Appendix Q-1
Traffic Impact Study

N&P Engineers & Land Surveyor, PLLC
January 2019

TRAFFIC IMPACT STUDY

INDIAN HILLS

Fort Salonga

Town of Huntington

January 2019

N & P JOB NO. 86047

NELSON & POPE
ENGINEERS & SURVEYORS

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PURPOSE OF REPORT

Nelson & Pope has investigated the potential traffic impacts associated with the proposed application for the addition of 98 senior housing units to be constructed on the existing Indian Hills Country Club property, which is located primarily on the north side of Breeze Hill Road between Makamah Road and Fresh Pond Road in Fort Salonga, Town of Huntington, Suffolk County, New York. The 98 units will be divided into 3 locations; northwest, northeast and southwest quadrants. The northwest quadrant will be comprised of 38 senior housing units and access will be provided via an easterly extension of Mystic Lane. The northeast quadrant will be comprised of 12 senior housing units and access will be provided via a newly constructed access extending west from Fresh Pond Road approximately 1,250 feet north of Breeze Hill Road. The southwest quadrant will be comprised of 48 senior housing units and access will be provided via a newly constructed access approximately 925 feet south of Breeze Hill Road extending east from Makamah Road.

This report summarizes the results of a detailed investigation of the traffic impacts associated with the proposed senior housing development by reviewing the area's existing roadway characteristics and traffic conditions, estimating the vehicular volume and pattern that the proposed project will generate during peak hours, and analyzing the effect of the additional volume on the surrounding roadway network. Figure 1 shows the overall study area and Figure 2 shows the study intersections.

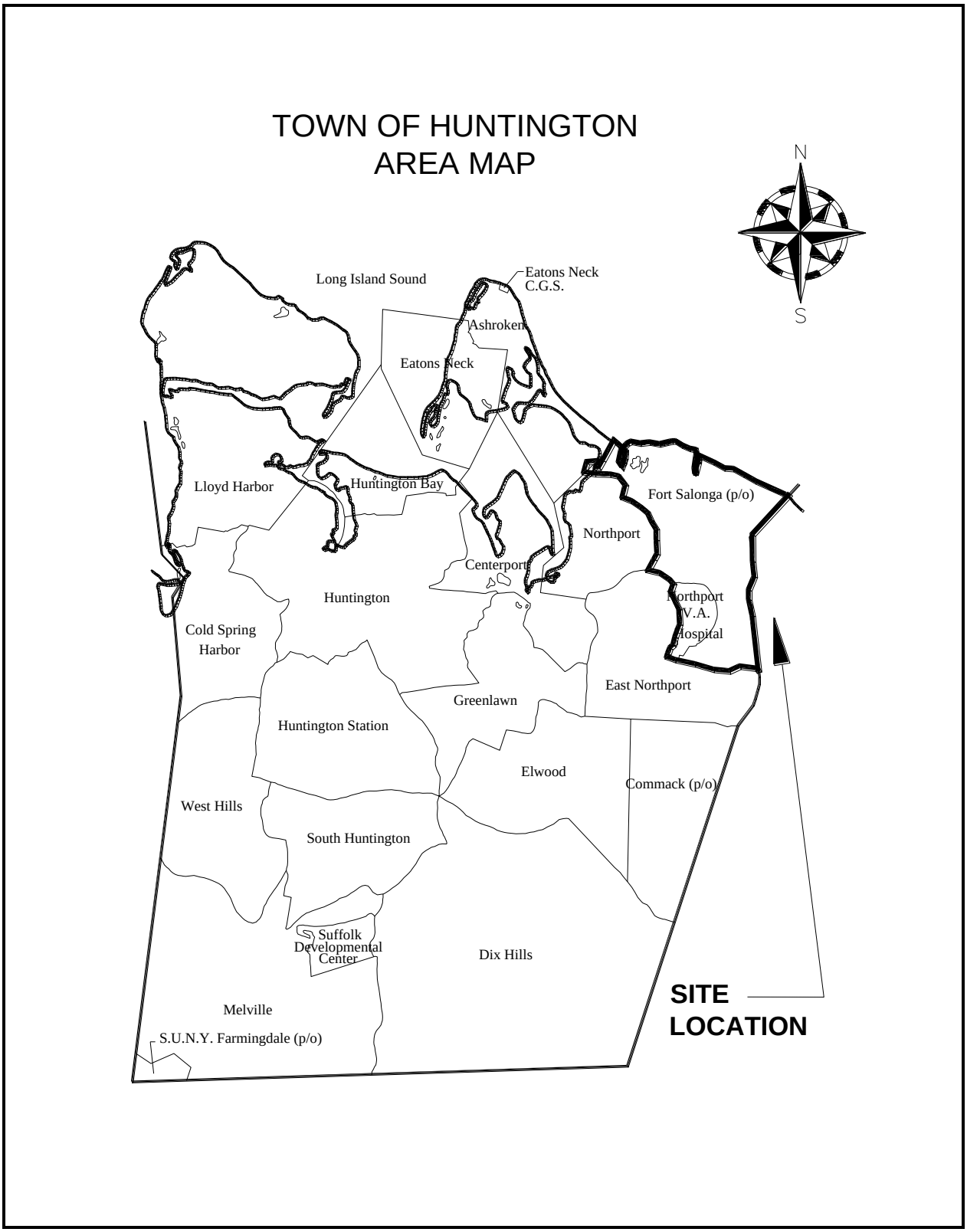
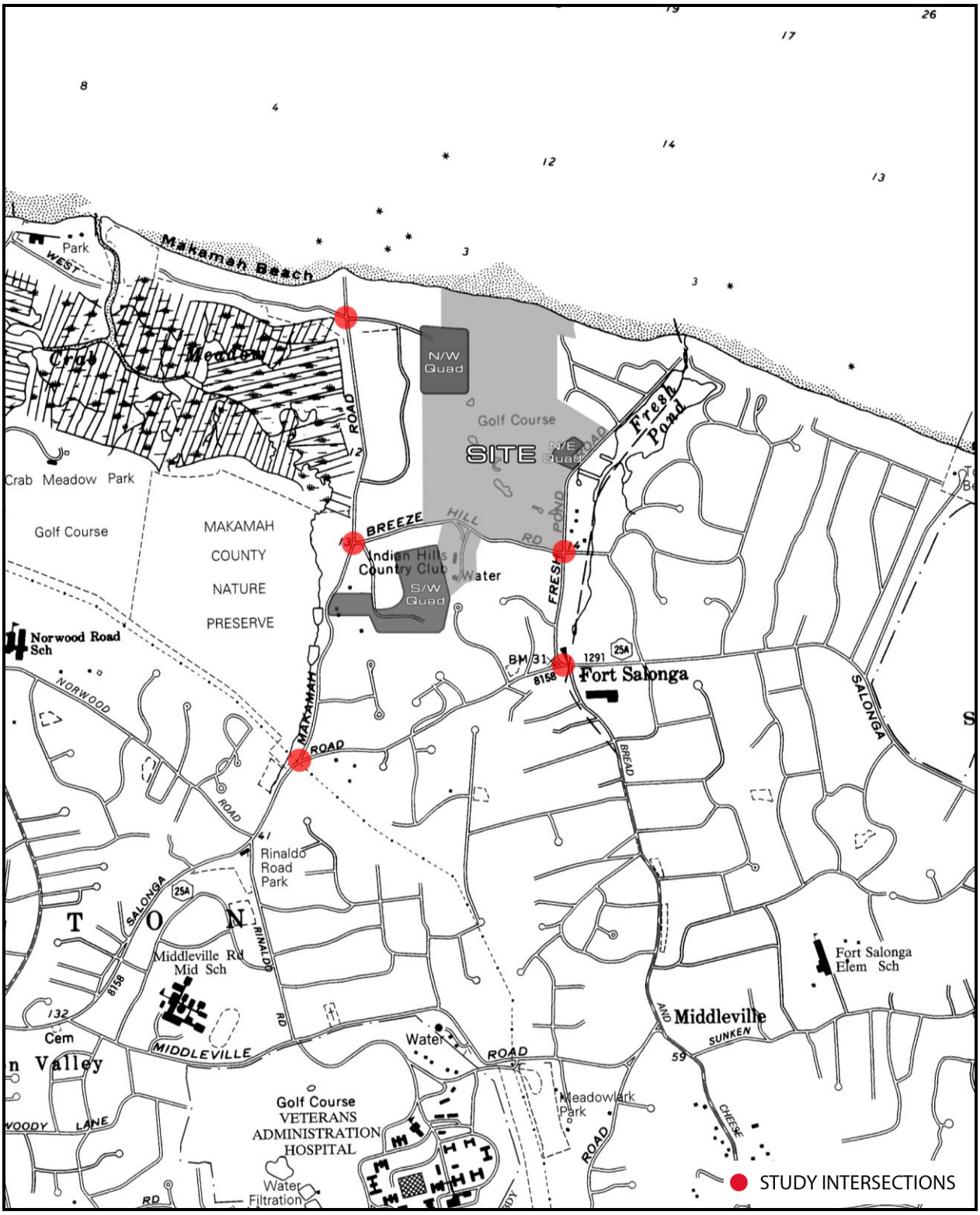


Figure 1: Area Map



SOURCE: USGS NORTHPORT 1991

Figure 2: Location Map

STUDY METHODOLOGY

The study assesses the traffic impacts associated with the proposed senior housing development and identifies appropriate mitigation, if necessary. In executing the scope of work, the following steps were undertaken.

- A detailed field inspection was conducted to obtain an inventory of existing roadway geometry, location/geometry of existing driveways and intersections along with signing, signal timings, phasing and cycle lengths.

- Turning movement traffic counts were conducted during the weekday morning (7:00 AM to 9:00AM), weekday evening (4:00 PM to 6:00 PM) and Saturday midday (11:00 AM to 2:00 PM) peak periods at the following intersections:

    - Fort Salonga Road (NYS 25A) at Makamah Road
    - Fort Salonga Road (NYS 25A) at Fresh Pond Road/Bread and Cheese Hollow Road
    - Makamah Road and Breeze Hill Road
    - Makamah Road and Makamah Beach Road/Mystic Lane
    - Fresh Pond Road and Breeze Hill Road

- Automated Traffic Recorder (ATR) machines were placed on Makamah Road in the vicinity of the proposed site access driveway to the southwest quadrant to collect vehicle speeds and volumes.

- The most recent 3-years of accident data for the study intersections and roadways in the vicinity of the site was obtained from NYSDOT. The data was tabulated and summarized.

- The turning movement counts collected at each intersection was tabulated for each time period. Peak hours were identified and peak hour factors calculated for each approach.

- An Estimated Time of Completion (ETC) year of 2020 (2 years) is anticipated for this project. Therefore, a horizon year of 2020 was utilized for No Build and Build conditions to determine the impacts that may be created by the construction of this project.

- An annual growth factor of 1.0% obtained from the NYSDOT LITP2000 Study for the Town of Huntington was applied to the existing traffic volumes to estimate the increase in background traffic that would occur in 2020. These volumes are referred to as the Ambient No Build Volumes.

- The Towns of Huntington and Smithtown were contacted to obtain information on other planned projects in the nearby area that may affect the study intersections. At the time this study was conducted there were no significant planned projects in the vicinity of the proposed project provided by either municipality.

- Estimates of traffic that would be generated by the proposed senior housing development were prepared utilizing trip generation data published by the Institute of Transportation Engineers (ITE) publication, *Trip Generation, Tenth Edition*. The site-generated traffic volumes were assigned to the adjacent street system based upon the anticipated directional trip distribution forecasted by Nelson & Pope.

- The 2020 Build Condition volumes for the proposed senior housing development were developed by adding the site generated traffic volumes to the 2020 No Build Condition volumes.

- Capacity analyses were performed at the study intersections for the Existing Condition, No Build Condition and Build Condition for weekday AM, PM and Saturday midday peak hours.

- The results of the analyses for the 2020 No Build Conditions and 2020 Build Conditions were compared to identify any significant impact associated with the proposed senior housing development.

EXISTING CONDITION

Land Use

As previously discussed, the proposed application is for the addition of 98 senior housing units to be constructed on the existing Indian Hills Country Club property, which is located primarily on the north side of Breeze Hill Road between Makamah Road and Fresh Pond Road in Fort Salonga, Town of Huntington, Suffolk County, New York. The 98 units will be divided into 3 locations; northwest, northeast and southwest quadrants. The northwest quadrant will be comprised of 38 senior housing units and access will be provided via an easterly extension of Mystic Lane. The northeast quadrant will be comprised of 12 senior housing units and access will be provided via a newly constructed access extending west from Fresh Pond Road approximately 1,250 feet north of Breeze Hill Road. The southwest quadrant will be comprised of 48 senior housing units and access will be provided via a newly constructed access approximately 925 feet south of Breeze Hill Road extending east from Makamah Road.

Roadway Conditions

The following is a list of roadways included in the study network surrounding the site. The traffic generated by the proposed residential development will be distributed throughout the network. The general descriptions listed here refer only to the sections of the roadways that exist near the site. Their cross-section may vary further away from the site. The Average Annual Daily Traffic (AADT) is listed for each roadway where available in the most recent New York State Department of Transportation (NYSDOT) Local Highway Traffic Volumes Report.

Fort Salonga Road (NYS Route 25A) is an east/west minor arterial roadway under the jurisdiction of New York State Department of Transportation (NYSDOT). It provides one travel lane in each direction with exclusive turn lanes at key intersections in the vicinity of the study area. Fort Salonga Road has an Average Annual Daily Traffic (AADT) volume of approximately 15,058 vehicles per day in the vicinity of the proposed project. The roadway is fronted by a mix of commercial and residential properties. The posted speed limit is 35 mph.

Makamah Road is a north/south local roadway, which provides one travel lane in each direction. The roadway is fronted by residential properties on the east and the Makamah Nature Preserve on

the west. It extends north from Fort Salonga Road with its northern terminus at Geisslers Beach Park/Long Island Sound. The posted speed limit is 30 mph.

Fresh Pond Road is a north/south local roadway, which provides one travel lane in each direction. The roadway is primarily fronted by residential properties. It extends north from Fort Salonga Road with its northern terminus at Long Island Sound. The posted speed limit is 30 mph.

Bread and Cheese Hollow Road (CR4) is a north/south roadway under the jurisdiction of the Suffolk County Department of Public Works (SCDPW) which provides one travel lane in each direction. The roadway is primarily fronted by residential properties. Bread and Cheese Hollow Road is a continuation of Commack Road and Town Line Road and becomes Bread and Cheese Hollow Road north of Pulaski Road (CR 11) with its northern terminus at Fort Salonga Road. The posted speed limit is 30 mph.

Breeze Hill Road is an east/west local roadway, which provides one travel lane in each direction. The roadway is primarily fronted by residential properties and the Indian Hills Country Club. It extends east from Makamah Road with its eastern terminus at the intersection of Brookfield Road and Woodmere Drive just east of Fresh Pond Road. The posted speed limit is 30 mph.

Table 1: Intersection Geometry

Intersection	Approach	Lane Designation*	Traffic Control
Fort Salonga Road (NYS 25A) at Fresh Pond Road/Bread & Cheese Hollow Road	EB	L-T-R	Traffic Signal
	WB	L-TR	
	NB	LTR	
	SB	LT-R	
Fort Salonga Road (NYS 25A) at Makamah Road	EB	LT	Stop Control SB
	WB	TR	
	SB	LR	
Makamah Road at Breeze Hill Road	WB	LR	Stop Control WB
	NB	TR	
	SB	LT	
Makamah Road at Makamah Beach Road/Mystic Lane	EB	LTR	Stop Control EB/WB
	WB	LTR	
	NB	LTR	
	SB	LTR	
Fresh Pond Road at Breeze Hill Road	EB	LTR	Stop Control EB/WB
	WB	LTR	
	NB	LTR	
	SB	LTR	

** L = Left turn lane; T = through lane; R = Right turn lane*

Automatic Traffic Recorder Speed Data

Traffic volume data and speed data was collected on Makamah Road along the site frontage from September 13 to September 20th in 2018 using Automatic Traffic Recorder (ATR) machines for the purpose of sight distance analysis at the proposed access driveway to the southwest quadrant, discussed later in this report. The speed data is summarized in the following table.

Table 2: Speed Data

Date Range	Northbound		Southbound	
	Average	85th %	Average	85th %
September 13-20, 2018	30 mph	34 mph	28 mph	34 mph

*- Posted Speed Limit 30 mph

Upon review of Table 2 above, traffic in the northbound direction averages 30 miles per hour and the 85th percentile speed, is 34 miles per hour. In the southbound direction, the average speed is 28 miles per hour and the 85th percentile speed is 34 miles per hour. The posted speed limit on Makamah Road is 30 miles per hour. The speed data reveals that some motorists using this roadway are travelling slightly above the posted speed limit.

Traffic Volume Data

Turning movement counts were collected at the following study intersections on Thursday, September 13, 2018 during the weekday AM (7:00-9:00 AM) and PM (4:00-6:00 PM) peak periods and on Saturday, September 15, 2018 during the Saturday midday peak period (11:00 AM – 2:00 PM).

- NYS 25A (Fort Salonga Road) at Makamah Road
- NYS 25A ((Fort Salonga Road) at Fresh Pond Road/Bread and Cheese Hollow Road
- Makamah Road and Breeze Hill Road
- Makamah Road and Makamah Beach Road/Mystic Lane
- Fresh Pond Road and Breeze Hill Road
- Fresh Pond Road and Claymore Road

The peak hour volumes are shown on Figures 3, 4, and 5 and detailed data are contained in Appendix A.

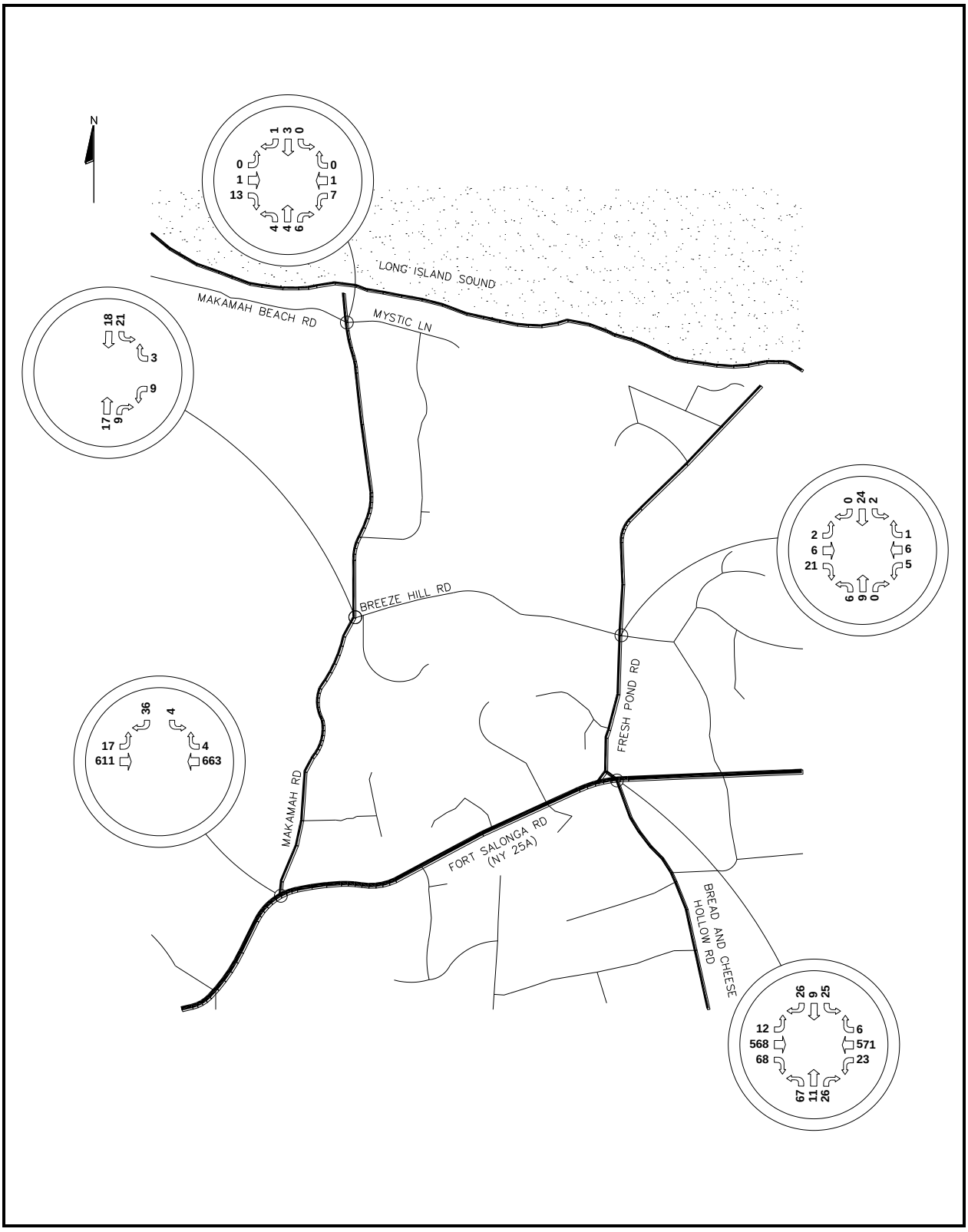


Figure 3: Existing AM Peak Hour Traffic Volumes

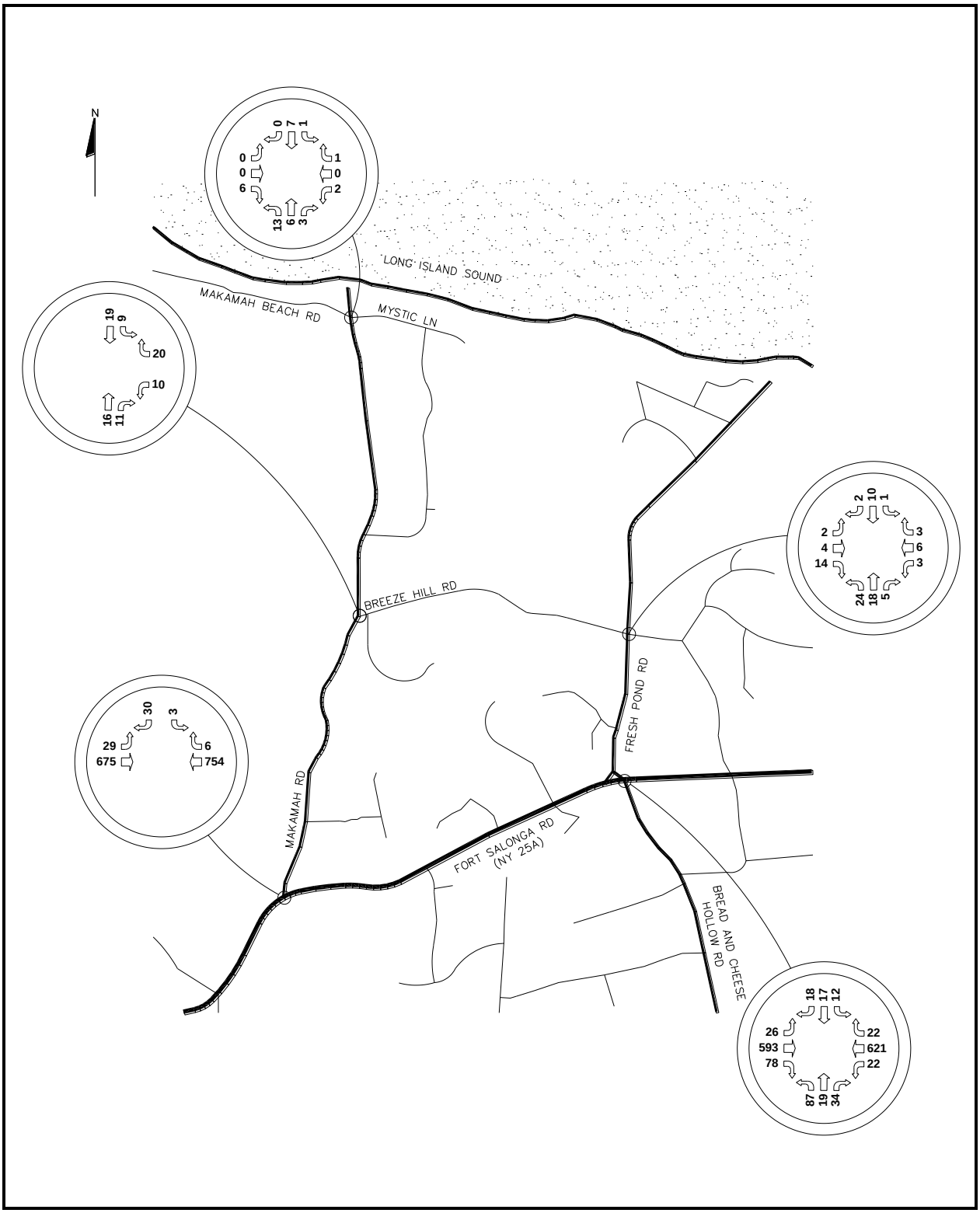


Figure 4: Existing PM Peak Hour Traffic Volumes

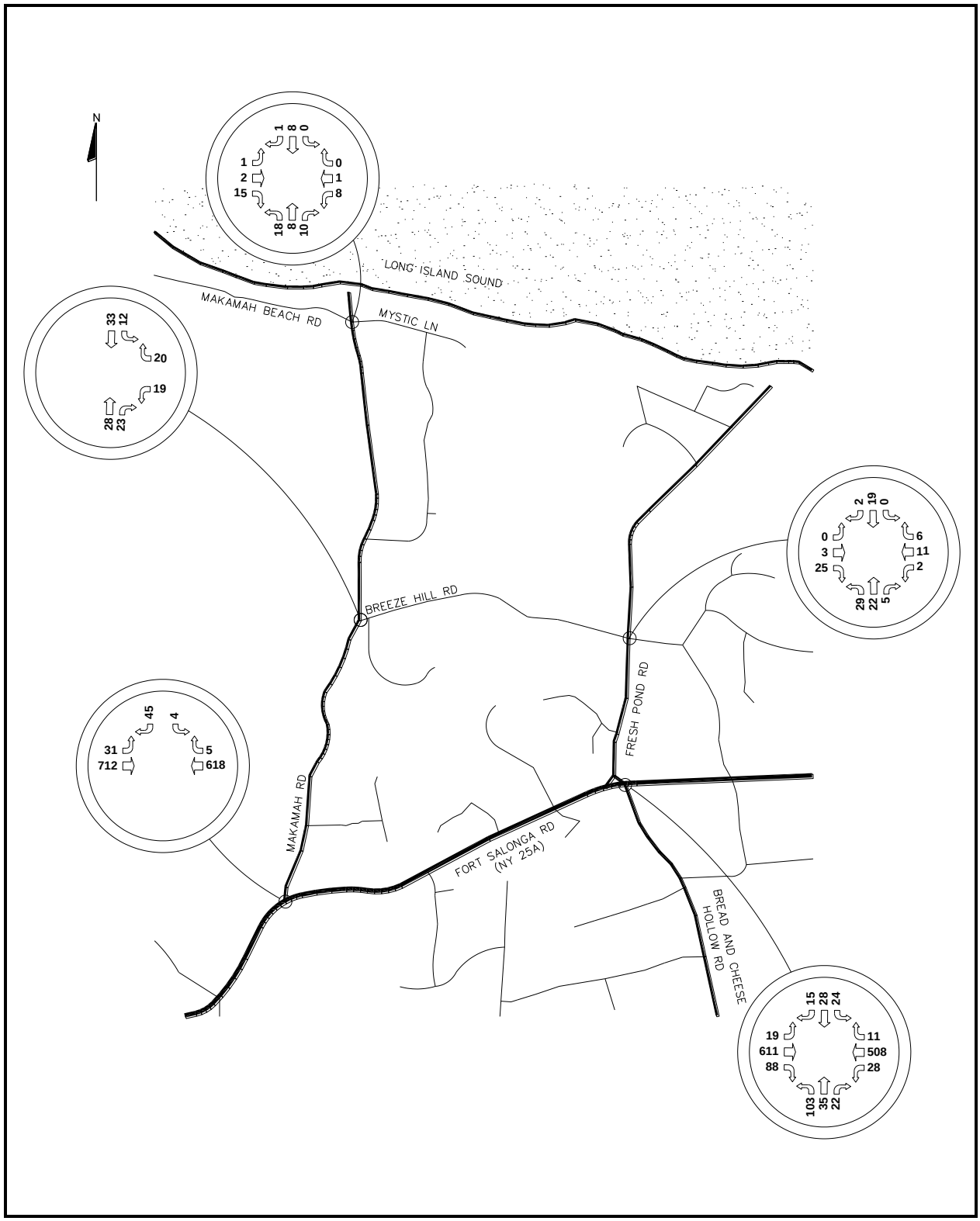


Figure 5: Existing Saturday Peak Hour Traffic Volumes

Accident History

Accident data for the sections of roadways and intersections in the vicinity of the site was obtained from the NYSDOT. The most recent data available was from October 1, 2015 to September 30, 2018 (3-year period). The data was reviewed and summarized in the following tables.

