffic (%)						
Lane Group Flow (vph)	527	225	513	362	273	708
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	-10			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.00	1.14	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	0	1	2	1	1
Detector Template	Thru			Thru		
Leading Detector (ft)	100	0	25	100	6	8
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	0	25	6	6	8
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		

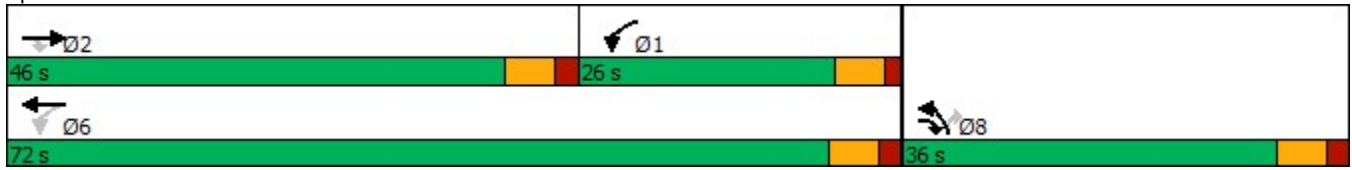
Lane Group						
	EBT	EBR	WBL	WBT	NBL	NBR
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	8	1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	8
Switch Phase						
Minimum Initial (s)	12.0	9.0	4.0	12.0	9.0	9.0
Minimum Split (s)	18.0	15.0	9.5	18.0	15.0	15.0
Total Split (s)	46.0	36.0	26.0	72.0	36.0	36.0
Total Split (%)	42.6%	33.3%	24.1%	66.7%	33.3%	33.3%
Maximum Green (s)	40.0	30.0	20.5	66.0	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	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	5.5	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.5	4.5	3.0	3.5	4.5	4.5
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	15.6	31.8	27.8	27.3	16.2	16.2
Actuated g/C Ratio	0.28	0.57	0.50	0.49	0.29	0.29
v/c Ratio	0.53	0.27	0.53	0.45	0.27	0.54
Control Delay	19.8	1.7	14.2	12.3	16.3	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.8	1.7	14.2	12.3	16.3	3.3
LOS	B	A	B	B	B	A
Approach Delay	14.4			13.4	6.9	
Approach LOS	B			B	A	
Queue Length 50th (ft)	74	3	46	71	33	0
Queue Length 95th (ft)	140	18	91	159	69	34
Internal Link Dist (ft)	246			1402	608	
Turn Bay Length (ft)		50	960			270
Base Capacity (vph)	2599	970	1862	1607	1891	1838
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	0.20	0.23	0.28	0.23	0.14	0.39

Intersection Summary

Area Type: Other
 Cycle Length: 108
 Actuated Cycle Length: 55.8
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 11.3
 Intersection Capacity Utilization 48.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 34: Oak St & Commercial Ave



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

FB B Weekday PM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	778	53	325	6	56	54	3	140	447	3	3	32
Future Volume (vph)	778	53	325	6	56	54	3	140	447	3	3	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		840	125		0		130		0		185
Storage Lanes	1		1	1		0		1		0		1
Taper Length (ft)	85			75				75				135
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	0.91	1.00	0.91	0.91	0.95	1.00
Ped Bike Factor			0.99	1.00				1.00				
Frt			0.850		0.926				0.999			
Flt Protected	0.950	0.958		0.950				0.950				0.950
Satd. Flow (prot)	1579	3171	1599	1543	2943	0	0	1753	5182	0	0	1612
Flt Permitted	0.413	0.697		0.513				0.273				0.466
Satd. Flow (perm)	687	2307	1575	832	2943	0	0	504	5182	0	0	791
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			349		58				1			
Link Speed (mph)		30			30				45			
Link Distance (ft)		1482			343				527			
Travel Time (s)		33.7			7.8				8.0			
Confl. Peds. (#/hr)			2	2				1				
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 (%)	4%	8%	1%	17%	19%	8%	0%	3%	0%	0%	0%	13%
Adj. Flow (vph)	837	57	349	6	60	58	3	151	481	3	3	34
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	418	476	349	6	118	0	0	154	484	0	0	37
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)		12			12				30			
Link Offset(ft)		0			0				4			
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	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2		1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru		Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100		20	20
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	20
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				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			

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













FB B Weekday PM peak hour - Alternative

05/23/2024

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	520	563
Future Volume (vph)	520	563
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		265
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.99
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3505	1553
Flt Permitted		
Satd. Flow (perm)	3505	1532
Right Turn on Red		Yes
Satd. Flow (RTOR)		605
Link Speed (mph)	45	
Link Distance (ft)	602	
Travel Time (s)	9.1	
Confl. Peds. (#/hr)		1
Peak Hour Factor	0.93	0.93
Heavy Vehicles (%)	3%	4%
Adj. Flow (vph)	559	605
Shared Lane Traffic (%)		
Lane Group Flow (vph)	559	605
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	-3	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	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)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

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

FB B Weekday PM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases	7	4			8		1	1	6		5	5
Permitted Phases	4		4	8			6	6			2	2
Detector Phase	7	4	4	8	8		1	1	6		5	5
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	6.0		3.0	3.0	10.0		3.0	3.0
Minimum Split (s)	11.0	16.0	16.0	12.0	12.0		10.0	10.0	16.0		10.0	10.0
Total Split (s)	25.0	41.0	41.0	31.0	31.0		20.0	20.0	46.0		20.0	20.0
Total Split (%)	20.5%	33.6%	33.6%	25.4%	25.4%		16.4%	16.4%	37.7%		16.4%	16.4%
Maximum Green (s)	20.0	35.0	35.0	25.0	25.0		15.0	15.0	40.0		15.0	15.0
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	3.0	4.0		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	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0			5.0	6.0			5.0
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.5	5.0	5.0	3.0	3.0		2.0	2.0	4.0		2.0	2.0
Recall Mode	None	None	None	None	None		None	None	None		None	None
Walk Time (s)		6.0	6.0									
Flash Dont Walk (s)		20.0	20.0									
Pedestrian Calls (#/hr)		0	0									
Act Effct Green (s)	33.4	32.3	32.3	7.8	7.8			33.7	27.1			26.3
Actuated g/C Ratio	0.43	0.41	0.41	0.10	0.10			0.43	0.35			0.34
v/c Ratio	0.81	0.41	0.41	0.07	0.34			0.43	0.27			0.11
Control Delay	33.6	17.9	3.7	37.0	22.8			17.3	19.9			13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Delay	33.6	17.9	3.7	37.0	22.8			17.3	19.9			13.7
LOS	C	B	A	D	C			B	B			B
Approach Delay		19.2			23.5				19.3			
Approach LOS		B			C				B			
Queue Length 50th (ft)	168	84	0	3	14			44	66			10
Queue Length 95th (ft)	#351	148	53	15	42			83	98			26
Internal Link Dist (ft)		1402			263				447			
Turn Bay Length (ft)	290		840	125				130				185
Base Capacity (vph)	526	1707	1147	270	997			466	2701			506
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	0.79	0.28	0.30	0.02	0.12			0.33	0.18			0.07

Intersection Summary

Area Type: Other
 Cycle Length: 122
 Actuated Cycle Length: 77.9
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 18.1
 Intersection Capacity Utilization 67.1%
 Intersection LOS: B
 ICU Level of Service C

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

FB B Weekday PM peak hour - Alternative
 05/23/2024

	↓	↙
Lane Group	SBT	SBR
Turn Type	NA	pm+ov
Protected Phases	2	7
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	10.0	6.0
Minimum Split (s)	16.0	11.0
Total Split (s)	46.0	25.0
Total Split (%)	37.7%	20.5%
Maximum Green (s)	40.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	2.5
Recall Mode	None	None
Walk Time (s)	6.0	
Flash Dont Walk (s)	20.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	19.6	40.1
Actuated g/C Ratio	0.25	0.51
v/c Ratio	0.63	0.56
Control Delay	29.8	3.0
Queue Delay	0.0	0.0
Total Delay	29.8	3.0
LOS	C	A
Approach Delay	15.8	
Approach LOS	B	
Queue Length 50th (ft)	126	0
Queue Length 95th (ft)	193	42
Internal Link Dist (ft)	522	
Turn Bay Length (ft)		265
Base Capacity (vph)	1826	1097
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.31	0.55
Intersection Summary		

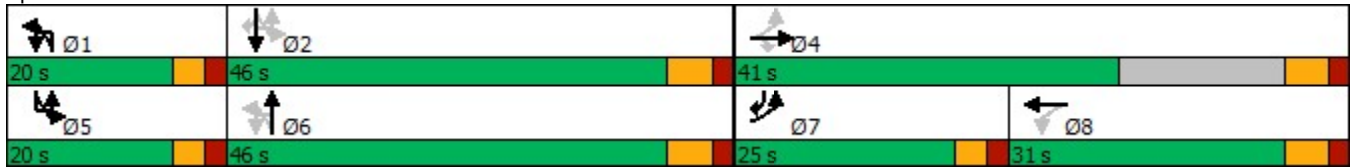
Lanes, Volumes, Timings
 35: Quentin Roosevelt Blvd & Commercial Ave

FB B Weekday PM peak hour - Alternative
 05/23/2024

Analysis Period (min) 15

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

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



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

FB B Weekday PM peak hour - Alternative













05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	13	278	52	119	0	0	0	0	9	1023	548
Future Volume (vph)	0	13	278	52	119	0	0	0	0	9	1023	548
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	14	12	12	12	12	12	10	12	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Ped Bike Factor			0.98	1.00						0.99		0.98
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1333	1531	1925	1792	0	0	0	0	1381	5085	1478
Flt Permitted				0.748						0.950		
Satd. Flow (perm)	0	1333	1505	1509	1792	0	0	0	0	1370	5085	1453
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			38									645
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		945			217			310			564	
Travel Time (s)		21.5			4.9			4.7			8.5	
Confl. Peds. (#/hr)	4		4	4		4	4		4	4		4
Confl. Bikes (#/hr)						1						
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%	33%	2%	0%	6%	0%	0%	0%	0%	22%	2%	2%
Adj. Flow (vph)	0	15	327	61	140	0	0	0	0	11	1204	645
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	327	61	140	0	0	0	0	11	1204	645
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			14			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.04	0.92	1.00	1.00	1.00	1.00	1.00	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template			Right	Left								
Leading Detector (ft)		30	30	20	20					100	100	100
Trailing Detector (ft)		0	0	0	0					94	94	94
Detector 1 Position(ft)		0	0	0	0					94	94	94
Detector 1 Size(ft)		30	30	20	20					6	6	6
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
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Detector Phase		4	4	8	8					6	6	6
Switch Phase												
Minimum Initial (s)		8.0	8.0	8.0	8.0					25.0	25.0	25.0

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

FB B Weekday PM peak hour - Alternative

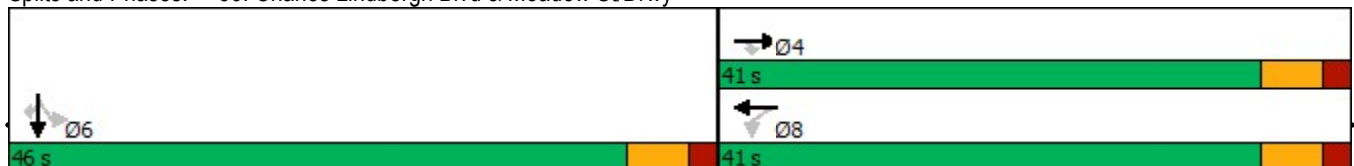
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		14.0	14.0	14.0	14.0					31.0	31.0	31.0
Total Split (s)		41.0	41.0	41.0	41.0					46.0	46.0	46.0
Total Split (%)		47.1%	47.1%	47.1%	47.1%					52.9%	52.9%	52.9%
Maximum Green (s)		35.0	35.0	35.0	35.0					40.0	40.0	40.0
Yellow Time (s)		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
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												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					7.0	7.0	7.0
Recall Mode		None	None	None	None					Min	Min	Min
Walk Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Flash Dont Walk (s)		16.0	16.0	16.0	16.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		1	1	1	1					1	1	1
Act Effct Green (s)		18.9	18.9	18.9	18.9					39.2	39.2	39.2
Actuated g/C Ratio		0.27	0.27	0.27	0.27					0.56	0.56	0.56
v/c Ratio		0.04	0.76	0.15	0.29					0.01	0.42	0.59
Control Delay		18.3	32.5	19.9	21.6					9.2	10.4	3.5
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay		18.3	32.5	19.9	21.6					9.2	10.4	3.5
LOS		B	C	B	C					A	B	A
Approach Delay		31.9			21.1						8.0	
Approach LOS		C			C						A	
Queue Length 50th (ft)		5	116	20	49					2	99	0
Queue Length 95th (ft)		16	184	44	84					10	161	37
Internal Link Dist (ft)		865			137			230			484	
Turn Bay Length (ft)												
Base Capacity (vph)		672	777	760	903					789	2930	1110
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		0.02	0.42	0.08	0.16					0.01	0.41	0.58

Intersection Summary

Area Type: Other
 Cycle Length: 87
 Actuated Cycle Length: 70.3
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 12.5
 Intersection Capacity Utilization 60.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B









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



Lanes, Volumes, Timings
37: Charles Lindbergh Blvd

FB B Weekday PM peak hour - Alternative

05/23/2024

						
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	1462	0	0	198	0
Future Volume (vph)	0	1462	0	0	198	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	3574	0	0	3433	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3574	0	0	3433	0
Link Speed (mph)		45	30		30	
Link Distance (ft)		600	253		249	
Travel Time (s)		9.1	5.8		5.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	2%	1%	2%	2%	2%	2%
Adj. Flow (vph)	0	1761	0	0	239	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1761	0	0	239	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	R NA	Left	Right	L NA	Right
Median Width(ft)		12	0		24	
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
Sign Control		Free	Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 64.9% ICU Level of Service C
 Analysis Period (min) 15

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

FB B Weekday PM peak hour - Alternative










05/23/2024

Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBR	NBR2	SBR
Lane Configurations	↑↑↑	↔		↔	↑↑↑		↔		↔
Traffic Volume (vph)	1886	97	62	436	2017	3	348	8	1
Future Volume (vph)	1886	97	62	436	2017	3	348	8	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	9	11	11	11	11	12
Storage Length (ft)		55		150		0	205		0
Storage Lanes		1		2		0	1		1
Taper Length (ft)				85					
Lane Util. Factor	0.91	1.00	0.91	0.97	0.91	0.91	0.88	1.00	1.00
Ped Bike Factor		0.96		1.00	1.00				0.98
Frt		0.850					0.850		0.865
Flt Protected				0.950					
Satd. Flow (prot)	4964	1561	0	3120	4964	0	2695	0	1644
Flt Permitted				0.950					
Satd. Flow (perm)	4964	1500	0	3117	4964	0	2695	0	1613
Right Turn on Red			No			Yes		No	Yes
Satd. Flow (RTOR)									26
Link Speed (mph)	40				40				
Link Distance (ft)	625				576				
Travel Time (s)	10.7				9.8				
Confl. Peds. (#/hr)		8		8		5			5
Confl. Bikes (#/hr)		2				2			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%	2%	0%	0%
Adj. Flow (vph)	2028	104	67	469	2169	3	374	9	1
Shared Lane Traffic (%)									
Lane Group Flow (vph)	2028	171	0	469	2172	0	383	0	1
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Right	Right	R NA
Median Width(ft)	18				18				
Link Offset(ft)	0				0				
Crosswalk Width(ft)	16				16				
Two way Left Turn Lane									
Headway Factor	1.04	1.04	1.04	1.14	1.04	1.04	1.04	1.04	1.00
Turning Speed (mph)		9	9	15		9	9	9	9
Number of Detectors	0	0		2	0		2		0
Detector Template									
Leading Detector (ft)	0	0		50	0		50		0
Trailing Detector (ft)	0	0		0	0		0		0
Detector 1 Position(ft)	0	0		0	0		0		0
Detector 1 Size(ft)	0	0		20	0		20		0
Detector 1 Type				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)				30			30		
Detector 2 Size(ft)				20			20		
Detector 2 Type				Cl+Ex			Cl+Ex		

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

FB B Weekday PM peak hour - Alternative

05/23/2024

									
Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBR	NBR2	SBR
Detector 2 Channel									
Detector 2 Extend (s)				0.0			0.0		
Turn Type	NA	Perm		Prot	NA		Over		Perm
Protected Phases	2			4	6		4		
Permitted Phases		2							4
Detector Phase	2	2		4	6		4		4
Switch Phase									
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0		10.0
Minimum Split (s)	17.0	17.0		17.6	22.5		17.6		17.6
Total Split (s)	120.0	120.0		50.0	120.0		50.0		50.0
Total Split (%)	70.6%	70.6%		29.4%	70.6%		29.4%		29.4%
Maximum Green (s)	113.0	113.0		42.4	113.0		42.4		42.4
Yellow Time (s)	4.0	4.0		3.5	4.0		3.5		3.5
All-Red Time (s)	3.0	3.0		4.1	3.0		4.1		4.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	7.0	7.0		7.6	7.0		7.6		7.6
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	0.2	0.2		3.0	0.2		3.0		3.0
Recall Mode	C-Max	C-Max		None	C-Max		None		None
Walk Time (s)	7.0	7.0		7.0			7.0		7.0
Flash Dont Walk (s)	30.0	30.0		31.0			31.0		31.0
Pedestrian Calls (#/hr)	3	3		0			0		0
Act Effct Green (s)	123.4	123.4		32.0	123.4		32.0		32.0
Actuated g/C Ratio	0.73	0.73		0.19	0.73		0.19		0.19
v/c Ratio	0.56	0.16		0.80	0.60		0.76		0.00
Control Delay	12.1	8.3		68.4	8.8		74.7		0.0
Queue Delay	0.4	0.0		0.0	0.9		0.0		0.0
Total Delay	12.4	8.3		68.4	9.6		74.7		0.0
LOS	B	A		E	A		E		A
Approach Delay	12.1				20.1				
Approach LOS	B				C				
Queue Length 50th (ft)	351	54		283	304		232		0
Queue Length 95th (ft)	462	98		m284	m351		284		0
Internal Link Dist (ft)	545				496				
Turn Bay Length (ft)		55		150			205		
Base Capacity (vph)	3603	1088		778	3603		672		421
Starvation Cap Reductn	0	0		0	1025		0		0
Spillback Cap Reductn	850	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0		0
Reduced v/c Ratio	0.74	0.16		0.60	0.84		0.57		0.00

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 168 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

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

FB B Weekday PM peak hour - Alternative

05/23/2024

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 20.7

Intersection LOS: C

Intersection Capacity Utilization 63.1%

ICU Level of Service B

Analysis Period (min) 15

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





























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

→ Ø2 (R) 120 s	↙ Ø4 50 s
← Ø6 (R) 120 s	

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













FB B Weekday PM peak hour - Alternative

05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  					 	 	
Traffic Volume (vph)	482	1763	18	32	1570	129	73	132	4	168	155	702
Future Volume (vph)	482	1763	18	32	1570	129	73	132	4	168	155	702
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	11	11	11	11	10	10	11	11	11
Storage Length (ft)	245		0	125		0	0		0	115		0
Storage Lanes	2		0	1		0	1		0	1		1
Taper Length (ft)	60			125			0			200		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00		0.99	1.00		0.99	0.98	0.96
Frt		0.998			0.989			0.996			0.903	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3090	4951	0	1745	4907	0	1745	1748	0	1728	1512	1454
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3088	4951	0	1737	4907	0	1722	1748	0	1718	1512	1400
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		576			1206			259			492	
Travel Time (s)		9.8			20.6			5.9			8.4	
Confl. Peds. (#/hr)	2		22	22		2	18		5	5		18
Confl. Bikes (#/hr)			3			3			3			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 (%)	2%	1%	0%	0%	1%	0%	0%	1%	0%	1%	1%	2%
Adj. Flow (vph)	497	1818	19	33	1619	133	75	136	4	173	160	724
Shared Lane Traffic (%)												41%
Lane Group Flow (vph)	497	1837	0	33	1752	0	75	140	0	173	457	427
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)		18			18			11			11	
Link Offset(ft)		0			0			-25			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	36		50	50	50
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	0		20	0		20	6		20	20	20
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)	30			30			30	16		30	30	30
Detector 2 Size(ft)	20			20			20	20		20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex

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

FB B Weekday PM peak hour - Alternative
05/23/2024

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		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	1		2	6		3	3		4	4	5
Permitted Phases												4
Detector Phase	5	1		2	6		3	3		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	38.0		11.0	26.0		11.0	11.0		11.0	11.0	11.0
Total Split (s)	40.0	81.0		23.0	64.0		26.0	26.0		40.0	40.0	40.0
Total Split (%)	23.5%	47.6%		13.5%	37.6%		15.3%	15.3%		23.5%	23.5%	23.5%
Maximum Green (s)	34.0	75.0		17.0	58.0		20.0	20.0		34.0	34.0	34.0
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		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	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		25.0			25.0		30.0	30.0		30.0	30.0	
Pedestrian Calls (#/hr)		6			2		7	7		1	1	
Act Effct Green (s)	30.8	79.6		14.6	61.2		16.9	16.9		37.1	37.1	67.9
Actuated g/C Ratio	0.18	0.47		0.09	0.36		0.10	0.10		0.22	0.22	0.40
v/c Ratio	0.89	0.79		0.22	0.99		0.43	0.80		0.46	1.39	0.75
Control Delay	73.4	38.1		63.2	64.3		79.0	106.1		63.4	238.3	50.1
Queue Delay	0.0	0.9		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	73.4	39.0		63.2	64.3		79.0	106.1		63.4	238.3	50.1
LOS	E	D		E	E		E	F		E	F	D
Approach Delay		46.3			64.3			96.7			133.6	
Approach LOS		D			E			F			F	
Queue Length 50th (ft)	283	691		34	~756		80	154		171	~721	395
Queue Length 95th (ft)	322	753		m72	#869		137	#237		259	#985	541
Internal Link Dist (ft)		496			1126			179			412	
Turn Bay Length (ft)	245			125						115		
Base Capacity (vph)	618	2318		174	1767		205	205		376	329	596
Starvation Cap Reductn	0	226		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	0.80	0.88		0.19	0.99		0.37	0.68		0.46	1.39	0.72

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 147 (86%), Referenced to phase 1:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated

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

FB B Weekday PM peak hour - Alternative

05/23/2024

Maximum v/c Ratio: 1.39

Intersection Signal Delay: 71.4

Intersection LOS: E

Intersection Capacity Utilization 98.0%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

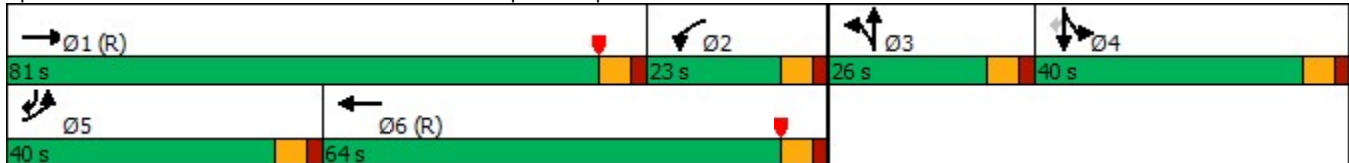
Queue shown is maximum after two cycles.

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: 45: 3rd St/Carmen Ave & Hempstead Tpke















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

FB B Weekday PM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	
Traffic Volume (vph)	288	1606	109	244	1479	116	208	434	214	276	532	269
Future Volume (vph)	288	1606	109	244	1479	116	208	434	214	276	532	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	10	11	11	10	11	9
Storage Length (ft)	340		0	70		0	175		245	170		210
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	135			170			100			170		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		0.99					0.96
Frt		0.990			0.989				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3236	4910	0	3152	4902	0	3268	3455	1561	3268	3388	1425
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3233	4910	0	3146	4902	0	3231	3455	1561	3268	3388	1373
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		679			621			506			651	
Travel Time (s)		11.6			10.6			8.6			11.1	
Confl. Peds. (#/hr)	7		10	10		7	18					18
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 (%)	1%	1%	0%	0%	1%	1%	0%	1%	0%	0%	3%	2%
Adj. Flow (vph)	306	1709	116	260	1573	123	221	462	228	294	566	286
Shared Lane Traffic (%)												
Lane Group Flow (vph)	306	1825	0	260	1696	0	221	462	228	294	566	286
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)		30			30			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.14	1.04	1.04	1.09	1.04	1.04	1.09	1.04	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	50	50	50	50	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	0		20	0		20	20	20	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			30			30	30	30	30	30	30
Detector 2 Size(ft)	20			20			20	20	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												

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

FB B Weekday PM peak hour - Alternative
05/23/2024

Lane Group												
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	0.0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8	5	7	4	1
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	5	7	4	1
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	12.0	45.0		12.0	18.0		12.0	15.0	12.0	12.0	15.0	12.0
Total Split (s)	33.0	61.0		33.0	61.0		33.0	43.0	33.0	33.0	43.0	33.0
Total Split (%)	19.4%	35.9%		19.4%	35.9%		19.4%	25.3%	19.4%	19.4%	25.3%	19.4%
Maximum Green (s)	26.0	53.0		26.0	53.0		26.0	35.0	26.0	26.0	35.0	26.0
Yellow Time (s)	4.0	5.0		4.0	5.0		4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	3.0	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	0.0	0.0	0.0
Total Lost Time (s)	7.0	8.0		7.0	8.0		7.0	8.0	7.0	7.0	8.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		30.0			30.0			30.0			30.0	
Pedestrian Calls (#/hr)		6			0			3			2	
Act Effct Green (s)	20.4	73.2		18.4	71.2		16.7	27.4	46.8	21.0	31.7	53.1
Actuated g/C Ratio	0.12	0.43		0.11	0.42		0.10	0.16	0.28	0.12	0.19	0.31
v/c Ratio	0.79	0.86		0.76	0.83		0.69	0.83	0.53	0.73	0.90	0.66
Control Delay	87.3	49.5		88.2	48.8		84.7	81.9	34.6	82.4	85.1	37.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.3	49.5		88.2	48.8		84.7	81.9	34.6	82.4	85.1	37.9
LOS	F	D		F	D		F	F	C	F	F	D
Approach Delay		55.0			54.0			70.7			72.6	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	173	672		147	613		125	266	152	164	326	199
Queue Length 95th (ft)	222	#939		194	#862		165	316	175	215	394	223
Internal Link Dist (ft)		599			541			426			571	
Turn Bay Length (ft)	340			70			175		245	170		210
Base Capacity (vph)	494	2112		482	2051		499	711	499	499	697	482
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	0.62	0.86		0.54	0.83		0.44	0.65	0.46	0.59	0.81	0.59

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 129 (76%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90

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

FB B Weekday PM peak hour - Alternative

05/23/2024

Intersection Signal Delay: 60.3

Intersection LOS: E

Intersection Capacity Utilization 93.4%

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.

Splits and Phases: 46: Newbridge Rd & Hemstead Tpke



Lanes, Volumes, Timings
47: Merrick Ave & Bellmore Ave

FB B Weekday PM peak hour - Alternative
05/23/2024

	↑	↗	↘	↓	↖	↙	Ø3
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	
Lane Configurations	↑↑		↗↘	↑↑		↗↘	
Traffic Volume (vph)	615	23	830	775	0	450	
Future Volume (vph)	615	23	830	775	0	450	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	10	10	11	12	
Lane Util. Factor	0.95	0.95	0.97	0.95	1.00	0.88	
Ped Bike Factor	1.00		1.00				
Frt	0.995					0.850	
Flt Protected			0.950				
Satd. Flow (prot)	3341	0	3236	3303	0	2733	
Flt Permitted			0.950				
Satd. Flow (perm)	3341	0	3233	3303	0	2733	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)						20	
Link Speed (mph)	40			40	40		
Link Distance (ft)	755			650	555		
Travel Time (s)	12.9			11.1	9.5		
Confl. Peds. (#/hr)		2	2		2		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	4%	0%	1%	2%	0%	4%	
Adj. Flow (vph)	641	24	865	807	0	469	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	665	0	865	807	0	469	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	20			20	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.09	1.09	1.04	1.00	
Turning Speed (mph)		9	40		15	40	
Number of Detectors	0		1	0		1	
Detector Template							
Leading Detector (ft)	0		65	0		65	
Trailing Detector (ft)	0		59	0		59	
Detector 1 Position(ft)	0		59	0		59	
Detector 1 Size(ft)	0		6	0		6	
Detector 1 Type			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	
Turn Type	NA		Prot	NA		pt+ov	
Protected Phases	1		2 3			2 3	3
Permitted Phases				2			
Detector Phase	1		2 3	2		2 3	
Switch Phase							
Minimum Initial (s)	20.0			12.0			20.0
Minimum Split (s)	26.0			18.0			26.0

Lanes, Volumes, Timings
47: Merrick Ave & Bellmore Ave

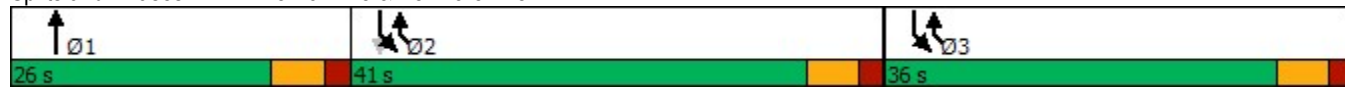
FB B Weekday PM peak hour - Alternative
05/23/2024

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø3
Total Split (s)	26.0			41.0			36.0
Total Split (%)	25.2%			39.8%			35%
Maximum Green (s)	20.0			35.0			30.0
Yellow Time (s)	4.0			4.0			4.0
All-Red Time (s)	2.0			2.0			2.0
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	6.0			6.0			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?	Yes			Yes			
Vehicle Extension (s)	0.2			3.0			0.2
Recall Mode	Min			Min			None
Walk Time (s)	8.0						12.0
Flash Dont Walk (s)	12.0						17.0
Pedestrian Calls (#/hr)	1						1
Act Effct Green (s)	20.2		57.2	29.4		57.2	
Actuated g/C Ratio	0.23		0.64	0.33		0.64	
v/c Ratio	0.88		0.42	0.74		0.27	
Control Delay	50.0		8.4	31.5		6.9	
Queue Delay	0.0		0.0	0.0		0.0	
Total Delay	50.0		8.4	31.5		6.9	
LOS	D		A	C		A	
Approach Delay	50.0			19.6	6.9		
Approach LOS	D			B	A		
Queue Length 50th (ft)	191		109	203		55	
Queue Length 95th (ft)	#356		141	309		77	
Internal Link Dist (ft)	675			570	475		
Turn Bay Length (ft)							
Base Capacity (vph)	753		2361	1303		2000	
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	0.88		0.37	0.62		0.23	

Intersection Summary





















Area Type: Other
 Cycle Length: 103
 Actuated Cycle Length: 89.4
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 24.7
 Intersection Capacity Utilization 51.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 47: Merrick Ave & Bellmore Ave



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

FB B Weekday PM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	316	20	174	570	42	50	650	238	91	641	222
Future Volume (vph)	103	316	20	174	570	42	50	650	238	91	641	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	10	11	11	11	12	12	11	11	12
Storage Length (ft)	65		0	40		0	50		0	95		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			55			55			95		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor					1.00						0.96	
Frt		0.991			0.990			0.960			0.961	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1577	3426	0	1574	3382	0	1711	3382	0	1745	3115	0
Flt Permitted	0.404			0.528			0.176			0.164		
Satd. Flow (perm)	671	3426	0	875	3382	0	317	3382	0	301	3115	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			14			76			70	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		274			484			540			323	
Travel Time (s)		4.7			8.3			12.3			5.5	
Confl. Peds. (#/hr)							6					6
Confl. Bikes (#/hr)						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 (%)	3%	1%	0%	7%	2%	3%	2%	3%	1%	0%	4%	2%
Adj. Flow (vph)	110	336	21	185	606	45	53	691	253	97	682	236
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	357	0	185	651	0	53	944	0	97	918	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)		10			12			13			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.09	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		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)	20	6		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	

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

FB B Weekday PM peak hour - Alternative

05/23/2024

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+pt	NA		Perm	NA		Perm	NA	
Protected Phases		3		2	2 3			1				1
Permitted Phases	3			2 3			1			1		
Detector Phase	3	3		2	2 3		1	1		1		1
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0			20.0	20.0		20.0		20.0
Minimum Split (s)	16.0	16.0		7.0			26.0	26.0		26.0		26.0
Total Split (s)	29.0	29.0		14.0			36.0	36.0		36.0		36.0
Total Split (%)	36.7%	36.7%		17.7%			45.6%	45.6%		45.6%		45.6%
Maximum Green (s)	23.0	23.0		10.0			30.0	30.0		30.0		30.0
Yellow Time (s)	4.0	4.0		3.0			4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0		1.0			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		4.0			6.0	6.0		6.0		6.0
Lead/Lag				Lag			Lead	Lead		Lead		Lead
Lead-Lag Optimize?				Yes			Yes	Yes		Yes		Yes
Vehicle Extension (s)	3.0	3.0		1.0			0.2	0.2		0.2		0.2
Recall Mode	Max	Max		None			Max	Max		Max		Max
Walk Time (s)	8.0	8.0					1.0	1.0		1.0		1.0
Flash Dont Walk (s)	18.0	18.0					0.0	0.0		0.0		0.0
Pedestrian Calls (#/hr)	0	0					2	2		2		2
Act Effct Green (s)	26.0	26.0		37.8	41.8		30.0	30.0		30.0		30.0
Actuated g/C Ratio	0.32	0.32		0.46	0.51		0.37	0.37		0.37		0.37
v/c Ratio	0.52	0.33		0.38	0.38		0.46	0.73		0.88		0.77
Control Delay	33.2	21.8		13.7	12.6		35.3	24.6		89.1		26.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay	33.2	21.8		13.7	12.6		35.3	24.6		89.1		26.5
LOS	C	C		B	B		D	C		F		C
Approach Delay		24.5			12.8			25.2				32.4
Approach LOS		C			B			C				C
Queue Length 50th (ft)	46	71		50	97		20	200		46		200
Queue Length 95th (ft)	101	106		88	135		#63	271		#140		274
Internal Link Dist (ft)		194			404			460				243
Turn Bay Length (ft)	65			40			50			95		
Base Capacity (vph)	213	1093		491	1710		115	1288		110		1186
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	0.52	0.33		0.38	0.38		0.46	0.73		0.88		0.77

Intersection Summary

Area Type: Other
 Cycle Length: 79
 Actuated Cycle Length: 81.8
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.88

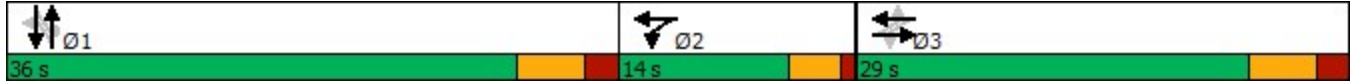
Lanes, Volumes, Timings
48: Merrick Ave & N Jerusalem Rd

FB B Weekday PM peak hour - Alternative
05/23/2024

Intersection Signal Delay: 24.2
Intersection Capacity Utilization 86.0%
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection LOS: C
ICU Level of Service E

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



Lanes, Volumes, Timings

FB B Weekday PM peak hour - Alternative

49: SS Pkwy WB On Ramp & Merrick Ave & Jerusalem Ave

05/23/2024

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	29	320	92	17	103	141	450	31	39	409	791	238
Future Volume (vph)	29	320	92	17	103	141	450	31	39	409	791	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	9	9	11	11	10	10	11	11
Storage Length (ft)	50		0			100		0		120		0
Storage Lanes	1		0			1		0		1		0
Taper Length (ft)	200					90				0		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00						1.00			1.00	1.00	
Frt		0.962					0.990				0.965	
Flt Protected	0.950					0.950				0.950		
Satd. Flow (prot)	1685	3327	0	0	0	1611	3297	0	0	1667	3280	0
Flt Permitted	0.461					0.375				0.209		
Satd. Flow (perm)	815	3327	0	0	0	636	3297	0	0	366	3280	0
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)		35					35				40	
Link Distance (ft)		477					519				194	
Travel Time (s)		9.3					10.1				3.3	
Confl. Peds. (#/hr)	6							6		11		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%	5%	3%	0%	2%	0%	5%	0%	2%	1%	3%	0%
Adj. Flow (vph)	31	344	99	18	111	152	484	33	42	440	851	256
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	461	0	0	0	263	517	0	0	482	1107	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Left	Left	Right	Left	Left	Left	Right
Median Width(ft)		14					10				10	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.14	1.14	1.04	1.04	1.09	1.09	1.04	1.04
Turning Speed (mph)	15		9	9	15	15		9	15	15		9
Number of Detectors	1	1			1	1	1		1	1	0	
Detector Template					Left				Left			
Leading Detector (ft)	46	46			20	25	46		20	25	0	
Trailing Detector (ft)	40	40			0	0	40		0	0	0	
Detector 1 Position(ft)	40	40			0	0	40		0	0	0	
Detector 1 Size(ft)	6	6			20	25	6		20	25	0	
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	
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	
Turn Type	Perm	NA			pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			3	3	34		1	1	12	
Permitted Phases	4				34	34			12	12		
Detector Phase	4	4			3	3	34		1	1	12	

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













FB B Weekday PM peak hour - Alternative

05/23/2024

	↘	↓	↙	↘
Lane Group	SBL	SBT	SBR	SBR2
Lane Configurations	↘	↑↘		
Traffic Volume (vph)	33	491	98	27
Future Volume (vph)	33	491	98	27
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11
Storage Length (ft)	65		0	
Storage Lanes	1		0	
Taper Length (ft)	110			
Lane Util. Factor	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.99		
Frt		0.970		
Flt Protected	0.950			
Satd. Flow (prot)	1636	3339	0	0
Flt Permitted	0.240			
Satd. Flow (perm)	413	3339	0	0
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)		40		
Link Distance (ft)		455		
Travel Time (s)		7.8		
Confl. Peds. (#/hr)	4		11	11
Peak Hour Factor	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	1%	0%	0%
Adj. Flow (vph)	35	528	105	29
Shared Lane Traffic (%)				
Lane Group Flow (vph)	35	662	0	0
Enter Blocked Intersection	No	No	No	No
Lane Alignment	Left	Left	Right	Right
Median Width(ft)		10		
Link Offset(ft)		0		
Crosswalk Width(ft)		16		
Two way Left Turn Lane				
Headway Factor	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	9
Number of Detectors	1	0		
Detector Template				
Leading Detector (ft)	25	0		
Trailing Detector (ft)	0	0		
Detector 1 Position(ft)	0	0		
Detector 1 Size(ft)	25	0		
Detector 1 Type	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		
Turn Type	Perm	NA		
Protected Phases		2		
Permitted Phases	2			
Detector Phase	2	2		

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

FB B Weekday PM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Switch Phase												
Minimum Initial (s)	10.0	10.0			5.0	5.0			5.0	5.0		
Minimum Split (s)	17.0	17.0			10.0	10.0			10.0	10.0		
Total Split (s)	37.0	37.0			25.0	25.0			18.0	18.0		
Total Split (%)	36.3%	36.3%			24.5%	24.5%			17.6%	17.6%		
Maximum Green (s)	30.0	30.0			20.0	20.0			13.0	13.0		
Yellow Time (s)	4.0	4.0			3.0	3.0			3.0	3.0		
All-Red Time (s)	3.0	3.0			2.0	2.0			2.0	2.0		
Lost Time Adjust (s)	0.0	0.0				0.0				0.0		
Total Lost Time (s)	7.0	7.0				5.0				5.0		
Lead/Lag	Lag	Lag			Lead	Lead			Lead	Lead		
Lead-Lag Optimize?	Yes	Yes			Yes	Yes			Yes	Yes		
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0		
Recall Mode	Min	Min			None	None			None	None		
Walk Time (s)	10.0	10.0										
Flash Dont Walk (s)	20.0	20.0										
Pedestrian Calls (#/hr)	5	5										
Act Effct Green (s)	18.0	18.0				34.9	40.1			34.7	39.9	
Actuated g/C Ratio	0.20	0.20				0.39	0.44			0.38	0.44	
v/c Ratio	0.19	0.69				0.65	0.35			1.44	0.77	
Control Delay	35.9	40.4				25.8	17.7			238.3	26.4	
Queue Delay	0.0	0.0				0.0	0.0			0.0	0.0	
Total Delay	35.9	40.4				25.8	17.7			238.3	26.4	
LOS	D	D				C	B			F	C	
Approach Delay		40.1					20.4				90.7	
Approach LOS		D					C				F	
Queue Length 50th (ft)	14	118				85	87			~310	260	
Queue Length 95th (ft)	50	235				210	187			#690	455	
Internal Link Dist (ft)		397					439				114	
Turn Bay Length (ft)	50					100				120		
Base Capacity (vph)	280	1146				498	1926			334	1447	
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	0.11	0.40				0.53	0.27			1.44	0.77	

Intersection Summary

Area Type: Other
 Cycle Length: 102
 Actuated Cycle Length: 90.3
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.44
 Intersection Signal Delay: 61.8
 Intersection Capacity Utilization 108.7%
 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.

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

FB B Weekday PM peak hour - Alternative

05/23/2024



Lane Group	SBL	SBT	SBR	SBR2
Switch Phase				
Minimum Initial (s)	40.0	40.0		
Minimum Split (s)	47.0	47.0		
Total Split (s)	22.0	22.0		
Total Split (%)	21.6%	21.6%		
Maximum Green (s)	15.0	15.0		
Yellow Time (s)	4.0	4.0		
All-Red Time (s)	3.0	3.0		
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	7.0	7.0		
Lead/Lag	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes		
Vehicle Extension (s)	0.2	0.2		
Recall Mode	Min	Min		
Walk Time (s)	15.0	15.0		
Flash Dont Walk (s)	25.0	25.0		
Pedestrian Calls (#/hr)	2	2		
Act Effct Green (s)	19.1	19.1		
Actuated g/C Ratio	0.21	0.21		
v/c Ratio	0.40	0.94		
Control Delay	47.5	58.1		
Queue Delay	0.0	0.0		
Total Delay	47.5	58.1		
LOS	D	E		
Approach Delay		57.6		
Approach LOS		E		
Queue Length 50th (ft)	17	~211		
Queue Length 95th (ft)	54	310		
Internal Link Dist (ft)		375		
Turn Bay Length (ft)	65			
Base Capacity (vph)	87	706		
Starvation Cap Reductn	0	0		
Spillback Cap Reductn	0	0		
Storage Cap Reductn	0	0		
Reduced v/c Ratio	0.40	0.94		
Intersection Summary				

Queue shown is maximum after two cycles.

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















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

FB B Weekday PM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	690	65	94	767	52	132	413	46	125	381	58
Future Volume (vph)	130	690	65	94	767	52	132	413	46	125	381	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	10	11	11	10	12	12	10	12	12
Storage Length (ft)	40		0	75		0	135		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			60			40			35		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99	1.00		0.99	0.99		0.99	1.00	
Frt		0.987			0.991			0.985			0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1652	3325	0	1620	3349	0	1652	1808	0	1668	1758	0
Flt Permitted	0.140			0.215			0.197			0.174		
Satd. Flow (perm)	241	3325	0	362	3349	0	340	1808	0	301	1758	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			7			6			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		335			336			323			343	
Travel Time (s)		7.6			7.6			7.3			7.8	
Confl. Peds. (#/hr)	21		23	23		21	17		39	39		17
Confl. Bikes (#/hr)			3			1			7			4
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 (%)	2%	3%	2%	4%	3%	0%	2%	3%	2%	1%	6%	2%
Adj. Flow (vph)	135	719	68	98	799	54	138	430	48	130	397	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	135	787	0	98	853	0	138	478	0	130	457	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			16			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.09	1.04	1.04	1.09	1.00	1.00	1.09	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	0		30	0		30	30		30	30	
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)	30	0		30	0		30	30		30	30	
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		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	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		

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

FB B Weekday PM peak hour - Alternative
05/23/2024

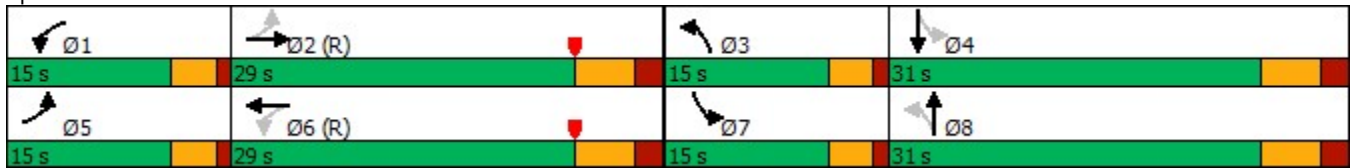
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	7.0	26.0		7.0	26.0		7.0	30.0		7.0	30.0	
Total Split (s)	15.0	29.0		15.0	29.0		15.0	31.0		15.0	31.0	
Total Split (%)	16.7%	32.2%		16.7%	32.2%		16.7%	34.4%		16.7%	34.4%	
Maximum Green (s)	11.0	23.0		11.0	23.0		11.0	25.0		11.0	25.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	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		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		6.0			6.0			6.0			6.0	
Flash Dont Walk (s)		14.0			14.0			18.0			18.0	
Pedestrian Calls (#/hr)		6			13			8			7	
Act Effct Green (s)	38.9	29.4		36.3	26.6		36.9	26.3		36.5	26.0	
Actuated g/C Ratio	0.43	0.33		0.40	0.30		0.41	0.29		0.41	0.29	
v/c Ratio	0.56	0.72		0.39	0.86		0.52	0.90		0.52	0.89	
Control Delay	25.4	33.0		19.6	41.3		21.8	52.7		22.1	51.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	25.4	33.0		19.6	41.3		21.8	52.7		22.1	51.8	
LOS	C	C		B	D		C	D		C	D	
Approach Delay		31.9			39.1			45.8			45.2	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	45	214		32	244		44	252		41	239	
Queue Length 95th (ft)	86	#335		62	#384		80	#457		76	#435	
Internal Link Dist (ft)		255			256			243			263	
Turn Bay Length (ft)	40			75			135			120		
Base Capacity (vph)	279	1091		312	995		307	536		296	519	
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	0.48	0.72		0.31	0.86		0.45	0.89		0.44	0.88	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 59 (66%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 39.4
 Intersection Capacity Utilization 78.6%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 50: Uniondale Ave & Jerusalem Ave















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

FB B Weekday PM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	744	106	19	909	301	112	279	11	185	300	34
Future Volume (vph)	11	744	106	19	909	301	112	279	11	185	300	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	10	10	11	11	10	11	11
Storage Length (ft)	0		0	45		0	85		0	100		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	0			25			60			70		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00		0.96	1.00				1.00	
Frt		0.982				0.850		0.994			0.985	
Flt Protected		0.999		0.950			0.950			0.950		
Satd. Flow (prot)	0	3270	0	1745	3455	1478	1620	1808	0	1604	1738	0
Flt Permitted		0.938		0.167			0.554			0.303		
Satd. Flow (perm)	0	3070	0	306	3455	1413	941	1808	0	512	1738	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		17						2			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			325			311			536	
Travel Time (s)		8.3			7.4			7.1			12.2	
Confl. Peds. (#/hr)	13		11	11		13	5					5
Confl. Bikes (#/hr)			2			5						
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 (%)	0%	4%	6%	0%	1%	2%	4%	1%	0%	5%	4%	3%
Adj. Flow (vph)	11	767	109	20	937	310	115	288	11	191	309	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	887	0	20	937	310	115	299	0	191	344	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)		11			11			10			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		0	0	0	1	1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	0		0	0	0	30	30		30	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)	20	0		0	0	0	30	30		30	30	
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	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	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		6		5	2			4		3	8	
Permitted Phases	6			2		2	4			8		

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

FB B Weekday PM peak hour - Alternative
05/23/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		5	2	2	4	4		3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		5.0	20.0	20.0	8.0	8.0		5.0	5.0	
Minimum Split (s)	26.0	26.0		10.0	26.0	26.0	15.0	15.0		10.0	11.0	
Total Split (s)	37.0	37.0		14.0	37.0	37.0	30.0	30.0		15.0	30.0	
Total Split (%)	38.5%	38.5%		14.6%	38.5%	38.5%	31.3%	31.3%		15.6%	31.3%	
Maximum Green (s)	31.0	31.0		9.0	31.0	31.0	23.0	23.0		10.0	24.0	
Yellow Time (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0		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		5.0	6.0	6.0	7.0	7.0		5.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	0.2	0.2		3.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max	Max	None	None		None	None	
Walk Time (s)	6.0	6.0			6.0	6.0						
Flash Dont Walk (s)	25.0	25.0			25.0	25.0						
Pedestrian Calls (#/hr)	2	2			0	0						
Act Effct Green (s)		31.6		36.8	35.7	35.7	17.7	17.7		34.4	33.3	
Actuated g/C Ratio		0.39		0.45	0.44	0.44	0.22	0.22		0.42	0.41	
v/c Ratio		0.74		0.08	0.62	0.50	0.56	0.76		0.56	0.48	
Control Delay		27.8		14.1	20.0	20.4	41.2	43.6		22.9	20.5	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		27.8		14.1	20.0	20.4	41.2	43.6		22.9	20.5	
LOS		C		B	C	C	D	D		C	C	
Approach Delay		27.8			20.0			42.9			21.4	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)		176		5	186	109	48	131		54	107	
Queue Length 95th (ft)		#367		19	274	200	117	254		123	224	
Internal Link Dist (ft)		285			245			231			456	
Turn Bay Length (ft)				45			85			100		
Base Capacity (vph)		1201		300	1946	796	271	522		353	852	
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		0.74		0.07	0.48	0.39	0.42	0.57		0.54	0.40	

Intersection Summary

Area Type: Other
 Cycle Length: 96
 Actuated Cycle Length: 81.3
 Natural Cycle: 65
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 25.5
 Intersection Capacity Utilization 82.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

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

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



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








FB B Weekday PM peak hour - Alternative

05/23/2024

Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	445	1548	1063	110	2	90	588
Future Volume (vph)	445	1548	1063	110	2	90	588
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	12	11	11
Lane Util. Factor	1.00	0.91	0.91	0.91	0.95	0.97	0.91
Ped Bike Factor						1.00	
Frt			0.986			0.886	0.850
Flt Protected	0.950					0.988	
Satd. Flow (prot)	1652	4841	4829	0	0	3060	1407
Flt Permitted	0.163					0.988	
Satd. Flow (perm)	283	4841	4829	0	0	3058	1407
Right Turn on Red				Yes			Yes
Satd. Flow (RTOR)			16			313	4
Link Speed (mph)		40	40			25	
Link Distance (ft)		324	370			322	
Travel Time (s)		5.5	6.3			8.8	
Confl. Peds. (#/hr)						4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	0%	2%	6%	0%	5%	1%
Adj. Flow (vph)	473	1647	1131	117	2	96	626
Shared Lane Traffic (%)							50%
Lane Group Flow (vph)	473	1647	1248	0	0	411	313
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	R NA	Left	Right
Median Width(ft)		12	10			32	
Link Offset(ft)		0	0			0	
Crosswalk Width(ft)		42	16			16	
Two way Left Turn Lane			Yes				
Headway Factor	1.09	1.09	1.04	1.04	1.00	1.04	1.04
Turning Speed (mph)	15			9	9	15	9
Number of Detectors	2	0	0		1	1	1
Detector Template					Left		
Leading Detector (ft)	46	0	0		20	30	30
Trailing Detector (ft)	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0
Detector 1 Size(ft)	20	0	0		20	30	30
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	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)	26						
Detector 2 Size(ft)	20						
Detector 2 Type	Cl+Ex						
Detector 2 Channel							
Detector 2 Extend (s)	0.0						
Turn Type	pm+pt	NA	NA		Perm	Prot	pm+ov
Protected Phases	2	12	1			3	2

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

FB B Weekday PM peak hour - Alternative
05/23/2024

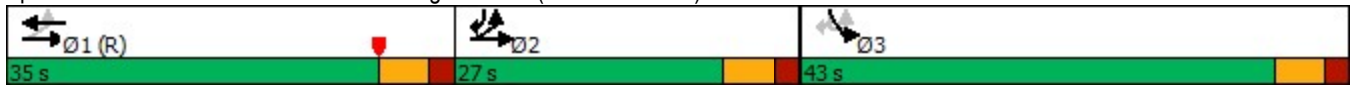
							
Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Permitted Phases	1 2				3		3
Detector Phase	2	1 2	1		3	3	2
Switch Phase							
Minimum Initial (s)	3.0		10.0		10.0	10.0	3.0
Minimum Split (s)	9.0		16.0		16.0	16.0	9.0
Total Split (s)	27.0		35.0		43.0	43.0	27.0
Total Split (%)	25.7%		33.3%		41.0%	41.0%	25.7%
Maximum Green (s)	21.0		29.0		37.0	37.0	21.0
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
Total Lost Time (s)	6.0		6.0			6.0	6.0
Lead/Lag	Lag		Lead				Lag
Lead-Lag Optimize?	Yes		Yes				Yes
Vehicle Extension (s)	2.0		0.2		3.0	3.0	2.0
Recall Mode	None		C-Min		None	None	None
Act Effct Green (s)	75.7	81.7	52.2			11.3	40.8
Actuated g/C Ratio	0.72	0.78	0.50			0.11	0.39
v/c Ratio	0.93	0.44	0.52			0.68	0.57
Control Delay	54.2	4.5	18.5			17.4	30.1
Queue Delay	0.0	0.0	0.0			0.0	0.0
Total Delay	54.2	4.5	18.5			17.4	30.1
LOS	D	A	B			B	C
Approach Delay		15.6	18.5			22.9	
Approach LOS		B	B			C	
Queue Length 50th (ft)	203	102	186			32	184
Queue Length 95th (ft)	#437	157	244			76	271
Internal Link Dist (ft)		244	290			242	
Turn Bay Length (ft)							
Base Capacity (vph)	510	3766	2407			1280	549
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	0.93	0.44	0.52			0.32	0.57

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 102 (97%), Referenced to phase 1:EBWB, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 17.8
 Intersection Capacity Utilization 71.5%
 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: 52: Stewart Ave & Ring Rd West (Roosevelt Field)



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













FB B Weekday PM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	23	2338	379	10	195	1911	62	390	28	439	102	10
Future Volume (vph)	23	2338	379	10	195	1911	62	390	28	439	102	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	13	12	11	11	11	11	12	12	13	11
Storage Length (ft)	200		0		155		0	0		0	70	
Storage Lanes	1		1		2		0	2		1	1	
Taper Length (ft)	60				110			0			75	
Lane Util. Factor	1.00	0.91	1.00	0.86	0.97	0.86	0.86	0.91	0.86	0.95	0.95	0.95
Ped Bike Factor			0.99		1.00				0.98	0.98	0.99	0.99
Frt			0.850			0.995			0.890	0.850		
Flt Protected	0.950				0.950			0.950	0.992		0.950	0.960
Satd. Flow (prot)	1685	4964	1605	0	3385	6226	0	3053	1410	1534	1772	1675
Flt Permitted	0.950				0.950			0.950	0.992		0.950	0.960
Satd. Flow (perm)	1685	4964	1581	0	3385	6226	0	3053	1410	1506	1758	1665
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			274			4			88	68		
Link Speed (mph)		40				40			25			25
Link Distance (ft)		700				492			452			251
Travel Time (s)		11.9				8.4			12.3			6.8
Confl. Peds. (#/hr)			2		2					10	10	
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	4%	0%	0%	1%	0%	4%	0%	0%	0%	0%
Adj. Flow (vph)	23	2386	387	10	199	1950	63	398	29	448	104	10
Shared Lane Traffic (%)								10%		43%	45%	
Lane Group Flow (vph)	23	2386	387	0	209	2013	0	358	262	255	57	57
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				32			36			22
Link Offset(ft)		0				0			0			-20
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.09	1.04	0.96	1.00	1.04	1.04	1.04	1.04	1.00	1.00	0.96	1.04
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100	20	20	100
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	20	20	20	6		20	6	20	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	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			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	79
Future Volume (vph)	79
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	70
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
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	0.98
Heavy Vehicles (%)	0%
Adj. Flow (vph)	81
Shared Lane Traffic (%)	
Lane Group Flow (vph)	81
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	1
Detector Template	Right
Leading Detector (ft)	20
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)	
Detector 2 Size(ft)	
Detector 2 Type	

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

FB B Weekday PM peak hour - Alternative
05/23/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA	pm+ov	Prot	Prot	NA		Split	NA	custom	Split	NA
Protected Phases	5	2	8	1	1	6		8	8		4	4
Permitted Phases			2							1 8		
Detector Phase	5	2	8	1	1	6		8	8	1 8	4	4
Switch Phase												
Minimum Initial (s)	3.0	25.0	10.0	3.0	3.0	25.0		10.0	10.0		10.0	10.0
Minimum Split (s)	9.0	31.0	50.0	9.0	9.0	31.0		50.0	50.0		16.0	16.0
Total Split (s)	30.0	56.0	52.0	30.0	30.0	56.0		52.0	52.0		22.0	22.0
Total Split (%)	18.8%	35.0%	32.5%	18.8%	18.8%	35.0%		32.5%	32.5%		13.8%	13.8%
Maximum Green (s)	24.0	50.0	46.0	24.0	24.0	50.0		46.0	46.0		16.0	16.0
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	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	0.2	4.0	3.0	3.0	0.2		4.0	4.0		4.0	4.0
Recall Mode	None	C-Min	None	None	None	C-Min		None	None		None	None
Walk Time (s)		7.0	7.0			7.0		7.0	7.0			
Flash Dont Walk (s)		35.0	37.0			35.0		37.0	37.0			
Pedestrian Calls (#/hr)		0	1			3		1	1			
Act Effct Green (s)	8.3	70.5	108.5		15.2	77.4		38.0	38.0	59.2	12.3	12.3
Actuated g/C Ratio	0.05	0.44	0.68		0.10	0.48		0.24	0.24	0.37	0.08	0.08
v/c Ratio	0.26	1.09	0.33		0.65	0.67		0.49	0.65	0.43	0.42	0.45
Control Delay	82.3	76.6	1.6		79.3	34.9		53.9	42.5	27.5	79.2	80.9
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	82.3	76.6	1.6		79.3	34.9		53.9	42.5	27.5	79.2	80.9
LOS	F	E	A		E	C		D	D	C	E	F
Approach Delay		66.2				39.0			42.8			62.9
Approach LOS		E				D			D			E
Queue Length 50th (ft)	24	~1027	16		110	468		176	191	148	61	61
Queue Length 95th (ft)	m26	m#1211	m28		153	591		220	297	210	111	111
Internal Link Dist (ft)		620				412			372			171
Turn Bay Length (ft)	200				155						70	
Base Capacity (vph)	252	2187	1236		507	3013		887	472	678	177	167
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	1.09	0.31		0.41	0.67		0.40	0.56	0.38	0.32	0.34

Intersection Summary

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

Lane Group SBR

Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	custom
Protected Phases	
Permitted Phases	4 5
Detector Phase	4 5
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)	20.7
Actuated g/C Ratio	0.13
v/c Ratio	0.39
Control Delay	38.8
Queue Delay	0.0
Total Delay	38.8
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	48
Queue Length 95th (ft)	71
Internal Link Dist (ft)	
Turn Bay Length (ft)	70
Base Capacity (vph)	403
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.20

Intersection Summary

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

FB B Weekday PM peak hour - Alternative

05/23/2024

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 52.8

Intersection LOS: D

Intersection Capacity Utilization 98.5%

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: 53: Roosevelt Field Mall & Old Country Rd

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













Lanes, Volumes, Timings
54: Salisbury Park Dr/School St & Old Country Rd

FB B Weekday PM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	1447	1140	25	1097	62	281	104	20	96	167	100
Future Volume (vph)	154	1447	1140	25	1097	62	281	104	20	96	167	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	10	12	12	10	10	10	12	11	11
Storage Length (ft)	235		0	95		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	80			25			0			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.97		1.00			0.99		0.99	0.99	
Frt			0.850		0.992			0.976			0.944	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	3622	1599	1685	3506	0	3204	1587	0	1770	1714	0
Flt Permitted	0.064			0.069			0.950			0.950		
Satd. Flow (perm)	114	3622	1559	122	3506	0	3204	1587	0	1746	1714	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			605		4			7				
Link Speed (mph)		40			40			30				20
Link Distance (ft)		605			448			513				508
Travel Time (s)		10.3			7.6			11.7				17.3
Confl. Peds. (#/hr)			7	7					9	9		
Confl. Bikes (#/hr)						5			5			2
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%	3%	1%	0%	2%	2%	2%	8%	11%	2%	1%	0%
Adj. Flow (vph)	169	1590	1253	27	1205	68	309	114	22	105	184	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	169	1590	1253	27	1273	0	309	136	0	105	294	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)		11			11			20			20	
Link Offset(ft)		0			0			0			-12	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	0.96	1.00	1.09	1.00	1.00	1.09	1.09	1.09	1.00	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	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	

Lanes, Volumes, Timings
54: Salisbury Park Dr/School St & Old Country Rd

FB B Weekday PM peak hour - Alternative
05/23/2024

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	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2		2	6								
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		8.0	8.0		6.0	6.0	
Minimum Split (s)	7.0	26.0	26.0	7.0	26.0		14.0	14.0		12.0	12.0	
Total Split (s)	17.0	48.0	48.0	17.0	48.0		40.0	40.0		35.0	35.0	
Total Split (%)	12.1%	34.3%	34.3%	12.1%	34.3%		28.6%	28.6%		25.0%	25.0%	
Maximum Green (s)	13.0	42.0	42.0	13.0	42.0		34.0	34.0		29.0	29.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		8.0	8.0				6.0	6.0				
Flash Dont Walk (s)		14.0	14.0				17.0	17.0				
Pedestrian Calls (#/hr)		0	0				2	2				
Act Effct Green (s)	77.7	69.6	69.6	65.9	58.2		19.4	19.4		26.9	26.9	
Actuated g/C Ratio	0.56	0.50	0.50	0.47	0.42		0.14	0.14		0.19	0.19	
v/c Ratio	0.79	0.88	1.16	0.23	0.87		0.70	0.60		0.31	0.89	
Control Delay	56.9	40.2	101.9	22.2	46.1		65.8	64.5		50.5	83.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	56.9	40.2	101.9	22.2	46.1		65.8	64.5		50.5	83.4	
LOS	E	D	F	C	D		E	E		D	F	
Approach Delay		66.8			45.6			65.4			74.7	
Approach LOS		E			D			E			E	
Queue Length 50th (ft)	102	718	~1069	11	556		141	112		81	259	
Queue Length 95th (ft)	185	#995	#1357	29	#863		182	176		138	#407	
Internal Link Dist (ft)		525			368			433			428	
Turn Bay Length (ft)	235			95						80		
Base Capacity (vph)	232	1800	1079	208	1460		778	390		366	355	
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	0.73	0.88	1.16	0.13	0.87		0.40	0.35		0.29	0.83	

Intersection Summary

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

Lanes, Volumes, Timings
 54: Salisbury Park Dr/School St & Old Country Rd

FB B Weekday PM peak hour - Alternative

05/23/2024

Maximum v/c Ratio: 1.16

Intersection Signal Delay: 61.9

Intersection LOS: E

Intersection Capacity Utilization 102.9%

ICU Level of Service G

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

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

Lanes, Volumes, Timings
55: Merrick Ave & Corporate Dr

FB B Weekday PM peak hour - Alternative
05/23/2024

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	425	335	171	1475	1344	169
Future Volume (vph)	425	335	171	1475	1344	169
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			0.983	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1599	1752	3505	3448	0
Flt Permitted	0.950		0.199			
Satd. Flow (perm)	3351	1599	367	3505	3448	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)					17	
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)	457	360	184	1586	1445	182
Shared Lane Traffic (%)						
Lane Group Flow (vph)	457	360	184	1586	1627	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	

Lanes, Volumes, Timings
55: Merrick Ave & Corporate Dr

FB B Weekday PM peak hour - Alternative
05/23/2024

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)	16.3	35.4	37.2	39.2	20.1	
Actuated g/C Ratio	0.24	0.52	0.55	0.58	0.30	
v/c Ratio	0.57	0.43	0.36	0.78	1.57	
Control Delay	25.0	11.5	9.3	15.7	283.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	25.0	11.5	9.3	15.7	283.7	
LOS	C	B	A	B	F	
Approach Delay	19.1			15.1	283.7	
Approach LOS	B			B	F	
Queue Length 50th (ft)	85	84	28	230	~512	
Queue Length 95th (ft)	125	139	72	#434	#745	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1246	814	511	2033	1037	
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	0.37	0.44	0.36	0.78	1.57	

Intersection Summary

Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 67.6
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.57
 Intersection Signal Delay: 119.5
 Intersection Capacity Utilization 77.5%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service D

Lanes, Volumes, Timings
55: Merrick Ave & Corporate Dr















- ~ 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









Lanes, Volumes, Timings
56: Merrick Ave & Privado Rd

FB B Weekday PM peak hour - Alternative
05/23/2024

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				  	 	
Traffic Volume (vph)	59	42	19	1895	1514	14
Future Volume (vph)	59	42	19	1895	1514	14
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		0.191			
Satd. Flow (perm)	1719	1568	363	5085	3531	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		44			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)	62	44	20	1995	1594	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	44	20	1995	1609	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			

Lanes, Volumes, Timings
56: Merrick Ave & Privado Rd

FB B Weekday PM peak hour - Alternative
05/23/2024

						
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)	8.6	8.6	35.4	42.8	20.9	
Actuated g/C Ratio	0.14	0.14	0.60	0.72	0.35	
v/c Ratio	0.25	0.17	0.04	0.54	1.29	
Control Delay	24.4	9.3	5.2	6.2	162.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	24.4	9.3	5.2	6.2	162.5	
LOS	C	A	A	A	F	
Approach Delay	18.1			6.1	162.5	
Approach LOS	B			A	F	
Queue Length 50th (ft)	19	0	2	119	~445	
Queue Length 95th (ft)	47	22	8	180	#599	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	787	742	587	3603	1244	
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	0.55	1.29	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 59.4
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.29
 Intersection Signal Delay: 73.9
 Intersection Capacity Utilization 57.3%
 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: 56: Merrick Ave & Privado Rd















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

FB B Weekday PM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	1928	268	219	1148	39	226	135	254	77	310	93
Future Volume (vph)	48	1928	268	219	1148	39	226	135	254	77	310	93
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		0.902			0.974	
Flt Protected	0.950			0.950			0.950				0.992	
Satd. Flow (prot)	1624	5085	1436	1652	5085	1358	1577	1521	0	0	1714	0
Flt Permitted	0.950			0.950			0.333				0.539	
Satd. Flow (perm)	1624	5085	1436	1652	5085	1358	553	1521	0	0	931	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						96		108			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)	56	2268	315	258	1351	46	266	159	299	91	365	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	2268	315	258	1351	46	266	458	0	0	565	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

FB B Weekday PM peak hour - Alternative
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	0.60	1.37	0.67	1.43	0.67	0.08	1.30	0.72				1.59
Control Delay	72.9	199.7	37.5	255.1	27.3	0.4	194.8	28.0				305.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	72.9	199.7	37.5	255.1	27.3	0.4	194.8	28.0				305.1
LOS	E	F	D	F	C	A	F	C				F
Approach Delay		177.6			62.1			89.3				305.1
Approach LOS		F			E			F				F
Queue Length 50th (ft)	35	~703	172	~223	263	0	~218	191				~517
Queue Length 95th (ft)	#83	#732	251	#351	293	0	#347	284				#673
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	205	633				355
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	0.58	1.37	0.67	1.43	0.67	0.08	1.30	0.72				1.59

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

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

FB B Weekday PM peak hour - Alternative

05/23/2024

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.59

Intersection Signal Delay: 144.8

Intersection LOS: F

Intersection Capacity Utilization 120.0%

ICU Level of Service H

Analysis Period (min) 15

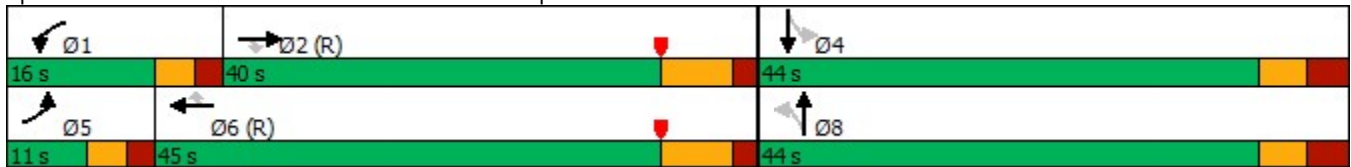
~ Volume exceeds capacity, queue is theoretically infinite.