Table 3: Accident Summary by Severity

Location	Accident Severity			
	Fatality	Injury	Property Damage	TOTAL
Fort Salonga Road (25A) at Makamah Road	1	2	6	9
Fort Salonga Road (25A) at Fresh Pond Road/Bread and Cheese Hollow Road	0	2	3	5
Breeze Hill Road at Makamah Road	0	0	0	0
Breeze Hill Road at Fresh Pond Road	0	0	1	1
Mystic Lane at Makamah Road	0	0	0	0
Total	1 *7%*	4 *27%*	10 *66%*	15 *100%*

Table 3 indicates a total of 15 accidents occurred at or in the vicinity of the study intersections during the analysis period. The majority of the accidents resulted in property damage (66%). The location with the greatest number of accidents is the intersection of Fort Salonga Road (25A) and Makamah Road with a total of 9 accidents (60% of total accidents). There was one fatal accident at this location where a motorist struck a tree during wet conditions. Unsafe speed was listed as a contributing factor.

Table 4: Accident Summary by Type of Collision

Location	Accident Type											
	Right Angle	Rear End	Head On	Left Turn	Right Turn	Fixed Object	Ped/ Bicycle	Overtk	Parked	Animal	Other/ Unknown	Total
Fort Salonga Road (25A) at Makamah Road	0	0	0	0	0	3	0	0	0	5	1	9
Fort Salonga Road (25A) at Fresh Pond Road/Bread and Cheese Hollow Road	1	0	0	1	1	1	0	0	0	1	0	5
Breeze Hill Road at Makamah Road	0	0	0	0	0	0	0	0	0	0	0	0
Breeze Hill Road at Fresh Pond Road	0	1	0	0	0	0	0	0	0	0	0	1
Mystic Lane at Makamah Road	0	0	0	0	0	0	0	0	0	0	0	0
Total	1 *7%*	1 *7%*	0 *0%*	1 *7%*	1 *7%*	4 *26%*	0 *0%*	0 *0%*	0 *0%*	6 *40%*	1 *6%*	15 *100%*

A review of Table 4 indicates that a plurality of the accidents (40%) were animal related accidents, most of which involved a motorist striking a deer. The second most frequent type of accidents were fixed object accidents (26%).

LEVEL OF SERVICE DESCRIPTION

In order to identify the operational characteristics of the study intersections, level of service and capacity analyses for the study intersections were performed using *SYNCHRO Version 9* Software. *SYNCHRO*, in conjunction with *SimTraffic*, is a software package that allows for an interactive analysis of a single intersection or a network of intersections and can also be used for modeling and optimizing traffic signal timings. The *SimTraffic* component provides simulations of operations with animation features. *SYNCHRO* implements the Intersection Capacity Utilization (ICU) 2003 method for determining intersection capacity. This method compares the current volume to the intersections ultimate capacity. *SYNCHRO* also implements the methods of the 2010 Highway Capacity Manual (HCM) for Urban Streets, Signalized intersections, and unsignalized intersections for determining intersection capacity analyses. The *HCM* contains procedures and methodologies for estimating capacity and determining level of service for many transportation facilities and modes including signalized and unsignalized intersections.

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

The capacity of a signalized intersection is evaluated in terms of the ratio of demand flow rate to capacity (V/C ratio). The capacity for each approach represents the maximum rate of flow (for the subject approach) which may pass through the intersection under prevailing traffic, roadway and signal conditions. The level of service of a signalized intersection is evaluated on the basis of average control-delay measured in seconds per vehicle (sec/veh). The control-delay is calculated using an equation that combines the stopped-delay with the vehicle acceleration/deceleration delay that is caused by the signalized intersection. At the signalized intersections, factors that affect the various approach capacities include width of approach, number of lanes, signal "green time", turning percentages, truck volumes, etc. However, delay cannot be related to capacity in a simple one-to-one fashion. For example, it is possible to have delays in the Level of Service "F" range without exceeding roadway capacity. Substantial delays can exist without exceeding

capacity if one or more of the following conditions exist: long signal cycle length; a particular traffic movement experiences a long red time; or progressive movements for a particular lane are poor.

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

EXISTING CONDITION ANALYSIS

The 2018 existing peak hour traffic volumes depicted in Figures 3, 4 and 5 were used to determine the existing capacity and LOS of the study intersections. Tables 5 and 6 contain the LOS summary for signalized and unsignalized intersections, respectively, for the Existing Condition calculated through SYNCHRO software described previously. The detailed analysis worksheets are in Appendix D.

Table 5: Existing Condition LOS Summary – Signalized Intersection

			AM Peak		PM Peak		Saturday Peak	
Signalized Intersections	**Approach**	**Movt.**	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**
Fort Salonga Rd (NYS 25A) at Bread and Cheese Hollow Rd/ Fresh Pond Rd	EB	L	6.7	A	7.9	A	8.1	A
		T	10.2	B	11.6	B	15.7	B
		R	4.5	A	4.5	A	5.6	A
	WB	L	7.3	A	7.5	A	10.1	B
		TR	10.2	B	13.5	B	11.8	B
	NB	LTR	24.0	C	27.2	C	30.1	C
	SB	LT	18.6	B	19.7	B	21.2	C
		R	8.0	A	3.8	A	3.1	A
	Intersection		11.2	B	13.5	B	15.4	B

Table 6: Existing Condition LOS Summary – Unsignalized Intersections

			AM Peak		PM Peak		Saturday Peak	
Unsignalized Intersections	**Approach**	**Movt.**	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**
NYS 25A at Makamah Rd	EB	LT	0.6	A	1.1	A	1.0	A
	SB	LR	17.7	C	20.9	C	16.6	C
Makamah Rd at Breeze Hill Rd	WB	LR	9.1	A	8.8	A	9.1	A
	SB	LT	4.1	A	2.5	A	2.1	A
Makamah Rd at Makamah Beach Rd/Mystic Ln	EB	LTR	8.4	A	8.5	A	8.6	A
	WB	LTR	9.0	A	8.9	A	9.5	A
	NB	LTR	2.1	A	4.4	A	3.7	A
	SB	LTR	0.0	A	0.9	A	0.0	A
Fresh Pond Rd at Breeze Hill Rd	EB	LTR	9.0	A	8.9	A	8.8	A
	WB	LTR	9.4	A	9.4	A	9.6	A
	NB	LTR	3.0	A	3.8	A	3.9	A
	SB	LTR	0.5	A	0.7	A	0.0	A

Fort Salonga Road (NYS 25A) and Bread and Cheese Hollow Road/Fresh Pond Road

The signalized intersection of Fort Salonga Road and Bread and Cheese Hollow Road/Fresh Pond Road, from an overall perspective, currently operates at LOS B during all peak hours.

Fort Salonga Road (NYS 25A) and Makamah Road

The eastbound left-turn/through movement of this unsignalized intersection as well as the stop-controlled southbound approach, currently operates at LOS A during all peak hours.

Makamah Road and Breeze Hill Road

The southbound left-turn/through movement of this unsignalized intersection as well as the stop-controlled westbound approach, currently operates at LOS A during all peak hours.

Makamah Road and Makamah Beach Road/Mystic Lane

The eastbound and westbound stop-controlled approaches as well as the northbound and southbound left-turn/through/right-turn movements, currently operate at LOS A during all peak hours.

Fresh Pond Road and Breeze Hill Road

The northbound left-turn/through movement of this unsignalized intersection as well as the stop-controlled eastbound and westbound approaches, currently operate at LOS A during all peak hours.

NO BUILD CONDITION

The No Build Condition represents traffic conditions expected at the study intersections in the future year 2020 without the construction of the proposed project. The No Build Condition traffic volumes are estimated based on two factors as follows:

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

Traffic Growth

A 1.0% annual growth factor was obtained from the New York State Department of Transportation (NYSDOT) Long Island Transportation Plan 2000 Study (LITP2000) for the Town of Huntington. The existing traffic volumes were increased by this factor for a period of two (2) years to project volumes to the year 2020.

Other Planned Projects

"Other Planned Projects" is a term that refers to developments located near the project site that are currently under construction or in the planning stages. Traffic generated by these projects may significantly influence the operations of the study intersections and would not be represented in the field data collected. The Town of Huntington and the Town of Smithtown were contacted to obtain information on any planned projects in the area. At the time this study was conducted, it was determined that there were no significant planned projects in the vicinity of the proposed project.

The No Build traffic volumes are depicted in Figures 6, 7 and 8.

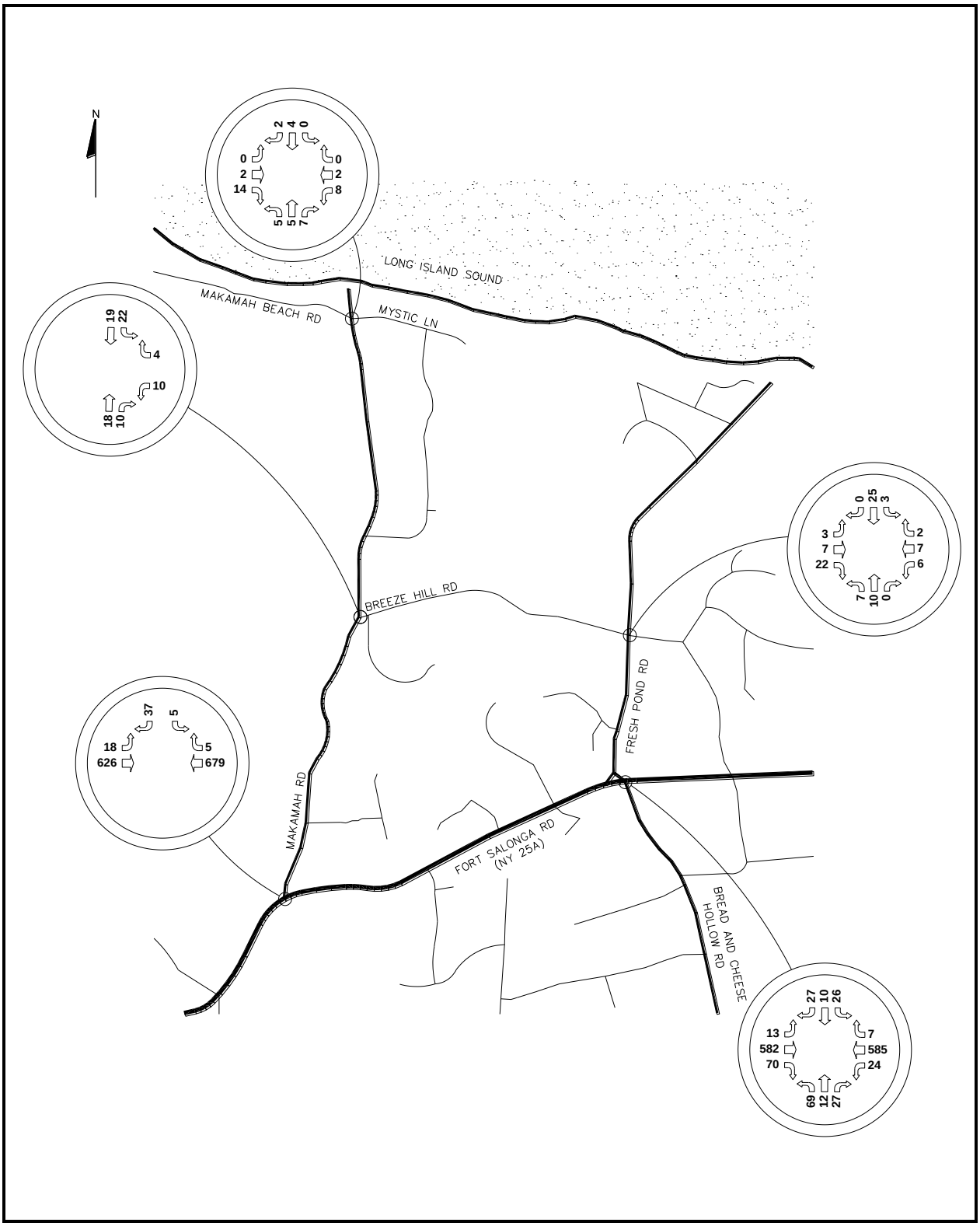


Figure 6: 2020 No Build AM Peak Hour Traffic Volumes

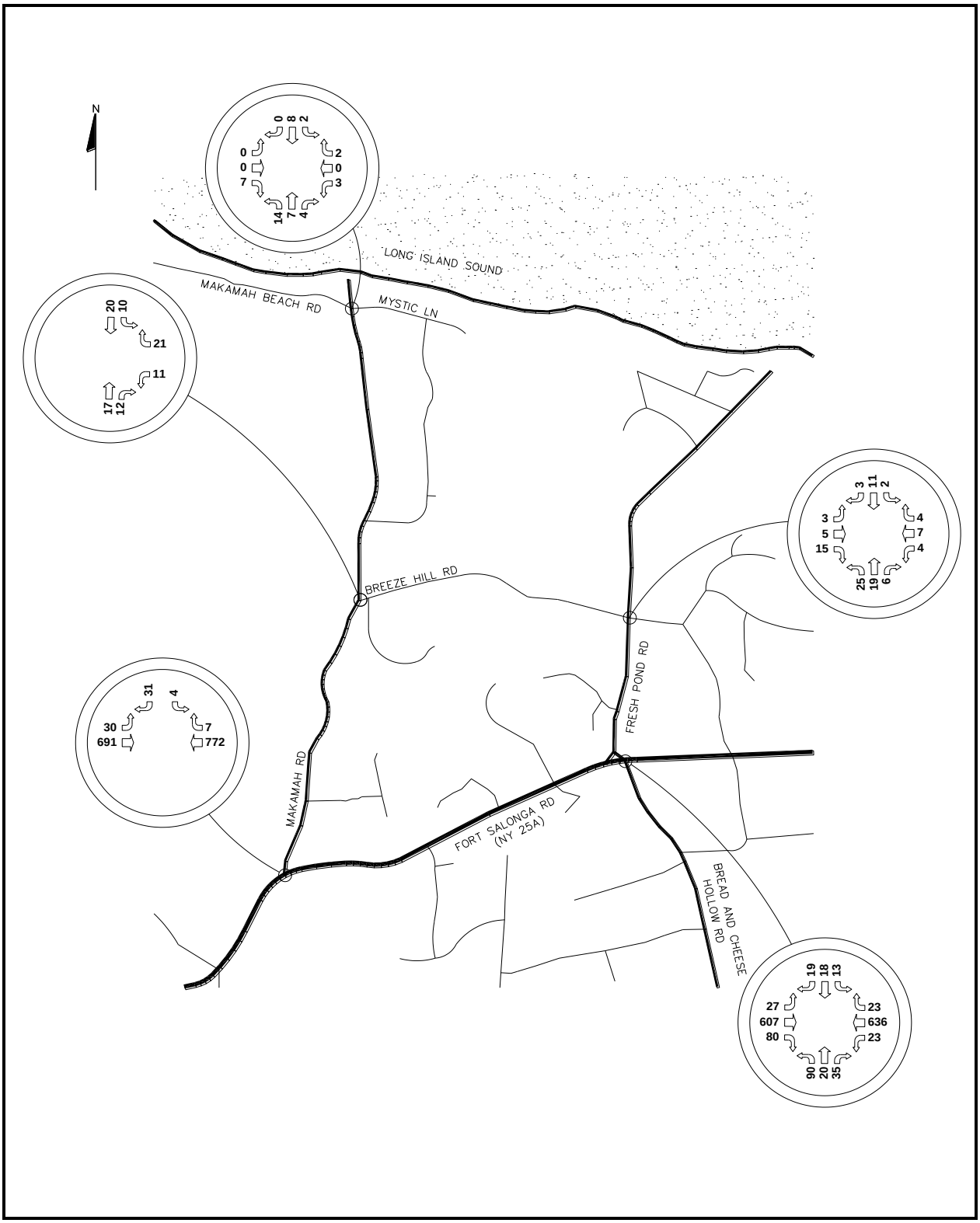


Figure 7: 2020 No Build PM Peak Hour Traffic Volumes

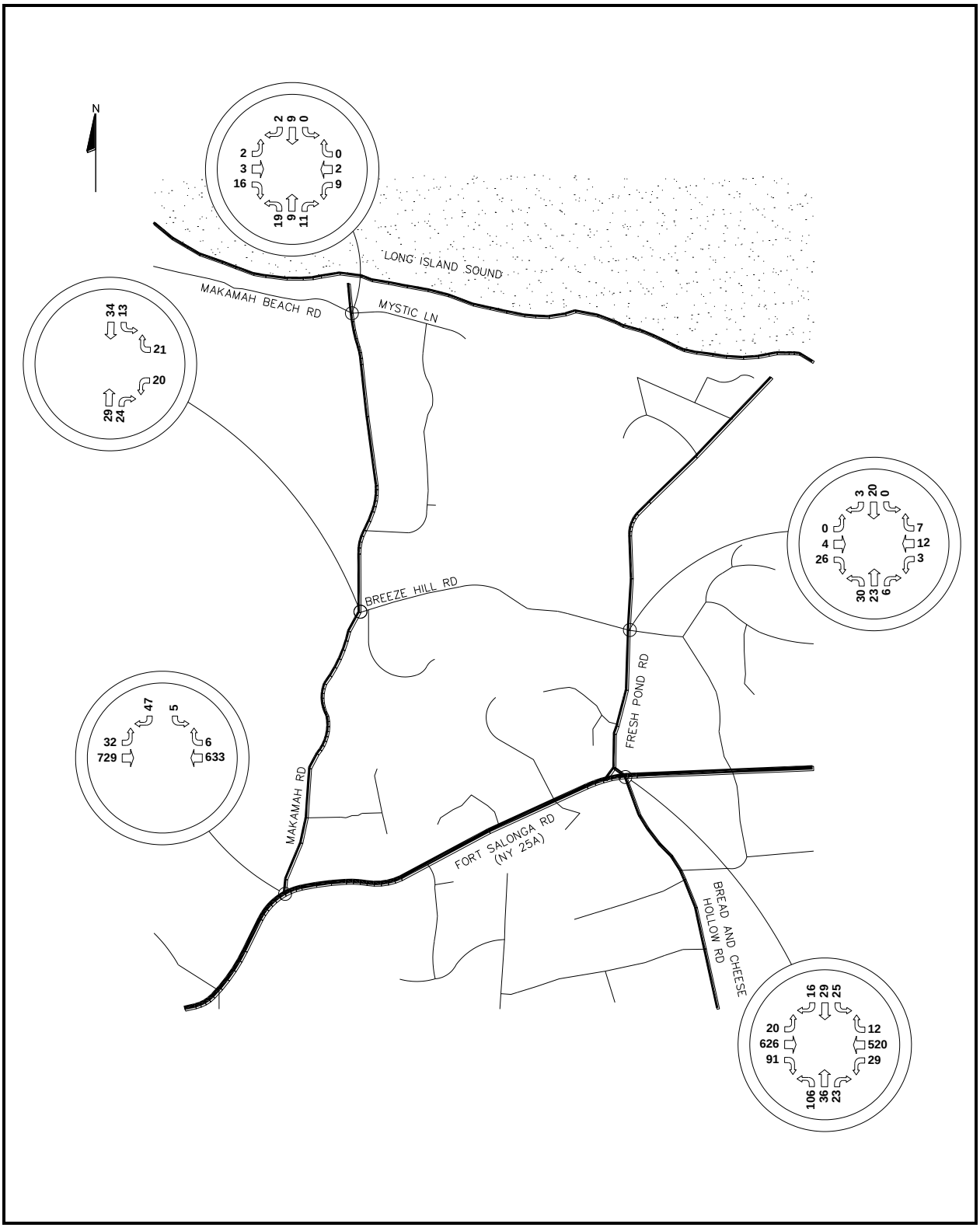


Figure 8: 2020 No Build Saturday Peak Hour Traffic Volumes

PROPOSED DEVELOPMENT

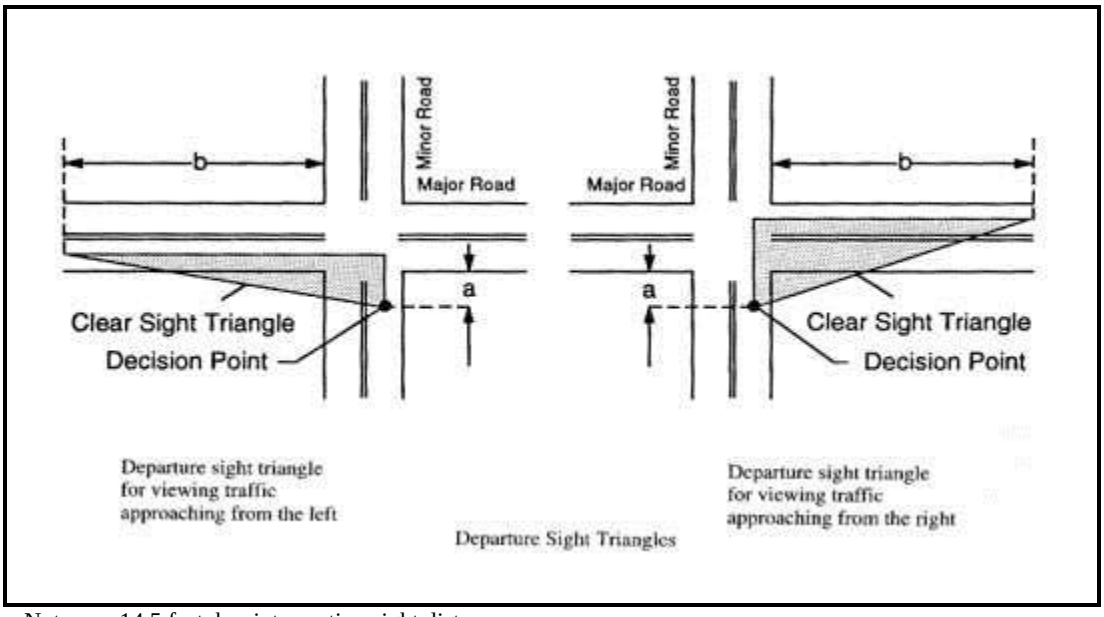
Site Access

As depicted on the site plan prepared by Nelson & Pope, the proposed project will be comprised of three different locations within the Indian Hills Country Club property and will be located on different quadrants of the site. Access to the proposed senior housing development on the northwest quadrant will be provided via an easterly extension of Mystic Lane referred to as Arnie's Court. Access to the northeast quadrant will be provided via a newly constructed access driveway which will extend in a westerly direction from Fresh Pond Road approximately 1,250 feet north of Breeze Hill Road referred to as Jack's Court. Access to the southwest quadrant will be provided via a newly constructed access approximately 925 feet south of Breeze Hill Road extending east from Makamah Road referred to as Lee's Court.

Sight Distance

Field sight distance measurements were performed on Makamah Road at the location of the proposed access roadway (Lee's Court) to determine the sight distance available based on the 85th percentile speeds collected on Makamah Road in the vicinity of the proposed roadway, which were recorded at 34 mph for northbound and southbound traffic. The field sight distances were measured according to the standards contained in the reference, A Policy on Geometric Design of Highways and Streets published in 2011 by the American Association of State Highway and Transportation Officials (AASHTO). AASHTO states that intersection sight distance should be measured on the minor road 14.5 feet from the travel path of the major road and 3.5 feet above the surface of the intersecting roadway. Figure 9 below depicts a clear sight triangle from the minor road at its intersection with the major roadway. The sight triangle should be free of any objects that obstruct the drivers view onto the major roadway. It should be noted that AASHTO provides recommended practices that one strives to meet but is not law.

Figure 9: Intersection Sight Triangle



Note: a = 14.5 feet, b = intersection sight distance

Sight distance measurements from the proposed access roadway were performed by considering the regrading required to construct the proposed roadway due to existing topography on the property in order to provide a clear sight triangle.

The available sight distance was recorded and compared with the recommendations contained in AASHTO. The following table presents a summary of the sight distance data.

Table 7: Sight Distance Measurements

Makamah Road at Site Access (Lee's Court)	85% Speeds (recorded)	Recommended by AASHTO Sight Distance (FT)		Field recorded Sight Distance (FT)	
		Left turn	Right Turn	Left turn	Right turn
With Regrading of Site Frontage	34 mph	390	335	450	420

*- Posted Speed Limit

As can be seen from the table above upon regrading and construction of the proposed access, the available sight distance will exceed the AASHTO recommended values.

It is not necessary to perform a sight distance analysis at the access points for the northwest and northeast quadrants because the available sight distance will far exceed ASSHTO recommended values.

Trip Generation

In order to identify the potential impacts the proposed senior housing development may have on the adjacent street system, it is necessary to estimate the magnitude of traffic volume generated during the peak hours and to estimate the directional distribution of the site traffic when entering and exiting the subject property. The trip generation estimates for the proposed development were prepared utilizing data within the Institute of Transportation Engineers' (ITE) publication, *Trip Generation, Tenth Edition*. This publication sets forth trip generation data obtained by traffic counts conducted at sites throughout the country. The Land Use Code within the ITE trip generation manual corresponding to the proposed use is Land Use Code # 251, Senior Housing Detached. The following Table summarizes the trip generation estimates for the proposed development. Appendix B contains the trip generation worksheets.

Table 8: Trip Generation

Time Period	Distribution	Senior Housing 38 Units (ITE LUC 251) NW Quadrant	Senior Housing 12 Units (ITE LUC 251) NE Quadrant	Senior Housing 48 Units (ITE LUC 251) SW Quadrant	**TOTAL** (98 Units)
Weekday AM Peak Hour	Enter	6	3	7	16
	Exit	14	5	16	35
	Total	**20**	**8**	**23**	**51**
Weekday PM Peak Hour	Enter	14	5	16	35
	Exit	9	4	11	24
	Total	**23**	**9**	**27**	**59**
Saturday Midday Peak Hour	Enter	4	1	5	10
	Exit	5	2	6	13
	Total	**9**	**3**	**11**	**23**

Source: Trip Generation, 10th Edition, published by ITE

As can be seen from Table 8 above, the three locations of proposed senior housing development are projected to generate 51 trips (16 entering and 35 exiting) during the weekday AM peak hour, 59 trips (35 entering and 24 exiting) during the weekday PM peak hour and 23 trips (10 entering and 13 exiting) during the Saturday midday peak hour.

Trip Distribution and Assignment

The volume of site traffic anticipated to be generated by the proposed senior housing development during peak hours was distributed and assigned to each intersection movement

based on existing roadway volumes and travel patterns. The nature of the proposed land use and its associated travel patterns were considered as well. Due to the fact that the project will be developed in three different quadrants, a percent distribution was prepared for each. Figures 10, 11 and 12 depict the trip distributions for the proposed senior housing development for the three quadrants. Figures 13, 14 and 15 depict the total site generated traffic volumes for the weekday AM, PM, and Saturday midday peak hours. The site generated traffic volumes were then added to the weekday AM, PM and Saturday midday No Build Condition volumes resulting in the Build Condition volumes. The Build volumes are depicted in Figures 16, 17 and 18.