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: 57: Post Ave/Post Rd & Jericho Tpke



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













FB B Weekday PM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	167	18	47	129	191	22	499	74	281	823	83
Future Volume (vph)	41	167	18	47	129	191	22	499	74	281	823	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	9	11	11	9	10	10
Storage Length (ft)	0		0	0		0	90		0	335		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	0			0			75			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00	0.98	1.00	1.00		1.00	1.00	
Frt		0.989				0.850		0.981			0.986	
Flt Protected		0.991			0.987		0.950			0.950		
Satd. Flow (prot)	0	1846	0	0	1777	1583	1624	3353	0	1518	3196	0
Flt Permitted		0.898			0.827		0.198			0.332		
Satd. Flow (perm)	0	1673	0	0	1489	1558	338	3353	0	530	3196	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				217		24			22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			214			380			527	
Travel Time (s)		8.2			4.9			8.6			12.0	
Confl. Peds. (#/hr)	2		2	2		2	2		2	2		2
Confl. Bikes (#/hr)			1			3			3			1
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%	1%	0%	2%	2%	2%	0%	2%	0%	7%	4%	1%
Adj. Flow (vph)	47	190	20	53	147	217	25	567	84	319	935	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	257	0	0	200	217	25	651	0	319	1029	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			9			9	
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	1.04	1.04	1.00	1.14	1.04	1.04	1.14	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	2	0	0		2	0	
Detector Template	Left			Left								
Leading Detector (ft)	20	80		20	80	56	0	0		46	0	
Trailing Detector (ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Position(ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	0	0		20	0	
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	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)						26				26		
Detector 2 Size(ft)						30				20		
Detector 2 Type						Cl+Ex				Cl+Ex		

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

FB B Weekday PM peak hour - Alternative

05/23/2024

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		
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			2			1		3	1	
Permitted Phases	2			2		2	1			1	3	
Detector Phase	2	2		2	2	2	1	1		3	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	20.0	20.0		3.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5	13.5	25.5	25.5		7.0	25.5	
Total Split (s)	28.5	28.5		28.5	28.5	28.5	25.5	25.5		14.0	25.5	
Total Split (%)	41.9%	41.9%		41.9%	41.9%	41.9%	37.5%	37.5%		20.6%	37.5%	
Maximum Green (s)	23.0	23.0		23.0	23.0	23.0	20.0	20.0		10.0	20.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.0	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	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		4.0	5.5	
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lead	Lead				Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes				Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	0.2	0.2		1.0	0.2	
Recall Mode	None	None		None	None	None	Min	Min		None	Min	
Walk Time (s)	6.0	6.0		6.0	6.0	6.0						
Flash Dont Walk (s)	16.0	16.0		16.0	16.0	16.0						
Pedestrian Calls (#/hr)	2	2		2	2	2						
Act Effct Green (s)		14.3			14.3	14.3	20.2	20.2		31.2	33.8	
Actuated g/C Ratio		0.24			0.24	0.24	0.34	0.34		0.53	0.57	
v/c Ratio		0.63			0.56	0.40	0.22	0.56		0.73	0.56	
Control Delay		26.4			25.5	5.3	22.7	18.8		21.1	10.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		26.4			25.5	5.3	22.7	18.8		21.1	10.3	
LOS		C			C	A	C	B		C	B	
Approach Delay		26.4			15.0			18.9			12.9	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		80			63	0	6	93		50	103	
Queue Length 95th (ft)		137			113	38	28	165		#161	201	
Internal Link Dist (ft)		281			134			300			447	
Turn Bay Length (ft)							90			335		
Base Capacity (vph)		660			583	742	115	1159		453	1832	
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		0.39			0.34	0.29	0.22	0.56		0.70	0.56	

Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 59.2
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.73

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

FB B Weekday PM peak hour - Alternative
05/23/2024

Intersection Signal Delay: 16.0
Intersection Capacity Utilization 82.9%
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection LOS: B
ICU Level of Service E










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



Lanes, Volumes, Timings
59: Main St & Meadow St

FB B Weekday PM peak hour - Alternative










05/23/2024

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	213	133	56	296	226
Future Volume (vph)	25	213	133	56	296	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.879		0.960			
Flt Protected	0.995					0.972
Satd. Flow (prot)	1552	0	1958	0	0	1781
Flt Permitted	0.995					0.972
Satd. Flow (perm)	1552	0	1958	0	0	1781
Link Speed (mph)	30		30			30
Link Distance (ft)	293		344			214
Travel Time (s)	6.7		7.8			4.9
Confl. Peds. (#/hr)		1		3	3	
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	25%	5%	1%	6%	5%	10%
Adj. Flow (vph)	27	232	145	61	322	246
Shared Lane Traffic (%)						
Lane Group Flow (vph)	259	0	206	0	0	568
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.88	0.88	0.96	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 63.7% ICU Level of Service B
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis FB B Weekday PM peak hour - Alternative 59: Main St & Meadow St 05/23/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	25	213	133	56	296	226
Future Volume (Veh/h)	25	213	133	56	296	226
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	232	145	61	322	246
Pedestrians	3					1
Lane Width (ft)	12.0					13.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						214
pX, platoon unblocked	0.76					
vC, conflicting volume	1068	180			209	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	932	180			209	
tC, single (s)	6.6	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.7	3.3			2.2	
p0 queue free %	83	73			76	
cM capacity (veh/h)	155	852			1340	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	259	206	568			
Volume Left	27	0	322			
Volume Right	232	61	0			
cSH	580	1700	1340			
Volume to Capacity	0.45	0.12	0.24			
Queue Length 95th (ft)	57	0	24			
Control Delay (s)	16.1	0.0	5.9			
Lane LOS	C		A			
Approach Delay (s)	16.1	0.0	5.9			
Approach LOS	C					
Intersection Summary						
Average Delay			7.3			
Intersection Capacity Utilization			63.7%		ICU Level of Service	B
Analysis Period (min)			15			

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













FB B Weekday PM peak hour - Alternative

05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	203	77	14	202	10	34	224	27	22	568	50
Future Volume (vph)	21	203	77	14	202	10	34	224	27	22	568	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	12	10	10	10
Storage Length (ft)	0		0	0		0	0		60	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
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		1.00			1.00			1.00	0.97		1.00	0.98
Frt		0.965			0.994				0.850			0.850
Flt Protected		0.997			0.997			0.993			0.998	
Satd. Flow (prot)	0	1805	0	0	1778	0	0	1746	1615	0	1753	1449
Flt Permitted		0.959			0.965			0.792			0.981	
Satd. Flow (perm)	0	1736	0	0	1721	0	0	1392	1559	0	1723	1418
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		39							53			54
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		276			408			209			203	
Travel Time (s)		6.3			9.3			4.8			4.6	
Confl. Peds. (#/hr)	2					2	1		8	8		1
Confl. Bikes (#/hr)						3			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 (%)	0%	0%	5%	8%	6%	0%	0%	1%	0%	0%	1%	4%
Adj. Flow (vph)	23	221	84	15	220	11	37	243	29	24	617	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	328	0	0	246	0	0	280	29	0	641	54
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			0			0	
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	1.09	1.09	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0	0	1	0	0
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	90		20	0	0	20	0	0
Trailing Detector (ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Position(ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	0	0	20	0	0
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	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
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1		1	1		1

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

FB B Weekday PM peak hour - Alternative
05/23/2024

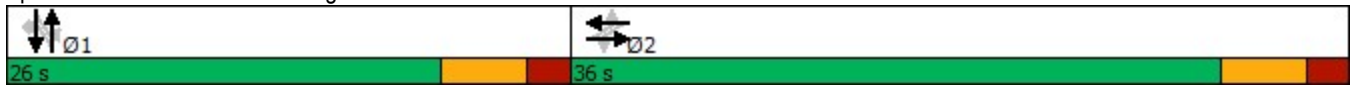
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2		2	2		1	1	1	1	1	1
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	16.0	16.0		16.0	16.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0		36.0	36.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	58.1%	58.1%		58.1%	58.1%		41.9%	41.9%	41.9%	41.9%	41.9%	41.9%
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0	20.0	20.0	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	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
Total Lost Time (s)		6.0			6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0		0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	3	3		3	3							
Act Effct Green (s)		13.0			13.0			20.1	20.1		20.1	20.1
Actuated g/C Ratio		0.29			0.29			0.44	0.44		0.44	0.44
v/c Ratio		0.62			0.50			0.45	0.04		0.84	0.08
Control Delay		17.6			16.8			12.9	2.1		26.2	3.9
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		17.6			16.8			12.9	2.1		26.2	3.9
LOS		B			B			B	A		C	A
Approach Delay		17.6			16.8			11.9			24.5	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		63			52			43	0		124	0
Queue Length 95th (ft)		121			99			123	7		#372	17
Internal Link Dist (ft)		196			328			129			123	
Turn Bay Length (ft)									60			
Base Capacity (vph)		1172			1148			619	723		766	661
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		0.28			0.21			0.45	0.04		0.84	0.08

Intersection Summary

Area Type: Other
 Cycle Length: 62
 Actuated Cycle Length: 45.2
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 19.4
 Intersection Capacity Utilization 79.6%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D

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

Splits and Phases: 60: Washington Ave & Meadow St



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

FB B Weekday PM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	122	72	16	87	14	25	590	9	13	817	70
Future Volume (vph)	124	122	72	16	87	14	25	590	9	13	817	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.970			0.984			0.998			0.988	
Flt Protected		0.981			0.993			0.998			0.999	
Satd. Flow (prot)	0	1736	0	0	1809	0	0	3432	0	0	3437	0
Flt Permitted		0.820			0.923			0.892			0.942	
Satd. Flow (perm)	0	1449	0	0	1682	0	0	3067	0	0	3241	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			14			3			18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			263			256			231	
Travel Time (s)		5.8			6.0			5.8			5.3	
Confl. Peds. (#/hr)	4		1	1		4	6		4	4		6
Confl. Bikes (#/hr)			2						3			2
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 (%)	4%	3%	5%	7%	2%	0%	0%	5%	0%	0%	3%	9%
Adj. Flow (vph)	128	126	74	16	90	14	26	608	9	13	842	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	328	0	0	120	0	0	643	0	0	927	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			0			0	
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	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	30		20	30		20	0		20	0	
Trailing Detector (ft)	0	24		0	24		0	0		0	0	
Detector 1 Position(ft)	0	24		0	24		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	0		20	0	
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		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	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		26.0	26.0		26.0	26.0	

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

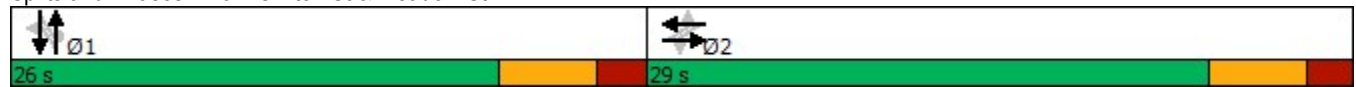
FB B Weekday PM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	29.0	29.0		29.0	29.0		26.0	26.0		26.0	26.0	
Total Split (%)	52.7%	52.7%		52.7%	52.7%		47.3%	47.3%		47.3%	47.3%	
Maximum Green (s)	23.0	23.0		23.0	23.0		20.0	20.0		20.0	20.0	
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	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	3	3		3	3							
Act Effct Green (s)		14.2			14.2			20.2			20.2	
Actuated g/C Ratio		0.31			0.31			0.43			0.43	
v/c Ratio		0.71			0.23			0.48			0.65	
Control Delay		21.4			11.3			12.1			14.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.4			11.3			12.1			14.4	
LOS		C			B			B			B	
Approach Delay		21.4			11.3			12.1			14.4	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)		67			20			58			92	
Queue Length 95th (ft)		133			47			129			#196	
Internal Link Dist (ft)		175			183			176			151	
Turn Bay Length (ft)												
Base Capacity (vph)		740			847			1335			1418	
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		0.44			0.14			0.48			0.65	

Intersection Summary










Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 46.5
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 14.6
 Intersection Capacity Utilization 69.3%
 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: 61: Clinton St & Meadow St



Lanes, Volumes, Timings
62: Lindbergh St & Meadow St

FB B Weekday PM peak hour - Alternative
05/23/2024

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	9	66	9	4	126	17
Future Volume (vph)	9	66	9	4	126	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.881				0.984	
Flt Protected				0.966	0.958	
Satd. Flow (prot)	1674	0	0	1835	1894	0
Flt Permitted				0.966	0.958	
Satd. Flow (perm)	1674	0	0	1835	1894	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	232			237	740	
Travel Time (s)	5.3			5.4	16.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	10	73	10	4	140	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	83	0	0	14	159	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
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	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary










Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 22.1% ICU Level of Service A
Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis FB B Weekday PM peak hour - Alternative
 62: Lindbergh St & Meadow St 05/23/2024

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↘	
Traffic Volume (veh/h)	9	66	9	4	126	17
Future Volume (Veh/h)	9	66	9	4	126	17
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	10	73	10	4	140	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			83			46
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			83			46
tC, single (s)			4.1			6.2
tC, 2 stage (s)						
tF (s)			2.2			3.3
p0 queue free %			99			98
cM capacity (veh/h)			1527			1029
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	83	14	159			
Volume Left	0	10	140			
Volume Right	73	0	19			
cSH	1700	1527	941			
Volume to Capacity	0.05	0.01	0.17			
Queue Length 95th (ft)	0	0	15			
Control Delay (s)	0.0	5.3	9.6			
Lane LOS		A	A			
Approach Delay (s)	0.0	5.3	9.6			
Approach LOS			A			
Intersection Summary						
Average Delay			6.3			
Intersection Capacity Utilization			22.1%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
63: Westbury Blvd & Lindbergh St

FB B Weekday PM peak hour - Alternative
05/23/2024

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	356	675	133	65	11
Future Volume (vph)	3	356	675	133	65	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.978		0.981	
Flt Protected					0.959	
Satd. Flow (prot)	0	1845	1837	0	1787	0
Flt Permitted					0.959	
Satd. Flow (perm)	0	1845	1837	0	1787	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		282	1221		740	
Travel Time (s)		6.4	27.8		16.8	
Confl. Peds. (#/hr)	7			7		
Confl. Bikes (#/hr)						3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	1%	2%	0%	0%
Adj. Flow (vph)	3	396	750	148	72	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	399	898	0	84	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		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
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 54.7% ICU Level of Service A
Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis FB B Weekday PM peak hour - Alternative
 63: Westbury Blvd & Lindbergh St 05/23/2024

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	356	675	133	65	11
Future Volume (Veh/h)	3	356	675	133	65	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	3	396	750	148	72	12
Pedestrians					7	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)			1221			
pX, platoon unblocked	0.82				0.82	0.82
vC, conflicting volume	905				1233	831
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	778				1176	689
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				59	97
cM capacity (veh/h)	694				174	368
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	399	898	84			
Volume Left	3	0	72			
Volume Right	0	148	12			
cSH	694	1700	188			
Volume to Capacity	0.00	0.53	0.45			
Queue Length 95th (ft)	0	0	52			
Control Delay (s)	0.1	0.0	38.7			
Lane LOS	A		E			
Approach Delay (s)	0.1	0.0	38.7			
Approach LOS			E			
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			54.7%		ICU Level of Service	A
Analysis Period (min)			15			

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

FB B Weekday PM peak hour - Alternative
05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	203	188	60	131	420	95	24	93	413	59	1	89
Future Volume (vph)	203	188	60	131	420	95	24	93	413	59	1	89
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		0.964				0.850				0.850		
Flt Protected	0.950				0.988			0.950				0.950
Satd. Flow (prot)	1678	1649	0	0	1763	1358	0	1671	3261	1432	0	1652
Flt Permitted	0.192				0.789			0.511				0.368
Satd. Flow (perm)	339	1649	0	0	1404	1332	0	899	3261	1405	0	638
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		23				104				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)	223	207	66	144	462	104	26	102	454	65	1	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	273	0	0	606	104	0	128	454	65	0	99
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												

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

FB B Weekday PM peak hour - Alternative
05/23/2024

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	374	313
Future Volume (vph)	374	313
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)		167
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)	411	344
Shared Lane Traffic (%)		
Lane Group Flow (vph)	411	344
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

FB B Weekday PM peak hour - Alternative
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		18.1	18.1	18.1		28.2
Actuated g/C Ratio	0.40	0.40			0.40	0.40		0.29	0.29	0.29		0.45
v/c Ratio	1.65	0.41			1.08	0.17		0.50	0.49	0.14		0.25
Control Delay	347.0	16.1			85.4	4.6		27.8	21.3	2.9		11.3
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	347.0	16.1			85.4	4.6		27.8	21.3	2.9		11.3
LOS	F	B			F	A		C	C	A		B
Approach Delay		164.9			73.6				20.8			
Approach LOS		F			E				C			
Queue Length 50th (ft)	~130	67			~273	0		42	78	0		21
Queue Length 95th (ft)	#236	148			#523	29		94	123	15		44
Internal Link Dist (ft)		1141			865				426			
Turn Bay Length (ft)	55							85		95		135
Base Capacity (vph)	135	673			561	595		359	1305	619		447
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	1.65	0.41			1.08	0.17		0.36	0.35	0.11		0.22

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 63
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.65
 Intersection Signal Delay: 57.9

Intersection LOS: E

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

FB B Weekday PM peak hour - Alternative

05/23/2024

	↓	↙
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)	26.7	26.7
Actuated g/C Ratio	0.42	0.42
v/c Ratio	0.29	0.50
Control Delay	12.1	9.0
Queue Delay	0.0	0.0
Total Delay	12.1	9.0
LOS	B	A
Approach Delay	10.8	
Approach LOS	B	
Queue Length 50th (ft)	51	42
Queue Length 95th (ft)	77	100
Internal Link Dist (ft)	477	
Turn Bay Length (ft)		
Base Capacity (vph)	2074	928
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.20	0.37

Intersection Summary

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

FB B Weekday PM peak hour - Alternative

05/23/2024

Intersection Capacity Utilization 91.7%





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: 64: Oak Street & Westbury Blvd/Meadow St

 Ø1	 Ø2	 Ø4
14 s	30.5 s	30.5 s
 Ø6		
30.5 s		

Lanes, Volumes, Timings

FB B Weekday PM peak hour - Alternative

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

05/23/2024

Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	24	7	24	1940	22	1	34	1708	39	27	18	4
Future Volume (vph)	24	7	24	1940	22	1	34	1708	39	27	18	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			360		0		105		0			0
Storage Lanes			1		0		1		1			1
Taper Length (ft)			25				135					0
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	0.91	1.00	0.86	0.86	0.86	0.95	0.95
Ped Bike Factor			1.00	1.00			1.00	1.00		0.99	0.98	
Frt				0.998				0.996		0.850		
Flt Protected			0.950				0.950				0.950	
Satd. Flow (prot)	0	0	1805	5124	0	0	1805	4833	0	1389	1715	0
Flt Permitted			0.950				0.950				0.677	
Satd. Flow (perm)	0	0	1803	5124	0	0	1803	4833	0	1370	1196	0
Right Turn on Red					Yes					No		
Satd. Flow (RTOR)				2								
Link Speed (mph)				40				40				
Link Distance (ft)				1206				488				
Travel Time (s)				20.6				8.3				
Confl. Peds. (#/hr)		3	3		9		9		3	3	16	16
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 (%)	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	25	7	25	2000	23	1	35	1761	40	28	19	4
Shared Lane Traffic (%)										10%	10%	
Lane Group Flow (vph)	0	0	57	2023	0	0	36	1804	0	25	17	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Left	Right	R NA	Left	Left	Right	Right	Left	Left
Median Width(ft)				12				12				
Link Offset(ft)				0				0				
Crosswalk Width(ft)				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	1.00	1.00	1.00
Turning Speed (mph)	9	15	15		9	9	15		9	9	15	15
Number of Detectors	0	1	1	2		0	1	2		1	1	1
Detector Template		Left	Left	Thru			Left	Thru		Right	Left	Left
Leading Detector (ft)	0	20	20	100		0	20	100		20	20	20
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)	0	20	20	6		0	20	6		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)				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				

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

FB B Weekday PM peak hour - Alternative
05/23/2024

	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕	
Traffic Volume (vph)	9	64	47	16	53
Future Volume (vph)	9	64	47	16	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0
Storage Lanes		0	0		0
Taper Length (ft)			0		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor	0.99			0.98	
Frt	0.878			0.931	
Flt Protected	0.996			0.980	
Satd. Flow (prot)	1578	0	0	3237	0
Flt Permitted	0.969			0.790	
Satd. Flow (perm)	1527	0	0	2610	0
Right Turn on Red		Yes			
Satd. Flow (RTOR)	66				
Link Speed (mph)	30			30	
Link Distance (ft)	252			297	
Travel Time (s)	5.7			6.8	
Confl. Peds. (#/hr)					16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%
Adj. Flow (vph)	9	66	48	16	55
Shared Lane Traffic (%)					
Lane Group Flow (vph)	81	0	0	119	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right
Median Width(ft)	12			12	
Link Offset(ft)	0			0	
Crosswalk Width(ft)	16			16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		9
Number of Detectors	2		1	2	
Detector Template	Thru		Left	Thru	
Leading Detector (ft)	100		20	100	
Trailing Detector (ft)	0		0	0	
Detector 1 Position(ft)	0		0	0	
Detector 1 Size(ft)	6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	
Detector 1 Delay (s)	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	

Lanes, Volumes, Timings

FB B Weekday PM peak hour - Alternative

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

05/23/2024

Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Turn Type	Prot	Prot	Prot	NA		Prot	Prot	NA		Perm	Perm	Perm
Protected Phases	5	5	5	2		1	1	6				
Permitted Phases										6	4	4
Detector Phase	5	5	5	2		1	1	6		6	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0		5.0	5.0	10.0		10.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	29.0		10.0	10.0	17.0		17.0	12.0	12.0
Total Split (s)	26.0	26.0	26.0	107.0		26.0	26.0	107.0		107.0	37.0	37.0
Total Split (%)	15.3%	15.3%	15.3%	62.9%		15.3%	15.3%	62.9%		62.9%	21.8%	21.8%
Maximum Green (s)	21.0	21.0	21.0	100.0		21.0	21.0	100.0		100.0	30.0	30.0
Yellow Time (s)	3.0	3.0	3.0	5.0		3.0	3.0	5.0		5.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	3.0	3.0
Lost Time Adjust (s)			0.0	0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)			5.0	7.0			5.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lead	Lead	Lag		Lead	Lead	Lag		Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	0.2		2.0	2.0	0.2		0.2	3.0	3.0
Recall Mode	None	None	None	C-Max		None	None	C-Max		C-Max	None	None
Walk Time (s)				7.0								
Flash Dont Walk (s)				15.0								
Pedestrian Calls (#/hr)				5								
Act Effct Green (s)			10.7	129.5		7.9	127.0		127.0	15.6		
Actuated g/C Ratio			0.06	0.76		0.05	0.75		0.75	0.09		
v/c Ratio			0.50	0.52		0.43	0.50		0.02	0.16		
Control Delay			98.2	0.9		93.7	10.9		8.6	70.1		
Queue Delay			0.0	0.0		0.0	0.0		0.0	0.0		
Total Delay			98.2	0.9		93.7	10.9		8.6	70.1		
LOS			F	A		F	B		A	E		
Approach Delay				3.5			12.4					
Approach LOS				A			B					
Queue Length 50th (ft)			67	7		40	284		6	18		
Queue Length 95th (ft)			m86	39		81	493		27	44		
Internal Link Dist (ft)				1126			408					
Turn Bay Length (ft)			360			105						
Base Capacity (vph)			222	3903		222	3610		1023	211		
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			0.26	0.52		0.16	0.50		0.02	0.08		

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 4 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 10.4

Intersection LOS: B

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

FB B Weekday PM peak hour - Alternative
 05/23/2024

	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Turn Type	NA		Perm	NA	
Protected Phases	4			8	
Permitted Phases			8		
Detector Phase	4		8	8	
Switch Phase					
Minimum Initial (s)	5.0		7.0	7.0	
Minimum Split (s)	12.0		39.0	39.0	
Total Split (s)	37.0		37.0	37.0	
Total Split (%)	21.8%		21.8%	21.8%	
Maximum Green (s)	30.0		30.0	30.0	
Yellow Time (s)	4.0		4.0	4.0	
All-Red Time (s)	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0			0.0	
Total Lost Time (s)	7.0			7.0	
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0		3.0	3.0	
Recall Mode	None		None	None	
Walk Time (s)			7.0	7.0	
Flash Dont Walk (s)			25.0	25.0	
Pedestrian Calls (#/hr)			3	3	
Act Effct Green (s)	15.6			15.6	
Actuated g/C Ratio	0.09			0.09	
v/c Ratio	0.41			0.50	
Control Delay	25.5			79.0	
Queue Delay	0.0			0.0	
Total Delay	25.5			79.0	
LOS	C			E	
Approach Delay	33.3			79.0	
Approach LOS	C			E	
Queue Length 50th (ft)	16			68	
Queue Length 95th (ft)	69			95	
Internal Link Dist (ft)	172			217	
Turn Bay Length (ft)					
Base Capacity (vph)	323			460	
Starvation Cap Reductn	0			0	
Spillback Cap Reductn	0			0	
Storage Cap Reductn	0			0	
Reduced v/c Ratio	0.25			0.26	

Intersection Summary







Intersection Capacity Utilization 73.8%

ICU Level of Service D

Analysis Period (min) 15

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







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

 Ø1 26 s	 Ø2 (R) 107 s	 Ø4 37 s
 Ø5 26 s	 Ø6 (R) 107 s	 Ø8 37 s

Lanes, Volumes, Timings
82: Peninsula Blvd & Fulton Ave

FB B Weekday PM peak hour - Alternative







05/23/2024

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑			↑↑↑		↑↑
Traffic Volume (vph)	1001	0	0	1575	0	537
Future Volume (vph)	1001	0	0	1575	0	537
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.91	1.00	0.88
Frt						0.850
Flt Protected						
Satd. Flow (prot)	3471	0	0	4988	0	2682
Flt Permitted						
Satd. Flow (perm)	3471	0	0	4988	0	2682
Link Speed (mph)	30			30	40	
Link Distance (ft)	171			308	391	
Travel Time (s)	3.9			7.0	6.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	2%	2%	4%	2%	6%
Adj. Flow (vph)	1043	0	0	1641	0	559
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1043	0	0	1641	0	559
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
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)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 53.1% ICU Level of Service A
Analysis Period (min) 15











HCM Unsignalized Intersection Capacity Analysis FB B Weekday PM peak hour - Alternative 82: Peninsula Blvd & Fulton Ave 05/23/2024

							
Movement	EBT	EBR	WBL	WBT	NEL	NER	
Lane Configurations	↑↑			↑↑↑		↑↑	
Traffic Volume (veh/h)	1001	0	0	1575	0	537	
Future Volume (Veh/h)	1001	0	0	1575	0	537	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Hourly flow rate (vph)	1043	0	0	1641	0	559	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage veh							
Upstream signal (ft)	171						
pX, platoon unblocked			0.72		0.72	0.72	
vC, conflicting volume			1043		1590	522	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			263		1028	0	
tC, single (s)			4.1		6.8	7.0	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.4	
p0 queue free %			100		100	27	
cM capacity (veh/h)			928		164	766	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1	NE 2
Volume Total	522	522	547	547	547	280	280
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	280	280
cSH	1700	1700	1700	1700	1700	766	766
Volume to Capacity	0.31	0.31	0.32	0.32	0.32	0.36	0.36
Queue Length 95th (ft)	0	0	0	0	0	42	42
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	12.4	12.4
Lane LOS						B	B
Approach Delay (s)	0.0		0.0			12.4	
Approach LOS						B	
Intersection Summary							
Average Delay			2.1				
Intersection Capacity Utilization			53.1%		ICU Level of Service		A
Analysis Period (min)			15				

Lanes, Volumes, Timings
88: Charles Lindbergh Blvd

FB B Weekday PM peak hour - Alternative











05/23/2024

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations				  		
Traffic Volume (vph)	0	0	198	1022	0	0
Future Volume (vph)	0	0	198	1022	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.86	0.86	1.00	1.00
Frt						
Flt Protected			0.950	0.999		
Satd. Flow (prot)	0	0	1522	4848	0	0
Flt Permitted			0.950	0.999		
Satd. Flow (perm)	0	0	1522	4848	0	0
Link Speed (mph)	45			30	30	
Link Distance (ft)	308			446	249	
Travel Time (s)	4.7			10.1	5.7	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	2%	2%	1%	2%	2%
Adj. Flow (vph)	0	0	222	1148	0	0
Shared Lane Traffic (%)			10%			
Lane Group Flow (vph)	0	0	200	1170	0	0
Enter Blocked Intersection	No	No	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
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)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 60.6% ICU Level of Service B
Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis FB B Weekday PM peak hour - Alternative 88: Charles Lindbergh Blvd 05/23/2024

						
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations				  		
Traffic Volume (veh/h)	0	0	198	1022	0	0
Future Volume (Veh/h)	0	0	198	1022	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	0	222	1148	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	308			446		
pX, platoon unblocked						
vC, conflicting volume			0		827	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		827	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			86		100	100
cM capacity (veh/h)			1622		268	1084
Direction, Lane #	WB 1	WB 2	WB 3	WB 4		
Volume Total	148	304	459	459		
Volume Left	148	74	0	0		
Volume Right	0	0	0	0		
cSH	1622	1622	1700	1700		
Volume to Capacity	0.14	0.14	0.27	0.27		
Queue Length 95th (ft)	12	12	0	0		
Control Delay (s)	7.6	2.8	0.0	0.0		
Lane LOS	A	A				
Approach Delay (s)	1.4					
Approach LOS						
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			60.6%		ICU Level of Service	B
Analysis Period (min)			15			

Lanes, Volumes, Timings
144: Peninsula Blvd







FB B Weekday PM peak hour - Alternative
05/23/2024

							Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Lane Group	WBL	WBR	NET	NER	SWL	SWT						
Lane Configurations												
Traffic Volume (vph)	0	0	275	498	0	932						
Future Volume (vph)	0	0	275	498	0	932						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.95						
Frt			0.929	0.850								
Flt Protected												
Satd. Flow (prot)	0	0	3123	1386	0	3471						
Flt Permitted												
Satd. Flow (perm)	0	0	3123	1386	0	3471						
Right Turn on Red		Yes		Yes								
Satd. Flow (RTOR)			299	315								
Link Speed (mph)	30		40			40						
Link Distance (ft)	391		201			241						
Travel Time (s)	8.9		3.4			4.1						
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79						
Heavy Vehicles (%)	0%	0%	0%	6%	0%	4%						
Adj. Flow (vph)	0	0	348	630	0	1180						
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	663	315	0	1180						
Enter Blocked Intersection	No	No	Yes	Yes	No	Yes						
Lane Alignment	Left	Right	Left	Right	Left	Left						
Median Width(ft)	0		6			6						
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		9	15							
Number of Detectors			1	1		2						
Detector Template						Thru						
Leading Detector (ft)			30	30		100						
Trailing Detector (ft)			0	0		0						
Detector 1 Position(ft)			0	0		0						
Detector 1 Size(ft)			30	30		6						
Detector 1 Type			Cl+Ex	Cl+Ex		Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0		0.0						
Detector 1 Queue (s)			0.0	0.0		0.0						
Detector 1 Delay (s)			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			NA	Prot		NA						
Protected Phases			1 5 8	1 5 8		5 6 4	1	2	4	5	6	8
Permitted Phases												
Detector Phase			1 5 8	1 5 8		5 6 4						
Switch Phase												

Lanes, Volumes, Timings
144: Peninsula Blvd

FB B Weekday PM peak hour - Alternative

05/23/2024

							Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Lane Group	WBL	WBR	NET	NER	SWL	SWT						
Minimum Initial (s)							3.0	20.0	8.0	3.0	20.0	8.0
Minimum Split (s)							8.0	26.0	14.0	8.0	26.0	32.0
Total Split (s)							31.0	50.0	39.0	31.0	50.0	39.0
Total Split (%)							26%	42%	33%	26%	42%	33%
Maximum Green (s)							26.0	44.0	33.0	26.0	44.0	33.0
Yellow Time (s)							3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)							2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)							2.0	0.2	2.0	2.0	0.2	2.0
Recall Mode							None	C-Min	None	None	C-Min	None
Walk Time (s)								8.0				8.0
Flash Dont Walk (s)								18.0				18.0
Pedestrian Calls (#/hr)								1				15
Act Effct Green (s)			71.3	71.3								120.0
Actuated g/C Ratio			0.59	0.59								1.00
v/c Ratio			0.34	0.33								0.34
Control Delay			7.4	2.5								0.2
Queue Delay			0.0	0.0								0.0
Total Delay			7.4	2.5								0.2
LOS			A	A								A
Approach Delay			5.8									0.2
Approach LOS			A									A
Queue Length 50th (ft)			65	0								0
Queue Length 95th (ft)			90	23								0
Internal Link Dist (ft)	311		121									161
Turn Bay Length (ft)												
Base Capacity (vph)			1961	945								3438
Starvation Cap Reductn			0	0								0
Spillback Cap Reductn			62	0								0
Storage Cap Reductn			0	0								0
Reduced v/c Ratio			0.35	0.33								0.34

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 90 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 2.7
 Intersection Capacity Utilization 29.9%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 144: Peninsula Blvd



Lanes, Volumes, Timings
360: Charles Lindbergh Blvd & Sands Ave










FB B Weekday PM peak hour - Alternative

05/23/2024

Lane Group	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	NEL	NER	Ø1	Ø6	Ø8
Lane Configurations												
Traffic Volume (vph)	0	0	324	0	1220	0	0	0	1661			
Future Volume (vph)	0	0	324	0	1220	0	0	0	1661			
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			
Flt Protected			0.950									
Satd. Flow (prot)	0	0	3433	0	5136	0	3344	0	4053			
Flt Permitted			0.950									
Satd. Flow (perm)	0	0	3433	0	5136	0	3344	0	4053			
Right Turn on Red							Yes	Yes				
Satd. Flow (RTOR)												
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	352	0	1326	0	0	0	1805			
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	352	0	1326	0	0	0	1805			
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

Lanes, Volumes, Timings
360: Charles Lindbergh Blvd & Sands Ave

FB B Weekday PM peak hour - Alternative
05/23/2024

										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)									22.5	9.5	22.5	22.5
Total Split (s)									57.9	9.6	67.5	22.5
Total Split (%)									64.3%	11%	75%	25%
Maximum Green (s)									53.4	5.1	63.0	18.0
Yellow Time (s)									3.5	3.5	3.5	3.5
All-Red Time (s)									1.0	1.0	1.0	1.0
Lost Time Adjust (s)									0.0			
Total Lost Time (s)									4.5			
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		7.0	7.0
Flash Dont Walk (s)									11.0		11.0	11.0
Pedestrian Calls (#/hr)									0		0	0
Act Effct Green (s)			26.5		77.0				41.4			
Actuated g/C Ratio			0.34		1.00				0.54			
v/c Ratio			0.30		0.26				0.83			
Control Delay			20.8		0.1				18.7			
Queue Delay			0.0		0.0				0.0			
Total Delay			20.8		0.1				18.7			
LOS			C		A				B			
Approach Delay					4.5			18.7				
Approach LOS					A			B				
Queue Length 50th (ft)			62		0				269			
Queue Length 95th (ft)			115		0				335			
Internal Link Dist (ft)	366				566	263		109				
Turn Bay Length (ft)			400									
Base Capacity (vph)			1149		5091				2860			
Starvation Cap Reductn			0		0				0			
Spillback Cap Reductn			0		0				0			
Storage Cap Reductn			0		0				0			
Reduced v/c Ratio			0.31		0.26				0.63			

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 77
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 11.8
 Intersection Capacity Utilization 45.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

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













FB B Weekday PM peak hour - Alternative

05/23/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	0	140	0	3	0	143	356	8	1	546	63
Future Volume (vph)	78	0	140	0	3	0	143	356	8	1	546	63
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					0.351				0.999	
Satd. Flow (perm)	0	1273	1200	0	1773	0	553	1839	0	0	1929	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			71					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)	81	0	146	0	3	0	149	371	8	1	569	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	81	146	0	3	0	149	379	0	0	636	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	

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

FB B Weekday PM peak hour - Alternative
05/23/2024

												
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		35.7	38.6				22.8
Actuated g/C Ratio		0.23	0.26		0.23		0.69	0.74				0.44
v/c Ratio		0.28	0.40		0.01		0.30	0.28				0.75
Control Delay		20.8	9.2		17.0		10.1	6.4				24.7
Queue Delay		0.0	0.0		0.0		0.0	0.0				0.0
Total Delay		20.8	9.2		17.0		10.1	6.4				24.7
LOS		C	A		B		B	A				C
Approach Delay		13.3			17.0			7.5				24.7
Approach LOS		B			B			A				C
Queue Length 50th (ft)		23	15		1		19	53				188
Queue Length 95th (ft)		54	42		6		57	138				#461
Internal Link Dist (ft)		363			88			242				114
Turn Bay Length (ft)							100					
Base Capacity (vph)		580	380		807		516	1315				850
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	0.38		0.00		0.29	0.29				0.75

Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 52
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated

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

FB B Weekday PM peak hour - Alternative

05/23/2024

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 16.3

Intersection LOS: B

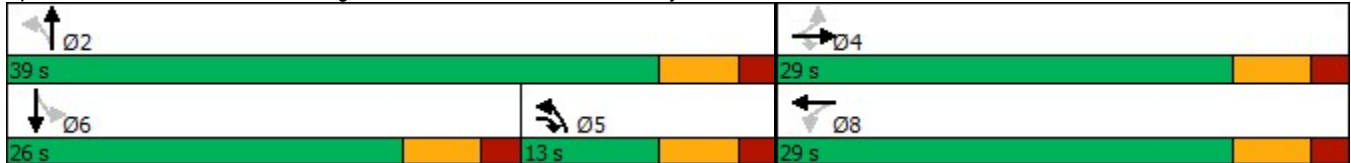
Intersection Capacity Utilization 78.9%

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.

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



R-3 2030 Build Condition Capacity Analysis







R-3.3 Saturday Midday peak hour



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

FB B Saturday Midday-Alternative

05/24/2024







						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Volume (vph)	0	1720	2083	31	0	53
Future Volume (vph)	0	1720	2083	31	0	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.998			0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5126	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5126	0	0	1611
Link Speed (mph)		50	50		30	
Link Distance (ft)		657	474		276	
Travel Time (s)		9.0	6.5		6.3	
Confl. Peds. (#/hr)	4			4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	1%	0%	0%	2%
Adj. Flow (vph)	0	1870	2264	34	0	58
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1870	2298	0	0	58
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	R NA
Median Width(ft)		30	30		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		38	
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
Sign Control		Free	Free		Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 50.9% ICU Level of Service A
 Analysis Period (min) 15

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

FB B Saturday Midday-Alternative
 05/24/2024























							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		↑↑↑	↑↑↑			↑	
Traffic Volume (veh/h)	0	1720	2083	31	0	53	
Future Volume (Veh/h)	0	1720	2083	31	0	53	
Sign Control		Free	Free		Yield		
Grade		0%	0%		0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	0	1870	2264	34	0	58	
Pedestrians						4	
Lane Width (ft)					12.0		
Walking Speed (ft/s)					3.5		
Percent Blockage					0		
Right turn flare (veh)							
Median type		Raised	Raised				
Median storage veh		1	1				
Upstream signal (ft)		657					
pX, platoon unblocked					0.76		
vC, conflicting volume	2268				2908	776	
vC1, stage 1 conf vol					2285		
vC2, stage 2 conf vol					623		
vCu, unblocked vol	2268				2396	776	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)					5.8		
tF (s)	2.2				3.5	3.3	
p0 queue free %	100				100	83	
cM capacity (veh/h)	228				57	339	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	623	623	623	906	906	487	58
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	34	58
cSH	1700	1700	1700	1700	1700	1700	339
Volume to Capacity	0.37	0.37	0.37	0.53	0.53	0.29	0.17
Queue Length 95th (ft)	0	0	0	0	0	0	15
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	17.8
Lane LOS							C
Approach Delay (s)	0.0			0.0			17.8
Approach LOS							C
Intersection Summary							
Average Delay			0.2				
Intersection Capacity Utilization			50.9%		ICU Level of Service		A
Analysis Period (min)			15				

Lanes, Volumes, Timings

FB B Saturday Midday-Alternative

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

05/24/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	21	84	1344	99	28	78	1785	245	303	62	23	325
Future Volume (vph)	21	84	1344	99	28	78	1785	245	303	62	23	325
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		0.998	0.850	
Flt Protected		0.950				0.950			0.950	0.966		0.950
Satd. Flow (prot)	0	3385	5085	1669	0	3336	5136	1669	1601	3023	1470	3268
Flt Permitted		0.950				0.950			0.950	0.966		0.950
Satd. Flow (perm)	0	3384	5085	1648	0	3335	5136	1647	1601	3023	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)	23	92	1477	109	31	86	1962	269	333	68	25	357
Shared Lane Traffic (%)									50%		10%	
Lane Group Flow (vph)	0	115	1477	109	0	117	1962	269	166	238	22	357
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)	154	53
Future Volume (vph)	154	53
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	0.962	
Flt Protected		
Satd. Flow (prot)	1706	0
Flt Permitted		
Satd. Flow (perm)	1706	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)	169	58
Shared Lane Traffic (%)		
Lane Group Flow (vph)	227	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		

Lanes, Volumes, Timings

FB B Saturday Midday-Alternative

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

05/24/2024

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	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)		9.2	56.3	140.0		10.5	57.7	140.0	19.0	19.0	19.0	25.2
Actuated g/C Ratio		0.07	0.40	1.00		0.08	0.41	1.00	0.14	0.14	0.14	0.18
v/c Ratio		0.52	0.72	0.07		0.47	0.93	0.16	0.76	0.58	0.11	0.61
Control Delay		83.4	15.3	0.1		68.2	48.3	0.2	80.4	62.8	54.0	56.4
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		83.4	15.3	0.1		68.2	48.3	0.2	80.4	62.8	54.0	56.4
LOS		F	B	A		E	D	A	F	E	D	E
Approach Delay			18.9				43.8			69.2		
Approach LOS			B				D			E		
Queue Length 50th (ft)		45	189	0		54	626	0	159	117	18	157
Queue Length 95th (ft)		90	390	0		86	#880	0	#308	175	50	187
Internal Link Dist (ft)			333				577			566		
Turn Bay Length (ft)		275		225		500		275	475			250
Base Capacity (vph)		556	2045	1648		548	2116	1647	223	421	204	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		0.21	0.72	0.07		0.21	0.93	0.16	0.74	0.57	0.11	0.41

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: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93

Lanes, Volumes, Timings
 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

FB B Saturday Midday-Alternative

05/24/2024



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)	25.2	
Actuated g/C Ratio	0.18	
v/c Ratio	0.74	
Control Delay	68.1	
Queue Delay	0.0	
Total Delay	68.1	
LOS	E	
Approach Delay	60.9	
Approach LOS	E	
Queue Length 50th (ft)	200	
Queue Length 95th (ft)	263	
Internal Link Dist (ft)	228	
Turn Bay Length (ft)		
Base Capacity (vph)	450	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.50	

Intersection Summary

Intersection Signal Delay: 39.6

Intersection LOS: D

Intersection Capacity Utilization 83.1%







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.

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









FB B Saturday Midday-Alternative

05/24/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	5	1474	55	8	77	2077	46	66	
Future Volume (vph)	5	1474	55	8	77	2077	46	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		0.995					0.921		
Flt Protected					0.950		0.980		
Satd. Flow (prot)	0	5055	0	0	1805	6408	1871	0	
Flt Permitted		0.924			0.212		0.980		
Satd. Flow (perm)	0	4671	0	0	402	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	1568	59	9	82	2210	49	70	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1632	0	0	91	2210	119	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

FB B Saturday Midday-Alternative
05/24/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Detector 2 Extend (s)		0.0				0.0			
Turn Type	Perm	NA		custom	Prot	NA	Prot		
Protected Phases		6			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		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)						1	3		
Act Effct Green (s)		88.0			18.9	95.9	11.7		
Actuated g/C Ratio		0.63			0.14	0.68	0.08		
v/c Ratio		0.56			1.69	0.50	0.61		
Control Delay		1.6			382.1	6.2	52.5		
Queue Delay		0.0			0.0	0.1	0.4		
Total Delay		1.6			382.1	6.3	52.9		
LOS		A			F	A	D		
Approach Delay		1.6				21.1	52.9		
Approach LOS		A				C	D		
Queue Length 50th (ft)		5			~123	80	68		
Queue Length 95th (ft)		0			m#169	134	131		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		2939			54	4388	268		
Starvation Cap Reductn		3			0	478	0		
Spillback Cap Reductn		0			0	54	20		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.56			1.69	0.57	0.48		

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: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.69

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

Intersection Signal Delay: 14.2

Intersection LOS: B

Intersection Capacity Utilization 84.6%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

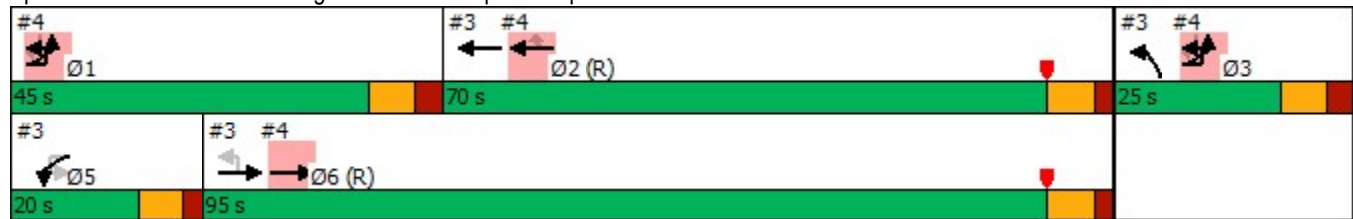
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

FB B Saturday Midday-Alternative








05/24/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	18	111	1534	1476	652	0	107			
Future Volume (vph)	18	111	1534	1476	652	0	107			
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	3499	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)	20	121	1667	1604	709	0	116			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	141	1667	1604	709	0	116			
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

FB B Saturday Midday-Alternative

05/24/2024

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø5
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)		29.4	88.0	95.9	95.9		29.4			
Actuated g/C Ratio		0.21	0.63	0.68	0.68		0.21			
v/c Ratio		0.19	0.52	0.46	0.63		0.19			
Control Delay		41.2	9.1	2.5	9.9		45.4			
Queue Delay		0.0	0.0	0.1	0.0		0.0			
Total Delay		41.2	9.1	2.6	9.9		45.4			
LOS		D	A	A	A		D			
Approach Delay			11.6	4.9		45.4				
Approach LOS			B	A		D				
Queue Length 50th (ft)		58	149	35	42		50			
Queue Length 95th (ft)		m81	m157	44	436		77			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1391	3196	3517	1123		1151			
Starvation Cap Reductn		0	0	376	0		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.10	0.52	0.51	0.63		0.10			

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: 70
 Control Type: Actuated-Coordinated

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

Maximum v/c Ratio: 1.69

Intersection Signal Delay: 8.8

Intersection Capacity Utilization 63.9%

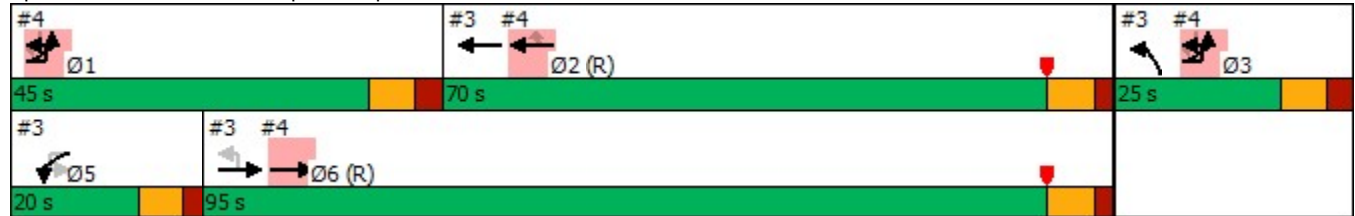
Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service B

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

Splits and Phases: 4: Hempstead Tpke & MSK Entrance



Lanes, Volumes, Timings

FB B Saturday Midday-Alternative

5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

05/24/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	326	1110	92	46	311	956	287	91	268	191	229
Future Volume (vph)	5	326	1110	92	46	311	956	287	91	268	191	229
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		0.939		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3136	5036	1492	0	3502	5085	1561	1557	3175	0	1572
Flt Permitted		0.950				0.950			0.950	0.999		0.950
Satd. Flow (perm)	0	3132	5036	1471	0	3499	5085	1540	1555	3175	0	1572
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								274				
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	343	1168	97	48	327	1006	302	96	282	201	241
Shared Lane Traffic (%)									10%			24%
Lane Group Flow (vph)	0	348	1168	97	0	375	1006	302	86	493	0	183
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

FB B Saturday Midday-Alternative

05/24/2024

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	277	182
Future Volume (vph)	277	182
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	0.989	0.850
Flt Protected	0.992	
Satd. Flow (prot)	3019	1407
Flt Permitted	0.992	
Satd. Flow (perm)	3019	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)	292	192
Shared Lane Traffic (%)		15%
Lane Group Flow (vph)	379	163
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

FB B Saturday Midday-Alternative

5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpke

05/24/2024

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)	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)		18.9	46.6	46.6		18.4	46.1	140.0	20.0	20.0		25.0
Actuated g/C Ratio		0.14	0.33	0.33		0.13	0.33	1.00	0.14	0.14		0.18
v/c Ratio		0.82	0.70	0.20		0.82	0.60	0.20	0.39	1.09		0.65
Control Delay		75.5	53.2	47.8		82.7	55.2	0.3	60.2	123.0		64.1
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		75.5	53.2	47.8		82.7	55.2	0.3	60.2	123.0		64.1
LOS		E	D	D		F	E	A	E	F		E
Approach Delay			57.7				51.5			113.7		
Approach LOS			E				D			F		
Queue Length 50th (ft)		173	383	67		177	342	0	79	~276		171
Queue Length 95th (ft)		#228	389	127		229	406	0	141	#397		251
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			250
Base Capacity (vph)		458	1676	489		506	1672	1540	222	453		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		0.76	0.70	0.20		0.74	0.60	0.20	0.39	1.09		0.53

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: 90
 Control Type: Actuated-Coordinated

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

FB B Saturday Midday-Alternative

05/24/2024

	↓	↙
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)	25.0	25.0
Actuated g/C Ratio	0.18	0.18
v/c Ratio	0.70	0.66
Control Delay	60.9	65.9
Queue Delay	0.0	0.0
Total Delay	60.9	65.9
LOS	E	E
Approach Delay	62.8	
Approach LOS	E	
Queue Length 50th (ft)	190	152
Queue Length 95th (ft)	241	230
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		
Base Capacity (vph)	668	307
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.57	0.53
Intersection Summary		

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 63.3

Intersection LOS: E

Intersection Capacity Utilization 89.3%

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: 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		

Lanes, Volumes, Timings

FB B Saturday Midday-Alternative

6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access 05/24/2024













Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	103	0	116	42	2	38	1	157	554	168	3	22
Future Volume (vph)	103	0	116	42	2	38	1	157	554	168	3	22
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	0.91	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor		1.00			0.99			1.00		0.99		1.00
Frt		0.929			0.857					0.850		
Flt Protected		0.977		0.950				0.950				0.950
Satd. Flow (prot)	0	1725	0	1805	1605	0	0	1787	5036	1615	0	1805
Flt Permitted		0.828		0.577				0.292				0.413
Satd. Flow (perm)	0	1459	0	1096	1605	0	0	547	5036	1594	0	784
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		82			41					183		
Link Speed (mph)		30			30				35			
Link Distance (ft)		391			221				1000			
Travel Time (s)		8.9			5.0				19.5			
Confl. Peds. (#/hr)	4					4		6		1		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 (%)	0%	0%	0%	0%	0%	0%	0%	1%	3%	0%	0%	0%
Adj. Flow (vph)	112	0	126	46	2	41	1	171	602	183	3	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	238	0	46	43	0	0	172	602	183	0	27
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)		12			12				30			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		32			32				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	9	15		9	9	15
Number of Detectors	1	1		1	1		1	1	2	1	1	1
Detector Template	Left						Left		Thru	Right	Left	
Leading Detector (ft)	20	30		30	30		20	30	100	20	20	30
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		20	30	6	20	20	30
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			
Detector 2 Size(ft)									6			
Detector 2 Type									Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)									0.0			

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑↑	
Traffic Volume (vph)	529	123
Future Volume (vph)	529	123
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Ped Bike Factor	0.99	
Frt	0.972	
Flt Protected		
Satd. Flow (prot)	4933	0
Flt Permitted		
Satd. Flow (perm)	4933	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	48	
Link Speed (mph)	35	
Link Distance (ft)	393	
Travel Time (s)	7.7	
Confl. Peds. (#/hr)		6
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	2%	0%
Adj. Flow (vph)	575	134
Shared Lane Traffic (%)		
Lane Group Flow (vph)	709	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	45	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
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)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

Lanes, Volumes, Timings

FB B Saturday Midday-Alternative

6: Earle Ovington Blvd/Earle Ovington Blvd & East Gate Rd/Nassau Coliseum Access 05/24/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Turn Type	Perm	NA		Perm	NA		pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4			8			2	2		2	6	6
Detector Phase	4	4		8	8		5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	3.0	20.0	20.0	3.0	3.0
Minimum Split (s)	14.0	14.0		14.0	14.0		9.0	9.0	28.0	28.0	9.0	9.0
Total Split (s)	52.0	52.0		52.0	52.0		22.0	22.0	46.0	46.0	22.0	22.0
Total Split (%)	43.3%	43.3%		43.3%	43.3%		18.3%	18.3%	38.3%	38.3%	18.3%	18.3%
Maximum Green (s)	46.0	46.0		46.0	46.0		16.0	16.0	40.0	40.0	16.0	16.0
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
Total Lost Time (s)		6.0		6.0	6.0				6.0	6.0		6.0
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	0.2	0.2	3.0	3.0
Recall Mode	None	None		None	None		None	None	Min	Min	None	None
Walk Time (s)				7.0	7.0				7.0	7.0		
Flash Dont Walk (s)				38.0	38.0				26.0	26.0		
Pedestrian Calls (#/hr)				0	0				0	0		
Act Effct Green (s)		12.9		12.9	12.9			38.6	34.6	34.6		28.6
Actuated g/C Ratio		0.20		0.20	0.20			0.60	0.54	0.54		0.45
v/c Ratio		0.66		0.21	0.12			0.33	0.22	0.19		0.06
Control Delay		25.9		25.4	9.7			7.9	9.8	2.9		7.4
Queue Delay		0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		25.9		25.4	9.7			7.9	9.8	2.9		7.4
LOS		C		C	A			A	A	A		A
Approach Delay		25.9			17.8				8.1			
Approach LOS		C			B				A			
Queue Length 50th (ft)		51		14	1			24	31	0		3
Queue Length 95th (ft)		150		49	26			64	94	33		15
Internal Link Dist (ft)		311			141				920			
Turn Bay Length (ft)								115		285		110
Base Capacity (vph)		1099		809	1196			650	3255	1095		726
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		0.06	0.04			0.26	0.18	0.17		0.04

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 64.2
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 13.4
 Intersection Capacity Utilization 61.9%

Intersection LOS: B
 ICU Level of Service B

	↓	↙
Lane Group	SBT	SBR
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	20.0	
Minimum Split (s)	26.0	
Total Split (s)	46.0	
Total Split (%)	38.3%	
Maximum Green (s)	40.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Dont Walk (s)	26.0	
Pedestrian Calls (#/hr)	1	
Act Effct Green (s)	22.5	
Actuated g/C Ratio	0.35	
v/c Ratio	0.40	
Control Delay	16.1	
Queue Delay	0.0	
Total Delay	16.1	
LOS	B	
Approach Delay	15.8	
Approach LOS	B	
Queue Length 50th (ft)	66	
Queue Length 95th (ft)	127	
Internal Link Dist (ft)	313	
Turn Bay Length (ft)		
Base Capacity (vph)	3186	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.22	
Intersection Summary		

Analysis Period (min) 15

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



Lanes, Volumes, Timings

FB B Saturday Midday-Alternative

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

05/24/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	230	43	348	32	0	40	0	544	154	33	94	297
Future Volume (vph)	230	43	348	32	0	40	0	544	154	33	94	297
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				
Frt			0.850			0.850		0.967				
Flt Protected	0.950			0.950							0.950	
Satd. Flow (prot)	3467	1900	1583	1805	0	2842	0	6203	0	0	1805	3610
Flt Permitted	0.950			0.950							0.274	
Satd. Flow (perm)	3467	1900	1583	1805	0	2842	0	6203	0	0	521	3610
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			359			100		41				
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)	237	44	359	33	0	41	0	561	159	34	97	306
Shared Lane Traffic (%)												
Lane Group Flow (vph)	237	44	359	33	0	41	0	720	0	0	131	306
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)	

Lanes, Volumes, Timings

FB B Saturday Midday-Alternative

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

05/24/2024

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)	17.4	8.4	64.1	9.0		9.0		21.1			34.5	34.5
Actuated g/C Ratio	0.27	0.13	1.00	0.14		0.14		0.33			0.54	0.54
v/c Ratio	0.25	0.18	0.23	0.13		0.08		0.35			0.31	0.16
Control Delay	18.6	30.1	0.3	29.3		0.3		17.0			10.9	8.8
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			0.0	0.0
Total Delay	18.6	30.1	0.3	29.3		0.3		17.0			10.9	8.8
LOS	B	C	A	C		A		B			B	A
Approach Delay		9.2			13.3			17.0				9.4
Approach LOS		A			B			B				A
Queue Length 50th (ft)	35	17	0	12		0		63			27	34
Queue Length 95th (ft)	67	48	0	39		0		97			58	58
Internal Link Dist (ft)		908			384			501				396
Turn Bay Length (ft)			700			200					140	
Base Capacity (vph)	3329	907	1583	861		1409		3964			1149	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	0.05	0.23	0.04		0.03		0.18			0.11	0.08

Intersection Summary

Area Type: Other
 Cycle Length: 164
 Actuated Cycle Length: 64.1
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.35
 Intersection Signal Delay: 12.4
 Intersection Capacity Utilization 57.0%

Intersection LOS: B
 ICU Level of Service B



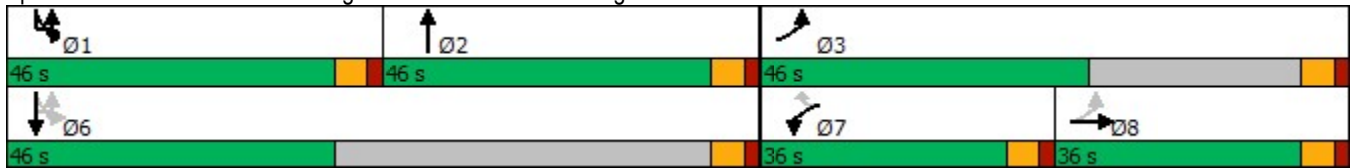
Lane Group SBR

- 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

FB B Saturday Midday-Alternative

8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd

05/24/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	376	291	13	7	340	27	0	0	38
Future Volume (vph)	0	0	0	376	291	13	7	340	27	0	0	38
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					0.999	0.850						0.979
Flt Protected				0.950	0.983			0.950				
Satd. Flow (prot)	0	0	0	1626	3178	1470	0	3468	3610	0	0	3527
Flt Permitted				0.950	0.983			0.950				
Satd. Flow (perm)	0	0	0	1626	3178	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	437	338	15	8	395	31	0	0	44
Shared Lane Traffic (%)				42%		10%						
Lane Group Flow (vph)	0	0	0	253	524	13	0	403	31	0	0	51
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)		

Lanes, Volumes, Timings

FB B Saturday Midday-Alternative

8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd

05/24/2024

												
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)				32.1	37.1	37.1		17.8	30.5			11.5
Actuated g/C Ratio				0.38	0.44	0.44		0.21	0.37			0.14
v/c Ratio				0.41	0.40	0.02		0.55	0.02			0.10
Control Delay				26.8	18.7	0.1		36.6	21.1			38.1
Queue Delay				0.0	0.0	0.0		0.0	0.0			0.0
Total Delay				26.8	18.7	0.1		36.6	21.1			38.1
LOS				C	B	A		D	C			D
Approach Delay					21.0				35.5			38.1
Approach LOS					C				D			D
Queue Length 50th (ft)				94	105	0		97	4			11
Queue Length 95th (ft)				290	157	0		205	20			38
Internal Link Dist (ft)		586			228				484			291
Turn Bay Length (ft)				150				220				
Base Capacity (vph)				777	1883	1283		1185	2868			1691
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				0.33	0.28	0.01		0.34	0.01			0.03

Intersection Summary

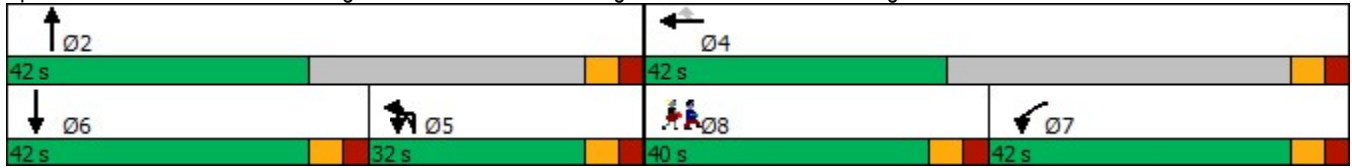
Area Type: Other
 Cycle Length: 156
 Actuated Cycle Length: 83.5
 Natural Cycle: 95
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 26.6
 Intersection Capacity Utilization 48.8%

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



Lanes, Volumes, Timings
 9: James Doolittle Blvd & Charles Lindbergh Blvd

FB B Saturday Midday-Alternative

05/24/2024










						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	517	24	0	1265	0	296
Future Volume (vph)	517	24	0	1265	0	296
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	0.86	1.00	0.86	1.00	1.00
Ped Bike Factor						
Frt	0.993					0.865
Flt Protected						
Satd. Flow (prot)	6357	0	0	6471	0	1611
Flt Permitted						
Satd. Flow (perm)	6357	0	0	6471	0	1611
Link Speed (mph)	45			45	30	
Link Distance (ft)	646			124	256	
Travel Time (s)	9.8			1.9	5.8	
Confl. Peds. (#/hr)		3	3			
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	2%	4%	2%	1%	2%	2%
Adj. Flow (vph)	615	29	0	1506	0	352
Shared Lane Traffic (%)						
Lane Group Flow (vph)	644	0	0	1506	0	352
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			40	0	
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)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary










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

HCM Unsignalized Intersection Capacity Analysis
 9: James Doolittle Blvd & Charles Lindbergh Blvd

FB B Saturday Midday-Alternative
 05/24/2024

									
Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations									
Traffic Volume (veh/h)	517	24	0	1265	0	296			
Future Volume (Veh/h)	517	24	0	1265	0	296			
Sign Control	Free			Free	Yield				
Grade	0%			0%	0%				
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84			
Hourly flow rate (vph)	615	29	0	1506	0	352			
Pedestrians						3			
Lane Width (ft)						12.0			
Walking Speed (ft/s)						3.5			
Percent Blockage						0			
Right turn flare (veh)									
Median type	Raised			Raised					
Median storage veh	1			1					
Upstream signal (ft)	646								
pX, platoon unblocked									
vC, conflicting volume				618	1009	171			
vC1, stage 1 conf vol					632				
vC2, stage 2 conf vol					376				
vCu, unblocked vol				618	1009	171			
tC, single (s)				4.1	6.8	6.9			
tC, 2 stage (s)					5.8				
tF (s)				2.2	3.5	3.3			
p0 queue free %				100	100	58			
cM capacity (veh/h)				955	361	840			
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1
Volume Total	176	176	176	117	376	376	376	376	352
Volume Left	0	0	0	0	0	0	0	0	0
Volume Right	0	0	0	29	0	0	0	0	352
cSH	1700	1700	1700	1700	1700	1700	1700	1700	840
Volume to Capacity	0.10	0.10	0.10	0.07	0.22	0.22	0.22	0.22	0.42
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	52
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.3
Lane LOS									B
Approach Delay (s)	0.0				0.0				12.3
Approach LOS									B
Intersection Summary									
Average Delay				1.7					
Intersection Capacity Utilization				33.4%	ICU Level of Service				A
Analysis Period (min)				15					

Lanes, Volumes, Timings
10: Charles Lindbergh Blvd & Perimeter Rd







						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	813	1218	16	0	47
Future Volume (vph)	0	813	1218	16	0	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	0.86	0.86	1.00	1.00
Frt			0.998			0.865
Flt Protected						
Satd. Flow (prot)	0	6408	6459	0	0	1644
Flt Permitted						
Satd. Flow (perm)	0	6408	6459	0	0	1644
Link Speed (mph)		45	45		30	
Link Distance (ft)		124	357		354	
Travel Time (s)		1.9	5.4		8.0	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%
Adj. Flow (vph)	0	968	1450	19	0	56
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	968	1469	0	0	56
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		40	35		0	
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
Sign Control		Free	Free		Yield	

Intersection Summary















Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 27.9% ICU Level of Service A
Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 10: Charles Lindbergh Blvd & Perimeter Rd







FB B Saturday Midday-Alternative
 05/24/2024

										
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations		↑↑↑	↑↑↑			↗				
Traffic Volume (veh/h)	0	813	1218	16	0	47				
Future Volume (Veh/h)	0	813	1218	16	0	47				
Sign Control		Free	Free		Yield					
Grade		0%	0%		0%					
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84				
Hourly flow rate (vph)	0	968	1450	19	0	56				
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type		Raised	Raised							
Median storage (veh)		1	1							
Upstream signal (ft)		770								
pX, platoon unblocked										
vC, conflicting volume	1450					1702	372			
vC1, stage 1 conf vol						1460				
vC2, stage 2 conf vol						242				
vCu, unblocked vol	1450					1702	372			
tC, single (s)	4.1					6.8	6.9			
tC, 2 stage (s)						5.8				
tF (s)	2.2					3.5	3.3			
p0 queue free %	100					100	91			
cM capacity (veh/h)	473					156	631			
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SB 1	
Volume Total	242	242	242	242	414	414	414	226	56	
Volume Left	0	0	0	0	0	0	0	0	0	
Volume Right	0	0	0	0	0	0	0	19	56	
cSH	1700	1700	1700	1700	1700	1700	1700	1700	631	
Volume to Capacity	0.14	0.14	0.14	0.14	0.24	0.24	0.24	0.13	0.09	
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	7	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.3	
Lane LOS									B	
Approach Delay (s)	0.0					0.0				11.3
Approach LOS									B	
Intersection Summary										
Average Delay			0.3							
Intersection Capacity Utilization			27.9%	ICU Level of Service				A		
Analysis Period (min)			15							

Lanes, Volumes, Timings
 11: Charles Lindbergh Blvd & Merrick Ave

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	218	0	217	476	616	248
Future Volume (vph)	218	0	217	476	616	248
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		0.385			
Satd. Flow (perm)	3367	0	703	3505	3539	1568
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						256
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)	225	0	224	491	635	256
Shared Lane Traffic (%)						
Lane Group Flow (vph)	225	0	224	491	635	256
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						

Lanes, Volumes, Timings
11: Charles Lindbergh Blvd & Merrick Ave

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)	9.1		32.5	32.5	20.1	20.1
Actuated g/C Ratio	0.17		0.61	0.61	0.37	0.37
v/c Ratio	0.39		0.41	0.23	0.48	0.34
Control Delay	22.3		9.7	5.3	14.9	3.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	22.3		9.7	5.3	14.9	3.8
LOS	C		A	A	B	A
Approach Delay	22.3			6.7	11.7	
Approach LOS	C			A	B	
Queue Length 50th (ft)	32		26	30	73	0
Queue Length 95th (ft)	63		58	55	140	41
Internal Link Dist (ft)	124			498	1115	
Turn Bay Length (ft)			200			220
Base Capacity (vph)	1574		894	2819	1324	746
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	0.14		0.25	0.17	0.48	0.34

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 53.7
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay: 11.1
 Intersection LOS: B

Lanes, Volumes, Timings
 11: Charles Lindbergh Blvd & Merrick Ave

FB B Saturday Midday-Alternative
 05/24/2024

Intersection Capacity Utilization 51.0%
 Analysis Period (min) 15

ICU Level of Service A

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



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

FB B Saturday Midday-Alternative

05/24/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	206	1206	262	5	56	1284	140	299	471	81	127	414
Future Volume (vph)	206	1206	262	5	56	1284	140	299	471	81	127	414
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		475		155	350		0	380	
Storage Lanes	1		1		1		1	2		0	2	
Taper Length (ft)	0				55			80			100	
Lane Util. Factor	1.00	0.91	1.00	0.86	1.00	0.86	0.86	0.97	0.95	0.95	0.97	0.95
Ped Bike Factor	1.00				1.00	1.00			1.00		1.00	
Frt			0.850			0.985			0.978			
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1752	5036	1615	0	1772	6347	0	3502	3461	0	3400	3574
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1752	5036	1615	0	1771	6347	0	3502	3461	0	3391	3574
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				40			40			40
Link Distance (ft)		219				1187			1245			909
Travel Time (s)		3.0				20.2			21.2			15.5
Confl. Peds. (#/hr)	2		3		3		2			5	5	
Confl. Bikes (#/hr)										2		
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 (%)	3%	3%	0%	0%	2%	1%	4%	0%	2%	0%	3%	1%
Adj. Flow (vph)	212	1243	270	5	58	1324	144	308	486	84	131	427
Shared Lane Traffic (%)												
Lane Group Flow (vph)	212	1243	270	0	63	1468	0	308	570	0	131	427
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)		12				12			24			24
Link Offset(ft)		0				3			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	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2		1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100		20	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	6	20	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	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			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												













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

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	215
Future Volume (vph)	215
Ideal Flow (vphpl)	1900
Storage Length (ft)	180
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
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	0.97
Heavy Vehicles (%)	2%
Adj. Flow (vph)	222
Shared Lane Traffic (%)	
Lane Group Flow (vph)	222
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	1
Detector Template	Right
Leading Detector (ft)	20
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)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

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

FB B Saturday Midday-Alternative

05/24/2024

												
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	Prot	NA	pt+ov	Prot	Prot	NA		Prot	NA		Prot	NA
Protected Phases	5	2	2 7	1	1	6		7	4		3	8
Permitted Phases												
Detector Phase	5	2	2 7	1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0	10.0		5.0	7.0		5.0	7.0
Minimum Split (s)	12.3	17.0		12.3	12.3	17.0		12.0	15.0		12.0	15.0
Total Split (s)	32.0	44.0		32.0	32.0	44.0		26.0	38.0		26.0	38.0
Total Split (%)	22.9%	31.4%		22.9%	22.9%	31.4%		18.6%	27.1%		18.6%	27.1%
Maximum Green (s)	24.7	37.0		24.7	24.7	37.0		19.0	30.0		19.0	30.0
Yellow Time (s)	4.3	5.0		4.3	4.3	5.0		4.0	5.0		4.0	5.0
All-Red Time (s)	3.0	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
Total Lost Time (s)	7.3	7.0			7.3	7.0		7.0	8.0		7.0	8.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	0.2		3.0	3.0	0.2		2.0	3.0		2.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		28.0				28.0			30.0			30.0
Pedestrian Calls (#/hr)		0				2			1			1
Act Effct Green (s)	21.1	63.7	86.9		10.3	50.2		16.2	29.6		9.8	23.2
Actuated g/C Ratio	0.15	0.46	0.62		0.07	0.36		0.12	0.21		0.07	0.17
v/c Ratio	0.80	0.54	0.27		0.48	0.65		0.76	0.78		0.55	0.72
Control Delay	79.4	31.3	15.1		82.9	42.6		72.5	59.6		71.5	62.2
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	79.4	31.3	15.1		82.9	42.6		72.5	59.6		71.5	62.2
LOS	E	C	B		F	D		E	E		E	E
Approach Delay		34.7				44.2			64.2			55.4
Approach LOS		C				D			E			E
Queue Length 50th (ft)	187	306	111		55	401		141	260		60	197
Queue Length 95th (ft)	275	420	200		113	454		190	309		93	241
Internal Link Dist (ft)		139				1107			1165			829
Turn Bay Length (ft)					475			350			380	
Base Capacity (vph)	310	2290	1034		312	2274		475	787		461	765
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	0.68	0.54	0.26		0.20	0.65		0.65	0.72		0.28	0.56

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 137 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80

Lane Group	SBR
Detector 2 Extend (s)	
Turn Type	pt+ov
Protected Phases	8 5
Permitted Phases	
Detector Phase	8 5
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)	51.6
Actuated g/C Ratio	0.37
v/c Ratio	0.38
Control Delay	33.0
Queue Delay	0.0
Total Delay	33.0
LOS	C
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	147
Queue Length 95th (ft)	194
Internal Link Dist (ft)	
Turn Bay Length (ft)	180
Base Capacity (vph)	614
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.36









Intersection Summary

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

Intersection Signal Delay: 46.2
 Intersection Capacity Utilization 87.2%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 12: Merrick Ave & Hempstead Tpke

 Ø1 32 s	 Ø2 (R) 44 s	 Ø3 26 s	 Ø4 38 s
 Ø5 32 s	 Ø6 (R) 44 s	 Ø7 26 s	 Ø8 38 s

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

FB B Saturday Midday-Alternative









05/24/2024

									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	8	1389	22	27	20	1477	0	0	
Future Volume (vph)	8	1389	22	27	20	1477	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	10	10	11	12	12	
Storage Length (ft)	120		0		125		0	0	
Storage Lanes	1		0		1		0	0	
Taper Length (ft)	125				125		0		
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00	
Ped Bike Factor		1.00			1.00				
Frt		0.998							
Flt Protected	0.950				0.950				
Satd. Flow (prot)	1685	4905	0	0	1685	4964	0	0	
Flt Permitted	0.158				0.170				
Satd. Flow (perm)	280	4905	0	0	301	4964	0	0	
Right Turn on Red			Yes					No	
Satd. Flow (RTOR)		4							
Link Speed (mph)		40				40	30		
Link Distance (ft)		1187				1067	210		
Travel Time (s)		20.2				18.2	4.8		
Confl. Peds. (#/hr)			9		9				
Confl. Bikes (#/hr)			1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	2%	0%	0%	0%	1%	2%	2%	
Adj. Flow (vph)	8	1432	23	28	21	1523	0	0	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	8	1455	0	0	49	1523	0	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)		20				24	0		
Link Offset(ft)		5				-5	0		
Crosswalk Width(ft)		24				44	16		
Two way Left Turn Lane									
Headway Factor	1.09	1.04	1.04	1.09	1.09	1.04	1.00	1.00	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	0	0		1	0	0			
Detector Template				Left					
Leading Detector (ft)	0	0		20	0	0			
Trailing Detector (ft)	0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0	0			
Detector 1 Size(ft)	0	0		20	0	0			
Detector 1 Type				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			
Turn Type	Perm	NA		Perm	Perm	NA			
Protected Phases		2				6			3
Permitted Phases	2			6	6				

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

FB B Saturday Midday-Alternative




05/24/2024

									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Detector Phase	2	2		6	6	6			
Switch Phase									
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0			10.0
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0			33.0
Total Split (s)	37.0	37.0		37.0	37.0	37.0			33.0
Total Split (%)	52.9%	52.9%		52.9%	52.9%	52.9%			47%
Maximum Green (s)	30.0	30.0		30.0	30.0	30.0			30.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0			2.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0			1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			
Total Lost Time (s)	7.0	7.0			7.0	7.0			
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2			0.2
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max			None
Walk Time (s)									7.0
Flash Dont Walk (s)									30.0
Pedestrian Calls (#/hr)									5
Act Effct Green (s)	62.0	62.0			62.0	62.0			
Actuated g/C Ratio	0.89	0.89			0.89	0.89			
v/c Ratio	0.03	0.33			0.18	0.35			
Control Delay	8.4	10.3			4.2	3.2			
Queue Delay	0.0	0.0			0.0	0.0			
Total Delay	8.4	10.3			4.2	3.2			
LOS	A	B			A	A			
Approach Delay		10.3				3.3			
Approach LOS		B				A			
Queue Length 50th (ft)	0	0			0	0			
Queue Length 95th (ft)	m11	534			26	195			
Internal Link Dist (ft)		1107				987	130		
Turn Bay Length (ft)	120				125				
Base Capacity (vph)	248	4345			267	4397			
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	0.03	0.33			0.18	0.35			

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 31 (44%), Referenced to phase 2:EBTU and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.35
 Intersection Signal Delay: 6.6
 Intersection Capacity Utilization 44.9%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.















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

 Ø2 (R)	 Ø3
37 s	33 s
 Ø6 (R)	
37 s	

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

FB B Saturday Midday-Alternative









05/24/2024

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	67	1380	54	8	13	1351	45	15
Future Volume (vph)	67	1380	54	8	13	1351	45	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0		140		0	0
Storage Lanes	1		0		1		1	1
Taper Length (ft)	130				150		0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99
Frt		0.994						0.850
Flt Protected	0.950				0.950		0.950	
Satd. Flow (prot)	1770	5053	0	0	1805	5136	1805	1615
Flt Permitted	0.182				0.950		0.950	
Satd. Flow (perm)	339	5053	0	0	1797	5136	1805	1593
Right Turn on Red			Yes					No
Satd. Flow (RTOR)		11						
Link Speed (mph)		40				40	30	
Link Distance (ft)		1067				639	274	
Travel Time (s)		18.2				10.9	6.2	
Confl. Peds. (#/hr)			7		7			1
Confl. Bikes (#/hr)								1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	69	1423	56	8	13	1393	46	15
Shared Lane Traffic (%)								
Lane Group Flow (vph)	69	1479	0	0	21	1393	46	15
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)		24				30	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		24				44	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Number of Detectors	1	2		1	2	2	2	2
Detector Template	Left	Thru		Left		Thru		
Leading Detector (ft)	20	100		20	55	100	55	55
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)	20	6		20	20	6	20	20
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)		94			35	94	35	35
Detector 2 Size(ft)		6			20	6	20	20
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel								

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

FB B Saturday Midday-Alternative

05/24/2024

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Detector 2 Extend (s)		0.0			0.0	0.0	0.0	0.0
Turn Type	Perm	NA		Prot	Prot	NA	Prot	Perm
Protected Phases		2		1	1	6	3	
Permitted Phases	2							3
Detector Phase	2	2		1	1	6	3	3
Switch Phase								
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	10.0	17.0	12.0	12.0
Total Split (s)	38.0	38.0		12.0	12.0	50.0	20.0	20.0
Total Split (%)	54.3%	54.3%		17.1%	17.1%	71.4%	28.6%	28.6%
Maximum Green (s)	31.0	31.0		7.0	7.0	43.0	13.0	13.0
Yellow Time (s)	5.0	5.0		3.0	3.0	5.0	4.0	4.0
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	0.0	0.0
Total Lost Time (s)	7.0	7.0			5.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	0.2	0.2		2.0	2.0	0.2	3.0	3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None	None
Walk Time (s)							7.0	7.0
Flash Dont Walk (s)							25.0	25.0
Pedestrian Calls (#/hr)							2	2
Act Effct Green (s)	53.6	53.6			5.6	55.9	8.0	8.0
Actuated g/C Ratio	0.77	0.77			0.08	0.80	0.11	0.11
v/c Ratio	0.27	0.38			0.15	0.34	0.22	0.08
Control Delay	14.7	8.3			21.2	9.1	29.5	26.7
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	14.7	8.3			21.2	9.1	29.5	26.7
LOS	B	A			C	A	C	C
Approach Delay		8.6				9.2	28.8	
Approach LOS		A				A	C	
Queue Length 50th (ft)	5	40			13	190	19	6
Queue Length 95th (ft)	60	287			m17	412	43	20
Internal Link Dist (ft)		987				559	194	
Turn Bay Length (ft)	120				140			
Base Capacity (vph)	259	3870			180	4104	335	295
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	0.27	0.38			0.12	0.34	0.14	0.05

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 23 (33%), Referenced to phase 2:EBTU and 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.38

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

Intersection Signal Delay: 9.3

Intersection LOS: A

Intersection Capacity Utilization 56.8%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 14: Coollidge Dr & Hempstead Tpke



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

FB B Saturday Midday-Alternative

05/24/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	33	1116	214	4	99	1056	277	304	155	63	307
Future Volume (vph)	2	33	1116	214	4	99	1056	277	304	155	63	307
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		1.00
Frt			0.976					0.850		0.957		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1651	4762	0	0	1745	4916	1546	3385	1751	0	3385
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1649	4762	0	0	1744	4916	1546	3385	1751	0	3382
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)		6		3		3		6			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 (%)	0%	6%	3%	0%	0%	0%	2%	1%	0%	0%	0%	0%
Parking (#/hr)											0	
Adj. Flow (vph)	2	35	1175	225	4	104	1112	292	320	163	66	323
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	1400	0	0	108	1112	292	320	229	0	323
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
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex













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

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↔	
Traffic Volume (vph)	152	42
Future Volume (vph)	152	42
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		
Frt	0.968	
Flt Protected		
Satd. Flow (prot)	1753	0
Flt Permitted		
Satd. Flow (perm)	1753	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)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	1%	3%
Parking (#/hr)		
Adj. Flow (vph)	160	44
Shared Lane Traffic (%)		
Lane Group Flow (vph)	204	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	
Detector 2 Type	Cl+Ex	

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

FB B Saturday Midday-Alternative

05/24/2024

												
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		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	1	1	5		6	6	2	2 7	8	8		7
Permitted Phases												
Detector Phase	1	1	5		6	6	2	2 7	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)	22.0	22.0	44.0		22.0	22.0	44.0		34.0	34.0		40.0
Total Split (%)	15.7%	15.7%	31.4%		15.7%	15.7%	31.4%		24.3%	24.3%		28.6%
Maximum Green (s)	15.0	15.0	36.0		14.0	14.0	36.0		26.0	26.0		32.0
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)			0				0					2
Act Effct Green (s)		7.7	48.5			14.0	58.2	89.1	22.6	22.6		22.9
Actuated g/C Ratio		0.06	0.35			0.10	0.42	0.64	0.16	0.16		0.16
v/c Ratio		0.41	0.85			0.62	0.54	0.30	0.59	0.81		0.58
Control Delay		90.9	34.8			76.7	35.2	14.1	58.3	78.0		57.6
Queue Delay		0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		90.9	34.8			76.7	35.2	14.1	58.3	78.0		57.6
LOS		F	C			E	D	B	E	E		E
Approach Delay			36.3				34.1			66.5		
Approach LOS			D				C			E		
Queue Length 50th (ft)		29	447			96	287	120	139	202		142
Queue Length 95th (ft)		68	#631			#165	400	197	186	294		177
Internal Link Dist (ft)			559				564			301		
Turn Bay Length (ft)		115				140		50	40			130
Base Capacity (vph)		176	1648			174	2042	1084	635	328		773
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		0.21	0.85			0.62	0.54	0.27	0.50	0.70		0.42

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 33 (24%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Lane Group	↓ SBT	↙ SBR
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)	40.0	
Total Split (%)	28.6%	
Maximum Green (s)	32.0	
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)	2	
Act Effct Green (s)	22.9	
Actuated g/C Ratio	0.16	
v/c Ratio	0.71	
Control Delay	68.4	
Queue Delay	0.0	
Total Delay	68.4	
LOS	E	
Approach Delay	61.8	
Approach LOS	E	
Queue Length 50th (ft)	179	
Queue Length 95th (ft)	247	
Internal Link Dist (ft)	369	
Turn Bay Length (ft)		
Base Capacity (vph)	400	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.51	
Intersection Summary		

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

FB B Saturday Midday-Alternative

05/24/2024

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 42.9

Intersection LOS: D

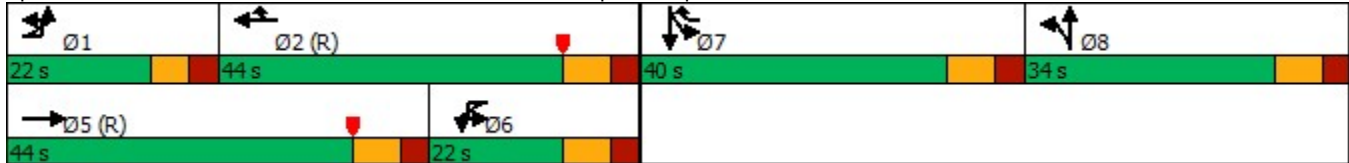
Intersection Capacity Utilization 81.5%

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.

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






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

FB B Saturday Midday-Alternative
05/24/2024

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	2	45	0	272	0	8	23	3	369	762	7	2
Future Volume (vph)	2	45	0	272	0	8	23	3	369	762	7	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	11	12	12	12
Storage Length (ft)		0		0	0		0		420		0	
Storage Lanes		0		2	0		0		2		0	
Taper Length (ft)		0			0				80			
Lane Util. Factor	1.00	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.97	0.95	0.95	0.95
Ped Bike Factor									1.00	1.00		
Frt				0.850		0.901				0.999		
Flt Protected			0.950						0.950			
Satd. Flow (prot)	0	0	1771	2814	0	1712	0	0	3319	3570	0	0
Flt Permitted			0.735						0.222			
Satd. Flow (perm)	0	0	1370	2814	0	1712	0	0	775	3570	0	0
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)				76		25				2		
Link Speed (mph)			40			30				40		
Link Distance (ft)			756			287				1121		
Travel Time (s)			12.9			6.5				19.1		
Confl. Peds. (#/hr)									2		3	
Confl. Bikes (#/hr)											1	
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%	2%	0%	1%	0%	0%	0%	0%	2%	1%	0%	0%
Adj. Flow (vph)	2	48	0	292	0	9	25	3	397	819	8	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	50	292	0	34	0	0	400	827	0	0
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	R NA	Left	Left	Right	R NA
Median Width(ft)			12			0				36		
Link Offset(ft)			0			0				0		
Crosswalk Width(ft)			24			16				28		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	9	15		9	9
Number of Detectors	0	1	1	1	1	2		1	1	2		1
Detector Template		Left			Left			Left		Thru		Left
Leading Detector (ft)	0	20	30	25	20	22		20	25	100		20
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)	0	20	30	25	20	6		20	25	6		20
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		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		
Detector 2 Size(ft)						10				6		
Detector 2 Type						Cl+Ex				Cl+Ex		

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

Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	18	690	20
Future Volume (vph)	18	690	20
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	12	12	12
Storage Length (ft)	105		0
Storage Lanes	1		0
Taper Length (ft)	70		
Lane Util. Factor	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00	
Frt		0.996	
Flt Protected	0.950		
Satd. Flow (prot)	1805	3560	0
Flt Permitted	0.340		
Satd. Flow (perm)	645	3560	0
Right Turn on Red			Yes
Satd. Flow (RTOR)		3	
Link Speed (mph)		40	
Link Distance (ft)		822	
Travel Time (s)		14.0	
Confl. Peds. (#/hr)	3		2
Confl. Bikes (#/hr)			
Peak Hour Factor	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	0%
Adj. Flow (vph)	19	742	22
Shared Lane Traffic (%)			
Lane Group Flow (vph)	21	764	0
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		32	
Link Offset(ft)		0	
Crosswalk Width(ft)		40	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Number of Detectors	1	2	
Detector Template		Thru	
Leading Detector (ft)	25	100	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	25	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	

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

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Detector 2 Channel												
Detector 2 Extend (s)						0.0				0.0		
Turn Type	Perm	Perm	NA	custom		NA		pm+pt	pm+pt	NA		Perm
Protected Phases			4			8		5	5	2		
Permitted Phases	4	4		4 5	8			2	2			6
Detector Phase	4	4	4	4 5	8	8		5	5	2		6
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0		6.0	6.0		6.0	6.0	20.0		20.0
Minimum Split (s)	12.0	12.0	12.0		12.0	12.0		11.0	11.0	26.0		26.0
Total Split (s)	31.0	31.0	31.0		31.0	31.0		25.0	25.0	34.0		34.0
Total Split (%)	34.4%	34.4%	34.4%		34.4%	34.4%		27.8%	27.8%	37.8%		37.8%
Maximum Green (s)	25.0	25.0	25.0		25.0	25.0		20.0	20.0	28.0		28.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		3.0	3.0	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		
Total Lost Time (s)			6.0			6.0			5.0	6.0		
Lead/Lag								Lead	Lead			Lag
Lead-Lag Optimize?								Yes	Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	0.2		0.2
Recall Mode	None	None	None		None	None		None	None	Min		Min
Walk Time (s)	8.0	8.0	8.0		8.0	8.0						
Flash Dont Walk (s)	22.0	22.0	22.0		22.0	22.0						
Pedestrian Calls (#/hr)	1	1	1		1	1						
Act Effct Green (s)			11.1	28.1		11.1			40.0	38.9		
Actuated g/C Ratio			0.18	0.45		0.18			0.64	0.62		
v/c Ratio			0.21	0.22		0.11			0.41	0.37		
Control Delay			24.3	7.5		12.4			7.0	7.3		
Queue Delay			0.0	0.0		0.0			0.0	0.0		
Total Delay			24.3	7.5		12.4			7.0	7.3		
LOS			C	A		B			A	A		
Approach Delay			9.9			12.4				7.2		
Approach LOS			A			B				A		
Queue Length 50th (ft)			15	23		3			21	55		
Queue Length 95th (ft)			48	50		25			81	184		
Internal Link Dist (ft)			676			207				1041		
Turn Bay Length (ft)									420			
Base Capacity (vph)			589	1707		750			1348	3148		
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	0.17		0.05			0.30	0.26		

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 62.6
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.61



Lane Group	SBL	SBT	SBR
Detector 2 Channel			
Detector 2 Extend (s)		0.0	
Turn Type	Perm	NA	
Protected Phases		6	
Permitted Phases	6		
Detector Phase	6	6	
Switch Phase			
Minimum Initial (s)	20.0	20.0	
Minimum Split (s)	26.0	26.0	
Total Split (s)	34.0	34.0	
Total Split (%)	37.8%	37.8%	
Maximum Green (s)	28.0	28.0	
Yellow Time (s)	4.0	4.0	
All-Red Time (s)	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	6.0	
Lead/Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	0.2	0.2	
Recall Mode	Min	Min	
Walk Time (s)			
Flash Dont Walk (s)			
Pedestrian Calls (#/hr)			
Act Effct Green (s)	21.9	21.9	
Actuated g/C Ratio	0.35	0.35	
v/c Ratio	0.09	0.61	
Control Delay	20.1	21.4	
Queue Delay	0.0	0.0	
Total Delay	20.1	21.4	
LOS	C	C	
Approach Delay		21.3	
Approach LOS		C	
Queue Length 50th (ft)	4	104	
Queue Length 95th (ft)	29	283	
Internal Link Dist (ft)		742	
Turn Bay Length (ft)	105		
Base Capacity (vph)	302	1673	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.07	0.46	
Intersection Summary			

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

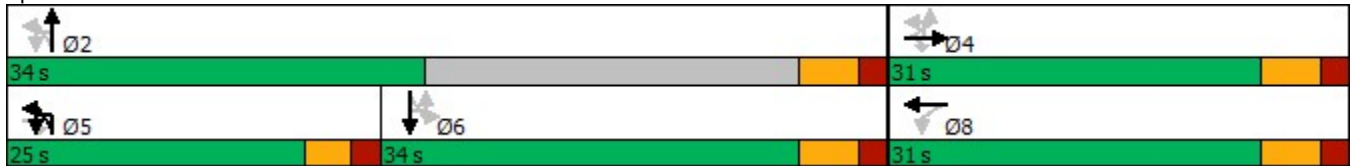
FB B Saturday Midday-Alternative

05/24/2024

Intersection Signal Delay: 12.3
 Intersection Capacity Utilization 64.0%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

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



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

FB B Saturday Midday-Alternative

05/24/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	17	46	1328	75	29	53	1048	104	64	20	71	105
Future Volume (vph)	17	46	1328	75	29	53	1048	104	64	20	71	105
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	1634	5085	1507	0	1782	5085	1507	0	1682	1507	1685
Flt Permitted		0.950				0.950				0.772		0.701
Satd. Flow (perm)	0	1632	5085	1437	0	1768	5085	1484	0	1323	1487	1241
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)	18	47	1369	77	30	55	1080	107	66	21	73	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	65	1369	77	0	85	1080	107	0	87	73	108
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	46
Future Volume (vph)	9	46
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	47
Shared Lane Traffic (%)		
Lane Group Flow (vph)	9	47
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

FB B Saturday Midday-Alternative

05/24/2024

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)		10.6	86.4	86.4		11.3	89.7	89.7		20.3	20.3	20.3
Actuated g/C Ratio		0.08	0.62	0.62		0.08	0.64	0.64		0.14	0.14	0.14
v/c Ratio		0.53	0.44	0.09		0.59	0.33	0.11		0.45	0.34	0.60
Control Delay		63.8	19.0	20.7		80.7	6.4	6.9		59.4	54.7	67.5
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		63.8	19.0	20.7		80.7	6.4	6.9		59.4	54.7	67.5
LOS		E	B	C		F	A	A		E	D	E
Approach Delay			21.1				11.4			57.2		
Approach LOS			C				B			E		
Queue Length 50th (ft)		61	117	18		75	82	22		75	62	96
Queue Length 95th (ft)		m85	380	m74		m138	95	37		111	94	135
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		303	3138	886		330	3257	951		368	414	345
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	0.44	0.09		0.26	0.33	0.11		0.24	0.18	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: 105
 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)	20.3	20.3
Actuated g/C Ratio	0.14	0.14
v/c Ratio	0.04	0.22
Control Delay	44.7	51.0
Queue Delay	0.0	0.0
Total Delay	44.7	51.0
LOS	D	D
Approach Delay	61.5	
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	0.12
Intersection Summary		

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

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 21.1

Intersection LOS: C

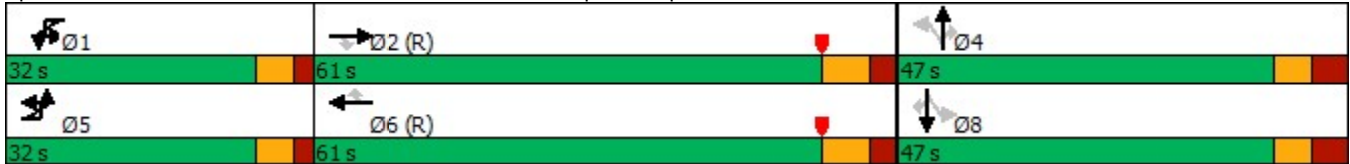
Intersection Capacity Utilization 95.8%

ICU Level of Service F

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

FB B Saturday Midday-Alternative

05/24/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	146	1331	7	4	7	1025	138	7	15	17	114	4
Future Volume (vph)	146	1331	7	4	7	1025	138	7	15	17	114	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			0.858
Flt Protected	0.950				0.950				0.992		0.950	
Satd. Flow (prot)	3213	3505	1417	0	1805	3539	1553	0	1774	0	3502	1496
Flt Permitted	0.950				0.950				0.923		0.950	
Satd. Flow (perm)	3202	3505	1383	0	1801	3539	1512	0	1649	0	3502	1496
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							147					
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)	155	1416	7	4	7	1090	147	7	16	18	121	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	155	1416	7	0	11	1090	147	0	41	0	121	71
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













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

Lane Group	SBR	Ø2
Lane Configurations		
Traffic Volume (vph)	128	
Future Volume (vph)	128	
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)	136	
Shared Lane Traffic (%)	49%	
Lane Group Flow (vph)	69	
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

FB B Saturday Midday-Alternative

05/24/2024

												
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)	11.1	79.4	79.4		12.3	80.5	102.4		7.9		14.8	14.8
Actuated g/C Ratio	0.08	0.57	0.57		0.09	0.58	0.73		0.06		0.11	0.11
v/c Ratio	0.61	0.71	0.01		0.07	0.54	0.13		0.44		0.33	0.45
Control Delay	72.4	27.4	21.0		46.0	12.3	3.0		77.6		57.8	64.7
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	72.4	27.4	21.0		46.0	12.3	3.0		77.6		57.8	64.7
LOS	E	C	C		D	B	A		E		E	E
Approach Delay		31.8				11.5			77.6			61.4
Approach LOS		C				B			E			E
Queue Length 50th (ft)	71	467	3		9	124	2		37		55	67
Queue Length 95th (ft)	107	#880	15		m31	590	46		76		72	101
Internal Link Dist (ft)		418				500			180			320
Turn Bay Length (ft)	90		125		150		405				125	
Base Capacity (vph)	305	1986	783		167	2054	1314		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	0.51	0.71	0.01		0.07	0.53	0.11		0.25		0.14	0.20

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: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 26.8
 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)	14.8	
Actuated g/C Ratio	0.11	
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)	65	
Queue Length 95th (ft)	98	
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		

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

Intersection Capacity Utilization 72.2% 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.

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

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



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

FB B Saturday Midday-Alternative













05/24/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	303	135	140	259	88	161	938	204	133	716	119
Future Volume (vph)	95	303	135	140	259	88	161	938	204	133	716	119
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	11	11	11	12	11
Storage Length (ft)	165		85	95		130	160		0	325		145
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	75			110			160			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00		0.99	1.00	1.00		1.00	0.99				0.98
Frt			0.850		0.962			0.973				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1620	1739	1478	1685	3151	0	1652	3334	0	1728	3574	1561
Flt Permitted	0.476			0.250			0.288			0.103		
Satd. Flow (perm)	811	1739	1458	443	3151	0	500	3334	0	187	3574	1536
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)			100		26							
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		552			635			457			1121	
Travel Time (s)		9.4			10.8			7.8			19.1	
Confl. Peds. (#/hr)	1		1	1		1	2		5	5		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 (%)	4%	2%	2%	0%	2%	4%	2%	1%	2%	1%	1%	0%
Parking (#/hr)									0			
Adj. Flow (vph)	99	316	141	146	270	92	168	977	213	139	746	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	316	141	146	362	0	168	1190	0	139	746	124
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)		10			10			13			11	
Link Offset(ft)		0			-12			0			-5	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.04	1.04	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		2	2	2
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	55	100	100	55	100		55	100		55	100	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	6	6	20	6		20	6		20	6	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)	35	94	94	35	94		35	94		35	94	94
Detector 2 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex

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

FB B Saturday Midday-Alternative

05/24/2024

												
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	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		4
Detector Phase	5	2	2	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	20.0		5.0	20.0	20.0
Minimum Split (s)	10.0	18.0	18.0	10.0	18.0		10.0	28.0		10.0	28.0	28.0
Total Split (s)	21.0	43.0	43.0	21.0	43.0		21.0	78.0		21.0	78.0	78.0
Total Split (%)	12.9%	26.4%	26.4%	12.9%	26.4%		12.9%	47.9%		12.9%	47.9%	47.9%
Maximum Green (s)	16.0	35.0	35.0	16.0	35.0		16.0	70.0		16.0	70.0	70.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	5.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0		2.0	3.0		2.0	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	0.0
Total Lost Time (s)	5.0	8.0	8.0	5.0	8.0		5.0	8.0		5.0	8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	6.0		2.0	6.0	6.0
Recall Mode	None	None	None	None	None		None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Dont Walk (s)		23.0	23.0		23.0			18.0			18.0	18.0
Pedestrian Calls (#/hr)		1	1		2			0			0	0
Act Effct Green (s)	45.1	31.2	31.2	49.3	33.3		79.1	64.5		80.7	65.2	65.2
Actuated g/C Ratio	0.31	0.21	0.21	0.33	0.23		0.54	0.44		0.55	0.44	0.44
v/c Ratio	0.32	0.86	0.36	0.57	0.50		0.47	0.82		0.60	0.47	0.18
Control Delay	37.4	79.8	20.5	44.1	50.0		20.1	42.8		29.8	31.0	27.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	37.4	79.8	20.5	44.1	50.0		20.1	42.8		29.8	31.0	27.4
LOS	D	E	C	D	D		C	D		C	C	C
Approach Delay		57.2			48.3			40.0			30.4	
Approach LOS		E			D			D			C	
Queue Length 50th (ft)	69	313	34	105	157		79	552		64	278	76
Queue Length 95th (ft)	119	#489	104	168	224		123	687		123	361	130
Internal Link Dist (ft)		472			555			377			1041	
Turn Bay Length (ft)	165		85	95			160			325		145
Base Capacity (vph)	363	420	428	290	806		408	1612		276	1736	746
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	0.27	0.75	0.33	0.50	0.45		0.41	0.74		0.50	0.43	0.17

Intersection Summary

Area Type: Other
 Cycle Length: 163
 Actuated Cycle Length: 147.5
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.86

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

Intersection Signal Delay: 41.2

Intersection LOS: D

Intersection Capacity Utilization 85.6%

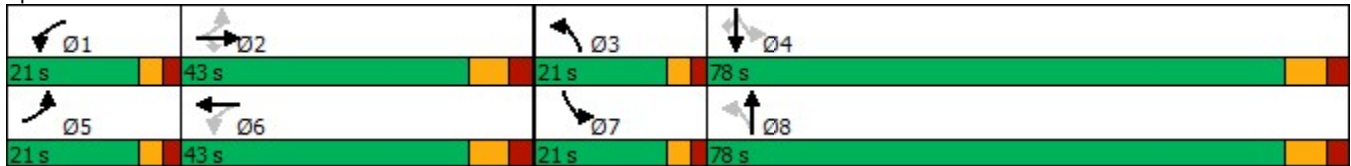
ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 19: Merrick Ave & Front St



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

FB B Saturday Midday-Alternative













05/24/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	381	122	163	346	48	149	390	173	53	330	62
Future Volume (vph)	101	381	122	163	346	48	149	390	173	53	330	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		75	110		0	0		150	80		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	50			50			0			45		
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		0.93	0.98	0.99			0.98		0.99	0.99	
Frt			0.850		0.982			0.954			0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1881	1599	1787	1809	0	1787	1732	0	1736	1790	0
Flt Permitted	0.519			0.223			0.223			0.359		
Satd. Flow (perm)	947	1881	1486	413	1809	0	420	1732	0	649	1790	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								19			7	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		370			466			338			371	
Travel Time (s)		6.3			7.9			7.7			8.4	
Confl. Peds. (#/hr)	24		17	17		24	15		14	14		15
Confl. Bikes (#/hr)			1						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 (%)	0%	1%	1%	1%	2%	2%	1%	3%	2%	4%	3%	0%
Parking (#/hr)						0						
Adj. Flow (vph)	106	401	128	172	364	51	157	411	182	56	347	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	401	128	172	415	0	157	593	0	56	412	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			12			12			12	
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	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	2	2		2	2		2	2	
Detector Template	Left	Thru			Thru							
Leading Detector (ft)	20	100	0	55	100		55	55		55	55	
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	0	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	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		35	94		35	35		35	35	
Detector 2 Size(ft)		6		20	6		20	20		20	20	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

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

FB B Saturday Midday-Alternative

05/24/2024

												
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	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases		2		1	6		7	4				8
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	1	6		7	4		8		8
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		5.0	12.0		12.0		12.0
Minimum Split (s)	28.0	28.0	28.0	10.0	28.0		10.0	28.0		28.0		28.0
Total Split (s)	61.0	61.0	61.0	17.0	61.0		17.0	36.0		36.0		36.0
Total Split (%)	46.6%	46.6%	46.6%	13.0%	46.6%		13.0%	27.5%		27.5%		27.5%
Maximum Green (s)	55.0	55.0	55.0	12.0	55.0		12.0	30.0		30.0		30.0
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0		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	0.0		0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	5.0	6.0		5.0	6.0		6.0		6.0
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes		Yes
Vehicle Extension (s)	4.0	4.0	4.0	1.0	4.0		2.0	3.0		3.0		3.0
Recall Mode	Min	Min	Min	None	Min		None	None		None		None
Walk Time (s)	7.0	7.0	7.0		7.0			7.0		7.0		7.0
Flash Dont Walk (s)	15.0	15.0	15.0		15.0			15.0		15.0		15.0
Pedestrian Calls (#/hr)	5	5	5		5			6		8		8
Act Effct Green (s)	28.5	28.5	28.5	43.8	42.8		46.1	45.1		29.6		29.6
Actuated g/C Ratio	0.28	0.28	0.28	0.44	0.43		0.46	0.45		0.30		0.30
v/c Ratio	0.39	0.75	0.30	0.56	0.54		0.47	0.75		0.29		0.77
Control Delay	33.8	42.1	30.1	24.6	23.9		23.1	31.4		36.9		45.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0		0.0
Total Delay	33.8	42.1	30.1	24.6	23.9		23.1	31.4		36.9		45.2
LOS	C	D	C	C	C		C	C		D		D
Approach Delay		38.3			24.1			29.7				44.2
Approach LOS		D			C			C				D
Queue Length 50th (ft)	56	237	65	68	197		57	296		28		239
Queue Length 95th (ft)	108	354	118	111	284		125	#596		77		#482
Internal Link Dist (ft)		290			386			258				291
Turn Bay Length (ft)	75		75	110						80		
Base Capacity (vph)	530	1052	831	348	1325		360	838		197		551
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	0.38	0.15	0.49	0.31		0.44	0.71		0.28		0.75

Intersection Summary

Area Type: Other
 Cycle Length: 131
 Actuated Cycle Length: 100.1
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77

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

Intersection Signal Delay: 33.4

Intersection LOS: C

Intersection Capacity Utilization 91.2%

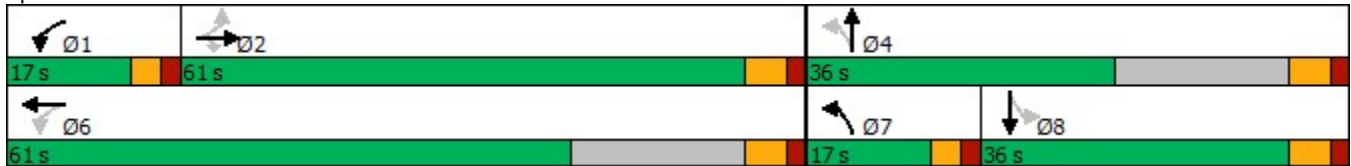
ICU Level of Service F

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.




















Splits and Phases: 20: Uniondale Ave & Front St



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

FB B Saturday Midday-Alternative













05/24/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	582	10	9	514	32	19	41	8	27	38	22
Future Volume (vph)	27	582	10	9	514	32	19	41	8	27	38	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	14	14	14	16	16	16
Storage Length (ft)	45		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	45			40			0			0		
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	1.00	1.00		1.00	1.00			0.99			0.99	
Frt		0.998			0.991			0.985			0.966	
Flt Protected	0.950			0.950				0.986			0.985	
Satd. Flow (prot)	1685	1752	0	1685	1738	0	0	1963	0	0	1999	0
Flt Permitted	0.406			0.374				0.882			0.872	
Satd. Flow (perm)	718	1752	0	661	1738	0	0	1752	0	0	1767	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		258			261			408			539	
Travel Time (s)		4.4			4.4			9.3			12.3	
Confl. Peds. (#/hr)	7		13	13		7	4		2	2		4
Confl. Bikes (#/hr)			2			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%	1%	0%	0%	1%	0%	0%	0%	0%	0%	4%	0%
Parking (#/hr)						0						
Adj. Flow (vph)	28	606	10	9	535	33	20	43	8	28	40	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	616	0	9	568	0	0	71	0	0	91	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)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	0.92	0.92	0.92	0.85	0.85	0.85
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	2		0	2		1	2		1	2	
Detector Template							Left			Left		
Leading Detector (ft)	0	184		0	180		20	22		20	36	
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)	0	6		0	6		20	6		20	6	
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		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)		178			174			16			30	
Detector 2 Size(ft)		6			6			6			6	

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

FB B Saturday Midday-Alternative

05/24/2024

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	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	36.0	36.0		36.0	36.0		15.5	15.5		15.5	15.5	
Total Split (s)	61.0	61.0		61.0	61.0		28.5	28.5		28.5	28.5	
Total Split (%)	68.2%	68.2%		68.2%	68.2%		31.8%	31.8%		31.8%	31.8%	
Maximum Green (s)	55.0	55.0		55.0	55.0		23.0	23.0		23.0	23.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		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	
Total Lost Time (s)	6.0	6.0		6.0	6.0			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)							7.0	7.0		7.0	7.0	
Flash Dont Walk (s)							12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)							4	4		2	2	
Act Effct Green (s)	37.9	37.9		37.9	37.9			11.6			11.6	
Actuated g/C Ratio	0.67	0.67		0.67	0.67			0.21			0.21	
v/c Ratio	0.06	0.52		0.02	0.49			0.20			0.25	
Control Delay	5.9	9.1		5.7	8.6			21.3			21.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	5.9	9.1		5.7	8.6			21.3			21.9	
LOS	A	A		A	A			C			C	
Approach Delay		9.0			8.6			21.3			21.9	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)	3	102		1	91			18			24	
Queue Length 95th (ft)	15	254		7	226			59			71	
Internal Link Dist (ft)		178			181			328			459	
Turn Bay Length (ft)	45			50								
Base Capacity (vph)	677	1652		623	1639			732			738	
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	0.04	0.37		0.01	0.35			0.10			0.12	

Intersection Summary

Area Type: Other
 Cycle Length: 89.5
 Actuated Cycle Length: 56.5
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated

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

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 10.3

Intersection Capacity Utilization 50.1%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service A

Splits and Phases: 21: California Ave & Front St



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













FB B Saturday Midday-Alternative

05/24/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	55	933	0	413	671	21	4	50	149	0	28	202
Future Volume (vph)	55	933	0	413	671	21	4	50	149	0	28	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	0		0		0		0	0	
Storage Lanes	1		0	1		0		1		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	0.97				1.00							1.00
Frt					0.995							0.970
Flt Protected	0.950			0.950				0.950				0.995
Satd. Flow (prot)	1805	3438	0	1770	3548	0	0	1742	1881	0	0	3390
Flt Permitted	0.380			0.156				0.499				0.893
Satd. Flow (perm)	703	3438	0	291	3548	0	0	915	1881	0	0	3043
Right Turn on Red			Yes			No				Yes		
Satd. Flow (RTOR)												
Link Speed (mph)		30			30				40			30
Link Distance (ft)		200			171				241			307
Travel Time (s)		4.5			3.9				4.1			7.0
Confl. Peds. (#/hr)	46					46						
Confl. Bikes (#/hr)						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 (%)	0%	5%	0%	2%	1%	0%	25%	2%	1%	0%	4%	3%
Adj. Flow (vph)	57	962	0	426	692	22	4	52	154	0	29	208
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	962	0	426	714	0	0	56	154	0	0	297
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				12			0
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	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	0		1	0		1	1	1		1	2
Detector Template	Left			Left			Left	Left			Left	
Leading Detector (ft)	30	0		20	0		20	20	30		20	22
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	0		20	0		20	20	30		20	6
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)												16
Detector 2 Size(ft)												6
Detector 2 Type												Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	58
Future Volume (vph)	58
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	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	2
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Adj. Flow (vph)	60
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
22: Peninsula Blvd/Bennett Ave & Fulton Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)												0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Perm	NA		Perm	NA
Protected Phases	5	2		1	6				8			4
Permitted Phases	2			6			8	8			4	
Detector Phase	5	2		1	6		8	8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		8.0	8.0	8.0		8.0	8.0
Minimum Split (s)	8.0	26.0		8.0	26.0		14.0	14.0	14.0		14.0	14.0
Total Split (s)	26.0	41.0		26.0	41.0		33.0	33.0	33.0		33.0	33.0
Total Split (%)	26.0%	41.0%		26.0%	41.0%		33.0%	33.0%	33.0%		33.0%	33.0%
Maximum Green (s)	21.0	35.0		21.0	35.0		27.0	27.0	27.0		27.0	27.0
Yellow Time (s)	3.0	4.0		3.0	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			0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0			6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0		2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None		None	None
Walk Time (s)		8.0					8.0	8.0	8.0			
Flash Dont Walk (s)		18.0					18.0	18.0	18.0			
Pedestrian Calls (#/hr)		0					0	0	0			
Act Effct Green (s)	54.8	41.3		73.1	54.6			15.9	15.9			15.9
Actuated g/C Ratio	0.55	0.41		0.73	0.55			0.16	0.16			0.16
v/c Ratio	0.11	0.68		0.72	0.37			0.39	0.52			0.61
Control Delay	13.3	40.7		22.2	15.1			37.8	37.5			44.3
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.2			0.0
Total Delay	13.3	40.7		22.2	15.1			37.8	37.7			44.3
LOS	B	D		C	B			D	D			D
Approach Delay		39.1			17.8				37.7			44.3
Approach LOS		D			B				D			D
Queue Length 50th (ft)	23	301		137	126			24	68			94
Queue Length 95th (ft)	m30	m325		270	223			44	94			128
Internal Link Dist (ft)		120			91				161			227
Turn Bay Length (ft)	105											
Base Capacity (vph)	676	1421		596	1938			247	507			821
Starvation Cap Reductn	0	0		0	0			0	79			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	0.08	0.68		0.71	0.37			0.23	0.36			0.36

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72



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

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

Intersection Signal Delay: 30.5
 Intersection Capacity Utilization 83.9%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

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



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

FB B Saturday Midday-Alternative













05/24/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	859	41	91	585	122	53	689	57	139	538	83
Future Volume (vph)	113	859	41	91	585	122	53	689	57	139	538	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	230		0	0		0	170		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			85			0			175		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.98	1.00		0.99	0.98		0.98	0.99		0.99	0.99	
Frt		0.993			0.974			0.989			0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3406	0	1805	3394	0	1805	3505	0	1770	3445	0
Flt Permitted	0.199			0.133			0.312			0.166		
Satd. Flow (perm)	365	3406	0	250	3394	0	583	3505	0	305	3445	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			25			9			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		452			760			441			631	
Travel Time (s)		10.3			17.3			10.0			14.3	
Confl. Peds. (#/hr)	81		54	54		81	47		56	56		47
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%	5%	3%	0%	1%	6%	0%	1%	5%	2%	2%	1%
Parking (#/hr)						0						
Adj. Flow (vph)	118	895	43	95	609	127	55	718	59	145	560	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	938	0	95	736	0	55	777	0	145	646	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			24			12			12	
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	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	30		30	30		30	30		30	30	
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)	30	30		30	30		30	30		30	30	
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	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		

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

FB B Saturday Midday-Alternative

05/24/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	34.0		9.0	34.0		9.0	34.0		9.0	34.0	
Total Split (s)	15.0	35.0		15.0	35.0		15.0	35.0		15.0	35.0	
Total Split (%)	15.0%	35.0%		15.0%	35.0%		15.0%	35.0%		15.0%	35.0%	
Maximum Green (s)	9.0	29.0		9.0	29.0		9.0	29.0		9.0	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	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	0.2		2.0	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)		21.0			21.0			21.0			21.0	
Pedestrian Calls (#/hr)		16			19			18			27	
Act Effct Green (s)	38.5	31.7		36.1	28.8		37.4	31.1		42.1	35.0	
Actuated g/C Ratio	0.38	0.32		0.36	0.29		0.37	0.31		0.42	0.35	
v/c Ratio	0.47	0.87		0.47	0.74		0.19	0.71		0.58	0.53	
Control Delay	23.2	42.3		32.0	26.4		18.9	35.5		27.7	29.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.2	42.3		32.0	26.4		18.9	35.5		27.7	29.2	
LOS	C	D		C	C		B	D		C	C	
Approach Delay		40.2			27.1			34.4			28.9	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	40	278		18	209		21	248		59	187	
Queue Length 95th (ft)	80	#436		84	110		43	305		95	241	
Internal Link Dist (ft)		372			680			361			551	
Turn Bay Length (ft)	60			230						170		
Base Capacity (vph)	271	1083		234	1055		343	1130		260	1227	
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	0.44	0.87		0.41	0.70		0.16	0.69		0.56	0.53	

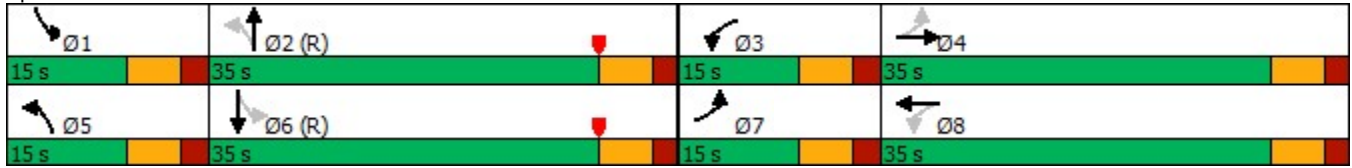
Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 50 (50%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 33.2
 Intersection Capacity Utilization 81.3%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Intersection LOS: C
 ICU Level of Service D

Queue shown is maximum after two cycles.

Splits and Phases: 23: Clinton St & Fulton Ave



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

FB B Saturday Midday-Alternative













05/24/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	623	143	54	474	117	99	641	91	151	770	169
Future Volume (vph)	178	623	143	54	474	117	99	641	91	151	770	169
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		0.89		0.98		0.99	0.99		0.97	0.99	
Frt			0.850		0.973			0.981			0.973	
Flt Protected	0.950				0.996		0.950			0.950		
Satd. Flow (prot)	1671	3539	1599	0	3262	0	1608	3317	0	1593	3265	0
Flt Permitted	0.201				0.825		0.124			0.365		
Satd. Flow (perm)	343	3539	1430	0	2695	0	208	3317	0	592	3265	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)	63		78	78		63	43		76	76		43
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 (%)	8%	2%	1%	2%	2%	2%	1%	2%	1%	2%	1%	11%
Parking (#/hr)						0						
Adj. Flow (vph)	184	642	147	56	489	121	102	661	94	156	794	174
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	642	147	0	666	0	102	755	0	156	968	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	

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

FB B Saturday Midday-Alternative

05/24/2024

												
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)		14	14		25			26		21		21
Act Effct Green (s)	38.4	36.4	36.4		24.1		43.6	41.6		32.8		32.8
Actuated g/C Ratio	0.43	0.40	0.40		0.27		0.48	0.46		0.36		0.36
v/c Ratio	0.69	0.45	0.25		0.92		0.51	0.49		0.73		0.81
Control Delay	32.4	20.9	19.5		53.1		22.0	18.2		48.5		33.7
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0
Total Delay	32.4	20.9	19.5		53.1		22.0	18.2		48.5		33.7
LOS	C	C	B		D		C	B		D		C
Approach Delay		22.9			53.1			18.7				35.8
Approach LOS		C			D			B				D
Queue Length 50th (ft)	66	137	55		197		30	150		77		264
Queue Length 95th (ft)	#127	189	101		#312		57	195		#185		#377
Internal Link Dist (ft)		680			577			382				371
Turn Bay Length (ft)	130						130			120		
Base Capacity (vph)	272	1431	578		728		225	1601		223		1234
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	0.68	0.45	0.25		0.91		0.45	0.47		0.70		0.78

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 6 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 70

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

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 31.4

Intersection LOS: C

Intersection Capacity Utilization 91.3%

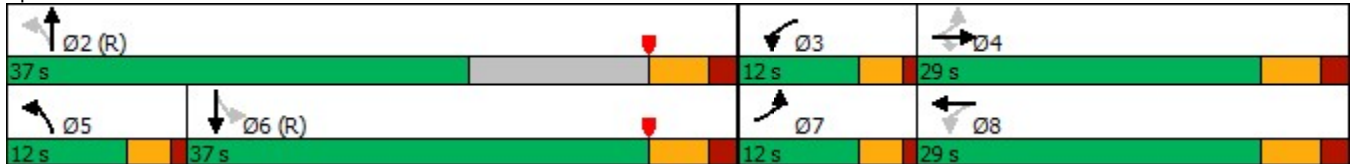
ICU Level of Service F

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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



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

FB B Saturday Midday-Alternative
05/24/2024













Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	714	67	2	327	644	221	0	464	395	133	592
Future Volume (vph)	0	714	67	2	327	644	221	0	464	395	133	592
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		0.987					0.850		0.931			0.990
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	3431	0	0	1728	3610	1830	0	3057	0	1624	3111
Flt Permitted					0.950						0.139	
Satd. Flow (perm)	0	3431	0	0	1720	3610	1792	0	3057	0	237	3111
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		11					127		243			12
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)	8		11		11		8	61		5	5	
Confl. Bikes (#/hr)										4		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	2%	0%	1%	0%	0%	0%	3%	0%	0%	3%
Adj. Flow (vph)	0	721	68	2	330	651	223	0	469	399	134	598
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	789	0	0	332	651	223	0	868	0	134	643
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

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	45
Future Volume (vph)	45
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)	61
Confl. Bikes (#/hr)	1
Peak Hour Factor	0.99
Heavy Vehicles (%)	0%
Adj. Flow (vph)	45
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	

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

FB B Saturday Midday-Alternative

05/24/2024

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
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)		20				2			4			3
Act Effct Green (s)		25.3			12.7	43.5	50.3		23.2		35.5	35.5
Actuated g/C Ratio		0.28			0.14	0.48	0.56		0.26		0.39	0.39
v/c Ratio		0.81			1.36	0.37	0.21		0.90		0.68	0.52
Control Delay		37.4			221.8	16.2	4.2		35.9		48.2	21.6
Queue Delay		0.0			0.0	0.0	0.0		0.0		0.0	0.0
Total Delay		37.4			221.8	16.2	4.2		35.9		48.2	21.6
LOS		D			F	B	A		D		D	C
Approach Delay		37.4				70.6			35.9			26.2
Approach LOS		D				E			D			C
Queue Length 50th (ft)		206			~272	115	20		186		50	143
Queue Length 95th (ft)		#313			#476	181	53		253		79	168
Internal Link Dist (ft)		286				419			237			456
Turn Bay Length (ft)							125				325	
Base Capacity (vph)		990			244	1745	1130		1071		264	1475
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		0.80			1.36	0.37	0.20		0.81		0.51	0.44

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 44 (49%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 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

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

Maximum v/c Ratio: 1.36

Intersection Signal Delay: 45.6

Intersection Capacity Utilization 91.6%

Analysis Period (min) 15

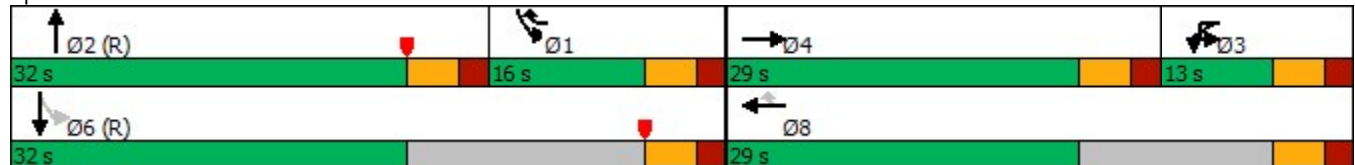
Intersection LOS: D

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: 25: Franklin Ave & Stewart Ave



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

FB B Saturday Midday-Alternative

05/24/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	919	215	262	754	186	189	368	163	124	272	35
Future Volume (vph)	83	919	215	262	754	186	189	368	163	124	272	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	11	11	11	11	13	10	11	11
Storage Length (ft)	95		275	390		120	350		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	55			45			85			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor			0.98			0.98	1.00	0.99		1.00	1.00	
Frt			0.850			0.850		0.954			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1572	3421	1501	1652	3388	1546	1678	3254	0	1668	3412	0
Flt Permitted	0.349			0.083			0.378			0.208		
Satd. Flow (perm)	577	3421	1474	144	3388	1509	665	3254	0	364	3412	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								50			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			451			495			529	
Travel Time (s)		9.8			10.3			11.3			12.0	
Confl. Peds. (#/hr)	6		3	3		6	5		6	6		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 (%)	11%	2%	4%	2%	3%	1%	4%	2%	1%	1%	0%	3%
Parking (#/hr)												0
Adj. Flow (vph)	88	978	229	279	802	198	201	391	173	132	289	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	978	229	279	802	198	201	564	0	132	326	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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.09	1.04	1.04	1.04	1.04	0.96	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	1		1	1	
Detector Template		Thru			Thru							
Leading Detector (ft)	40	100	6	30	100	6	40	40		40	40	
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)	40	6	6	30	6	6	40	40		40	40	
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							

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

FB B Saturday Midday-Alternative
05/24/2024

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							
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	3.0	3.0	20.0	3.0	3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	27.0	9.0	9.0	27.0	9.0	9.0	16.0		9.0	16.0	
Total Split (s)	23.0	48.0	23.0	23.0	48.0	23.0	23.0	46.0		23.0	46.0	
Total Split (%)	16.4%	34.3%	16.4%	16.4%	34.3%	16.4%	16.4%	32.9%		16.4%	32.9%	
Maximum Green (s)	17.0	42.0	17.0	17.0	42.0	17.0	17.0	40.0		17.0	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		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2	2.0	2.0	0.2	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Walk Time (s)		1.0			1.0			7.0			7.0	
Flash Dont Walk (s)		20.0			20.0			25.0			25.0	
Pedestrian Calls (#/hr)		2			2			1			2	
Act Effct Green (s)	54.6	46.4	61.9	81.2	67.0	79.8	43.6	28.0		38.0	25.2	
Actuated g/C Ratio	0.39	0.33	0.44	0.58	0.48	0.57	0.31	0.20		0.27	0.18	
v/c Ratio	0.31	0.86	0.35	0.71	0.49	0.23	0.63	0.82		0.61	0.52	
Control Delay	20.6	53.4	24.5	44.6	28.1	14.4	43.2	58.5		44.4	52.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	20.6	53.4	24.5	44.6	28.1	14.4	43.2	58.5		44.4	52.5	
LOS	C	D	C	D	C	B	D	E		D	D	
Approach Delay		46.0			29.6			54.5			50.2	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	34	440	122	182	256	75	138	240		87	140	
Queue Length 95th (ft)	73	#598	195	#368	383	142	184	290		124	174	
Internal Link Dist (ft)		352			371			415			449	
Turn Bay Length (ft)	95		275	390		120	350			125		
Base Capacity (vph)	381	1133	670	394	1622	910	334	965		267	982	
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	0.23	0.86	0.34	0.71	0.49	0.22	0.60	0.58		0.49	0.33	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 73 (52%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

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

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 42.7

Intersection LOS: D

Intersection Capacity Utilization 84.4%









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: 26: Franklin Ave/Mineola Blvd & Old Country Rd

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

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

FB B Saturday Midday-Alternative
05/24/2024














Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	277	1738	74	258	1528	644	73	335	342	682	335
Future Volume (vph)	2	277	1738	74	258	1528	644	73	335	342	682	335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		375		245	250		0	95		235	300	
Storage Lanes		1		1	2		1	1		1	2	
Taper Length (ft)		85			110			130			75	
Lane Util. Factor	0.91	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor		1.00		0.99	1.00		0.98	1.00				
Fr				0.850			0.850			0.850		
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	3502	5136	1524	3467	6471	1599	1656	3438	1583	3467	3471
Flt Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	3497	5136	1502	3465	6471	1560	1652	3438	1583	3467	3471
Right Turn on Red				Yes			No			Yes		
Satd. Flow (RTOR)				225						143		
Link Speed (mph)			30			40			30			30
Link Distance (ft)			566			700			662			581
Travel Time (s)			12.9			11.9			15.0			13.2
Confl. Peds. (#/hr)		9		6	6		9	3				
Confl. Bikes (#/hr)				1								
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	1%	6%	1%	1%	1%	9%	5%	2%	1%	4%
Adj. Flow (vph)	2	283	1773	76	263	1559	657	74	342	349	696	342
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	285	1773	76	263	1559	657	74	342	349	696	342
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)			24			24			24			24
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	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2	1	1	2	1	1	2
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100	20	20	100	20	20	100
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	6	20	20	6	20	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	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)			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)	261
Future Volume (vph)	261
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.98
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1574
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	3
Confl. Bikes (#/hr)	
Peak Hour Factor	0.98
Heavy Vehicles (%)	1%
Adj. Flow (vph)	266
Shared Lane Traffic (%)	
Lane Group Flow (vph)	266
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	1
Detector Template	Right
Leading Detector (ft)	20
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)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

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

FB B Saturday Midday-Alternative

05/24/2024

													
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	
Turn Type	Prot	Prot	NA	Free	Prot	NA	custom	Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	5	2		1	6		3	8	1	7	4	
Permitted Phases				Free			6 7			8			
Detector Phase	5	5	2		1	6	6 7	3	8	1	7	4	
Switch Phase													
Minimum Initial (s)	3.0	3.0	5.0		3.0	5.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	9.0	26.0		9.0	26.0		11.0	16.0	9.0	11.0	16.0	
Total Split (s)	27.0	27.0	60.0		18.0	51.0		22.0	47.0	18.0	35.0	60.0	
Total Split (%)	16.9%	16.9%	37.5%		11.3%	31.9%		13.8%	29.4%	11.3%	21.9%	37.5%	
Maximum Green (s)	21.0	21.0	54.0		12.0	45.0		16.0	42.0	12.0	29.0	54.0	
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	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	2.0	
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)		6.0	6.0		6.0	6.0		6.0	5.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lead	Lag		Lead	Lag		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	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	
Recall Mode	None	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)	5.0	5.0	7.0			7.0			7.0			7.0	
Flash Dont Walk (s)	7.0	7.0	28.0			28.0			33.0			33.0	
Pedestrian Calls (#/hr)	0	0	1			0			2			3	
Act Effct Green (s)		17.3	66.6	160.0	17.4	66.7	101.7	11.4	24.0	46.4	29.0	40.6	
Actuated g/C Ratio		0.11	0.42	1.00	0.11	0.42	0.64	0.07	0.15	0.29	0.18	0.25	
v/c Ratio		0.75	0.83	0.05	0.70	0.58	0.66	0.63	0.66	0.62	1.11	0.39	
Control Delay		81.9	46.1	0.1	86.6	24.7	14.2	94.2	69.7	32.3	127.5	50.2	
Queue Delay		0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	
Total Delay		81.9	46.1	0.1	86.6	24.7	15.5	94.2	69.7	32.3	127.5	50.2	
LOS		F	D	A	F	C	B	F	E	C	F	D	
Approach Delay			49.3			28.8			55.0			88.6	
Approach LOS			D			C			D			F	
Queue Length 50th (ft)		152	591	0	147	160	150	77	184	193	~426	161	
Queue Length 95th (ft)		198	#813	0	m#197	393	846	132	208	270	#556	186	
Internal Link Dist (ft)			486			620			582			501	
Turn Bay Length (ft)		375		245	250			95		235	300		
Base Capacity (vph)		463	2137	1502	377	2696	991	165	902	560	628	1171	
Starvation Cap Reductn		0	0	0	0	0	157	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		0.62	0.83	0.05	0.70	0.58	0.79	0.45	0.38	0.62	1.11	0.29	

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
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.11

Lane Group SBR

Detector 2 Extend (s)	
Turn Type	custom
Protected Phases	
Permitted Phases	4 5
Detector Phase	4 5
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)	63.9
Actuated g/C Ratio	0.40
v/c Ratio	0.42
Control Delay	36.0
Queue Delay	0.0
Total Delay	36.0
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	207
Queue Length 95th (ft)	235
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	658
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.40

Intersection Summary

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

Intersection Signal Delay: 50.0

Intersection LOS: D

Intersection Capacity Utilization 96.7%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

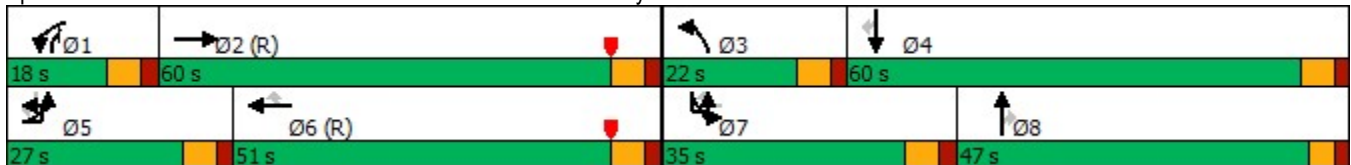
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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




























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



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

FB B Saturday Midday-Alternative













05/24/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 				 	
Traffic Volume (vph)	57	1061	285	187	1099	80	325	175	208	116	181	82
Future Volume (vph)	57	1061	285	187	1099	80	325	175	208	116	181	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	480		0	185		0	290		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	70			25			25			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			0.98	1.00	1.00				0.98		1.00	
Frt			0.850		0.990				0.850		0.967	
Flt Protected	0.950			0.950			0.950				0.985	
Satd. Flow (prot)	1805	5136	1599	1805	5079	0	3502	1881	1615	0	3412	0
Flt Permitted	0.196			0.167			0.950				0.985	
Satd. Flow (perm)	372	5136	1564	317	5079	0	3502	1881	1577	0	3406	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			282		8				95			
Link Speed (mph)		40			40			30				30
Link Distance (ft)		634			835			397				261
Travel Time (s)		10.8			14.2			9.0				5.9
Confl. Peds. (#/hr)	4		5	5		4			5	5		
Confl. Bikes (#/hr)			2						7			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%	0%	1%	0%	1%	1%	0%
Adj. Flow (vph)	58	1083	291	191	1121	82	332	179	212	118	185	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	1083	291	191	1203	0	332	179	212	0	387	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			12			24				0
Link Offset(ft)		0			0			0				-50
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
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	15		9
Number of Detectors	1	2	1	1	2		1	1	1	1	1	
Detector Template		Thru	Right		Thru					Left		
Leading Detector (ft)	30	100	20	30	100		40	40	40	20	40	
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)	30	6	20	30	6		40	40	40	20	40	
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												

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

FB B Saturday Midday-Alternative

05/24/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		4	4	1	3	3	
Permitted Phases	2		2	6					4			
Detector Phase	5	2	2	1	6		4	4	1	3	3	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0		10.0	10.0	5.0	10.0	10.0	
Minimum Split (s)	11.0	26.0	26.0	11.0	26.0		16.0	16.0	11.0	16.0	16.0	
Total Split (s)	26.0	63.0	63.0	26.0	63.0		45.0	45.0	26.0	26.0	26.0	
Total Split (%)	16.3%	39.4%	39.4%	16.3%	39.4%		28.1%	28.1%	16.3%	16.3%	16.3%	
Maximum Green (s)	20.0	57.0	57.0	20.0	57.0		39.0	39.0	20.0	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	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			0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0			6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	0.2	0.2	3.0	0.2		4.0	4.0	3.0	4.0	4.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				24.0	24.0				
Pedestrian Calls (#/hr)		0	0				2	2				
Act Effct Green (s)	77.6	69.8	69.8	93.9	82.4		22.9	22.9	40.9			25.3
Actuated g/C Ratio	0.48	0.44	0.44	0.59	0.52		0.14	0.14	0.26			0.16
v/c Ratio	0.23	0.48	0.35	0.54	0.46		0.66	0.67	0.44			0.72
Control Delay	19.9	35.1	5.5	22.9	27.2		71.0	76.5	25.6			71.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0			0.0
Total Delay	19.9	35.1	5.5	22.9	27.2		71.0	76.5	25.6			71.7
LOS	B	D	A	C	C		E	E	C			E
Approach Delay		28.5			26.6			59.0				71.7
Approach LOS		C			C			E				E
Queue Length 50th (ft)	25	294	5	89	292		172	181	96			205
Queue Length 95th (ft)	57	410	79	161	406		214	252	153			257
Internal Link Dist (ft)		554			755			317				181
Turn Bay Length (ft)	480			185			290					
Base Capacity (vph)	386	2275	849	379	2619		853	458	504			538
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	0.48	0.34	0.50	0.46		0.39	0.39	0.42			0.72

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 13 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72

Intersection Signal Delay: 37.7

Intersection LOS: D

Intersection Capacity Utilization 75.7%

ICU Level of Service D

Analysis Period (min) 15

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

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













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

FB B Saturday Midday-Alternative
05/24/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	878	226	509	953	54	174	334	690	124	456	213
Future Volume (vph)	155	878	226	509	953	54	174	334	690	124	456	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		0	275		125
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	1.00	0.91	0.91	1.00	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		1.00	0.99	0.99	1.00		0.98
Frt		0.969			0.992			0.924	0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	4910	0	3433	3541	0	1752	3094	1441	1805	3539	1599
Flt Permitted	0.950			0.950			0.271			0.143		
Satd. Flow (perm)	1787	4910	0	3426	3541	0	499	3094	1421	272	3539	1571
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					4			180	99			
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		671			516			310			394	
Travel Time (s)		11.4			8.8			5.3			9.0	
Confl. Peds. (#/hr)	1		4	4		1	4		2	2		4
Confl. Bikes (#/hr)									1			2
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	2%	2%	2%	1%	2%	3%	3%	2%	0%	2%	1%
Adj. Flow (vph)	157	887	228	514	963	55	176	337	697	125	461	215
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	157	1115	0	514	1018	0	176	686	348	125	461	215
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			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
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	15		9
Number of Detectors	1	2		1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100		20	100		40	40	20	40	40	0
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	6		40	40	20	40	40	0
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												

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

FB B Saturday Midday-Alternative
05/24/2024

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases							8		8	4		4
Detector Phase	5	2		1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	29.0	49.0		29.0	49.0		20.0	42.0	29.0	20.0	42.0	29.0
Total Split (%)	20.7%	35.0%		20.7%	35.0%		14.3%	30.0%	20.7%	14.3%	30.0%	20.7%
Maximum Green (s)	23.0	43.0		23.0	43.0		14.0	36.0	23.0	14.0	36.0	23.0
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	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0						7.0	
Flash Dont Walk (s)		21.0			29.0						29.0	
Pedestrian Calls (#/hr)		1			1						0	
Act Effct Green (s)	16.6	51.1		24.1	58.6		42.4	29.5	53.6	39.2	27.9	44.5
Actuated g/C Ratio	0.12	0.36		0.17	0.42		0.30	0.21	0.38	0.28	0.20	0.32
v/c Ratio	0.74	0.62		0.87	0.69		0.66	0.86	0.57	0.62	0.65	0.43
Control Delay	79.7	39.9		72.3	38.2		45.6	50.5	23.9	46.0	55.5	34.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.7	39.9		72.3	38.2		45.6	50.5	23.9	46.0	55.5	34.3
LOS	E	D		E	D		D	D	C	D	E	C
Approach Delay		44.8			49.6			42.1			48.3	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	140	317		232	397		117	252	172	80	206	145
Queue Length 95th (ft)	210	390		#341	#604		164	316	265	119	246	180
Internal Link Dist (ft)		591			436			230			314	
Turn Bay Length (ft)	115			380			145			275		125
Base Capacity (vph)	293	1790		602	1483		281	929	613	234	910	575
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	0.54	0.62		0.85	0.69		0.63	0.74	0.57	0.53	0.51	0.37

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 83 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87

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

Intersection Signal Delay: 46.3

Intersection LOS: D







Intersection Capacity Utilization 85.5%

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: 29: Merrick Ave/Post Ave & Old Country Rd

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

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

FB B Saturday Midday-Alternative













05/24/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 	 	 	 		 	 		 	 	 
Traffic Volume (vph)	435	258	130	9	242	195	102	570	35	243	726	384
Future Volume (vph)	435	258	130	9	242	195	102	570	35	243	726	384
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	470		450	110		0	495		0	255		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	0			100			100			120		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor			0.99	1.00			1.00				1.00	0.99
Frt			0.850		0.933			0.991			0.990	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3610	1583	1805	3350	0	1787	3448	0	1745	3325	1407
Flt Permitted	0.950			0.950			0.175			0.205		
Satd. Flow (perm)	3433	3610	1561	1803	3350	0	329	3448	0	377	3325	1387
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			133									
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		823			706			733			625	
Travel Time (s)		14.0			13.8			12.5			10.7	
Confl. Peds. (#/hr)			1	1			1					1
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	0%	2%	0%	1%	0%	1%	4%	0%	0%	3%	1%
Adj. Flow (vph)	444	263	133	9	247	199	104	582	36	248	741	392
Shared Lane Traffic (%)												13%
Lane Group Flow (vph)	444	263	133	9	446	0	104	618	0	248	792	341
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)		30			35			12			12	
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	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1	1	1	1		1	1		1	1	1
Detector Template			Right	Left			Left			Left		Right
Leading Detector (ft)	56	40	40	40	40		40	40		40	40	40
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	40	40	40	40		40	40		40	40	40
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)	31											
Detector 2 Size(ft)	25											
Detector 2 Type	Cl+Ex											

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

FB B Saturday Midday-Alternative

05/24/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0											
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4				2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	3.0	3.0	8.0		3.0	15.0		3.0	15.0	5.0
Minimum Split (s)	10.0	14.0	8.0	8.0	14.0		8.0	21.0		8.0	21.0	10.0
Total Split (s)	31.0	41.0	20.0	26.0	41.0		20.0	46.0		20.0	46.0	31.0
Total Split (%)	22.5%	29.7%	14.5%	18.8%	29.7%		14.5%	33.3%		14.5%	33.3%	22.5%
Maximum Green (s)	26.0	35.0	15.0	21.0	35.0		15.0	40.0		15.0	40.0	26.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0		5.0	6.0		5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0		2.0	4.0		2.0	4.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	None
Walk Time (s)		6.0						6.0			6.0	
Flash Dont Walk (s)		16.0						26.0			26.0	
Pedestrian Calls (#/hr)		0						0			0	
Act Effct Green (s)	20.1	43.5	53.2	5.3	20.1		37.0	27.3		46.3	32.1	53.2
Actuated g/C Ratio	0.19	0.42	0.51	0.05	0.19		0.36	0.26		0.45	0.31	0.51
v/c Ratio	0.67	0.17	0.15	0.10	0.69		0.44	0.68		0.72	0.77	0.48
Control Delay	45.8	20.9	3.0	57.4	46.6		24.5	39.4		32.7	39.3	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	45.8	20.9	3.0	57.4	46.6		24.5	39.4		32.7	39.3	16.5
LOS	D	C	A	E	D		C	D		C	D	B
Approach Delay		31.2			46.8			37.3			32.5	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	143	54	0	6	147		39	198		102	260	134
Queue Length 95th (ft)	230	110	32	26	235		85	296		#207	403	251
Internal Link Dist (ft)		743			626			653			545	
Turn Bay Length (ft)	470		450	110			495			255		150
Base Capacity (vph)	891	1598	962	378	1170		356	1376		374	1327	808
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	0.50	0.16	0.14	0.02	0.38		0.29	0.45		0.66	0.60	0.42









Intersection Summary

Area Type: Other
 Cycle Length: 138
 Actuated Cycle Length: 103.7
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77

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

Intersection Signal Delay: 35.1
 Intersection Capacity Utilization 74.0%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

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

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

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

FB B Saturday Midday-Alternative

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	375	751	21	17	372	174	42	102	63	568	83	893
Future Volume (vph)	375	751	21	17	372	174	42	102	63	568	83	893
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	815		105	800		0	60		0	565		315
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			90			25			225		
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	0.91	1.00	1.00	1.00	0.91	0.91	0.88
Ped Bike Factor	1.00				1.00							
Frt		0.996			0.952				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.963	
Satd. Flow (prot)	1805	6447	0	1805	4833	0	1805	1863	1615	1643	3308	2842
Flt Permitted	0.320			0.320			0.950			0.950	0.963	
Satd. Flow (perm)	607	6447	0	608	4833	0	1805	1863	1615	1643	3308	2842
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			83				70			811
Link Speed (mph)		40			40			30				30
Link Distance (ft)		1458			846			701			642	
Travel Time (s)		24.9			14.4			15.9			14.6	
Confl. Peds. (#/hr)	3					3						
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%	1%	0%	0%	2%	1%	0%	2%	0%	0%	3%	0%
Adj. Flow (vph)	391	782	22	18	388	181	44	106	66	592	86	930
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	391	804	0	18	569	0	44	106	66	296	382	930
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			12			12			12	
Link Offset(ft)		0			0			15			-15	
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	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		1	2		1	1	1	1	1	1
Detector Template		Thru		Left	Thru		Left			Left		Right
Leading Detector (ft)	86	100		30	100		6	6	6	20	30	30
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		30	6		6	6	6	20	30	30
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)	46	94			94							
Detector 2 Size(ft)	40	6			6							
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0							

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

FB B Saturday Midday-Alternative
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		3	3	1	4	4	5
Permitted Phases	2			6					3			4
Detector Phase	5	2		1	6		3	3	1	4	4	5
Switch Phase												
Minimum Initial (s)	5.0	40.0		3.0	40.0		8.0	8.0	3.0	8.0	8.0	5.0
Minimum Split (s)	11.0	46.0		9.0	46.0		14.0	14.0	9.0	14.0	14.0	11.0
Total Split (s)	24.0	44.0		24.0	44.0		36.0	36.0	24.0	36.0	36.0	24.0
Total Split (%)	17.1%	31.4%		17.1%	31.4%		25.7%	25.7%	17.1%	25.7%	25.7%	17.1%
Maximum Green (s)	18.0	38.0		18.0	38.0		30.0	30.0	18.0	30.0	30.0	18.0
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	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		2.0	4.0		4.0	4.0	2.0	4.0	4.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0			10.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)		30.0			30.0		23.0	23.0		23.0	23.0	
Pedestrian Calls (#/hr)		0			0		0	0		1	1	
Act Effct Green (s)	75.1	65.9		49.3	44.0		14.3	14.3	19.5	32.6	32.6	63.8
Actuated g/C Ratio	0.54	0.47		0.35	0.31		0.10	0.10	0.14	0.23	0.23	0.46
v/c Ratio	0.72	0.26		0.07	0.36		0.24	0.56	0.23	0.77	0.50	0.54
Control Delay	31.3	24.7		21.9	33.5		59.5	70.6	6.9	63.6	48.0	4.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.3	24.7		21.9	33.5		59.5	70.6	6.9	63.6	48.0	4.4
LOS	C	C		C	C		E	E	A	E	D	A
Approach Delay		26.8			33.2			48.9			25.6	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	205	129		8	132		38	93	0	279	166	31
Queue Length 95th (ft)	#442	186		25	171		75	152	20	371	204	80
Internal Link Dist (ft)		1378			766			621			562	
Turn Bay Length (ft)	815			800			60			565		315
Base Capacity (vph)	540	3038		423	1575		386	399	426	400	806	1736
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	0.72	0.26		0.04	0.36		0.11	0.27	0.15	0.74	0.47	0.54

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 116 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 28.7

Intersection LOS: C

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







Intersection Capacity Utilization 91.5%

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.





