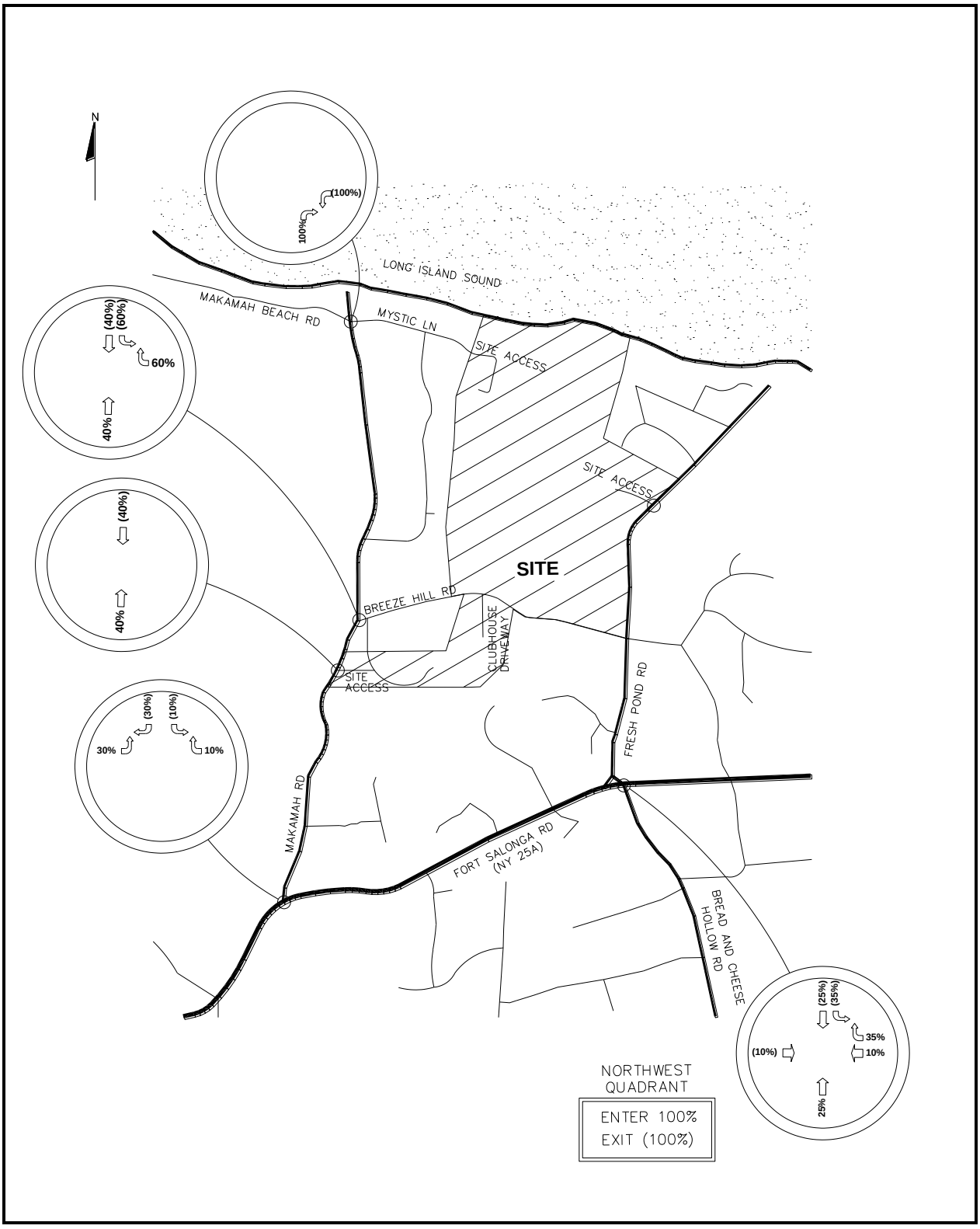


Figure 10: Site Generated Trip Distribution N/W Quadrant

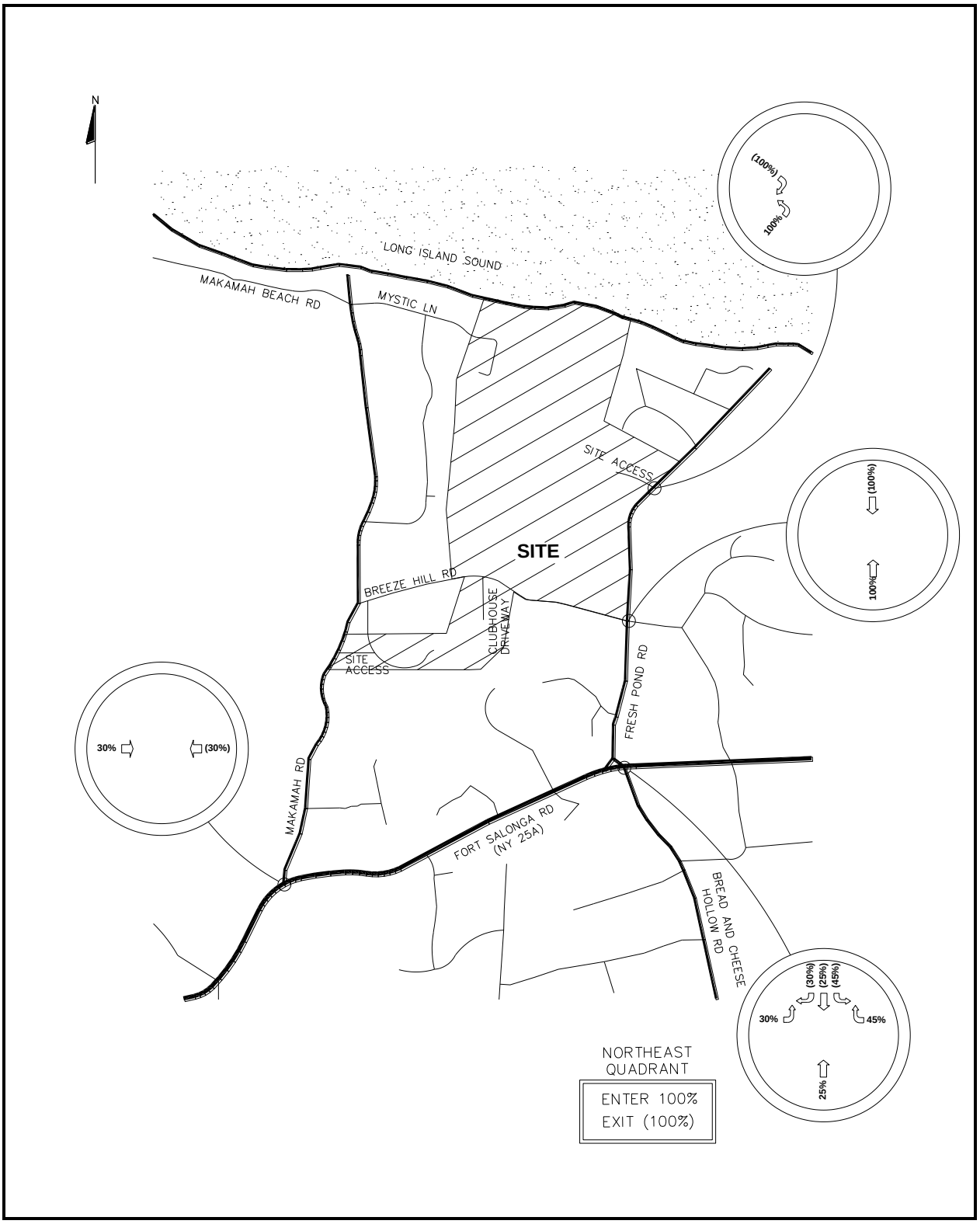


Figure 11: Site Generated Trip Distribution N/E Quadrant

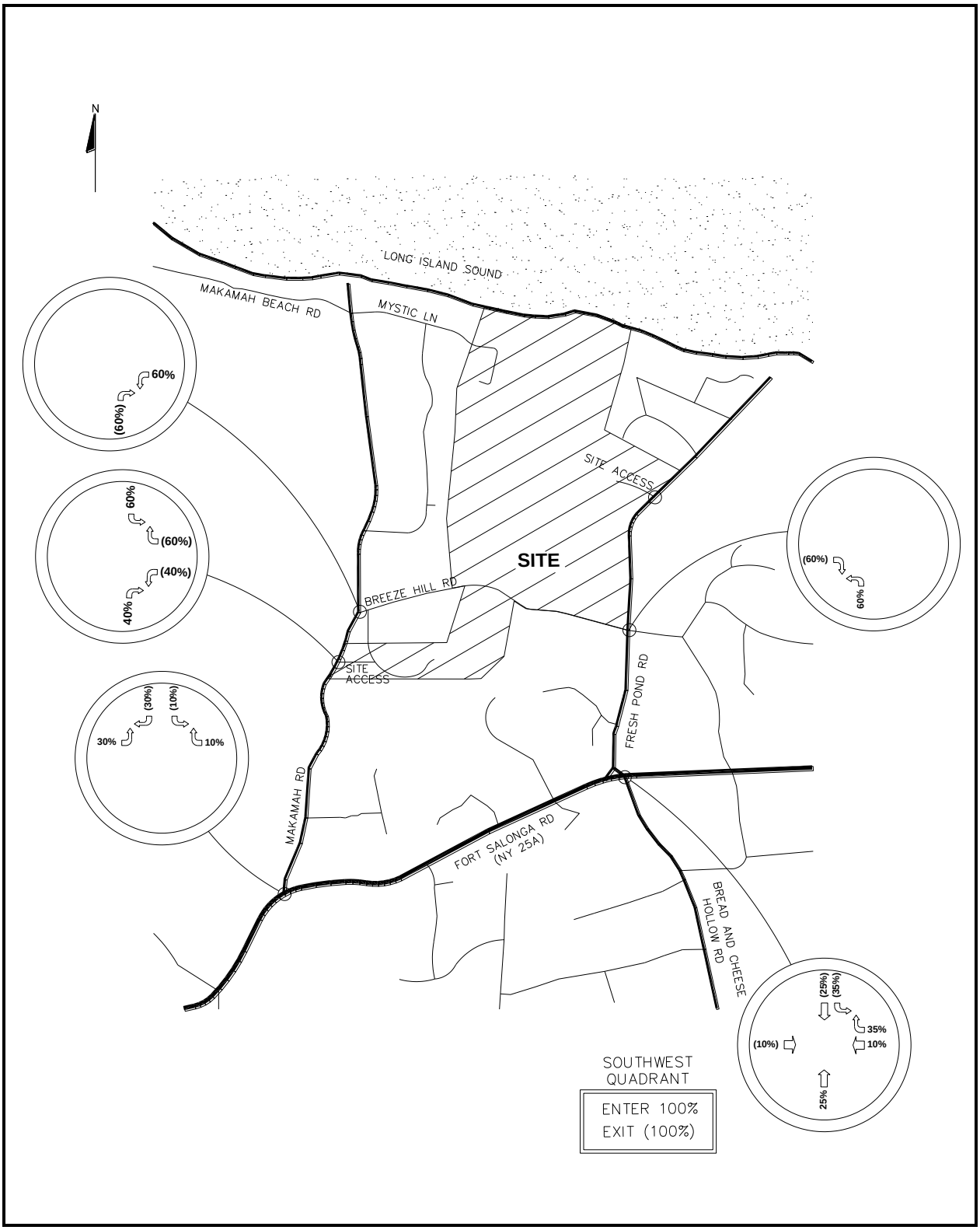


Figure 12: Site Generated Trip Distribution S/W Quadrant

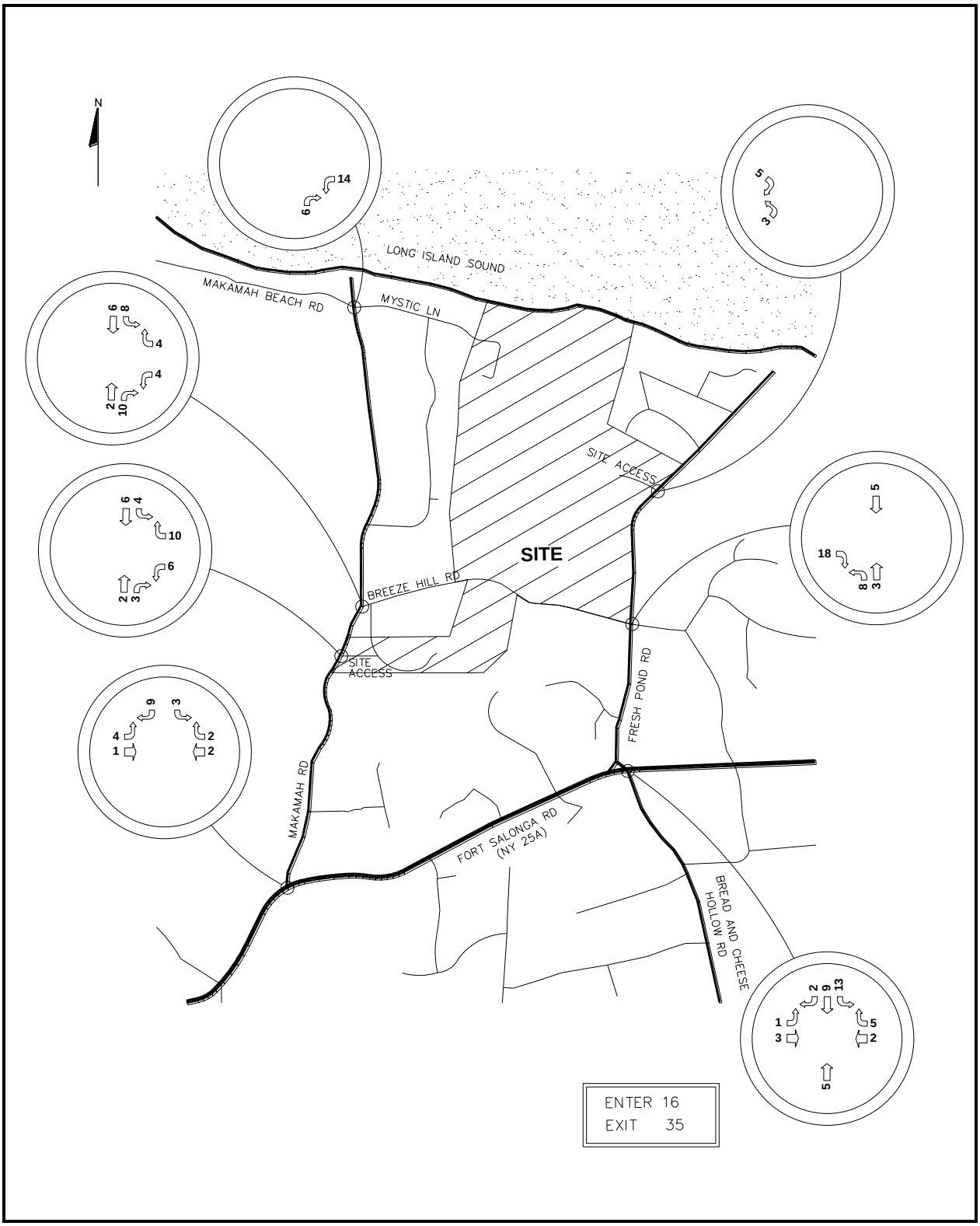


Figure 13: Site Generated AM Peak Hour Traffic Volumes

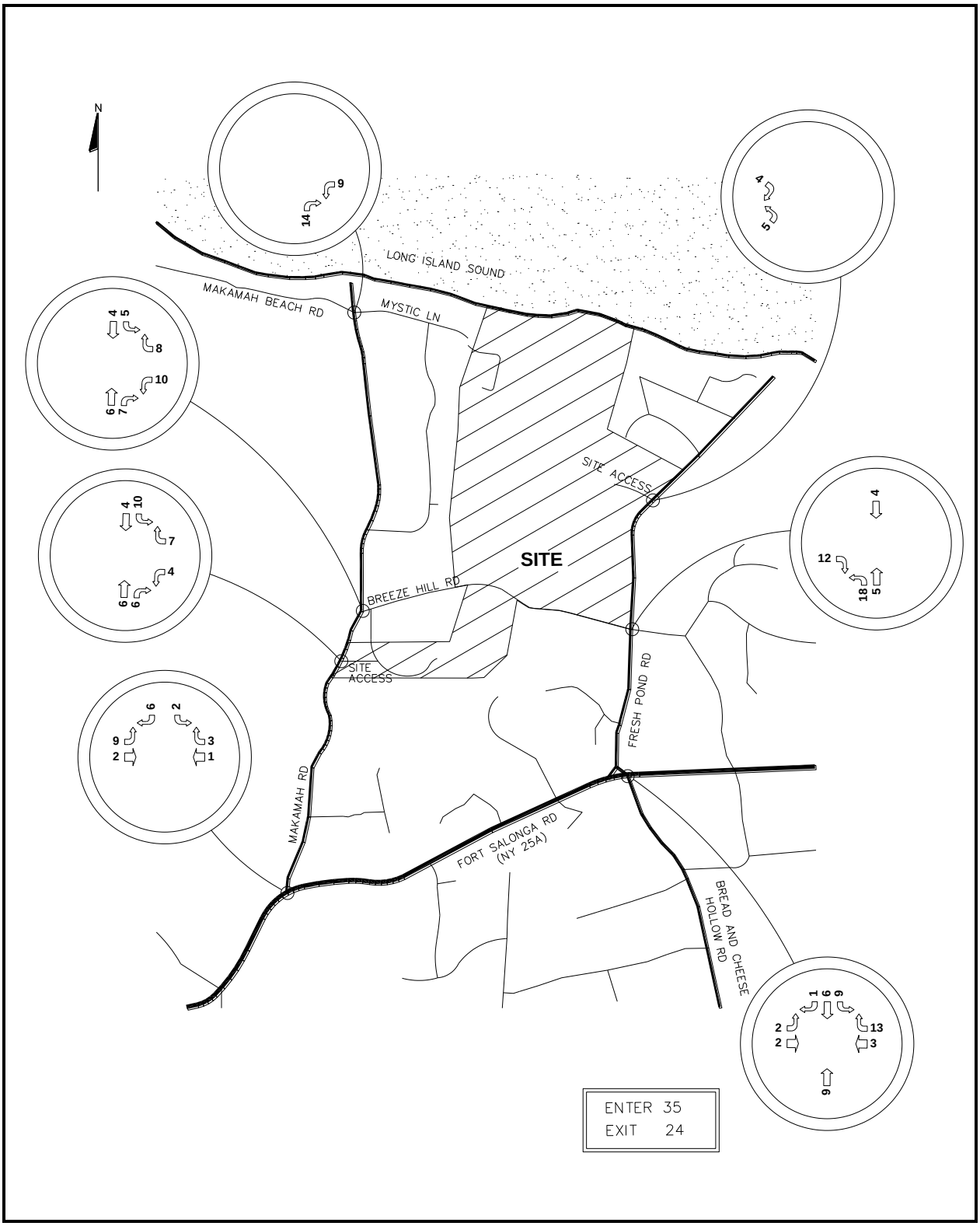


Figure 14: Site Generated PM Peak Hour Traffic Volumes

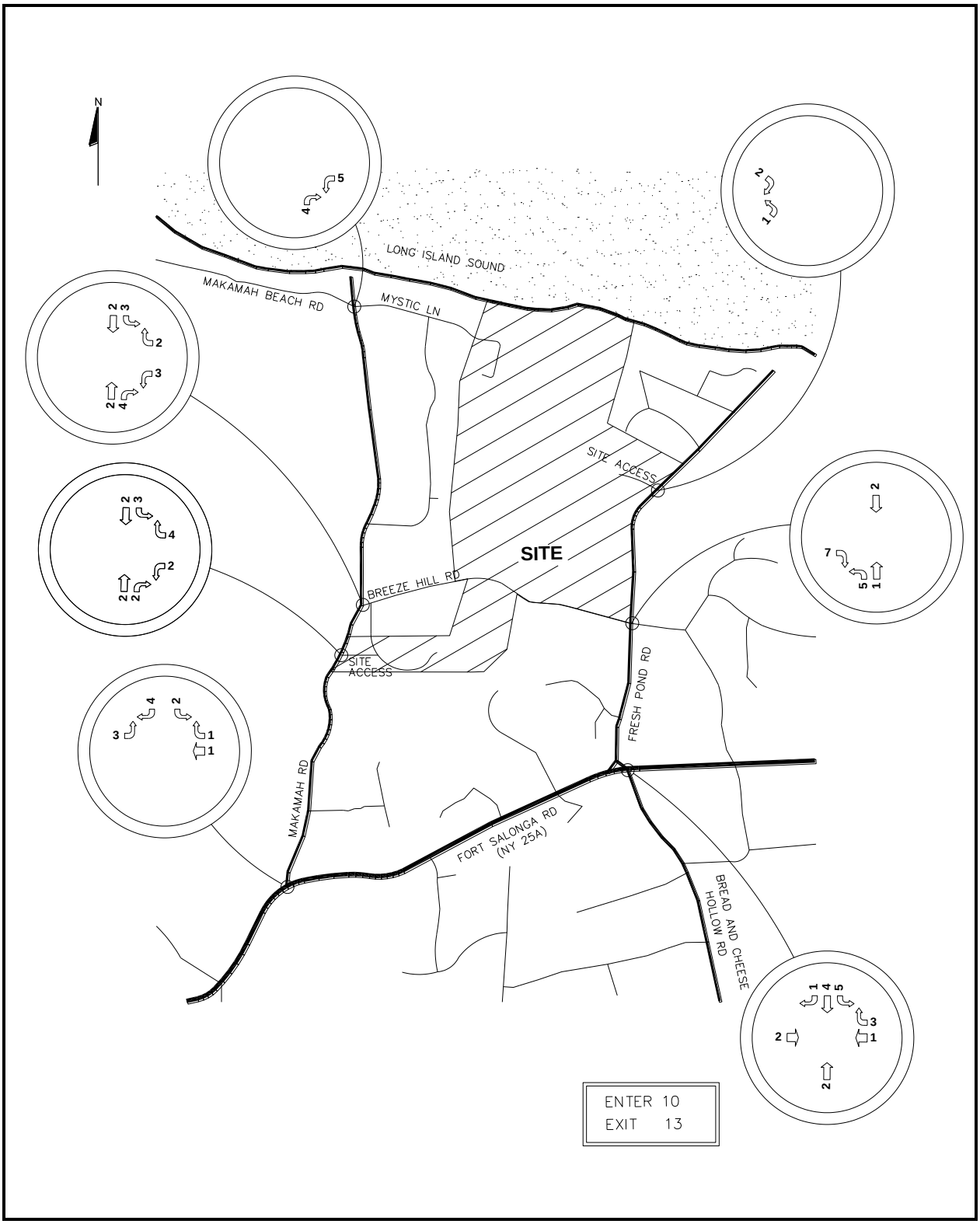


Figure 15: Site Generated Saturday Peak Hour Traffic Volumes

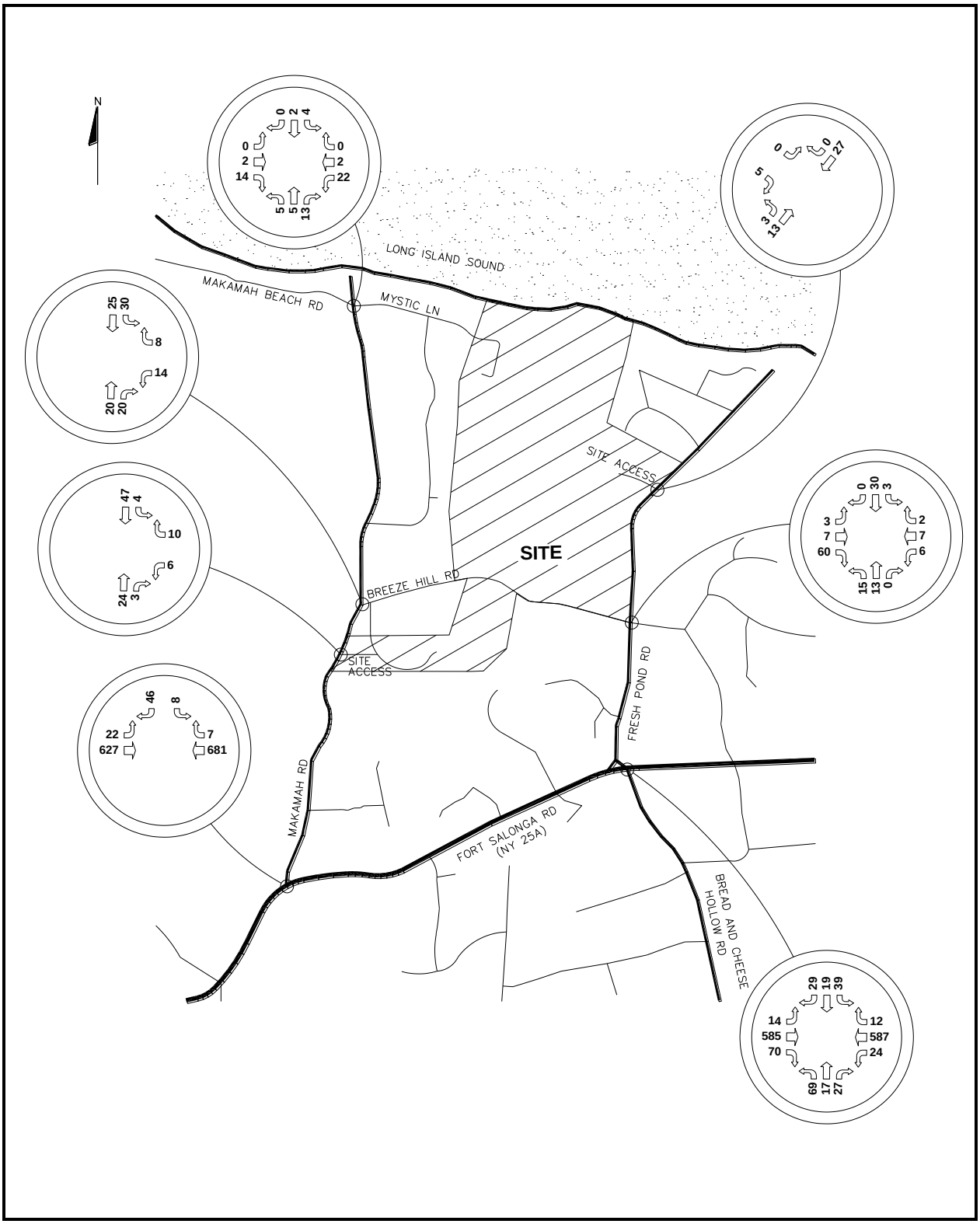


Figure 16: 2020 Build AM Peak Hour Traffic Volumes

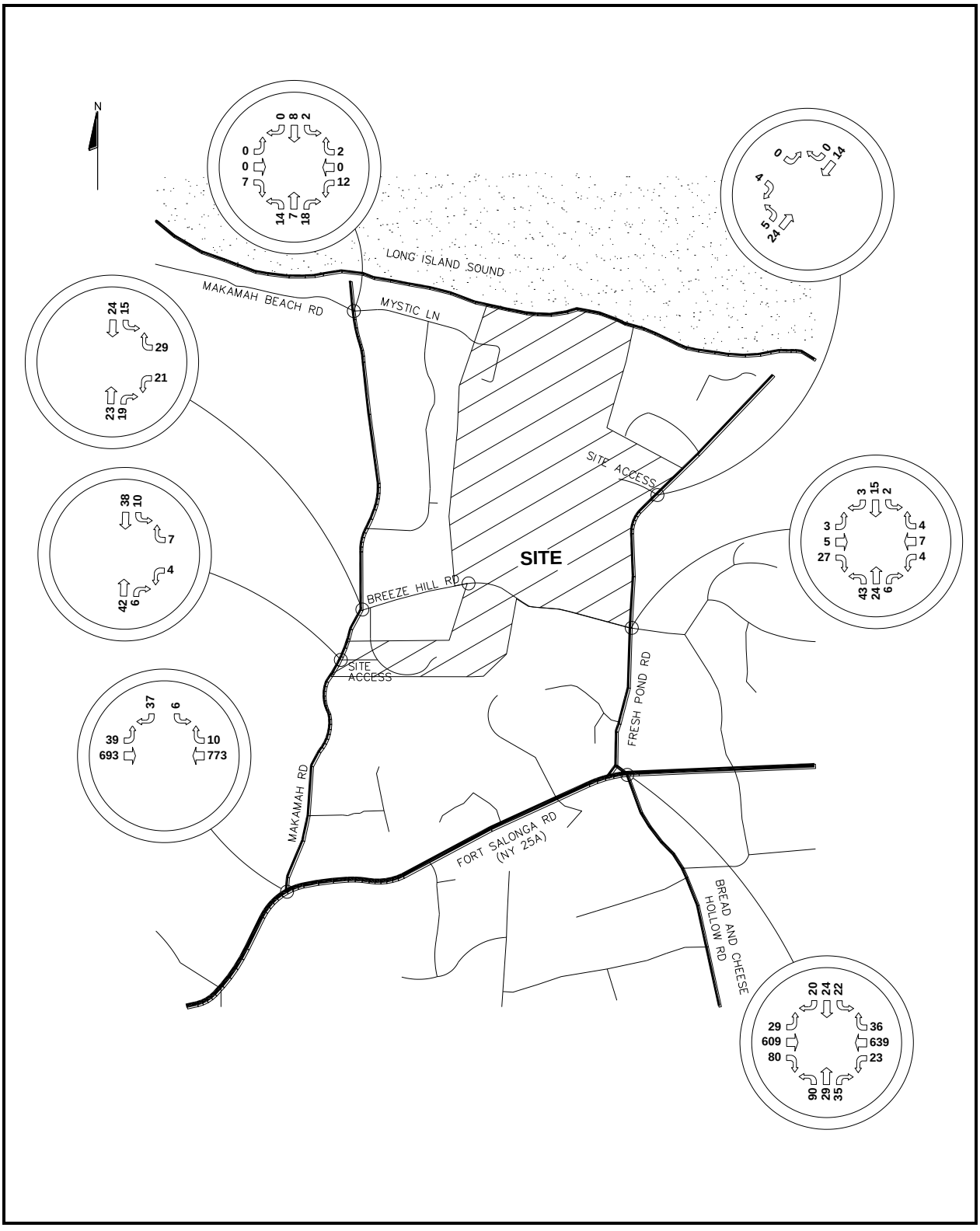


Figure 17: 2020 Build PM Peak Hour Traffic Volumes

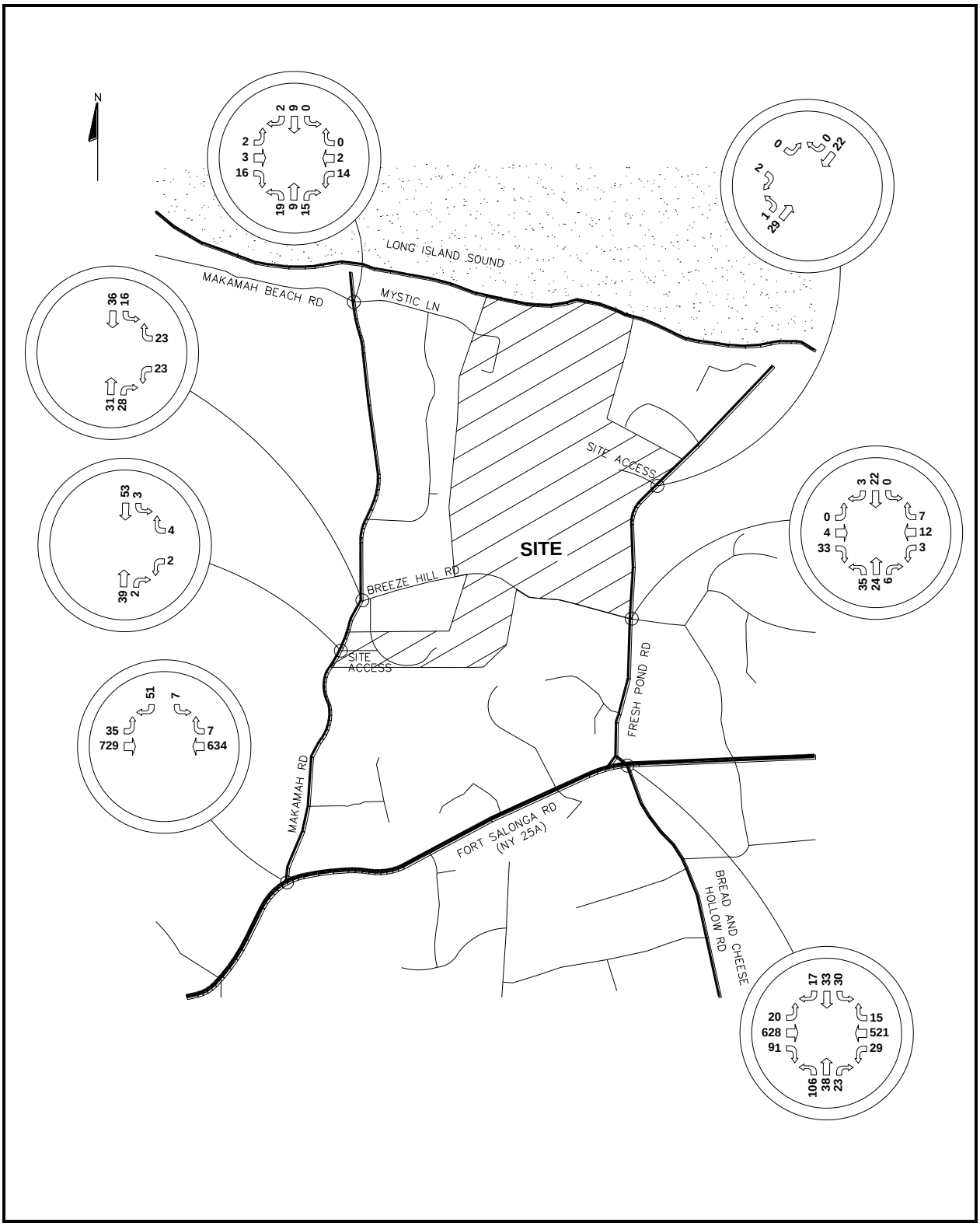


Figure 18: 2020 Build Saturday Peak Hour Traffic Volumes

TRAFFIC IMPACT ANALYSIS

As stated previously, the intersection capacity and level-of-service (LOS) analyses were based on the procedures and guidelines presented in the *HCM 2010*, published by the Transportation Research Board. SYNCHRO 10 was used to analyze the study intersections and provide a LOS measurement of their operation. The six classes of LOS, ranging from LOS A (best) to F (worst), are defined in Appendix C.

Tables 9 through 14 below, summarized the analysis results for the 2020 No Build and Build conditions. Detailed SYNCHRO reports are located in Appendix D.

Table 9: Level of Service Summary (Signalized) – AM Peak

			No Build		Build	
Signalized Intersections	**Approach**	**Movt.**	**Delay**	**LOS**	**Delay**	**LOS**
Fort Salonga Road (NYS 25A) at Bread and Cheese Hollow Rd/ Fresh Pond Rd	EB	L	6.8	A	7	A
		T	10.5	B	10.7	B
		R	4.5	A	4.7	A
	WB	L	7.5	A	7.6	A
		TR	10.5	B	10.7	B
	NB	LTR	24.6	C	25.2	C
	SB	LT	18.8	B	20.1	C
		R	7.9	A	7.8	A
	Intersection		11.4	B	11.9	B

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

Table 10: Level of Service Summary (Unsignalized) – AM Peak

			No Build		Build	
Unsignalized Intersections	**Approach**	**Movt.**	**Delay**	**LOS**	**Delay**	**LOS**
Fort Salonga Road (NYS 25A) at Makamah Rd	EB	LT	0.7	A	0.8	A
	SB	LR	18.6	C	20.1	C
Makamah Rd at Breeze Hill Rd	WB	LR	9.1	A	9.3	A
	SB	LT	4.1	A	4.2	A
Makamah Rd at Makamah Beach Rd/Mystic Ln	EB	LTR	8.5	A	8.5	A
	WB	LTR	9.1	A	9.2	A
	NB	LTR	2.1	A	1.6	A
	SB	LTR	0.0	A	0.0	A
Fresh Pond Rd at Breeze Hill Rd	EB	LTR	9.1	A	9.2	A
	WB	LTR	9.4	A	9.8	A
	NB	LTR	2.9	A	4.0	A
	SB	LTR	0.8	A	0.7	A
Fresh Pond Rd at Northeast Site Access	EB	LR	-	-	8.5	A
	NB	LT	-	-	0.8	A
Breeze Hill Rd at Southwest Site Access	WB	LT	-	-	8.8	A
	NB	LR	-	-	0.5	A

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

Table 11: Level of Service Summary (Signalized) – PM Peak

			No Build		Build	
Signalized Intersections	**Approach**	**Movt.**	**Delay**	**LOS**	**Delay**	**LOS**
Fort Salonga Road (NYS 25A) at Bread and Cheese Hollow Rd/ Fresh Pond Rd	EB	L	8.1	A	8.6	A
		T	11.9	B	12.1	B
		R	4.6	A	4.6	A
	WB	L	7.7	A	8	A
		TR	14	B	14.7	B
	NB	LTR	28.2	C	29.4	C
	SB	LT	20.5	C	21.7	C
		R	4.1	A	4.5	A
	Intersection		14	B	14.7	B

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

Table 12: Level of Service Summary (Unsignalized) – PM Peak

			No Build		Build	
Unsignalized Intersections	**Approach**	**Movt.**	**Delay**	**LOS**	**Delay**	**LOS**
Fort Salonga Road (NYS 25A) at Makamah Rd	EB	LT	1.1	A	1.4	A
	SB	LR	23.5	C	26.7	D
Makamah Rd at Breeze Hill Rd	WB	LR	8.8	A	9.1	A
	SB	LT	2.5	A	2.9	A
Makamah Rd at Makamah Beach Rd/Mystic Ln	EB	LTR	8.5	A	8.5	A
	WB	LTR	9.0	A	9.4	A
	NB	LTR	4.1	A	2.7	A
	SB	LTR	1.5	A	1.5	A
Fresh Pond Rd at Breeze Hill Rd	EB	LTR	9.0	A	9.0	A
	WB	LTR	9.5	A	9.9	A
	NB	LTR	3.7	A	4.4	A
	SB	LTR	0.9	A	0.7	A
Fresh Pond Rd at Northeast Site Access	EB	LR	-	-	8.4	A
	NB	LT	-	-	0.8	A
Breeze Hill Rd at Southwest Site Access	WB	LT	-	-	8.8	A
	NB	LR	-	-	1.6	A

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

Table 13: Level of Service Summary (Signalized) – Saturday Peak

			No Build		Build	
Signalized Intersections	**Approach**	**Movt.**	**Delay**	**LOS**	**Delay**	**LOS**
Fort Salonga Road (NYS 25A) at Bread and Cheese Hollow Rd/ Fresh Pond Rd	EB	L	8.2	A	8.2	A
		T	16.1	B	16.2	B
		R	5.6	A	5.7	A
	WB	L	10.4	B	10.5	B
		TR	11.9	B	12	B
	NB	LTR	31.4	C	32	C
	SB	LT	21.9	C	22.4	C
		R	3.3	A	3.6	A
	Intersection		15.8	B	16.1	B

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

Table 14: Level of Service Summary (Unsignalized) – Saturday Peak

			No Build		Build	
Unsignalized Intersections	**Approach**	**Movt.**	**Delay**	**LOS**	**Delay**	**LOS**
Fort Salonga Road (NYS 25A) at Makamah Rd	EB	LT	1.1	A	1.2	A
	SB	LR	17.6	C	19.2	C
Makamah Rd at Breeze Hill Rd	WB	LR	9.1	A	9.2	A
	SB	LT	2.1	A	2.4	A
Makamah Rd at Makamah Beach Rd/Mystic Ln	EB	LTR	8.7	A	8.7	A
	WB	LTR	9.6	A	9.6	A
	NB	LTR	3.6	A	3.3	A
	SB	LTR	0.0	A	0.0	A
Fresh Pond Rd at Breeze Hill Rd	EB	LTR	8.8	A	8.9	A
	WB	LTR	9.7	A	9.8	A
	NB	LTR	3.9	A	4.1	A
	SB	LTR	0.0	A	0.0	A
Fresh Pond Rd at Northeast Site Access	EB	LR	-	-	8.5	A
	NB	LT	-	-	0.2	A
Breeze Hill Rd at Southwest Site Access	WB	LT	-	-	8.8	A
	NB	LR	-	-	0.3	A

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

Fort Salonga Road (NYS 25A) and Bread and Cheese Hollow Road/Fresh Pond Road

In the No Build Condition, the signalized intersection of Fort Salonga Road (NYS 25A) and Bread and Cheese Hollow Road/Fresh Pond Road is, from an overall perspective, projected to operate at overall LOS B during all peak periods. With the construction of the proposed project, the overall intersection as well as the individual movements will continue to operate at No Build

conditions during all peak hours with minimal increase in delay. Therefore, no significant impacts are created and no mitigation measures are proposed at this intersection.

Fort Salonga Road (NYS 25A) and Makamah Road

In the No Build Condition, the eastbound left-turn movement at this unsignalized intersection is projected to operate at LOS A during all peak periods. The southbound stop-controlled approach (Makamah Road) of this unsignalized intersection is projected to operate at LOS C during all peak periods. With the construction of the proposed project, the eastbound left-turn movement will continue to operate at No Build conditions during all peak hours with minimal increase in delay. Under the Build condition, the stop controlled southbound approach is anticipated to have a degradation in LOS from C to D during the PM peak period with an anticipated increase in delay of only 3.2 seconds.

Makamah Road at Breeze Hill Road

In the No Build Condition, the westbound stop-controlled approach of this unsignalized intersection as well as the southbound left-turn movement are projected to operate at LOS A during all peak periods. With the construction of the proposed project, the intersection will continue to operate at No Build conditions during all peak hours with minimal increase in delay. Therefore, no significant impacts are created and no mitigation measures are proposed at this intersection.

Makamah Road at Makamah Beach Road/Mystic Lane

In the No Build Condition, all approaches of this unsignalized intersection are projected to operate at LOS A during all peak hours. With the construction of the proposed project, the intersection will continue to operate at No Build conditions during the analyzed peak periods with minimal increase in delay. Therefore, no significant impacts are created and no mitigation measures are proposed at this intersection.

Fresh Pond Road and Breeze Hill Road

In the No Build Condition, all approaches of this unsignalized intersection are projected to operate at LOS A during all peak periods. With the construction of the proposed project, the

intersection will continue to operate at No Build conditions during the analyzed peak periods with minimal increase in delay. Therefore, no significant impacts are created and no mitigation measures are proposed at this intersection.

Fresh Pond Road and Northeast Quadrant Site Access

In the Build Condition, the eastbound stop-controlled approach (Site Access) of this unsignalized intersection is projected to operate at LOS A during all peak periods. The northbound left-turn movement is also projected to operate at LOS A during all peak hours.

Makamah Road at Southwest Quadrant Site Access

In the Build Condition, the westbound stop-controlled approach (Site Access) of this unsignalized intersection is projected to operate at LOS A during all peak periods. The southbound left-turn movement is also projected to operate at LOS A during all peak hours.

CONCLUSION

Nelson & Pope has investigated the potential traffic impacts associated with the proposed application for the addition of 98 senior housing units to be situated on the existing Indian Hills Country Club property, which is located primarily on the north side of Breeze Hill Road between Makamah Road and Fresh Pond Road in Fort Salonga, Town of Huntington, Suffolk County, New York. The 98 detached senior housing units will be divided into 3 locations; northwest, northeast and southwest quadrants. The northwest quadrant will be comprised of 38 senior housing units and access will be provided via an easterly extension of Mystic Lane. The northeast quadrant will be comprised of 12 senior housing units and access will be provided via a newly constructed access extending west from Fresh Pond Road approximately 1,250 feet north of Breeze Hill Road. The southwest quadrant will be comprised of 48 senior housing units and access will be provided via a newly constructed access approximately 925 feet south of Breeze Hill Road extending east from Makamah Road. The following is a summary of this investigation and the findings thereof:

1. The following intersections were studied:
   - Fort Salonga Road (NYS 25A) at Makamah Road
   - Fort Salonga Road (NYS 25A) at Fresh Pond Road/Bread and Cheese Hollow Road
   - Makamah Road and Breeze Hill Road
   - Makamah Road and Makamah Beach Road/Mystic Lane
   - Fresh Pond Road and Breeze Hill Road

2. Existing traffic volumes were counted in September 2018. Future No Build traffic volumes were determined by applying a 1.0% NYSDOT annual growth factor to the existing traffic volumes projected to 2020, the anticipated build year. The site-generated traffic was estimated and distributed to the study intersections and then added to the No Build traffic volumes to generate the future Build traffic volumes.

3. The proposed senior housing development is projected to generate 51 trips (16 entering and 35 exiting) during the weekday AM peak hour, 59 trips (35 entering and 24 exiting) during

the weekday PM peak hour and 23 trips (10 entering and 13 exiting) during the Saturday midday peak hour.

4. Capacity analyses were conducted at all study intersections during the weekday AM, weekday PM and Saturday midday peak hours.

5. A sight distance analysis was performed on Makamah Road at the proposed access to the southwest quadrant, Lee's Court and was determined that upon the regrading required at this location due to the existing topography the available sight distance will exceed AASHTO recommended values for the 85th percentile operating speeds of the main roadway.

6. All the intersections studied are projected to continue operating at No Build LOS during the weekday AM, PM and Saturday midday peak hours with the construction of the proposed senior housing development with minimal increase in delay with the exception of Fort Salonga Road (NYS 25A) at Makamah Road during the PM peak period where the southbound stop-controlled approach is anticipated to change from LOS C to LOS D with an increase in delay of only 3.2 seconds.

Based on the results of the Traffic Impact Study as detailed in the body of this report, it is the professional opinion of Nelson & Pope that, constructing the proposed senior housing development on the Indian Hills Country Club property will not result in any adverse traffic impacts in the study area.