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

 Ø1	 Ø2 (R)	 Ø3	 Ø4
24 s	44 s	36 s	36 s
 Ø5	 Ø6 (R)		
24 s	44 s		

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

FB B Saturday Midday-Alternative

05/24/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	178	783	223	185	832	127	2	266	442	206	3	176
Future Volume (vph)	178	783	223	185	832	127	2	266	442	206	3	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	350		0		200		0		200
Storage Lanes	1		0	2		0		1		2		1
Taper Length (ft)	75			75				75				75
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	0.95	1.00	0.95	0.88	0.95	1.00
Ped Bike Factor		1.00		1.00				1.00		0.99		1.00
Fr		0.967			0.980					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1805	4951	0	3367	5040	0	0	1770	3574	2760	0	1805
Flt Permitted	0.950			0.950				0.427				0.333
Satd. Flow (perm)	1805	4951	0	3362	5040	0	0	794	3574	2723	0	632
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		50			20					215		
Link Speed (mph)		40			40				45			
Link Distance (ft)		670			780				367			
Travel Time (s)		11.4			13.3				5.6			
Confl. Peds. (#/hr)			2	2				2		1		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%	1%	1%	4%	1%	0%	0%	2%	1%	3%	0%	0%
Adj. Flow (vph)	185	816	232	193	867	132	2	277	460	215	3	183
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	1048	0	193	999	0	0	279	460	215	0	186
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)		30			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		60			22				24			
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	9	15
Number of Detectors	1	1		1	1		1	1	1	1	1	1
Detector Template	Left			Left			Left	Left		Right	Left	Left
Leading Detector (ft)	40	40		40	40		20	40	40	40	20	40
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)	40	40		40	40		20	40	40	40	20	40
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
Turn Type	Prot	NA		Prot	NA		Perm	pm+pt	NA	pm+ov	pm+pt	pm+pt
Protected Phases	5	2		1	6			3	8	1	7	7
Permitted Phases							8	8		8	4	4
Detector Phase	5	2		1	6		8	3	8	1	7	7
Switch Phase												

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

FB B Saturday Midday-Alternative

05/24/2024

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	260	92
Future Volume (vph)	260	92
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		270
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.99
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1599
Flt Permitted		
Satd. Flow (perm)	3539	1578
Right Turn on Red		Yes
Satd. Flow (RTOR)		96
Link Speed (mph)	30	
Link Distance (ft)	590	
Travel Time (s)	13.4	
Confl. Peds. (#/hr)		2
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	2%	1%
Adj. Flow (vph)	271	96
Shared Lane Traffic (%)		
Lane Group Flow (vph)	271	96
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	16	
Link Offset(ft)	0	
Crosswalk Width(ft)	22	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	1
Detector Template		Right
Leading Detector (ft)	40	40
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	40	40
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
Turn Type	NA	pm+ov
Protected Phases	4	5
Permitted Phases		4
Detector Phase	4	5
Switch Phase		

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

FB B Saturday Midday-Alternative

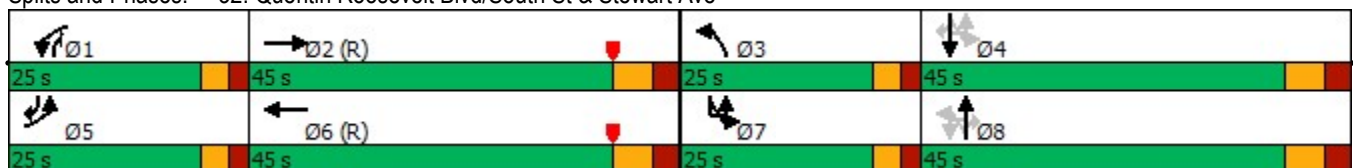
05/24/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	32.0		5.0	32.0		12.0	5.0	12.0	5.0	5.0	5.0
Minimum Split (s)	10.0	39.0		10.0	39.0		19.0	10.0	19.0	10.0	10.0	10.0
Total Split (s)	25.0	45.0		25.0	45.0		45.0	25.0	45.0	25.0	25.0	25.0
Total Split (%)	17.9%	32.1%		17.9%	32.1%		32.1%	17.9%	32.1%	17.9%	17.9%	17.9%
Maximum Green (s)	20.0	38.0		20.0	38.0		38.0	20.0	38.0	20.0	20.0	20.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	3.0	4.0	3.0	3.0	3.0
All-Red Time (s)	2.0	3.0		2.0	3.0		3.0	2.0	3.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0			5.0	7.0	5.0		5.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	5.0		3.0	5.0		4.0	3.0	4.0	3.0	3.0	3.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)							7.0		7.0			
Flash Dont Walk (s)							30.0		30.0			
Pedestrian Calls (#/hr)							1		1			
Act Effct Green (s)	18.7	60.8		13.3	55.4			47.1	25.8	41.1		40.0
Actuated g/C Ratio	0.13	0.43		0.10	0.40			0.34	0.18	0.29		0.29
v/c Ratio	0.77	0.48		0.60	0.50			0.69	0.70	0.23		0.59
Control Delay	79.1	29.7		68.6	34.3			43.3	58.8	3.7		39.8
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	79.1	29.7		68.6	34.3			43.3	58.8	3.7		39.8
LOS	E	C		E	C			D	E	A		D
Approach Delay		37.1			39.9				41.9			
Approach LOS		D			D				D			
Queue Length 50th (ft)	163	230		88	242			199	211	0		125
Queue Length 95th (ft)	247	348		126	352			232	243	26		154
Internal Link Dist (ft)		590			700				287			
Turn Bay Length (ft)	180			350				200				200
Base Capacity (vph)	266	2179		481	2007			410	970	1075		365
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	0.70	0.48		0.40	0.50			0.68	0.47	0.20		0.51

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 19 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 39.7
 Intersection Capacity Utilization 81.4%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

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



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

FB B Saturday Midday-Alternative



















05/24/2024

Lane Group	↓	↙
	SBT	SBR
Minimum Initial (s)	12.0	5.0
Minimum Split (s)	19.0	10.0
Total Split (s)	45.0	25.0
Total Split (%)	32.1%	17.9%
Maximum Green (s)	38.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	3.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	3.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	21.9	42.6
Actuated g/C Ratio	0.16	0.30
v/c Ratio	0.49	0.17
Control Delay	55.5	4.9
Queue Delay	0.0	0.0
Total Delay	55.5	4.9
LOS	E	A
Approach Delay	41.4	
Approach LOS	D	
Queue Length 50th (ft)	124	0
Queue Length 95th (ft)	145	32
Internal Link Dist (ft)	510	
Turn Bay Length (ft)		270
Base Capacity (vph)	960	571
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.28	0.17
Intersection Summary		

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

FB B Saturday Midday-Alternative

05/24/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	181	1204	28	325	974	100	23	416	436	109	380	156
Future Volume (vph)	181	1204	28	325	974	100	23	416	436	109	380	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	300		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	40			40			0			0		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor											1.00	
Frt		0.997			0.986			0.925			0.964	
Flt Protected	0.950			0.950				0.999			0.992	
Satd. Flow (prot)	1805	5117	0	3433	3536	0	0	3258	0	0	3311	0
Flt Permitted	0.950			0.950				0.882			0.548	
Satd. Flow (perm)	1805	5117	0	3433	3536	0	0	2876	0	0	1829	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			20			20	
Link Distance (ft)		529			566			958			393	
Travel Time (s)		12.0			12.9			32.7			13.4	
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	4%	2%	0%	7%	0%	4%	1%	5%	4%	3%
Adj. Flow (vph)	185	1229	29	332	994	102	23	424	445	111	388	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	1258	0	332	1096	0	0	892	0	0	658	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)		80			40			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		52			16			28			36	
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	15		9
Number of Detectors	2	2		1	2		1	2		1	2	
Detector Template		Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	56	100		30	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)	30	6		30	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)	36	94			94			94			94	
Detector 2 Size(ft)	20	6			6			6			6	
Detector 2 Type	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	













Lane Group Ø3

Lane Configurations
Traffic Volume (vph)
Future Volume (vph)
Ideal Flow (vphpl)
Storage Length (ft)
Storage Lanes
Taper Length (ft)
Lane Util. Factor
Ped Bike Factor
Frt
Flt Protected
Satd. Flow (prot)
Flt Permitted
Satd. Flow (perm)
Right Turn on Red
Satd. Flow (RTOR)
Link Speed (mph)
Link Distance (ft)
Travel Time (s)
Confl. Bikes (#/hr)
Peak Hour Factor
Heavy Vehicles (%)
Adj. Flow (vph)
Shared Lane Traffic (%)
Lane Group Flow (vph)
Enter Blocked Intersection
Lane Alignment
Median Width(ft)
Link Offset(ft)
Crosswalk Width(ft)
Two way Left Turn Lane
Headway Factor
Turning Speed (mph)
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
33: Clinton Rd & Stewart Ave

FB B Saturday Midday-Alternative

05/24/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		10.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	10.0	22.0		18.0	22.0		29.9	29.9		29.9	29.9	
Total Split (s)	27.0	56.0		30.0	56.0		60.0	60.0		60.0	60.0	
Total Split (%)	15.3%	31.8%		17.0%	31.8%		34.1%	34.1%		34.1%	34.1%	
Maximum Green (s)	22.0	50.0		22.0	50.0		46.1	46.1		46.1	46.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	5.0		2.0	5.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	18.8	49.4		17.9	51.5			46.2			46.2	
Actuated g/C Ratio	0.13	0.35		0.13	0.36			0.33			0.33	
v/c Ratio	0.77	0.70		0.76	0.85			0.95			1.10	
Control Delay	80.7	42.5		71.9	49.4			66.3			112.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	80.7	42.5		71.9	49.4			66.3			112.4	
LOS	F	D		E	D			E			F	
Approach Delay		47.4			54.6			66.3			112.4	
Approach LOS		D			D			E			F	
Queue Length 50th (ft)	166	365		155	493			425			~364	
Queue Length 95th (ft)	256	438		209	598			#590			#511	
Internal Link Dist (ft)		449			486			878			313	
Turn Bay Length (ft)	135			300								
Base Capacity (vph)	281	1811		534	1326			938			597	
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	0.66	0.69		0.62	0.83			0.95			1.10	

Intersection Summary

Area Type: Other
 Cycle Length: 176
 Actuated Cycle Length: 141.4
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.10
 Intersection Signal Delay: 63.2
 Intersection Capacity Utilization 117.3%
 Intersection LOS: E
 ICU Level of Service H

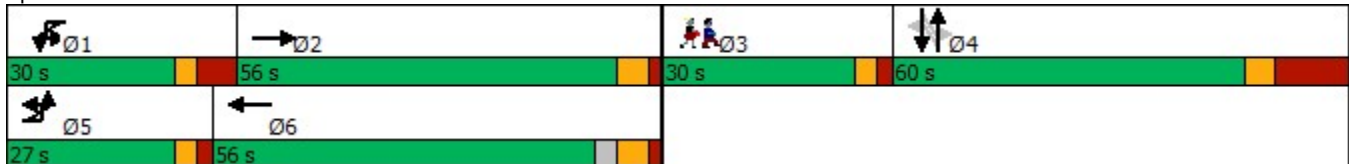
Lane Group	Ø3
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	33.0
Total Split (s)	30.0
Total Split (%)	17%
Maximum Green (s)	25.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	1.0
Recall Mode	None
Walk Time (s)	10.0
Flash Dont Walk (s)	18.0
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

~ 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: 33: Clinton Rd & Stewart Ave



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

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘↙	↑	↘↙	↘↙
Traffic Volume (vph)	166	76	282	171	70	392
Future Volume (vph)	166	76	282	171	70	392
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		50	960		0	270
Storage Lanes		1	1		2	1
Taper Length (ft)			75		0	
Lane Util. Factor	0.95	1.00	0.97	1.00	0.97	0.88
Ped Bike Factor					0.99	
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3505	1384	3400	1613	3367	2787
Flt Permitted			0.641		0.950	
Satd. Flow (perm)	3505	1384	2294	1613	3349	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		80				413
Link Speed (mph)	30			30	40	
Link Distance (ft)	326			1482	688	
Travel Time (s)	7.4			33.7	11.7	
Confl. Peds. (#/hr)					3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	5%	3%	6%	4%	2%
Parking (#/hr)		0		0		
Adj. Flow (vph)	175	80	297	180	74	413
Shared Lane Traffic (%)						
Lane Group Flow (vph)	175	80	297	180	74	413
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	-10			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.00	1.14	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	0	1	2	1	1
Detector Template	Thru			Thru		
Leading Detector (ft)	100	0	25	100	6	8
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	0	25	6	6	8
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
34: Oak St & Commercial Ave

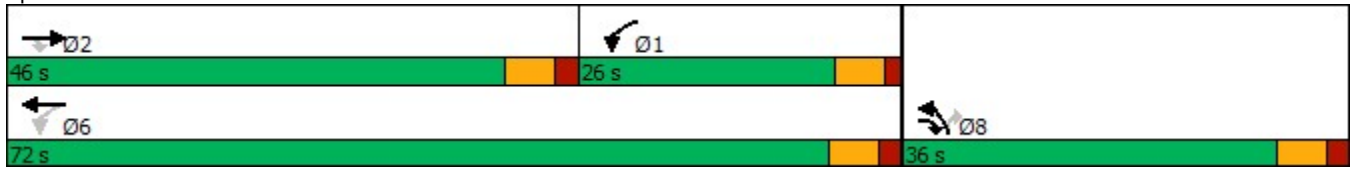
	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	8	1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	8
Switch Phase						
Minimum Initial (s)	12.0	9.0	4.0	12.0	9.0	9.0
Minimum Split (s)	18.0	15.0	9.5	18.0	15.0	15.0
Total Split (s)	46.0	36.0	26.0	72.0	36.0	36.0
Total Split (%)	42.6%	33.3%	24.1%	66.7%	33.3%	33.3%
Maximum Green (s)	40.0	30.0	20.5	66.0	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	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	5.5	6.0	6.0	6.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.5	4.5	3.0	3.5	4.5	4.5
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	12.0	27.5	23.5	23.0	9.5	9.5
Actuated g/C Ratio	0.27	0.62	0.53	0.52	0.21	0.21
v/c Ratio	0.19	0.09	0.22	0.22	0.10	0.45
Control Delay	13.4	1.3	6.4	6.9	14.4	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.4	1.3	6.4	6.9	14.4	3.9
LOS	B	A	A	A	B	A
Approach Delay	9.6			6.6	5.5	
Approach LOS	A			A	A	
Queue Length 50th (ft)	17	0	17	21	7	0
Queue Length 95th (ft)	37	9	35	52	19	27
Internal Link Dist (ft)	246			1402	608	
Turn Bay Length (ft)		50	960			270
Base Capacity (vph)	3150	959	2494	1613	2269	2013
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	0.06	0.08	0.12	0.11	0.03	0.21

Intersection Summary

Area Type: Other
 Cycle Length: 108
 Actuated Cycle Length: 44.5
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.45
 Intersection Signal Delay: 6.8
 Intersection Capacity Utilization 40.1%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 34: Oak St & Commercial Ave



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

FB B Saturday Midday-Alternative

05/24/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	479	47	62	2	22	58	1	66	390	9	7	32
Future Volume (vph)	479	47	62	2	22	58	1	66	390	9	7	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		840	125		0		130		0		185
Storage Lanes	1		1	1		0		1		0		1
Taper Length (ft)	85			75				75				135
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	0.91	1.00	0.91	0.91	0.95	1.00
Ped Bike Factor								1.00				
Frt			0.850		0.892				0.997			
Flt Protected	0.950	0.960		0.950				0.950				0.950
Satd. Flow (prot)	1595	3218	1615	1203	3090	0	0	1805	5159	0	0	1706
Flt Permitted	0.417	0.761		0.870				0.506				0.500
Satd. Flow (perm)	700	2551	1615	1102	3090	0	0	959	5159	0	0	898
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			72		60				3			
Link Speed (mph)		30			30				45			
Link Distance (ft)		1482			343				527			
Travel Time (s)		33.7			7.8				8.0			
Confl. Peds. (#/hr)								3				
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 (%)	3%	4%	0%	50%	10%	2%	0%	0%	0%	11%	0%	7%
Adj. Flow (vph)	499	49	65	2	23	60	1	69	406	9	7	33
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	249	299	65	2	83	0	0	70	415	0	0	40
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)		12			12				30			
Link Offset(ft)		0			0				4			
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	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2		1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru		Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100		20	20
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	20
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				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			













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

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	309	320
Future Volume (vph)	309	320
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		265
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3471	1553
Flt Permitted		
Satd. Flow (perm)	3471	1528
Right Turn on Red		Yes
Satd. Flow (RTOR)		333
Link Speed (mph)	45	
Link Distance (ft)	602	
Travel Time (s)	9.1	
Confl. Peds. (#/hr)		3
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	4%	4%
Adj. Flow (vph)	322	333
Shared Lane Traffic (%)		
Lane Group Flow (vph)	322	333
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	30	
Link Offset(ft)	-3	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	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)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	

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

FB B Saturday Midday-Alternative

05/24/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases	7	4			8		1	1	6		5	5
Permitted Phases	4		4	8			6	6			2	2
Detector Phase	7	4	4	8	8		1	1	6		5	5
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	10.0	16.0	16.0	11.0	11.0		10.0	10.0	11.0		10.0	10.0
Total Split (s)	25.0	41.0	41.0	31.0	31.0		20.0	20.0	46.0		20.0	20.0
Total Split (%)	20.5%	33.6%	33.6%	25.4%	25.4%		16.4%	16.4%	37.7%		16.4%	16.4%
Maximum Green (s)	20.0	35.0	35.0	25.0	25.0		15.0	15.0	40.0		15.0	15.0
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		3.0	3.0	4.0		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	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	6.0			5.0	6.0			5.0
Lead/Lag	Lead			Lag	Lag		Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.5	5.0	5.0	3.0	3.0		2.0	2.0	4.0		2.0	2.0
Recall Mode	None	None	None	None	None		None	None	None		None	None
Walk Time (s)		6.0	6.0									
Flash Dont Walk (s)		20.0	20.0									
Pedestrian Calls (#/hr)		1	1									
Act Effct Green (s)	23.6	22.5	22.5	6.6	6.6			17.6	14.2			16.1
Actuated g/C Ratio	0.44	0.42	0.42	0.12	0.12			0.33	0.26			0.30
v/c Ratio	0.45	0.24	0.09	0.01	0.19			0.17	0.30			0.11
Control Delay	14.0	11.3	3.4	28.0	13.9			13.7	18.7			13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Delay	14.0	11.3	3.4	28.0	13.9			13.7	18.7			13.4
LOS	B	B	A	C	B			B	B			B
Approach Delay		11.6			14.2				17.9			
Approach LOS		B			B				B			
Queue Length 50th (ft)	61	35	0	1	4			15	34			8
Queue Length 95th (ft)	129	68	18	7	24			42	83			28
Internal Link Dist (ft)		1402			263				447			
Turn Bay Length (ft)	290		840	125				130				185
Base Capacity (vph)	724	2376	1408	568	1624			654	3884			617
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	0.34	0.13	0.05	0.00	0.05			0.11	0.11			0.06

Intersection Summary

Area Type: Other
 Cycle Length: 122
 Actuated Cycle Length: 53.6
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.45
 Intersection Signal Delay: 13.6
 Intersection Capacity Utilization 48.1%
 Intersection LOS: B
 ICU Level of Service A

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

	↓	↙
Lane Group	SBT	SBR
Turn Type	NA	pm+ov
Protected Phases	2	7
Permitted Phases		2
Detector Phase	2	7
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	16.0	10.0
Total Split (s)	46.0	25.0
Total Split (%)	37.7%	20.5%
Maximum Green (s)	40.0	20.0
Yellow Time (s)	4.0	3.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	5.0
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	2.5
Recall Mode	None	None
Walk Time (s)	6.0	
Flash Dont Walk (s)	20.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	12.0	27.7
Actuated g/C Ratio	0.22	0.52
v/c Ratio	0.41	0.35
Control Delay	22.7	2.2
Queue Delay	0.0	0.0
Total Delay	22.7	2.2
LOS	C	A
Approach Delay	12.3	
Approach LOS	B	
Queue Length 50th (ft)	53	0
Queue Length 95th (ft)	102	31
Internal Link Dist (ft)	522	
Turn Bay Length (ft)		265
Base Capacity (vph)	2613	1090
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.12	0.31
Intersection Summary		

Analysis Period (min) 15

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



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

FB B Saturday Midday-Alternative













05/24/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1	91	20	18	0	0	0	0	1	392	178
Future Volume (vph)	0	1	91	20	18	0	0	0	0	1	392	178
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	14	12	12	12	12	12	10	12	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Ped Bike Factor			0.99	1.00						1.00		0.98
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1773	1546	1925	1900	0	0	0	0	1685	5036	1449
Flt Permitted				0.757						0.950		
Satd. Flow (perm)	0	1773	1525	1532	1900	0	0	0	0	1681	5036	1427
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			98									191
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		945			217			310			564	
Travel Time (s)		21.5			4.9			4.7			8.5	
Confl. Peds. (#/hr)			1	1			2		1	1		2
Confl. Bikes (#/hr)												2
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%	0%	1%	0%	0%	0%	0%	0%	0%	0%	3%	4%
Adj. Flow (vph)	0	1	98	22	19	0	0	0	0	1	422	191
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	98	22	19	0	0	0	0	1	422	191
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			14			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.04	0.92	1.00	1.00	1.00	1.00	1.00	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1					1	1	1
Detector Template			Right	Left								
Leading Detector (ft)		30	30	20	20					100	100	100
Trailing Detector (ft)		0	0	0	0					94	94	94
Detector 1 Position(ft)		0	0	0	0					94	94	94
Detector 1 Size(ft)		30	30	20	20					6	6	6
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
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4	8						6		6
Detector Phase		4	4	8	8					6	6	6
Switch Phase												
Minimum Initial (s)		8.0	8.0	8.0	8.0					25.0	25.0	25.0

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

FB B Saturday Midday-Alternative

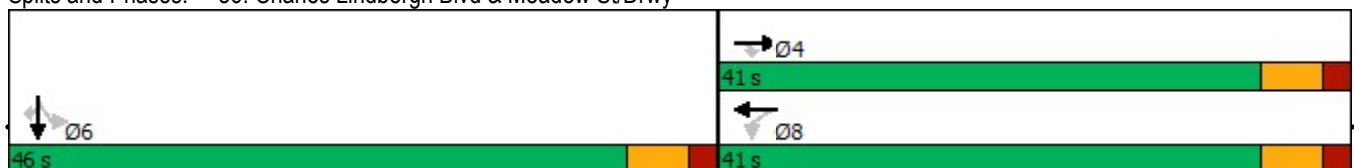
05/24/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		14.0	14.0	14.0	14.0					31.0	31.0	31.0
Total Split (s)		41.0	41.0	41.0	41.0					46.0	46.0	46.0
Total Split (%)		47.1%	47.1%	47.1%	47.1%					52.9%	52.9%	52.9%
Maximum Green (s)		35.0	35.0	35.0	35.0					40.0	40.0	40.0
Yellow Time (s)		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
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												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					7.0	7.0	7.0
Recall Mode		None	None	None	None					Min	Min	Min
Walk Time (s)		6.0	6.0	6.0	6.0					6.0	6.0	6.0
Flash Dont Walk (s)		16.0	16.0	16.0	16.0					16.0	16.0	16.0
Pedestrian Calls (#/hr)		1	1	0	0					0	0	0
Act Effct Green (s)		10.4	10.4	10.4	10.4					30.0	30.0	30.0
Actuated g/C Ratio		0.22	0.22	0.22	0.22					0.62	0.62	0.62
v/c Ratio		0.00	0.24	0.07	0.05					0.00	0.13	0.20
Control Delay		13.0	5.4	14.2	13.8					8.0	6.4	2.4
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay		13.0	5.4	14.2	13.8					8.0	6.4	2.4
LOS		B	A	B	B					A	A	A
Approach Delay		5.5			14.0						5.2	
Approach LOS		A			B						A	
Queue Length 50th (ft)		0	0	5	4					0	16	0
Queue Length 95th (ft)		3	24	17	15					3	50	30
Internal Link Dist (ft)		865			137			230			484	
Turn Bay Length (ft)												
Base Capacity (vph)		1299	1143	1122	1392					1451	4349	1258
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		0.00	0.09	0.02	0.01					0.00	0.10	0.15







Intersection Summary

Area Type: Other
 Cycle Length: 87
 Actuated Cycle Length: 48.3
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.24
 Intersection Signal Delay: 5.7
 Intersection Capacity Utilization 49.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

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



Lanes, Volumes, Timings
37: Charles Lindbergh Blvd















						
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑			↑↑	
Traffic Volume (vph)	0	474	0	0	67	0
Future Volume (vph)	0	474	0	0	67	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	3505	0	0	3502	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3505	0	0	3502	0
Link Speed (mph)		45	30		30	
Link Distance (ft)		600	253		249	
Travel Time (s)		9.1	5.8		5.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	3%	2%	2%	0%	2%
Adj. Flow (vph)	0	551	0	0	78	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	551	0	0	78	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	R NA	Left	Right	L NA	Right
Median Width(ft)		12	0		24	
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
Sign Control		Free	Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 30.6% ICU Level of Service A
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.

Lanes, Volumes, Timings
 39: Earle Ovington Blvd & Coliseum Media Staff

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			  			  
Traffic Volume (vph)	0	0	699	0	0	678
Future Volume (vph)	0	0	699	0	0	678
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	9	11	11
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	1900	5036	1710	0	4821
Flt Permitted						
Satd. Flow (perm)	0	1900	5036	1710	0	4821
Link Speed (mph)	30		35			35
Link Distance (ft)	226		393			581
Travel Time (s)	5.1		7.7			11.3
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	3%	0%	0%	4%
Adj. Flow (vph)	0	0	768	0	0	745
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	768	0	0	745
Enter Blocked Intersection	No	Yes	Yes	Yes	No	Yes
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		25			25
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	1.14	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 16.8% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 39: Earle Ovington Blvd & Coliseum Media Staff

Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations									
Traffic Volume (veh/h)	0	0	699	0	0	678			
Future Volume (Veh/h)	0	0	699	0	0	678			
Sign Control	Yield		Free			Free			
Grade	0%		0%			0%			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91			
Hourly flow rate (vph)	0	0	768	0	0	745			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type			Raised			Raised			
Median storage veh			1			1			
Upstream signal (ft)			393			581			
pX, platoon unblocked	0.95	0.95			0.95				
vC, conflicting volume	1016	256			768				
vC1, stage 1 conf vol	768								
vC2, stage 2 conf vol	248								
vCu, unblocked vol	839	40			578				
tC, single (s)	6.8	6.9			4.1				
tC, 2 stage (s)	5.8								
tF (s)	3.5	3.3			2.2				
p0 queue free %	100	100			100				
cM capacity (veh/h)	402	979			957				
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	
Volume Total	0	256	256	256	0	248	248	248	
Volume Left	0	0	0	0	0	0	0	0	
Volume Right	0	0	0	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.15	0.15	0.15	0.00	0.15	0.15	0.15	
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A								
Approach Delay (s)	0.0	0.0				0.0			
Approach LOS	A								
Intersection Summary									
Average Delay			0.0						
Intersection Capacity Utilization			16.8%		ICU Level of Service			A	
Analysis Period (min)			15						

Lanes, Volumes, Timings
40: Hempstead Tpke & Meadowbrook Pkwy SB Off Ramp

FB B Saturday Midday-Alternative

05/24/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR
Lane Configurations		↑↑↑	↑		↑↑↑					↑
Traffic Volume (vph)	0	1233	486	0	1656	0	0	0	0	458
Future Volume (vph)	0	1233	486	0	1656	0	0	0	0	458
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12
Storage Length (ft)	0		140	0		0	0	0	0	0
Storage Lanes	0		1	0		0	0	0	0	1
Taper Length (ft)	0			0			0		0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor										
Frt			0.850							0.865
Flt Protected										
Satd. Flow (prot)	0	4821	1561	0	5085	0	0	0	0	1644
Flt Permitted										
Satd. Flow (perm)	0	4821	1561	0	5085	0	0	0	0	1644
Link Speed (mph)		50			50		30		30	
Link Distance (ft)		294			391		419		491	
Travel Time (s)		4.0			5.3		9.5		11.2	
Confl. Peds. (#/hr)	1					1				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	0%	0%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1340	528	0	1800	0	0	0	0	498
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1340	528	0	1800	0	0	0	0	498
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	L NA	Right	Left	Right	Left	R NA
Median Width(ft)		25			25		0		0	
Link Offset(ft)		0			0		0		11	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		50	15		9	15	9	15	50
Sign Control		Free			Free		Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 67.0%
 Analysis Period (min) 15
 ICU Level of Service C

Intersection Sign configuration not allowed in HCM analysis.

Lanes, Volumes, Timings

FB B Saturday Midday-Alternative

41: Meadowbrook Pkwy NB Off Ramp/Meadowbrook Pkwy NB Off Ramp & Hempstead Pkwy

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Traffic Volume (vph)	0	1368	0	0	1296	0	0	0	327	0	0	815
Future Volume (vph)	0	1368	0	0	1296	0	0	0	327	0	0	815
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	16	12	12	12
Storage Length (ft)	0		0	0		0	0		0	0		140
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	0			0			0			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												
Flt									0.865			0.865
Flt Protected												
Satd. Flow (prot)	0	5136	0	0	5136	0	0	0	1863	0	0	1644
Flt Permitted												
Satd. Flow (perm)	0	5136	0	0	5136	0	0	0	1863	0	0	1644
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		204			435			301			361	
Travel Time (s)		2.8			5.9			6.8			8.2	
Confl. Peds. (#/hr)			1	1			1					1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1471	0	0	1394	0	0	0	352	0	0	886
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1471	0	0	1394	0	0	0	352	0	0	886
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Right	Left	L NA	Right	Left	Left	R NA	Left	Left	R NA
Median Width(ft)		6			6			0			0	
Link Offset(ft)		0			0			10			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	0.85	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 82.3%
 Analysis Period (min) 15
 ICU Level of Service E

HCM Unsignalized Intersection Capacity Analysis

FB B Saturday Midday-Alternative

41: Meadowbrook Pkwy NB Off Ramp/Meadowbrook Pkwy NB Off Ramp & Hempstead Pkwy

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑			↑↑↑				↑			↑
Traffic Volume (veh/h)	0	1368	0	0	1296	0	0	0	327	0	0	815
Future Volume (Veh/h)	0	1368	0	0	1296	0	0	0	327	0	0	815
Sign Control		Free			Free			Stop			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.92	0.92	0.92
Hourly flow rate (vph)	0	1471	0	0	1394	0	0	0	352	0	0	886
Pedestrians		1						1				
Lane Width (ft)		12.0						16.0				
Walking Speed (ft/s)		3.5						3.5				
Percent Blockage		0						0				
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					654							
pX, platoon unblocked	0.83						0.83	0.83		0.83	0.83	0.83
vC, conflicting volume	1394			1472			2824	2866	491	2236	2866	466
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	744			1472			2473	2524	491	1762	2524	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	33	100	100	2
cM capacity (veh/h)	722			463			0	23	528	15	23	901
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NE 1	SW 1				
Volume Total	490	490	490	465	465	465	352	886				
Volume Left	0	0	0	0	0	0	0	0				
Volume Right	0	0	0	0	0	0	352	886				
cSH	1700	1700	1700	1700	1700	1700	528	901				
Volume to Capacity	0.29	0.29	0.29	0.27	0.27	0.27	0.67	0.98				
Queue Length 95th (ft)	0	0	0	0	0	0	123	433				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	24.4	47.4				
Lane LOS							C	E				
Approach Delay (s)	0.0			0.0			24.4	47.4				
Approach LOS							C	E				
Intersection Summary												
Average Delay			12.3									
Intersection Capacity Utilization			82.3%		ICU Level of Service				E			
Analysis Period (min)			15									

Lanes, Volumes, Timings
42: Meadowbrook Pkwy SB Off Ramp & Hempstead Tpke

FB B Saturday Midday-Alternative

05/24/2024

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↗
Traffic Volume (vph)	1233	0	0	1656	0	531
Future Volume (vph)	1233	0	0	1656	0	531
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	16
Storage Length (ft)		0	0		0	140
Storage Lanes		0	0		0	0
Taper Length (ft)			0		0	
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected						
Satd. Flow (prot)	4964	0	0	4964	0	1863
Flt Permitted						
Satd. Flow (perm)	4964	0	0	4964	0	1863
Link Speed (mph)	50			50	30	
Link Distance (ft)	391			133	260	
Travel Time (s)	5.3			1.8	5.9	
Confl. Peds. (#/hr)		1	1		1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1370	0	0	1840	0	590
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1370	0	0	1840	0	590
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	11	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.04	1.04	1.00	0.85
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 67.0% ICU Level of Service C
 Analysis Period (min) 15

Intersection Sign configuration not allowed in HCM analysis.









	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		
Traffic Volume (vph)	1368	396	0	2111	0	0
Future Volume (vph)	1368	396	0	2111	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Lane Util. Factor	0.91	0.91	1.00	0.86	1.00	1.00
Flt	0.966					
Flt Protected						
Satd. Flow (prot)	4806	0	0	6471	0	0
Flt Permitted						
Satd. Flow (perm)	4806	0	0	6471	0	0
Link Speed (mph)	50			50	30	
Link Distance (ft)	225			204	220	
Travel Time (s)	3.1			2.8	5.0	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	1%	2%	2%
Adj. Flow (vph)	1629	471	0	2513	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2100	0	0	2513	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	6			6	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 38.6% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 43: Meadowbrook Pkwy NB On Ramp & Hempstead Tpke










FB B Saturday Midday-Alternative
 05/24/2024

							
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations							
Traffic Volume (veh/h)	1368	396	0	2111	0	0	
Future Volume (Veh/h)	1368	396	0	2111	0	0	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.84	0.84	0.84	0.84	0.92	0.92	
Hourly flow rate (vph)	1629	471	0	2513	0	0	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage (veh)							
Upstream signal (ft)					858		
pX, platoon unblocked							
vC, conflicting volume				2100	2493	778	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol				2100	2493	778	
tC, single (s)				4.1	6.8	6.9	
tC, 2 stage (s)							
tF (s)				2.2	3.5	3.3	
p0 queue free %				100	100	100	
cM capacity (veh/h)				266	24	339	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4
Volume Total	652	652	797	628	628	628	628
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	471	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.38	0.38	0.47	0.37	0.37	0.37	0.37
Queue Length 95th (ft)	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS							
Approach Delay (s)	0.0			0.0			
Approach LOS							
Intersection Summary							
Average Delay				0.0			
Intersection Capacity Utilization				38.6%			
Analysis Period (min)				15			
				ICU Level of Service			
				A			

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

FB B Saturday Midday-Alternative










05/24/2024

									
Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBR	NBR2	SBR
Lane Configurations	↑↑↑	↘		↘	↑↑↑		↘		↘
Traffic Volume (vph)	1486	62	71	429	1731	10	503	20	8
Future Volume (vph)	1486	62	71	429	1731	10	503	20	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	9	11	11	11	11	12
Storage Length (ft)		55		150		0	205		0
Storage Lanes		1		2		0	1		1
Taper Length (ft)				85					
Lane Util. Factor	0.91	1.00	0.91	0.97	0.91	0.91	0.88	1.00	1.00
Ped Bike Factor		0.97		1.00	1.00				0.99
Frt		0.850			0.999		0.850		0.865
Flt Protected				0.950					
Satd. Flow (prot)	4964	1561	0	3152	4959	0	2721	0	1644
Flt Permitted				0.950					
Satd. Flow (perm)	4964	1518	0	3149	4959	0	2721	0	1620
Right Turn on Red			No			Yes		No	Yes
Satd. Flow (RTOR)					1				31
Link Speed (mph)	40				40				
Link Distance (ft)	625				576				
Travel Time (s)	10.7				9.8				
Confl. Peds. (#/hr)		4		4		2			2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	0%	0%	0%	1%	0%	1%	0%	0%
Adj. Flow (vph)	1516	63	72	438	1766	10	513	20	8
Shared Lane Traffic (%)									
Lane Group Flow (vph)	1516	135	0	438	1776	0	533	0	8
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Right	Right	R NA
Median Width(ft)	18				18				
Link Offset(ft)	0				0				
Crosswalk Width(ft)	16				16				
Two way Left Turn Lane									
Headway Factor	1.04	1.04	1.04	1.14	1.04	1.04	1.04	1.04	1.00
Turning Speed (mph)		9	9	15		9	9	9	9
Number of Detectors	0	0		2	0		2		0
Detector Template									
Leading Detector (ft)	0	0		50	0		50		0
Trailing Detector (ft)	0	0		0	0		0		0
Detector 1 Position(ft)	0	0		0	0		0		0
Detector 1 Size(ft)	0	0		20	0		20		0
Detector 1 Type				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)				30			30		
Detector 2 Size(ft)				20			20		
Detector 2 Type				Cl+Ex			Cl+Ex		
Detector 2 Channel									

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

FB B Saturday Midday-Alternative

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Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBR	NBR2	SBR
Detector 2 Extend (s)				0.0			0.0		
Turn Type	NA	Perm		Prot	NA		Over		Perm
Protected Phases	2			4	6		4		
Permitted Phases		2							4
Detector Phase	2	2		4	6		4		4
Switch Phase									
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0		10.0
Minimum Split (s)	17.0	17.0		17.6	17.0		17.6		17.6
Total Split (s)	94.0	94.0		46.0	94.0		46.0		46.0
Total Split (%)	67.1%	67.1%		32.9%	67.1%		32.9%		32.9%
Maximum Green (s)	87.0	87.0		38.4	87.0		38.4		38.4
Yellow Time (s)	4.0	4.0		3.5	4.0		3.5		3.5
All-Red Time (s)	3.0	3.0		4.1	3.0		4.1		4.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	7.0	7.0		7.6	7.0		7.6		7.6
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	0.2	0.2		3.0	0.2		3.0		3.0
Recall Mode	C-Max	C-Max		None	C-Max		None		None
Walk Time (s)	7.0	7.0		7.0			7.0		7.0
Flash Dont Walk (s)	30.0	30.0		31.0			31.0		31.0
Pedestrian Calls (#/hr)	1	1		0			0		0
Act Effct Green (s)	92.1	92.1		33.3	92.1		33.3		33.3
Actuated g/C Ratio	0.66	0.66		0.24	0.66		0.24		0.24
v/c Ratio	0.46	0.14		0.58	0.54		0.82		0.02
Control Delay	12.9	10.2		41.5	6.1		61.5		0.1
Queue Delay	0.1	0.0		0.0	0.3		0.0		0.0
Total Delay	12.9	10.2		41.5	6.4		61.5		0.1
LOS	B	B		D	A		E		A
Approach Delay	12.7				13.3				
Approach LOS	B				B				
Queue Length 50th (ft)	237	44		190	143		261		0
Queue Length 95th (ft)	297	79		m179	m128		323		0
Internal Link Dist (ft)	545				496				
Turn Bay Length (ft)		55		150			205		
Base Capacity (vph)	3264	998		864	3261		746		466
Starvation Cap Reductn	0	0		0	701		0		0
Spillback Cap Reductn	411	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0		0
Reduced v/c Ratio	0.53	0.14		0.51	0.69		0.71		0.02

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 81 (58%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82

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

Intersection Signal Delay: 18.9
 Intersection Capacity Utilization 61.3%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: B
 ICU Level of Service B




























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



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

FB B Saturday Midday-Alternative













05/24/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  					 		
Traffic Volume (vph)	435	1564	19	21	1580	213	99	157	8	190	83	439
Future Volume (vph)	435	1564	19	21	1580	213	99	157	8	190	83	439
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	11	11	11	11	10	10	11	11	11
Storage Length (ft)	245		0	125		0	0		0	115		0
Storage Lanes	2		0	1		0	1		0	1		1
Taper Length (ft)	60			125			0			200		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00		0.99	1.00		1.00	0.98	0.97
Frt		0.998			0.982			0.992			0.896	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3120	4952	0	1745	4872	0	1745	1758	0	1745	1520	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3119	4952	0	1740	4872	0	1727	1758	0	1739	1520	1430
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		576			1206			259			492	
Travel Time (s)		9.8			20.6			5.9			8.4	
Confl. Peds. (#/hr)	3		14	14		3	13		4	4		13
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 (%)	1%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	1%
Adj. Flow (vph)	463	1664	20	22	1681	227	105	167	9	202	88	467
Shared Lane Traffic (%)												42%
Lane Group Flow (vph)	463	1684	0	22	1908	0	105	176	0	202	284	271
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)		18			18			11			11	
Link Offset(ft)		0			0			-25			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2		2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	36		50	50	50
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	0		20	0		20	6		20	20	20
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)	30			30			30	16		30	30	30
Detector 2 Size(ft)	20			20			20	20		20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

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

FB B Saturday Midday-Alternative

05/24/2024

												
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
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	pm+ov
Protected Phases	5	1		2	6		3	3		4	4	5
Permitted Phases												4
Detector Phase	5	1		2	6		3	3		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	26.0		11.0	26.0		43.0	43.0		11.0	11.0	11.0
Total Split (s)	34.0	60.0		20.0	46.0		26.0	26.0		34.0	34.0	34.0
Total Split (%)	24.3%	42.9%		14.3%	32.9%		18.6%	18.6%		24.3%	24.3%	24.3%
Maximum Green (s)	28.0	54.0		14.0	40.0		20.0	20.0		28.0	28.0	28.0
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		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	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		25.0			25.0		30.0	30.0		30.0	30.0	
Pedestrian Calls (#/hr)		4			1		5	5		1	1	
Act Effct Green (s)	24.4	64.7		10.4	46.3		17.2	17.2		28.1	28.1	52.5
Actuated g/C Ratio	0.17	0.46		0.07	0.33		0.12	0.12		0.20	0.20	0.38
v/c Ratio	0.85	0.74		0.17	1.19		0.49	0.81		0.58	0.93	0.50
Control Delay	66.5	28.2		82.1	138.4		64.6	87.0		57.8	91.2	32.5
Queue Delay	0.0	0.2		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	66.5	28.4		82.1	138.4		64.6	87.0		57.8	91.2	32.5
LOS	E	C		F	F		E	F		E	F	C
Approach Delay		36.6			137.7			78.7			61.3	
Approach LOS		D			F			E			E	
Queue Length 50th (ft)	170	546		18	~779		90	157		166	266	178
Queue Length 95th (ft)	236	608		m41	#954		150	#250		255	#460	257
Internal Link Dist (ft)		496			1126			179			412	
Turn Bay Length (ft)	245			125						115		
Base Capacity (vph)	624	2287		174	1610		249	251		358	312	580
Starvation Cap Reductn	0	104		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	0.74	0.77		0.13	1.19		0.42	0.70		0.56	0.91	0.47

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 45 (32%), Referenced to phase 1:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.19

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

Intersection Signal Delay: 80.7

Intersection LOS: F

Intersection Capacity Utilization 93.2%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

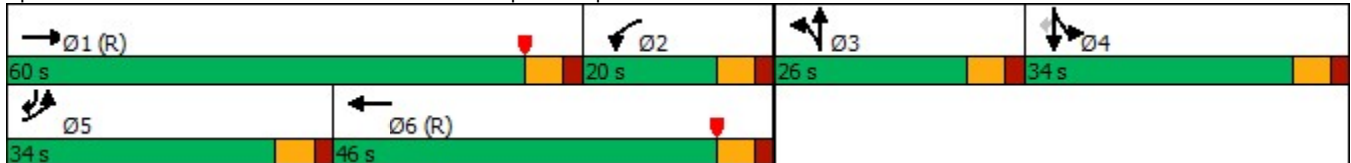
Queue shown is maximum after two cycles.

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: 45: 3rd St/Carmen Ave & Hempstead Tpke



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













FB B Saturday Midday-Alternative
05/24/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	
Traffic Volume (vph)	306	1332	140	247	1457	156	283	388	187	309	323	191
Future Volume (vph)	306	1332	140	247	1457	156	283	388	187	309	323	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	10	11	11	10	11	9
Storage Length (ft)	340		0	70		0	175		245	170		210
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	135			170			100			170		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00				1.00		1.00		0.98	1.00		0.98
Frt		0.986			0.985				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3236	4900	0	3152	4882	0	3268	3455	1546	3268	3455	1425
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3234	4900	0	3152	4882	0	3254	3455	1514	3253	3455	1398
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		679			621			506			651	
Travel Time (s)		11.6			10.6			8.6			11.1	
Confl. Peds. (#/hr)	5					5	6		7	7		6
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%	1%	0%	0%	1%	1%	0%	1%	1%	0%	1%	2%
Adj. Flow (vph)	319	1388	146	257	1518	163	295	404	195	322	336	199
Shared Lane Traffic (%)												
Lane Group Flow (vph)	319	1534	0	257	1681	0	295	404	195	322	336	199
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)		30			30			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.14	1.04	1.04	1.09	1.04	1.04	1.09	1.04	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	50	50	50	50	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	0		20	0		20	20	20	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			30			30	30	30	30	30	30
Detector 2 Size(ft)	20			20			20	20	20	20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex

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

FB B Saturday Midday-Alternative

05/24/2024

												
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	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8	5	7	4	1
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	5	7	4	1
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	12.0	18.0		12.0	18.0		12.0	15.0	12.0	12.0	15.0	12.0
Total Split (s)	26.0	50.0		26.0	50.0		26.0	38.0	26.0	26.0	38.0	26.0
Total Split (%)	18.6%	35.7%		18.6%	35.7%		18.6%	27.1%	18.6%	18.6%	27.1%	18.6%
Maximum Green (s)	19.0	42.0		19.0	42.0		19.0	30.0	19.0	19.0	30.0	19.0
Yellow Time (s)	4.0	5.0		4.0	5.0		4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	3.0	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	0.0	0.0	0.0
Total Lost Time (s)	7.0	8.0		7.0	8.0		7.0	8.0	7.0	7.0	8.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		30.0			30.0			30.0			30.0	
Pedestrian Calls (#/hr)		2			2			0			2	
Act Effct Green (s)	17.3	55.7		15.5	53.9		19.4	20.8	37.2	18.1	19.4	37.7
Actuated g/C Ratio	0.12	0.40		0.11	0.38		0.14	0.15	0.27	0.13	0.14	0.27
v/c Ratio	0.80	0.79		0.74	0.89		0.65	0.79	0.48	0.76	0.70	0.53
Control Delay	75.0	41.7		73.1	48.2		64.3	68.8	27.8	70.9	64.9	28.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.0	41.7		73.1	48.2		64.3	68.8	27.8	70.9	64.9	28.5
LOS	E	D		E	D		E	E	C	E	E	C
Approach Delay		47.5			51.5			58.4			58.7	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	146	446		118	528		131	189	100	148	157	100
Queue Length 95th (ft)	198	#650		163	#753		184	238	121	193	191	126
Internal Link Dist (ft)		599			541			426			571	
Turn Bay Length (ft)	340			70			175		245	170		210
Base Capacity (vph)	444	1949		427	1880		470	740	445	467	740	399
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	0.72	0.79		0.60	0.89		0.63	0.55	0.44	0.69	0.45	0.50

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: 90
 Control Type: Actuated-Coordinated

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

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 52.4

Intersection LOS: D

Intersection Capacity Utilization 89.1%

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.

Splits and Phases: 46: Newbridge Rd & Hemstead Tpke



Lanes, Volumes, Timings
47: Merrick Ave & Bellmore Ave

FB B Saturday Midday-Alternative

05/24/2024

	↑	↗	↘	↓	↖	↙	∅3
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	
Lane Configurations	↑↑		↘↘	↑↑		↗↗	
Traffic Volume (vph)	720	51	426	694	0	397	
Future Volume (vph)	720	51	426	694	0	397	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	10	10	11	12	
Lane Util. Factor	0.95	0.95	0.97	0.95	1.00	0.88	
Ped Bike Factor	1.00		1.00				
Frt	0.990					0.850	
Flt Protected			0.950				
Satd. Flow (prot)	3322	0	3204	3303	0	2814	
Flt Permitted			0.950				
Satd. Flow (perm)	3322	0	3199	3303	0	2814	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)						9	
Link Speed (mph)	40			40	40		
Link Distance (ft)	755			650	555		
Travel Time (s)	12.9			11.1	9.5		
Confl. Peds. (#/hr)		4	4		3		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	4%	2%	2%	2%	0%	1%	
Adj. Flow (vph)	742	53	439	715	0	409	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	795	0	439	715	0	409	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	20			20	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.09	1.09	1.04	1.00	
Turning Speed (mph)		9	40		15	40	
Number of Detectors	0		1	0		1	
Detector Template							
Leading Detector (ft)	0		65	0		65	
Trailing Detector (ft)	0		59	0		59	
Detector 1 Position(ft)	0		59	0		59	
Detector 1 Size(ft)	0		6	0		6	
Detector 1 Type			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	
Turn Type	NA		Prot	NA		pt+ov	
Protected Phases	1		2 3			2 3	3
Permitted Phases				2			
Detector Phase	1		2 3	2		2 3	
Switch Phase							
Minimum Initial (s)	20.0			12.0			20.0
Minimum Split (s)	26.0			18.0			26.0

Lanes, Volumes, Timings
47: Merrick Ave & Bellmore Ave

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø3
Total Split (s)	26.0			41.0			36.0
Total Split (%)	25.2%			39.8%			35%
Maximum Green (s)	20.0			35.0			30.0
Yellow Time (s)	4.0			4.0			4.0
All-Red Time (s)	2.0			2.0			2.0
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	6.0			6.0			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?	Yes			Yes			
Vehicle Extension (s)	0.2			3.0			0.2
Recall Mode	Min			Min			None
Walk Time (s)	8.0						12.0
Flash Dont Walk (s)	12.0						17.0
Pedestrian Calls (#/hr)	1						0
Act Effct Green (s)	20.1		50.4	24.3		50.4	
Actuated g/C Ratio	0.24		0.61	0.29		0.61	
v/c Ratio	0.98		0.22	0.74		0.24	
Control Delay	61.6		7.4	31.0		7.4	
Queue Delay	0.0		0.0	0.0		0.0	
Total Delay	61.6		7.4	31.0		7.4	
LOS	E		A	C		A	
Approach Delay	61.6			22.0	7.4		
Approach LOS	E			C	A		
Queue Length 50th (ft)	214		47	173		47	
Queue Length 95th (ft)	#394		67	232		69	
Internal Link Dist (ft)	675			570	475		
Turn Bay Length (ft)							
Base Capacity (vph)	808		2313	1406		2034	
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	0.98		0.19	0.51		0.20	

Intersection Summary

Area Type: Other
 Cycle Length: 103
 Actuated Cycle Length: 82.6
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 32.8
 Intersection Capacity Utilization 45.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 47: Merrick Ave & Bellmore Ave



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

FB B Saturday Midday-Alternative













05/24/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	191	31	138	148	43	41	731	217	83	547	146
Future Volume (vph)	124	191	31	138	148	43	41	731	217	83	547	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	10	11	11	11	12	12	11	11	12
Storage Length (ft)	65		0	40		0	50		0	95		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			55			55			95		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00			1.00			0.99			1.00	
Frt		0.979			0.966			0.966			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	3320	0	1668	3165	0	1745	3340	0	1711	3259	0
Flt Permitted	0.624			0.605			0.278			0.146		
Satd. Flow (perm)	1045	3320	0	1062	3165	0	511	3340	0	263	3259	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			46			57			49	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		274			484			540			323	
Travel Time (s)		4.7			8.3			12.3			5.5	
Confl. Peds. (#/hr)	1					1			1	1		
Confl. Bikes (#/hr)			2			1			1			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 (%)	2%	2%	7%	1%	8%	0%	0%	4%	2%	2%	4%	1%
Adj. Flow (vph)	132	203	33	147	157	46	44	778	231	88	582	155
Shared Lane Traffic (%)												
Lane Group Flow (vph)	132	236	0	147	203	0	44	1009	0	88	737	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)		10			12			13			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.09	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		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)	20	6		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	

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

FB B Saturday Midday-Alternative

05/24/2024

												
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+pt	NA		Perm	NA		Perm	NA	
Protected Phases		3		2	2 3			1				1
Permitted Phases	3			2 3			1			1		
Detector Phase	3	3		2	2 3		1	1		1		1
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0			20.0	20.0		20.0		20.0
Minimum Split (s)	16.0	16.0		7.0			26.0	26.0		26.0		26.0
Total Split (s)	29.0	29.0		14.0			36.0	36.0		36.0		36.0
Total Split (%)	36.7%	36.7%		17.7%			45.6%	45.6%		45.6%		45.6%
Maximum Green (s)	23.0	23.0		10.0			30.0	30.0		30.0		30.0
Yellow Time (s)	4.0	4.0		3.0			4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0		1.0			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		4.0			6.0	6.0		6.0		6.0
Lead/Lag				Lag			Lead	Lead		Lead		Lead
Lead-Lag Optimize?				Yes			Yes	Yes		Yes		Yes
Vehicle Extension (s)	3.0	3.0		1.0			0.2	0.2		0.2		0.2
Recall Mode	Max	Max		None			Max	Max		Max		Max
Walk Time (s)	8.0	8.0					1.0	1.0		1.0		1.0
Flash Dont Walk (s)	18.0	18.0					0.0	0.0		0.0		0.0
Pedestrian Calls (#/hr)	0	0					0	0		0		0
Act Effct Green (s)	26.0	26.0		35.3	39.3		30.0	30.0		30.0		30.0
Actuated g/C Ratio	0.33	0.33		0.45	0.50		0.38	0.38		0.38		0.38
v/c Ratio	0.39	0.21		0.28	0.13		0.23	0.78		0.89		0.58
Control Delay	25.2	18.3		12.6	8.4		21.4	25.8		95.0		20.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay	25.2	18.3		12.6	8.4		21.4	25.8		95.0		20.8
LOS	C	B		B	A		C	C		F		C
Approach Delay		20.8			10.2			25.6				28.7
Approach LOS		C			B			C				C
Queue Length 50th (ft)	50	39		38	20		15	214		40		139
Queue Length 95th (ft)	103	69		70	37		42	306		#133		205
Internal Link Dist (ft)		194			404			460				243
Turn Bay Length (ft)	65			40			50			95		
Base Capacity (vph)	342	1104		581	1559		193	1299		99		1264
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	0.39	0.21		0.25	0.13		0.23	0.78		0.89		0.58

Intersection Summary

Area Type: Other
 Cycle Length: 79
 Actuated Cycle Length: 79.3
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.89

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

Intersection Signal Delay: 23.8

Intersection LOS: C

Intersection Capacity Utilization 78.1%

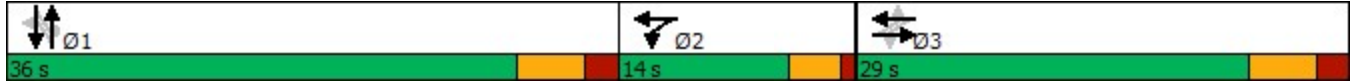
ICU Level of Service D

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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



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

FB B Saturday Midday-Alternative

05/24/2024

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	50	227	168	30	89	207	213	48	59	217	803	187
Future Volume (vph)	50	227	168	30	89	207	213	48	59	217	803	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	9	9	11	11	10	10	11	11
Storage Length (ft)	50		0			100		0		120		0
Storage Lanes	1		0			1		0		1		0
Taper Length (ft)	200					90				0		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99				0.99	1.00			1.00	1.00	
Frt		0.930					0.972				0.972	
Flt Protected	0.950					0.950				0.950		
Satd. Flow (prot)	1685	3147	0	0	0	1620	3277	0	0	1652	3303	0
Flt Permitted	0.583					0.385				0.221		
Satd. Flow (perm)	1033	3147	0	0	0	653	3277	0	0	384	3303	0
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)		35					35				40	
Link Distance (ft)		477					519				194	
Travel Time (s)		9.3					10.1				3.3	
Confl. Peds. (#/hr)	1		3	3	3	3		1		1		1
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 (%)	0%	9%	1%	0%	1%	0%	4%	0%	2%	2%	3%	0%
Adj. Flow (vph)	53	239	177	32	94	218	224	51	62	228	845	197
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	448	0	0	0	312	275	0	0	290	1042	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Left	Left	Right	Left	Left	Left	Right
Median Width(ft)		14					10				10	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.14	1.14	1.04	1.04	1.09	1.09	1.04	1.04
Turning Speed (mph)	15		9	9	15	15		9	15	15		9
Number of Detectors	1	1			1	1	1		1	1	0	
Detector Template					Left				Left			
Leading Detector (ft)	46	46			20	25	46		20	25	0	
Trailing Detector (ft)	40	40			0	0	40		0	0	0	
Detector 1 Position(ft)	40	40			0	0	40		0	0	0	
Detector 1 Size(ft)	6	6			20	25	6		20	25	0	
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	
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	
Turn Type	Perm	NA			pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			3	3	3 4		1	1	1 2	
Permitted Phases	4				3 4	3 4			1 2	1 2		

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

FB B Saturday Midday-Alternative













05/24/2024

	↘	↓	↙	↘
Lane Group	SBL	SBT	SBR	SBR2
Lane Configurations	↘	↑↘		
Traffic Volume (vph)	42	369	195	32
Future Volume (vph)	42	369	195	32
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11
Storage Length (ft)	65		0	
Storage Lanes	1		0	
Taper Length (ft)	110			
Lane Util. Factor	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.99		
Frt		0.943		
Flt Protected	0.950			
Satd. Flow (prot)	1685	3186	0	0
Flt Permitted	0.275			
Satd. Flow (perm)	488	3186	0	0
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)		40		
Link Distance (ft)		455		
Travel Time (s)		7.8		
Confl. Peds. (#/hr)	1		1	1
Confl. Bikes (#/hr)			1	1
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	0%	3%
Adj. Flow (vph)	44	388	205	34
Shared Lane Traffic (%)				
Lane Group Flow (vph)	44	627	0	0
Enter Blocked Intersection	No	No	No	No
Lane Alignment	Left	Left	Right	Right
Median Width(ft)		10		
Link Offset(ft)		0		
Crosswalk Width(ft)		16		
Two way Left Turn Lane				
Headway Factor	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	9
Number of Detectors	1	0		
Detector Template				
Leading Detector (ft)	25	0		
Trailing Detector (ft)	0	0		
Detector 1 Position(ft)	0	0		
Detector 1 Size(ft)	25	0		
Detector 1 Type	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		
Turn Type	Perm	NA		
Protected Phases		2		
Permitted Phases	2			

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

FB B Saturday Midday-Alternative

05/24/2024

												
Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Detector Phase	4	4			3	3	3 4		1	1	1 2	
Switch Phase												
Minimum Initial (s)	10.0	10.0			5.0	5.0			5.0	5.0		
Minimum Split (s)	17.0	17.0			10.0	10.0			10.0	10.0		
Total Split (s)	37.0	37.0			25.0	25.0			18.0	18.0		
Total Split (%)	36.3%	36.3%			24.5%	24.5%			17.6%	17.6%		
Maximum Green (s)	30.0	30.0			20.0	20.0			13.0	13.0		
Yellow Time (s)	4.0	4.0			3.0	3.0			3.0	3.0		
All-Red Time (s)	3.0	3.0			2.0	2.0			2.0	2.0		
Lost Time Adjust (s)	0.0	0.0				0.0				0.0		
Total Lost Time (s)	7.0	7.0				5.0				5.0		
Lead/Lag	Lag	Lag			Lead	Lead			Lead	Lead		
Lead-Lag Optimize?	Yes	Yes			Yes	Yes			Yes	Yes		
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0		
Recall Mode	Min	Min			None	None			None	None		
Walk Time (s)	10.0	10.0										
Flash Dont Walk (s)	20.0	20.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)	17.7	17.7				35.4	40.6			34.7	39.8	
Actuated g/C Ratio	0.19	0.19				0.39	0.45			0.38	0.44	
v/c Ratio	0.26	0.73				0.74	0.19			0.87	0.72	
Control Delay	37.0	42.8				30.5	16.0			48.2	25.1	
Queue Delay	0.0	0.0				0.0	0.0			0.0	0.0	
Total Delay	37.0	42.8				30.5	16.0			48.2	25.1	
LOS	D	D				C	B			D	C	
Approach Delay		42.2					23.7				30.1	
Approach LOS		D					C				C	
Queue Length 50th (ft)	24	117				105	42			105	240	
Queue Length 95th (ft)	74	232				#253	100			#310	413	
Internal Link Dist (ft)		397					439				114	
Turn Bay Length (ft)	50					100				120		
Base Capacity (vph)	353	1077				501	1918			334	1449	
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	0.15	0.42				0.62	0.14			0.87	0.72	

Intersection Summary

Area Type: Other
 Cycle Length: 102
 Actuated Cycle Length: 90.8
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 36.9
 Intersection Capacity Utilization 111.9%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service H

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

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

FB B Saturday Midday-Alternative

05/24/2024



Lane Group	SBL	SBT	SBR	SBR2
Detector Phase	2	2		
Switch Phase				
Minimum Initial (s)	40.0	40.0		
Minimum Split (s)	47.0	47.0		
Total Split (s)	22.0	22.0		
Total Split (%)	21.6%	21.6%		
Maximum Green (s)	15.0	15.0		
Yellow Time (s)	4.0	4.0		
All-Red Time (s)	3.0	3.0		
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	7.0	7.0		
Lead/Lag	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes		
Vehicle Extension (s)	0.2	0.2		
Recall Mode	Min	Min		
Walk Time (s)	15.0	15.0		
Flash Dont Walk (s)	25.0	25.0		
Pedestrian Calls (#/hr)	1	1		
Act Effct Green (s)	19.1	19.1		
Actuated g/C Ratio	0.21	0.21		
v/c Ratio	0.43	0.93		
Control Delay	46.9	58.7		
Queue Delay	0.0	0.0		
Total Delay	46.9	58.7		
LOS	D	E		
Approach Delay		57.9		
Approach LOS		E		
Queue Length 50th (ft)	21	~201		
Queue Length 95th (ft)	63	294		
Internal Link Dist (ft)		375		
Turn Bay Length (ft)	65			
Base Capacity (vph)	103	671		
Starvation Cap Reductn	0	0		
Spillback Cap Reductn	0	0		
Storage Cap Reductn	0	0		
Reduced v/c Ratio	0.43	0.93		
Intersection Summary				

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





















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



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













FB B Saturday Midday-Alternative

05/24/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	523	71	112	465	143	104	412	55	171	400	77
Future Volume (vph)	148	523	71	112	465	143	104	412	55	171	400	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	10	11	11	10	12	12	10	12	12
Storage Length (ft)	40		0	75		0	135		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			60			40			35		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99	0.99		1.00	1.00		0.99	1.00	
Frt		0.982			0.965			0.982			0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1652	3292	0	1652	3249	0	1668	1798	0	1668	1815	0
Flt Permitted	0.245			0.319			0.251			0.177		
Satd. Flow (perm)	423	3292	0	550	3249	0	439	1798	0	309	1815	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			44			7			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		335			336			323			343	
Travel Time (s)		7.6			7.6			7.3			7.8	
Confl. Peds. (#/hr)	10		11	11		10	14		16	16		14
Confl. Bikes (#/hr)			1			3			6			4
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	4%	0%	2%	3%	1%	1%	3%	6%	1%	2%	0%
Adj. Flow (vph)	151	534	72	114	474	146	106	420	56	174	408	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	606	0	114	620	0	106	476	0	174	487	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			16			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.09	1.04	1.04	1.09	1.00	1.00	1.09	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	0		30	0		30	30		30	30	
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)	30	0		30	0		30	30		30	30	
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		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	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		

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

FB B Saturday Midday-Alternative
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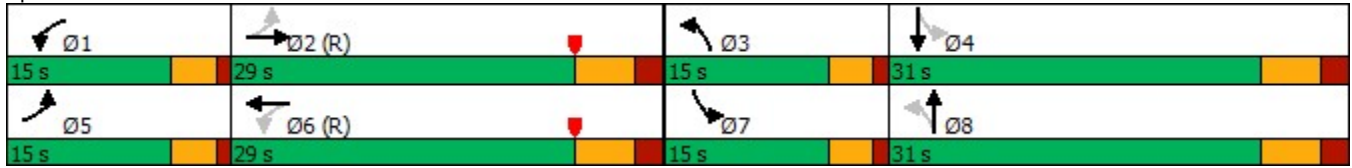
Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	7.0	26.0		7.0	26.0		7.0	14.0		7.0	14.0	
Total Split (s)	15.0	29.0		15.0	29.0		15.0	31.0		15.0	31.0	
Total Split (%)	16.7%	32.2%		16.7%	32.2%		16.7%	34.4%		16.7%	34.4%	
Maximum Green (s)	11.0	23.0		11.0	23.0		11.0	25.0		11.0	25.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	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		4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		6.0			6.0			6.0			6.0	
Flash Dont Walk (s)		14.0			14.0			18.0			18.0	
Pedestrian Calls (#/hr)		5			5			4			3	
Act Effct Green (s)	37.4	27.4		34.9	24.7		36.3	26.6		40.5	30.3	
Actuated g/C Ratio	0.42	0.30		0.39	0.27		0.40	0.30		0.45	0.34	
v/c Ratio	0.50	0.60		0.36	0.67		0.38	0.89		0.61	0.79	
Control Delay	22.2	30.5		19.3	32.0		17.5	50.8		24.2	38.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.2	30.5		19.3	32.0		17.5	50.8		24.2	38.5	
LOS	C	C		B	C		B	D		C	D	
Approach Delay		28.8			30.1			44.7			34.7	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	54	162		40	162		31	242		53	237	
Queue Length 95th (ft)	90	221		71	218		63	#455		100	#459	
Internal Link Dist (ft)		255			256			243			263	
Turn Bay Length (ft)	40			75			135			120		
Base Capacity (vph)	329	1019		363	947		343	541		308	618	
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	0.59		0.31	0.65		0.31	0.88		0.56	0.79	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 4 (4%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 34.0
 Intersection Capacity Utilization 77.2%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 50: Uniondale Ave & Jerusalem Ave



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













FB B Saturday Midday-Alternative

05/24/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	680	66	32	623	319	88	273	30	283	275	32
Future Volume (vph)	19	680	66	32	623	319	88	273	30	283	275	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	10	10	11	11	10	11	11
Storage Length (ft)	0		0	45		0	85		0	100		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	0			25			60			70		
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00		0.96		1.00				
Frt		0.987				0.850		0.985			0.984	
Flt Protected		0.999		0.950			0.950			0.950		
Satd. Flow (prot)	0	3332	0	1745	3421	1463	1604	1807	0	1636	1791	0
Flt Permitted		0.927		0.192			0.565			0.275		
Satd. Flow (perm)	0	3092	0	352	3421	1403	954	1807	0	473	1791	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		11						5			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			325			311			536	
Travel Time (s)		8.3			7.4			7.1			12.2	
Confl. Peds. (#/hr)	14		5	5		14						
Confl. Bikes (#/hr)			2						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 (%)	6%	3%	2%	0%	2%	3%	5%	0%	0%	3%	1%	0%
Adj. Flow (vph)	20	716	69	34	656	336	93	287	32	298	289	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	805	0	34	656	336	93	319	0	298	323	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)		11			11			10			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		0	0	0	1	1		1	1	
Detector Template	Left											
Leading Detector (ft)	20	0		0	0	0	30	30		30	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)	20	0		0	0	0	30	30		30	30	
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	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	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		6		5	2			4		3	8	
Permitted Phases	6			2		2	4			8		

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

FB B Saturday Midday-Alternative
05/24/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		5	2	2	4	4		3	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		5.0	20.0	20.0	8.0	8.0		5.0	5.0	
Minimum Split (s)	26.0	26.0		10.0	26.0	26.0	15.0	15.0		10.0	11.0	
Total Split (s)	37.0	37.0		14.0	37.0	37.0	30.0	30.0		15.0	30.0	
Total Split (%)	38.5%	38.5%		14.6%	38.5%	38.5%	31.3%	31.3%		15.6%	31.3%	
Maximum Green (s)	31.0	31.0		9.0	31.0	31.0	23.0	23.0		10.0	24.0	
Yellow Time (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0		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		5.0	6.0	6.0	7.0	7.0		5.0	6.0	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	0.2	0.2		3.0	0.2	0.2	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	Max	Max	None	None		None	None	
Walk Time (s)	6.0	6.0			6.0	6.0						
Flash Dont Walk (s)	25.0	25.0			25.0	25.0						
Pedestrian Calls (#/hr)	0	0			1	1						
Act Effct Green (s)		31.5		39.3	38.3	38.3	18.9	18.9		36.1	35.1	
Actuated g/C Ratio		0.37		0.46	0.45	0.45	0.22	0.22		0.42	0.41	
v/c Ratio		0.70		0.13	0.43	0.54	0.44	0.79		0.88	0.44	
Control Delay		28.8		14.4	17.4	21.3	37.5	47.2		50.0	20.8	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		28.8		14.4	17.4	21.3	37.5	47.2		50.0	20.8	
LOS		C		B	B	C	D	D		D	C	
Approach Delay		28.8			18.6			45.0			34.8	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)		214		10	128	132	46	171		121	130	
Queue Length 95th (ft)		304		27	178	220	96	#290		#281	210	
Internal Link Dist (ft)		285			245			231			456	
Turn Bay Length (ft)				45			85			100		
Base Capacity (vph)		1143		310	1825	748	260	496		337	832	
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		0.70		0.11	0.36	0.45	0.36	0.64		0.88	0.39	

Intersection Summary

Area Type: Other
 Cycle Length: 96
 Actuated Cycle Length: 85.6
 Natural Cycle: 75
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 28.8
 Intersection Capacity Utilization 83.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

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



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

FB B Saturday Midday-Alternative








05/24/2024

Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	624	1300	1002	169	7	81	510
Future Volume (vph)	624	1300	1002	169	7	81	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	12	11	11
Lane Util. Factor	1.00	0.91	0.91	0.91	0.95	0.97	0.91
Ped Bike Factor	1.00		1.00				
Frt			0.978			0.888	0.850
Flt Protected	0.950					0.987	
Satd. Flow (prot)	1668	4841	4846	0	0	3093	1407
Flt Permitted	0.157					0.987	
Satd. Flow (perm)	276	4841	4846	0	0	3093	1407
Right Turn on Red				Yes			Yes
Satd. Flow (RTOR)			31			269	5
Link Speed (mph)		40	40			25	
Link Distance (ft)		324	370			322	
Travel Time (s)		5.5	6.3			8.8	
Confl. Peds. (#/hr)	1			1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	1%	1%	0%	1%	1%
Adj. Flow (vph)	657	1368	1055	178	7	85	537
Shared Lane Traffic (%)							50%
Lane Group Flow (vph)	657	1368	1233	0	0	361	268
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	R NA	Left	Right
Median Width(ft)		12	10			32	
Link Offset(ft)		0	0			0	
Crosswalk Width(ft)		42	16			16	
Two way Left Turn Lane			Yes				
Headway Factor	1.09	1.09	1.04	1.04	1.00	1.04	1.04
Turning Speed (mph)	15			9	9	15	9
Number of Detectors	2	0	0		1	1	1
Detector Template					Left		
Leading Detector (ft)	46	0	0		20	30	30
Trailing Detector (ft)	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0
Detector 1 Size(ft)	20	0	0		20	30	30
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	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)	26						
Detector 2 Size(ft)	20						
Detector 2 Type	Cl+Ex						
Detector 2 Channel							
Detector 2 Extend (s)	0.0						
Turn Type	pm+pt	NA	NA		Perm	Prot	pm+ov
Protected Phases	2	12	1			3	2

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

FB B Saturday Midday-Alternative

05/24/2024

							
Lane Group	EBL	EBT	WBT	WBR	SBU	SBL	SBR
Permitted Phases	1 2				3		3
Detector Phase	2	1 2	1		3	3	2
Switch Phase							
Minimum Initial (s)	3.0		10.0		10.0	10.0	3.0
Minimum Split (s)	9.0		16.0		16.0	16.0	9.0
Total Split (s)	27.0		35.0		43.0	43.0	27.0
Total Split (%)	25.7%		33.3%		41.0%	41.0%	25.7%
Maximum Green (s)	21.0		29.0		37.0	37.0	21.0
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
Total Lost Time (s)	6.0		6.0			6.0	6.0
Lead/Lag	Lag		Lead				Lag
Lead-Lag Optimize?	Yes		Yes				Yes
Vehicle Extension (s)	2.0		0.2		3.0	3.0	2.0
Recall Mode	None		C-Min		None	None	None
Act Effct Green (s)	76.0	82.0	48.3			11.0	44.7
Actuated g/C Ratio	0.72	0.78	0.46			0.10	0.43
v/c Ratio	1.16	0.36	0.55			0.64	0.45
Control Delay	119.9	3.9	20.7			17.8	24.6
Queue Delay	0.0	0.0	0.0			0.0	0.0
Total Delay	119.9	3.9	20.7			17.8	24.6
LOS	F	A	C			B	C
Approach Delay		41.6	20.7			20.7	
Approach LOS		D	C			C	
Queue Length 50th (ft)	~428	77	204			30	136
Queue Length 95th (ft)	#714	117	239			73	225
Internal Link Dist (ft)		244	290			242	
Turn Bay Length (ft)							
Base Capacity (vph)	566	3780	2247			1264	601
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	1.16	0.36	0.55			0.29	0.45

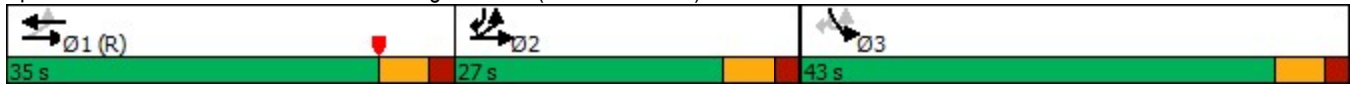
Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 102 (97%), Referenced to phase 1:EBWB, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.16
 Intersection Signal Delay: 31.6
 Intersection Capacity Utilization 81.0%
 Analysis Period (min) 15
 Intersection LOS: C
 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: 52: Stewart Ave & Ring Rd West (Roosevelt Field)



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

FB B Saturday Midday-Alternative

05/24/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	7	30	2101	623	35	395	1852	112	491	50	665	184
Future Volume (vph)	7	30	2101	623	35	395	1852	112	491	50	665	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	11	13	12	11	11	11	11	12	12	13
Storage Length (ft)		200		0		155		0	0		0	70
Storage Lanes		1		1		2		0	2		1	1
Taper Length (ft)		60				110			0			75
Lane Util. Factor	0.91	1.00	0.91	1.00	0.86	0.97	0.86	0.86	0.91	0.86	0.95	0.95
Ped Bike Factor		1.00		0.98		1.00	1.00			0.99	0.98	1.00
Fr _t				0.850			0.991			0.889	0.850	
Fl _t Protected		0.950				0.950			0.950	0.994		0.950
Satd. Flow (prot)	0	1685	4964	1605	0	3385	6137	0	3113	1422	1534	1754
Fl _t Permitted		0.950				0.950			0.950	0.994		0.950
Satd. Flow (perm)	0	1684	4964	1578	0	3384	6137	0	3113	1422	1511	1749
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				224			8			91	61	
Link Speed (mph)			40				40			25		
Link Distance (ft)			700				492			452		
Travel Time (s)			11.9				8.4			12.3		
Confl. Peds. (#/hr)		2		3		3		2			5	5
Confl. Bikes (#/hr)				4								
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%	0%	1%	4%	0%	0%	2%	0%	2%	0%	0%	1%
Adj. Flow (vph)	7	32	2212	656	37	416	1949	118	517	53	700	194
Shared Lane Traffic (%)									10%		43%	36%
Lane Group Flow (vph)	0	39	2212	656	0	453	2067	0	465	406	399	124
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				32			36		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.09	1.04	0.96	1.00	1.04	1.04	1.04	1.04	1.00	1.00	0.96
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2	1	1	1	2		1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100		20	100	20	20
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	20	20	20	6		20	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			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		

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

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↙	↙
Traffic Volume (vph)	54	80
Future Volume (vph)	54	80
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	11	12
Storage Length (ft)		70
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor	1.00	
Frt		0.850
Flt Protected	0.973	
Satd. Flow (prot)	1688	1615
Flt Permitted	0.973	
Satd. Flow (perm)	1686	1615
Right Turn on Red		No
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	251	
Travel Time (s)	6.8	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	57	84
Shared Lane Traffic (%)		
Lane Group Flow (vph)	127	84
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	22	
Link Offset(ft)	-20	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.04	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	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)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	

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

FB B Saturday Midday-Alternative

05/24/2024

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		
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA		Split	NA	custom	Split
Protected Phases	5	5	2	8	1	1	6		8	8		4
Permitted Phases				2							1 8	
Detector Phase	5	5	2	8	1	1	6		8	8	1 8	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	25.0	10.0	3.0	3.0	25.0		10.0	10.0		10.0
Minimum Split (s)	9.0	9.0	31.0	50.0	9.0	9.0	31.0		50.0	50.0		16.0
Total Split (s)	30.0	30.0	56.0	52.0	30.0	30.0	56.0		52.0	52.0		22.0
Total Split (%)	18.8%	18.8%	35.0%	32.5%	18.8%	18.8%	35.0%		32.5%	32.5%		13.8%
Maximum Green (s)	24.0	24.0	50.0	46.0	24.0	24.0	50.0		46.0	46.0		16.0
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
Total Lost Time (s)		6.0	6.0	6.0			6.0		6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Vehicle Extension (s)	3.0	3.0	0.2	4.0	3.0	3.0	0.2		4.0	4.0		4.0
Recall Mode	None	None	C-Min	None	None	None	C-Min		None	None		None
Walk Time (s)			7.0	7.0			7.0		7.0	7.0		
Flash Dont Walk (s)			35.0	37.0			35.0		37.0	37.0		
Pedestrian Calls (#/hr)			0	1			2		1	1		
Act Effct Green (s)		9.3	50.8	97.2		23.5	65.0		46.3	46.3	75.9	15.3
Actuated g/C Ratio		0.06	0.32	0.61		0.15	0.41		0.29	0.29	0.47	0.10
v/c Ratio		0.40	1.40	0.62		0.91	0.83		0.52	0.85	0.53	0.74
Control Delay		95.3	218.6	5.9		90.1	46.2		50.0	59.1	27.7	95.5
Queue Delay		0.0	0.0	0.0		0.0	0.1		0.0	0.0	0.0	0.0
Total Delay		95.3	218.6	5.9		90.1	46.3		50.0	59.1	27.7	95.5
LOS		F	F	A		F	D		D	E	C	F
Approach Delay			168.9				54.2			45.9		
Approach LOS			F				D			D		
Queue Length 50th (ft)		43	~1155	138		243	558		225	377	258	134
Queue Length 95th (ft)		m51	m#1153	m218		#338	630		287	#597	370	#233
Internal Link Dist (ft)			620				412			372		
Turn Bay Length (ft)		200				155						70
Base Capacity (vph)		252	1576	1054		507	2499		901	476	752	175
Starvation Cap Reductn		0	0	11		0	0		0	0	0	0
Spillback Cap Reductn		0	0	0		0	43		0	0	0	0
Storage Cap Reductn		0	0	0		0	0		0	0	0	0
Reduced v/c Ratio		0.15	1.40	0.63		0.89	0.84		0.52	0.85	0.53	0.71

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 6 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

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

Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	custom
Protected Phases	4	
Permitted Phases		4 5
Detector Phase	4	4 5
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	16.0	
Total Split (s)	22.0	
Total Split (%)	13.8%	
Maximum Green (s)	16.0	
Yellow Time (s)	4.0	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.0	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	4.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	15.3	24.6
Actuated g/C Ratio	0.10	0.15
v/c Ratio	0.79	0.34
Control Delay	102.0	34.1
Queue Delay	0.0	0.0
Total Delay	102.0	34.1
LOS	F	C
Approach Delay	82.5	
Approach LOS	F	
Queue Length 50th (ft)	138	44
Queue Length 95th (ft)	#250	72
Internal Link Dist (ft)	171	
Turn Bay Length (ft)		70
Base Capacity (vph)	168	403
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.76	0.21
Intersection Summary		

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

Maximum v/c Ratio: 1.40

Intersection Signal Delay: 101.5

Intersection LOS: F

Intersection Capacity Utilization 109.2%

ICU Level of Service H







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: 53: Roosevelt Field Mall & Old Country Rd

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

Lanes, Volumes, Timings
54: Salisbury Park Dr/School St & Old Country Rd

FB B Saturday Midday-Alternative













05/24/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	1231	427	26	1160	90	278	99	21	96	100	113
Future Volume (vph)	136	1231	427	26	1160	90	278	99	21	96	100	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	10	12	12	10	10	10	12	11	11
Storage Length (ft)	235		0	95		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	80			25			0			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.99		1.00			1.00		1.00	0.99	
Frt			0.850		0.989			0.974			0.920	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3622	1599	1685	3468	0	3236	1722	0	1770	1629	0
Flt Permitted	0.073			0.120			0.950			0.950		
Satd. Flow (perm)	131	3622	1575	213	3468	0	3236	1722	0	1764	1629	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			266		6			7				
Link Speed (mph)		40			40			30				20
Link Distance (ft)		605			448			513				508
Travel Time (s)		10.3			7.6			11.7				17.3
Confl. Peds. (#/hr)	1					1			2	2		
Confl. Bikes (#/hr)			4			1			2			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 (%)	2%	3%	1%	0%	3%	0%	1%	0%	0%	2%	3%	3%
Adj. Flow (vph)	143	1296	449	27	1221	95	293	104	22	101	105	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	1296	449	27	1316	0	293	126	0	101	224	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)		11			11			20				20
Link Offset(ft)		0			0			0				-12
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.04	0.96	1.00	1.09	1.00	1.00	1.09	1.09	1.09	1.00	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	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

Lanes, Volumes, Timings
54: Salisbury Park Dr/School St & Old Country Rd

FB B Saturday Midday-Alternative

05/24/2024

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	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2		2	6								
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		8.0	8.0		6.0	6.0	
Minimum Split (s)	7.0	26.0	26.0	7.0	26.0		14.0	14.0		12.0	12.0	
Total Split (s)	17.0	48.0	48.0	17.0	48.0		40.0	40.0		35.0	35.0	
Total Split (%)	12.1%	34.3%	34.3%	12.1%	34.3%		28.6%	28.6%		25.0%	25.0%	
Maximum Green (s)	13.0	42.0	42.0	13.0	42.0		34.0	34.0		29.0	29.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		8.0	8.0				6.0	6.0				
Flash Dont Walk (s)		14.0	14.0				17.0	17.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	81.8	73.7	73.7	72.7	65.1		18.4	18.4		23.8	23.8	
Actuated g/C Ratio	0.58	0.53	0.53	0.52	0.46		0.13	0.13		0.17	0.17	
v/c Ratio	0.73	0.68	0.47	0.16	0.81		0.69	0.54		0.34	0.81	
Control Delay	45.1	29.4	11.5	17.9	38.8		66.5	61.8		52.9	77.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	45.1	29.4	11.5	17.9	38.8		66.5	61.8		52.9	77.3	
LOS	D	C	B	B	D		E	E		D	E	
Approach Delay		26.3			38.4			65.1			69.7	
Approach LOS		C			D			E			E	
Queue Length 50th (ft)	63	470	98	10	527		134	103		81	198	
Queue Length 95th (ft)	148	658	226	29	#847		176	165		134	284	
Internal Link Dist (ft)		525			368			433			428	
Turn Bay Length (ft)	235			95						80		
Base Capacity (vph)	231	1906	955	257	1615		785	423		366	337	
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	0.62	0.68	0.47	0.11	0.81		0.37	0.30		0.28	0.66	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 13 (9%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings
 54: Salisbury Park Dr/School St & Old Country Rd

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 38.0

Intersection LOS: D







Intersection Capacity Utilization 80.9%

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.

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

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

Lanes, Volumes, Timings
55: Merrick Ave & Corporate Dr

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	279	352	213	1141	1028	195
Future Volume (vph)	279	352	213	1141	1028	195
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			0.976	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1599	1787	3505	3391	0
Flt Permitted	0.950		0.199			
Satd. Flow (perm)	3351	1599	374	3505	3391	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		4			28	
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)	291	367	222	1189	1071	203
Shared Lane Traffic (%)						
Lane Group Flow (vph)	291	367	222	1189	1274	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)	15.8	34.4	36.7	38.7	20.1	
Actuated g/C Ratio	0.24	0.52	0.55	0.58	0.30	
v/c Ratio	0.37	0.44	0.43	0.58	1.22	
Control Delay	22.2	11.7	10.6	11.1	133.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	22.2	11.7	10.6	11.1	133.1	
LOS	C	B	B	B	F	
Approach Delay	16.3			11.0	133.1	
Approach LOS	B			B	F	
Queue Length 50th (ft)	51	85	35	144	~347	
Queue Length 95th (ft)	80	141	91	259	#543	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	1265	820	529	1993	1043	
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	0.45	0.42	0.60	1.22	

Intersection Summary

Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 66.6
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.22
 Intersection Signal Delay: 58.6
 Intersection Capacity Utilization 67.7%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.

Intersection LOS: E
 ICU Level of Service C

Lanes, Volumes, Timings
55: Merrick Ave & Corporate Dr












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









Lanes, Volumes, Timings
56: Merrick Ave & Privado Rd

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	25	25	13	1418	1234	27
Future Volume (vph)	25	25	13	1418	1234	27
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		1.00	
Frt		0.850			0.997	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1615	1805	5036	3487	0
Flt Permitted	0.950		0.163			
Satd. Flow (perm)	1734	1615	309	5036	3487	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		27			3	
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		11			11
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	0%	0%	3%	3%	8%
Adj. Flow (vph)	27	27	14	1509	1313	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	27	14	1509	1342	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			

Lanes, Volumes, Timings
56: Merrick Ave & Privado Rd

FB B Saturday Midday-Alternative

05/24/2024

						
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)	4	4				
Act Effct Green (s)	10.4	10.4	36.6	45.5	24.5	
Actuated g/C Ratio	0.17	0.17	0.61	0.76	0.41	
v/c Ratio	0.09	0.09	0.03	0.39	0.94	
Control Delay	19.8	8.2	8.3	6.3	38.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	19.8	8.2	8.3	6.3	38.0	
LOS	B	A	A	A	D	
Approach Delay	14.0			6.4	38.0	
Approach LOS	B			A	D	
Queue Length 50th (ft)	10	0	1	73	250	
Queue Length 95th (ft)	24	15	12	226	#653	
Internal Link Dist (ft)	230			132	229	
Turn Bay Length (ft)						
Base Capacity (vph)	803	761	590	3880	1433	
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	0.04	0.02	0.39	0.94	

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 59.6
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 21.1
 Intersection Capacity Utilization 50.0%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A































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













FB B Saturday Midday-Alternative
05/24/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 		 		
Traffic Volume (vph)	27	786	221	241	746	45	213	90	140	32	169	43
Future Volume (vph)	27	786	221	241	746	45	213	90	140	32	169	43
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			0.98	1.00			1.00				1.00	1.00
Frt			0.850			0.850		0.909			0.976	
Flt Protected	0.950			0.950			0.950				0.993	
Satd. Flow (prot)	1562	5036	1463	1652	5085	1478	1608	1533	0	0	1799	0
Flt Permitted	0.950			0.950			0.539				0.926	
Satd. Flow (perm)	1562	5036	1431	1650	5085	1478	912	1533	0	0	1677	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						120		106			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	
Confl. Peds. (#/hr)			1	1			1					1
Confl. Bikes (#/hr)												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 (%)	4%	3%	3%	2%	2%	2%	1%	2%	1%	3%	2%	2%
Adj. Flow (vph)	28	810	228	248	769	46	220	93	144	33	174	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	810	228	248	769	46	220	237	0	0	251	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

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

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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		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	26.0	26.0	20.0	35.0	35.0	34.0	34.0		34.0	34.0	
Total Split (%)	13.8%	32.5%	32.5%	25.0%	43.8%	43.8%	42.5%	42.5%		42.5%	42.5%	
Maximum Green (s)	6.0	18.6	18.6	15.0	27.6	27.6	27.2	27.2		27.2	27.2	
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)	5.5	24.5	24.5	14.1	39.2	39.2	22.2	22.2				22.2
Actuated g/C Ratio	0.07	0.31	0.31	0.18	0.49	0.49	0.28	0.28				0.28
v/c Ratio	0.26	0.52	0.52	0.85	0.31	0.06	0.87	0.47				0.53
Control Delay	41.4	25.9	31.1	59.1	14.8	0.1	59.1	15.0				26.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	41.4	25.9	31.1	59.1	14.8	0.1	59.1	15.0				26.2
LOS	D	C	C	E	B	A	E	B				C
Approach Delay		27.4			24.5			36.3				26.2
Approach LOS		C			C			D				C
Queue Length 50th (ft)	14	127	98	120	73	0	102	50				97
Queue Length 95th (ft)	38	178	#200	#238	141	0	#202	105				155
Internal Link Dist (ft)		405			641			233				194
Turn Bay Length (ft)	75		150	395		150	215					
Base Capacity (vph)	117	1543	438	309	2494	786	310	591				579
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	0.24	0.52	0.52	0.80	0.31	0.06	0.71	0.40				0.43

Intersection Summary

Area Type: Other

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

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 35 (44%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 27.7
 Intersection LOS: C
 Intersection Capacity Utilization 76.8%
 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.

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



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

FB B Saturday Midday-Alternative













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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	95	22	50	60	182	13	610	52	153	604	13
Future Volume (vph)	27	95	22	50	60	182	13	610	52	153	604	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	9	11	11	9	10	10
Storage Length (ft)	0		0	0		0	90		0	335		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	0			0			75			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00	0.98	0.99	1.00		1.00	1.00	
Frt		0.979				0.850		0.988			0.997	
Flt Protected		0.991			0.978		0.950			0.950		
Satd. Flow (prot)	0	1815	0	0	1746	1599	1624	3374	0	1624	3261	0
Flt Permitted		0.916			0.825		0.384			0.331		
Satd. Flow (perm)	0	1678	0	0	1471	1573	653	3374	0	566	3261	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				196		13			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		361			214			380			527	
Travel Time (s)		8.2			4.9			8.6			12.0	
Confl. Peds. (#/hr)	1		3	3		1	9		1	1		9
Confl. Bikes (#/hr)						5			1			2
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%	2%	0%	4%	2%	1%	0%	2%	2%	0%	3%	0%
Adj. Flow (vph)	29	102	24	54	65	196	14	656	56	165	649	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	155	0	0	119	196	14	712	0	165	663	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			9			9	
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	1.04	1.04	1.00	1.14	1.04	1.04	1.14	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	2	0	0		2	0	
Detector Template	Left			Left								
Leading Detector (ft)	20	80		20	80	56	0	0		46	0	
Trailing Detector (ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Position(ft)	0	74		0	74	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	0	0		20	0	
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	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)						26				26		
Detector 2 Size(ft)						30				20		
Detector 2 Type						Cl+Ex				Cl+Ex		

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

FB B Saturday Midday-Alternative

05/24/2024

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		
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		2			2			1		3	1	
Permitted Phases	2			2		2	1			1	3	
Detector Phase	2	2		2	2	2	1	1		3	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	20.0	20.0		3.0	20.0	
Minimum Split (s)	27.5	27.5		27.5	27.5	27.5	25.5	25.5		7.0	25.5	
Total Split (s)	28.5	28.5		28.5	28.5	28.5	25.5	25.5		14.0	25.5	
Total Split (%)	41.9%	41.9%		41.9%	41.9%	41.9%	37.5%	37.5%		20.6%	37.5%	
Maximum Green (s)	23.0	23.0		23.0	23.0	23.0	20.0	20.0		10.0	20.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.0	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	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		4.0	5.5	
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lead	Lead				Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes				Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	0.2	0.2		1.0	0.2	
Recall Mode	None	None		None	None	None	Min	Min		None	Min	
Walk Time (s)	6.0	6.0		6.0	6.0	6.0						
Flash Dont Walk (s)	16.0	16.0		16.0	16.0	16.0						
Pedestrian Calls (#/hr)	3	3		3	3	3						
Act Effct Green (s)		11.2			11.2	11.2	20.6	20.6		27.1	28.6	
Actuated g/C Ratio		0.22			0.22	0.22	0.40	0.40		0.53	0.56	
v/c Ratio		0.41			0.37	0.39	0.05	0.52		0.39	0.36	
Control Delay		19.7			21.2	5.8	14.6	15.3		8.8	7.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		19.7			21.2	5.8	14.6	15.3		8.8	7.5	
LOS		B			C	A	B	B		A	A	
Approach Delay		19.7			11.6			15.2			7.8	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)		37			31	0	2	75		16	41	
Queue Length 95th (ft)		83			72	39	16	190		62	117	
Internal Link Dist (ft)		281			134			300			447	
Turn Bay Length (ft)							90			335		
Base Capacity (vph)		784			680	833	262	1365		538	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		0.20			0.17	0.24	0.05	0.52		0.31	0.36	

Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 51.2
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.52

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

FB B Saturday Midday-Alternative

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Intersection Signal Delay: 12.0
Intersection Capacity Utilization 62.5%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

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



Lanes, Volumes, Timings
59: Main St & Meadow St










						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	147	141	59	172	129
Future Volume (vph)	7	147	141	59	172	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	15	13	13
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.871		0.960			
Flt Protected	0.998					0.972
Satd. Flow (prot)	1652	0	1965	0	0	1889
Flt Permitted	0.998					0.972
Satd. Flow (perm)	1652	0	1965	0	0	1889
Link Speed (mph)	30		30			30
Link Distance (ft)	293		344			214
Travel Time (s)	6.7		7.8			4.9
Confl. Peds. (#/hr)		1				
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	3%	0%	1%	1%
Adj. Flow (vph)	8	167	160	67	195	147
Shared Lane Traffic (%)						
Lane Group Flow (vph)	175	0	227	0	0	342
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.88	0.88	0.96	0.96
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 47.0% ICU Level of Service A
 Analysis Period (min) 15

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

FB B Saturday Midday-Alternative
05/24/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	147	141	59	172	129
Future Volume (Veh/h)	7	147	141	59	172	129
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	8	167	160	67	195	147
Pedestrians						1
Lane Width (ft)						13.0
Walking Speed (ft/s)						3.5
Percent Blockage						0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						214
pX, platoon unblocked	0.94					
vC, conflicting volume	730	194			227	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	684	194			227	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	80			86	
cM capacity (veh/h)	337	851			1347	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	175	227	342			
Volume Left	8	0	195			
Volume Right	167	67	0			
cSH	796	1700	1347			
Volume to Capacity	0.22	0.13	0.14			
Queue Length 95th (ft)	21	0	13			
Control Delay (s)	10.8	0.0	5.2			
Lane LOS	B		A			
Approach Delay (s)	10.8	0.0	5.2			
Approach LOS	B					
Intersection Summary						
Average Delay			4.9			
Intersection Capacity Utilization			47.0%		ICU Level of Service	A
Analysis Period (min)			15			

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

FB B Saturday Midday-Alternative

05/24/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	106	33	10	103	11	26	227	28	23	216	41
Future Volume (vph)	31	106	33	10	103	11	26	227	28	23	216	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	12	10	10	10
Storage Length (ft)	0		0	0		0	0		60	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
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			1.00				0.98			0.98
Frt		0.974			0.988				0.850			0.850
Flt Protected		0.991			0.996			0.995			0.995	
Satd. Flow (prot)	0	1824	0	0	1853	0	0	1718	1615	0	1733	1463
Flt Permitted		0.903			0.958			0.946			0.950	
Satd. Flow (perm)	0	1662	0	0	1782	0	0	1634	1579	0	1655	1432
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		27							53			53
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		276			408			209			203	
Travel Time (s)		6.3			9.3			4.8			4.6	
Confl. Peds. (#/hr)	1		4	4		1						
Confl. Bikes (#/hr)			2						2			1
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	0%	0%	9%	0%	3%	0%	0%	2%	3%
Adj. Flow (vph)	37	126	39	12	123	13	31	270	33	27	257	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	202	0	0	148	0	0	301	33	0	284	49
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			0			0	
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	1.09	1.09	1.00	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0	0	1	0	0
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	90		20	0	0	20	0	0
Trailing Detector (ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Position(ft)	0	84		0	84		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	0	0	20	0	0
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	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
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1		1	1		1

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

FB B Saturday Midday-Alternative

05/24/2024

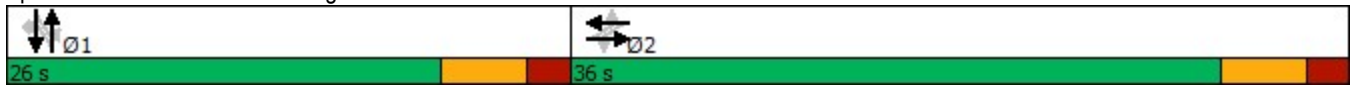
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2		2	2		1	1	1	1	1	1
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	16.0	16.0		16.0	16.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (s)	36.0	36.0		36.0	36.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	58.1%	58.1%		58.1%	58.1%		41.9%	41.9%	41.9%	41.9%	41.9%	41.9%
Maximum Green (s)	30.0	30.0		30.0	30.0		20.0	20.0	20.0	20.0	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	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
Total Lost Time (s)		6.0			6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0		0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)		10.7			10.7			20.0	20.0		20.0	20.0
Actuated g/C Ratio		0.25			0.25			0.47	0.47		0.47	0.47
v/c Ratio		0.46			0.33			0.39	0.04		0.37	0.07
Control Delay		15.6			15.4			9.6	2.0		9.3	2.9
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		15.6			15.4			9.6	2.0		9.3	2.9
LOS		B			B			A	A		A	A
Approach Delay		15.6			15.4			8.9			8.4	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		35			29			41	0		38	0
Queue Length 95th (ft)		71			59			88	6		82	11
Internal Link Dist (ft)		196			328			129			123	
Turn Bay Length (ft)									60			
Base Capacity (vph)		1177			1253			766	768		776	699
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		0.17			0.12			0.39	0.04		0.37	0.07

Intersection Summary

Area Type: Other
 Cycle Length: 62
 Actuated Cycle Length: 42.7
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 11.0
 Intersection Capacity Utilization 59.8%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 60: Washington Ave & Meadow St



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

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	35	58	16	34	17	60	884	15	8	609	56
Future Volume (vph)	73	35	58	16	34	17	60	884	15	8	609	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00			1.00			1.00	
Frt		0.953			0.966			0.998			0.988	
Flt Protected		0.979			0.988			0.997			0.999	
Satd. Flow (prot)	0	1720	0	0	1780	0	0	3485	0	0	3421	0
Flt Permitted		0.827			0.890			0.870			0.941	
Satd. Flow (perm)	0	1453	0	0	1602	0	0	3041	0	0	3222	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		59			17			3			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			263			256			231	
Travel Time (s)		5.8			6.0			5.8			5.3	
Confl. Peds. (#/hr)	1		6	6		1	1		3	3		1
Confl. Bikes (#/hr)									3			2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	0%	2%	0%	3%	0%	4%	3%	0%	0%	4%	4%
Adj. Flow (vph)	74	36	59	16	35	17	61	902	15	8	621	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	169	0	0	68	0	0	978	0	0	686	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			0			0	
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	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	30		20	30		20	0		20	0	
Trailing Detector (ft)	0	24		0	24		0	0		0	0	
Detector 1 Position(ft)	0	24		0	24		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	0		20	0	
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		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	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		26.0	26.0		26.0	26.0	

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

FB B Saturday Midday-Alternative

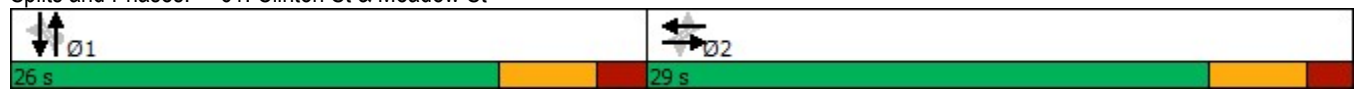
05/24/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	29.0	29.0		29.0	29.0		26.0	26.0		26.0	26.0	
Total Split (%)	52.7%	52.7%		52.7%	52.7%		47.3%	47.3%		47.3%	47.3%	
Maximum Green (s)	23.0	23.0		23.0	23.0		20.0	20.0		20.0	20.0	
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	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	8.0	8.0		8.0	8.0							
Flash Dont Walk (s)	12.0	12.0		12.0	12.0							
Pedestrian Calls (#/hr)	1	1		1	1							
Act Effct Green (s)		10.3			10.3			24.6			24.6	
Actuated g/C Ratio		0.24			0.24			0.57			0.57	
v/c Ratio		0.43			0.17			0.56			0.37	
Control Delay		12.5			10.7			11.6			8.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.5			10.7			11.6			8.4	
LOS		B			B			B			A	
Approach Delay		12.5			10.7			11.6			8.4	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)		22			10			73			43	
Queue Length 95th (ft)		55			29			#239			123	
Internal Link Dist (ft)		175			183			176			151	
Turn Bay Length (ft)												
Base Capacity (vph)		814			876			1746			1856	
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		0.21			0.08			0.56			0.37	










Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 42.9
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 10.5
 Intersection Capacity Utilization 76.9%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 61: Clinton St & Meadow St



Lanes, Volumes, Timings
62: Lindbergh St & Meadow St











						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	6	42	23	6	43	18
Future Volume (vph)	6	42	23	6	43	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.882				0.961	
Flt Protected				0.962	0.966	
Satd. Flow (prot)	1676	0	0	1828	1881	0
Flt Permitted				0.962	0.966	
Satd. Flow (perm)	1676	0	0	1828	1881	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	232			237	740	
Travel Time (s)	5.3			5.4	16.8	
Confl. Peds. (#/hr)		2	2			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	7	48	26	7	49	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	0	0	33	69	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	14	
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	0.92	0.92
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 18.4% ICU Level of Service A
 Analysis Period (min) 15

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










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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	6	42	23	6	43	18
Future Volume (Veh/h)	6	42	23	6	43	18
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	7	48	26	7	49	20
Pedestrians					2	
Lane Width (ft)					14.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			57		92	33
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			57		92	33
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		95	98
cM capacity (veh/h)			1557		896	1044
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	55	33	69			
Volume Left	0	26	49			
Volume Right	48	0	20			
cSH	1700	1557	934			
Volume to Capacity	0.03	0.02	0.07			
Queue Length 95th (ft)	0	1	6			
Control Delay (s)	0.0	5.8	9.2			
Lane LOS		A	A			
Approach Delay (s)	0.0	5.8	9.2			
Approach LOS			A			
Intersection Summary						
Average Delay			5.2			
Intersection Capacity Utilization			18.4%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
63: Westbury Blvd & Lindbergh St

FB B Saturday Midday-Alternative

05/24/2024










						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	231	308	53	54	4
Future Volume (vph)	3	231	308	53	54	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.980		0.991	
Flt Protected		0.999			0.955	
Satd. Flow (prot)	0	1898	1825	0	1798	0
Flt Permitted		0.999			0.955	
Satd. Flow (perm)	0	1898	1825	0	1798	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		282	1221		740	
Travel Time (s)		6.4	27.8		16.8	
Confl. Peds. (#/hr)	4			4		2
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	2%	2%	0%	0%
Adj. Flow (vph)	3	246	328	56	57	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	249	384	0	61	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		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
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 30.1% ICU Level of Service A
 Analysis Period (min) 15

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

FB B Saturday Midday-Alternative
05/24/2024

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	231	308	53	54	4
Future Volume (Veh/h)	3	231	308	53	54	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	3	246	328	56	57	4
Pedestrians		2			4	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		3.5			3.5	
Percent Blockage		0			0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)			1221			
pX, platoon unblocked						
vC, conflicting volume	388				612	362
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	388				612	362
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				88	99
cM capacity (veh/h)	1177				457	683
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	249	384	61			
Volume Left	3	0	57			
Volume Right	0	56	4			
cSH	1177	1700	467			
Volume to Capacity	0.00	0.23	0.13			
Queue Length 95th (ft)	0	0	11			
Control Delay (s)	0.1	0.0	13.9			
Lane LOS	A		B			
Approach Delay (s)	0.1	0.0	13.9			
Approach LOS			B			
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			30.1%	ICU Level of Service		A
Analysis Period (min)			15			

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













FB B Saturday Midday-Alternative
05/24/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	204	89	38	39	147	19	14	38	245	11	9	152
Future Volume (vph)	204	89	38	39	147	19	14	38	245	11	9	152
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	10	11
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	1.00	0.95
Ped Bike Factor								1.00				
Frt		0.955				0.850				0.850		
Flt Protected	0.950				0.990			0.950			0.950	
Satd. Flow (prot)	1745	1682	0	0	1793	1358	0	1649	3261	1561	1518	3231
Flt Permitted	0.636				0.913			0.652			0.483	
Satd. Flow (perm)	1168	1682	0	0	1653	1358	0	1130	3261	1561	772	3231
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		31				95				95		
Link Speed (mph)		40			40				30			30
Link Distance (ft)		1221			945				506			557
Travel Time (s)		20.8			16.1				11.5			12.7
Confl. Peds. (#/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%	1%	0%	3%	1%	11%	0%	3%	7%	0%	11%	8%
Adj. Flow (vph)	213	93	40	41	153	20	15	40	255	11	9	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	213	133	0	0	194	20	0	55	255	11	9	158
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)		11			0				10			10
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			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	1.09	1.04
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2		1	2	1	1	1	1	1	1	2
Detector Template				Left			Left					
Leading Detector (ft)	100	100		20	100	100	20	160	160	160	20	160
Trailing Detector (ft)	94	94		0	94	94	0	154	154	154	0	94
Detector 1 Position(ft)	94	94		0	94	94	0	154	154	154	0	154
Detector 1 Size(ft)	6	6		20	6	6	20	6	6	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	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							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	215
Future Volume (vph)	215
Ideal Flow (vphpl)	1900
Lane Width (ft)	8
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	0.98
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1400
Flt Permitted	
Satd. Flow (perm)	1370
Right Turn on Red	Yes
Satd. Flow (RTOR)	224
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Adj. Flow (vph)	224
Shared Lane Traffic (%)	
Lane Group Flow (vph)	224
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.20
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	
Leading Detector (ft)	160
Trailing Detector (ft)	154
Detector 1 Position(ft)	154
Detector 1 Size(ft)	6
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)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

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

FB B Saturday Midday-Alternative
05/24/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases		4			4				2		1	6
Permitted Phases	4			4		4	2	2		2	6	
Detector Phase	4	4		4	4	4	2	2	2	2	1	6
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	17.0
Minimum Split (s)	19.5	19.5		19.5	19.5	19.5	22.5	22.5	22.5	22.5	6.0	22.5
Total Split (s)	30.5	30.5		30.5	30.5	30.5	30.5	30.5	30.5	30.5	14.0	30.5
Total Split (%)	40.7%	40.7%		40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	40.7%	18.7%	40.7%
Maximum Green (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0	25.0	25.0	10.0	25.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.0	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5			5.5	5.5		5.5	5.5	5.5	4.0	5.5
Lead/Lag							Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?							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	4.0
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	None	Min
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)	0	0		0	0	0						
Act Effct Green (s)	16.1	16.1			16.1	16.1		17.4	17.4	17.4	20.3	18.8
Actuated g/C Ratio	0.35	0.35			0.35	0.35		0.38	0.38	0.38	0.44	0.41
v/c Ratio	0.52	0.22			0.34	0.04		0.13	0.21	0.02	0.02	0.12
Control Delay	17.9	9.9			13.4	0.1		13.1	12.0	0.1	8.3	9.3
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	17.9	9.9			13.4	0.1		13.1	12.0	0.1	8.3	9.3
LOS	B	A			B	A		B	B	A	A	A
Approach Delay		14.8			12.2				11.7			5.9
Approach LOS		B			B				B			A
Queue Length 50th (ft)	40	17			34	0		8	19	0	1	11
Queue Length 95th (ft)	112	55			91	0		40	65	0	8	33
Internal Link Dist (ft)		1141			865				426			477
Turn Bay Length (ft)	55							85		95	135	
Base Capacity (vph)	648	946			916	795		626	1809	908	505	2796
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	0.33	0.14			0.21	0.03		0.09	0.14	0.01	0.02	0.06

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 46.1
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 10.8

Intersection LOS: B

Lane Group	SBR
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	17.0
Minimum Split (s)	22.5
Total Split (s)	30.5
Total Split (%)	40.7%
Maximum Green (s)	25.0
Yellow Time (s)	3.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	5.5
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	4.0
Recall Mode	Min
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	18.8
Actuated g/C Ratio	0.41
v/c Ratio	0.32
Control Delay	3.3
Queue Delay	0.0
Total Delay	3.3
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	33
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	1216
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.18

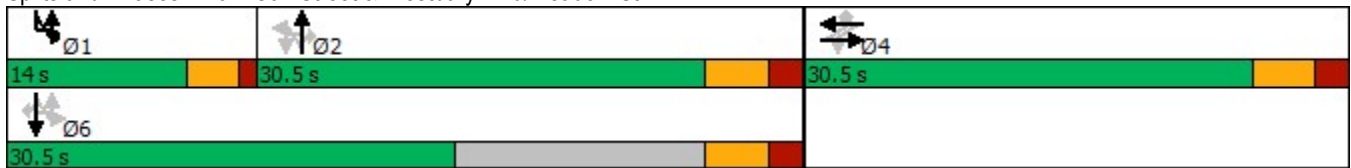
Intersection Summary

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

Intersection Capacity Utilization 70.0%
 Analysis Period (min) 15

ICU Level of Service C

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



Lanes, Volumes, Timings

FB B Saturday Midday-Alternative

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

05/24/2024

Lane Group	EBU	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	36	8	14	1775	29	35	1779	29	13	18	6	35
Future Volume (vph)	36	8	14	1775	29	35	1779	29	13	18	6	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			360		0	105		0				0
Storage Lanes			1		0	1		1				0
Taper Length (ft)			25			135						
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	1.00	0.86	0.86	0.86	0.95	0.95	1.00
Ped Bike Factor			1.00	1.00		1.00	1.00		0.98	0.98	0.99	
Frt				0.998			0.997		0.850		0.877	
Flt Protected			0.950			0.950				0.950	0.998	
Satd. Flow (prot)	0	0	1805	5124	0	1805	4838	0	1389	1715	1522	0
Flt Permitted			0.950			0.950				0.730	0.983	
Satd. Flow (perm)	0	0	1801	5124	0	1803	4838	0	1367	1291	1498	0
Right Turn on Red					Yes				No			Yes
Satd. Flow (RTOR)				3							37	
Link Speed (mph)				40			40				30	
Link Distance (ft)				1206			488				252	
Travel Time (s)				20.6			8.3				5.7	
Confl. Peds. (#/hr)		7	7		7	7		7	7	16		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%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	3%
Adj. Flow (vph)	38	8	15	1868	31	37	1873	31	14	19	6	37
Shared Lane Traffic (%)									10%	10%		
Lane Group Flow (vph)	0	0	61	1899	0	37	1905	0	13	17	45	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Left	Right	Left	Left	Right	Right	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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15	15		9	15		9	9	15		9
Number of Detectors	0	1	1	2		1	2		1	1	2	
Detector Template		Left	Left	Thru		Left	Thru		Right	Left	Thru	
Leading Detector (ft)	0	20	20	100		20	100		20	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)	0	20	20	6		20	6		20	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	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	
Detector 2 Size(ft)				6			6				6	
Detector 2 Type				Cl+Ex			Cl+Ex				Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)				0.0			0.0				0.0	

Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	20	2	16
Future Volume (vph)	20	2	16
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	0		0
Storage Lanes	0		0
Taper Length (ft)	0		
Lane Util. Factor	0.95	0.95	0.95
Ped Bike Factor		0.98	
Frt		0.936	
Flt Protected		0.974	
Satd. Flow (prot)	0	3246	0
Flt Permitted		0.802	
Satd. Flow (perm)	0	2669	0
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)		30	
Link Distance (ft)		297	
Travel Time (s)		6.8	
Confl. Peds. (#/hr)	2		16
Peak Hour Factor	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%
Adj. Flow (vph)	21	2	17
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0	40	0
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		12	
Link Offset(ft)		0	
Crosswalk Width(ft)		16	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Number of Detectors	1	2	
Detector Template	Left	Thru	
Leading Detector (ft)	20	100	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	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			
Detector 2 Extend (s)		0.0	

Lanes, Volumes, Timings

FB B Saturday Midday-Alternative

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

05/24/2024

Lane Group	EBU	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBT	NBR
Turn Type	Prot	Prot	Prot	NA		Prot	NA		Perm	Perm	NA	
Protected Phases	5	5	5	2		1	6				4	
Permitted Phases									6	4		
Detector Phase	5	5	5	2		1	6		6	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0		5.0	10.0		10.0	5.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	29.0		10.0	17.0		17.0	12.0	12.0	
Total Split (s)	22.0	22.0	22.0	86.0		22.0	86.0		86.0	32.0	32.0	
Total Split (%)	15.7%	15.7%	15.7%	61.4%		15.7%	61.4%		61.4%	22.9%	22.9%	
Maximum Green (s)	17.0	17.0	17.0	79.0		17.0	79.0		79.0	25.0	25.0	
Yellow Time (s)	3.0	3.0	3.0	5.0		3.0	5.0		5.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	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		0.0	0.0	0.0	
Total Lost Time (s)			5.0	7.0		5.0	7.0		7.0	7.0	7.0	
Lead/Lag	Lead	Lead	Lead	Lag		Lead	Lag		Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	0.2		2.0	0.2		0.2	3.0	3.0	
Recall Mode	None	None	None	C-Max		None	C-Max		C-Max	None	None	
Walk Time (s)				7.0								
Flash Dont Walk (s)				15.0								
Pedestrian Calls (#/hr)				5								
Act Effct Green (s)			10.1	108.8		7.5	106.4		106.4	10.7	10.7	
Actuated g/C Ratio			0.07	0.78		0.05	0.76		0.76	0.08	0.08	
v/c Ratio			0.47	0.48		0.39	0.52		0.01	0.17	0.30	
Control Delay			64.8	19.9		74.8	10.4		8.7	60.4	26.0	
Queue Delay			0.0	0.0		0.0	0.0		0.0	0.0	0.0	
Total Delay			64.8	19.9		74.8	10.4		8.7	60.4	26.0	
LOS			E	B		E	B		A	E	C	
Approach Delay				21.3			11.6				35.5	
Approach LOS				C			B				D	
Queue Length 50th (ft)			46	593		33	259		3	15	7	
Queue Length 95th (ft)			m64	643		71	494		17	37	44	
Internal Link Dist (ft)				1126			408				172	
Turn Bay Length (ft)			360			105						
Base Capacity (vph)			219	3981		219	3675		1038	230	297	
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			0.28	0.48		0.17	0.52		0.01	0.07	0.15	

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
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 17.2

Intersection LOS: B



Lane Group	SBL	SBT	SBR
Turn Type	Perm	NA	
Protected Phases		8	
Permitted Phases	8		
Detector Phase	8	8	
Switch Phase			
Minimum Initial (s)	7.0	7.0	
Minimum Split (s)	39.0	39.0	
Total Split (s)	32.0	32.0	
Total Split (%)	22.9%	22.9%	
Maximum Green (s)	25.0	25.0	
Yellow Time (s)	4.0	4.0	
All-Red Time (s)	3.0	3.0	
Lost Time Adjust (s)		0.0	
Total Lost Time (s)		7.0	
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)	25.0	25.0	
Pedestrian Calls (#/hr)	2	2	
Act Effct Green (s)		11.0	
Actuated g/C Ratio		0.08	
v/c Ratio		0.19	
Control Delay		59.5	
Queue Delay		0.0	
Total Delay		59.5	
LOS		E	
Approach Delay		59.5	
Approach LOS		E	
Queue Length 50th (ft)		18	
Queue Length 95th (ft)		34	
Internal Link Dist (ft)		217	
Turn Bay Length (ft)			
Base Capacity (vph)		476	
Starvation Cap Reductn		0	
Spillback Cap Reductn		0	
Storage Cap Reductn		0	
Reduced v/c Ratio		0.08	
Intersection Summary			







Intersection Capacity Utilization 70.7%

ICU Level of Service C







Analysis Period (min) 15

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

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

 Ø1 22 s	 Ø2 (R) 86 s	 Ø4 32 s
 Ø5 22 s	 Ø6 (R) 86 s	 Ø8 32 s

Lanes, Volumes, Timings
82: Peninsula Blvd & Fulton Ave







						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑↑			↑↑↑		↑↑
Traffic Volume (vph)	961	0	0	1105	0	556
Future Volume (vph)	961	0	0	1105	0	556
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.91	1.00	0.88
Frt						0.850
Flt Protected						
Satd. Flow (prot)	3438	0	0	5085	0	2760
Flt Permitted						
Satd. Flow (perm)	3438	0	0	5085	0	2760
Link Speed (mph)	30			30	40	
Link Distance (ft)	171			308	391	
Travel Time (s)	3.9			7.0	6.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	2%	2%	2%	2%	3%
Adj. Flow (vph)	991	0	0	1139	0	573
Shared Lane Traffic (%)						
Lane Group Flow (vph)	991	0	0	1139	0	573
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
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)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 52.7% ICU Level of Service A
 Analysis Period (min) 15

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

FB B Saturday Midday-Alternative
05/24/2024

							
Movement	EBT	EBR	WBL	WBT	NEL	NER	
Lane Configurations	↑↑			↑↑↑		↑↑	
Traffic Volume (veh/h)	961	0	0	1105	0	556	
Future Volume (Veh/h)	961	0	0	1105	0	556	
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Hourly flow rate (vph)	991	0	0	1139	0	573	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None			None			
Median storage veh							
Upstream signal (ft)	171						
pX, platoon unblocked			0.77		0.77	0.77	
vC, conflicting volume			991		1371	496	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			398		889	0	
tC, single (s)			4.1		6.8	7.0	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			100		100	31	
cM capacity (veh/h)			894		218	835	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NE 1	NE 2
Volume Total	496	496	380	380	380	286	286
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	286	286
cSH	1700	1700	1700	1700	1700	835	835
Volume to Capacity	0.29	0.29	0.22	0.22	0.22	0.34	0.34
Queue Length 95th (ft)	0	0	0	0	0	38	38
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	11.6	11.6
Lane LOS						B	B
Approach Delay (s)	0.0		0.0			11.6	
Approach LOS						B	
Intersection Summary							
Average Delay			2.4				
Intersection Capacity Utilization			52.7%		ICU Level of Service		A
Analysis Period (min)			15				

Lanes, Volumes, Timings
144: Peninsula Blvd

							Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Lane Group	WBL	WBR	NET	NER	SWL	SWT						
Lane Configurations												
Traffic Volume (vph)	0	0	203	494	0	585						
Future Volume (vph)	0	0	203	494	0	585						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900						
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.95						
Frt			0.918	0.850								
Flt Protected												
Satd. Flow (prot)	0	0	3123	1427	0	3539						
Flt Permitted												
Satd. Flow (perm)	0	0	3123	1427	0	3539						
Right Turn on Red		Yes		Yes								
Satd. Flow (RTOR)			313	312								
Link Speed (mph)	30		40			40						
Link Distance (ft)	391		201			241						
Travel Time (s)	8.9		3.4			4.1						
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79						
Heavy Vehicles (%)	0%	0%	0%	3%	0%	2%						
Adj. Flow (vph)	0	0	257	625	0	741						
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	570	312	0	741						
Enter Blocked Intersection	No	No	Yes	Yes	No	Yes						
Lane Alignment	Left	Right	Left	Right	Left	Left						
Median Width(ft)	0		6			6						
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		9	15							
Number of Detectors			1	1		2						
Detector Template						Thru						
Leading Detector (ft)			30	30		100						
Trailing Detector (ft)			0	0		0						
Detector 1 Position(ft)			0	0		0						
Detector 1 Size(ft)			30	30		6						
Detector 1 Type			Cl+Ex	Cl+Ex		Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)			0.0	0.0		0.0						
Detector 1 Queue (s)			0.0	0.0		0.0						
Detector 1 Delay (s)			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			NA	Prot		NA						
Protected Phases			1 5 8	1 5 8		5 6 4	1	2	4	5	6	8
Permitted Phases												
Detector Phase			1 5 8	1 5 8		5 6 4						
Switch Phase												

Lanes, Volumes, Timings
144: Peninsula Blvd



Lane Group	WBL	WBR	NET	NER	SWL	SWT	Ø1	Ø2	Ø4	Ø5	Ø6	Ø8
Minimum Initial (s)							3.0	20.0	8.0	3.0	20.0	8.0
Minimum Split (s)							8.0	26.0	14.0	8.0	26.0	14.0
Total Split (s)							26.0	41.0	33.0	26.0	41.0	33.0
Total Split (%)							26%	41%	33%	26%	41%	33%
Maximum Green (s)							21.0	35.0	27.0	21.0	35.0	27.0
Yellow Time (s)							3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)							2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)							2.0	0.2	2.0	2.0	0.2	2.0
Recall Mode							None	C-Min	None	None	C-Min	None
Walk Time (s)								8.0				8.0
Flash Dont Walk (s)								18.0				18.0
Pedestrian Calls (#/hr)								0				0
Act Effct Green (s)			47.7	47.7								100.0
Actuated g/C Ratio			0.48	0.48								1.00
v/c Ratio			0.35	0.37								0.21
Control Delay			6.8	2.7								0.1
Queue Delay			0.0	0.0								0.0
Total Delay			6.8	2.7								0.1
LOS			A	A								A
Approach Delay			5.3									0.1
Approach LOS			A									A
Queue Length 50th (ft)			47	0								0
Queue Length 95th (ft)			54	23								0
Internal Link Dist (ft)	311		121									161
Turn Bay Length (ft)												
Base Capacity (vph)			1656	845								3513
Starvation Cap Reductn			0	0								0
Spillback Cap Reductn			0	0								0
Storage Cap Reductn			0	0								0
Reduced v/c Ratio			0.34	0.37								0.21

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 3.0
 Intersection Capacity Utilization 24.6%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 144: Peninsula Blvd



Lanes, Volumes, Timings
360: Charles Lindbergh Blvd & Sands Ave

FB B Saturday Midday-Alternative

05/24/2024

Lane Group	EBT	EBR	WBL2	WBL	WBT	NBL	NBR	NEL	NER	Ø1	Ø6	Ø8
Lane Configurations												
Traffic Volume (vph)	0	0	519	0	746	0	0	0	541			
Future Volume (vph)	0	0	519	0	746	0	0	0	541			
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			
Flt Protected			0.950									
Satd. Flow (prot)	0	0	3433	0	5136	0	3344	0	4014			
Flt Permitted			0.950									
Satd. Flow (perm)	0	0	3433	0	5136	0	3344	0	4014			
Right Turn on Red							Yes	Yes				
Satd. Flow (RTOR)												
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	564	0	811	0	0	0	588			
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	564	0	811	0	0	0	588			
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

Lanes, Volumes, Timings
 360: Charles Lindbergh Blvd & Sands Ave

										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)									22.5	9.5	22.5	22.5
Total Split (s)									26.5	11.0	37.5	22.5
Total Split (%)									44.2%	18%	63%	38%
Maximum Green (s)									22.0	6.5	33.0	18.0
Yellow Time (s)									3.5	3.5	3.5	3.5
All-Red Time (s)									1.0	1.0	1.0	1.0
Lost Time Adjust (s)									0.0			
Total Lost Time (s)									4.5			
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		7.0	7.0
Flash Dont Walk (s)									11.0		11.0	11.0
Pedestrian Calls (#/hr)									0		0	0
Act Effct Green (s)			25.5		46.8				12.1			
Actuated g/C Ratio			0.54		1.00				0.26			
v/c Ratio			0.30		0.16				0.56			
Control Delay			6.7		0.1				17.7			
Queue Delay			0.0		0.0				0.0			
Total Delay			6.7		0.1				17.7			
LOS			A		A				B			
Approach Delay					2.8			17.7				
Approach LOS					A			B				
Queue Length 50th (ft)			36		0				55			
Queue Length 95th (ft)			73		0				89			
Internal Link Dist (ft)	366				566	263		109				
Turn Bay Length (ft)			400									
Base Capacity (vph)			1856		5090				1926			
Starvation Cap Reductn			0		0				0			
Spillback Cap Reductn			0		0				0			
Storage Cap Reductn			0		0				0			
Reduced v/c Ratio			0.30		0.16				0.31			

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 46.8
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 7.2
 Intersection Capacity Utilization 31.8%
 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 Columbia St/Driveway













FB B Saturday Midday-Alternative
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	0	113	0	0	0	116	245	5	0	254	44
Future Volume (vph)	59	0	113	0	0	0	116	245	5	0	254	44
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					0.545					
Satd. Flow (perm)	0	1304	1217	0	1773	0	885	1893	0	0	1954	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127					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)	66	0	127	0	0	0	130	275	6	0	285	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	66	127	0	0	0	130	281	0	0	334	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	

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

FB B Saturday Midday-Alternative

05/24/2024

												
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		0.22	0.31				0.19	0.20				0.33
Control Delay		19.6	4.4				7.3	6.0				13.8
Queue Delay		0.0	0.0				0.0	0.0				0.0
Total Delay		19.6	4.4				7.3	6.0				13.8
LOS		B	A				A	A				B
Approach Delay		9.6						6.4				13.8
Approach LOS		A						A				B
Queue Length 50th (ft)		18	0				16	37				75
Queue Length 95th (ft)		45	22				50	97				171
Internal Link Dist (ft)		363			88			242				114
Turn Bay Length (ft)							100					
Base Capacity (vph)		619	431				707	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	0.21				0.33

Intersection Summary

Area Type: Other
 Cycle Length: 68
 Actuated Cycle Length: 50.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.33

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

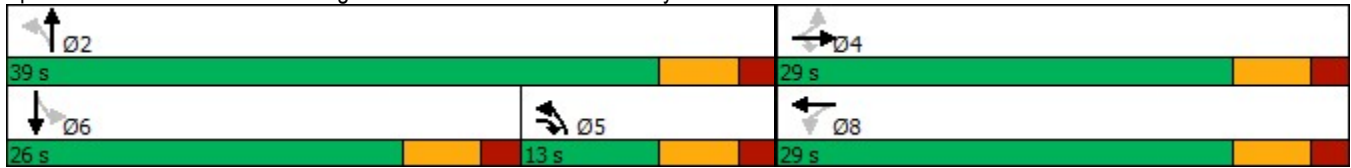
FB B Saturday Midday-Alternative

05/24/2024

Intersection Signal Delay: 9.7
 Intersection Capacity Utilization 56.9%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

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



R-4 2030 Build with Mitigation Condition Capacity Analysis

R-4.1 Weekday AM peak hour

Lanes, Volumes, Timings

FB B MIT - Weekday AM Peak - Alternative

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)	25	26	1399	331	446	1757	145	386	25	131	114	104	
Future Volume (vph)	25	26	1399	331	446	1757	145	386	25	131	114	104	
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		200	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	1.00	0.88	0.97	0.95	
Ped Bike Factor		1.00		0.99	1.00		0.98						
Frt				0.850			0.850			0.850		0.979	
Flt Protected		0.950			0.950			0.950			0.950		
Satd. Flow (prot)	0	3385	4988	1503	3224	5036	1652	3382	1900	2707	3268	3243	
Flt Permitted		0.950			0.950			0.950			0.950		
Satd. Flow (perm)	0	3383	4988	1485	3223	5036	1624	3382	1900	2707	3268	3243	
Right Turn on Red				Yes			Yes			No			
Satd. Flow (RTOR)				225			136						
Link Speed (mph)			50			50			40			30	
Link Distance (ft)			413			657			646			606	
Travel Time (s)			5.6			9.0			11.0			13.8	
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)	29	30	1627	385	519	2043	169	449	29	152	133	121	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	59	1627	385	519	2043	169	449	29	152	133	141	
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													

Lanes, Volumes, Timings
 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	17
Future Volume (vph)	17
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	250
Storage Lanes	1
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	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)	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	1.04
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

FB B MIT - Weekday AM Peak - Alternative

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 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	Perm	Split	NA	pm+ov	Split	NA
Protected Phases	5	5	2		1	6		3	3	1	4	4
Permitted Phases				Free			6			3		
Detector Phase	5	5	2		1	6	6	3	3	1	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0	7.0	7.0	10.0	7.0	7.0
Minimum Split (s)	11.0	11.0	17.0		16.0	17.0	17.0	15.0	15.0	16.0	15.0	15.0
Total Split (s)	12.0	12.0	48.0		45.0	81.0	81.0	41.0	41.0	45.0	26.0	26.0
Total Split (%)	7.5%	7.5%	30.0%		28.1%	50.6%	50.6%	25.6%	25.6%	28.1%	16.3%	16.3%
Maximum Green (s)	6.0	6.0	41.0		39.0	74.0	74.0	33.0	33.0	39.0	18.0	18.0
Yellow Time (s)	4.0	4.0	5.0		4.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	3.0	3.0	2.0	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	0.0
Total Lost Time (s)		6.0	7.0		6.0	7.0	7.0	8.0	8.0	6.0	8.0	8.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	1.0	1.0	3.0	3.0	2.0	3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max	C-Max	None	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)			0			0	0				1	1
Act Effct Green (s)		5.8	61.4	160.0	30.3	88.1	88.1	26.6	26.6	64.9	12.7	12.7
Actuated g/C Ratio		0.04	0.38	1.00	0.19	0.55	0.55	0.17	0.17	0.41	0.08	0.08
v/c Ratio		0.48	0.85	0.26	0.85	0.74	0.18	0.80	0.09	0.14	0.51	0.55
Control Delay		63.5	29.4	0.3	76.0	31.1	5.9	75.1	55.0	28.7	77.1	78.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		63.5	29.4	0.3	76.0	31.1	5.9	75.1	55.0	28.7	77.1	78.4
LOS		E	C	A	E	C	A	E	D	C	E	E
Approach Delay			25.0			38.1			63.0			77.7
Approach LOS			C			D			E			E
Queue Length 50th (ft)		30	416	0	274	593	16	236	26	56	70	76
Queue Length 95th (ft)		m50	#795	0	306	710	57	271	53	68	99	106
Internal Link Dist (ft)			333			577			566			526
Turn Bay Length (ft)		275		225	500		275	475		200	250	
Base Capacity (vph)		126	1914	1485	785	2773	955	697	391	1244	367	364
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		0.47	0.85	0.26	0.66	0.74	0.18	0.64	0.07	0.12	0.36	0.39

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

Lanes, Volumes, Timings
 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

FB B MIT - Weekday AM Peak - Alternative

05/28/2024

Intersection Signal Delay: 38.0

Intersection LOS: D

Intersection Capacity Utilization 84.6%

ICU Level of Service E

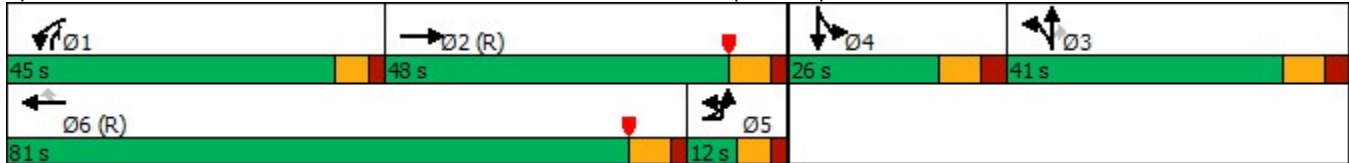
Analysis Period (min) 15

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



















Queue shown is maximum after two cycles.

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

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations		  				   	 		
Traffic Volume (vph)	4	1702	38	7	59	2118	69	71	
Future Volume (vph)	4	1702	38	7	59	2118	69	71	
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		0.923			0.950		0.976		
Satd. Flow (perm)	0	4546	0	0	1802	6285	1852	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	1934	43	8	67	2407	78	81	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1982	0	0	75	2407	159	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									

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

									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)	110.0	110.0		25.0	25.0	90.0	25.0		45.0
Total Split (%)	68.8%	68.8%		15.6%	15.6%	56.3%	15.6%		28%
Maximum Green (s)	103.0	103.0		18.3	18.3	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)		112.2			11.0	112.2	15.4		
Actuated g/C Ratio		0.70			0.07	0.70	0.10		
v/c Ratio		0.62			0.60	0.55	0.79		
Control Delay		2.5			102.4	2.8	85.0		
Queue Delay		0.0			0.0	0.1	0.0		
Total Delay		2.5			102.4	2.8	85.0		
LOS		A			F	A	F		
Approach Delay		2.5				5.9	85.0		
Approach LOS		A				A	F		
Queue Length 50th (ft)		26			84	61	137		
Queue Length 95th (ft)		32			m0	37	#218		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3188			206	4407	223		
Starvation Cap Reductn		0			0	522	0		
Spillback Cap Reductn		0			0	25	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.62			0.36	0.62	0.71		

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 6 (4%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79

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

Intersection Signal Delay: 7.1

Intersection LOS: A

Intersection Capacity Utilization 75.3%

ICU Level of Service D

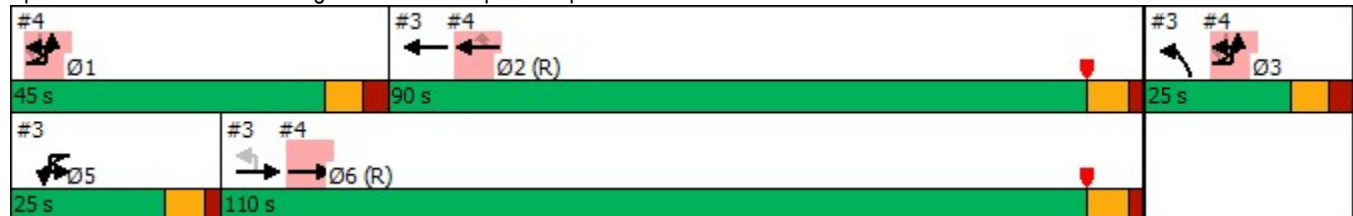
Analysis Period (min) 15

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: 3: Cunningham Ave & Hempstead Tpke










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

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø5
Lane Configurations										
Traffic Volume (vph)	7	61	1744	1881	310	0	43			
Future Volume (vph)	7	61	1744	1881	310	0	43			
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	66	1896	2045	337	0	47			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	74	1896	2045	337	0	47			
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

FB B MIT - Weekday AM Peak - Alternative

05/28/2024

								Ø1	Ø3	Ø5
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)			110.0	90.0	90.0			45.0	25.0	25.0
Total Split (%)			68.8%	56.3%	56.3%			28%	16%	16%
Maximum Green (s)			103.0	83.0	83.0			37.3	17.3	18.3
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)		33.1	112.2	112.2	112.2		33.1			
Actuated g/C Ratio		0.21	0.70	0.70	0.70		0.21			
v/c Ratio		0.10	0.55	0.59	0.29		0.08			
Control Delay		52.3	3.6	2.4	2.3		50.6			
Queue Delay		0.0	0.0	0.0	0.6		0.0			
Total Delay		52.3	3.6	2.4	2.8		50.6			
LOS		D	A	A	A		D			
Approach Delay			5.5	2.5		50.6				
Approach LOS			A	A		D				
Queue Length 50th (ft)		38	94	34	16		22			
Queue Length 95th (ft)		m60	m117	50	28		43			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1262	3430	3464	1149		1045			
Starvation Cap Reductn		0	0	0	464		0			
Spillback Cap Reductn		0	12	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.06	0.55	0.59	0.49		0.04			

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 6 (4%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79

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

Intersection Signal Delay: 4.3

Intersection LOS: A

Intersection Capacity Utilization 56.9%

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



Lanes, Volumes, Timings

FB B MIT - Weekday AM Peak - Alternative

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)	1	502	1197	53	26	209	1407	290	92	461	111	179
Future Volume (vph)	1	502	1197	53	26	209	1407	290	92	461	111	179
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		0.971		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3143	4848	1322	0	3411	4893	1561	1542	3137	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	3137	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	523	1247	55	27	218	1466	302	96	480	116	186
Shared Lane Traffic (%)									10%			
Lane Group Flow (vph)	0	524	1247	55	0	245	1466	302	86	606	0	186
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

FB B MIT - Weekday AM Peak - Alternative

05/28/2024

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↑	↖
Traffic Volume (vph)	231	145
Future Volume (vph)	231	145
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	0.982	0.850
Flt Protected		
Satd. Flow (prot)	2992	1257
Flt Permitted		
Satd. Flow (perm)	2992	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)	241	151
Shared Lane Traffic (%)		21%
Lane Group Flow (vph)	273	119
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

FB B MIT - Weekday AM Peak - Alternative

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	44.0	44.0	12.0	12.0	44.0		15.0	15.0		15.0
Total Split (s)	34.0	34.0	68.0	68.0	23.0	23.0	57.0		38.0	38.0		31.0
Total Split (%)	21.3%	21.3%	42.5%	42.5%	14.4%	14.4%	35.6%		23.8%	23.8%		19.4%
Maximum Green (s)	27.0	27.0	61.0	61.0	16.0	16.0	50.0		30.0	30.0		23.0
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)			2	2			0					0
Act Effct Green (s)		27.0	63.5	63.5		16.0	52.5	160.0	30.0	30.0		20.5
Actuated g/C Ratio		0.17	0.40	0.40		0.10	0.33	1.00	0.19	0.19		0.13
v/c Ratio		0.99	0.65	0.11		0.72	0.91	0.20	0.30	1.03		0.47
Control Delay		76.6	32.6	33.2		62.1	48.3	0.2	59.2	107.2		68.2
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		76.6	32.6	33.2		62.1	48.3	0.2	59.2	107.2		68.2
LOS		E	C	C		E	D	A	E	F		E
Approach Delay			45.2				42.8			101.2		
Approach LOS			D				D			F		
Queue Length 50th (ft)		286	180	22		132	456	0	85	~371		93
Queue Length 95th (ft)		#401	293	m48		173	#645	0	148	#504		134
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			500
Base Capacity (vph)		530	1924	516		341	1606	1542	289	588		446
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		0.99	0.65	0.11		0.72	0.91	0.20	0.30	1.03		0.42

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 141 (88%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated

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

FB B MIT - Weekday AM Peak - Alternative

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)	31.0	31.0
Total Split (%)	19.4%	19.4%
Maximum Green (s)	23.0	23.0
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	0.71	0.74
Control Delay	77.5	93.4
Queue Delay	0.0	0.0
Total Delay	77.5	93.4
LOS	E	F
Approach Delay	77.8	
Approach LOS	E	
Queue Length 50th (ft)	151	131
Queue Length 95th (ft)	206	#223
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		500
Base Capacity (vph)	430	180
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.63	0.66
Intersection Summary		

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 55.5

Intersection LOS: E

Intersection Capacity Utilization 97.1%

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





















← Ø2 (R)	↖ Ø1	↖ Ø4	↖ Ø3
57 s	34 s	38 s	31 s
→ Ø6 (R)	↖ Ø5		
68 s	23 s		

Lanes, Volumes, Timings

FB B MIT - Weekday AM Peak - Alternative

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	417	869	316	21	656	407	512	0	102
Future Volume (vph)	0	0	0	417	869	316	21	656	407	512	0	102
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	3319	1881	2842	1900	3469
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						315						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	535	1114	405	27	841	522	656	0	131
Shared Lane Traffic (%)				10%								
Lane Group Flow (vph)	0	0	0	481	1168	405	0	868	522	656	0	141
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	

Lanes, Volumes, Timings

FB B MIT - Weekday AM Peak - Alternative

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
Detector 2 Extend (s)				0.0	0.0	0.0			0.0			
Turn Type				Prot	NA	Perm	Prot	Prot	NA	Free	pm+pt	NA
Protected Phases				3	8		5	5	2		1	6
Permitted Phases						8				Free	6	
Detector Phase				3	8	8	5	5	2		1	6
Switch Phase												
Minimum Initial (s)				15.0	1.0	1.0	8.0	8.0	10.0		5.0	10.0
Minimum Split (s)				22.0	39.0	39.0	15.0	15.0	17.0		9.5	17.0
Total Split (s)				41.0	41.0	41.0	31.0	31.0	39.5		9.5	18.0
Total Split (%)				45.6%	45.6%	45.6%	34.4%	34.4%	43.9%		10.6%	20.0%
Maximum Green (s)				34.0	34.0	34.0	24.0	24.0	32.5		5.0	11.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0		3.5	4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0		1.0	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		4.5	7.0
Lead/Lag							Lead	Lead	Lag		Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)				5.0	0.2	0.2	5.0	5.0	5.0		3.0	5.0
Recall Mode				None	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)					2	2			0			0
Act Effct Green (s)				34.0	34.0	34.0		24.0	41.5	89.5		10.5
Actuated g/C Ratio				0.38	0.38	0.38		0.27	0.46	1.00		0.12
v/c Ratio				0.81	0.91	0.50		0.97	0.60	0.23		0.34
Control Delay				37.8	38.5	7.5		57.5	21.4	0.2		36.9
Queue Delay				0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay				37.8	38.5	7.5		57.5	21.4	0.2		36.9
LOS				D	D	A		E	C	A		D
Approach Delay					32.2				29.9			36.9
Approach LOS					C				C			D
Queue Length 50th (ft)				263	339	33		250	211	0		37
Queue Length 95th (ft)				326	350	64		#290	253	0		56
Internal Link Dist (ft)		586			676				959			291
Turn Bay Length (ft)						385				230		
Base Capacity (vph)				593	1282	802		895	872	2842		432
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	0.91	0.50		0.97	0.60	0.23		0.33

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 89.5
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 31.3

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

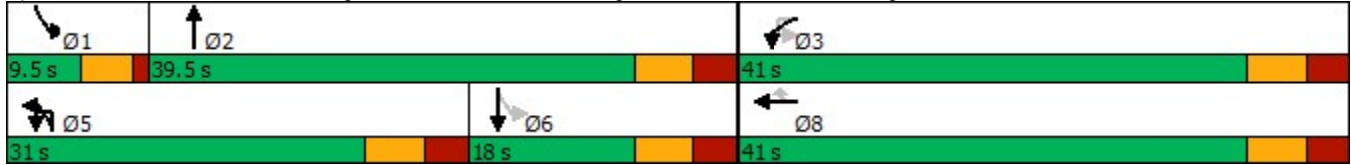
Intersection Capacity Utilization 61.7%

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: 8: Earle Ovington Blvd & Charles Lindbergh Blvd WB/Charles Lindbergh Blvd



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

FB B MIT - Weekday AM Peak - Alternative

05/28/2024













Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	32	1013	103	1	20	1833	631	395	283	20	119	58
Future Volume (vph)	32	1013	103	1	20	1833	631	395	283	20	119	58
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	1.00	0.86	0.86	0.91	1.00	0.91	1.00	0.97	1.00	1.00	0.97	1.00
Ped Bike Factor	1.00	1.00			1.00			1.00				1.00
Frt		0.986					0.850		0.990			0.979
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1745	5946	0	0	1579	4821	1546	3319	1772	0	3319	1692
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1744	5946	0	0	1578	4821	1546	3307	1772	0	3319	1692
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		40				40			30			35
Link Distance (ft)		639				644			381			449
Travel Time (s)		10.9				11.0			8.7			8.7
Confl. Peds. (#/hr)	3		2		2		3	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 (%)	0%	5%	1%	0%	11%	4%	1%	2%	2%	11%	2%	7%
Parking (#/hr)										0		
Adj. Flow (vph)	33	1044	106	1	21	1890	651	407	292	21	123	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	1150	0	0	22	1890	651	407	313	0	123	70
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				30			22			45
Link Offset(ft)		6				-7			-8			-30
Crosswalk Width(ft)		30				16			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)	15		9	9	15		9	15		9	15	
Number of Detectors	2	2		1	2	2	0	2	2		2	2
Detector Template		Thru		Left		Thru						
Leading Detector (ft)	50	100		0	50	100	0	50	36		50	36
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	0	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
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	30
Detector 2 Size(ft)	20	6			20	6		20	6		20	6
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex

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)	3
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Parking (#/hr)	
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	1.04
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
15: East Meadow Ave/Park Blvd & Hempstead Tpke

FB B MIT - Weekday AM Peak - Alternative

05/28/2024

												
Lane Group	EBL	EBT	EBR	WBU	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
Turn Type	Prot	NA		Prot	Prot	NA	pt+ov	Split	NA		Split	NA
Protected Phases	1	5		6	6	2	27	8	8		7	7
Permitted Phases												
Detector Phase	1	5		6	6	2	27	8	8		7	7
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0	10.0		5.0	5.0		5.0	5.0
Minimum Split (s)	12.0	18.0		13.0	13.0	18.0		13.0	13.0		13.0	13.0
Total Split (s)	26.0	70.0		26.0	26.0	70.0		42.0	42.0		42.0	42.0
Total Split (%)	14.4%	38.9%		14.4%	14.4%	38.9%		23.3%	23.3%		23.3%	23.3%
Maximum Green (s)	19.0	62.0		18.0	18.0	62.0		34.0	34.0		34.0	34.0
Yellow Time (s)	4.0	5.0		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	0.0
Total Lost Time (s)	7.0	8.0			8.0	8.0		8.0	8.0		8.0	8.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag		Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	2.0	0.2		3.0	3.0		3.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		7.0				7.0					7.0	7.0
Flash Dont Walk (s)		27.0				27.0					34.0	34.0
Pedestrian Calls (#/hr)		1				0					1	1
Act Effct Green (s)	7.9	82.7			12.9	85.7	115.7	35.8	35.8		22.0	22.0
Actuated g/C Ratio	0.04	0.46			0.07	0.48	0.64	0.20	0.20		0.12	0.12
v/c Ratio	0.43	0.42			0.19	0.82	0.66	0.62	0.89		0.30	0.34
Control Delay	67.8	27.0			79.5	46.4	25.1	70.4	95.9		71.4	73.5
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	67.8	27.0			79.5	46.4	25.1	70.4	95.9		71.4	73.5
LOS	E	C			E	D	C	E	F		E	E
Approach Delay		28.1				41.2			81.5			72.1
Approach LOS		C				D			F			E
Queue Length 50th (ft)	39	388			24	759	511	221	352		69	77
Queue Length 95th (ft)	66	431			57	#944	637	294	#566		98	125
Internal Link Dist (ft)		559				564			301			369
Turn Bay Length (ft)	115				140		50	40			130	
Base Capacity (vph)	184	2730			157	2296	1097	671	358		626	319
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	0.18	0.42			0.14	0.82	0.59	0.61	0.87		0.20	0.22

Intersection Summary

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

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

FB B MIT - Weekday AM Peak - Alternative

05/28/2024

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 45.4

Intersection LOS: D

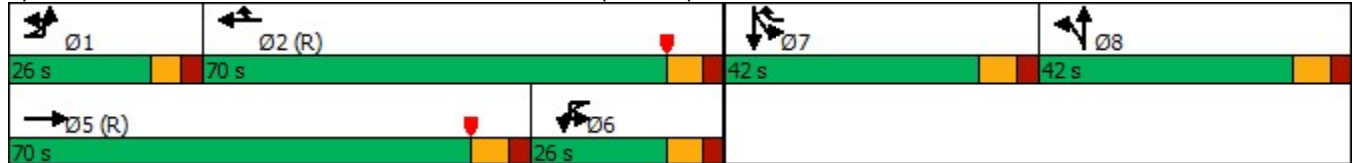
Intersection Capacity Utilization 78.8%

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.