INDIAN HILLS

FORT SALONGA

TOWN OF HUNTINGTON

APPENDIX

January 2019

N&P JOB NO. 86047

Appendix A: Existing Traffic Volumes

N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name : 1-MAKAMAH_RD_AND_FORT_SALONGA_RD_563060_09-13-2018
Site Code :
Start Date : 9/13/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

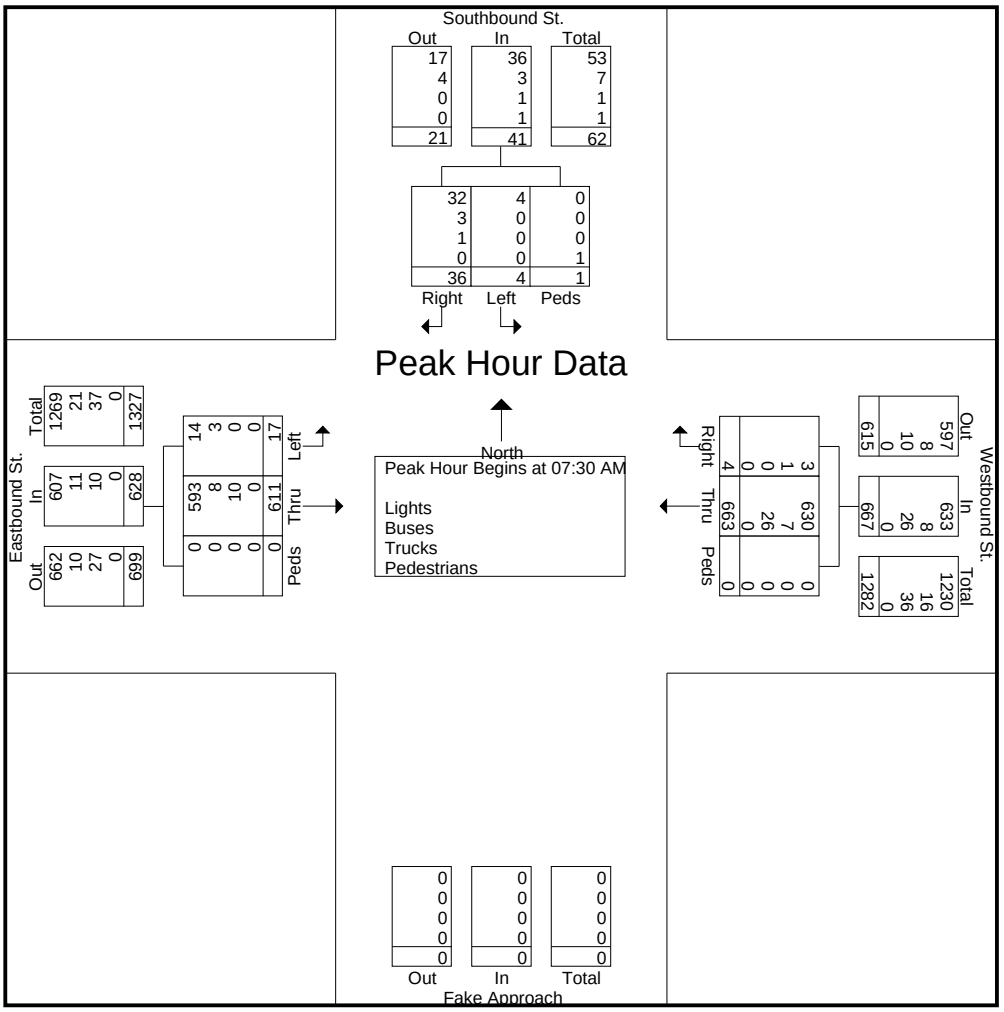
	Southbound St. Southbound				Eastbound St. Eastbound				Westbound St. Westbound				
Start Time	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	3	0	3	2	98	0	100	123	1	0	124	227
07:15 AM	2	10	0	12	3	126	0	129	131	2	0	133	274
07:30 AM	0	9	0	9	5	152	0	157	176	1	0	177	343
07:45 AM	0	10	0	10	3	159	0	162	191	0	0	191	363
Total	2	32	0	34	13	535	0	548	621	4	0	625	1207
08:00 AM	3	8	1	12	7	141	0	148	146	2	0	148	308
08:15 AM	1	9	0	10	2	159	0	161	150	1	0	151	322
08:30 AM	2	3	0	5	6	167	0	173	152	2	0	154	332
08:45 AM	1	8	0	9	10	159	0	169	138	1	0	139	317
Total	7	28	1	36	25	626	0	651	586	6	0	592	1279
04:00 PM	4	7	0	11	6	194	0	200	134	0	0	134	345
04:15 PM	0	4	0	4	5	165	0	170	155	2	0	157	331
04:30 PM	0	7	0	7	7	187	0	194	182	1	0	183	384
04:45 PM	0	14	0	14	4	187	0	191	179	3	0	182	387
Total	4	32	0	36	22	733	0	755	650	6	0	656	1447
05:00 PM	2	5	0	7	10	180	0	190	169	1	0	170	367
05:15 PM	0	4	0	4	5	153	0	158	195	1	0	196	358
05:30 PM	1	7	0	8	10	155	0	165	211	1	0	212	385
05:45 PM	1	6	0	7	9	157	0	166	196	0	0	196	369
Total	4	22	0	26	34	645	0	679	771	3	0	774	1479
Grand Total	17	114	1	132	94	2539	0	2633	2628	19	0	2647	5412
Apprch %	12.9	86.4	0.8		3.6	96.4	0		99.3	0.7	0		
Total %	0.3	2.1	0	2.4	1.7	46.9	0	48.7	48.6	0.4	0	48.9	
Lights	14	107	0	121	87	2468	0	2555	2559	16	0	2575	5251
% Lights	82.4	93.9	0	91.7	92.6	97.2	0	97	97.4	84.2	0	97.3	97
Buses	1	4	0	5	5	25	0	30	24	1	0	25	60
% Buses	5.9	3.5	0	3.8	5.3	1	0	1.1	0.9	5.3	0	0.9	1.1
Trucks	2	3	0	5	2	46	0	48	45	2	0	47	100
% Trucks	11.8	2.6	0	3.8	2.1	1.8	0	1.8	1.7	10.5	0	1.8	1.8
Pedestrians	0	0	1	1	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	100	0.8	0	0	0	0	0	0	0	0	0

N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name : 1-MAKAMAH_RD_AND_FORT_SALONGA_RD_563060_09-13-2018
Site Code :
Start Date : 9/13/2018
Page No : 2

	Southbound St. Southbound				Eastbound St. Eastbound				Westbound St. Westbound				
Start Time	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	9	0	9	5	152	0	157	176	1	0	177	343
07:45 AM	0	**10**	0	10	3	**159**	0	**162**	**191**	0	0	**191**	**363**
08:00 AM	**3**	8	**1**	**12**	**7**	141	0	148	146	**2**	0	148	308
08:15 AM	1	9	0	10	2	159	0	161	150	1	0	151	322
Total Volume	4	36	1	41	17	611	0	628	663	4	0	667	1336
% App. Total	9.8	87.8	2.4		2.7	97.3	0		99.4	0.6	0		
PHF	.333	.900	.250	.854	.607	.961	.000	.969	.868	.500	.000	.873	.920
Lights	4	32	0	36	14	593	0	607	630	3	0	633	1276
% Lights	100	88.9	0	87.8	82.4	97.1	0	96.7	95.0	75.0	0	94.9	95.5
Buses	0	3	0	3	3	8	0	11	7	1	0	8	22
% Buses	0	8.3	0	7.3	17.6	1.3	0	1.8	1.1	25.0	0	1.2	1.6
Trucks	0	1	0	1	0	10	0	10	26	0	0	26	37
% Trucks	0	2.8	0	2.4	0	1.6	0	1.6	3.9	0	0	3.9	2.8
Pedestrians	0	0	1	1	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	100	2.4	0	0	0	0	0	0	0	0	0.1

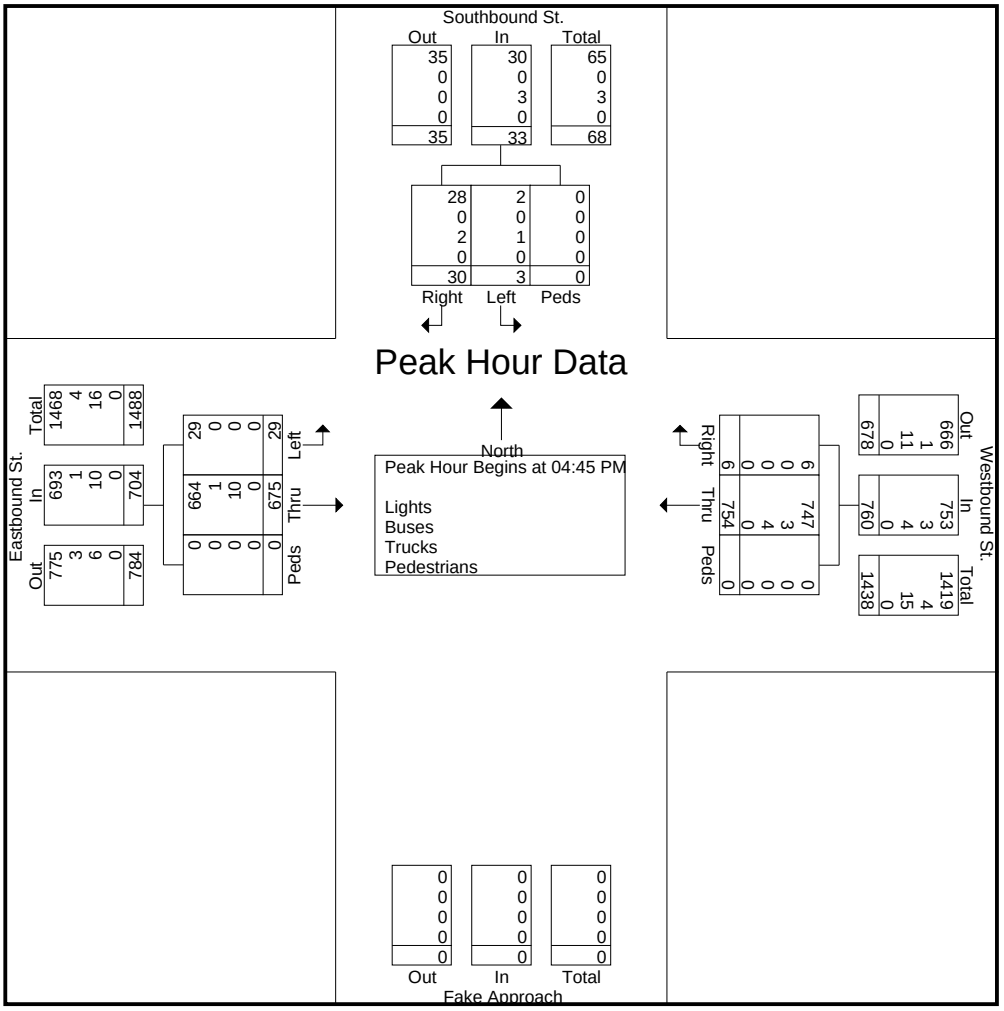


N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name : 1-MAKAMAH_RD_AND_FORT_SALONGA_RD_563060_09-13-2018
Site Code :
Start Date : 9/13/2018
Page No : 3

	Southbound St. Southbound				Eastbound St. Eastbound				Westbound St. Westbound				
Start Time	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	0	**14**	0	**14**	4	**187**	0	**191**	179	**3**	0	182	**387**
05:00 PM	**2**	5	0	7	**10**	180	0	190	169	1	0	170	367
05:15 PM	0	4	0	4	5	153	0	158	195	1	0	196	358
05:30 PM	1	7	0	8	10	155	0	165	**211**	1	0	**212**	385
Total Volume	3	30	0	33	29	675	0	704	754	6	0	760	1497
% App. Total	9.1	90.9	0		4.1	95.9	0		99.2	0.8	0		
PHF	.375	.536	.000	.589	.725	.902	.000	.921	.893	.500	.000	.896	.967
Lights	2	28	0	30	29	664	0	693	747	6	0	753	1476
% Lights	66.7	93.3	0	90.9	100	98.4	0	98.4	99.1	100	0	99.1	98.6
Buses	0	0	0	0	0	1	0	1	3	0	0	3	4
% Buses	0	0	0	0	0	0.1	0	0.1	0.4	0	0	0.4	0.3
Trucks	1	2	0	3	0	10	0	10	4	0	0	4	17
% Trucks	33.3	6.7	0	9.1	0	1.5	0	1.4	0.5	0	0	0.5	1.1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0



N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name : 2-MAKAMAH_RD_AND_BREEZE_HILL_RD_563062_09-13-2018
Site Code :
Start Date : 9/13/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

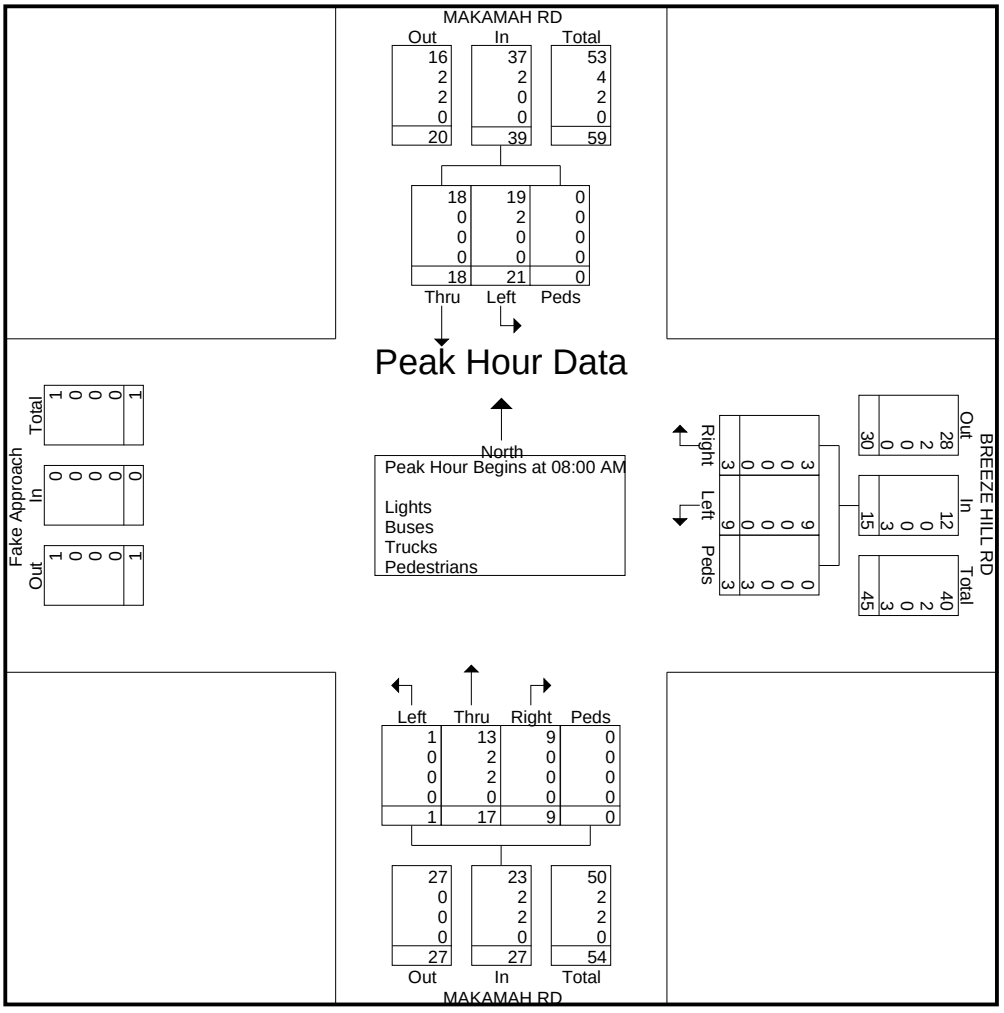
	MAKAMAH RD Northbound					MAKAMAH RD Southbound				BREEZE HILL RD Westbound				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
07:00 AM	0	3	0	0	3	5	1	0	6	1	0	0	1	10
07:15 AM	0	3	1	0	4	5	5	0	10	4	2	0	6	20
07:30 AM	0	2	2	0	4	4	4	0	8	2	2	0	4	16
07:45 AM	0	2	2	0	4	4	4	0	8	3	1	1	5	17
Total	0	10	5	0	15	18	14	0	32	10	5	1	16	63
08:00 AM	0	4	3	0	7	3	4	0	7	3	0	0	3	17
08:15 AM	1	1	0	0	2	7	2	0	9	4	2	2	8	19
08:30 AM	0	5	2	0	7	7	4	0	11	0	0	0	0	18
08:45 AM	0	7	4	0	11	4	8	0	12	2	1	1	4	27
Total	1	17	9	0	27	21	18	0	39	9	3	3	15	81
04:00 PM	0	2	2	0	4	3	7	0	10	2	4	0	6	20
04:15 PM	0	5	0	0	5	1	0	0	1	3	3	0	6	12
04:30 PM	0	7	0	0	7	2	6	0	8	4	5	0	9	24
04:45 PM	0	1	3	0	4	1	7	0	8	7	4	0	11	23
Total	0	15	5	0	20	7	20	0	27	16	16	0	32	79
05:00 PM	0	7	3	0	10	3	3	0	6	1	7	0	8	24
05:15 PM	0	2	1	0	3	3	2	0	5	1	4	0	5	13
05:30 PM	0	6	4	0	10	2	7	0	9	1	5	0	6	25
05:45 PM	0	3	5	0	8	0	2	0	2	3	3	0	6	16
Total	0	18	13	0	31	8	14	0	22	6	19	0	25	78
Grand Total	1	60	32	0	93	54	66	0	120	41	43	4	88	301
Apprch %	1.1	64.5	34.4	0		45	55	0		46.6	48.9	4.5		
Total %	0.3	19.9	10.6	0	30.9	17.9	21.9	0	39.9	13.6	14.3	1.3	29.2	
Lights	1	52	32	0	85	50	61	0	111	40	42	0	82	278
% Lights	100	86.7	100	0	91.4	92.6	92.4	0	92.5	97.6	97.7	0	93.2	92.4
Buses	0	5	0	0	5	4	2	0	6	0	1	0	1	12
% Buses	0	8.3	0	0	5.4	7.4	3	0	5	0	2.3	0	1.1	4
Trucks	0	3	0	0	3	0	3	0	3	1	0	0	1	7
% Trucks	0	5	0	0	3.2	0	4.5	0	2.5	2.4	0	0	1.1	2.3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	4	4	4
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	100	4.5	1.3

N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name : 2-MAKAMAH_RD_AND_BREEZE_HILL_RD_563062_09-13-2018
Site Code :
Start Date : 9/13/2018
Page No : 2

	MAKAMAH RD Northbound					MAKAMAH RD Southbound				BREEZE HILL RD Westbound				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 08:00 AM														
08:00 AM	0	4	3	0	7	3	4	0	7	3	0	0	3	17
08:15 AM	**1**	1	0	0	2	**7**	2	0	9	**4**	**2**	**2**	**8**	19
08:30 AM	0	5	2	0	7	7	4	0	11	0	0	0	0	18
08:45 AM	0	**7**	**4**	0	**11**	4	**8**	0	**12**	2	1	1	4	**27**
Total Volume	1	17	9	0	27	21	18	0	39	9	3	3	15	81
% App. Total	3.7	63	33.3	0		53.8	46.2	0		60	20	20		
PHF	.250	.607	.563	.000	.614	.750	.563	.000	.813	.563	.375	.375	.469	.750
Lights	1	13	9	0	23	19	18	0	37	9	3	0	12	72
% Lights	100	76.5	100	0	85.2	90.5	100	0	94.9	100	100	0	80.0	88.9
Buses	0	2	0	0	2	2	0	0	2	0	0	0	0	4
% Buses	0	11.8	0	0	7.4	9.5	0	0	5.1	0	0	0	0	4.9
Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	2
% Trucks	0	11.8	0	0	7.4	0	0	0	0	0	0	0	0	2.5
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	3	3	3
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	100	20.0	3.7

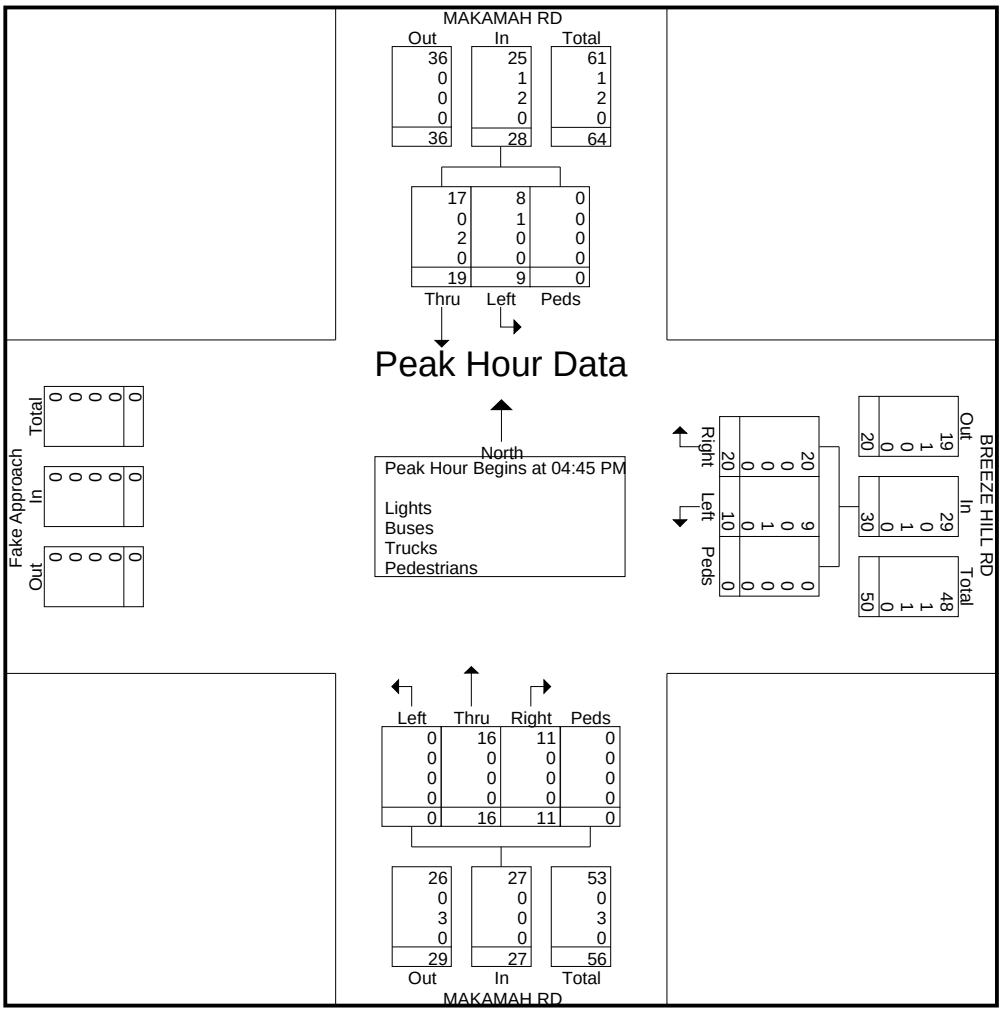


N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name : 2-MAKAMAH_RD_AND_BREEZE_HILL_RD_563062_09-13-2018
Site Code :
Start Date : 9/13/2018
Page No : 3

	MAKAMAH RD Northbound					MAKAMAH RD Southbound				BREEZE HILL RD Westbound				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 04:45 PM														
04:45 PM	0	1	3	0	4	1	**7**	0	8	**7**	4	0	**11**	23
05:00 PM	0	**7**	3	0	**10**	**3**	3	0	6	1	**7**	0	8	24
05:15 PM	0	2	1	0	3	3	2	0	5	1	4	0	5	13
05:30 PM	0	6	**4**	0	10	2	7	0	**9**	1	5	0	6	**25**
Total Volume	0	16	11	0	27	9	19	0	28	10	20	0	30	85
% App. Total	0	59.3	40.7	0		32.1	67.9	0		33.3	66.7	0		
PHF	.000	.571	.688	.000	.675	.750	.679	.000	.778	.357	.714	.000	.682	.850
Lights	0	16	11	0	27	8	17	0	25	9	20	0	29	81
% Lights	0	100	100	0	100	88.9	89.5	0	89.3	90.0	100	0	96.7	95.3
Buses	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% Buses	0	0	0	0	0	11.1	0	0	3.6	0	0	0	0	1.2
Trucks	0	0	0	0	0	0	2	0	2	1	0	0	1	3
% Trucks	0	0	0	0	0	0	10.5	0	7.1	10.0	0	0	3.3	3.5
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0



N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name : 3-MAKAMAH_RD_AND_MAKAMAH_BEACH_MYSTIC_LANE_563064_09-13-2018
Site Code :
Start Date : 9/13/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

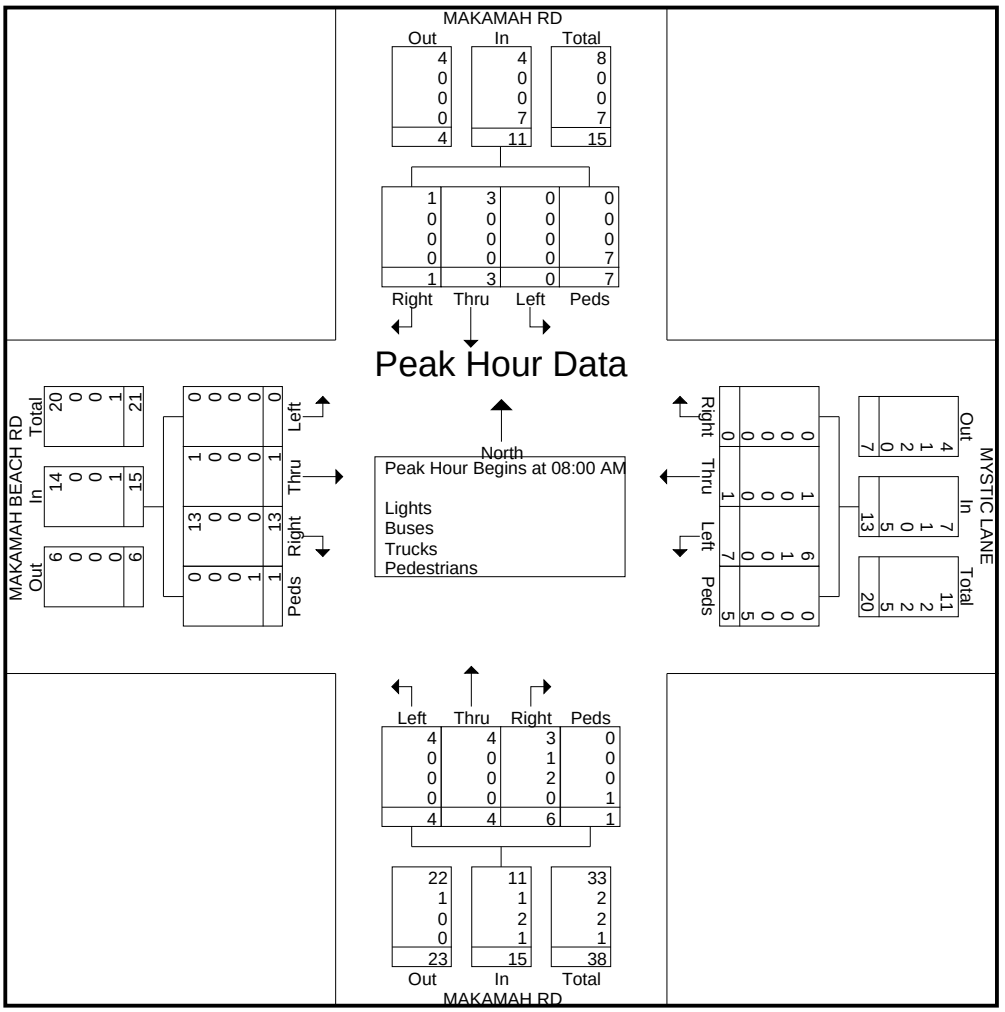
	MAKAMAH RD Northbound					MAKAMAH RD Southbound					MAKAMAH BEACH RD Eastbound					MYSTIC LANE Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	1	1	0	0	2	6
07:15 AM	1	1	1	0	3	1	0	0	0	1	0	0	2	0	2	3	0	0	0	3	9
07:30 AM	2	0	2	0	4	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	8
07:45 AM	0	1	1	0	2	0	1	0	1	2	0	1	2	0	3	2	0	0	0	2	9
Total	3	2	4	0	9	1	1	0	1	3	0	1	12	0	13	6	1	0	0	7	32
08:00 AM	0	0	2	0	2	0	0	0	4	4	0	1	3	0	4	3	0	0	1	4	14
08:15 AM	2	1	0	1	4	0	0	0	1	1	0	0	5	0	5	1	1	0	2	4	14
08:30 AM	1	2	2	0	5	0	1	0	2	3	0	0	2	0	2	2	0	0	2	4	14
08:45 AM	1	1	2	0	4	0	2	1	0	3	0	0	3	1	4	1	0	0	0	1	12
Total	4	4	6	1	15	0	3	1	7	11	0	1	13	1	15	7	1	0	5	13	54
04:00 PM	4	0	2	0	6	0	1	0	0	1	0	0	1	0	1	1	0	0	1	2	10
04:15 PM	3	1	1	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	6
04:30 PM	3	5	0	0	8	1	5	0	0	6	0	0	0	0	0	0	0	1	0	1	15
04:45 PM	3	0	0	0	3	0	1	0	0	1	0	0	5	0	5	0	0	0	0	0	9
Total	13	6	3	0	22	1	7	0	0	8	0	0	6	0	6	2	0	1	1	4	40
05:00 PM	2	0	1	0	3	0	0	0	0	0	0	0	2	0	2	3	0	0	0	3	8
05:15 PM	3	0	2	0	5	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	8
05:30 PM	7	1	0	0	8	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	11
05:45 PM	4	0	0	0	4	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	7
Total	16	1	3	0	20	0	2	0	0	2	0	0	5	0	5	7	0	0	0	7	34
Grand Total	36	13	16	1	66	2	13	1	8	24	0	2	36	1	39	22	2	1	6	31	160
Apprch %	54.5	19.7	24.2	1.5		8.3	54.2	4.2	33.3		0	5.1	92.3	2.6		71	6.5	3.2	19.4		
Total %	22.5	8.1	10	0.6	41.2	1.2	8.1	0.6	5	15	0	1.2	22.5	0.6	24.4	13.8	1.2	0.6	3.8	19.4	
Lights	35	13	10	0	58	2	12	1	0	15	0	2	36	0	38	19	2	1	0	22	133
% Lights	97.2	100	62.5	0	87.9	100	92.3	100	0	62.5	0	100	100	0	97.4	86.4	100	100	0	71	83.1
Buses	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	6
% Buses	0	0	18.8	0	4.5	0	7.7	0	0	4.2	0	0	0	0	0	9.1	0	0	0	6.5	3.8
Trucks	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5
% Trucks	2.8	0	18.8	0	6.1	0	0	0	0	0	0	0	0	0	0	4.5	0	0	0	3.2	3.1
Pedestrians	0	0	0	1	1	0	0	0	8	8	0	0	0	1	1	0	0	0	6	6	16
% Pedestrians	0	0	0	100	1.5	0	0	0	100	33.3	0	0	0	100	2.6	0	0	0	100	19.4	10