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



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

FB B MIT - Weekday AM Peak - Alternative

05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	30	1562	102	5	227	1279	132	81	54	105	22
Future Volume (vph)	2	30	1562	102	5	227	1279	132	81	54	105	22
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				0.778		0.558
Satd. Flow (perm)	0	1538	4893	1387	0	1803	4759	1471	0	1260	1453	896
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	1736	113	6	252	1421	147	90	60	117	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	35	1736	113	0	258	1421	147	0	150	117	24
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

FB B MIT - Weekday AM Peak - Alternative

05/28/2024

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	59	14
Future Volume (vph)	59	14
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)	66	16
Shared Lane Traffic (%)		
Lane Group Flow (vph)	66	16
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

												
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	84.6	84.6		26.9	105.2	105.2		26.5	26.5	26.5
Actuated g/C Ratio		0.06	0.53	0.53		0.17	0.66	0.66		0.17	0.17	0.17
v/c Ratio		0.41	0.67	0.15		0.85	0.45	0.15		0.72	0.49	0.16
Control Delay		88.9	19.9	17.0		94.5	3.0	3.2		80.6	65.1	54.7
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		88.9	19.9	17.0		94.5	3.0	3.2		80.6	65.1	54.7
LOS		F	B	B		F	A	A		F	E	D
Approach Delay			21.0				16.0			73.8		
Approach LOS			C				B			E		
Queue Length 50th (ft)		39	199	35		284	47	13		153	114	22
Queue Length 95th (ft)		m56	463	m69		m#335	70	m21		205	158	46
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		240	2585	733		312	3129	967		346	399	246
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	0.67	0.15		0.83	0.45	0.15		0.43	0.29	0.10

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 6 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 75
 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)	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)	26.5	26.5
Actuated g/C Ratio	0.17	0.17
v/c Ratio	0.24	0.07
Control Delay	56.6	51.4
Queue Delay	0.0	0.0
Total Delay	56.6	51.4
LOS	E	D
Approach Delay	55.4	
Approach LOS	E	
Queue Length 50th (ft)	62	15
Queue Length 95th (ft)	95	33
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		

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

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 23.1

Intersection LOS: C

Intersection Capacity Utilization 102.4%

ICU Level of Service G

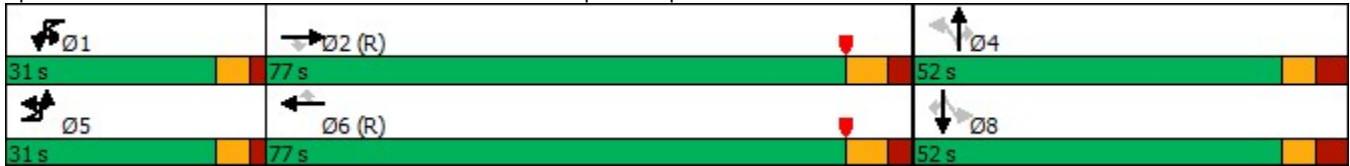
Analysis Period (min) 15

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: 17: California Ave/Hofstra Blvd & Hempstead Tpke



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

FB B MIT - Weekday AM Peak - Alternative

05/28/2024













												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	249	1505	21	30	36	974	335	3	16	4	157	18
Future Volume (vph)	249	1505	21	30	36	974	335	3	16	4	157	18
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		0.977			0.887
Flt Protected	0.950				0.950				0.994		0.950	
Satd. Flow (prot)	3019	3406	1615	0	1805	3312	1524	0	1845	0	3099	1261
Flt Permitted	0.950				0.950				0.939		0.950	
Satd. Flow (perm)	3019	3406	1615	0	1805	3312	1524	0	1743	0	3099	1261
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							345					
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)	257	1552	22	31	37	1004	345	3	16	4	162	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	257	1552	22	0	68	1004	345	0	23	0	162	76
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)	126	
Future Volume (vph)	126	
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)	130	
Shared Lane Traffic (%)	44%	
Lane Group Flow (vph)	73	
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

FB B MIT - Weekday AM Peak - Alternative







05/28/2024

												
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)	21.1	103.2	103.2		11.8	93.9	116.0		6.7		15.1	15.1
Actuated g/C Ratio	0.13	0.64	0.64		0.07	0.59	0.72		0.04		0.09	0.09
v/c Ratio	0.65	0.71	0.02		0.51	0.52	0.29		0.32		0.55	0.64
Control Delay	74.0	23.4	14.4		54.0	6.8	1.0		85.0		75.6	92.2
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	74.0	23.4	14.4		54.0	6.8	1.0		85.0		75.6	92.2
LOS	E	C	B		D	A	A		F		E	F
Approach Delay		30.4				7.6			85.0			85.0
Approach LOS		C				A			F			F
Queue Length 50th (ft)	134	585	9		69	89	0		24		85	82
Queue Length 95th (ft)	182	803	25		127	152	17		56		119	138
Internal Link Dist (ft)		418				500			180			320
Turn Bay Length (ft)	90		125		150		405				125	
Base Capacity (vph)	398	2197	1041		146	1968	1327		152		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	0.71	0.02		0.47	0.51	0.26		0.15		0.25	0.28

Intersection Summary
























Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 13 (8%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 26.5
 Intersection Capacity Utilization 74.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

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)	15.1	
Actuated g/C Ratio	0.09	
v/c Ratio	0.68	
Control Delay	98.5	
Queue Delay	0.0	
Total Delay	98.5	
LOS	F	
Approach Delay		
Approach LOS		
Queue Length 50th (ft)	80	
Queue Length 95th (ft)	135	
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	0.30	
Intersection Summary		

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

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	317	227	109	228	164	211	1393	100	83	442	178
Future Volume (vph)	177	317	227	109	228	164	211	1393	100	83	442	178
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	11	11	11	12	11
Storage Length (ft)	165		85	95		130	160		160	325		145
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	75			110			160			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00		0.99	1.00	0.99		1.00		0.97			0.98
Frt			0.850		0.937				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1604	1642	1409	1589	3004	0	1636	3355	1277	1694	3167	1394
Flt Permitted	0.347			0.292			0.427			0.062		
Satd. Flow (perm)	586	1642	1390	488	3004	0	732	3355	1238	111	3167	1364
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)			100		101							
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		552			635			457			1121	
Travel Time (s)		9.4			10.8			7.8			19.1	
Confl. Peds. (#/hr)	1		1	1		1	5		3	3		5
Confl. Bikes (#/hr)									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 (%)	5%	8%	7%	6%	7%	1%	3%	4%	10%	3%	14%	12%
Parking (#/hr)									0			
Adj. Flow (vph)	182	327	234	112	235	169	218	1436	103	86	456	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	182	327	234	112	404	0	218	1436	103	86	456	184
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)		10			10			13			11	
Link Offset(ft)		0			-12			0			-5	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.04	1.19	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2	0	2	2	2
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	55	100	100	55	100		55	100	0	55	100	100
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	6		20	6	0	20	6	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	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	94	35	94		35	94		35	94	94
Detector 2 Size(ft)	20	6	6	20	6		20	6		20	6	6

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

												
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	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	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	5	2	2	1	6		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	12.0	12.0	5.0	12.0	12.0
Minimum Split (s)	10.0	18.0	18.0	10.0	18.0		10.0	20.0	20.0	10.0	20.0	20.0
Total Split (s)	21.0	43.0	43.0	21.0	43.0		23.0	76.0	76.0	23.0	76.0	76.0
Total Split (%)	12.9%	26.4%	26.4%	12.9%	26.4%		14.1%	46.6%	46.6%	14.1%	46.6%	46.6%
Maximum Green (s)	16.0	35.0	35.0	16.0	35.0		18.0	68.0	68.0	18.0	68.0	68.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0		2.0	3.0	3.0	2.0	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	0.0	0.0
Total Lost Time (s)	5.0	8.0	8.0	5.0	8.0		5.0	8.0	8.0	5.0	8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	6.0	6.0	2.0	6.0	6.0
Recall Mode	None	None	None	None	None		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		23.0	23.0		23.0			18.0	18.0		18.0	18.0
Pedestrian Calls (#/hr)		2	2		1			0	0		0	0
Act Effct Green (s)	51.0	33.5	33.5	45.1	30.6		85.2	68.2	68.2	77.8	64.5	64.5
Actuated g/C Ratio	0.34	0.22	0.22	0.30	0.20		0.57	0.46	0.46	0.52	0.43	0.43
v/c Ratio	0.61	0.89	0.60	0.48	0.58		0.44	0.94	0.18	0.52	0.33	0.31
Control Delay	45.2	82.6	37.0	41.3	43.8		18.9	52.0	27.1	34.4	30.2	31.5
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	45.2	82.6	37.0	41.3	43.8		18.9	52.0	27.1	34.4	30.2	31.5
LOS	D	F	D	D	D		B	D	C	C	C	C
Approach Delay		59.1			43.2			46.4			31.0	
Approach LOS		E			D			D			C	
Queue Length 50th (ft)	128	311	118	75	143		102	703	60	37	157	120
Queue Length 95th (ft)	203	#523	228	131	208		161	#965	113	93	221	200
Internal Link Dist (ft)		472			555			377			1041	
Turn Bay Length (ft)	165		85	95			160		160	325		145
Base Capacity (vph)	310	385	402	279	782		530	1529	564	253	1444	622
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	0.59	0.85	0.58	0.40	0.52		0.41	0.94	0.18	0.34	0.32	0.30

Intersection Summary

Area Type: Other
 Cycle Length: 163
 Actuated Cycle Length: 149.6
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

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

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 45.5

Intersection Capacity Utilization 87.8%









Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service E

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

Splits and Phases: 19: Merrick Ave & Front St

 Ø1	 Ø2	 Ø3	 Ø4
21 s	43 s	23 s	76 s
 Ø5	 Ø6	 Ø7	 Ø8
21 s	43 s	23 s	76 s

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













FB B MIT - Weekday AM Peak - Alternative

05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	63	713	0	552	771	32	2	33	345	0	23	340
Future Volume (vph)	63	713	0	552	771	32	2	33	345	0	23	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	0		0		0		0	0	
Storage Lanes	1		0	2		0		1		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	0.98			1.00	1.00			0.99				1.00
Frt					0.994							0.979
Flt Protected	0.950			0.950				0.950				0.997
Satd. Flow (prot)	1671	3374	0	3045	3246	0	0	1755	1827	0	0	3313
Flt Permitted	0.236			0.263				0.359				0.760
Satd. Flow (perm)	409	3374	0	842	3246	0	0	659	1827	0	0	2525
Right Turn on Red			Yes			No				Yes		
Satd. Flow (RTOR)												
Link Speed (mph)		30			30				40			30
Link Distance (ft)		200			171				241			307
Travel Time (s)		4.5			3.9				4.1			7.0
Confl. Peds. (#/hr)	35		3	3		35		9				
Confl. Bikes (#/hr)										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 (%)	8%	7%	0%	15%	10%	16%	0%	3%	4%	0%	14%	5%
Adj. Flow (vph)	67	759	0	587	820	34	2	35	367	0	24	362
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	759	0	587	854	0	0	37	367	0	0	449
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)		24			24				12			0
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	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	0		1	0		1	1	1		1	2
Detector Template	Left			Left			Left	Left			Left	
Leading Detector (ft)	30	0		20	0		20	20	30		20	22
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	0		20	0		20	20	30		20	6
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)												16
Detector 2 Size(ft)												6
Detector 2 Type												Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	59
Future Volume (vph)	59
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	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	9
Confl. Bikes (#/hr)	
Peak Hour Factor	0.94
Heavy Vehicles (%)	9%
Adj. Flow (vph)	63
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
22: Peninsula Blvd/Bennett Ave & Fulton Ave

Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)												0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Perm	NA		Perm	NA
Protected Phases	5	2		1	6				8			4
Permitted Phases	2			6			8	8			4	
Detector Phase	5	2		1	6		8	8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		8.0	8.0	8.0		8.0	8.0
Minimum Split (s)	8.0	26.0		8.0	26.0		14.0	14.0	14.0		14.0	14.0
Total Split (s)	31.0	50.0		31.0	50.0		39.0	39.0	39.0		39.0	39.0
Total Split (%)	25.8%	41.7%		25.8%	41.7%		32.5%	32.5%	32.5%		32.5%	32.5%
Maximum Green (s)	26.0	44.0		26.0	44.0		33.0	33.0	33.0		33.0	33.0
Yellow Time (s)	3.0	4.0		3.0	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			0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0			6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0		2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None		None	None
Walk Time (s)		8.0					8.0	8.0	8.0			
Flash Dont Walk (s)		18.0					18.0	18.0	18.0			
Pedestrian Calls (#/hr)		3					1	1	1			
Act Effct Green (s)	73.9	52.0		76.5	53.3			28.8	28.8			28.8
Actuated g/C Ratio	0.62	0.43		0.64	0.44			0.24	0.24			0.24
v/c Ratio	0.14	0.52		0.62	0.59			0.23	0.84			0.74
Control Delay	9.0	37.0		12.5	29.4			27.1	43.2			49.6
Queue Delay	0.0	0.0		0.0	0.0			0.0	3.4			0.0
Total Delay	9.0	37.0		12.5	29.4			27.1	46.6			49.6
LOS	A	D		B	C			C	D			D
Approach Delay		34.7			22.5				44.8			49.6
Approach LOS		C			C				D			D
Queue Length 50th (ft)	17	291		91	263			12	120			167
Queue Length 95th (ft)	m50	m383		131	376			m23	267			218
Internal Link Dist (ft)		120			91				161			227
Turn Bay Length (ft)	105											
Base Capacity (vph)	540	1465		1025	1452			183	507			701
Starvation Cap Reductn	0	0		0	0			0	72			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	0.52		0.57	0.59			0.20	0.84			0.64

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 31 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84



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

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

FB B MIT - Weekday AM Peak - Alternative

05/28/2024

Intersection Signal Delay: 32.5

Intersection LOS: C

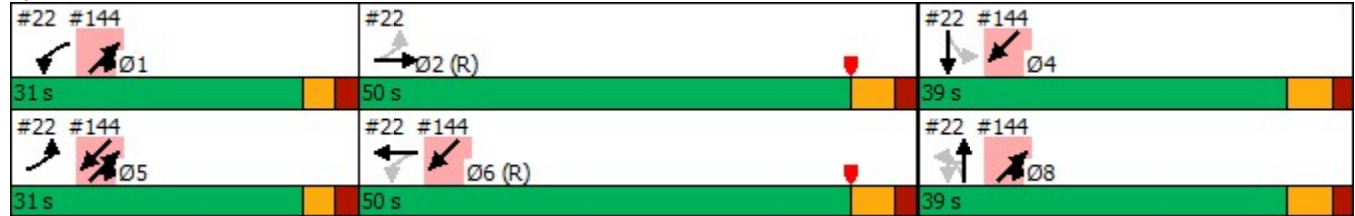
Intersection Capacity Utilization 80.7%

ICU Level of Service D

Analysis Period (min) 15

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





















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



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

FB B MIT - Weekday AM Peak - Alternative

05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	679	19	103	637	112	109	868	82	123	527	67
Future Volume (vph)	114	679	19	103	637	112	109	868	82	123	527	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	230		0	0		0	170		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			85			0			175		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	1.00		0.99	0.99		0.99	1.00			0.99	
Frt		0.996			0.978			0.987			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1612	3374	0	1736	3228	0	1719	3444	0	1641	3322	0
Flt Permitted	0.128			0.176			0.299			0.095		
Satd. Flow (perm)	215	3374	0	320	3228	0	535	3444	0	164	3322	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			17			8			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		452			760			441			631	
Travel Time (s)		10.3			17.3			10.0			14.3	
Confl. Peds. (#/hr)	37		20	20		37	30		15	15		30
Confl. Bikes (#/hr)			1						2			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 (%)	12%	6%	22%	4%	9%	5%	5%	3%	5%	10%	6%	8%
Parking (#/hr)						0						
Adj. Flow (vph)	124	738	21	112	692	122	118	943	89	134	573	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	124	759	0	112	814	0	118	1032	0	134	646	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			24			12			12	
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	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	30		30	30		30	30		30	30	
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)	30	30		30	30		30	30		30	30	
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	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		

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

FB B MIT - Weekday AM Peak - Alternative

05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	34.0		9.0	34.0		9.0	34.0		9.0	34.0	
Total Split (s)	18.0	42.0		18.0	42.0		18.0	42.0		18.0	42.0	
Total Split (%)	15.0%	35.0%		15.0%	35.0%		15.0%	35.0%		15.0%	35.0%	
Maximum Green (s)	12.0	36.0		12.0	36.0		12.0	36.0		12.0	36.0	
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	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	0.2		2.0	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)		21.0			21.0			21.0			21.0	
Pedestrian Calls (#/hr)		10			5			7			12	
Act Effct Green (s)	44.8	34.7		42.9	33.7		51.5	42.4		52.9	43.1	
Actuated g/C Ratio	0.37	0.29		0.36	0.28		0.43	0.35		0.44	0.36	
v/c Ratio	0.63	0.78		0.50	0.89		0.37	0.84		0.70	0.54	
Control Delay	37.0	45.1		24.2	40.0		22.1	44.4		43.3	33.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	37.0	45.1		24.2	40.0		22.1	44.4		43.3	33.4	
LOS	D	D		C	D		C	D		D	C	
Approach Delay		44.0			38.1			42.2			35.1	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	58	275		52	327		51	397		59	211	
Queue Length 95th (ft)	102	352		m47	413		91	#567		#128	289	
Internal Link Dist (ft)		372			680			361			551	
Turn Bay Length (ft)	60			230						170		
Base Capacity (vph)	223	1028		263	980		361	1222		223	1201	
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	0.56	0.74		0.43	0.83		0.33	0.84		0.60	0.54	









Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 40.1
 Intersection Capacity Utilization 82.7%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
































Intersection LOS: D
 ICU Level of Service E

Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.













Splits and Phases: 23: Clinton St & Fulton Ave

 Ø1 18 s	 Ø2 (R) 42 s	 Ø3 18 s	 Ø4 42 s
 Ø5 18 s	 Ø6 (R) 42 s	 Ø7 18 s	 Ø8 42 s

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

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	 			 	  		 	
Traffic Volume (vph)	73	493	94	568	1135	40	132	394	613	67	422	108
Future Volume (vph)	73	493	94	568	1135	40	132	394	613	67	422	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		200	275		125
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	0.95	1.00	0.95	0.88	1.00	0.95	1.00
Ped Bike Factor			0.98	1.00			0.99		0.99	1.00		0.97
Frt			0.850		0.995				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	4848	1468	3242	3423	0	1597	3374	2682	1626	3312	1442
Flt Permitted	0.950			0.950			0.209			0.388		
Satd. Flow (perm)	1736	4848	1446	3234	3423	0	348	3374	2644	663	3312	1397
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					2				505			
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		671			516			310			394	
Travel Time (s)		11.4			8.8			5.3			9.0	
Confl. Peds. (#/hr)			2	2			14		3	3		14
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	7%	10%	8%	5%	3%	13%	7%	6%	11%	9%	12%
Adj. Flow (vph)	74	503	96	580	1158	41	135	402	626	68	431	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	503	96	580	1199	0	135	402	626	68	431	110
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			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
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	15		9
Number of Detectors	1	2	0	1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100	0	20	100		40	40	20	40	40	0
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	0	20	6		40	40	20	40	40	0
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	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												

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

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases			2				8		8	4		4
Detector Phase	5	2	2	1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0	26.0	9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	33.0	57.0	57.0	33.0	57.0		22.0	48.0	33.0	22.0	48.0	33.0
Total Split (%)	20.6%	35.6%	35.6%	20.6%	35.6%		13.8%	30.0%	20.6%	13.8%	30.0%	20.6%
Maximum Green (s)	27.0	51.0	51.0	27.0	51.0		16.0	42.0	27.0	16.0	42.0	27.0
Yellow Time (s)	4.0	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	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0	10.0		10.0						7.0	
Flash Dont Walk (s)		21.0	21.0		29.0						29.0	
Pedestrian Calls (#/hr)		5	5		1						0	
Act Effct Green (s)	11.2	39.9	39.9	55.8	84.5		45.0	30.9	86.7	35.5	26.2	37.4
Actuated g/C Ratio	0.07	0.25	0.25	0.35	0.53		0.28	0.19	0.54	0.22	0.16	0.23
v/c Ratio	0.61	0.42	0.27	0.51	0.66		0.65	0.62	0.37	0.33	0.80	0.33
Control Delay	86.5	40.7	39.8	43.9	31.3		57.8	63.0	2.8	45.1	75.3	47.2
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	86.5	40.7	39.8	43.9	31.3		57.8	63.0	2.8	45.1	75.3	47.2
LOS	F	D	D	D	C		E	E	A	D	E	D
Approach Delay		45.6			35.4			30.0			66.9	
Approach LOS		D			D			C			E	
Queue Length 50th (ft)	77	173	87	242	475		109	203	21	53	231	92
Queue Length 95th (ft)	m104	105	m73	336	646		161	255	47	89	283	136
Internal Link Dist (ft)		591			436			230			314	
Turn Bay Length (ft)	115			380			145		200	275		125
Base Capacity (vph)	292	1545	460	1130	1809		223	885	1677	271	869	472
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	0.33	0.21	0.51	0.66		0.61	0.45	0.37	0.25	0.50	0.23

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
 Maximum v/c Ratio: 0.80

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

FB B MIT - Weekday AM Peak - Alternative

05/28/2024

Intersection Signal Delay: 40.1

Intersection LOS: D

Intersection Capacity Utilization 87.9%

ICU Level of Service E

Analysis Period (min) 15

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




























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



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













FB B MIT - Weekday AM Peak - Alternative

05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  							
Traffic Volume (vph)	491	1000	22	7	1964	80	94	139	0	130	89	505
Future Volume (vph)	491	1000	22	7	1964	80	94	139	0	130	89	505
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	11	11	11	11	10	10	11	11	11
Storage Length (ft)	245		0	125		0	0		0	115		0
Storage Lanes	2		0	1		1	1		0	1		1
Taper Length (ft)	60			125			0			200		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		0.99		0.98	0.98			0.99	0.97	0.95
Frt		0.997				0.850					0.894	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3030	4751	0	1745	4916	1516	1728	1722	0	1711	1447	1440
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3028	4751	0	1733	4916	1487	1686	1722	0	1688	1447	1371
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		576			1206			259			492	
Travel Time (s)		9.8			20.6			5.9			8.4	
Confl. Peds. (#/hr)	4		10	10		4	25		11	11		25
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	4%	5%	10%	0%	2%	3%	1%	3%	0%	2%	7%	3%
Adj. Flow (vph)	496	1010	22	7	1984	81	95	140	0	131	90	510
Shared Lane Traffic (%)												42%
Lane Group Flow (vph)	496	1032	0	7	1984	81	95	140	0	131	304	296
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)		18			18			11			11	
Link Offset(ft)		0			0			-25			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0	0	2	2		2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0	0	50	36		50	50	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	0		20	0	0	20	6		20	20	20
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	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			30			30	16		30	30	30
Detector 2 Size(ft)	20			20			20	20		20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

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

FB B MIT - Weekday AM Peak - Alternative
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
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA		Split	NA	pm+ov
Protected Phases	5	1		2	6		3	3		4	4	5
Permitted Phases						6						4
Detector Phase	5	1		2	6	6	3	3		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0	20.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	38.0		11.0	26.0	26.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	40.0	91.0		23.0	74.0	74.0	26.0	26.0		40.0	40.0	40.0
Total Split (%)	22.2%	50.6%		12.8%	41.1%	41.1%	14.4%	14.4%		22.2%	22.2%	22.2%
Maximum Green (s)	34.0	85.0		17.0	68.0	68.0	20.0	20.0		34.0	34.0	34.0
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	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2	0.2	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	None
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		25.0			25.0	25.0	30.0	30.0		30.0	30.0	
Pedestrian Calls (#/hr)		8			4	4	3	3		1	1	
Act Effct Green (s)	32.1	103.4		7.6	69.9	69.9	17.7	17.7		36.3	36.3	68.4
Actuated g/C Ratio	0.18	0.57		0.04	0.39	0.39	0.10	0.10		0.20	0.20	0.38
v/c Ratio	0.92	0.38		0.10	1.04	0.14	0.56	0.83		0.38	1.04	0.56
Control Delay	96.9	39.2		63.7	66.8	23.3	89.9	114.6		66.7	130.0	44.8
Queue Delay	0.0	0.5		0.0	25.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	96.9	39.7		63.7	91.8	23.3	89.9	114.6		66.7	130.0	44.8
LOS	F	D		E	F	C	F	F		E	F	D
Approach Delay		58.2			89.0			104.7			84.2	
Approach LOS		E			F			F			F	
Queue Length 50th (ft)	307	322		8	~947	39	108	164		137	~424	270
Queue Length 95th (ft)	#386	402		m10	#1015	m40	176	#265		213	#649	378
Internal Link Dist (ft)		496			1126			179			412	
Turn Bay Length (ft)	245			125						115		
Base Capacity (vph)	572	2729		164	1909	577	192	191		345	292	548
Starvation Cap Reductn	0	1106		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	271	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.87	0.64		0.04	1.21	0.14	0.49	0.73		0.38	1.04	0.54

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 172 (96%), Referenced to phase 1:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.04

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

Intersection Signal Delay: 78.8

Intersection LOS: E

Intersection Capacity Utilization 101.8%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

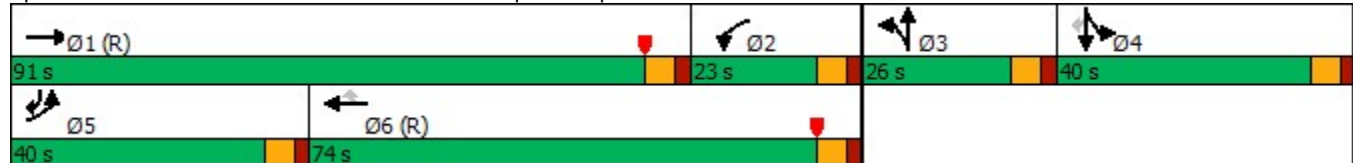
Queue shown is maximum after two cycles.

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: 45: 3rd St/Carmen Ave & Hempstead Tpke



Lanes, Volumes, Timings
47: Merrick Ave & Bellmore Ave

FB B MIT - Weekday AM Peak - Alternative
05/28/2024

	↑	↗	↘	↓	↖	↙	Ø3
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	
Lane Configurations	↑↑		↗↘	↑↑		↗↘	
Traffic Volume (vph)	841	18	334	371	0	810	
Future Volume (vph)	841	18	334	371	0	810	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	10	10	11	12	
Lane Util. Factor	0.95	0.95	0.97	0.95	1.00	0.88	
Ped Bike Factor							
Frt	0.997					0.850	
Flt Protected			0.950				
Satd. Flow (prot)	3313	0	2971	3008	0	2733	
Flt Permitted			0.950				
Satd. Flow (perm)	3313	0	2971	3008	0	2733	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)						86	
Link Speed (mph)	40			40	40		
Link Distance (ft)	755			650	555		
Travel Time (s)	12.9			11.1	9.5		
Confl. Peds. (#/hr)					1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	5%	6%	10%	12%	0%	4%	
Adj. Flow (vph)	876	19	348	386	0	844	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	895	0	348	386	0	844	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	20			20	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.09	1.09	1.04	1.00	
Turning Speed (mph)		9	40		15	40	
Number of Detectors	0		1	0		1	
Detector Template							
Leading Detector (ft)	0		65	0		65	
Trailing Detector (ft)	0		59	0		59	
Detector 1 Position(ft)	0		59	0		59	
Detector 1 Size(ft)	0		6	0		6	
Detector 1 Type			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	
Turn Type	NA		Prot	NA		pt+ov	
Protected Phases	1		2 3			2 3	3
Permitted Phases				2			
Detector Phase	1		2 3	2		2 3	
Switch Phase							
Minimum Initial (s)	20.0			12.0			20.0
Minimum Split (s)	26.0			18.0			26.0

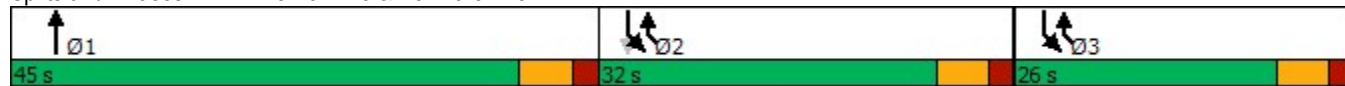
Lanes, Volumes, Timings
47: Merrick Ave & Bellmore Ave

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø3
Total Split (s)	45.0			32.0			26.0
Total Split (%)	43.7%			31.1%			25%
Maximum Green (s)	39.0			26.0			20.0
Yellow Time (s)	4.0			4.0			4.0
All-Red Time (s)	2.0			2.0			2.0
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	6.0			6.0			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?	Yes			Yes			
Vehicle Extension (s)	0.2			3.0			0.2
Recall Mode	Min			Min			None
Walk Time (s)	8.0						12.0
Flash Dont Walk (s)	12.0						17.0
Pedestrian Calls (#/hr)	0						0
Act Effct Green (s)	26.7		47.4	21.0		47.4	
Actuated g/C Ratio	0.31		0.55	0.24		0.55	
v/c Ratio	0.87		0.21	0.53		0.55	
Control Delay	38.8		11.1	31.8		13.4	
Queue Delay	0.0		0.0	0.0		0.0	
Total Delay	38.8		11.1	31.8		13.4	
LOS	D		B	C		B	
Approach Delay	38.8			22.0	13.4		
Approach LOS	D			C	B		
Queue Length 50th (ft)	245		45	94		136	
Queue Length 95th (ft)	335		87	158		247	
Internal Link Dist (ft)	675			570	475		
Turn Bay Length (ft)							
Base Capacity (vph)	1521		1611	920		1521	
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	0.59		0.22	0.42		0.55	

Intersection Summary








Area Type: Other
 Cycle Length: 103
 Actuated Cycle Length: 86.3
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 25.1
 Intersection Capacity Utilization 62.2%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 47: Merrick Ave & Bellmore Ave



Lanes, Volumes, Timings
360: Sands Ave & Charles Lindbergh Blvd








FB B MIT - Weekday AM Peak - Alternative
05/28/2024

							
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	512	0	63	163	1601	0	0
Future Volume (vph)	512	0	63	163	1601	0	0
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							
Flt Protected				0.950			
Satd. Flow (prot)	6536	1900	0	3482	5085	0	3344
Flt Permitted				0.950			
Satd. Flow (perm)	6536	1900	0	3482	5085	0	3344
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)							
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)	557	0	68	177	1740	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	557	0	0	245	1740	0	0
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

FB B MIT - Weekday AM Peak - Alternative

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)	25.0	25.0	12.0	12.0	25.0		25.0
Total Split (s)	28.0	28.0	17.0	17.0	45.0		25.0
Total Split (%)	40.0%	40.0%	24.3%	24.3%	64.3%		35.7%
Maximum Green (s)	21.0	21.0	10.0	10.0	38.0		18.0
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	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)	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	7.0			7.0		7.0
Flash Dont Walk (s)	11.0	11.0			11.0		11.0
Pedestrian Calls (#/hr)	0	0			0		0
Act Effct Green (s)	11.9			8.2	34.3		
Actuated g/C Ratio	0.35			0.24	1.00		
v/c Ratio	0.25			0.29	0.34		
Control Delay	8.5			11.3	0.2		
Queue Delay	0.0			0.0	0.0		
Total Delay	8.5			11.3	0.2		
LOS	A			B	A		
Approach Delay	8.5				1.6		
Approach LOS	A				A		
Queue Length 50th (ft)	19			15	0		
Queue Length 95th (ft)	34			39	0		
Internal Link Dist (ft)	676				566	263	
Turn Bay Length (ft)				400			
Base Capacity (vph)	4056			1029	5044		
Starvation Cap Reductn	0			0	0		
Spillback Cap Reductn	0			0	0		
Storage Cap Reductn	0			0	0		
Reduced v/c Ratio	0.14			0.24	0.34		

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 34.3
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.34
 Intersection Signal Delay: 3.1
 Intersection Capacity Utilization 36.8%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

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



R-4 2030 Build with Mitigation Condition Capacity Analysis

R-4.2 Weekday PM peak hour

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	19	53	1719	382	364	1984	141	407	41	559	373	181
Future Volume (vph)	19	53	1719	382	364	1984	141	407	41	559	373	181
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		200	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	1.00	0.88	0.97	0.95
Ped Bike Factor		1.00		0.99	1.00		0.98	1.00				1.00
Frt				0.850			0.850			0.850		0.964
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	3385	5085	1605	3319	5085	1669	3479	1900	2842	2918	3238
Flt Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	3384	5085	1582	3316	5085	1641	3477	1900	2842	2918	3238
Right Turn on Red				Yes			Yes			No		
Satd. Flow (RTOR)				225			136					
Link Speed (mph)			50			50			40			30
Link Distance (ft)			413			657			646			606
Travel Time (s)			5.6			9.0			11.0			13.8
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)	20	56	1829	406	387	2111	150	433	44	595	397	193
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	1829	406	387	2111	150	433	44	595	397	253
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)	56
Future Volume (vph)	56
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	250
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Flt	
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)	60
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	Perm	Split	NA	pt+ov	Split	NA
Protected Phases	5	5	2		1	6		3	3	3 1	4	4
Permitted Phases				Free			6					
Detector Phase	5	5	2		1	6	6	3	3	3 1	4	4
Switch Phase												
Minimum Initial (s)	10.0	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	44.0	15.0	15.0		15.0	15.0
Total Split (s)	16.0	16.0	60.0		31.0	75.0	75.0	31.0	31.0		38.0	38.0
Total Split (%)	10.0%	10.0%	37.5%		19.4%	46.9%	46.9%	19.4%	19.4%		23.8%	23.8%
Maximum Green (s)	10.0	10.0	53.0		25.0	68.0	68.0	23.0	23.0		30.0	30.0
Yellow Time (s)	4.0	4.0	5.0		4.0	5.0	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	0.0
Total Lost Time (s)		6.0	7.0		6.0	7.0	7.0	8.0	8.0		8.0	8.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	1.0		3.0	1.0	1.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max	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)			0			0	0				1	1
Act Effct Green (s)		10.0	55.8	160.0	23.3	69.0	69.0	25.5	25.5	54.8	26.5	26.5
Actuated g/C Ratio		0.06	0.35	1.00	0.15	0.43	0.43	0.16	0.16	0.34	0.17	0.17
v/c Ratio		0.36	1.03	0.26	0.80	0.96	0.19	0.78	0.15	0.61	0.82	0.47
Control Delay		46.4	48.9	0.2	79.3	56.3	5.9	75.3	60.5	47.0	78.9	62.9
Queue Delay		0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		46.4	52.5	0.2	79.3	56.3	5.9	75.3	60.5	47.0	78.9	62.9
LOS		D	D	A	E	E	A	E	E	D	E	E
Approach Delay			43.1			56.8			59.0			72.7
Approach LOS			D			E			E			E
Queue Length 50th (ft)		38	~775	0	202	790	8	227	40	290	207	126
Queue Length 95th (ft)		m47	#864	m0	263	#906	54	#319	82	371	265	171
Internal Link Dist (ft)			333			577			566			526
Turn Bay Length (ft)		275		225	500		275	475		200	250	
Base Capacity (vph)		211	1772	1582	518	2194	785	554	303	1003	547	607
Starvation Cap Reductn		0	17	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		0.36	1.04	0.26	0.75	0.96	0.19	0.78	0.15	0.59	0.73	0.42

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: 110
 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: 1.03

Intersection Signal Delay: 54.0

Intersection LOS: D

Intersection Capacity Utilization 90.2%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

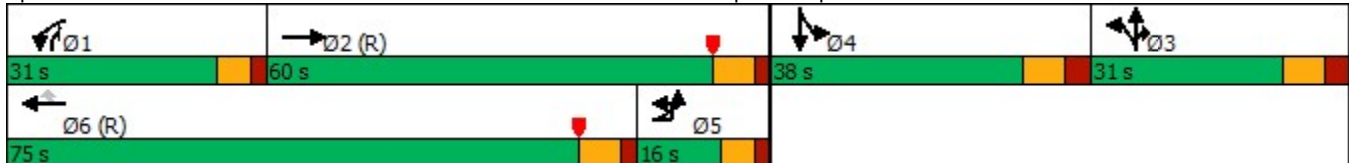
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.


















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

FB B MIT Weekday PM Peak - Alternative
 05/28/2024

								Ø1
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations		  			   	 		
Traffic Volume (vph)	4	2106	50	165	2302	56	67	
Future Volume (vph)	4	2106	50	165	2302	56	67	
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		0.997				0.926		
Flt Protected				0.950		0.978		
Satd. Flow (prot)	0	5068	0	1805	6408	1825	0	
Flt Permitted		0.929		0.950		0.978		
Satd. Flow (perm)	0	4708	0	1793	6408	1821	0	
Right Turn on Red			Yes				Yes	
Satd. Flow (RTOR)		3				37		
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	2194	52	172	2398	58	70	
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	2250	0	172	2398	128	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	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		12.0	17.0	50.0		18.0
Total Split (s)	94.0	94.0		16.0	94.0	50.0		16.0
Total Split (%)	58.8%	58.8%		10.0%	58.8%	31.3%		10%
Maximum Green (s)	87.0	87.0		9.3	87.0	42.3		8.3
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)		93.3		27.0	109.6	18.3		
Actuated g/C Ratio		0.58		0.17	0.68	0.11		
v/c Ratio		0.82		0.57	0.55	0.53		
Control Delay		3.7		79.5	2.8	52.6		
Queue Delay		2.0		0.0	0.2	0.0		
Total Delay		5.8		79.5	3.0	52.6		
LOS		A		E	A	D		
Approach Delay		5.8			8.2	52.6		
Approach LOS		A			A	D		
Queue Length 50th (ft)		16		172	19	94		
Queue Length 95th (ft)		0		m#290	m246	135		
Internal Link Dist (ft)		107			209	270		
Turn Bay Length (ft)				150				
Base Capacity (vph)		2747		304	4389	509		
Starvation Cap Reductn		1		0	1008	0		
Spillback Cap Reductn		340		0	15	2		
Storage Cap Reductn		0		0	0	0		
Reduced v/c Ratio		0.93		0.57	0.71	0.25		

Intersection Summary

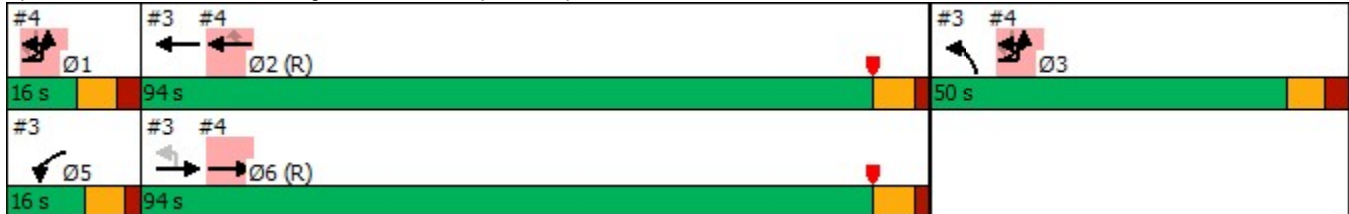
Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 25 (16%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 8.2
 Intersection Capacity Utilization 102.5%
 Analysis Period (min) 15













Intersection LOS: A
 ICU Level of Service G








- # 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

								Ø1	Ø3	Ø5
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations										
Traffic Volume (vph)	11	76	2160	1938	424	0	140			
Future Volume (vph)	11	76	2160	1938	424	0	140			
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	80	2274	2040	446	0	147			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	92	2274	2040	446	0	147			
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										

								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			18.0	50.0	12.0
Total Split (s)			94.0	94.0	94.0			16.0	50.0	16.0
Total Split (%)			58.8%	58.8%	58.8%			10%	31%	10%
Maximum Green (s)			87.0	87.0	87.0			8.3	42.3	9.3
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)		35.7	93.3	109.6	109.6		35.7			
Actuated g/C Ratio		0.22	0.58	0.68	0.68		0.22			
v/c Ratio		0.12	0.77	0.59	0.40		0.22			
Control Delay		57.7	11.9	1.7	1.7		49.6			
Queue Delay		0.0	0.0	0.0	0.4		0.0			
Total Delay		57.7	11.9	1.7	2.1		49.6			
LOS		E	B	A	A		D			
Approach Delay			13.7	1.8		49.6				
Approach LOS			B	A		D				
Queue Length 50th (ft)		48	300	17	11		75			
Queue Length 95th (ft)		m49	816	22	16		88			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		963	2966	3483	1127		808			
Starvation Cap Reductn		0	0	0	267		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.10	0.77	0.59	0.52		0.18			

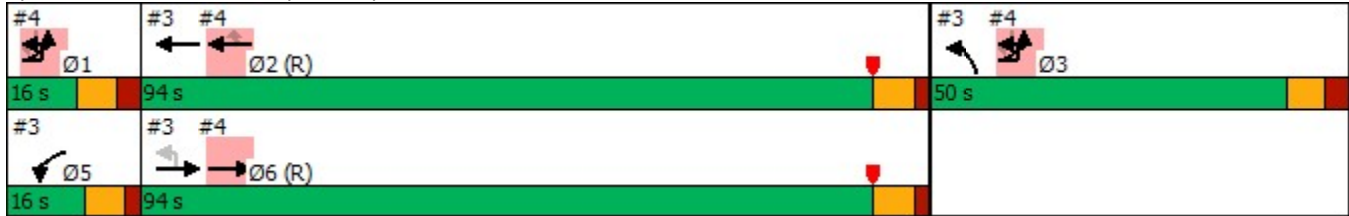
Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 25 (16%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82

Intersection Signal Delay: 8.8
 Intersection Capacity Utilization 62.3%
 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	336	1405	91	105	303	1485	196	115	265	159	501
Future Volume (vph)	3	336	1405	91	105	303	1485	196	115	265	159	501
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		0.945		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3144	5085	1463	0	3458	5085	1531	1527	3147	0	3351
Flt Permitted		0.950				0.950			0.950	0.999		0.950
Satd. Flow (perm)	0	3142	5085	1436	0	3453	5085	1510	1514	3146	0	3349
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	354	1479	96	111	319	1563	206	121	279	167	527
Shared Lane Traffic (%)									10%			
Lane Group Flow (vph)	0	357	1479	96	0	430	1563	206	109	458	0	527
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)	345	295
Future Volume (vph)	345	295
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	0.99	
Frt	0.966	0.850
Flt Protected		
Satd. Flow (prot)	3152	1407
Flt Permitted		
Satd. Flow (perm)	3152	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)	363	311
Shared Lane Traffic (%)		34%
Lane Group Flow (vph)	469	205
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)	28.0	28.0	58.0	58.0	30.0	30.0	60.0		35.0	35.0		37.0
Total Split (%)	17.5%	17.5%	36.3%	36.3%	18.8%	18.8%	37.5%		21.9%	21.9%		23.1%
Maximum Green (s)	21.0	21.0	51.0	51.0	23.0	23.0	53.0		27.0	27.0		29.0
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	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)		20.3	52.6	52.6		22.3	54.6	160.0	26.3	26.3		28.8
Actuated g/C Ratio		0.13	0.33	0.33		0.14	0.34	1.00	0.16	0.16		0.18
v/c Ratio		0.90	0.88	0.20		0.89	0.90	0.14	0.43	0.88		0.88
Control Delay		66.0	62.4	52.0		60.6	52.1	0.2	65.9	84.5		79.9
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		66.0	62.4	52.0		60.6	52.1	0.2	65.9	84.5		79.9
LOS		E	E	D		E	D	A	E	F		E
Approach Delay			62.5				48.9			80.9		
Approach LOS			E				D			F		
Queue Length 50th (ft)		181	389	68		214	486	0	114	259		279
Queue Length 95th (ft)		#274	483	m100		#310	523	0	186	#354		#370
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			500
Base Capacity (vph)		412	1672	472		497	1735	1510	257	531		607
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	0.88	0.20		0.87	0.90	0.14	0.42	0.86		0.87

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 151 (94%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

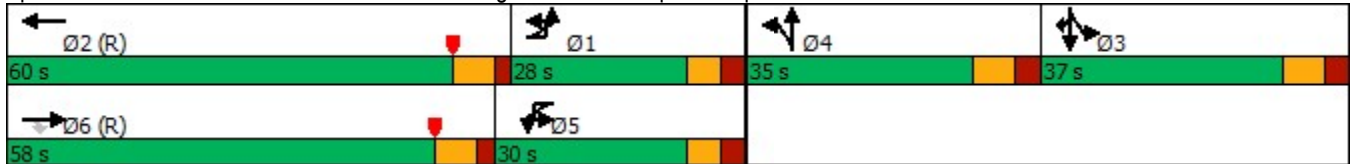
Lane Group	↓	↙
	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Prot
Protected Phases	3	3
Permitted Phases		
Detector Phase	3	3
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	37.0	37.0
Total Split (%)	23.1%	23.1%
Maximum Green (s)	29.0	29.0
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)	28.8	28.8
Actuated g/C Ratio	0.18	0.18
v/c Ratio	0.83	0.81
Control Delay	76.4	86.9
Queue Delay	0.0	0.0
Total Delay	76.4	86.9
LOS	E	F
Approach Delay	79.7	
Approach LOS	E	
Queue Length 50th (ft)	262	228
Queue Length 95th (ft)	#336	#374
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		500
Base Capacity (vph)	571	255
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.82	0.80
Intersection Summary		





















Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 62.7
 Intersection Capacity Utilization 101.2%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service G













- # 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	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	481	473	67	10	350	124	1362	100	17
Future Volume (vph)	0	0	0	481	473	67	10	350	124	1362	100	17
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			1.00	0.99
Fr						0.850				0.850		0.921
Flt Protected				0.950	0.987			0.950			0.950	
Satd. Flow (prot)	0	0	0	1626	3355	1615	0	3468	1900	2842	1805	3294
Flt Permitted				0.950	0.987			0.950				
Satd. Flow (perm)	0	0	0	1626	3355	1578	0	3454	1900	2842	1897	3294
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)						124						21
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	540	531	75	11	393	139	1530	112	19
Shared Lane Traffic (%)				35%								
Lane Group Flow (vph)	0	0	0	351	720	75	0	404	139	1530	112	40
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)	19
Future Volume (vph)	19
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)	21
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	pm+pt	NA
Protected Phases				3	8		5	5	2		1	6
Permitted Phases						8				Free	6	
Detector Phase				3	8	8	5	5	2		1	6
Switch Phase												
Minimum Initial (s)				15.0	1.0	1.0	8.0	8.0	10.0		5.0	10.0
Minimum Split (s)				22.0	39.0	39.0	15.0	15.0	17.0		9.5	17.0
Total Split (s)				39.0	39.0	39.0	19.0	19.0	25.0		11.0	17.0
Total Split (%)				52.0%	52.0%	52.0%	25.3%	25.3%	33.3%		14.7%	22.7%
Maximum Green (s)				32.0	32.0	32.0	12.0	12.0	18.0		6.5	10.0
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0	4.0		3.5	4.0
All-Red Time (s)				3.0	3.0	3.0	3.0	3.0	3.0		1.0	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		4.5	7.0
Lead/Lag							Lag	Lag	Lag		Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)				5.0	0.2	0.2	5.0	5.0	5.0		3.0	5.0
Recall Mode				None	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)				27.6	27.6	27.6		14.0	14.9	65.5	9.8	10.7
Actuated g/C Ratio				0.42	0.42	0.42		0.21	0.23	1.00	0.15	0.16
v/c Ratio				0.51	0.51	0.10		0.54	0.32	0.54	0.40	0.07
Control Delay				18.2	16.1	1.2		29.9	26.0	0.7	32.5	18.5
Queue Delay				0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay				18.2	16.1	1.2		29.9	26.0	0.7	32.5	18.5
LOS				B	B	A		C	C	A	C	B
Approach Delay					15.8				8.1			28.8
Approach LOS					B				A			C
Queue Length 50th (ft)				126	129	0		93	53	0	47	4
Queue Length 95th (ft)				205	176	8		#139	99	0	91	17
Internal Link Dist (ft)		586			673				959			291
Turn Bay Length (ft)						385				230		
Base Capacity (vph)				905	1569	933		779	557	2842	287	554
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				0.39	0.46	0.08		0.52	0.25	0.54	0.39	0.07

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 65.5
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 11.6
 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 55.6%

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













↙ Ø1	↑ Ø2	↘ Ø3
11 s	25 s	39 s
↓ Ø6	↙ Ø5	← Ø8
17 s	19 s	39 s

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

FB B MIT Weekday PM Peak - Alternative
05/28/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	168	1438	253	9	73	1595	137	390	483	130	299	672
Future Volume (vph)	168	1438	253	9	73	1595	137	390	483	130	299	672
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		475		155	350		0	380	
Storage Lanes	1		1		1		1	2		0	2	
Taper Length (ft)	0				55			80			100	
Lane Util. Factor	1.00	0.91	1.00	0.86	1.00	0.86	0.86	0.97	0.95	0.95	0.97	0.95
Ped Bike Factor	1.00				1.00	1.00		1.00	1.00		1.00	
Frt			0.850			0.988			0.968			
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1787	5085	1615	0	1758	6324	0	3467	3307	0	3502	3539
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1787	5085	1615	0	1757	6324	0	3466	3307	0	3499	3539
Right Turn on Red			No				No			No		
Satd. Flow (RTOR)												
Link Speed (mph)		50				40			40			40
Link Distance (ft)		219				1187			1245			909
Travel Time (s)		3.0				20.2			21.2			15.5
Confl. Peds. (#/hr)	1		2		2		1	1		2	2	
Confl. Bikes (#/hr)												
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%	0%	0%	3%	2%	2%	1%	6%	3%	0%	2%
Adj. Flow (vph)	177	1514	266	9	77	1679	144	411	508	137	315	707
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	1514	266	0	86	1823	0	411	645	0	315	707
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)		12				12			24			24
Link Offset(ft)		0				3			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	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2		1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100		20	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	6	20	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	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			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)	310
Future Volume (vph)	310
Ideal Flow (vphpl)	1900
Storage Length (ft)	180
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1599
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	2
Peak Hour Factor	0.95
Heavy Vehicles (%)	1%
Adj. Flow (vph)	326
Shared Lane Traffic (%)	
Lane Group Flow (vph)	326
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	1
Detector Template	Right
Leading Detector (ft)	20
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)	
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	Prot	NA	pt+ov	Prot	Prot	NA		Prot	NA		Prot	NA
Protected Phases	5	2	2 7	1	1	6		7	4		3	8
Permitted Phases												
Detector Phase	5	2	2 7	1	1	6		7	4		3	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	5.0	10.0		5.0	7.0		5.0	7.0
Minimum Split (s)	12.3	17.0		12.3	12.3	17.0		12.0	15.0		12.0	15.0
Total Split (s)	22.0	54.3		16.7	16.7	49.0		23.0	38.0		21.0	36.0
Total Split (%)	16.9%	41.8%		12.8%	12.8%	37.7%		17.7%	29.2%		16.2%	27.7%
Maximum Green (s)	14.7	47.3		9.4	9.4	42.0		16.0	30.0		14.0	28.0
Yellow Time (s)	4.3	5.0		4.3	4.3	5.0		4.0	5.0		4.0	5.0
All-Red Time (s)	3.0	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
Total Lost Time (s)	7.3	7.0			7.3	7.0		7.0	8.0		7.0	8.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	0.2		3.0	3.0	0.2		2.0	3.0		2.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None		None	None
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		28.0				28.0			30.0			30.0
Pedestrian Calls (#/hr)		0				1			1			1
Act Effct Green (s)	14.5	47.7	70.7		9.0	42.3		16.0	30.4		13.6	28.0
Actuated g/C Ratio	0.11	0.37	0.54		0.07	0.33		0.12	0.23		0.10	0.22
v/c Ratio	0.89	0.81	0.30		0.70	0.89		0.96	0.84		0.86	0.93
Control Delay	97.6	41.5	17.5		106.1	30.9		92.2	58.3		79.5	69.4
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	97.6	41.5	17.5		106.1	30.9		92.2	58.3		79.5	69.4
LOS	F	D	B		F	C		F	E		E	E
Approach Delay		43.3				34.3			71.5			63.4
Approach LOS		D				C			E			E
Queue Length 50th (ft)	149	420	119		77	454		180	275		136	310
Queue Length 95th (ft)	#284	483	177		#154	293		#282	#366		#210	#425
Internal Link Dist (ft)		139				1107			1165			829
Turn Bay Length (ft)					475			350			380	
Base Capacity (vph)	202	1866	878		127	2056		426	772		377	762
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	0.88	0.81	0.30		0.68	0.89		0.96	0.84		0.84	0.93

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 75 (58%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96

Lane Group SBR

Detector 2 Extend (s)	
Turn Type	pt+ov
Protected Phases	8 5
Permitted Phases	
Detector Phase	8 5
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)	49.7
Actuated g/C Ratio	0.38
v/c Ratio	0.53
Control Delay	35.0
Queue Delay	0.0
Total Delay	35.0
LOS	C
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	210
Queue Length 95th (ft)	306
Internal Link Dist (ft)	
Turn Bay Length (ft)	180
Base Capacity (vph)	595
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.55

Intersection Summary













Intersection Signal Delay: 49.6
 Intersection Capacity Utilization 93.0%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.









Splits and Phases: 12: Merrick Ave & Hempstead Tpke



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

FB B MIT Weekday PM Peak - Alternative
 05/28/2024




									Ø3
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	13	2000	25	22	8	1789	0	0	
Future Volume (vph)	13	2000	25	22	8	1789	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	11	11	10	10	11	12	12	
Storage Length (ft)	120		0		125		0	0	
Storage Lanes	1		0		1		0	0	
Taper Length (ft)	125				125		0		
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00	
Ped Bike Factor		1.00			1.00				
Frt		0.998							
Flt Protected	0.950				0.950				
Satd. Flow (prot)	1685	4859	0	0	1685	4916	0	0	
Flt Permitted	0.110				0.082				
Satd. Flow (perm)	195	4859	0	0	145	4916	0	0	
Right Turn on Red			Yes					No	
Satd. Flow (RTOR)		3							
Link Speed (mph)		40				40	30		
Link Distance (ft)		1187				1067	210		
Travel Time (s)		20.2				18.2	4.8		
Confl. Peds. (#/hr)			7		7				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	3%	0%	0%	0%	2%	2%	2%	
Adj. Flow (vph)	13	2062	26	23	8	1844	0	0	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	13	2088	0	0	31	1844	0	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)		20				24	0		
Link Offset(ft)		5				-5	0		
Crosswalk Width(ft)		24				44	16		
Two way Left Turn Lane									
Headway Factor	1.09	1.04	1.04	1.09	1.09	1.04	1.00	1.00	
Turning Speed (mph)	9		9	9	15		15	9	
Number of Detectors	0	0		1	0	0			
Detector Template				Left					
Leading Detector (ft)	0	0		20	0	0			
Trailing Detector (ft)	0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0	0			
Detector 1 Size(ft)	0	0		20	0	0			
Detector 1 Type				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			
Turn Type	Perm	NA		Perm	Perm	NA			
Protected Phases		2				6			3
Permitted Phases	2			6	6				
Detector Phase	2	2		6	6	6			















									
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	Ø3
Switch Phase									
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0			10.0
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0			33.0
Total Split (s)	97.0	97.0		97.0	97.0	97.0			33.0
Total Split (%)	74.6%	74.6%		74.6%	74.6%	74.6%			25%
Maximum Green (s)	90.0	90.0		90.0	90.0	90.0			30.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0			2.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0			1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			
Total Lost Time (s)	7.0	7.0			7.0	7.0			
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2			0.2
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max			None
Walk Time (s)									7.0
Flash Dont Walk (s)									30.0
Pedestrian Calls (#/hr)									1
Act Effct Green (s)	122.0	122.0			122.0	122.0			
Actuated g/C Ratio	0.94	0.94			0.94	0.94			
v/c Ratio	0.07	0.46			0.23	0.40			
Control Delay	3.3	2.6			9.6	3.0			
Queue Delay	0.0	0.0			0.0	0.0			
Total Delay	3.3	2.6			9.6	3.0			
LOS	A	A			A	A			
Approach Delay		2.6				3.1			
Approach LOS		A				A			
Queue Length 50th (ft)	0	26			0	0			
Queue Length 95th (ft)	m3	165			18	543			
Internal Link Dist (ft)		1107				987	130		
Turn Bay Length (ft)	120				125				
Base Capacity (vph)	183	4560			136	4613			
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	0.07	0.46			0.23	0.40			









Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 99 (76%), Referenced to phase 2:EBTU and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 2.8
 Intersection Capacity Utilization 45.0%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

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

 Ø2 (R)	 Ø3
97 s	33 s
 Ø6 (R)	
97 s	

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	45	1838	141	10	41	1753	43	34
Future Volume (vph)	45	1838	141	10	41	1753	43	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0		140		0	0
Storage Lanes	1		0		1		1	1
Taper Length (ft)	130				150		0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99
Frt		0.989						0.850
Flt Protected	0.950				0.950		0.950	
Satd. Flow (prot)	1805	5028	0	0	1805	5085	1805	1568
Flt Permitted	0.107				0.950		0.950	
Satd. Flow (perm)	203	5028	0	0	1803	5085	1805	1547
Right Turn on Red			Yes					No
Satd. Flow (RTOR)		22						
Link Speed (mph)		40				40	30	
Link Distance (ft)		1067				639	274	
Travel Time (s)		18.2				10.9	6.2	
Confl. Peds. (#/hr)			4		4			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	0%	0%	0%	2%	0%	3%
Adj. Flow (vph)	48	1976	152	11	44	1885	46	37
Shared Lane Traffic (%)								
Lane Group Flow (vph)	48	2128	0	0	55	1885	46	37
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)		24				30	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		24				44	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Number of Detectors	1	2		1	2	2	2	2
Detector Template	Left	Thru		Left		Thru		
Leading Detector (ft)	20	100		20	55	100	55	55
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)	20	6		20	20	6	20	20
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)		94			35	94	35	35
Detector 2 Size(ft)		6			20	6	20	20
Detector 2 Type		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

								
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Turn Type	Perm	NA		Prot	Prot	NA	Prot	Perm
Protected Phases		2		1	1	6	3	
Permitted Phases	2							3
Detector Phase	2	2		1	1	6	3	3
Switch Phase								
Minimum Initial (s)	10.0	10.0		5.0	5.0	10.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	10.0	17.0	12.0	12.0
Total Split (s)	98.0	98.0		15.0	15.0	113.0	17.0	17.0
Total Split (%)	75.4%	75.4%		11.5%	11.5%	86.9%	13.1%	13.1%
Maximum Green (s)	91.0	91.0		10.0	10.0	106.0	10.0	10.0
Yellow Time (s)	5.0	5.0		3.0	3.0	5.0	4.0	4.0
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	0.0	0.0
Total Lost Time (s)	7.0	7.0			5.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lead	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes			
Vehicle Extension (s)	0.2	0.2		2.0	2.0	0.2	3.0	3.0
Recall Mode	C-Max	C-Max		None	None	C-Max	None	None
Walk Time (s)							7.0	7.0
Flash Dont Walk (s)							25.0	25.0
Pedestrian Calls (#/hr)							1	1
Act Effct Green (s)	100.6	100.6			8.0	111.6	8.3	8.3
Actuated g/C Ratio	0.77	0.77			0.06	0.86	0.06	0.06
v/c Ratio	0.31	0.55			0.50	0.43	0.40	0.37
Control Delay	13.4	6.4			65.0	1.4	68.2	68.5
Queue Delay	0.0	0.0			0.0	0.1	0.0	0.0
Total Delay	13.4	6.4			65.0	1.5	68.2	68.5
LOS	B	A			E	A	E	E
Approach Delay		6.5				3.3	68.3	
Approach LOS		A				A	E	
Queue Length 50th (ft)	2	35			49	16	38	30
Queue Length 95th (ft)	0	740			m63	43	79	68
Internal Link Dist (ft)		987				559	194	
Turn Bay Length (ft)	120				140			
Base Capacity (vph)	157	3894			138	4364	138	119
Starvation Cap Reductn	0	0			0	802	0	0
Spillback Cap Reductn	0	0			0	0	0	0
Storage Cap Reductn	0	0			0	0	0	0
Reduced v/c Ratio	0.31	0.55			0.40	0.53	0.33	0.31

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 27 (21%), Referenced to phase 2:EBTU and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 6.3
 Intersection LOS: A

Intersection Capacity Utilization 59.0% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Coolidge Dr & Hempstead Tpke



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	26	1742	191	6	101	1497	219	253	104	31	598
Future Volume (vph)	2	26	1742	191	6	101	1497	219	253	104	31	598
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	0.86	1.00	0.86	0.86	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			
Fr _t			0.985					0.850		0.966		
Fl _t Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1745	6099	0	0	1745	4916	1531	3319	1749	0	3385
Fl _t Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1745	6099	0	0	1745	4916	1531	3315	1749	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	28	1853	203	6	107	1593	233	269	111	33	636
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	30	2056	0	0	113	1593	233	269	144	0	636
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)	316	44
Future Volume (vph)	316	44
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)	1801	0
Flt Permitted		
Satd. Flow (perm)	1801	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)	336	47
Shared Lane Traffic (%)		
Lane Group Flow (vph)	383	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)	15.0	15.0	46.0		21.0	21.0	52.0		24.0	24.0		39.0
Total Split (%)	11.5%	11.5%	35.4%		16.2%	16.2%	40.0%		18.5%	18.5%		30.0%
Maximum Green (s)	8.0	8.0	38.0		13.0	13.0	44.0		16.0	16.0		31.0
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)		6.6	40.2			13.0	52.5	90.6	14.7	14.7		30.1
Actuated g/C Ratio		0.05	0.31			0.10	0.40	0.70	0.11	0.11		0.23
v/c Ratio		0.34	1.09			0.65	0.80	0.22	0.72	0.73		0.81
Control Delay		76.3	79.1			74.2	39.6	8.9	66.8	76.8		56.4
Queue Delay		0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		76.3	79.1			74.2	39.6	8.9	66.8	76.8		56.4
LOS		E	E			E	D	A	E	E		E
Approach Delay			79.1				38.0			70.3		
Approach LOS			E				D			E		
Queue Length 50th (ft)		22	~608			93	472	76	113	118		260
Queue Length 95th (ft)		m41	#654			#171	#585	119	161	#202		331
Internal Link Dist (ft)			559				564			301		
Turn Bay Length (ft)		115				140		50	40			130
Base Capacity (vph)		107	1886			174	1986	1077	408	215		807
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		0.28	1.09			0.65	0.80	0.22	0.66	0.67		0.79

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 128 (98%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 100

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)	39.0	
Total Split (%)	30.0%	
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	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)	30.1	
Actuated g/C Ratio	0.23	
v/c Ratio	0.92	
Control Delay	76.9	
Queue Delay	0.0	
Total Delay	76.9	
LOS	E	
Approach Delay	64.1	
Approach LOS	E	
Queue Length 50th (ft)	314	
Queue Length 95th (ft)	#494	
Internal Link Dist (ft)	369	
Turn Bay Length (ft)		
Base Capacity (vph)	429	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.89	
Intersection Summary		

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 61.0

Intersection LOS: E

Intersection Capacity Utilization 88.6%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

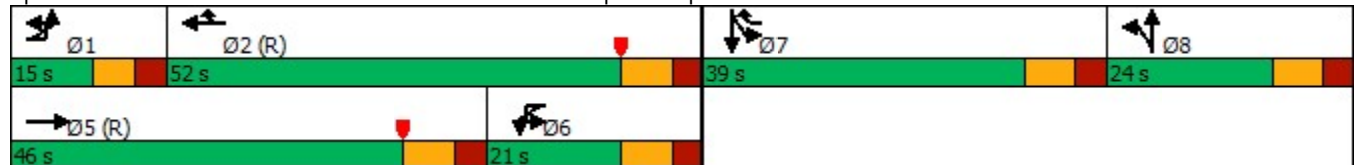
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

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



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	11	31	1485	112	24	149	1678	48	123	76	176	89
Future Volume (vph)	11	31	1485	112	24	149	1678	48	123	76	176	89
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				0.763		0.486
Satd. Flow (perm)	0	1647	4893	1458	0	1802	5036	1484	0	1301	1441	849
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	1688	127	27	169	1907	55	140	86	200	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	1688	127	0	196	1907	55	0	226	200	101
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)	73	38
Future Volume (vph)	73	38
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)	83	43
Shared Lane Traffic (%)		
Lane Group Flow (vph)	83	43
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)	21.0	21.0	81.0	81.0	18.0	18.0	78.0	78.0	61.0	61.0	61.0	61.0
Total Split (%)	13.1%	13.1%	50.6%	50.6%	11.3%	11.3%	48.8%	48.8%	38.1%	38.1%	38.1%	38.1%
Maximum Green (s)	15.0	15.0	73.0	73.0	12.0	12.0	70.0	70.0	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)	2.4	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	73.8	73.8		22.1	88.8	88.8		42.0	42.0	42.0
Actuated g/C Ratio		0.06	0.46	0.46		0.14	0.56	0.56		0.26	0.26	0.26
v/c Ratio		0.48	0.75	0.19		0.79	0.68	0.07		0.66	0.53	0.45
Control Delay		94.1	24.9	18.4		90.5	6.1	5.2		60.5	53.7	53.1
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		94.1	24.9	18.4		90.5	6.1	5.2		60.5	53.7	53.1
LOS		F	C	B		F	A	A		E	D	D
Approach Delay			26.3				13.7			57.3		
Approach LOS			C				B			E		
Queue Length 50th (ft)		53	328	51		~280	187	9		192	163	80
Queue Length 95th (ft)		m81	341	m76		m#354	200	m12		276	236	136
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		154	2257	672		249	2795	823		430	477	281
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		0.31	0.75	0.19		0.79	0.68	0.07		0.53	0.42	0.36

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 19 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 125
 Control Type: Actuated-Coordinated

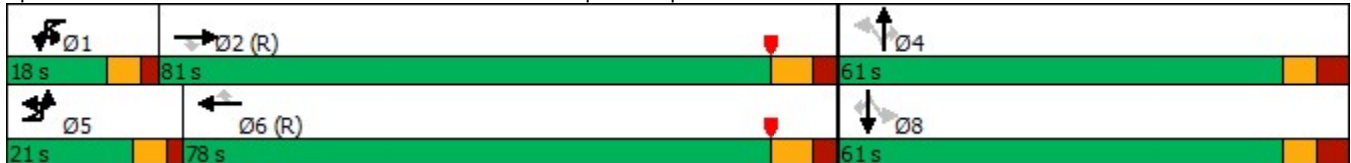
Lane Group	↓	↙
	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	61.0	61.0
Total Split (%)	38.1%	38.1%
Maximum Green (s)	53.0	53.0
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)	42.0	42.0
Actuated g/C Ratio	0.26	0.26
v/c Ratio	0.18	0.12
Control Delay	43.1	40.6
Queue Delay	0.0	0.0
Total Delay	43.1	40.6
LOS	D	D
Approach Delay	47.1	
Approach LOS	D	
Queue Length 50th (ft)	61	31
Queue Length 95th (ft)	103	62
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: 0.79
 Intersection Signal Delay: 24.3
 Intersection Capacity Utilization 131.6%
 Analysis Period (min) 15

Intersection LOS: C
 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.
- m Volume for 95th percentile queue is metered by upstream signal.

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



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	147	1269	11	22	20	1564	245	20	44	25	324
Future Volume (vph)	3	147	1269	11	22	20	1564	245	20	44	25	324
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				0.863		0.950
Satd. Flow (perm)	0	3188	3505	1615	0	1805	3539	1500	0	1517	0	3335
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								255				
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	153	1322	11	23	21	1629	255	21	46	26	338
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	156	1322	11	0	44	1629	255	0	93	0	338
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	333	
Future Volume (vph)	30	333	
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	0.874	0.850	
Flt Protected			
Satd. Flow (prot)	1473	1461	
Flt Permitted			
Satd. Flow (perm)	1473	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	347	
Shared Lane Traffic (%)		46%	
Lane Group Flow (vph)	191	187	
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)	17.0	17.0	94.0	94.0	13.0	13.0			20.0	20.0		33.0
Total Split (%)	10.6%	10.6%	58.8%	58.8%	8.1%	8.1%			12.5%	12.5%		20.6%
Maximum Green (s)	10.0	10.0	87.0	87.0	6.0	6.0			13.0	13.0		26.0
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)		10.0	90.3	90.3		6.0	86.3	117.0		12.0		23.6
Actuated g/C Ratio		0.06	0.56	0.56		0.04	0.54	0.73		0.08		0.15
v/c Ratio		0.78	0.67	0.01		0.66	0.85	0.22		0.82		0.69
Control Delay		99.5	27.1	16.8		77.3	12.9	0.4		117.4		72.0
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0
Total Delay		99.5	27.1	16.8		77.3	12.9	0.4		117.4		72.0
LOS		F	C	B		E	B	A		F		E
Approach Delay			34.6				12.7			117.4		
Approach LOS			C				B			F		
Queue Length 50th (ft)		84	520	5		44	91	0		97		172
Queue Length 95th (ft)		#143	602	16		m69	126	0		#194		227
Internal Link Dist (ft)			418				500			180		
Turn Bay Length (ft)		90		125		150		405				125
Base Capacity (vph)		203	1978	911		67	1909	1183		123		541
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		0.77	0.67	0.01		0.66	0.85	0.22		0.76		0.62

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 25 (16%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90

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)	33.0	33.0	77.0
Total Split (%)	20.6%	20.6%	48%
Maximum Green (s)	26.0	26.0	70.0
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)	23.6	23.6	
Actuated g/C Ratio	0.15	0.15	
v/c Ratio	0.88	0.90	
Control Delay	102.2	106.6	
Queue Delay	0.0	0.0	
Total Delay	102.2	106.6	
LOS	F	F	
Approach Delay	89.1		
Approach LOS	F		
Queue Length 50th (ft)	205	202	
Queue Length 95th (ft)	#341	#342	
Internal Link Dist (ft)	320		
Turn Bay Length (ft)			
Base Capacity (vph)	239	229	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.80	0.82	

Intersection Summary

Intersection Signal Delay: 35.7
 Intersection Capacity Utilization 100.1%
 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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	358	186	160	389	80	192	810	153	226	1455	197
Future Volume (vph)	142	358	186	160	389	80	192	810	153	226	1455	197
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	11	11	11	12	11
Storage Length (ft)	165		85	95		130	160		160	325		145
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	75			110			160			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.98	1.00								0.99
Frt			0.850		0.974				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1620	1722	1478	1668	3197	0	1668	3323	1391	1728	3610	1487
Flt Permitted	0.331			0.209			0.059			0.246		
Satd. Flow (perm)	564	1722	1448	366	3197	0	104	3323	1391	447	3610	1466
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)			100		14							
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		552			635			457			1121	
Travel Time (s)		9.4			10.8			7.8			19.1	
Confl. Peds. (#/hr)			5	5			1					1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	3%	2%	1%	3%	1%	1%	5%	1%	1%	0%	5%
Parking (#/hr)									0			
Adj. Flow (vph)	145	365	190	163	397	82	196	827	156	231	1485	201
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	365	190	163	479	0	196	827	156	231	1485	201
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)		10			10			13			11	
Link Offset(ft)		0			-12			0			-5	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.04	1.19	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2	0	2	2	2
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)	55	100	100	55	100		55	100	0	55	100	100
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	6		20	6	0	20	6	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	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	94	35	94		35	94		35	94	94
Detector 2 Size(ft)	20	6	6	20	6		20	6		20	6	6
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	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	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	5	2	2	1	6		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	10.0	18.0	18.0	10.0	18.0		10.0	28.0	28.0	10.0	28.0	28.0
Total Split (s)	17.0	48.0	48.0	17.0	48.0		24.0	75.0	75.0	23.0	74.0	74.0
Total Split (%)	10.4%	29.4%	29.4%	10.4%	29.4%		14.7%	46.0%	46.0%	14.1%	45.4%	45.4%
Maximum Green (s)	12.0	40.0	40.0	12.0	40.0		19.0	67.0	67.0	18.0	66.0	66.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0		2.0	3.0	3.0	2.0	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	0.0	0.0
Total Lost Time (s)	5.0	8.0	8.0	5.0	8.0		5.0	8.0	8.0	5.0	8.0	8.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	6.0	6.0	2.0	6.0	6.0
Recall Mode	None	None	None	None	None		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		23.0	23.0		23.0			18.0	18.0		18.0	18.0
Pedestrian Calls (#/hr)		0	0		0			2	2		0	0
Act Effct Green (s)	51.2	36.9	36.9	51.7	37.1		87.8	68.2	68.2	83.8	66.2	66.2
Actuated g/C Ratio	0.33	0.23	0.23	0.33	0.24		0.56	0.43	0.43	0.53	0.42	0.42
v/c Ratio	0.56	0.91	0.46	0.75	0.63		0.88	0.57	0.26	0.65	0.98	0.33
Control Delay	45.2	85.1	27.7	59.8	56.5		79.1	36.5	31.4	26.2	63.3	33.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.2	85.1	27.7	59.8	56.5		79.1	36.5	31.4	26.2	63.3	33.8
LOS	D	F	C	E	E		E	D	C	C	E	C
Approach Delay		61.2			57.4			42.9			55.8	
Approach LOS		E			E			D			E	
Queue Length 50th (ft)	107	376	79	122	233		153	351	106	119	~876	147
Queue Length 95th (ft)	166	#554	161	#206	297		#292	433	170	170	#1016	219
Internal Link Dist (ft)		472			555			377			1041	
Turn Bay Length (ft)	165		85	95			160		160	325		145
Base Capacity (vph)	267	439	443	220	826		248	1441	603	393	1519	616
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	0.54	0.83	0.43	0.74	0.58		0.79	0.57	0.26	0.59	0.98	0.33

Intersection Summary

Area Type: Other
 Cycle Length: 163
 Actuated Cycle Length: 157.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.98

Intersection Signal Delay: 53.4
 Intersection Capacity Utilization 101.2%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service G













- ~ 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: 19: Merrick Ave & Front St

↙ Ø1	→ Ø2	↘ Ø3	↓ Ø4
17 s	48 s	24 s	74 s
↗ Ø5	← Ø6	↙ Ø7	↑ Ø8
17 s	48 s	23 s	75 s

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	62	976	0	524	1002	48	3	22	250	0	25	441
Future Volume (vph)	62	976	0	524	1002	48	3	22	250	0	25	441
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	0		0		0		0	0	
Storage Lanes	1		0	2		0		1		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt					0.993							0.980
Flt Protected	0.950			0.950				0.950				0.998
Satd. Flow (prot)	1752	3471	0	3303	3473	0	0	1739	1881	0	0	3395
Flt Permitted	0.146			0.153				0.266				0.895
Satd. Flow (perm)	269	3471	0	532	3473	0	0	487	1881	0	0	3045
Right Turn on Red			Yes			No				Yes		
Satd. Flow (RTOR)												
Link Speed (mph)		30			30				40			30
Link Distance (ft)		200			171				241			307
Travel Time (s)		4.5			3.9				4.1			7.0
Confl. Peds. (#/hr)	42		46	46		42						
Confl. Bikes (#/hr)			1			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 (%)	3%	4%	0%	6%	3%	0%	33%	0%	1%	0%	4%	4%
Adj. Flow (vph)	65	1017	0	546	1044	50	3	23	260	0	26	459
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	1017	0	546	1094	0	0	26	260	0	0	561
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)		24			24				12			0
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	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	0		1	0		0	0	0		1	0
Detector Template	Left			Left							Left	
Leading Detector (ft)	30	0		20	0		20	0	0		20	0
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	0		20	0		0	0	0		20	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	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
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Perm	NA		Perm	NA
Protected Phases	5	2		1	6				8			4
Permitted Phases	2			6			8	8			4	
Detector Phase	5	2		1	6		8	8	8		4	4

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	73
Future Volume (vph)	73
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	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	4%
Adj. Flow (vph)	76
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)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		8.0	8.0	8.0		8.0	8.0
Minimum Split (s)	8.0	26.0		8.0	26.0		32.0	32.0	32.0		14.0	14.0
Total Split (s)	31.0	50.0		31.0	50.0		39.0	39.0	39.0		39.0	39.0
Total Split (%)	25.8%	41.7%		25.8%	41.7%		32.5%	32.5%	32.5%		32.5%	32.5%
Maximum Green (s)	26.0	44.0		26.0	44.0		33.0	33.0	33.0		33.0	33.0
Yellow Time (s)	3.0	4.0		3.0	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			0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0			6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0		2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None		None	None
Walk Time (s)		8.0					8.0	8.0	8.0			
Flash Dont Walk (s)		18.0					18.0	18.0	18.0			
Pedestrian Calls (#/hr)		1					15	15	15			
Act Effct Green (s)	72.5	52.2		76.5	54.2			29.5	29.5			29.5
Actuated g/C Ratio	0.60	0.44		0.64	0.45			0.25	0.25			0.25
v/c Ratio	0.16	0.67		0.66	0.70			0.22	0.56			0.75
Control Delay	4.2	30.9		18.5	31.2			30.3	34.0			48.3
Queue Delay	0.0	0.0		0.0	0.0			0.0	2.6			0.0
Total Delay	4.2	30.9		18.5	31.2			30.3	36.6			48.3
LOS	A	C		B	C			C	D			D
Approach Delay		29.3			27.0				36.0			48.3
Approach LOS		C			C				D			D
Queue Length 50th (ft)	6	384		93	357			10	106			207
Queue Length 95th (ft)	m19	m467		162	501			25	165			267
Internal Link Dist (ft)		120			91				161			227
Turn Bay Length (ft)	105											
Base Capacity (vph)	496	1510		946	1569			133	517			837
Starvation Cap Reductn	0	0		0	0			0	153			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	0.13	0.67		0.58	0.70			0.20	0.71			0.67

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 19 (16%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 31.8
 Intersection Capacity Utilization 89.5%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: C
 ICU Level of Service E

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















Lane Group SBR

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	881	50	161	784	107	96	597	144	179	863	105
Future Volume (vph)	109	881	50	161	784	107	96	597	144	179	863	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	230		0	0		0	170		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			85			0			175		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.97	0.99		0.98	0.98			0.98		0.97	0.99	
Frt		0.992			0.982			0.971			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3460	0	1787	3364	0	1770	3340	0	1770	3472	0
Flt Permitted	0.117			0.108			0.116			0.195		
Satd. Flow (perm)	212	3460	0	200	3364	0	216	3340	0	353	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			13			25			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		452			760			441			631	
Travel Time (s)		10.3			17.3			10.0			14.3	
Confl. Peds. (#/hr)	133		85	85		133	83		89	89		83
Confl. Bikes (#/hr)			1									3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	3%	0%	1%	3%	4%	2%	3%	0%	2%	1%	1%
Parking (#/hr)						0						
Adj. Flow (vph)	111	899	51	164	800	109	98	609	147	183	881	107
Shared Lane Traffic (%)												
Lane Group Flow (vph)	111	950	0	164	909	0	98	756	0	183	988	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			24			12			12	
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	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	30		30	30		30	30		30	30	
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)	30	30		30	30		30	30		30	30	
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	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		

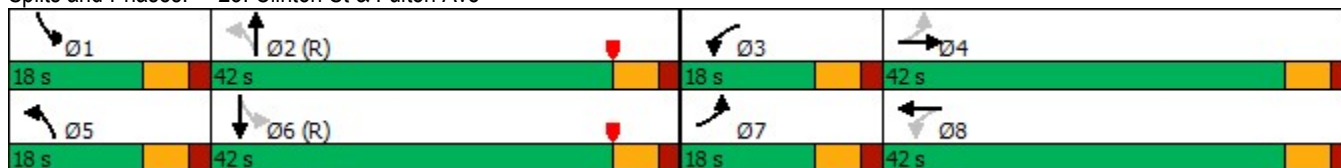
Lane Group												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	34.0		9.0	34.0		9.0	34.0		9.0	34.0	
Total Split (s)	18.0	42.0		18.0	42.0		18.0	42.0		18.0	42.0	
Total Split (%)	15.0%	35.0%		15.0%	35.0%		15.0%	35.0%		15.0%	35.0%	
Maximum Green (s)	12.0	36.0		12.0	36.0		12.0	36.0		12.0	36.0	
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	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	0.2		2.0	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)		21.0			21.0			21.0			21.0	
Pedestrian Calls (#/hr)		28			30			28			44	
Act Effct Green (s)	44.5	35.6		47.8	37.2		47.5	39.1		52.3	41.5	
Actuated g/C Ratio	0.37	0.30		0.40	0.31		0.40	0.33		0.44	0.35	
v/c Ratio	0.57	0.92		0.75	0.86		0.51	0.68		0.65	0.82	
Control Delay	32.6	55.8		39.1	39.3		29.1	38.5		31.7	42.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.6	55.8		39.1	39.3		29.1	38.5		31.7	42.9	
LOS	C	E		D	D		C	D		C	D	
Approach Delay		53.3			39.2			37.4			41.1	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	49	368		88	375		43	268		85	370	
Queue Length 95th (ft)	87	#495		m109	#476		77	343		136	#515	
Internal Link Dist (ft)		372			680			361			551	
Turn Bay Length (ft)	60			230						170		
Base Capacity (vph)	239	1048		240	1060		247	1105		298	1208	
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	0.91		0.68	0.86		0.40	0.68		0.61	0.82	

Intersection Summary













Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 43.0
 Intersection Capacity Utilization 88.4%
 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: 23: Clinton St & Fulton Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	224	758	212	75	651	103	145	614	87	138	957	176
Future Volume (vph)	224	758	212	75	651	103	145	614	87	138	957	176
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		1	1		0	1		0
Taper Length (ft)	75			0			75			75		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.97		0.88		1.00	0.91		0.99		0.98	0.99	
Frt			0.850			0.850		0.981			0.977	
Flt Protected	0.950				0.995		0.950			0.950		
Satd. Flow (prot)	1570	3505	1583	0	3378	1378	1608	3304	0	1608	3246	0
Flt Permitted	0.151				0.755		0.111			0.377		
Satd. Flow (perm)	242	3505	1395	0	2556	1248	188	3304	0	628	3246	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)	231	781	219	77	671	106	149	633	90	142	987	181
Shared Lane Traffic (%)												
Lane Group Flow (vph)	231	781	219	0	748	106	149	723	0	142	1168	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	1.19	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	0	1	2		1	2	
Detector Template		Thru		Left	Thru			Thru		Left	Thru	
Leading Detector (ft)	30	100	100	20	100	0	30	100		20	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)	30	6	100	20	6	0	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	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			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	Perm	pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2				6
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		6		6
Switch Phase												
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0	12.0	3.0	15.0		15.0		15.0
Minimum Split (s)	7.0	28.0	28.0	7.0	28.0	28.0	7.0	28.0		28.0		28.0
Total Split (s)	12.0	30.0	30.0	12.0	30.0	30.0	10.0	48.0		38.0		38.0
Total Split (%)	13.3%	33.3%	33.3%	13.3%	33.3%	33.3%	11.1%	53.3%		42.2%		42.2%
Maximum Green (s)	8.0	24.0	24.0	8.0	24.0	24.0	6.0	42.0		32.0		32.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0		4.0		4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	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		0.0
Total Lost Time (s)	4.0	6.0	6.0		6.0	6.0	4.0	6.0		6.0		6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes		Yes
Vehicle Extension (s)	1.0	3.0	3.0	1.0	3.0	3.0	1.0	0.2		0.2		0.2
Recall Mode	None	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		8.0
Flash Dont Walk (s)		14.0	14.0		14.0	14.0		14.0		14.0		14.0
Pedestrian Calls (#/hr)		8	8		12	12		29		22		22
Act Effct Green (s)	38.0	36.0	36.0		24.0	24.0	44.0	42.0		32.0		32.0
Actuated g/C Ratio	0.42	0.40	0.40		0.27	0.27	0.49	0.47		0.36		0.36
v/c Ratio	1.05	0.56	0.39		1.10	0.32	0.80	0.47		0.64		1.01
Control Delay	98.4	22.7	21.9		97.5	29.7	46.5	17.7		39.6		59.7
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	98.4	22.7	21.9		97.5	29.7	46.5	17.7		39.6		59.7
LOS	F	C	C		F	C	D	B		D		E
Approach Delay		36.8			89.1			22.6				57.5
Approach LOS		D			F			C				E
Queue Length 50th (ft)	~94	176	87		~256	48	46	142		66		~353
Queue Length 95th (ft)	#240	233	148		#370	95	#137	191		#152		#500
Internal Link Dist (ft)		680			577			382				371
Turn Bay Length (ft)	130						130			120		
Base Capacity (vph)	220	1402	558		681	332	186	1541		223		1154
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	1.05	0.56	0.39		1.10	0.32	0.80	0.47		0.64		1.01

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: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.10

Intersection Signal Delay: 50.7

Intersection LOS: D

Intersection Capacity Utilization 99.9%

ICU Level of Service F

Analysis Period (min) 15

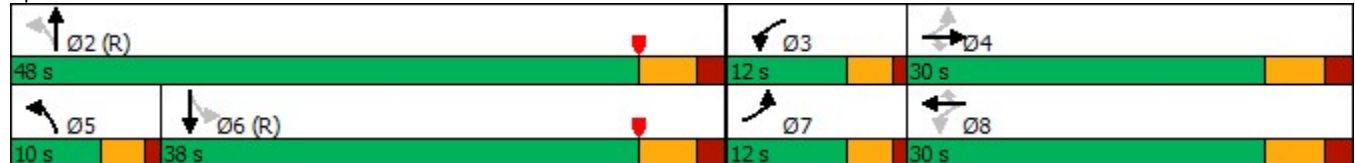
~ Volume exceeds capacity, queue is theoretically infinite.

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	166	1034	395	297	958	214	234	459	166	154	424	59
Future Volume (vph)	166	1034	395	297	958	214	234	459	166	154	424	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	10	11	11	11	11	13	10	11	11
Storage Length (ft)	95		275	390		120	350		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	55			45			85			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor			0.97			0.97	1.00	1.00		1.00	1.00	
Frt			0.850			0.850		0.960			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1678	3388	1516	1685	3455	1473	1662	3327	0	1636	3371	0
Flt Permitted	0.190			0.082			0.249			0.167		
Satd. Flow (perm)	336	3388	1470	145	3455	1434	434	3327	0	287	3371	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								36			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		432			451			495			529	
Travel Time (s)		9.8			10.3			11.3			12.0	
Confl. Peds. (#/hr)	7		9	9		7	8		3	3		8
Confl. Bikes (#/hr)			1			1						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 (%)	4%	3%	3%	0%	1%	6%	5%	0%	1%	3%	1%	4%
Parking (#/hr)												0
Adj. Flow (vph)	173	1077	411	309	998	223	244	478	173	160	442	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	1077	411	309	998	223	244	651	0	160	503	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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.04	1.04	1.04	1.09	1.04	1.04	1.04	1.04	0.96	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	1		1	1	
Detector Template		Thru			Thru							
Leading Detector (ft)	40	100	6	30	100	6	40	40		40	40	
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)	40	6	6	30	6	6	40	40		40	40	
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							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex			Cl+Ex								
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0								
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	3.0	3.0	20.0	3.0	3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	27.0	9.0	9.0	27.0	9.0	9.0	16.0		9.0	16.0	
Total Split (s)	23.0	49.0	22.0	24.0	50.0	22.0	22.0	45.0		22.0	45.0	
Total Split (%)	16.4%	35.0%	15.7%	17.1%	35.7%	15.7%	15.7%	32.1%		15.7%	32.1%	
Maximum Green (s)	17.0	43.0	16.0	18.0	44.0	16.0	16.0	39.0		16.0	39.0	
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		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	0.2	2.0	2.0	0.2	2.0	2.0	3.0		2.0	3.0	
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	
Walk Time (s)		1.0			1.0			7.0			7.0	
Flash Dont Walk (s)		20.0			20.0			25.0			25.0	
Pedestrian Calls (#/hr)		3			1			3			2	
Act Effct Green (s)	56.7	43.0	58.6	75.2	56.7	70.4	47.5	31.8		43.6	29.9	
Actuated g/C Ratio	0.40	0.31	0.42	0.54	0.40	0.50	0.34	0.23		0.31	0.21	
v/c Ratio	0.65	1.04	0.66	0.81	0.71	0.31	0.86	0.83		0.72	0.69	
Control Delay	31.6	84.5	34.5	56.0	40.3	20.6	60.8	58.0		49.0	54.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	31.6	84.5	34.5	56.0	40.3	20.6	60.8	58.0		49.0	54.1	
LOS	C	F	C	E	D	C	E	E		D	D	
Approach Delay		66.6			40.6			58.8			52.8	
Approach LOS		E			D			E			D	
Queue Length 50th (ft)	79	~553	270	223	407	108	161	283		100	217	
Queue Length 95th (ft)	139	#692	382	#483	#590	188	#228	336		142	260	
Internal Link Dist (ft)		352			371			415			449	
Turn Bay Length (ft)	95		275	390		120	350			125		
Base Capacity (vph)	308	1040	624	380	1400	749	288	952		248	947	
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	0.56	1.04	0.66	0.81	0.71	0.30	0.85	0.68		0.65	0.53	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 34 (24%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90







































Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 54.8
 Intersection Capacity Utilization 94.7%
 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: 26: Franklin Ave/Mineola Blvd & Old Country Rd

↙ Ø1 24 s	↘ Ø2 (R) 49 s	↙ Ø3 22 s	↓ Ø4 45 s
↘ Ø5 23 s	↙ Ø6 (R) 50 s	↘ Ø7 22 s	↑ Ø8 45 s

													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	  	  		  	  		 		 		  	 	
Traffic Volume (vph)	283	1740	53	331	1619	430	72	501	427	572	537	267	
Future Volume (vph)	283	1740	53	331	1619	430	72	501	427	572	537	267	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	375		245	250		0	95		235	300		0	
Storage Lanes	1		1	2		1	1		1	2		1	
Taper Length (ft)	85			110			130			75			
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	0.95	1.00	0.97	0.95	1.00	
Ped Bike Factor	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98	
Frt			0.850			0.850			0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950			
Satd. Flow (prot)	3467	5136	1553	3467	6471	1583	1805	3505	1615	3400	3471	1599	
Flt Permitted	0.950			0.950			0.950			0.950			
Satd. Flow (perm)	3465	5136	1529	3463	6471	1554	1801	3505	1586	3390	3471	1572	
Right Turn on Red			Yes			No			Yes			No	
Satd. Flow (RTOR)			184						102				
Link Speed (mph)		30			40			30				30	
Link Distance (ft)		566			700			662				581	
Travel Time (s)		12.9			11.9			15.0				13.2	
Confl. Peds. (#/hr)	5		9	9		5	4		5	5		4	
Confl. Bikes (#/hr)			3										
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	
Heavy Vehicles (%)	1%	1%	4%	1%	1%	2%	0%	3%	0%	3%	4%	1%	
Adj. Flow (vph)	289	1776	54	338	1652	439	73	511	436	584	548	272	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	289	1776	54	338	1652	439	73	511	436	584	548	272	
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			24				24	
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	1.00	1.00	1.00	
Turning Speed (mph)	15		9	15		9	15		9	15		9	
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20	
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	6	20	20	6	20	20	6	20	20	6	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)		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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	custom	Prot	NA	pm+ov	Prot	NA	custom
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases			Free			6 7			8			4 5
Detector Phase	5	2		1	6	6 7	3	8	1	7	4	4 5
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		3.0	10.0	3.0	3.0	10.0	
Minimum Split (s)	9.0	26.0		9.0	26.0		9.0	16.0	9.0	9.0	16.0	
Total Split (s)	26.0	67.0		26.0	67.0		18.0	31.0	26.0	36.0	49.0	
Total Split (%)	16.3%	41.9%		16.3%	41.9%		11.3%	19.4%	16.3%	22.5%	30.6%	
Maximum Green (s)	20.0	61.0		20.0	61.0		12.0	26.0	20.0	30.0	43.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	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	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	5.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	3.0	2.0	2.0	3.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)	5.0	7.0			7.0			7.0			7.0	
Flash Dont Walk (s)	7.0	28.0			28.0			33.0			33.0	
Pedestrian Calls (#/hr)	0	1			2			3			2	
Act Effct Green (s)	17.2	63.3	160.0	18.6	64.7	100.2	10.0	25.7	43.3	29.4	44.1	67.3
Actuated g/C Ratio	0.11	0.40	1.00	0.12	0.40	0.63	0.06	0.16	0.27	0.18	0.28	0.42
v/c Ratio	0.78	0.87	0.04	0.84	0.63	0.45	0.65	0.91	0.86	0.93	0.57	0.41
Control Delay	84.1	51.0	0.0	67.1	39.2	35.5	98.4	86.8	56.4	86.7	52.8	34.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.1	51.0	0.0	67.1	39.2	36.6	98.4	86.8	56.4	86.7	52.8	34.5
LOS	F	D	A	E	D	D	F	F	E	F	D	C
Approach Delay		54.2			42.6			74.6			63.4	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	154	645	0	182	457	403	76	280	321	311	260	196
Queue Length 95th (ft)	204	710	0	#221	505	502	134	#380	#490	#421	329	277
Internal Link Dist (ft)		486			620			582			501	
Turn Bay Length (ft)	375		245	250			95		235	300		
Base Capacity (vph)	433	2034	1529	433	2617	979	135	573	520	641	958	677
Starvation Cap Reductn	0	0	0	0	0	316	0	0	0	0	0	0
Spillback Cap Reductn	0	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	0
Reduced v/c Ratio	0.67	0.87	0.04	0.78	0.63	0.66	0.54	0.89	0.84	0.91	0.57	0.40































Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 24 (15%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93

Intersection Signal Delay: 55.0
 Intersection Capacity Utilization 95.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

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



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	 			 	 		 	
Traffic Volume (vph)	163	1607	164	635	947	47	180	505	1316	155	536	207
Future Volume (vph)	163	1607	164	635	947	47	180	505	1316	155	536	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		200	275		125
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	60			100			100			60		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	0.95	1.00	0.95	0.88	1.00	0.95	1.00
Ped Bike Factor			0.98	1.00			1.00		0.98	1.00		0.98
Frt			0.850		0.993				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5136	1583	3400	3514	0	1787	3505	2760	1787	3471	1568
Flt Permitted	0.950			0.950			0.180			0.244		
Satd. Flow (perm)	1805	5136	1556	3398	3514	0	338	3505	2715	458	3471	1537
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					4				230			
Link Speed (mph)		40			40			40				30
Link Distance (ft)		671			516			615				394
Travel Time (s)		11.4			8.8			10.5				9.0
Confl. Peds. (#/hr)			2	2			7		5	5		7
Confl. Bikes (#/hr)			3						1			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	2%	3%	2%	2%	1%	3%	3%	1%	4%	3%
Adj. Flow (vph)	166	1640	167	648	966	48	184	515	1343	158	547	211
Shared Lane Traffic (%)												
Lane Group Flow (vph)	166	1640	167	648	1014	0	184	515	1343	158	547	211
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			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
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	15		9
Number of Detectors	1	2	0	1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100	0	20	100		40	40	20	40	40	0
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	0	20	6		40	40	20	40	40	0
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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases			2				8		8	4		4
Detector Phase	5	2	2	1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0	26.0	9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	27.0	46.0	46.0	34.0	53.0		23.0	34.0	34.0	26.0	37.0	27.0
Total Split (%)	19.3%	32.9%	32.9%	24.3%	37.9%		16.4%	24.3%	24.3%	18.6%	26.4%	19.3%
Maximum Green (s)	21.0	40.0	40.0	28.0	47.0		17.0	28.0	28.0	20.0	31.0	21.0
Yellow Time (s)	4.0	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	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0	10.0		10.0						7.0	
Flash Dont Walk (s)		21.0	21.0		29.0						29.0	
Pedestrian Calls (#/hr)		2	2		2						0	
Act Effct Green (s)	16.7	46.7	46.7	28.0	58.0		42.5	28.0	56.0	40.1	26.8	43.4
Actuated g/C Ratio	0.12	0.33	0.33	0.20	0.41		0.30	0.20	0.40	0.29	0.19	0.31
v/c Ratio	0.78	0.96	0.32	0.95	0.69		0.73	0.74	1.09	0.61	0.83	0.44
Control Delay	82.8	59.5	38.8	79.9	38.5		50.4	59.2	78.2	43.4	65.3	35.9
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	82.8	59.5	38.8	79.9	38.5		50.4	59.2	78.2	43.4	65.3	35.9
LOS	F	E	D	E	D		D	E	E	D	E	D
Approach Delay		59.7			54.7			70.9			54.8	
Approach LOS		E			D			E			D	
Queue Length 50th (ft)	148	541	115	303	402		122	231	~528	103	253	142
Queue Length 95th (ft)	224	#724	193	#422	543		175	293	#734	152	311	195
Internal Link Dist (ft)		591			436			535			314	
Turn Bay Length (ft)	115			380			145		200	275		125
Base Capacity (vph)	270	1713	518	680	1459		283	735	1232	340	768	528
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	0.61	0.96	0.32	0.95	0.69		0.65	0.70	1.09	0.46	0.71	0.40

Intersection Summary

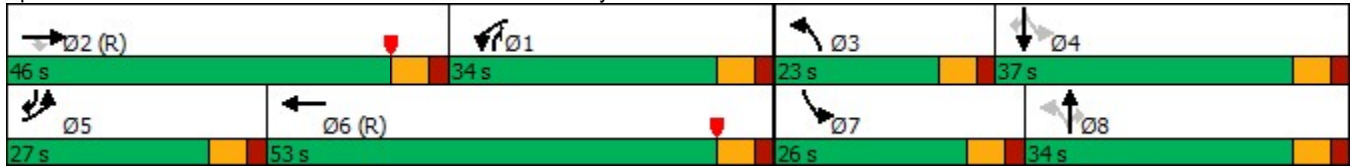
Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.09

Intersection Signal Delay: 61.2
 Intersection Capacity Utilization 101.2%
 Analysis Period (min) 15

Intersection LOS: E
 ICU Level of Service G

- ~ 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: 29: Merrick Ave/Post Ave & Old Country Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	733	774	333	27	269	191	142	807	32	229	948	416
Future Volume (vph)	733	774	333	27	269	191	142	807	32	229	948	416
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	11
Storage Length (ft)	470		450	110		0	495		0	255		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	0			100			100			120		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor								1.00		1.00		
Frt			0.850		0.938			0.994			0.994	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3610	1583	1805	3328	0	1719	3453	0	1745	3367	1366
Flt Permitted	0.950			0.950			0.160			0.133		
Satd. Flow (perm)	3400	3610	1583	1805	3328	0	290	3453	0	244	3367	1366
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			97									
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		823			706			733			625	
Travel Time (s)		14.0			13.8			12.5			10.7	
Confl. Peds. (#/hr)									4	4		
Confl. Bikes (#/hr)									7			
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 (%)	3%	0%	2%	0%	3%	0%	5%	4%	0%	0%	2%	4%
Adj. Flow (vph)	824	870	374	30	302	215	160	907	36	257	1065	467
Shared Lane Traffic (%)												10%
Lane Group Flow (vph)	824	870	374	30	517	0	160	943	0	257	1112	420
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)		30			35			12			12	
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	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	1	1	1	1		1	1		1	1	1
Detector Template			Right	Left			Left			Left		Right
Leading Detector (ft)	56	40	40	40	40		40	40		40	40	40
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	40	40	40	40		40	40		40	40	40
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)	31											
Detector 2 Size(ft)	25											
Detector 2 Type	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											
Turn Type	Prot	NA	pm+ov	Prot	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4				2			6		6
Detector Phase	7	4	5	3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	3.0	3.0	8.0		3.0	15.0		3.0	15.0	5.0
Minimum Split (s)	10.0	14.0	8.0	8.0	14.0		8.0	21.0		8.0	21.0	10.0
Total Split (s)	24.0	35.0	10.0	9.0	20.0		10.0	31.0		15.0	36.0	24.0
Total Split (%)	26.7%	38.9%	11.1%	10.0%	22.2%		11.1%	34.4%		16.7%	40.0%	26.7%
Maximum Green (s)	19.0	29.0	5.0	4.0	14.0		5.0	25.0		10.0	30.0	19.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0		3.0	4.0		3.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0		5.0	6.0		5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	2.0	3.0		2.0	4.0		2.0	4.0	3.0
Recall Mode	None	None	None	None	None		None	Min		None	Min	None
Walk Time (s)		6.0						6.0			6.0	
Flash Dont Walk (s)		16.0						26.0			26.0	
Pedestrian Calls (#/hr)		0						0			0	
Act Effct Green (s)	19.0	32.6	43.6	4.0	14.0		31.0	25.0		41.0	30.0	55.0
Actuated g/C Ratio	0.21	0.36	0.48	0.04	0.16		0.34	0.28		0.46	0.33	0.61
v/c Ratio	1.15	0.67	0.46	0.38	1.00		0.89	0.98		0.93	0.99	0.50
Control Delay	116.9	28.0	14.1	55.2	79.3		66.8	58.9		60.3	55.9	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	116.9	28.0	14.1	55.2	79.3		66.8	58.9		60.3	55.9	12.5
LOS	F	C	B	E	E		E	E		E	E	B
Approach Delay		60.9			78.0			60.0			46.4	
Approach LOS		E			E			E			D	
Queue Length 50th (ft)	~286	230	106	17	156		53	280		93	342	134
Queue Length 95th (ft)	#394	296	182	45	#259		#149	#404		#235	#484	212
Internal Link Dist (ft)		743			626			653			545	
Turn Bay Length (ft)	470		450	110			495			255		150
Base Capacity (vph)	717	1307	817	80	517		179	959		277	1122	834
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	1.15	0.67	0.46	0.38	1.00		0.89	0.98		0.93	0.99	0.50

Intersection Summary

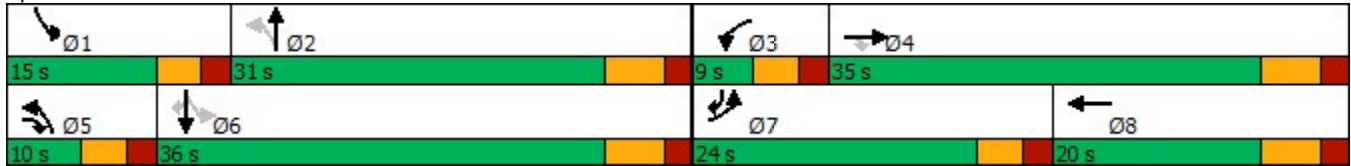
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.15










Intersection Signal Delay: 57.7
 Intersection Capacity Utilization 91.3%
 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.

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



									
Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBR	NBR2	SBR
Lane Configurations	↑↑↑	↔		↔	↑↑↑		↔		↔
Traffic Volume (vph)	1886	97	62	436	2017	3	348	8	1
Future Volume (vph)	1886	97	62	436	2017	3	348	8	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	9	11	11	11	11	12
Storage Length (ft)		55		150		0	205		0
Storage Lanes		1		2		0	1		1
Taper Length (ft)				85					
Lane Util. Factor	0.91	1.00	0.91	0.97	0.91	0.91	0.88	1.00	1.00
Ped Bike Factor		0.97		1.00	1.00				0.98
Frt		0.850					0.850		0.865
Flt Protected				0.950					
Satd. Flow (prot)	4964	1561	0	3120	4964	0	2695	0	1644
Flt Permitted				0.950					
Satd. Flow (perm)	4964	1507	0	3118	4964	0	2695	0	1616
Right Turn on Red			No			Yes		No	Yes
Satd. Flow (RTOR)									34
Link Speed (mph)	40				40				
Link Distance (ft)	625				576				
Travel Time (s)	10.7				9.8				
Confl. Peds. (#/hr)		8		8		5			5
Confl. Bikes (#/hr)		2				2			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	0%	0%	1%	1%	0%	2%	0%	0%
Adj. Flow (vph)	2028	104	67	469	2169	3	374	9	1
Shared Lane Traffic (%)									
Lane Group Flow (vph)	2028	171	0	469	2172	0	383	0	1
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Right	Right	R NA
Median Width(ft)	18				18				
Link Offset(ft)	0				0				
Crosswalk Width(ft)	16				16				
Two way Left Turn Lane									
Headway Factor	1.04	1.04	1.04	1.14	1.04	1.04	1.04	1.04	1.00
Turning Speed (mph)		9	9	15		9	9	9	9
Number of Detectors	0	0		2	0		2		0
Detector Template									
Leading Detector (ft)	0	0		50	0		50		0
Trailing Detector (ft)	0	0		0	0		0		0
Detector 1 Position(ft)	0	0		0	0		0		0
Detector 1 Size(ft)	0	0		20	0		20		0
Detector 1 Type				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)				30			30		
Detector 2 Size(ft)				20			20		
Detector 2 Type				Cl+Ex			Cl+Ex		

									
Lane Group	EBT	EBR	EBR2	WBL	WBT	WBR	NBR	NBR2	SBR
Detector 2 Channel									
Detector 2 Extend (s)				0.0			0.0		
Turn Type	NA	Perm		Prot	NA		Over		Perm
Protected Phases	2			4	6		4		
Permitted Phases		2							4
Detector Phase	2	2		4	6		4		4
Switch Phase									
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0		10.0
Minimum Split (s)	17.0	17.0		17.6	22.5		17.6		17.6
Total Split (s)	89.0	89.0		41.0	89.0		41.0		41.0
Total Split (%)	68.5%	68.5%		31.5%	68.5%		31.5%		31.5%
Maximum Green (s)	82.0	82.0		33.4	82.0		33.4		33.4
Yellow Time (s)	4.0	4.0		3.5	4.0		3.5		3.5
All-Red Time (s)	3.0	3.0		4.1	3.0		4.1		4.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	7.0	7.0		7.6	7.0		7.6		7.6
Lead/Lag									
Lead-Lag Optimize?									
Vehicle Extension (s)	0.2	0.2		3.0	0.2		3.0		3.0
Recall Mode	C-Max	C-Max		None	C-Max		None		None
Walk Time (s)	7.0	7.0		7.0			7.0		7.0
Flash Dont Walk (s)	30.0	30.0		31.0			31.0		31.0
Pedestrian Calls (#/hr)	3	3		0			0		0
Act Effct Green (s)	89.5	89.5		25.9	89.5		25.9		25.9
Actuated g/C Ratio	0.69	0.69		0.20	0.69		0.20		0.20
v/c Ratio	0.59	0.16		0.76	0.64		0.71		0.00
Control Delay	12.1	8.3		51.5	5.0		55.9		0.0
Queue Delay	0.1	0.0		0.0	0.1		0.0		0.0
Total Delay	12.2	8.3		51.5	5.1		55.9		0.0
LOS	B	A		D	A		E		A
Approach Delay	11.9				13.4				
Approach LOS	B				B				
Queue Length 50th (ft)	298	46		201	194		173		0
Queue Length 95th (ft)	409	89		m202	m194		218		0
Internal Link Dist (ft)	545				496				
Turn Bay Length (ft)		55		150			205		
Base Capacity (vph)	3418	1037		801	3418		692		440
Starvation Cap Reductn	0	0		0	348		0		0
Spillback Cap Reductn	326	0		0	0		0		0
Storage Cap Reductn	0	0		0	0		0		0
Reduced v/c Ratio	0.66	0.16		0.59	0.71		0.55		0.00

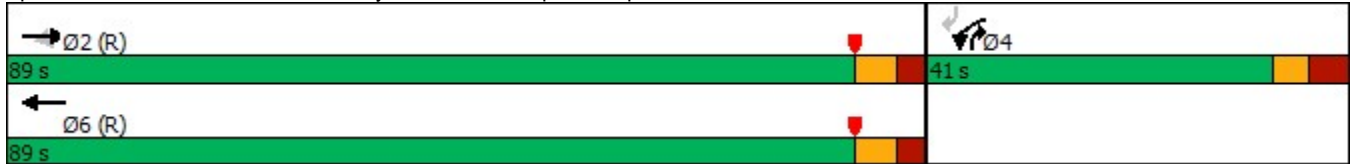
Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 10 (8%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 15.9
 Intersection Capacity Utilization 63.1%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.





























Intersection LOS: B
 ICU Level of Service B













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



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

FB B MIT Weekday PM Peak - Alternative
05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  	 			 		 	 				
Traffic Volume (vph)	482	1763	18	32	1570	129	73	132	4	168	155	702
Future Volume (vph)	482	1763	18	32	1570	129	73	132	4	168	155	702
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	11	11	11	11	10	10	11	11	11
Storage Length (ft)	245		0	125		0	0		0	115		0
Storage Lanes	2		0	1		1	1		0	1		1
Taper Length (ft)	60			125			0			200		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00		0.98	0.99	1.00		1.00	0.98	0.97
Frt		0.998				0.850		0.996			0.903	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3090	4952	0	1745	4964	1561	1745	1748	0	1728	1518	1454
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3088	4952	0	1739	4964	1536	1727	1748	0	1720	1518	1409
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		576			1206			259			492	
Travel Time (s)		9.8			20.6			5.9			8.4	
Confl. Peds. (#/hr)	2		22	22		2	18		5	5		18
Confl. Bikes (#/hr)			3			3			3			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 (%)	2%	1%	0%	0%	1%	0%	0%	1%	0%	1%	1%	2%
Adj. Flow (vph)	497	1818	19	33	1619	133	75	136	4	173	160	724
Shared Lane Traffic (%)												41%
Lane Group Flow (vph)	497	1837	0	33	1619	133	75	140	0	173	457	427
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)		18			18			11			11	
Link Offset(ft)		0			0			-25			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0	0	2	2		2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0	0	50	36		50	50	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	0		20	0	0	20	6		20	20	20
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	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			30			30	16		30	30	30
Detector 2 Size(ft)	20			20			20	20		20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	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		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA		Split	NA	pm+ov
Protected Phases	5	1		2	6		3	3		4	4	5
Permitted Phases						6						4
Detector Phase	5	1		2	6	6	3	3		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0	20.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	38.0		11.0	26.0	26.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	28.0	60.0		18.0	50.0	50.0	18.0	18.0		34.0	34.0	28.0
Total Split (%)	21.5%	46.2%		13.8%	38.5%	38.5%	13.8%	13.8%		26.2%	26.2%	21.5%
Maximum Green (s)	22.0	54.0		12.0	44.0	44.0	12.0	12.0		28.0	28.0	22.0
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	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2	0.2	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	None
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		25.0			25.0	25.0	30.0	30.0		30.0	30.0	
Pedestrian Calls (#/hr)		6			2	2	7	7		1	1	
Act Effct Green (s)	21.9	61.2		9.3	44.1	44.1	11.7	11.7		28.3	28.3	50.2
Actuated g/C Ratio	0.17	0.47		0.07	0.34	0.34	0.09	0.09		0.22	0.22	0.39
v/c Ratio	0.95	0.79		0.26	0.96	0.26	0.48	0.89		0.46	1.39	0.77
Control Delay	79.3	25.8		60.8	56.9	32.8	66.7	105.6		49.1	230.9	42.5
Queue Delay	0.0	0.3		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	79.3	26.1		60.8	56.9	32.8	66.7	105.6		49.1	230.9	42.5
LOS	E	C		E	E	C	E	F		D	F	D
Approach Delay		37.4			55.2			92.0			125.0	
Approach LOS		D			E			F			F	
Queue Length 50th (ft)	192	540		26	489	81	61	118		128	~541	301
Queue Length 95th (ft)	#319	450		61	#596	135	114	#240		202	#764	433
Internal Link Dist (ft)		496			1126			179			412	
Turn Bay Length (ft)	245			125						115		
Base Capacity (vph)	522	2330		161	1682	520	161	161		375	329	552
Starvation Cap Reductn	0	111		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	0.95	0.83		0.20	0.96	0.26	0.47	0.87		0.46	1.39	0.77

Intersection Summary

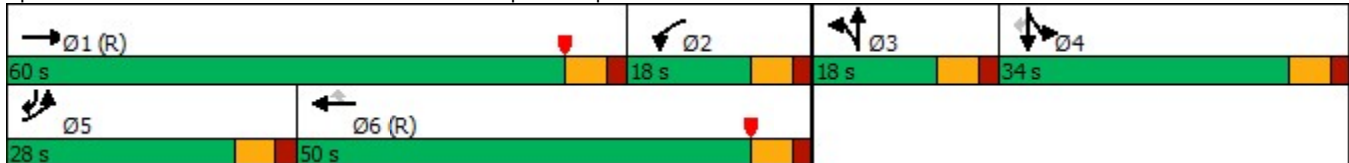
Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 112 (86%), Referenced to phase 1:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
































Maximum v/c Ratio: 1.39
 Intersection Signal Delay: 62.6
 Intersection Capacity Utilization 95.1%
 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.

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



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	 		 	 	 
Traffic Volume (vph)	288	1606	109	244	1479	116	208	434	214	276	532	269
Future Volume (vph)	288	1606	109	244	1479	116	208	434	214	276	532	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	9	11	11	10	11	11	10	11	9
Storage Length (ft)	340		0	70		0	175		245	170		210
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	135			170			100			170		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00		0.99					0.97
Frt		0.990			0.989				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3236	4911	0	3152	4903	0	3268	3455	1561	3268	3388	1425
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3234	4911	0	3147	4903	0	3240	3455	1561	3268	3388	1381
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		679			621			506			651	
Travel Time (s)		11.6			10.6			8.6			11.1	
Confl. Peds. (#/hr)	7		10	10		7	18					18
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 (%)	1%	1%	0%	0%	1%	1%	0%	1%	0%	0%	3%	2%
Adj. Flow (vph)	306	1709	116	260	1573	123	221	462	228	294	566	286
Shared Lane Traffic (%)												
Lane Group Flow (vph)	306	1825	0	260	1696	0	221	462	228	294	566	286
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)		30			30			30			30	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.04	1.14	1.04	1.04	1.09	1.04	1.04	1.09	1.04	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0		2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0		50	50	50	50	50	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	0		20	0		20	20	20	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			30			30	30	30	30	30	30
Detector 2 Size(ft)	20			20			20	20	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												

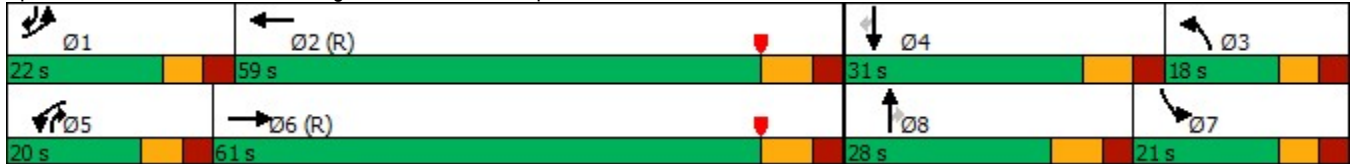
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8	5	7	4	1
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	5	7	4	1
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	12.0	45.0		12.0	18.0		12.0	15.0	12.0	12.0	15.0	12.0
Total Split (s)	22.0	61.0		20.0	59.0		18.0	28.0	20.0	21.0	31.0	22.0
Total Split (%)	16.9%	46.9%		15.4%	45.4%		13.8%	21.5%	15.4%	16.2%	23.8%	16.9%
Maximum Green (s)	15.0	53.0		13.0	51.0		11.0	20.0	13.0	14.0	23.0	15.0
Yellow Time (s)	4.0	5.0		4.0	5.0		4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	3.0	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	0.0	0.0	0.0
Total Lost Time (s)	7.0	8.0		7.0	8.0		7.0	8.0	7.0	7.0	8.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		30.0			30.0			30.0			30.0	
Pedestrian Calls (#/hr)		6			0			3			2	
Act Effct Green (s)	14.5	53.8		12.6	52.0		10.7	19.4	33.1	14.1	22.8	38.3
Actuated g/C Ratio	0.11	0.41		0.10	0.40		0.08	0.15	0.25	0.11	0.18	0.29
v/c Ratio	0.85	0.90		0.85	0.87		0.82	0.90	0.57	0.83	0.95	0.69
Control Delay	78.2	42.8		82.1	41.8		82.5	75.1	31.0	76.6	79.7	34.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.2	42.8		82.1	41.8		82.5	75.1	31.0	76.6	79.7	34.9
LOS	E	D		F	D		F	E	C	E	E	C
Approach Delay		47.9			47.1			65.9			67.7	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	131	524		112	481		95	202	115	127	251	149
Queue Length 95th (ft)	#202	597		#182	550		#159	#292	176	#200	#364	223
Internal Link Dist (ft)		599			541			426			571	
Turn Bay Length (ft)	340			70			175		245	170		210
Base Capacity (vph)	373	2032		315	1959		276	531	401	355	599	417
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	0.82	0.90		0.83	0.87		0.80	0.87	0.57	0.83	0.94	0.69

Intersection Summary












Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95

Intersection Signal Delay: 54.0
 Intersection Capacity Utilization 93.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 46: Newbridge Rd & Hemstead Tpke



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	316	20	174	570	42	50	650	238	91	641	222
Future Volume (vph)	103	316	20	174	570	42	50	650	238	91	641	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	10	11	11	11	12	12	11	11	12
Storage Length (ft)	65		0	40		0	50		0	95		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			55			55			95		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor					1.00						0.96	
Frt		0.991			0.990			0.960			0.961	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1577	3426	0	1574	3382	0	1711	3382	0	1745	3115	0
Flt Permitted	0.404			0.523			0.191			0.180		
Satd. Flow (perm)	671	3426	0	867	3382	0	344	3382	0	331	3115	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			13			81			75	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		274			484			540			323	
Travel Time (s)		4.7			8.3			12.3			5.5	
Confl. Peds. (#/hr)							6					6
Confl. Bikes (#/hr)						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 (%)	3%	1%	0%	7%	2%	3%	2%	3%	1%	0%	4%	2%
Adj. Flow (vph)	110	336	21	185	606	45	53	691	253	97	682	236
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	357	0	185	651	0	53	944	0	97	918	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)		10			12			13			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.09	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		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)	20	6		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	

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+pt	NA		Perm	NA		Perm	NA	
Protected Phases		3		2	2 3			1				1
Permitted Phases	3			2 3			1			1		
Detector Phase	3	3		2	2 3		1	1		1		1
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0			20.0	20.0		20.0		20.0
Minimum Split (s)	16.0	16.0		7.0			26.0	26.0		26.0		26.0
Total Split (s)	27.0	27.0		13.0			39.0	39.0		39.0		39.0
Total Split (%)	34.2%	34.2%		16.5%			49.4%	49.4%		49.4%		49.4%
Maximum Green (s)	21.0	21.0		9.0			33.0	33.0		33.0		33.0
Yellow Time (s)	4.0	4.0		3.0			4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0		1.0			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		4.0			6.0	6.0		6.0		6.0
Lead/Lag				Lag			Lead	Lead		Lead		Lead
Lead-Lag Optimize?				Yes			Yes	Yes		Yes		Yes
Vehicle Extension (s)	3.0	3.0		1.0			0.2	0.2		0.2		0.2
Recall Mode	Max	Max		None			Max	Max		Max		Max
Walk Time (s)	8.0	8.0					1.0	1.0		1.0		1.0
Flash Dont Walk (s)	18.0	18.0					0.0	0.0		0.0		0.0
Pedestrian Calls (#/hr)	0	0					2	2		2		2
Act Effct Green (s)	26.0	26.0		37.0	41.0		33.0	33.0		33.0		33.0
Actuated g/C Ratio	0.31	0.31		0.44	0.49		0.39	0.39		0.39		0.39
v/c Ratio	0.53	0.34		0.40	0.39		0.39	0.69		0.75		0.72
Control Delay	35.1	22.9		15.7	14.2		29.0	22.3		59.1		23.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay	35.1	22.9		15.7	14.2		29.0	22.3		59.1		23.7
LOS	D	C		B	B		C	C		E		C
Approach Delay		25.8			14.5			22.7				27.1
Approach LOS		C			B			C				C
Queue Length 50th (ft)	48	73		54	106		20	194		43		194
Queue Length 95th (ft)	104	110		95	146		56	263		#131		266
Internal Link Dist (ft)		194			404			460				243
Turn Bay Length (ft)	65			40			50			95		
Base Capacity (vph)	207	1065		457	1657		135	1377		130		1269
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	0.53	0.34		0.40	0.39		0.39	0.69		0.75		0.72

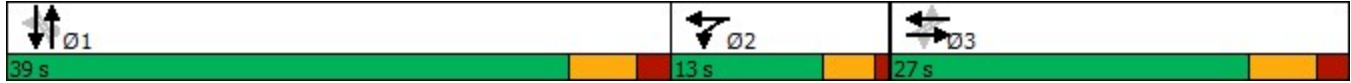
Intersection Summary



















Area Type: Other
 Cycle Length: 79
 Actuated Cycle Length: 84
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.75

Intersection Signal Delay: 22.4
Intersection Capacity Utilization 86.0%
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.













Intersection LOS: C
ICU Level of Service E

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



												
Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	29	320	92	17	103	141	450	31	39	409	791	238
Future Volume (vph)	29	320	92	17	103	141	450	31	39	409	791	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	9	9	11	11	10	10	11	11
Storage Length (ft)	50		0			100		0		120		0
Storage Lanes	1		0			1		0		1		0
Taper Length (ft)	200					90				0		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00						1.00			1.00	1.00	
Frt		0.962					0.990				0.965	
Flt Protected	0.950					0.950				0.950		
Satd. Flow (prot)	1685	3327	0	0	0	1611	3297	0	0	1667	3281	0
Flt Permitted	0.461					0.327				0.243		
Satd. Flow (perm)	815	3327	0	0	0	554	3297	0	0	425	3281	0
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)		35					35				40	
Link Distance (ft)		477					519				194	
Travel Time (s)		9.3					10.1				3.3	
Confl. Peds. (#/hr)	6							6		11		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%	5%	3%	0%	2%	0%	5%	0%	2%	1%	3%	0%
Adj. Flow (vph)	31	344	99	18	111	152	484	33	42	440	851	256
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	461	0	0	0	263	517	0	0	482	1107	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Left	Left	Right	Left	Left	Left	Right
Median Width(ft)		14					10				10	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.14	1.14	1.04	1.04	1.09	1.09	1.04	1.04
Turning Speed (mph)	15		9	9	15	15		9	15	15		9
Number of Detectors	1	1			1	1	1		1	1	0	
Detector Template					Left				Left			
Leading Detector (ft)	46	46			20	25	46		20	25	0	
Trailing Detector (ft)	40	40			0	0	40		0	0	0	
Detector 1 Position(ft)	40	40			0	0	40		0	0	0	
Detector 1 Size(ft)	6	6			20	25	6		20	25	0	
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	
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	
Turn Type	Perm	NA			pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			3	3	34		1	1	12	
Permitted Phases	4				34	34			12	12		
Detector Phase	4	4			3	3	34		1	1	12	

	↘	↓	↙	↘
Lane Group	SBL	SBT	SBR	SBR2
Lane Configurations	↘	↑↘		
Traffic Volume (vph)	33	491	98	27
Future Volume (vph)	33	491	98	27
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11
Storage Length (ft)	65		0	
Storage Lanes	1		0	
Taper Length (ft)	110			
Lane Util. Factor	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.99		
Fr _t		0.970		
Fl _t Protected	0.950			
Satd. Flow (prot)	1636	3339	0	0
Fl _t Permitted	0.258			
Satd. Flow (perm)	444	3339	0	0
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)		40		
Link Distance (ft)		455		
Travel Time (s)		7.8		
Confl. Peds. (#/hr)	4		11	11
Peak Hour Factor	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	1%	0%	0%
Adj. Flow (vph)	35	528	105	29
Shared Lane Traffic (%)				
Lane Group Flow (vph)	35	662	0	0
Enter Blocked Intersection	No	No	No	No
Lane Alignment	Left	Left	Right	Right
Median Width(ft)		10		
Link Offset(ft)		0		
Crosswalk Width(ft)		16		
Two way Left Turn Lane				
Headway Factor	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	9
Number of Detectors	1	0		
Detector Template				
Leading Detector (ft)	25	0		
Trailing Detector (ft)	0	0		
Detector 1 Position(ft)	0	0		
Detector 1 Size(ft)	25	0		
Detector 1 Type	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		
Turn Type	Perm	NA		
Protected Phases		2		
Permitted Phases	2			
Detector Phase	2	2		

												
Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Switch Phase												
Minimum Initial (s)	10.0	10.0			5.0	5.0			5.0	5.0		
Minimum Split (s)	17.0	17.0			10.0	10.0			10.0	10.0		
Total Split (s)	26.0	26.0			20.0	20.0			23.0	23.0		
Total Split (%)	25.5%	25.5%			19.6%	19.6%			22.5%	22.5%		
Maximum Green (s)	19.0	19.0			15.0	15.0			18.0	18.0		
Yellow Time (s)	4.0	4.0			3.0	3.0			3.0	3.0		
All-Red Time (s)	3.0	3.0			2.0	2.0			2.0	2.0		
Lost Time Adjust (s)	0.0	0.0				0.0				0.0		
Total Lost Time (s)	7.0	7.0				5.0				5.0		
Lead/Lag	Lag	Lag			Lead	Lead			Lead	Lead		
Lead-Lag Optimize?	Yes	Yes			Yes	Yes			Yes	Yes		
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0		
Recall Mode	Min	Min			None	None			None	None		
Walk Time (s)	10.0	10.0										
Flash Dont Walk (s)	20.0	20.0										
Pedestrian Calls (#/hr)	5	5										
Act Effct Green (s)	19.2	19.2				35.8	40.8			48.8	53.9	
Actuated g/C Ratio	0.18	0.18				0.34	0.39			0.47	0.51	
v/c Ratio	0.21	0.76				0.79	0.40			1.17	0.66	
Control Delay	40.7	49.3				42.5	24.4			122.0	21.6	
Queue Delay	0.0	0.0				0.0	0.0			0.0	0.0	
Total Delay	40.7	49.3				42.5	24.4			122.0	21.6	
LOS	D	D				D	C			F	C	
Approach Delay		48.7					30.5				52.1	
Approach LOS		D					C				D	
Queue Length 50th (ft)	17	150				120	123			~296	274	
Queue Length 95th (ft)	50	235				#220	202			#598	417	
Internal Link Dist (ft)		397					439				114	
Turn Bay Length (ft)	50					100				120		
Base Capacity (vph)	163	667				345	1292			413	1686	
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	0.69				0.76	0.40			1.17	0.66	

Intersection Summary

Area Type: Other
 Cycle Length: 102
 Actuated Cycle Length: 104.8
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.17
 Intersection Signal Delay: 44.6
 Intersection Capacity Utilization 108.7%
 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.

























Lane Group	SBL	SBT	SBR	SBR2
Switch Phase				
Minimum Initial (s)	40.0	40.0		
Minimum Split (s)	47.0	47.0		
Total Split (s)	33.0	33.0		
Total Split (%)	32.4%	32.4%		
Maximum Green (s)	26.0	26.0		
Yellow Time (s)	4.0	4.0		
All-Red Time (s)	3.0	3.0		
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	7.0	7.0		
Lead/Lag	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes		
Vehicle Extension (s)	0.2	0.2		
Recall Mode	Min	Min		
Walk Time (s)	15.0	15.0		
Flash Dont Walk (s)	25.0	25.0		
Pedestrian Calls (#/hr)	2	2		
Act Effct Green (s)	28.6	28.6		
Actuated g/C Ratio	0.27	0.27		
v/c Ratio	0.29	0.73		
Control Delay	39.1	40.3		
Queue Delay	0.0	0.0		
Total Delay	39.1	40.3		
LOS	D	D		
Approach Delay		40.3		
Approach LOS		D		
Queue Length 50th (ft)	19	211		
Queue Length 95th (ft)	53	310		
Internal Link Dist (ft)		375		
Turn Bay Length (ft)	65			
Base Capacity (vph)	121	911		
Starvation Cap Reductn	0	0		
Spillback Cap Reductn	0	0		
Storage Cap Reductn	0	0		
Reduced v/c Ratio	0.29	0.73		
Intersection Summary				













Queue shown is maximum after two cycles.

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



												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	23	2338	379	10	195	1911	62	390	28	439	102	10
Future Volume (vph)	23	2338	379	10	195	1911	62	390	28	439	102	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	13	12	11	11	11	11	12	12	13	11
Storage Length (ft)	200		0		155		0	0		0	70	
Storage Lanes	1		1		2		0	2		1	1	
Taper Length (ft)	60				110			0			75	
Lane Util. Factor	1.00	0.91	1.00	0.86	0.97	0.86	0.86	0.91	0.86	0.95	0.95	0.95
Ped Bike Factor			0.99		1.00				0.98	0.98	0.99	0.99
Frt			0.850			0.995			0.890	0.850		
Flt Protected	0.950				0.950			0.950	0.992		0.950	0.960
Satd. Flow (prot)	1685	4964	1605	0	3385	6226	0	3053	1410	1534	1772	1675
Flt Permitted	0.950				0.950			0.950	0.992		0.950	0.960
Satd. Flow (perm)	1685	4964	1581	0	3385	6226	0	3053	1410	1506	1758	1665
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			274			4			88	68		
Link Speed (mph)		40				40			25			25
Link Distance (ft)		700				492			452			251
Travel Time (s)		11.9				8.4			12.3			6.8
Confl. Peds. (#/hr)			2		2					10	10	
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	4%	0%	0%	1%	0%	4%	0%	0%	0%	0%
Adj. Flow (vph)	23	2386	387	10	199	1950	63	398	29	448	104	10
Shared Lane Traffic (%)								10%		43%	45%	
Lane Group Flow (vph)	23	2386	387	0	209	2013	0	358	262	255	57	57
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				32			36			22
Link Offset(ft)		0				0			0			-20
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.09	1.04	0.96	1.00	1.04	1.04	1.04	1.04	1.00	1.00	0.96	1.04
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100	20	20	100
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	20	20	20	6		20	6	20	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	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			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	79
Future Volume (vph)	79
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	70
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
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	0.98
Heavy Vehicles (%)	0%
Adj. Flow (vph)	81
Shared Lane Traffic (%)	
Lane Group Flow (vph)	81
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	1
Detector Template	Right
Leading Detector (ft)	20
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)	
Detector 2 Size(ft)	
Detector 2 Type	

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA	pm+ov	Prot	Prot	NA		Split	NA	custom	Split	NA
Protected Phases	5	2	8	1	1	6		8	8		4	4
Permitted Phases			2							1 8		
Detector Phase	5	2	8	1	1	6		8	8	1 8	4	4
Switch Phase												
Minimum Initial (s)	3.0	25.0	10.0	3.0	3.0	25.0		10.0	10.0		10.0	10.0
Minimum Split (s)	9.0	31.0	50.0	9.0	9.0	31.0		50.0	50.0		16.0	16.0
Total Split (s)	30.0	56.0	52.0	30.0	30.0	56.0		52.0	52.0		22.0	22.0
Total Split (%)	18.8%	35.0%	32.5%	18.8%	18.8%	35.0%		32.5%	32.5%		13.8%	13.8%
Maximum Green (s)	24.0	50.0	46.0	24.0	24.0	50.0		46.0	46.0		16.0	16.0
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	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	0.2	4.0	3.0	3.0	0.2		4.0	4.0		4.0	4.0
Recall Mode	None	C-Min	None	None	None	C-Min		None	None		None	None
Walk Time (s)		7.0	7.0			7.0		7.0	7.0			
Flash Dont Walk (s)		35.0	37.0			35.0		37.0	37.0			
Pedestrian Calls (#/hr)		0	1			3		1	1			
Act Effct Green (s)	8.3	70.5	108.5		15.2	77.4		38.0	38.0	59.2	12.3	12.3
Actuated g/C Ratio	0.05	0.44	0.68		0.10	0.48		0.24	0.24	0.37	0.08	0.08
v/c Ratio	0.26	1.09	0.33		0.65	0.67		0.49	0.65	0.43	0.42	0.45
Control Delay	63.8	99.7	3.2		79.3	34.9		53.9	42.5	27.5	79.2	80.9
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	63.8	99.7	3.2		79.3	34.9		53.9	42.5	27.5	79.2	80.9
LOS	E	F	A		E	C		D	D	C	E	F
Approach Delay		86.0				39.0			42.8			62.9
Approach LOS		F				D			D			E
Queue Length 50th (ft)	25	~1070	39		110	468		176	191	148	61	61
Queue Length 95th (ft)	m26	#1324	m62		153	591		220	297	210	111	111
Internal Link Dist (ft)		620				412			372			171
Turn Bay Length (ft)	200				155						70	
Base Capacity (vph)	252	2187	1236		507	3013		887	472	678	177	167
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	1.09	0.31		0.41	0.67		0.40	0.56	0.38	0.32	0.34

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 126 (79%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Lane Group SBR

Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	custom
Protected Phases	
Permitted Phases	4 5
Detector Phase	4 5
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)	20.7
Actuated g/C Ratio	0.13
v/c Ratio	0.39
Control Delay	38.8
Queue Delay	0.0
Total Delay	38.8
LOS	D
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	48
Queue Length 95th (ft)	71
Internal Link Dist (ft)	
Turn Bay Length (ft)	70
Base Capacity (vph)	403
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.20







Intersection Summary






















Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 61.9
 Intersection Capacity Utilization 98.5%
 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: 53: Roosevelt Field Mall & Old Country Rd

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

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	1447	1140	25	1097	62	281	104	20	96	167	100
Future Volume (vph)	154	1447	1140	25	1097	62	281	104	20	96	167	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	12	10	12	12	10	10	10	12	11	11
Storage Length (ft)	235		0	95		0	0		0	80		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	80			25			0			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.97		1.00			0.99		0.99	0.99	
Frt			0.850		0.992			0.976			0.944	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1694	3622	1599	1685	3506	0	3204	1586	0	1770	1714	0
Flt Permitted	0.076			0.063			0.950			0.950		
Satd. Flow (perm)	136	3622	1559	112	3506	0	3204	1586	0	1746	1714	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			608		5			6				
Link Speed (mph)		40			40			30				20
Link Distance (ft)		605			448			513				508
Travel Time (s)		10.3			7.6			11.7				17.3
Confl. Peds. (#/hr)			7	7					9	9		
Confl. Bikes (#/hr)						5			5			2
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%	3%	1%	0%	2%	2%	2%	8%	11%	2%	1%	0%
Adj. Flow (vph)	169	1590	1253	27	1205	68	309	114	22	105	184	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	169	1590	1253	27	1273	0	309	136	0	105	294	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)		11			11			20				20
Link Offset(ft)		0			0			0				-12
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.04	0.96	1.00	1.09	1.00	1.00	1.09	1.09	1.09	1.00	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	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	pm+pt	NA	Perm	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2		2	6								
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		8.0	8.0		6.0	6.0	
Minimum Split (s)	7.0	26.0	26.0	7.0	26.0		14.0	14.0		12.0	12.0	
Total Split (s)	22.0	78.0	78.0	7.0	63.0		23.0	23.0		32.0	32.0	
Total Split (%)	15.7%	55.7%	55.7%	5.0%	45.0%		16.4%	16.4%		22.9%	22.9%	
Maximum Green (s)	18.0	72.0	72.0	3.0	57.0		17.0	17.0		26.0	26.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		8.0	8.0				6.0	6.0				
Flash Dont Walk (s)		14.0	14.0				17.0	17.0				
Pedestrian Calls (#/hr)		0	0				2	2				
Act Effct Green (s)	82.0	75.8	75.8	68.3	63.0		16.4	16.4		25.5	25.5	
Actuated g/C Ratio	0.59	0.54	0.54	0.49	0.45		0.12	0.12		0.18	0.18	
v/c Ratio	0.75	0.81	1.12	0.30	0.81		0.82	0.71		0.33	0.94	
Control Delay	46.5	31.3	82.2	22.8	38.9		78.3	77.4		52.8	94.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	46.5	31.3	82.2	22.8	38.9		78.3	77.4		52.8	94.3	
LOS	D	C	F	C	D		E	E		D	F	
Approach Delay		53.3			38.6			78.0				83.4
Approach LOS		D			D			E				F
Queue Length 50th (ft)	86	643	~1048	10	525		143	115		84	266	
Queue Length 95th (ft)	165	751	#1317	24	664		#209	#205		142	#442	
Internal Link Dist (ft)		525			368			433				428
Turn Bay Length (ft)	235			95						80		
Base Capacity (vph)	280	1961	1123	91	1579		389	197		328	318	
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	0.60	0.81	1.12	0.30	0.81		0.79	0.69		0.32	0.92	

Intersection Summary

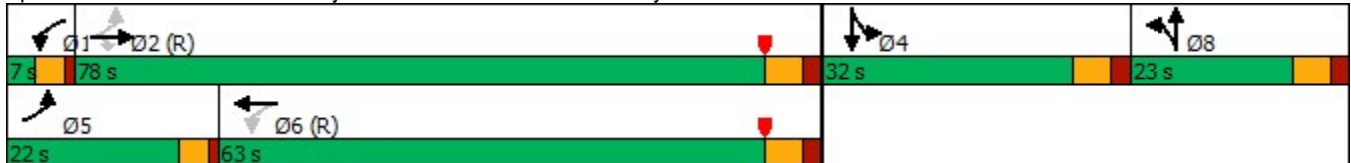
Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated















Maximum v/c Ratio: 1.12
 Intersection Signal Delay: 54.1
 Intersection Capacity Utilization 102.9%
 Analysis Period (min) 15







Intersection LOS: D
 ICU Level of Service G

- ~ 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: 54: Salisbury Park Dr/School St & Old Country Rd



						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	425	335	171	1475	1344	169
Future Volume (vph)	425	335	171	1475	1344	169
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			0.983	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1599	1752	3505	3450	0
Flt Permitted	0.950		0.114			
Satd. Flow (perm)	3351	1599	210	3505	3450	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		23			26	
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)	457	360	184	1586	1445	182
Shared Lane Traffic (%)						
Lane Group Flow (vph)	457	360	184	1586	1627	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	

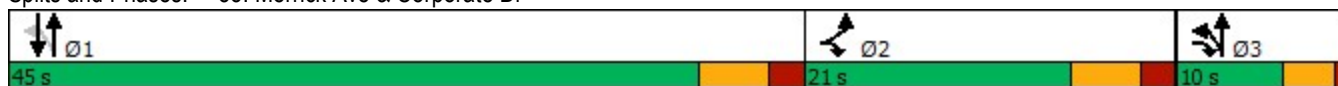
						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Protected Phases	2	2 3	3	1 3	1	
Permitted Phases			1 3			
Detector Phase	2	2 3	3	1 3	1	
Switch Phase						
Minimum Initial (s)	3.0		5.0		8.0	
Minimum Split (s)	14.0		9.0		14.0	
Total Split (s)	21.0		10.0		45.0	
Total Split (%)	27.6%		13.2%		59.2%	
Maximum Green (s)	15.0		6.0		39.0	
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)	14.9	25.0	43.2	45.3	35.1	
Actuated g/C Ratio	0.21	0.35	0.60	0.63	0.49	
v/c Ratio	0.66	0.63	0.72	0.72	0.96	
Control Delay	32.2	25.2	29.0	11.9	33.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	32.2	25.2	29.0	11.9	33.6	
LOS	C	C	C	B	C	
Approach Delay	29.1			13.7	33.6	
Approach LOS	C			B	C	
Queue Length 50th (ft)	104	135	27	223	342	
Queue Length 95th (ft)	150	223	#137	361	#575	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	747	562	255	2411	1900	
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	0.61	0.64	0.72	0.66	0.86	















Intersection Summary







Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 72.3
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 24.4
 Intersection Capacity Utilization 77.5%
 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)	59	42	19	1895	1514	14
Future Volume (vph)	59	42	19	1895	1514	14
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		0.099			
Satd. Flow (perm)	1719	1568	188	5085	3531	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		44			2	
Link Speed (mph)	30			40	40	
Link Distance (ft)	310			212	615	
Travel Time (s)	7.0			3.6	10.5	
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)	62	44	20	1995	1594	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	44	20	1995	1609	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)	15.0	15.0	11.0		49.0	
Total Split (%)	20.0%	20.0%	14.7%		65.3%	
Maximum Green (s)	9.0	9.0	5.0		43.0	
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)	8.3	8.3	45.7	53.6	40.5	
Actuated g/C Ratio	0.12	0.12	0.66	0.78	0.59	
v/c Ratio	0.30	0.19	0.08	0.51	0.78	
Control Delay	34.1	12.5	4.8	4.7	15.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	34.1	12.5	4.8	4.7	15.0	
LOS	C	B	A	A	B	
Approach Delay	25.1			4.7	15.0	
Approach LOS	C			A	B	
Queue Length 50th (ft)	24	0	2	124	278	
Queue Length 95th (ft)	62	28	7	154	373	
Internal Link Dist (ft)	230			132	535	
Turn Bay Length (ft)						
Base Capacity (vph)	231	248	245	3827	2299	
Starvation Cap Reductn	0	0	0	0	1	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.27	0.18	0.08	0.52	0.70	













Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 69
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 9.7
 Intersection Capacity Utilization 57.3%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 56: Merrick Ave & Privado Rd



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	48	1928	268	219	1148	39	226	135	254	77	310	93
Future Volume (vph)	48	1928	268	219	1148	39	226	135	254	77	310	93
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		0.902			0.974	
Flt Protected	0.950			0.950			0.950				0.992	
Satd. Flow (prot)	1624	5085	1436	1652	5085	1358	1577	1521	0	0	1714	0
Flt Permitted	0.950			0.950			0.333				0.539	
Satd. Flow (perm)	1624	5085	1436	1652	5085	1358	553	1521	0	0	931	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						122		108			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)	56	2268	315	258	1351	46	266	159	299	91	365	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	2268	315	258	1351	46	266	458	0	0	565	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			9	
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)	10.0	41.0	41.0	15.0	46.0	46.0	44.0	44.0		44.0	44.0	
Total Split (%)	10.0%	41.0%	41.0%	15.0%	46.0%	46.0%	44.0%	44.0%		44.0%	44.0%	
Maximum Green (s)	5.0	33.6	33.6	10.0	38.6	38.6	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	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)	5.0	33.6	33.6	10.0	40.6	40.6	37.2	37.2				37.2
Actuated g/C Ratio	0.05	0.34	0.34	0.10	0.41	0.41	0.37	0.37				0.37
v/c Ratio	0.69	1.33	0.65	1.56	0.65	0.07	1.30	0.72				1.59
Control Delay	87.5	181.7	35.9	313.3	26.4	0.2	194.8	28.0				305.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Total Delay	87.5	181.7	35.9	313.3	26.4	0.2	194.8	28.0				305.1
LOS	F	F	D	F	C	A	F	C				F
Approach Delay		162.3			70.4			89.3				305.1
Approach LOS		F			E			F				F
Queue Length 50th (ft)	36	~690	169	~234	259	0	~218	191				~517
Queue Length 95th (ft)	#94	#719	247	#362	287	0	#347	284				#673
Internal Link Dist (ft)		405			641			233				194
Turn Bay Length (ft)	75		150	395		150	215					
Base Capacity (vph)	81	1708	482	165	2064	624	205	633				355
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	0.69	1.33	0.65	1.56	0.65	0.07	1.30	0.72				1.59