N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name : 3-MAKAMAH_RD_AND_MAKAMAH_BEACH_MYSTIC_LANE_563064_09-13-2018
Site Code :
Start Date : 9/13/2018
Page No : 2

	MAKAMAH RD Northbound					MAKAMAH RD Southbound					MAKAMAH BEACH RD Eastbound					MYSTIC LANE Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	**2**	0	2	0	0	0	**4**	**4**	0	**1**	3	0	4	**3**	0	0	1	**4**	**14**
08:15 AM	**2**	1	0	**1**	4	0	0	0	1	1	0	0	**5**	0	**5**	1	**1**	0	**2**	4	14
08:30 AM	1	**2**	2	0	**5**	0	1	0	2	3	0	0	2	0	2	2	0	0	2	4	14
08:45 AM	1	1	2	0	4	0	**2**	**1**	0	3	0	0	3	**1**	4	1	0	0	0	1	12
Total Volume	4	4	6	1	15	0	3	1	7	11	0	1	13	1	15	7	1	0	5	13	54
% App. Total	26.7	26.7	40	6.7		0	27.3	9.1	63.6		0	6.7	86.7	6.7		53.8	7.7	0	38.5		
PHF	.500	.500	.750	.250	.750	.000	.375	.250	.438	.688	.000	.250	.650	.250	.750	.583	.250	.000	.625	.813	.964
Lights	4	4	3	0	11	0	3	1	0	4	0	1	13	0	14	6	1	0	0	7	36
% Lights	100	100	50.0	0	73.3	0	100	100	0	36.4	0	100	100	0	93.3	85.7	100	0	0	53.8	66.7
Buses	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
% Buses	0	0	16.7	0	6.7	0	0	0	0	0	0	0	0	0	0	14.3	0	0	0	7.7	3.7
Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Trucks	0	0	33.3	0	13.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.7
Pedestrians																					
% Pedestrians	0	0	0	100	6.7	0	0	0	100	63.6	0	0	0	100	6.7	0	0	0	100	38.5	25.9

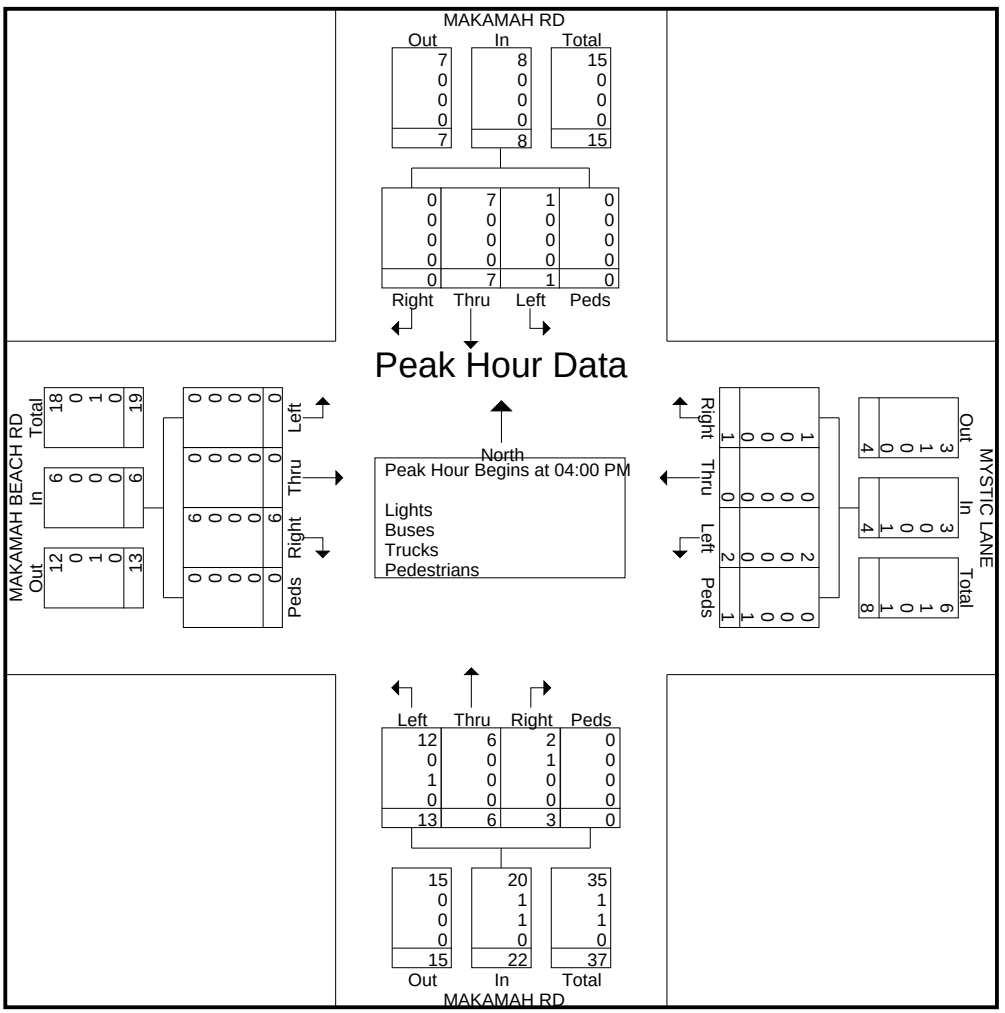


N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name : 3-MAKAMAH_RD_AND_MAKAMAH_BEACH_MYSTIC_LANE_563064_09-13-2018
Site Code :
Start Date : 9/13/2018
Page No : 3

	MAKAMAH RD Northbound					MAKAMAH RD Southbound					MAKAMAH BEACH RD Eastbound					MYSTIC LANE Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	**4**	0	**2**	0	6	0	1	0	0	1	0	0	1	0	1	**1**	0	0	**1**	**2**	10
04:15 PM	3	1	1	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	6
04:30 PM	3	**5**	0	0	**8**	**1**	**5**	0	0	**6**	0	0	0	0	0	0	0	**1**	0	1	**15**
04:45 PM	3	0	0	0	3	0	1	0	0	1	0	0	**5**	0	**5**	0	0	0	0	0	9
Total Volume	13	6	3	0	22	1	7	0	0	8	0	0	6	0	6	2	0	1	1	4	40
% App. Total	59.1	27.3	13.6	0		12.5	87.5	0	0		0	0	100	0		50	0	25	25		
PHF	.813	.300	.375	.000	.688	.250	.350	.000	.000	.333	.000	.000	.300	.000	.300	.500	.000	.250	.250	.500	.667
Lights	12	6	2	0	20	1	7	0	0	8	0	0	6	0	6	2	0	1	0	3	37
% Lights	92.3	100	66.7	0	90.9	100	100	0	0	100	0	0	100	0	100	100	0	100	0	75.0	92.5
Buses	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	33.3	0	4.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.5
Trucks	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Trucks	7.7	0	0	0	4.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.5
Pedestrians																					
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	25.0	2.5



N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name
FORT_SALONGA_ROAD_NYS_ROUTE_25A_&_FRESH_POND_ROAD_BREAD&CHEESE_HOLLOW_ROAD_563066_09-13-2018
Site Code
Start Date 9/13/2018
Page No 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

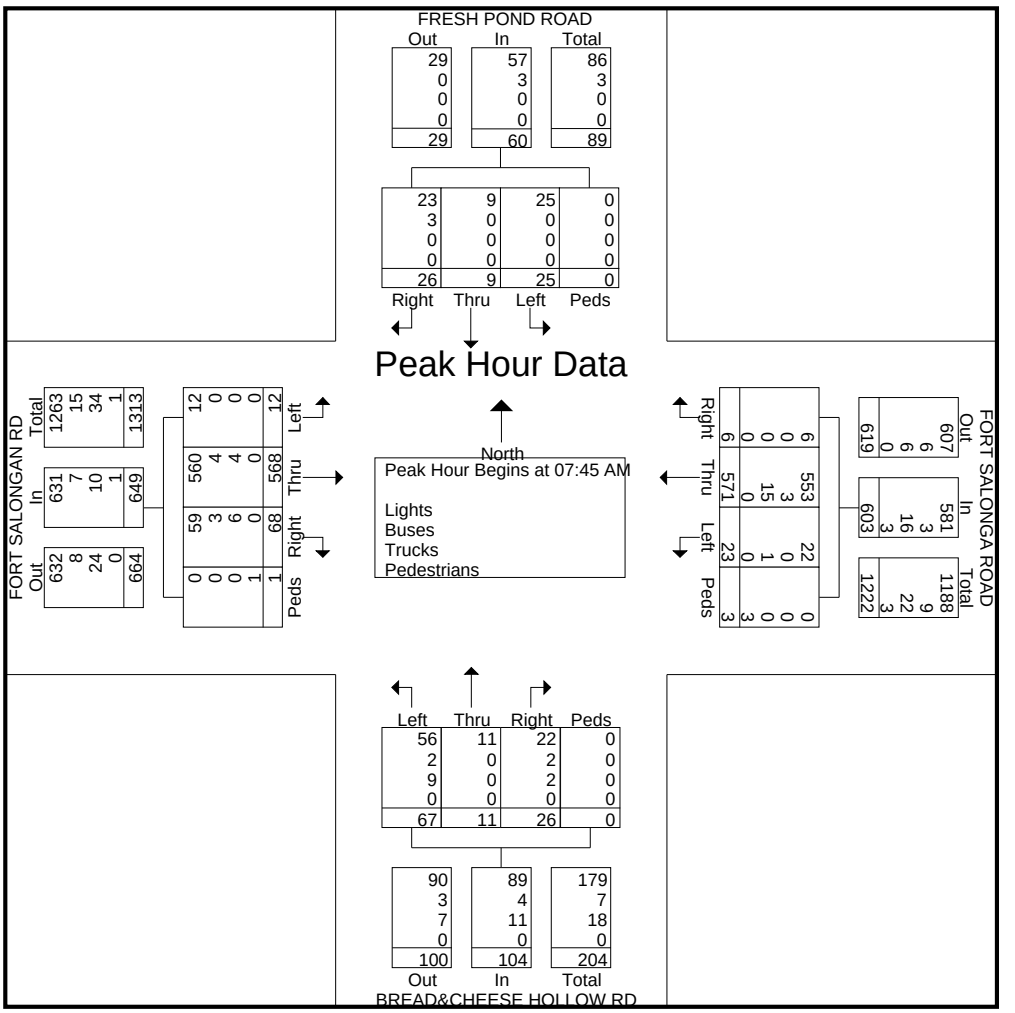
	BREAD&CHEESE HOLLOW RD Northbound					FRESH POND ROAD Southbound					FORT SALONGAN RD Eastbound					FORT SALONGA ROAD Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	8	1	4	0	13	2	2	3	0	7	4	85	9	0	98	2	105	0	0	107	225
07:15 AM	13	1	4	0	18	6	4	9	0	19	3	114	11	0	128	12	125	0	0	137	302
07:30 AM	19	0	10	0	29	8	6	3	0	17	0	144	8	0	152	7	153	0	0	160	358
07:45 AM	18	1	11	0	30	7	1	4	0	12	3	125	22	0	150	7	146	2	3	158	350
Total	58	3	29	0	90	23	13	19	0	55	10	468	50	0	528	28	529	2	3	562	1235
08:00 AM	16	3	4	0	23	4	2	6	0	12	3	130	19	0	152	3	145	1	0	149	336
08:15 AM	19	4	5	0	28	8	3	13	0	24	3	151	14	1	169	5	130	2	0	137	358
08:30 AM	14	3	6	0	23	6	3	3	0	12	3	162	13	0	178	8	150	1	0	159	372
08:45 AM	15	3	6	0	24	6	1	4	0	11	3	140	14	0	157	10	126	2	0	138	330
Total	64	13	21	0	98	24	9	26	0	59	12	583	60	1	656	26	551	6	0	583	1396
04:00 PM	27	6	7	0	40	2	6	7	0	15	2	182	15	0	199	2	108	4	0	114	368
04:15 PM	15	3	9	0	27	1	1	4	0	6	1	137	23	0	161	4	133	3	0	140	334
04:30 PM	21	5	14	0	40	2	3	4	1	10	9	150	20	1	180	3	151	5	0	159	389
04:45 PM	17	2	4	0	23	4	7	2	0	13	11	147	22	0	180	8	171	7	0	186	402
Total	80	16	34	0	130	9	17	17	1	44	23	616	80	1	720	17	563	19	0	599	1493
05:00 PM	22	8	7	0	37	4	4	6	0	14	3	160	19	0	182	3	133	6	1	143	376
05:15 PM	27	4	9	0	40	2	3	6	0	11	3	136	17	0	156	5	166	4	0	175	382
05:30 PM	31	8	8	0	47	4	1	8	0	13	2	125	16	0	143	6	165	8	1	180	383
05:45 PM	33	3	5	0	41	2	3	8	0	13	1	136	21	0	158	9	158	8	0	175	387
Total	113	23	29	0	165	12	11	28	0	51	9	557	73	0	639	23	622	26	2	673	1528
Grand Total	315	55	113	0	483	68	50	90	1	209	54	2224	263	2	2543	94	2265	53	5	2417	5652
Apprch %	65.2	11.4	23.4	0		32.5	23.9	43.1	0.5		2.1	87.5	10.3	0.1		3.9	93.7	2.2	0.2		
Total %	5.6	1	2	0	8.5	1.2	0.9	1.6	0	3.7	1	39.3	4.7	0	45	1.7	40.1	0.9	0.1	42.8	
Lights	297	53	104	0	454	68	46	83	0	197	53	2182	240	0	2475	88	2213	53	0	2354	5480
% Lights	94.3	96.4	92	0	94	100	92	92.2	0	94.3	98.1	98.1	91.3	0	97.3	93.6	97.7	100	0	97.4	97
Buses	3	0	3	0	6	0	1	6	0	7	1	19	6	0	26	1	18	0	0	19	58
% Buses	1	0	2.7	0	1.2	0	2	6.7	0	3.3	1.9	0.9	2.3	0	1	1.1	0.8	0	0	0.8	1
Trucks	15	2	6	0	23	0	3	1	0	4	0	23	17	0	40	5	34	0	0	39	106
% Trucks	4.8	3.6	5.3	0	4.8	0	6	1.1	0	1.9	0	1	6.5	0	1.6	5.3	1.5	0	0	1.6	1.9
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	5	5	8
% Pedestrians	0	0	0	0	0	0	0	0	100	0.5	0	0	0	100	0.1	0	0	0	100	0.2	0.1

N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name
FORT_SALONGA_ROAD_NYS_ROUTE_25A_&_FRESH_POND_ROAD_BREAD&CHEESE_HOLLOW_ROAD_563066_09-13-2018
Site Code
Start Date 9/13/2018
Page No 2

	BREAD&CHEESE HOLLOW RD Northbound					FRESH POND ROAD Southbound					FORT SALONGAN RD Eastbound					FORT SALONGA ROAD Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	18	1	**11**	0	**30**	7	1	4	0	12	**3**	125	**22**	0	150	7	146	**2**	**3**	158	350
08:00 AM	16	3	4	0	23	4	2	6	0	12	3	130	19	0	152	3	145	1	0	149	336
08:15 AM	**19**	**4**	5	0	28	**8**	**3**	**13**	0	**24**	3	151	14	**1**	169	5	130	2	0	137	358
08:30 AM	14	3	6	0	23	6	3	3	0	12	3	**162**	13	0	**178**	**8**	**150**	1	0	**159**	**372**
Total Volume	67	11	26	0	104	25	9	26	0	60	12	568	68	1	649	23	571	6	3	603	1416
% App. Total	64.4	10.6	25	0		41.7	15	43.3	0		1.8	87.5	10.5	0.2		3.8	94.7	1	0.5		
PHF	.882	.688	.591	.000	.867	.781	.750	.500	.000	.625	1.00	.877	.773	.250	.912	.719	.952	.750	.250	.948	.952
Lights	56	11	22	0	89	25	9	23	0	57	12	560	59	0	631	22	553	6	0	581	1358
% Lights	83.6	100	84.6	0	85.6	100	100	88.5	0	95.0	100	98.6	86.8	0	97.2	95.7	96.8	100	0	96.4	95.9
Buses	2	0	2	0	4	0	0	3	0	3	0	4	3	0	7	0	3	0	0	3	17
% Buses	3.0	0	7.7	0	3.8	0	0	11.5	0	5.0	0	0.7	4.4	0	1.1	0	0.5	0	0	0.5	1.2
Trucks	9	0	2	0	11	0	0	0	0	0	0	4	6	0	10	1	15	0	0	16	37
% Trucks	13.4	0	7.7	0	10.6	0	0	0	0	0	0	0.7	8.8	0	1.5	4.3	2.6	0	0	2.7	2.6
Pedestrians																					
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.2	0	0	0	100	0.5	0.3

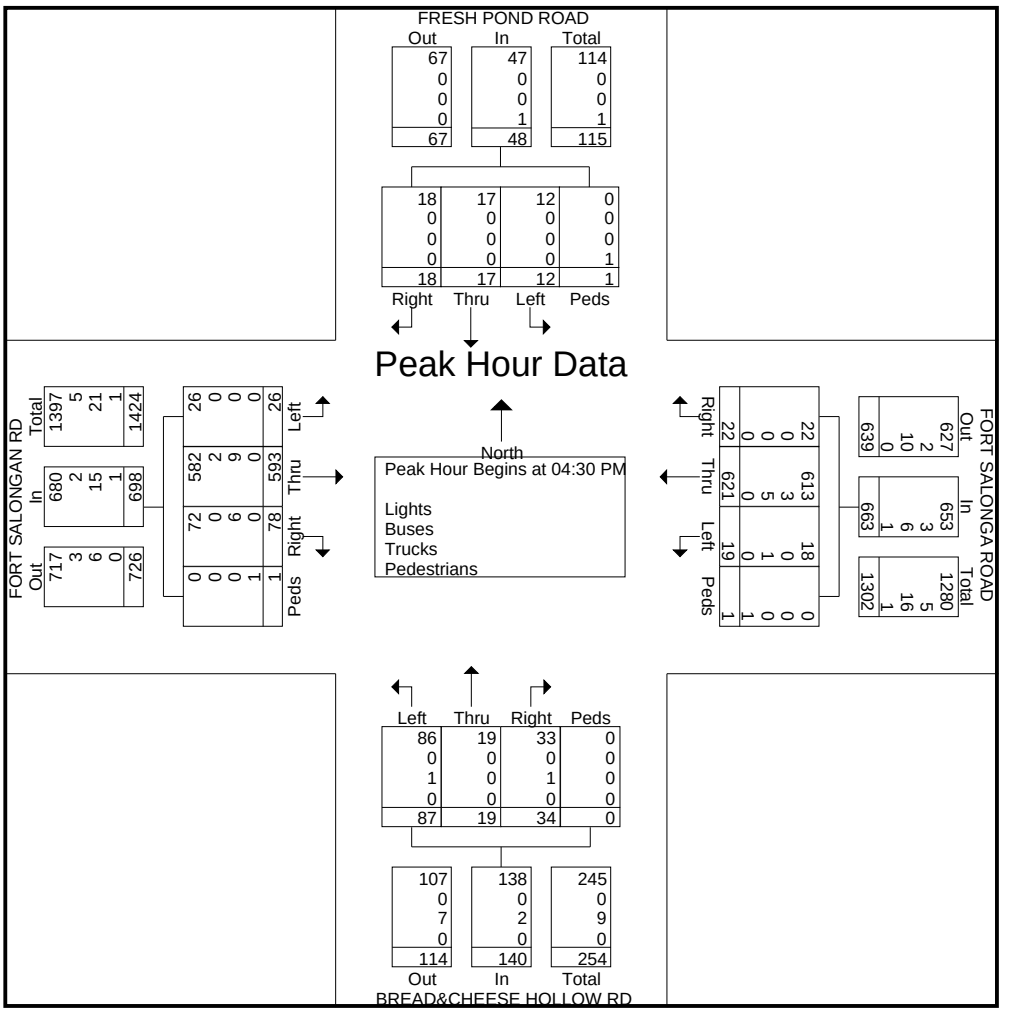


N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name
FORT_SALONGA_ROAD_NYS_ROUTE_25A_&_FRESH_POND_ROAD_BREAD&CHEESE_HOLLOW_ROAD_563066_09-13-2018
Site Code
Start Date 09/13/2018
Page No

	BREAD&CHEESE HOLLOW RD Northbound					FRESH POND ROAD Southbound					FORT SALONGAN RD Eastbound					FORT SALONGA ROAD Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	21	5	**14**	0	**40**	2	3	4	**1**	10	9	150	20	**1**	180	3	151	5	0	159	389
04:45 PM	17	2	4	0	23	**4**	**7**	2	0	13	**11**	147	**22**	0	180	**8**	**171**	**7**	0	**186**	**402**
05:00 PM	22	**8**	7	0	37	4	4	**6**	0	**14**	3	**160**	19	0	**182**	3	133	6	**1**	143	376
05:15 PM	**27**	4	9	0	40	2	3	6	0	11	3	136	17	0	156	5	166	4	0	175	382
Total Volume	87	19	34	0	140	12	17	18	1	48	26	593	78	1	698	19	621	22	1	663	1549
% App. Total	62.1	13.6	24.3	0		25	35.4	37.5	2.1		3.7	85	11.2	0.1		2.9	93.7	3.3	0.2		
PHF	.806	.594	.607	.000	.875	.750	.607	.750	.250	.857	.591	.927	.886	.250	.959	.594	.908	.786	.250	.891	.963
Lights	86	19	33	0	138	12	17	18	0	47	26	582	72	0	680	18	613	22	0	653	1518
% Lights	98.9	100	97.1	0	98.6	100	100	100	0	97.9	100	98.1	92.3	0	97.4	94.7	98.7	100	0	98.5	98.0
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0	0.5	0	0	0.5	0.3
Trucks	1	0	1	0	2	0	0	0	0	0	0	9	6	0	15	1	5	0	0	6	23
% Trucks	1.1	0	2.9	0	1.4	0	0	0	0	0	0	1.5	7.7	0	2.1	5.3	0.8	0	0	0.9	1.5
Pedestrians																					
% Pedestrians	0	0	0	0	0	0	0	0	100	2.1	0	0	0	100	0.1	0	0	0	100	0.2	0.2



N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name : 5-BREEZE_HILL_ROAD_FRESH_POND_ROAD_563068_09-13-2018
Site Code :
Start Date : 9/13/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

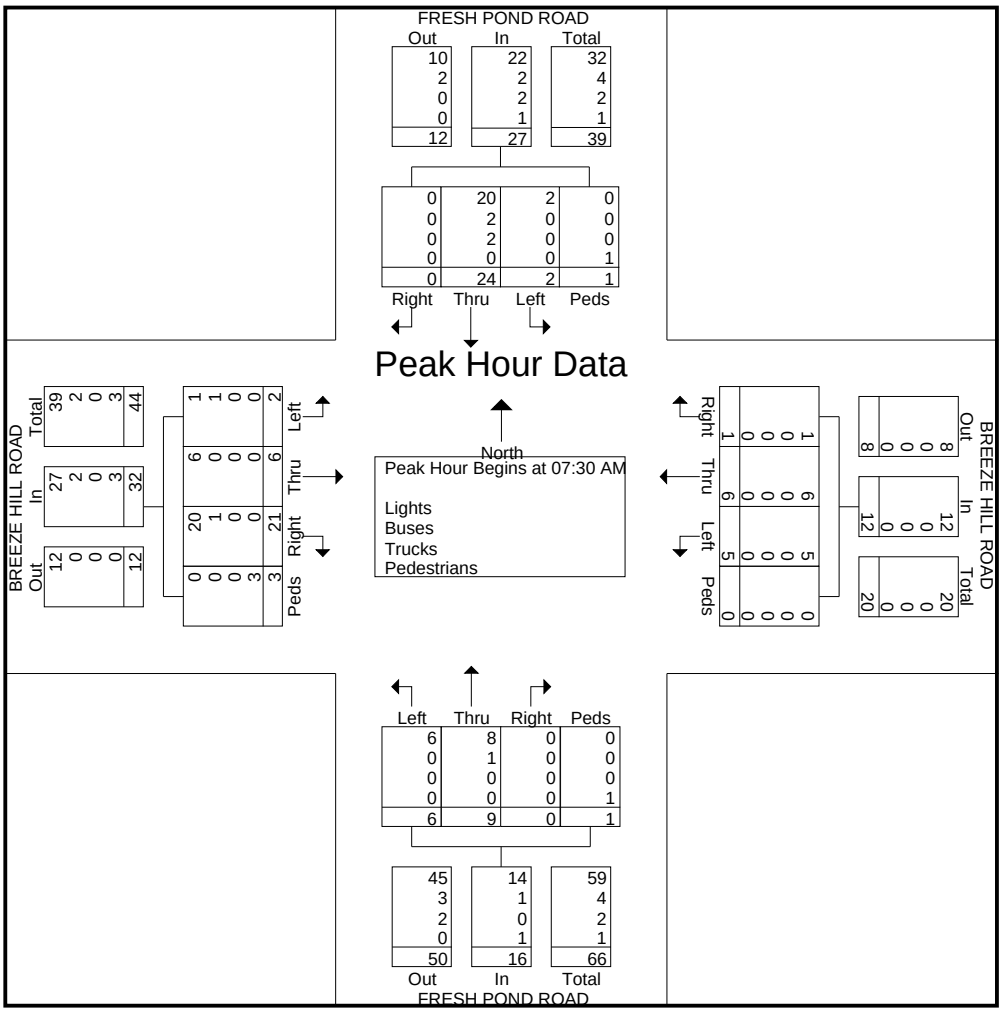
	FRESH POND ROAD Northbound					FRESH POND ROAD Southbound					BREEZE HILL ROAD Eastbound					BREEZE HILL ROAD Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	1	1	0	0	2	0	3	0	0	3	0	2	3	0	5	1	0	1	0	2	12
07:15 AM	0	1	0	0	1	0	8	0	0	8	1	0	5	0	6	1	2	0	0	3	18
07:30 AM	0	1	0	1	2	0	8	0	0	8	1	0	6	1	8	1	2	0	0	3	21
07:45 AM	1	3	0	0	4	1	2	0	0	3	0	2	5	1	8	2	1	1	0	4	19
Total	2	6	0	1	9	1	21	0	0	22	2	4	19	2	27	5	5	2	0	12	70
08:00 AM	1	3	0	0	4	0	5	0	0	5	0	1	2	0	3	1	0	0	0	1	13
08:15 AM	4	2	0	0	6	1	9	0	1	11	1	3	8	1	13	1	3	0	0	4	34
08:30 AM	1	1	0	0	2	0	2	0	0	2	0	1	8	0	9	2	0	0	0	2	15
08:45 AM	2	1	0	0	3	0	6	1	0	7	0	2	1	0	3	1	1	0	0	2	15
Total	8	7	0	0	15	1	22	1	1	25	1	7	19	1	28	5	4	0	0	9	77
04:00 PM	4	4	0	0	8	0	5	0	0	5	0	2	3	0	5	1	2	0	0	3	21
04:15 PM	5	0	1	0	6	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2	9
04:30 PM	5	3	3	0	11	0	1	0	1	2	0	0	1	0	1	0	1	0	0	1	15
04:45 PM	5	4	2	0	11	0	2	1	0	3	1	0	4	0	5	1	2	1	0	4	23
Total	19	11	6	0	36	0	8	1	1	10	1	2	9	0	12	2	6	1	1	10	68
05:00 PM	7	5	1	0	13	1	2	0	1	4	0	3	3	0	6	1	2	2	0	5	28
05:15 PM	4	3	1	0	8	0	1	1	0	2	1	0	3	0	4	0	1	0	0	1	15
05:30 PM	8	6	1	0	15	0	5	0	1	6	0	1	4	2	7	1	1	0	1	3	31
05:45 PM	4	6	1	0	11	0	6	0	0	6	2	0	1	0	3	2	1	0	0	3	23
Total	23	20	4	0	47	1	14	1	2	18	3	4	11	2	20	4	5	2	1	12	97
Grand Total	52	44	10	1	107	3	65	3	4	75	7	17	58	5	87	16	20	5	2	43	312
Apprch %	48.6	41.1	9.3	0.9		4	86.7	4	5.3		8	19.5	66.7	5.7		37.2	46.5	11.6	4.7		
Total %	16.7	14.1	3.2	0.3	34.3	1	20.8	1	1.3	24	2.2	5.4	18.6	1.6	27.9	5.1	6.4	1.6	0.6	13.8	
Lights	52	42	10	0	104	3	59	3	0	65	5	17	54	0	76	16	18	5	0	39	284
% Lights	100	95.5	100	0	97.2	100	90.8	100	0	86.7	71.4	100	93.1	0	87.4	100	90	100	0	90.7	91
Buses	0	1	0	0	1	0	4	0	0	4	2	0	2	0	4	0	1	0	0	1	10
% Buses	0	2.3	0	0	0.9	0	6.2	0	0	5.3	28.6	0	3.4	0	4.6	0	5	0	0	2.3	3.2
Trucks	0	1	0	0	1	0	2	0	0	2	0	0	2	0	2	0	1	0	0	1	6
% Trucks	0	2.3	0	0	0.9	0	3.1	0	0	2.7	0	0	3.4	0	2.3	0	5	0	0	2.3	1.9
Pedestrians	0	0	0	1	1	0	0	0	4	4	0	0	0	5	5	0	0	0	2	2	12
% Pedestrians	0	0	0	100	0.9	0	0	0	100	5.3	0	0	0	100	5.7	0	0	0	100	4.7	3.8

N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name : 5-BREEZE_HILL_ROAD_FRESH_POND_ROAD_563068_09-13-2018
Site Code :
Start Date : 9/13/2018
Page No : 2

	FRESH POND ROAD Northbound					FRESH POND ROAD Southbound					BREEZE HILL ROAD Eastbound					BREEZE HILL ROAD Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	1	0	**1**	2	0	8	0	0	8	**1**	0	6	**1**	8	1	2	0	0	3	21
07:45 AM	1	**3**	0	0	4	**1**	2	0	0	3	0	2	5	1	8	**2**	1	**1**	0	**4**	19
08:00 AM	1	3	0	0	4	0	5	0	0	5	0	1	2	0	3	1	0	0	0	1	13
08:15 AM	**4**	2	0	0	**6**	1	**9**	0	**1**	**11**	1	**3**	**8**	1	**13**	1	**3**	0	0	4	**34**
Total Volume	6	9	0	1	16	2	24	0	1	27	2	6	21	3	32	5	6	1	0	12	87
% App. Total	37.5	56.2	0	6.2		7.4	88.9	0	3.7		6.2	18.8	65.6	9.4		41.7	50	8.3	0		
PHF	.375	.750	.000	.250	.667	.500	.667	.000	.250	.614	.500	.500	.656	.750	.615	.625	.500	.250	.000	.750	.640
Lights	6	8	0	0	14	2	20	0	0	22	1	6	20	0	27	5	6	1	0	12	75
% Lights	100	88.9	0	0	87.5	100	83.3	0	0	81.5	50.0	100	95.2	0	84.4	100	100	100	0	100	86.2
Buses	0	1	0	0	1	0	2	0	0	2	1	0	1	0	2	0	0	0	0	0	5
% Buses	0	11.1	0	0	6.3	0	8.3	0	0	7.4	50.0	0	4.8	0	6.3	0	0	0	0	0	5.7
Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Trucks	0	0	0	0	0	0	8.3	0	0	7.4	0	0	0	0	0	0	0	0	0	0	2.3
Pedestrians																					
% Pedestrians	0	0	0	100	6.3	0	0	0	100	3.7	0	0	0	100	9.4	0	0	0	0	0	5.7

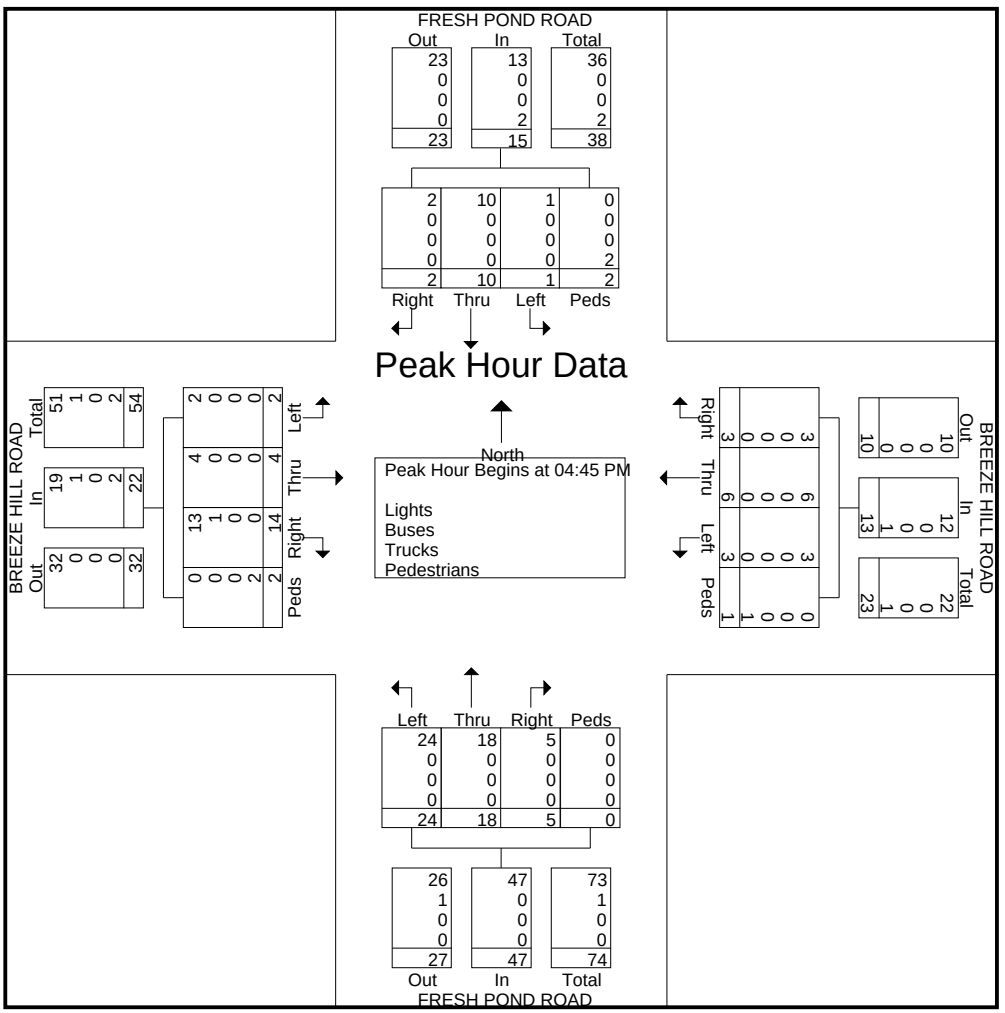


N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name : 5-BREEZE_HILL_ROAD_FRESH_POND_ROAD_563068_09-13-2018
Site Code :
Start Date : 9/13/2018
Page No : 3

	FRESH POND ROAD Northbound					FRESH POND ROAD Southbound					BREEZE HILL ROAD Eastbound					BREEZE HILL ROAD Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	5	4	**2**	0	11	0	2	**1**	0	3	**1**	0	**4**	0	5	**1**	**2**	1	0	4	23
05:00 PM	7	5	1	0	13	**1**	2	0	**1**	4	0	**3**	3	0	6	1	2	**2**	0	**5**	28
05:15 PM	4	3	1	0	8	0	1	1	0	2	1	0	3	0	4	0	1	0	0	1	15
05:30 PM	**8**	**6**	1	0	**15**	0	**5**	0	1	**6**	0	1	4	**2**	**7**	1	1	0	**1**	3	**31**
Total Volume	24	18	5	0	47	1	10	2	2	15	2	4	14	2	22	3	6	3	1	13	97
% App. Total	51.1	38.3	10.6	0		6.7	66.7	13.3	13.3		9.1	18.2	63.6	9.1		23.1	46.2	23.1	7.7		
PHF	.750	.750	.625	.000	.783	.250	.500	.500	.500	.625	.500	.333	.875	.250	.786	.750	.750	.375	.250	.650	.782
Lights	24	18	5	0	47	1	10	2	0	13	2	4	13	0	19	3	6	3	0	12	91
% Lights	100	100	100	0	100	100	100	100	0	86.7	100	100	92.9	0	86.4	100	100	100	0	92.3	93.8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	7.1	0	4.5	0	0	0	0	0	1.0
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians																					
% Pedestrians	0	0	0	0	0	0	0	0	100	13.3	0	0	0	100	9.1	0	0	0	100	7.7	5.2



N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name : 6-INDIANA_HILLS_COUNTY_CLUB_ENTRANCE_&_BREEZE_HILL_RD_563070_09-13-2018
Site Code :
Start Date : 9/13/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

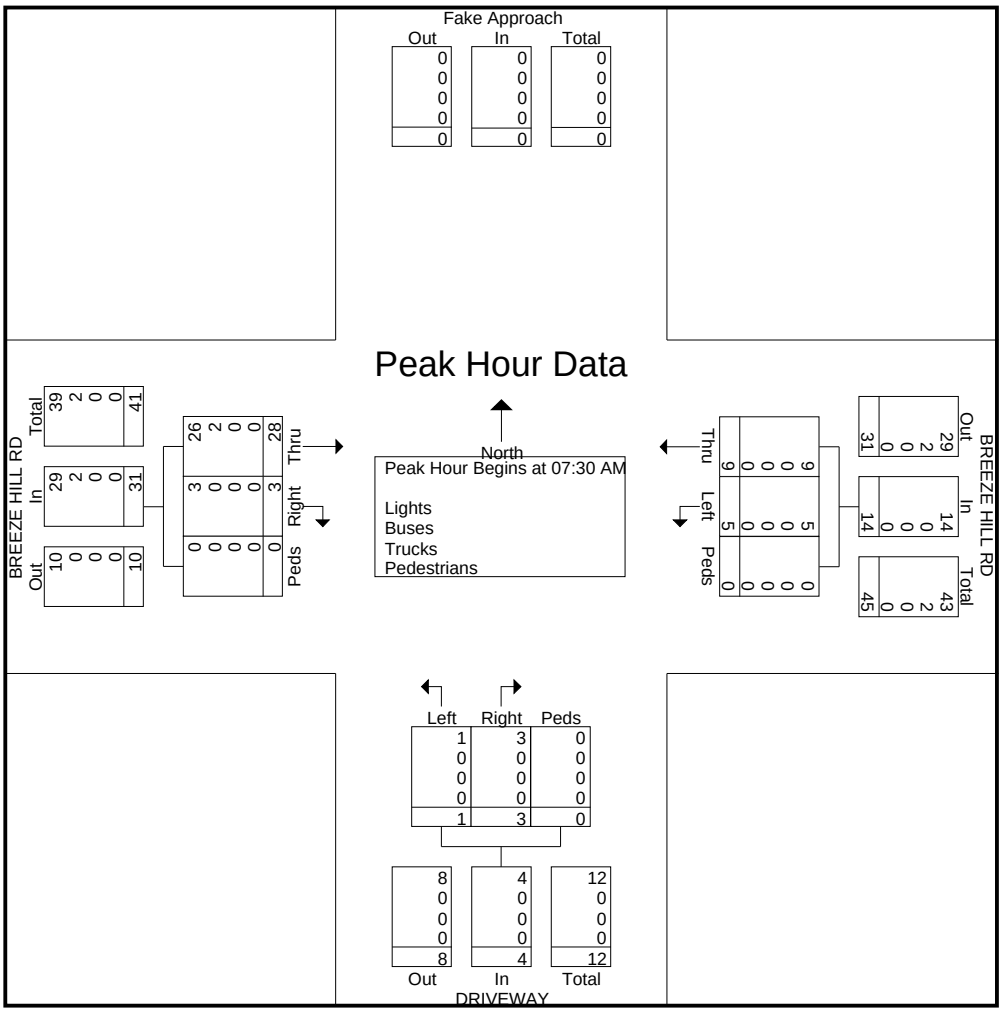
	DRIVEWAY Northbound				BREEZE HILL RD Eastbound				BREEZE HILL RD Westbound				
Start Time	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	4	0	0	4	0	1	0	1	5
07:15 AM	0	0	0	0	5	0	0	5	0	4	0	4	9
07:30 AM	0	0	0	0	7	1	0	8	0	2	0	2	10
07:45 AM	0	1	0	1	8	0	0	8	0	2	0	2	11
Total	0	1	0	1	24	1	0	25	0	9	0	9	35
08:00 AM	1	1	0	2	4	2	0	6	2	1	0	3	11
08:15 AM	0	1	0	1	9	0	0	9	3	4	0	7	17
08:30 AM	0	0	0	0	8	1	0	9	0	0	0	0	9
08:45 AM	0	1	0	1	2	4	0	6	2	2	0	4	11
Total	1	3	0	4	23	7	0	30	7	7	0	14	48
04:00 PM	0	0	0	0	6	0	0	6	1	7	0	8	14
04:15 PM	1	0	0	1	1	0	0	1	0	6	0	6	8
04:30 PM	2	0	0	2	1	0	0	1	0	5	0	5	8
04:45 PM	3	2	0	5	4	0	0	4	0	7	0	7	16
Total	6	2	0	8	12	0	0	12	1	25	0	26	46
05:00 PM	0	0	0	0	6	1	0	7	0	10	0	10	17
05:15 PM	0	1	0	1	3	0	0	3	2	4	0	6	10
05:30 PM	0	1	0	1	4	0	0	4	0	8	0	8	13
05:45 PM	1	0	0	1	4	0	0	4	0	5	0	5	10
Total	1	2	0	3	17	1	0	18	2	27	0	29	50
Grand Total	8	8	0	16	76	9	0	85	10	68	0	78	179
Apprch %	50	50	0		89.4	10.6	0		12.8	87.2	0		
Total %	4.5	4.5	0	8.9	42.5	5	0	47.5	5.6	38	0	43.6	
Lights	7	8	0	15	70	9	0	79	9	67	0	76	170
% Lights	87.5	100	0	93.8	92.1	100	0	92.9	90	98.5	0	97.4	95
Buses	0	0	0	0	4	0	0	4	0	1	0	1	5
% Buses	0	0	0	0	5.3	0	0	4.7	0	1.5	0	1.3	2.8
Trucks	1	0	0	1	2	0	0	2	1	0	0	1	4
% Trucks	12.5	0	0	6.2	2.6	0	0	2.4	10	0	0	1.3	2.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name : 6-INDIANA_HILLS_COUNTY_CLUB_ENTRANCE_&_BREEZE_HILL_RD_563070_09-13-2018
Site Code :
Start Date : 9/13/2018
Page No : 2

	DRIVEWAY Northbound				BREEZE HILL RD Eastbound				BREEZE HILL RD Westbound				
Start Time	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	0	0	0	7	1	0	8	0	2	0	2	10
07:45 AM	0	**1**	0	1	8	0	0	8	0	2	0	2	11
08:00 AM	**1**	1	0	**2**	4	**2**	0	6	2	1	0	3	11
08:15 AM	0	1	0	1	**9**	0	0	**9**	**3**	**4**	0	**7**	**17**
Total Volume	1	3	0	4	28	3	0	31	5	9	0	14	49
% App. Total	25	75	0		90.3	9.7	0		35.7	64.3	0		
PHF	.250	.750	.000	.500	.778	.375	.000	.861	.417	.563	.000	.500	.721
Lights	1	3	0	4	26	3	0	29	5	9	0	14	47
% Lights	100	100	0	100	92.9	100	0	93.5	100	100	0	100	95.9
Buses	0	0	0	0	2	0	0	2	0	0	0	0	2
% Buses	0	0	0	0	7.1	0	0	6.5	0	0	0	0	4.1
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

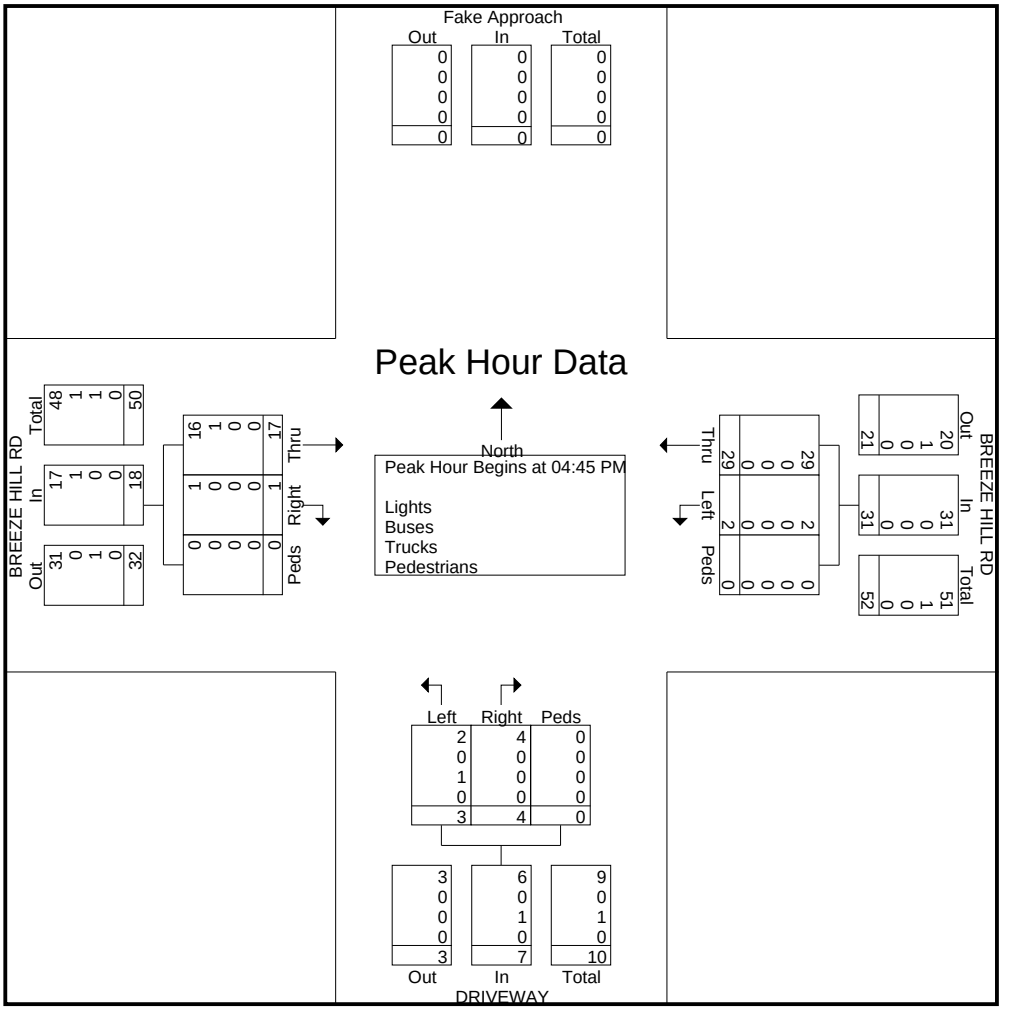


N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name : 6-INDIANA_HILLS_COUNTY_CLUB_ENTRANCE_&_BREEZE_HILL_RD_563070_09-13-2018
Site Code :
Start Date : 9/13/2018
Page No : 3

	DRIVEWAY Northbound				BREEZE HILL RD Eastbound				BREEZE HILL RD Westbound				
Start Time	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	**3**	**2**	0	**5**	4	0	0	4	0	7	0	7	16
05:00 PM	0	0	0	0	**6**	**1**	0	**7**	0	**10**	0	**10**	**17**
05:15 PM	0	1	0	1	3	0	0	3	**2**	4	0	6	10
05:30 PM	0	1	0	1	4	0	0	4	0	8	0	8	13
Total Volume	3	4	0	7	17	1	0	18	2	29	0	31	56
% App. Total	42.9	57.1	0		94.4	5.6	0		6.5	93.5	0		
PHF	.250	.500	.000	.350	.708	.250	.000	.643	.250	.725	.000	.775	.824
Lights	2	4	0	6	16	1	0	17	2	29	0	31	54
% Lights	66.7	100	0	85.7	94.1	100	0	94.4	100	100	0	100	96.4
Buses	0	0	0	0	1	0	0	1	0	0	0	0	1
% Buses	0	0	0	0	5.9	0	0	5.6	0	0	0	0	1.8
Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
% Trucks	33.3	0	0	14.3	0	0	0	0	0	0	0	0	1.8
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0



N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name : 1-MAKAMAH_RD_AND_FORT_SALONGA_RD-SAT_563061_09-15-2018
Site Code :
Start Date : 9/15/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

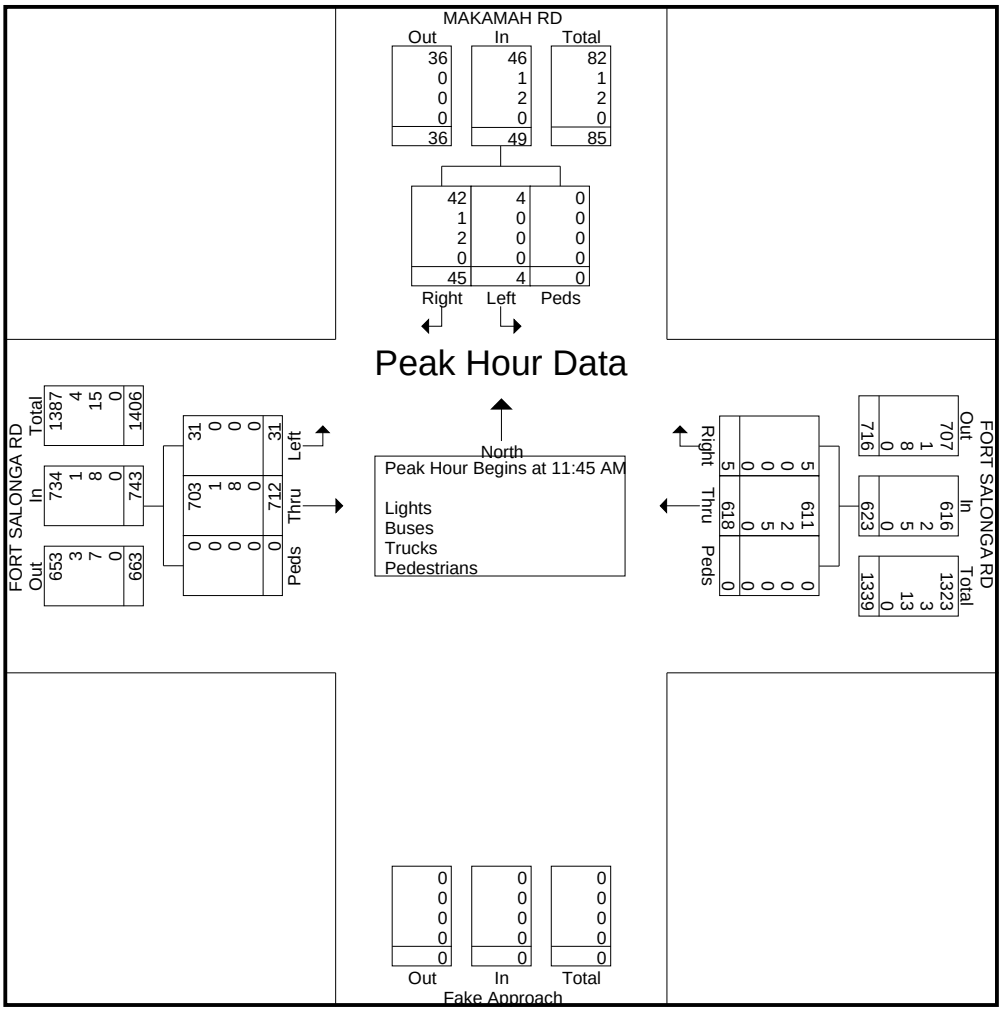
	MAKAMAH RD Southbound				FORT SALONGA RD Eastbound				FORT SALONGA RD Westbound				
Start Time	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
11:00 AM	3	7	0	10	11	195	0	206	125	1	0	126	342
11:15 AM	1	8	0	9	7	179	0	186	128	1	0	129	324
11:30 AM	3	10	1	14	6	172	0	178	178	2	0	180	372
11:45 AM	2	9	0	11	8	171	0	179	165	0	0	165	355
Total	9	34	1	44	32	717	0	749	596	4	0	600	1393
12:00 PM	0	12	0	12	8	167	0	175	150	3	0	153	340
12:15 PM	1	10	0	11	7	169	0	176	154	1	0	155	342
12:30 PM	1	14	0	15	8	205	0	213	149	1	0	150	378
12:45 PM	1	8	0	9	12	168	0	180	159	0	0	159	348
Total	3	44	0	47	35	709	0	744	612	5	0	617	1408
01:00 PM	4	8	0	12	19	135	0	154	141	1	0	142	308
01:15 PM	2	14	0	16	10	162	0	172	169	2	0	171	359
01:30 PM	1	11	1	13	11	149	0	160	155	2	0	157	330
01:45 PM	3	13	1	17	8	160	0	168	151	2	0	153	338
Total	10	46	2	58	48	606	0	654	616	7	0	623	1335
Grand Total	22	124	3	149	115	2032	0	2147	1824	16	0	1840	4136
Apprch %	14.8	83.2	2		5.4	94.6	0		99.1	0.9	0		
Total %	0.5	3	0.1	3.6	2.8	49.1	0	51.9	44.1	0.4	0	44.5	
Lights	22	120	0	142	113	2008	0	2121	1795	15	0	1810	4073
% Lights	100	96.8	0	95.3	98.3	98.8	0	98.8	98.4	93.8	0	98.4	98.5
Buses	0	1	0	1	0	1	0	1	8	0	0	8	10
% Buses	0	0.8	0	0.7	0	0	0	0	0.4	0	0	0.4	0.2
Trucks	0	3	0	3	2	23	0	25	21	1	0	22	50
% Trucks	0	2.4	0	2	1.7	1.1	0	1.2	1.2	6.2	0	1.2	1.2
Pedestrians	0	0	3	3	0	0	0	0	0	0	0	0	3
% Pedestrians	0	0	100	2	0	0	0	0	0	0	0	0	0.1