Intersection Summary

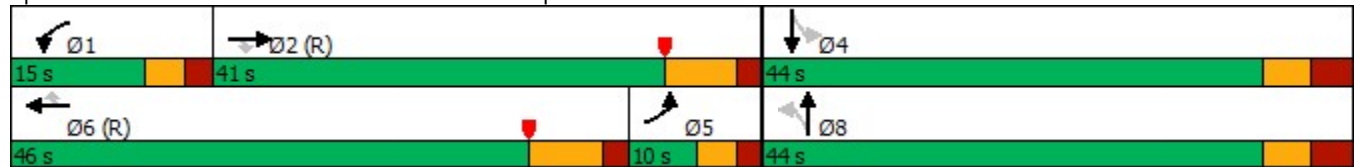
Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.59
 Intersection Signal Delay: 140.0
 Intersection Capacity Utilization 120.0%
 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



Lane Group	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	24	7	24	1940	22	1	34	1708	39	27	18	4
Future Volume (vph)	24	7	24	1940	22	1	34	1708	39	27	18	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			360		0		105		0			0
Storage Lanes			1		0		1		1			1
Taper Length (ft)			25				135					0
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	0.91	1.00	0.86	0.86	0.86	0.95	0.95
Ped Bike Factor			1.00	1.00			1.00	1.00		0.99	0.98	
Flt				0.998				0.996		0.850		
Flt Protected			0.950				0.950				0.950	
Satd. Flow (prot)	0	0	1805	5124	0	0	1805	4833	0	1389	1715	0
Flt Permitted			0.950				0.950				0.677	
Satd. Flow (perm)	0	0	1802	5124	0	0	1803	4833	0	1370	1196	0
Right Turn on Red					Yes					No		
Satd. Flow (RTOR)				2								
Link Speed (mph)				40				40				
Link Distance (ft)				1206				488				
Travel Time (s)				20.6				8.3				
Confl. Peds. (#/hr)		3	3		9		9		3	3	16	16
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 (%)	0%	0%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	25	7	25	2000	23	1	35	1761	40	28	19	4
Shared Lane Traffic (%)										10%	10%	
Lane Group Flow (vph)	0	0	57	2023	0	0	36	1804	0	25	17	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Left	Right	R NA	Left	Left	Right	Right	Left	Left
Median Width(ft)				12				12				
Link Offset(ft)				0				0				
Crosswalk Width(ft)				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	1.00	1.00	1.00
Turning Speed (mph)	9	15	15		9	9	15		9	9	15	15
Number of Detectors	0	1	1	2		0	1	2		1	1	1
Detector Template		Left	Left	Thru			Left	Thru		Right	Left	Left
Leading Detector (ft)	0	20	20	100		0	20	100		20	20	20
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)	0	20	20	6		0	20	6		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)				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	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕	
Traffic Volume (vph)	9	64	47	16	53
Future Volume (vph)	9	64	47	16	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0
Storage Lanes		0	0		0
Taper Length (ft)			0		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor	0.99			0.98	
Frt	0.878			0.931	
Flt Protected	0.996			0.980	
Satd. Flow (prot)	1578	0	0	3237	0
Flt Permitted	0.969			0.790	
Satd. Flow (perm)	1527	0	0	2610	0
Right Turn on Red		Yes			
Satd. Flow (RTOR)	66				
Link Speed (mph)	30			30	
Link Distance (ft)	252			297	
Travel Time (s)	5.7			6.8	
Confl. Peds. (#/hr)					16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%
Adj. Flow (vph)	9	66	48	16	55
Shared Lane Traffic (%)					
Lane Group Flow (vph)	81	0	0	119	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right
Median Width(ft)	12			12	
Link Offset(ft)	0			0	
Crosswalk Width(ft)	16			16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		9
Number of Detectors	2		1	2	
Detector Template	Thru		Left	Thru	
Leading Detector (ft)	100		20	100	
Trailing Detector (ft)	0		0	0	
Detector 1 Position(ft)	0		0	0	
Detector 1 Size(ft)	6		20	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	
Detector 1 Delay (s)	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	EBU	EBL2	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL
Turn Type	Prot	Prot	Prot	NA		Prot	Prot	NA		Perm	Perm	Perm
Protected Phases	5	5	5	2		1	1	6				
Permitted Phases										6	4	4
Detector Phase	5	5	5	2		1	1	6		6	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	10.0		5.0	5.0	10.0		10.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	29.0		10.0	10.0	17.0		17.0	12.0	12.0
Total Split (s)	20.0	20.0	20.0	111.0		17.0	17.0	108.0		108.0	42.0	42.0
Total Split (%)	11.8%	11.8%	11.8%	65.3%		10.0%	10.0%	63.5%		63.5%	24.7%	24.7%
Maximum Green (s)	15.0	15.0	15.0	104.0		12.0	12.0	101.0		101.0	35.0	35.0
Yellow Time (s)	3.0	3.0	3.0	5.0		3.0	3.0	5.0		5.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0	2.0	2.0		2.0	3.0	3.0
Lost Time Adjust (s)			0.0	0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)			5.0	7.0			5.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lead	Lead	Lag		Lead	Lead	Lag		Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	0.2		2.0	2.0	0.2		0.2	3.0	3.0
Recall Mode	None	None	None	C-Max		None	None	C-Max		C-Max	None	None
Walk Time (s)				7.0								
Flash Dont Walk (s)				15.0								
Pedestrian Calls (#/hr)				5								
Act Effct Green (s)			10.7	129.1		7.9	126.6			126.6	16.0	
Actuated g/C Ratio			0.06	0.76		0.05	0.74			0.74	0.09	
v/c Ratio			0.50	0.52		0.43	0.50			0.02	0.15	
Control Delay			91.2	10.2		93.7	11.2			9.0	69.2	
Queue Delay			0.0	0.0		0.0	0.0			0.0	0.0	
Total Delay			91.2	10.2		93.7	11.2			9.0	69.2	
LOS			F	B		F	B			A	E	
Approach Delay				12.4			12.7					
Approach LOS				B			B					
Queue Length 50th (ft)			63	287		40	284			6	18	
Queue Length 95th (ft)			113	518		81	510			29	43	
Internal Link Dist (ft)				1126			408					
Turn Bay Length (ft)			360			105						
Base Capacity (vph)			159	3891		127	3598			1019	246	
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			0.36	0.52		0.28	0.50			0.02	0.07	

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 14.9
 Intersection LOS: B

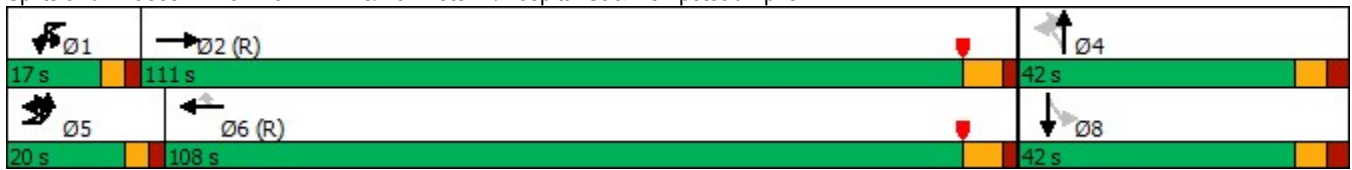
	↑	↗	↘	↓	↙
Lane Group	NBT	NBR	SBL	SBT	SBR
Turn Type	NA		Perm	NA	
Protected Phases	4			8	
Permitted Phases			8		
Detector Phase	4		8	8	
Switch Phase					
Minimum Initial (s)	5.0		7.0	7.0	
Minimum Split (s)	12.0		39.0	39.0	
Total Split (s)	42.0		42.0	42.0	
Total Split (%)	24.7%		24.7%	24.7%	
Maximum Green (s)	35.0		35.0	35.0	
Yellow Time (s)	4.0		4.0	4.0	
All-Red Time (s)	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0			0.0	
Total Lost Time (s)	7.0			7.0	
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)	3.0		3.0	3.0	
Recall Mode	None		None	None	
Walk Time (s)			7.0	7.0	
Flash Dont Walk (s)			25.0	25.0	
Pedestrian Calls (#/hr)			3	3	
Act Effct Green (s)	16.0			16.0	
Actuated g/C Ratio	0.09			0.09	
v/c Ratio	0.40			0.48	
Control Delay	25.0			77.9	
Queue Delay	0.0			0.0	
Total Delay	25.0			77.9	
LOS	C			E	
Approach Delay	32.6			77.9	
Approach LOS	C			E	
Queue Length 50th (ft)	16			68	
Queue Length 95th (ft)	68			94	
Internal Link Dist (ft)	172			217	
Turn Bay Length (ft)					
Base Capacity (vph)	366			537	
Starvation Cap Reductn	0			0	
Spillback Cap Reductn	0			0	
Storage Cap Reductn	0			0	
Reduced v/c Ratio	0.22			0.22	
Intersection Summary					








Intersection Capacity Utilization 73.8%








ICU Level of Service D

Analysis Period (min) 15

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



							
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1463	0	198	324	1022	0	0
Future Volume (vph)	1463	0	198	324	1022	0	0
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							
Flt Protected				0.950			
Satd. Flow (prot)	6408	1863	0	3433	5136	0	3344
Flt Permitted				0.950			
Satd. Flow (perm)	6408	1863	0	3433	5136	0	3344
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)							
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)	1590	0	215	352	1111	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1590	0	0	567	1111	0	0
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)	25.0	25.0	12.0	12.0	25.0		25.0
Total Split (s)	26.0	26.0	19.0	19.0	45.0		25.0
Total Split (%)	37.1%	37.1%	27.1%	27.1%	64.3%		35.7%
Maximum Green (s)	19.0	19.0	12.0	12.0	38.0		18.0
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	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)	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	7.0			7.0		7.0
Flash Dont Walk (s)	11.0	11.0			11.0		11.0
Pedestrian Calls (#/hr)	0	0			0		0
Act Effct Green (s)	19.0			12.0	45.0		
Actuated g/C Ratio	0.42			0.27	1.00		
v/c Ratio	0.59			0.62	0.22		
Control Delay	11.1			18.0	0.1		
Queue Delay	0.0			0.0	0.0		
Total Delay	11.1			18.0	0.1		
LOS	B			B	A		
Approach Delay	11.1				6.1		
Approach LOS	B				A		
Queue Length 50th (ft)	85			65	0		
Queue Length 95th (ft)	114			105	0		
Internal Link Dist (ft)	673				566	263	
Turn Bay Length (ft)				400			
Base Capacity (vph)	2705			915	5136		
Starvation Cap Reductn	0			0	0		
Spillback Cap Reductn	0			0	0		
Storage Cap Reductn	0			0	0		
Reduced v/c Ratio	0.59			0.62	0.22		

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 45
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 8.5
 Intersection Capacity Utilization 47.8%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

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



R-4 2030 Build with Mitigation Condition Capacity Analysis

R-4.3 Saturday Midday peak hour

Lanes, Volumes, Timings

FB B MIT Saturday Midday - Alternative

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)	21	84	1372	99	78	1813	245	303	62	23	325	154
Future Volume (vph)	21	84	1372	99	78	1813	245	303	62	23	325	154
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		200	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	1.00	0.88	0.97	0.95
Ped Bike Factor		1.00		0.99	1.00		0.98					
Frt				0.850			0.850			0.850		0.962
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	3385	5085	1669	3319	5136	1669	3414	1900	2842	3268	3241
Flt Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	3384	5085	1648	3318	5136	1643	3414	1900	2842	3268	3241
Right Turn on Red				Yes			Yes			No		
Satd. Flow (RTOR)				257			211					
Link Speed (mph)			50			50			40			30
Link Distance (ft)			413			657			646			600
Travel Time (s)			5.6			9.0			11.0			13.6
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)	23	92	1508	109	86	1992	269	333	68	25	357	169
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	1508	109	86	1992	269	333	68	25	357	227
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												

Lanes, Volumes, Timings
 2: Glen Curtiss Blvd/Nassau Coliseum Access & Hempstead Tpke

FB B MIT Saturday Midday - Alternative

05/28/2024

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	53
Future Volume (vph)	53
Ideal Flow (vphpl)	1900
Lane Width (ft)	11
Storage Length (ft)	250
Storage Lanes	1
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	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)	58
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

FB B MIT Saturday Midday - Alternative

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 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	Perm	Split	NA	pm+ov	Split	NA
Protected Phases	5	5	2		1	6		3	3	1	4	4
Permitted Phases				Free			6			3		
Detector Phase	5	5	2		1	6	6	3	3	1	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	10.0		10.0	10.0	10.0	7.0	7.0	10.0	7.0	7.0
Minimum Split (s)	14.5	14.5	17.0		16.0	17.0	17.0	15.0	15.0	16.0	15.0	15.0
Total Split (s)	14.5	14.5	70.0		16.0	71.5	71.5	26.0	26.0	16.0	28.0	28.0
Total Split (%)	10.4%	10.4%	50.0%		11.4%	51.1%	51.1%	18.6%	18.6%	11.4%	20.0%	20.0%
Maximum Green (s)	8.5	8.5	63.0		10.0	64.5	64.5	18.0	18.0	10.0	20.0	20.0
Yellow Time (s)	4.0	4.0	5.0		4.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0	2.0	3.0	3.0	2.0	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	0.0
Total Lost Time (s)		6.0	7.0		6.0	7.0	7.0	8.0	8.0	6.0	8.0	8.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	1.0		2.0	1.0	1.0	3.0	3.0	2.0	3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max	C-Max	None	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)			0			0	0				1	1
Act Effct Green (s)		8.5	65.2	140.0	10.0	66.7	66.7	17.0	17.0	35.0	18.8	18.8
Actuated g/C Ratio		0.06	0.47	1.00	0.07	0.48	0.48	0.12	0.12	0.25	0.13	0.13
v/c Ratio		0.56	0.64	0.07	0.36	0.81	0.30	0.80	0.29	0.04	0.82	0.52
Control Delay		62.7	20.1	0.1	66.6	35.2	6.5	74.9	59.2	39.3	74.3	60.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		62.7	20.1	0.1	66.6	35.2	6.5	74.9	59.2	39.3	74.3	60.8
LOS		E	C	A	E	D	A	E	E	D	E	E
Approach Delay			21.6			33.1			70.3			69.0
Approach LOS			C			C			E			E
Queue Length 50th (ft)		55	449	0	39	575	29	153	57	9	163	101
Queue Length 95th (ft)		89	485	0	68	642	84	208	106	23	220	146
Internal Link Dist (ft)			333			577			566			520
Turn Bay Length (ft)		275		225	500		275	475		200	250	
Base Capacity (vph)		205	2367	1648	237	2446	892	438	244	711	466	463
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		0.56	0.64	0.07	0.36	0.81	0.30	0.76	0.28	0.04	0.77	0.49

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: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82



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: 36.4

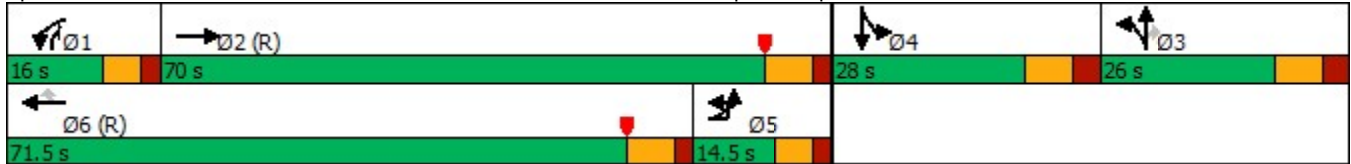
Intersection LOS: D

Intersection Capacity Utilization 78.5%

ICU Level of Service D

Analysis Period (min) 15

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



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

FB B MIT Saturday Midday - Alternative

05/28/2024

									Ø1
Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	
Lane Configurations									
Traffic Volume (vph)	5	1502	55	8	77	2105	46	66	
Future Volume (vph)	5	1502	55	8	77	2105	46	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		0.995					0.921		
Flt Protected					0.950		0.980		
Satd. Flow (prot)	0	5055	0	0	1805	6408	1871	0	
Flt Permitted		0.924			0.950		0.980		
Satd. Flow (perm)	0	4671	0	0	1796	6408	1869	0	
Right Turn on Red			Yes					Yes	
Satd. Flow (RTOR)		7					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	1598	59	9	82	2239	49	70	
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1662	0	0	91	2239	119	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

FB B MIT Saturday Midday - Alternative

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)	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)						1	3		
Act Effct Green (s)		96.0			10.8	95.9	11.7		
Actuated g/C Ratio		0.69			0.08	0.68	0.08		
v/c Ratio		0.52			0.65	0.51	0.61		
Control Delay		2.2			89.9	0.8	52.5		
Queue Delay		0.0			0.0	0.1	0.0		
Total Delay		2.2			89.9	0.9	52.5		
LOS		A			F	A	D		
Approach Delay		2.2				4.4	52.5		
Approach LOS		A				A	D		
Queue Length 50th (ft)		23			88	16	68		
Queue Length 95th (ft)		1			m111	18	131		
Internal Link Dist (ft)		107				209	270		
Turn Bay Length (ft)					150				
Base Capacity (vph)		3206			171	4388	268		
Starvation Cap Reductn		2			0	553	0		
Spillback Cap Reductn		0			0	0	0		
Storage Cap Reductn		0			0	0	0		
Reduced v/c Ratio		0.52			0.53	0.58	0.44		

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 12 (9%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65

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

Intersection Signal Delay: 4.9

Intersection LOS: A

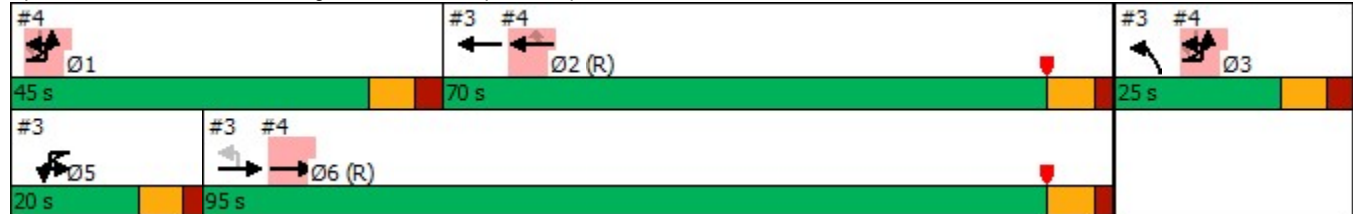
Intersection Capacity Utilization 85.6%

ICU Level of Service E

Analysis Period (min) 15

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

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø3	Ø5
Lane Configurations										
Traffic Volume (vph)	18	111	1562	1504	652	0	107			
Future Volume (vph)	18	111	1562	1504	652	0	107			
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	3499	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)	20	121	1698	1635	709	0	116			
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	141	1698	1635	709	0	116			
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

FB B MIT Saturday Midday - Alternative

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)		29.4	96.0	95.9	95.9		29.4			
Actuated g/C Ratio		0.21	0.69	0.68	0.68		0.21			
v/c Ratio		0.19	0.49	0.46	0.63		0.19			
Control Delay		24.4	25.5	1.1	3.1		45.4			
Queue Delay		0.0	0.0	0.0	0.0		0.0			
Total Delay		24.4	25.5	1.1	3.1		45.4			
LOS		C	C	A	A		D			
Approach Delay			25.4	1.7		45.4				
Approach LOS			C	A		D				
Queue Length 50th (ft)		29	435	13	16		50			
Queue Length 95th (ft)		m36	490	16	22		77			
Internal Link Dist (ft)			985	107		268				
Turn Bay Length (ft)		150								
Base Capacity (vph)		1391	3488	3517	1123		1151			
Starvation Cap Reductn		0	0	359	0		0			
Spillback Cap Reductn		0	0	0	0		0			
Storage Cap Reductn		0	0	0	0		0			
Reduced v/c Ratio		0.10	0.49	0.52	0.63		0.10			

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 12 (9%), Referenced to phase 2:WBT and 6:EBTU, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

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

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 13.0

Intersection LOS: B

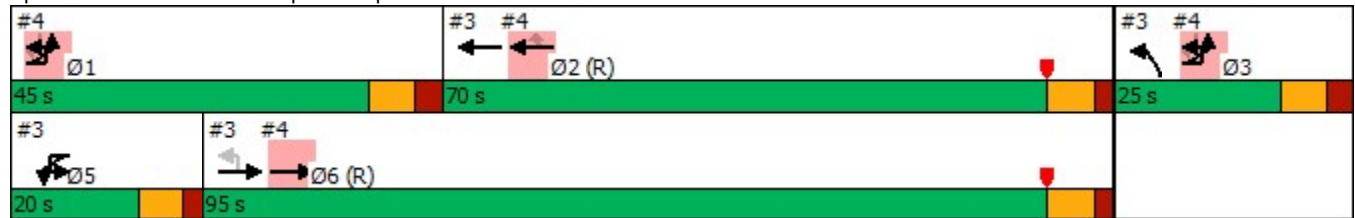
Intersection Capacity Utilization 64.4%

ICU Level of Service C

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

FB B MIT Saturday Midday - Alternative

5: Uniondale Ave/ Earle Ovington Blvd & Hempstead Tpk

05/28/2024

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	326	1110	92	74	311	956	287	91	268	191	229
Future Volume (vph)	5	326	1110	92	74	311	956	287	91	268	191	229
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		0.939		
Flt Protected		0.950				0.950			0.950	0.999		0.950
Satd. Flow (prot)	0	3136	5036	1492	0	3502	5085	1561	1557	3175	0	3351
Flt Permitted		0.950				0.950			0.950	0.999		0.950
Satd. Flow (perm)	0	3132	5036	1471	0	3499	5085	1540	1555	3175	0	3351
Right Turn on Red				No				Yes			No	
Satd. Flow (RTOR)								274				
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	343	1168	97	78	327	1006	302	96	282	201	241
Shared Lane Traffic (%)									10%			
Lane Group Flow (vph)	0	348	1168	97	0	405	1006	302	86	493	0	241
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

FB B MIT Saturday Midday - Alternative

05/28/2024

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↑↓	↙
Traffic Volume (vph)	277	182
Future Volume (vph)	277	182
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	0.99
Frt	0.980	0.850
Flt Protected		
Satd. Flow (prot)	3183	1407
Flt Permitted		
Satd. Flow (perm)	3183	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)	292	192
Shared Lane Traffic (%)		24%
Lane Group Flow (vph)	338	146
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

FB B MIT Saturday Midday - Alternative

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)	30.0	30.0	47.0	47.0	28.0	28.0	45.0		35.0	35.0		30.0
Total Split (%)	21.4%	21.4%	33.6%	33.6%	20.0%	20.0%	32.1%		25.0%	25.0%		21.4%
Maximum Green (s)	23.0	23.0	40.0	40.0	21.0	21.0	38.0		27.0	27.0		22.0
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)		21.3	44.5	44.5		19.3	42.5	140.0	25.9	25.9		20.3
Actuated g/C Ratio		0.15	0.32	0.32		0.14	0.30	1.00	0.18	0.18		0.14
v/c Ratio		0.73	0.73	0.21		0.84	0.65	0.20	0.30	0.84		0.50
Control Delay		53.0	48.6	41.6		86.9	32.6	0.3	51.8	68.6		58.5
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		53.0	48.6	41.6		86.9	32.6	0.3	51.8	68.6		58.5
LOS		D	D	D		F	C	A	D	E		E
Approach Delay			49.1				39.8			66.1		
Approach LOS			D				D			E		
Queue Length 50th (ft)		135	367	80		202	323	0	73	237		104
Queue Length 95th (ft)		193	209	70		257	384	0	132	308		148
Internal Link Dist (ft)			1502				985			323		
Turn Bay Length (ft)		245		205		155		300	75			500
Base Capacity (vph)		515	1601	468		525	1545	1540	301	614		526
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		0.68	0.73	0.21		0.77	0.65	0.20	0.29	0.80		0.46

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 39 (28%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

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

FB B MIT Saturday Midday - Alternative

05/28/2024

	↓	↙
Lane Group	SBT	SBR
Detector 2 Channel		
Detector 2 Extend (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	3	
Permitted Phases		3
Detector Phase	3	3
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	15.0	15.0
Total Split (s)	30.0	30.0
Total Split (%)	21.4%	21.4%
Maximum Green (s)	22.0	22.0
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)	20.3	20.3
Actuated g/C Ratio	0.14	0.14
v/c Ratio	0.73	0.73
Control Delay	67.1	77.9
Queue Delay	0.0	0.0
Total Delay	67.1	77.9
LOS	E	E
Approach Delay	66.4	
Approach LOS	E	
Queue Length 50th (ft)	161	139
Queue Length 95th (ft)	219	#235
Internal Link Dist (ft)	920	
Turn Bay Length (ft)		500
Base Capacity (vph)	500	217
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.68	0.67
Intersection Summary		

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 50.5

Intersection LOS: D

Intersection Capacity Utilization 88.9%

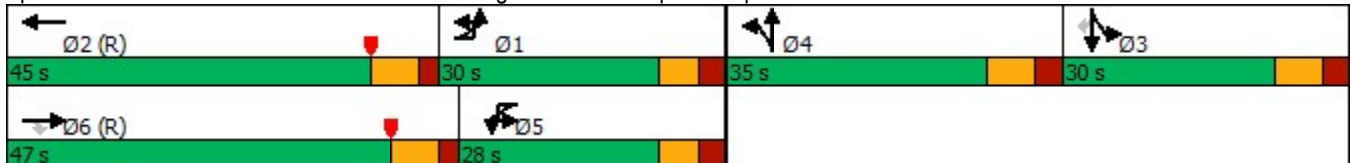
ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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



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

FB B MIT Saturday Midday - Alternative
 05/28/2024

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	33	1116	214	4	99	1056	277	304	155	63	307
Future Volume (vph)	2	33	1116	214	4	99	1056	277	304	155	63	307
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	0.86	1.00	0.86	0.86	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		1.00
Frt			0.976					0.850		0.957		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1651	6000	0	0	1745	4916	1546	3385	1751	0	3385
Flt Permitted		0.950				0.950			0.950			0.950
Satd. Flow (perm)	0	1649	6000	0	0	1744	4916	1546	3385	1751	0	3382
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)		6		3		3		6			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 (%)	0%	6%	3%	0%	0%	0%	2%	1%	0%	0%	0%	0%
Parking (#/hr)											0	
Adj. Flow (vph)	2	35	1175	225	4	104	1112	292	320	163	66	323
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	1400	0	0	108	1112	292	320	229	0	323
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
Detector 2 Type		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex

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

	↓	↙
Lane Group	SBT	SBR
Lane Configurations	↗	
Traffic Volume (vph)	152	42
Future Volume (vph)	152	42
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		
Frt	0.968	
Flt Protected		
Satd. Flow (prot)	1753	0
Flt Permitted		
Satd. Flow (perm)	1753	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)		
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	1%	3%
Parking (#/hr)		
Adj. Flow (vph)	160	44
Shared Lane Traffic (%)		
Lane Group Flow (vph)	204	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	
Detector 2 Type	Cl+Ex	

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

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		Prot	Prot	NA	pt+ov	Split	NA		Split
Protected Phases	1	1	5		6	6	2	2 7	8	8		7
Permitted Phases												
Detector Phase	1	1	5		6	6	2	2 7	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)	22.0	22.0	44.0		22.0	22.0	44.0		34.0	34.0		40.0
Total Split (%)	15.7%	15.7%	31.4%		15.7%	15.7%	31.4%		24.3%	24.3%		28.6%
Maximum Green (s)	15.0	15.0	36.0		14.0	14.0	36.0		26.0	26.0		32.0
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)			0				0					2
Act Effct Green (s)		7.7	48.5			14.0	58.2	89.1	22.6	22.6		22.9
Actuated g/C Ratio		0.06	0.35			0.10	0.42	0.64	0.16	0.16		0.16
v/c Ratio		0.41	0.67			0.62	0.54	0.30	0.59	0.81		0.58
Control Delay		90.8	27.5			76.7	35.2	14.1	58.3	78.0		57.6
Queue Delay		0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		90.8	27.5			76.7	35.2	14.1	58.3	78.0		57.6
LOS		F	C			E	D	B	E	E		E
Approach Delay			29.1				34.1			66.5		
Approach LOS			C				C			E		
Queue Length 50th (ft)		29	200			96	287	120	139	202		142
Queue Length 95th (ft)		68	411			#165	400	197	186	294		177
Internal Link Dist (ft)			559				564			301		
Turn Bay Length (ft)		115				140		50	40			130
Base Capacity (vph)		176	2077			174	2042	1084	635	328		773
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		0.21	0.67			0.62	0.54	0.27	0.50	0.70		0.42

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 54 (39%), Referenced to phase 2:WBT and 5:EBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

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

FB B MIT Saturday Midday - Alternative

05/28/2024

Lane Group	↓ SBT	↙ SBR
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)	40.0	
Total Split (%)	28.6%	
Maximum Green (s)	32.0	
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)	2	
Act Effct Green (s)	22.9	
Actuated g/C Ratio	0.16	
v/c Ratio	0.71	
Control Delay	68.4	
Queue Delay	0.0	
Total Delay	68.4	
LOS	E	
Approach Delay	61.8	
Approach LOS	E	
Queue Length 50th (ft)	179	
Queue Length 95th (ft)	247	
Internal Link Dist (ft)	369	
Turn Bay Length (ft)		
Base Capacity (vph)	400	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.51	
Intersection Summary		

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

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 40.4

Intersection LOS: D

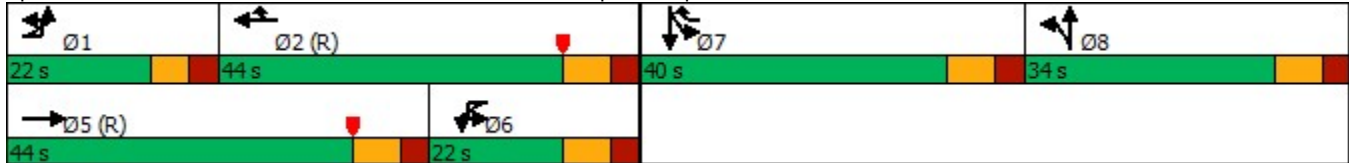
Intersection Capacity Utilization 81.5%

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.

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



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

FB B MIT Saturday Midday - Alternative

05/28/2024













Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	17	46	1328	75	29	53	1048	104	64	20	71	105
Future Volume (vph)	17	46	1328	75	29	53	1048	104	64	20	71	105
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	1634	5085	1507	0	1782	5085	1507	0	1682	1507	1685
Flt Permitted		0.950				0.950				0.772		0.701
Satd. Flow (perm)	0	1632	5085	1437	0	1768	5085	1484	0	1323	1487	1241
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)	18	47	1369	77	30	55	1080	107	66	21	73	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	65	1369	77	0	85	1080	107	0	87	73	108
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	46
Future Volume (vph)	9	46
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	47
Shared Lane Traffic (%)		
Lane Group Flow (vph)	9	47
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

FB B MIT Saturday Midday - Alternative
 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)		10.6	86.4	86.4		11.3	89.7	89.7		20.3	20.3	20.3
Actuated g/C Ratio		0.08	0.62	0.62		0.08	0.64	0.64		0.14	0.14	0.14
v/c Ratio		0.53	0.44	0.09		0.59	0.33	0.11		0.45	0.34	0.60
Control Delay		63.8	19.0	20.7		78.1	5.9	7.0		59.4	54.7	67.5
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		63.8	19.0	20.7		78.1	5.9	7.0		59.4	54.7	67.5
LOS		E	B	C		E	A	A		E	D	E
Approach Delay			21.1				10.8			57.2		
Approach LOS			C				B			E		
Queue Length 50th (ft)		61	117	18		83	19	5		75	62	96
Queue Length 95th (ft)		m85	380	m74		m126	105	m39		111	94	135
Internal Link Dist (ft)			430				1502			323		
Turn Bay Length (ft)		175				645		380				150
Base Capacity (vph)		303	3138	886		330	3257	951		368	414	345
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	0.44	0.09		0.26	0.33	0.11		0.24	0.18	0.31

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 54 (39%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 105
 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)	20.3	20.3
Actuated g/C Ratio	0.14	0.14
v/c Ratio	0.04	0.22
Control Delay	44.7	51.0
Queue Delay	0.0	0.0
Total Delay	44.7	51.0
LOS	D	D
Approach Delay	61.5	
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	0.12
Intersection Summary		

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

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 20.9

Intersection Capacity Utilization 95.8%







Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service F

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

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

FB B MIT Saturday Midday - Alternative

05/28/2024

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	146	1331	7	4	7	1025	138	7	15	17	114	4
Future Volume (vph)	146	1331	7	4	7	1025	138	7	15	17	114	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			0.858
Flt Protected	0.950				0.950				0.992		0.950	
Satd. Flow (prot)	3213	3505	1417	0	1805	3539	1553	0	1774	0	3502	1496
Flt Permitted	0.950				0.950				0.923		0.950	
Satd. Flow (perm)	3202	3505	1383	0	1801	3539	1512	0	1649	0	3502	1496
Right Turn on Red			No				Yes			No		
Satd. Flow (RTOR)							147					
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)	155	1416	7	4	7	1090	147	7	16	18	121	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	155	1416	7	0	11	1090	147	0	41	0	121	71
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













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

Lane Group	SBR	Ø2
Lane Configurations		
Traffic Volume (vph)	128	
Future Volume (vph)	128	
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)	136	
Shared Lane Traffic (%)	49%	
Lane Group Flow (vph)	69	
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

FB B MIT Saturday Midday - Alternative

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)	11.1	79.4	79.4		12.3	80.5	102.4		7.9		14.8	14.8
Actuated g/C Ratio	0.08	0.57	0.57		0.09	0.58	0.73		0.06		0.11	0.11
v/c Ratio	0.61	0.71	0.01		0.07	0.54	0.13		0.44		0.33	0.45
Control Delay	72.4	27.4	21.0		37.1	9.5	2.3		77.6		57.8	64.7
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	72.4	27.4	21.0		37.1	9.5	2.3		77.6		57.8	64.7
LOS	E	C	C		D	A	A		E		E	E
Approach Delay		31.8				8.9			77.6			61.4
Approach LOS		C				A			E			E
Queue Length 50th (ft)	71	467	3		9	73	0		37		55	67
Queue Length 95th (ft)	107	#880	15		m31	590	44		76		72	101
Internal Link Dist (ft)		418				500			180			320
Turn Bay Length (ft)	90		125		150		405				125	
Base Capacity (vph)	305	1986	783		167	2054	1314		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	0.51	0.71	0.01		0.07	0.53	0.11		0.25		0.14	0.20

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 71 (51%), 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: 25.7
 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)	14.8	
Actuated g/C Ratio	0.11	
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)	65	
Queue Length 95th (ft)	98	
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		

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

Intersection Capacity Utilization 72.2%

ICU Level of Service C

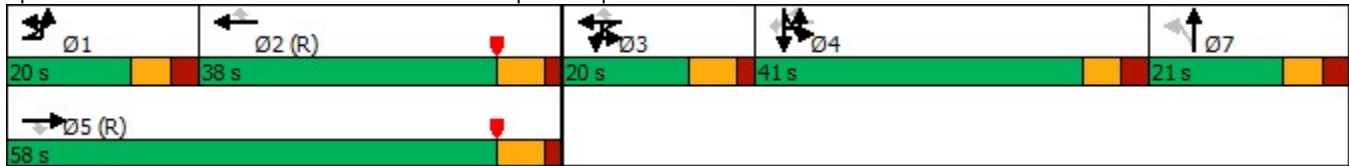
Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

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















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

FB B MIT Saturday Midday - Alternative
05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	55	933	0	413	671	21	4	50	149	0	28	202
Future Volume (vph)	55	933	0	413	671	21	4	50	149	0	28	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	0		0		0		0	0	
Storage Lanes	1		0	2		0		1		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	0.97				1.00							1.00
Frt					0.995							0.970
Flt Protected	0.950			0.950				0.950				0.995
Satd. Flow (prot)	1805	3438	0	3433	3548	0	0	1742	1881	0	0	3390
Flt Permitted	0.353			0.217				0.499				0.893
Satd. Flow (perm)	653	3438	0	784	3548	0	0	915	1881	0	0	3043
Right Turn on Red			Yes			No				Yes		
Satd. Flow (RTOR)												
Link Speed (mph)		30			30				40			30
Link Distance (ft)		200			171				241			307
Travel Time (s)		4.5			3.9				4.1			7.0
Confl. Peds. (#/hr)	46					46						
Confl. Bikes (#/hr)						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 (%)	0%	5%	0%	2%	1%	0%	25%	2%	1%	0%	4%	3%
Adj. Flow (vph)	57	962	0	426	692	22	4	52	154	0	29	208
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	962	0	426	714	0	0	56	154	0	0	297
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)		24			24				12			0
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	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	0		1	0		1	1	1		1	2
Detector Template	Left			Left			Left	Left			Left	
Leading Detector (ft)	30	0		20	0		20	20	30		20	22
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	0		20	0		20	20	30		20	6
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)												16
Detector 2 Size(ft)												6
Detector 2 Type												Cl+Ex
Detector 2 Channel												

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	58
Future Volume (vph)	58
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	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	2
Peak Hour Factor	0.97
Heavy Vehicles (%)	0%
Adj. Flow (vph)	60
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
22: Peninsula Blvd/Bennett Ave & Fulton Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector 2 Extend (s)												0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Perm	NA		Perm	NA
Protected Phases	5	2		1	6				8			4
Permitted Phases	2			6			8	8			4	
Detector Phase	5	2		1	6		8	8	8		4	4
Switch Phase												
Minimum Initial (s)	3.0	20.0		3.0	20.0		8.0	8.0	8.0		8.0	8.0
Minimum Split (s)	8.0	26.0		8.0	26.0		14.0	14.0	14.0		14.0	14.0
Total Split (s)	26.0	41.0		26.0	41.0		33.0	33.0	33.0		33.0	33.0
Total Split (%)	26.0%	41.0%		26.0%	41.0%		33.0%	33.0%	33.0%		33.0%	33.0%
Maximum Green (s)	21.0	35.0		21.0	35.0		27.0	27.0	27.0		27.0	27.0
Yellow Time (s)	3.0	4.0		3.0	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			0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0			6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0	2.0		2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None		None	None
Walk Time (s)		8.0					8.0	8.0	8.0			
Flash Dont Walk (s)		18.0					18.0	18.0	18.0			
Pedestrian Calls (#/hr)		0					0	0	0			
Act Effct Green (s)	65.9	52.5		70.3	54.6			15.9	15.9			15.9
Actuated g/C Ratio	0.66	0.52		0.70	0.55			0.16	0.16			0.16
v/c Ratio	0.10	0.53		0.45	0.37			0.39	0.52			0.61
Control Delay	13.3	35.2		6.4	15.1			34.8	34.6			44.3
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.2			0.0
Total Delay	13.3	35.2		6.4	15.1			34.8	34.8			44.3
LOS	B	D		A	B			C	C			D
Approach Delay		34.0			11.9				34.8			44.3
Approach LOS		C			B				C			D
Queue Length 50th (ft)	26	335		36	126			22	61			94
Queue Length 95th (ft)	m31	m336		64	223			41	87			128
Internal Link Dist (ft)		120			91				161			227
Turn Bay Length (ft)	105											
Base Capacity (vph)	714	1803		1123	1938			247	507			821
Starvation Cap Reductn	0	0		0	0			0	72			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	0.08	0.53		0.38	0.37			0.23	0.35			0.36

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61



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

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

Intersection Signal Delay: 25.8

Intersection LOS: C

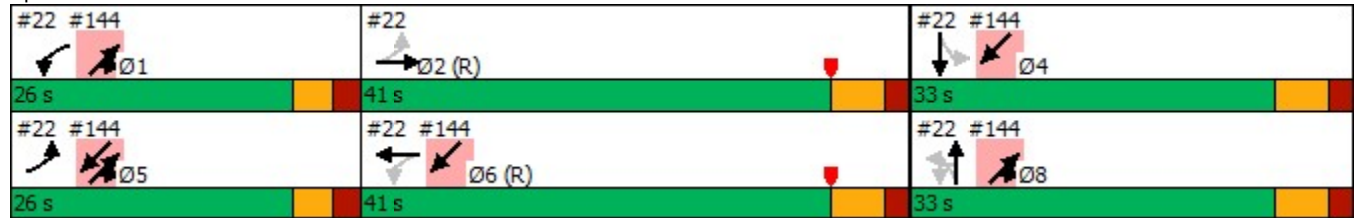
Intersection Capacity Utilization 72.8%

ICU Level of Service C

Analysis Period (min) 15





















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

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



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













FB B MIT Saturday Midday - Alternative
05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	859	41	91	585	122	53	689	57	139	538	83
Future Volume (vph)	113	859	41	91	585	122	53	689	57	139	538	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	230		0	0		0	170		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	70			85			0			175		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.98	1.00		0.99	0.98		0.98	0.99		0.99	0.99	
Frt		0.993			0.974			0.989			0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3406	0	1805	3394	0	1805	3505	0	1770	3445	0
Flt Permitted	0.199			0.133			0.312			0.166		
Satd. Flow (perm)	365	3406	0	250	3394	0	583	3505	0	305	3445	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			25			9			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		452			760			441			631	
Travel Time (s)		10.3			17.3			10.0			14.3	
Confl. Peds. (#/hr)	81		54	54		81	47		56	56		47
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%	5%	3%	0%	1%	6%	0%	1%	5%	2%	2%	1%
Parking (#/hr)						0						
Adj. Flow (vph)	118	895	43	95	609	127	55	718	59	145	560	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	938	0	95	736	0	55	777	0	145	646	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			24			12			12	
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	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	30		30	30		30	30		30	30	
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)	30	30		30	30		30	30		30	30	
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	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		

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

FB B MIT Saturday Midday - Alternative

05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	9.0	34.0		9.0	34.0		9.0	34.0		9.0	34.0	
Total Split (s)	15.0	35.0		15.0	35.0		15.0	35.0		15.0	35.0	
Total Split (%)	15.0%	35.0%		15.0%	35.0%		15.0%	35.0%		15.0%	35.0%	
Maximum Green (s)	9.0	29.0		9.0	29.0		9.0	29.0		9.0	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	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	0.2		2.0	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)		21.0			21.0			21.0			21.0	
Pedestrian Calls (#/hr)		16			19			18			27	
Act Effct Green (s)	38.5	31.7		36.1	28.8		37.4	31.1		42.1	35.0	
Actuated g/C Ratio	0.38	0.32		0.36	0.29		0.37	0.31		0.42	0.35	
v/c Ratio	0.47	0.87		0.47	0.74		0.19	0.71		0.58	0.53	
Control Delay	23.2	42.3		31.0	26.5		18.9	35.5		27.7	29.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.2	42.3		31.0	26.5		18.9	35.5		27.7	29.2	
LOS	C	D		C	C		B	D		C	C	
Approach Delay		40.2			27.1			34.4			28.9	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	40	278		14	209		21	248		59	187	
Queue Length 95th (ft)	80	#436		83	103		43	305		95	241	
Internal Link Dist (ft)		372			680			361			551	
Turn Bay Length (ft)	60			230						170		
Base Capacity (vph)	271	1083		234	1055		343	1130		260	1227	
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	0.44	0.87		0.41	0.70		0.16	0.69		0.56	0.53	









Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 50 (50%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 33.2
 Intersection Capacity Utilization 81.3%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Intersection LOS: C
 ICU Level of Service D































Queue shown is maximum after two cycles.

Splits and Phases: 23: Clinton St & Fulton Ave

 Ø1 15 s	 Ø2 (R) 35 s	 Ø3 15 s	 Ø4 35 s
 Ø5 15 s	 Ø6 (R) 35 s	 Ø7 15 s	 Ø8 35 s













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

FB B MIT Saturday Midday - Alternative
05/28/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	 			 	 		 	
Traffic Volume (vph)	155	878	226	509	953	54	174	334	690	124	456	213
Future Volume (vph)	155	878	226	509	953	54	174	334	690	124	456	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	380		0	145		200	275		125
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	60			100			60			60		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.95	0.95	1.00	0.95	0.88	1.00	0.95	1.00
Ped Bike Factor	1.00		0.98	1.00	1.00		1.00		0.99	1.00		0.98
Frt			0.850		0.992				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5085	1583	3433	3541	0	1752	3505	2787	1805	3539	1599
Flt Permitted	0.950			0.950			0.201			0.495		
Satd. Flow (perm)	1787	5085	1556	3424	3541	0	370	3505	2746	939	3539	1570
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)					5				428			
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		671			516			615			394	
Travel Time (s)		11.4			8.8			10.5			9.0	
Confl. Peds. (#/hr)	1		4	4		1	4		2	2		4
Confl. Bikes (#/hr)									1			2
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	2%	2%	2%	1%	2%	3%	3%	2%	0%	2%	1%
Adj. Flow (vph)	157	887	228	514	963	55	176	337	697	125	461	215
Shared Lane Traffic (%)												
Lane Group Flow (vph)	157	887	228	514	1018	0	176	337	697	125	461	215
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			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
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	15		9
Number of Detectors	1	2	0	1	2		1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru				Right			
Leading Detector (ft)	20	100	0	20	100		40	40	20	40	40	0
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	0	20	6		40	40	20	40	40	0
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	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												

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

FB B MIT Saturday Midday - Alternative
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							
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases			2				8		8	4		4
Detector Phase	5	2	2	1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		3.0	10.0	3.0	3.0	10.0	3.0
Minimum Split (s)	9.0	26.0	26.0	9.0	26.0		9.0	16.0	9.0	9.0	16.0	9.0
Total Split (s)	12.0	52.0	52.0	18.0	58.0		31.0	39.0	18.0	31.0	39.0	12.0
Total Split (%)	8.6%	37.1%	37.1%	12.9%	41.4%		22.1%	27.9%	12.9%	22.1%	27.9%	8.6%
Maximum Green (s)	6.0	46.0	46.0	12.0	52.0		25.0	33.0	12.0	25.0	33.0	6.0
Yellow Time (s)	4.0	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	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2	0.2	2.0	0.2		2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	None
Walk Time (s)		10.0	10.0		10.0						7.0	
Flash Dont Walk (s)		21.0	21.0		29.0						29.0	
Pedestrian Calls (#/hr)		1	1		1						0	
Act Effct Green (s)	22.8	43.2	43.2	34.0	54.3		42.8	27.4	61.4	34.9	23.5	46.3
Actuated g/C Ratio	0.16	0.31	0.31	0.24	0.39		0.31	0.20	0.44	0.25	0.17	0.33
v/c Ratio	0.54	0.57	0.47	0.62	0.74		0.67	0.49	0.48	0.41	0.78	0.41
Control Delay	62.7	42.8	44.1	51.9	40.7		47.2	51.9	6.7	37.7	65.0	25.0
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	62.7	42.8	44.1	51.9	40.7		47.2	51.9	6.7	37.7	65.0	25.0
LOS	E	D	D	D	D		D	D	A	D	E	C
Approach Delay		45.5			44.4			25.2			50.0	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	133	251	171	214	416		121	145	56	83	214	103
Queue Length 95th (ft)	#286	305	262	297	501		166	184	88	121	264	155
Internal Link Dist (ft)		591			436			535			314	
Turn Bay Length (ft)	115			380			145		200	275		125
Base Capacity (vph)	291	1696	519	832	1377		365	831	1454	454	834	523
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	0.54	0.52	0.44	0.62	0.74		0.48	0.41	0.48	0.28	0.55	0.41

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 104 (74%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78

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

Intersection Signal Delay: 40.8

Intersection LOS: D

Intersection Capacity Utilization 85.5%

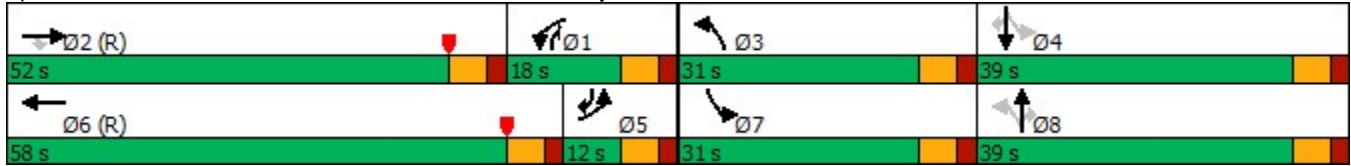
ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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



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

FB B MIT Saturday Midday - Alternative













05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	435	1564	19	21	1580	213	99	157	8	190	83	439
Future Volume (vph)	435	1564	19	21	1580	213	99	157	8	190	83	439
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	11	11	11	11	10	10	11	11	11
Storage Length (ft)	245		0	125		200	0		0	115		0
Storage Lanes	2		0	1		1	1		0	1		1
Taper Length (ft)	60			125			0			200		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00		0.98	0.99	1.00		1.00	0.98	0.97
Frt		0.998				0.850		0.992			0.896	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3120	4952	0	1745	4964	1561	1745	1758	0	1745	1520	1468
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3118	4952	0	1740	4964	1536	1727	1758	0	1739	1520	1430
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		576			1206			259			492	
Travel Time (s)		9.8			20.6			5.9			8.4	
Confl. Peds. (#/hr)	3		14	14		3	13		4	4		13
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 (%)	1%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	1%
Adj. Flow (vph)	463	1664	20	22	1681	227	105	167	9	202	88	467
Shared Lane Traffic (%)												42%
Lane Group Flow (vph)	463	1684	0	22	1681	227	105	176	0	202	284	271
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)		18			18			11			11	
Link Offset(ft)		0			0			-25			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.04	1.04	1.04	1.04	1.09	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		2	0	0	2	2		2	2	2
Detector Template												
Leading Detector (ft)	50	0		50	0	0	50	36		50	50	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	0		20	0	0	20	6		20	20	20
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	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			30			30	16		30	30	30
Detector 2 Size(ft)	20			20			20	20		20	20	20
Detector 2 Type	Cl+Ex			Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

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

FB B MIT Saturday Midday - Alternative

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
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA		Split	NA	pm+ov
Protected Phases	5	1		2	6		3	3		4	4	5
Permitted Phases						6						4
Detector Phase	5	1		2	6	6	3	3		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0	20.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	26.0		11.0	26.0	26.0	43.0	43.0		11.0	11.0	11.0
Total Split (s)	34.0	46.0		34.0	46.0	46.0	26.0	26.0		34.0	34.0	34.0
Total Split (%)	24.3%	32.9%		24.3%	32.9%	32.9%	18.6%	18.6%		24.3%	24.3%	24.3%
Maximum Green (s)	28.0	40.0		28.0	40.0	40.0	20.0	20.0		28.0	28.0	28.0
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	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	0.2		2.0	0.2	0.2	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	None
Walk Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		25.0			25.0	25.0	30.0	30.0		30.0	30.0	
Pedestrian Calls (#/hr)		4			1	1	5	5		1	1	
Act Effct Green (s)	24.4	56.3		18.8	46.3	46.3	17.2	17.2		28.1	28.1	52.5
Actuated g/C Ratio	0.17	0.40		0.13	0.33	0.33	0.12	0.12		0.20	0.20	0.38
v/c Ratio	0.85	0.85		0.09	1.02	0.45	0.49	0.81		0.58	0.93	0.50
Control Delay	57.6	39.8		65.8	76.5	51.6	64.6	87.0		57.8	91.2	32.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	57.6	39.8		65.8	76.5	51.6	64.6	87.0		57.8	91.2	32.5
LOS	E	D		E	E	D	E	F		E	F	C
Approach Delay		43.6			73.5			78.7			61.3	
Approach LOS		D			E			E			E	
Queue Length 50th (ft)	207	~683		13	~613	132	90	157		166	266	178
Queue Length 95th (ft)	236	#781		m41	#789	302	150	#250		255	#460	257
Internal Link Dist (ft)		496			1126			179			412	
Turn Bay Length (ft)	245			125		200				115		
Base Capacity (vph)	624	1989		349	1641	507	249	251		358	312	580
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	0.74	0.85		0.06	1.02	0.45	0.42	0.70		0.56	0.91	0.47

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 66 (47%), Referenced to phase 1:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.02

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

Intersection Signal Delay: 59.4

Intersection LOS: E

Intersection Capacity Utilization 88.5%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

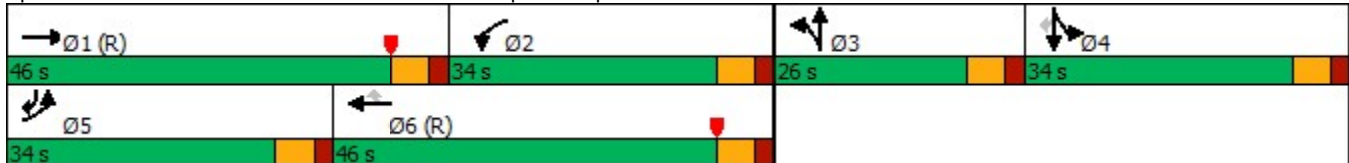
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

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



Lanes, Volumes, Timings
47: Merrick Ave & Bellmore Ave

FB B MIT Saturday Midday - Alternative

05/28/2024

							Ø3
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	
Lane Configurations							
Traffic Volume (vph)	720	51	426	694	0	397	
Future Volume (vph)	720	51	426	694	0	397	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	10	10	11	12	
Lane Util. Factor	0.95	0.95	0.97	0.95	1.00	0.88	
Ped Bike Factor	1.00		1.00				
Frt	0.990					0.850	
Flt Protected			0.950				
Satd. Flow (prot)	3322	0	3204	3303	0	2814	
Flt Permitted			0.950				
Satd. Flow (perm)	3322	0	3198	3303	0	2814	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)						91	
Link Speed (mph)	40			40	40		
Link Distance (ft)	755			650	555		
Travel Time (s)	12.9			11.1	9.5		
Confl. Peds. (#/hr)		4	4		3		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	4%	2%	2%	2%	0%	1%	
Adj. Flow (vph)	742	53	439	715	0	409	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	795	0	439	715	0	409	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	20			20	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.09	1.09	1.04	1.00	
Turning Speed (mph)		9	40		15	40	
Number of Detectors	0		1	0		1	
Detector Template							
Leading Detector (ft)	0		65	0		65	
Trailing Detector (ft)	0		59	0		59	
Detector 1 Position(ft)	0		59	0		59	
Detector 1 Size(ft)	0		6	0		6	
Detector 1 Type			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	
Turn Type	NA		Prot	NA		pt+ov	
Protected Phases	1		2 3			2 3	3
Permitted Phases				2			
Detector Phase	1		2 3	2		2 3	
Switch Phase							
Minimum Initial (s)	20.0			12.0			20.0
Minimum Split (s)	26.0			18.0			26.0

Lanes, Volumes, Timings
47: Merrick Ave & Bellmore Ave

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR	Ø3
Total Split (s)	40.0			37.0			26.0
Total Split (%)	38.8%			35.9%			25%
Maximum Green (s)	34.0			31.0			20.0
Yellow Time (s)	4.0			4.0			4.0
All-Red Time (s)	2.0			2.0			2.0
Lost Time Adjust (s)	0.0			0.0			
Total Lost Time (s)	6.0			6.0			
Lead/Lag	Lead			Lag			
Lead-Lag Optimize?	Yes			Yes			
Vehicle Extension (s)	0.2			3.0			0.2
Recall Mode	Min			Min			None
Walk Time (s)	8.0						12.0
Flash Dont Walk (s)	12.0						17.0
Pedestrian Calls (#/hr)	1						0
Act Effct Green (s)	25.1		51.0	24.6		51.0	
Actuated g/C Ratio	0.28		0.58	0.28		0.58	
v/c Ratio	0.84		0.24	0.78		0.25	
Control Delay	39.4		10.0	36.1		7.8	
Queue Delay	0.0		0.0	0.0		0.0	
Total Delay	39.4		10.0	36.1		7.8	
LOS	D		A	D		A	
Approach Delay	39.4			26.1	7.8		
Approach LOS	D			C	A		
Queue Length 50th (ft)	220		55	187		42	
Queue Length 95th (ft)	312		101	287		85	
Internal Link Dist (ft)	675			570	475		
Turn Bay Length (ft)							
Base Capacity (vph)	1298		1811	1177		1630	
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	0.61		0.24	0.61		0.25	

Intersection Summary

Area Type: Other
 Cycle Length: 103
 Actuated Cycle Length: 88.3
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 27.4
 Intersection Capacity Utilization 45.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 47: Merrick Ave & Bellmore Ave



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













FB B MIT Saturday Midday - Alternative
05/28/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	191	31	138	148	43	41	731	217	83	547	146
Future Volume (vph)	124	191	31	138	148	43	41	731	217	83	547	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	11	10	11	11	11	12	12	11	11	12
Storage Length (ft)	65		0	40		0	50		0	95		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			55			55			95		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00			1.00			0.99			1.00	
Frt		0.979			0.966			0.966			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	3320	0	1668	3165	0	1745	3340	0	1711	3259	0
Flt Permitted	0.624			0.605			0.298			0.174		
Satd. Flow (perm)	1045	3320	0	1062	3165	0	547	3340	0	313	3259	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			46			66			57	
Link Speed (mph)		40			40			30			40	
Link Distance (ft)		274			484			540			323	
Travel Time (s)		4.7			8.3			12.3			5.5	
Confl. Peds. (#/hr)	1					1			1	1		
Confl. Bikes (#/hr)			2			1			1			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 (%)	2%	2%	7%	1%	8%	0%	0%	4%	2%	2%	4%	1%
Adj. Flow (vph)	132	203	33	147	157	46	44	778	231	88	582	155
Shared Lane Traffic (%)												
Lane Group Flow (vph)	132	236	0	147	203	0	44	1009	0	88	737	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)		10			12			13			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.04	1.04	1.09	1.04	1.04	1.04	1.00	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		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)	20	6		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	

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

FB B MIT Saturday Midday - Alternative

05/28/2024

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+pt	NA		Perm	NA		Perm	NA	
Protected Phases		3		2	2 3			1				1
Permitted Phases	3			2 3			1			1		
Detector Phase	3	3		2	2 3		1	1		1		1
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0			20.0	20.0		20.0		20.0
Minimum Split (s)	16.0	16.0		7.0			26.0	26.0		26.0		26.0
Total Split (s)	25.0	25.0		11.0			43.0	43.0		43.0		43.0
Total Split (%)	31.6%	31.6%		13.9%			54.4%	54.4%		54.4%		54.4%
Maximum Green (s)	19.0	19.0		7.0			37.0	37.0		37.0		37.0
Yellow Time (s)	4.0	4.0		3.0			4.0	4.0		4.0		4.0
All-Red Time (s)	2.0	2.0		1.0			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		4.0			6.0	6.0		6.0		6.0
Lead/Lag				Lag			Lead	Lead		Lead		Lead
Lead-Lag Optimize?				Yes			Yes	Yes		Yes		Yes
Vehicle Extension (s)	3.0	3.0		1.0			0.2	0.2		0.2		0.2
Recall Mode	Max	Max		None			Max	Max		Max		Max
Walk Time (s)	8.0	8.0					1.0	1.0		1.0		1.0
Flash Dont Walk (s)	18.0	18.0					0.0	0.0		0.0		0.0
Pedestrian Calls (#/hr)	0	0					0	0		0		0
Act Effct Green (s)	26.0	26.0		34.5	38.5		37.0	37.0		37.0		37.0
Actuated g/C Ratio	0.30	0.30		0.40	0.45		0.43	0.43		0.43		0.43
v/c Ratio	0.42	0.23		0.31	0.14		0.19	0.68		0.65		0.51
Control Delay	28.8	20.9		16.4	10.8		17.8	21.0		46.2		17.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0		0.0
Total Delay	28.8	20.9		16.4	10.8		17.8	21.0		46.2		17.8
LOS	C	C		B	B		B	C		D		B
Approach Delay		23.8			13.2			20.9				20.8
Approach LOS		C			B			C				C
Queue Length 50th (ft)	57	45		46	24		14	210		37		136
Queue Length 95th (ft)	110	74		83	45		38	280		#116		188
Internal Link Dist (ft)		194			404			460				243
Turn Bay Length (ft)	65			40			50			95		
Base Capacity (vph)	317	1025		484	1410		236	1483		135		1443
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	0.42	0.23		0.30	0.14		0.19	0.68		0.65		0.51

Intersection Summary

Area Type: Other
 Cycle Length: 79
 Actuated Cycle Length: 85.5
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.68

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

Intersection Signal Delay: 20.2

Intersection LOS: C

Intersection Capacity Utilization 78.1%

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.

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



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

FB B MIT Saturday Midday - Alternative

05/28/2024

Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	50	227	168	30	89	207	213	48	59	217	803	187
Future Volume (vph)	50	227	168	30	89	207	213	48	59	217	803	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	12	9	9	11	11	10	10	11	11
Storage Length (ft)	50		0			100		0		120		0
Storage Lanes	1		0			1		0		1		0
Taper Length (ft)	200					90				0		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99				0.99	1.00			1.00	1.00	
Frt		0.930					0.972				0.972	
Flt Protected	0.950					0.950				0.950		
Satd. Flow (prot)	1685	3147	0	0	0	1620	3277	0	0	1652	3303	0
Flt Permitted	0.583					0.380				0.261		
Satd. Flow (perm)	1033	3147	0	0	0	645	3277	0	0	454	3303	0
Right Turn on Red				No				No				No
Satd. Flow (RTOR)												
Link Speed (mph)		35					35				40	
Link Distance (ft)		477					519				194	
Travel Time (s)		9.3					10.1				3.3	
Confl. Peds. (#/hr)	1		3	3	3	3		1		1		1
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 (%)	0%	9%	1%	0%	1%	0%	4%	0%	2%	2%	3%	0%
Adj. Flow (vph)	53	239	177	32	94	218	224	51	62	228	845	197
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	448	0	0	0	312	275	0	0	290	1042	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Left	Left	Right	Left	Left	Left	Right
Median Width(ft)		14					10				10	
Link Offset(ft)		0					0				0	
Crosswalk Width(ft)		16					16				16	
Two way Left Turn Lane												
Headway Factor	1.09	1.00	1.00	1.00	1.14	1.14	1.04	1.04	1.09	1.09	1.04	1.04
Turning Speed (mph)	15		9	9	15	15		9	15	15		9
Number of Detectors	1	1			1	1	1		1	1	0	
Detector Template					Left				Left			
Leading Detector (ft)	46	46			20	25	46		20	25	0	
Trailing Detector (ft)	40	40			0	0	40		0	0	0	
Detector 1 Position(ft)	40	40			0	0	40		0	0	0	
Detector 1 Size(ft)	6	6			20	25	6		20	25	0	
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	
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	
Turn Type	Perm	NA			pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	
Protected Phases		4			3	3	3 4		1	1	1 2	
Permitted Phases	4				3 4	3 4			1 2	1 2		

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

FB B MIT Saturday Midday - Alternative













05/28/2024

	↘	↓	↙	↘
Lane Group	SBL	SBT	SBR	SBR2
Lane Configurations	↘	↑↘		
Traffic Volume (vph)	42	369	195	32
Future Volume (vph)	42	369	195	32
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11
Storage Length (ft)	65		0	
Storage Lanes	1		0	
Taper Length (ft)	110			
Lane Util. Factor	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.99		
Frt		0.943		
Flt Protected	0.950			
Satd. Flow (prot)	1685	3187	0	0
Flt Permitted	0.255			
Satd. Flow (perm)	452	3187	0	0
Right Turn on Red				No
Satd. Flow (RTOR)				
Link Speed (mph)		40		
Link Distance (ft)		455		
Travel Time (s)		7.8		
Confl. Peds. (#/hr)	1		1	1
Confl. Bikes (#/hr)			1	1
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	0%	3%
Adj. Flow (vph)	44	388	205	34
Shared Lane Traffic (%)				
Lane Group Flow (vph)	44	627	0	0
Enter Blocked Intersection	No	No	No	No
Lane Alignment	Left	Left	Right	Right
Median Width(ft)		10		
Link Offset(ft)		0		
Crosswalk Width(ft)		16		
Two way Left Turn Lane				
Headway Factor	1.09	1.04	1.04	1.04
Turning Speed (mph)	15		9	9
Number of Detectors	1	0		
Detector Template				
Leading Detector (ft)	25	0		
Trailing Detector (ft)	0	0		
Detector 1 Position(ft)	0	0		
Detector 1 Size(ft)	25	0		
Detector 1 Type	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		
Turn Type	Perm	NA		
Protected Phases		2		
Permitted Phases	2			

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

FB B MIT Saturday Midday - Alternative





05/28/2024

												
Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Detector Phase	4	4			3	3	3 4		1	1	1 2	
Switch Phase												
Minimum Initial (s)	10.0	10.0			5.0	5.0			5.0	5.0		
Minimum Split (s)	17.0	17.0			10.0	10.0			10.0	10.0		
Total Split (s)	37.0	37.0			23.0	23.0			16.0	16.0		
Total Split (%)	36.3%	36.3%			22.5%	22.5%			15.7%	15.7%		
Maximum Green (s)	30.0	30.0			18.0	18.0			11.0	11.0		
Yellow Time (s)	4.0	4.0			3.0	3.0			3.0	3.0		
All-Red Time (s)	3.0	3.0			2.0	2.0			2.0	2.0		
Lost Time Adjust (s)	0.0	0.0				0.0				0.0		
Total Lost Time (s)	7.0	7.0				5.0				5.0		
Lead/Lag	Lag	Lag			Lead	Lead			Lead	Lead		
Lead-Lag Optimize?	Yes	Yes			Yes	Yes			Yes	Yes		
Vehicle Extension (s)	3.0	3.0			3.0	3.0			3.0	3.0		
Recall Mode	Min	Min			None	None			None	None		
Walk Time (s)	10.0	10.0										
Flash Dont Walk (s)	20.0	20.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)	17.8	17.8				35.4	40.5			36.0	41.1	
Actuated g/C Ratio	0.19	0.19				0.39	0.44			0.39	0.45	
v/c Ratio	0.27	0.73				0.76	0.19			0.89	0.71	
Control Delay	37.0	43.2				32.4	16.5			52.3	24.4	
Queue Delay	0.0	0.0				0.0	0.0			0.0	0.0	
Total Delay	37.0	43.2				32.4	16.5			52.3	24.4	
LOS	D	D				C	B			D	C	
Approach Delay		42.5					24.9				30.5	
Approach LOS		D					C				C	
Queue Length 50th (ft)	25	122				110	45			107	245	
Queue Length 95th (ft)	71	223				#268	97			#302	395	
Internal Link Dist (ft)		397					439				114	
Turn Bay Length (ft)	50					100				120		
Base Capacity (vph)	346	1054				461	1873			325	1478	
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	0.15	0.43				0.68	0.15			0.89	0.71	

Intersection Summary

Area Type: Other
 Cycle Length: 102
 Actuated Cycle Length: 91.9
 Natural Cycle: 85
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 33.8
 Intersection Capacity Utilization 111.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service H
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

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

 Ø1	 Ø2	 Ø3	 Ø4
16 s	26 s	23 s	37 s















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

FB B MIT Saturday Midday - Alternative

05/28/2024

Lane Group	SBL	SBT	SBR	SBR2
Detector Phase	2	2		
Switch Phase				
Minimum Initial (s)	40.0	40.0		
Minimum Split (s)	47.0	47.0		
Total Split (s)	26.0	26.0		
Total Split (%)	25.5%	25.5%		
Maximum Green (s)	19.0	19.0		
Yellow Time (s)	4.0	4.0		
All-Red Time (s)	3.0	3.0		
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	7.0	7.0		
Lead/Lag	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes		
Vehicle Extension (s)	0.2	0.2		
Recall Mode	Min	Min		
Walk Time (s)	15.0	15.0		
Flash Dont Walk (s)	25.0	25.0		
Pedestrian Calls (#/hr)	1	1		
Act Effct Green (s)	22.7	22.7		
Actuated g/C Ratio	0.25	0.25		
v/c Ratio	0.40	0.80		
Control Delay	42.6	41.7		
Queue Delay	0.0	0.0		
Total Delay	42.6	41.7		
LOS	D	D		
Approach Delay		41.8		
Approach LOS		D		
Queue Length 50th (ft)	21	176		
Queue Length 95th (ft)	62	278		
Internal Link Dist (ft)		375		
Turn Bay Length (ft)	65			
Base Capacity (vph)	111	786		
Starvation Cap Reductn	0	0		
Spillback Cap Reductn	0	0		
Storage Cap Reductn	0	0		
Reduced v/c Ratio	0.40	0.80		
Intersection Summary				

Lanes, Volumes, Timings
55: Merrick Ave & Corporate Dr

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	279	352	213	1141	1028	195
Future Volume (vph)	279	352	213	1141	1028	195
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			0.976	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3351	1599	1787	3505	3391	0
Flt Permitted	0.950		0.147			
Satd. Flow (perm)	3351	1599	277	3505	3391	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		39			36	
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)	291	367	222	1189	1071	203
Shared Lane Traffic (%)						
Lane Group Flow (vph)	291	367	222	1189	1274	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	

Lanes, Volumes, Timings
55: Merrick Ave & Corporate Dr

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)	22.0		15.0		39.0	
Total Split (%)	28.9%		19.7%		51.3%	
Maximum Green (s)	16.0		11.0		33.0	
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)	13.7	29.0	40.5	42.5	27.3	
Actuated g/C Ratio	0.20	0.42	0.59	0.62	0.40	
v/c Ratio	0.43	0.53	0.54	0.55	0.93	
Control Delay	27.1	17.3	14.1	8.7	32.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	27.1	17.3	14.1	8.7	32.1	
LOS	C	B	B	A	C	
Approach Delay	21.6			9.6	32.1	
Approach LOS	C			A	C	
Queue Length 50th (ft)	58	105	35	144	267	
Queue Length 95th (ft)	96	194	96	192	#366	
Internal Link Dist (ft)	609			337	470	
Turn Bay Length (ft)						
Base Capacity (vph)	797	686	410	2501	1681	
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	0.37	0.53	0.54	0.48	0.76	

Intersection Summary

Area Type: Other
 Cycle Length: 76
 Actuated Cycle Length: 68.5
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 20.5
 Intersection Capacity Utilization 67.7%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.








Splits and Phases: 55: Merrick Ave & Corporate Dr



Lanes, Volumes, Timings
360: Sands Ave & Charles Lindbergh Blvd








FB B MIT Saturday Midday - Alternative

05/28/2024

							
Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	474	0	67	519	679	0	0
Future Volume (vph)	474	0	67	519	679	0	0
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							
Flt Protected				0.950			
Satd. Flow (prot)	6408	1863	0	3433	5136	0	3344
Flt Permitted				0.950			
Satd. Flow (perm)	6408	1863	0	3433	5136	0	3344
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)							
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)	515	0	73	564	738	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	515	0	0	637	738	0	0
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

FB B MIT Saturday Midday - Alternative
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)	23.0	23.0	12.0	12.0	25.0		25.0
Total Split (s)	23.0	23.0	22.0	22.0	45.0		25.0
Total Split (%)	32.9%	32.9%	31.4%	31.4%	64.3%		35.7%
Maximum Green (s)	18.0	18.0	15.0	15.0	38.0		18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	1.0	1.0	3.0	3.0	3.0		3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	5.0	5.0		7.0	7.0		7.0
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	7.0			7.0		7.0
Flash Dont Walk (s)	11.0	11.0			11.0		11.0
Pedestrian Calls (#/hr)	0	0			0		0
Act Effct Green (s)	8.8			12.2	33.1		
Actuated g/C Ratio	0.27			0.37	1.00		
v/c Ratio	0.30			0.50	0.14		
Control Delay	10.5			9.9	0.1		
Queue Delay	0.0			0.0	0.0		
Total Delay	10.5			9.9	0.1		
LOS	B			A	A		
Approach Delay	10.5				4.6		
Approach LOS	B				A		
Queue Length 50th (ft)	20			42	0		
Queue Length 95th (ft)	37			78	0		
Internal Link Dist (ft)	683				566	263	
Turn Bay Length (ft)				400			
Base Capacity (vph)	3519			1571	5131		
Starvation Cap Reductn	0			0	0		
Spillback Cap Reductn	0			0	0		
Storage Cap Reductn	0			0	0		
Reduced v/c Ratio	0.15			0.41	0.14		
Intersection Summary							
Area Type:	Other						
Cycle Length:	70						
Actuated Cycle Length:	33.1						
Natural Cycle:	65						
Control Type:	Actuated-Uncoordinated						
Maximum v/c Ratio:	0.50						
Intersection Signal Delay:	6.2			Intersection LOS: A			
Intersection Capacity Utilization	33.6%			ICU Level of Service A			
Analysis Period (min)	15						

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