N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name : 1-MAKAMAH_RD_AND_FORT_SALONGA_RD-SAT_563061_09-15-2018
Site Code :
Start Date : 9/15/2018
Page No : 2

	MAKAMAH RD Southbound				FORT SALONGA RD Eastbound				FORT SALONGA RD Westbound				
Start Time	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:45 AM													
11:45 AM	**2**	9	0	11	**8**	171	0	179	**165**	0	0	**165**	355
12:00 PM	0	12	0	12	8	167	0	175	150	**3**	0	153	340
12:15 PM	1	10	0	11	7	169	0	176	154	1	0	155	342
12:30 PM	1	**14**	0	**15**	8	**205**	0	**213**	149	1	0	150	**378**
Total Volume	4	45	0	49	31	712	0	743	618	5	0	623	1415
% App. Total	8.2	91.8	0		4.2	95.8	0		99.2	0.8	0		
PHF	.500	.804	.000	.817	.969	.868	.000	.872	.936	.417	.000	.944	.936
Lights	4	42	0	46	31	703	0	734	611	5	0	616	1396
% Lights	100	93.3	0	93.9	100	98.7	0	98.8	98.9	100	0	98.9	98.7
Buses	0	1	0	1	0	1	0	1	2	0	0	2	4
% Buses	0	2.2	0	2.0	0	0.1	0	0.1	0.3	0	0	0.3	0.3
Trucks	0	2	0	2	0	8	0	8	5	0	0	5	15
% Trucks	0	4.4	0	4.1	0	1.1	0	1.1	0.8	0	0	0.8	1.1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0



N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name : 2-MAKAMAH_RD_AND_BREEZE_HILL_RD-SAT_563063_09-15-2018
Site Code :
Start Date : 9/15/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

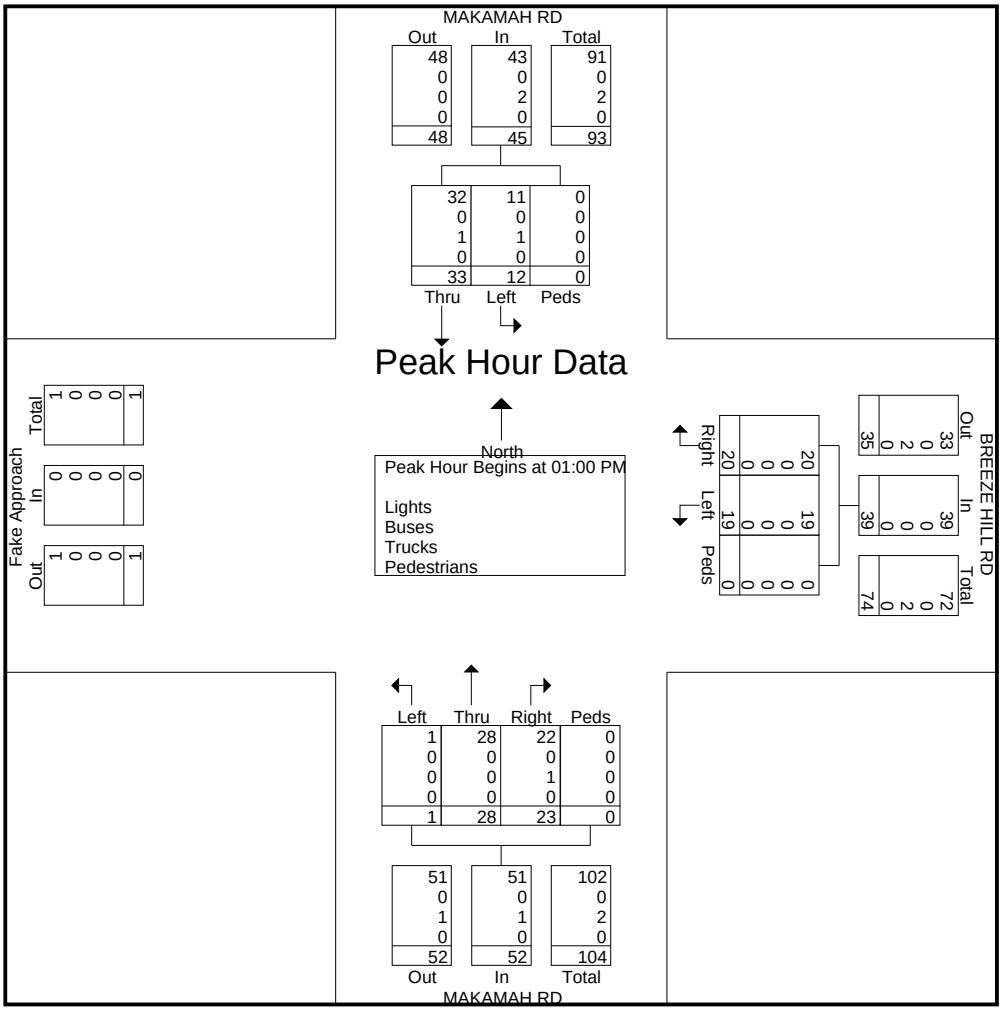
	MAKAMAH RD Northbound					MAKAMAH RD Southbound				BREEZE HILL RD Westbound				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
11:00 AM	0	6	6	0	12	2	3	0	5	3	7	0	10	27
11:15 AM	0	6	2	0	8	3	9	0	12	2	4	0	6	26
11:30 AM	0	6	3	0	9	8	5	0	13	3	3	0	6	28
11:45 AM	0	5	1	0	6	8	8	0	16	1	7	0	8	30
Total	0	23	12	0	35	21	25	0	46	9	21	0	30	111
12:00 PM	1	8	1	0	10	1	5	0	6	5	3	0	8	24
12:15 PM	0	6	1	0	7	1	9	0	10	4	2	0	6	23
12:30 PM	0	5	1	0	6	4	5	0	9	8	7	0	15	30
12:45 PM	0	10	2	0	12	5	6	0	11	1	7	2	10	33
Total	1	29	5	0	35	11	25	0	36	18	19	2	39	110
01:00 PM	0	10	8	0	18	4	8	0	12	3	4	0	7	37
01:15 PM	1	4	6	0	11	4	6	0	10	7	7	0	14	35
01:30 PM	0	6	5	0	11	3	9	0	12	5	1	0	6	29
01:45 PM	0	8	4	0	12	1	10	0	11	4	8	0	12	35
Total	1	28	23	0	52	12	33	0	45	19	20	0	39	136
Grand Total	2	80	40	0	122	44	83	0	127	46	60	2	108	357
Apprch %	1.6	65.6	32.8	0		34.6	65.4	0		42.6	55.6	1.9		
Total %	0.6	22.4	11.2	0	34.2	12.3	23.2	0	35.6	12.9	16.8	0.6	30.3	
Lights	2	78	39	0	119	42	79	0	121	46	57	0	103	343
% Lights	100	97.5	97.5	0	97.5	95.5	95.2	0	95.3	100	95	0	95.4	96.1
Buses	0	0	0	0	0	0	1	0	1	0	1	0	1	2
% Buses	0	0	0	0	0	0	1.2	0	0.8	0	1.7	0	0.9	0.6
Trucks	0	2	1	0	3	2	3	0	5	0	2	0	2	10
% Trucks	0	2.5	2.5	0	2.5	4.5	3.6	0	3.9	0	3.3	0	1.9	2.8
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	2	2	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	100	1.9	0.6

N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name : 2-MAKAMAH_RD_AND_BREEZE_HILL_RD-SAT_563063_09-15-2018
Site Code :
Start Date : 9/15/2018
Page No : 2

	MAKAMAH RD Northbound					MAKAMAH RD Southbound				BREEZE HILL RD Westbound				
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 01:00 PM														
01:00 PM	0	**10**	**8**	0	**18**	**4**	8	0	**12**	3	4	0	7	**37**
01:15 PM	**1**	4	6	0	11	4	6	0	10	**7**	7	0	**14**	35
01:30 PM	0	6	5	0	11	3	9	0	12	5	1	0	6	29
01:45 PM	0	8	4	0	12	1	**10**	0	11	4	**8**	0	12	35
Total Volume	1	28	23	0	52	12	33	0	45	19	20	0	39	136
% App. Total	1.9	53.8	44.2	0		26.7	73.3	0		48.7	51.3	0		
PHF	.250	.700	.719	.000	.722	.750	.825	.000	.938	.679	.625	.000	.696	.919
Lights	1	28	22	0	51	11	32	0	43	19	20	0	39	133
% Lights	100	100	95.7	0	98.1	91.7	97.0	0	95.6	100	100	0	100	97.8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	1	0	1	1	1	0	2	0	0	0	0	3
% Trucks	0	0	4.3	0	1.9	8.3	3.0	0	4.4	0	0	0	0	2.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0



N E L S O N & P O P E

5 7 2 Walt Whitman Road
M e l v i l l e , N Y , 1 1 7 4 7

File Name : 3-MAKAMAH_RD_AND_MAKAMAH_BEACH_RD_MYSTIC_LANE-SAT_563065_09-15-2018
Site Code :
Start Date : 9/15/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

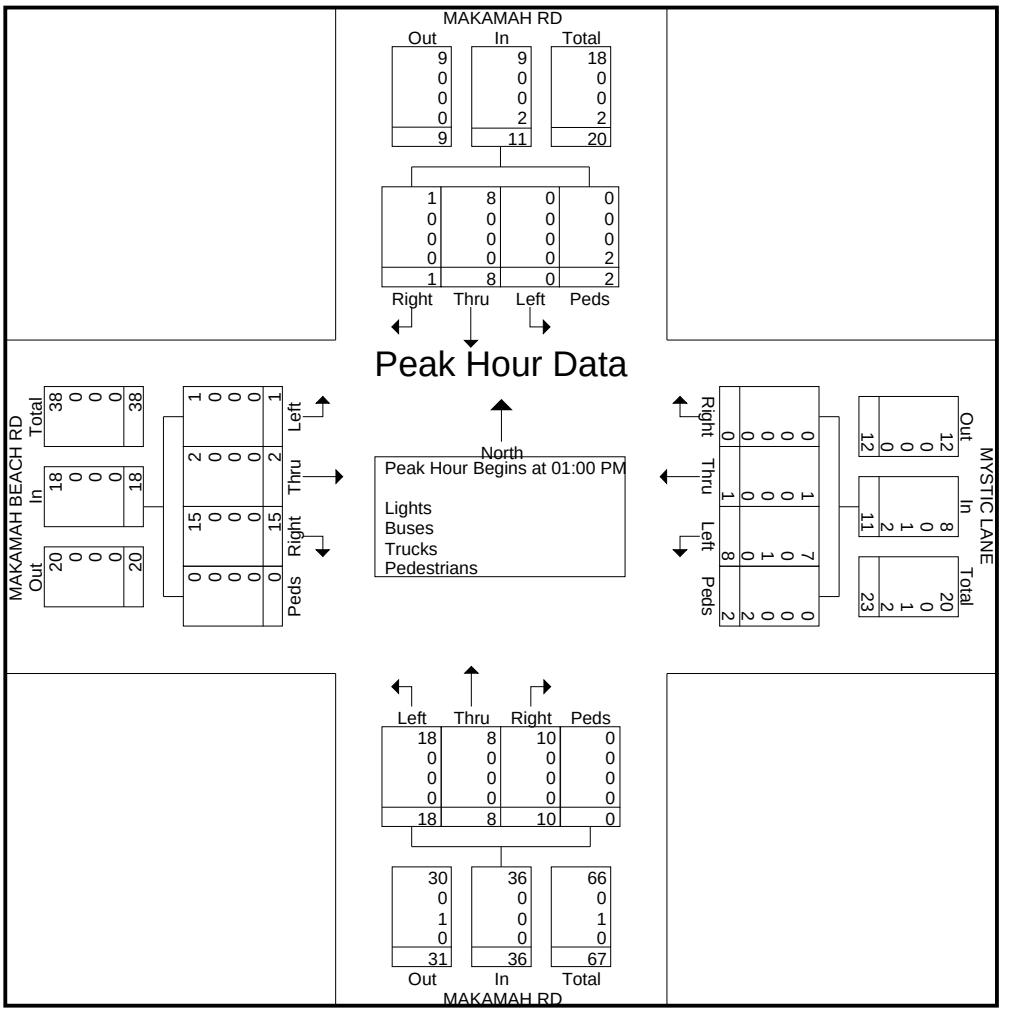
	MAKAMAH RD Northbound					MAKAMAH RD Southbound					MAKAMAH BEACH RD Eastbound					MYSTIC LANE Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
11:00 AM	2	2	1	2	7	0	1	0	0	1	0	0	1	1	2	0	1	0	0	1	11
11:15 AM	5	1	1	0	7	0	2	0	0	2	0	1	5	0	6	1	0	0	0	1	16
11:30 AM	1	4	1	0	6	0	3	0	1	4	0	1	4	0	5	3	0	0	0	3	18
11:45 AM	2	1	1	0	4	0	2	0	0	2	0	0	2	0	2	6	0	0	0	6	14
Total	10	8	4	2	24	0	8	0	1	9	0	2	12	1	15	10	1	0	0	11	59
12:00 PM	4	1	1	0	6	0	0	1	1	2	0	0	2	0	2	0	0	1	0	1	11
12:15 PM	2	3	2	0	7	0	2	0	0	2	0	0	3	0	3	1	0	0	0	1	13
12:30 PM	2	2	2	0	6	0	1	0	0	1	0	0	3	0	3	2	0	0	2	4	14
12:45 PM	5	2	2	0	9	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	13
Total	13	8	7	0	28	0	3	1	1	5	0	0	10	0	10	5	0	1	2	8	51
01:00 PM	3	5	5	0	13	0	2	1	0	3	1	1	3	0	5	4	0	0	0	4	25
01:15 PM	4	2	2	0	8	0	5	0	0	5	0	1	3	0	4	1	0	0	0	1	18
01:30 PM	4	0	0	0	4	0	0	0	0	0	0	0	4	0	4	1	0	0	2	3	11
01:45 PM	7	1	3	0	11	0	1	0	2	3	0	0	5	0	5	2	1	0	0	3	22
Total	18	8	10	0	36	0	8	1	2	11	1	2	15	0	18	8	1	0	2	11	76
Grand Total	41	24	21	2	88	0	19	2	4	25	1	4	37	1	43	23	2	1	4	30	186
Apprch %	46.6	27.3	23.9	2.3		0	76	8	16		2.3	9.3	86	2.3		76.7	6.7	3.3	13.3		
Total %	22	12.9	11.3	1.1	47.3	0	10.2	1.1	2.2	13.4	0.5	2.2	19.9	0.5	23.1	12.4	1.1	0.5	2.2	16.1	
Lights	41	23	20	0	84	0	18	2	0	20	1	4	37	0	42	22	2	1	0	25	171
% Lights	100	95.8	95.2	0	95.5	0	94.7	100	0	80	100	100	100	0	97.7	95.7	100	100	0	83.3	91.9
Buses	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
% Buses	0	4.2	0	0	1.1	0	5.3	0	0	4	0	0	0	0	0	0	0	0	0	0	1.1
Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
% Trucks	0	0	4.8	0	1.1	0	0	0	0	0	0	0	0	0	0	4.3	0	0	0	3.3	1.1
Pedestrians	0	0	0	2	2	0	0	0	4	4	0	0	0	1	1	0	0	0	4	4	11
% Pedestrians	0	0	0	100	2.3	0	0	0	100	16	0	0	0	100	2.3	0	0	0	100	13.3	5.9

N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name : 3-MAKAMAH_RD_AND_MAKAMAH_BEACH_RD_MYSTIC_LANE-SAT_563065_09-15-2018
Site Code :
Start Date : 9/15/2018
Page No : 2

	MAKAMAH RD Northbound					MAKAMAH RD Southbound					MAKAMAH BEACH RD Eastbound					MYSTIC LANE Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:00 PM																					
01:00 PM	3	**5**	**5**	0	**13**	0	2	**1**	0	3	**1**	**1**	3	0	**5**	**4**	0	0	0	**4**	**25**
01:15 PM	4	2	2	0	8	0	**5**	0	0	**5**	0	1	3	0	4	1	0	0	0	1	18
01:30 PM	4	0	0	0	4	0	0	0	0	0	0	0	4	0	4	1	0	0	**2**	3	11
01:45 PM	**7**	1	3	0	11	0	1	0	**2**	3	0	0	**5**	0	5	2	**1**	0	0	3	22
Total Volume	18	8	10	0	36	0	8	1	2	11	1	2	15	0	18	8	1	0	2	11	76
% App. Total	50	22.2	27.8	0		0	72.7	9.1	18.2		5.6	11.1	83.3	0		72.7	9.1	0	18.2		
PHF	.643	.400	.500	.000	.692	.000	.400	.250	.250	.550	.250	.500	.750	.000	.900	.500	.250	.000	.250	.688	.760
Lights	18	8	10	0	36	0	8	1	0	9	1	2	15	0	18	7	1	0	0	8	71
% Lights	100	100	100	0	100	0	100	100	0	81.8	100	100	100	0	100	87.5	100	0	0	72.7	93.4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	0	0	0	9.1	1.3
Pedestrians																					
% Pedestrians	0	0	0	0	0	0	0	0	100	18.2	0	0	0	0	0	0	0	0	100	18.2	5.3



N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name
FORT_SALONGA_ROAD_NYS_ROUTE_25A_&_FRESH_POND_ROAD_BREAD&CHEESE_HOLLOW_ROAD-SAT_563067_09-15-2018
Site Code
Start Date 9/15/2018
Page No 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

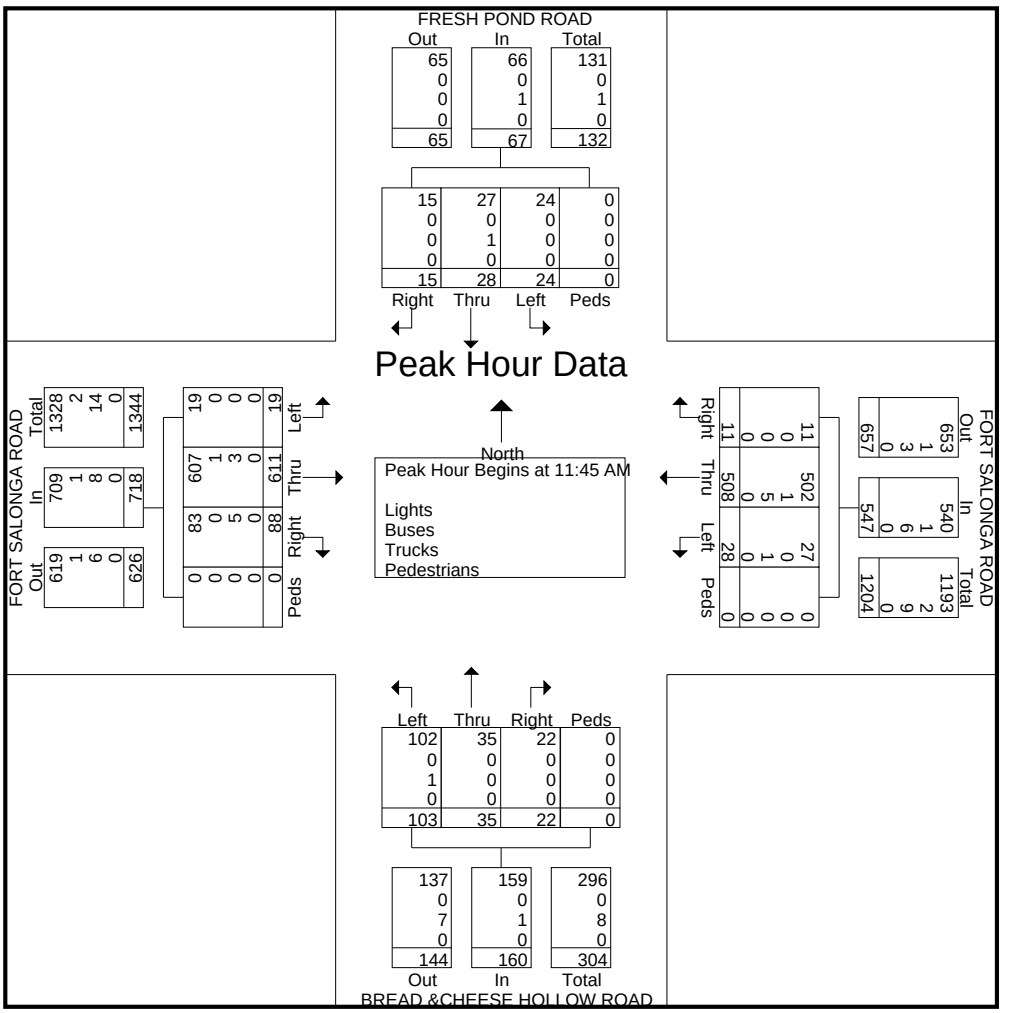
	BREAD &CHEESE HOLLOW ROAD Northbound					FRESH POND ROAD Southbound					FORT SALONGA ROAD Eastbound					FORT SALONGA ROAD Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
11:00 AM	29	6	5	0	40	8	2	5	0	15	2	164	25	0	191	5	85	4	2	96	342
11:15 AM	15	8	5	0	28	10	9	1	0	20	2	151	22	0	175	10	121	4	1	136	359
11:30 AM	35	9	8	0	52	9	7	5	2	23	5	144	23	0	172	6	133	7	1	147	394
11:45 AM	25	8	4	0	37	6	11	4	0	21	4	140	22	0	166	12	130	1	0	143	367
Total	104	31	22	0	157	33	29	15	2	79	13	599	92	0	704	33	469	16	4	522	1462
12:00 PM	29	13	9	0	51	6	6	5	0	17	6	145	22	0	173	7	120	3	0	130	371
12:15 PM	30	7	5	0	42	3	7	0	0	10	7	137	20	0	164	6	126	4	0	136	352
12:30 PM	19	7	4	0	30	9	4	6	0	19	2	189	24	0	215	3	132	3	0	138	402
12:45 PM	21	8	4	0	33	6	10	6	0	22	7	140	25	0	172	13	120	3	1	137	364
Total	99	35	22	0	156	24	27	17	0	68	22	611	91	0	724	29	498	13	1	541	1489
01:00 PM	32	8	2	0	42	4	4	5	0	13	6	118	17	0	141	10	113	2	0	125	321
01:15 PM	16	7	8	0	31	1	10	9	0	20	3	125	29	0	157	4	129	1	1	135	343
01:30 PM	21	7	5	0	33	7	4	5	0	16	4	128	18	0	150	6	124	1	0	131	330
01:45 PM	30	4	4	0	38	2	4	5	0	11	3	147	17	0	167	7	121	10	1	139	355
Total	99	26	19	0	144	14	22	24	0	60	16	518	81	0	615	27	487	14	2	530	1349
Grand Total	302	92	63	0	457	71	78	56	2	207	51	1728	264	0	2043	89	1454	43	7	1593	4300
Apprch %	66.1	20.1	13.8	0		34.3	37.7	27.1	1		2.5	84.6	12.9	0		5.6	91.3	2.7	0.4		
Total %	7	2.1	1.5	0	10.6	1.7	1.8	1.3	0	4.8	1.2	40.2	6.1	0	47.5	2.1	33.8	1	0.2	37	
Lights	297	92	62	0	451	71	74	56	0	201	51	1712	256	0	2019	86	1433	43	0	1562	4233
% Lights	98.3	100	98.4	0	98.7	100	94.9	100	0	97.1	100	99.1	97	0	98.8	96.6	98.6	100	0	98.1	98.4
Buses	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	8	0	0	8	11
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.1	0	0.6	0	0	0.5	0.3
Trucks	5	0	1	0	6	0	4	0	0	4	0	13	8	0	21	3	13	0	0	16	47
% Trucks	1.7	0	1.6	0	1.3	0	5.1	0	0	1.9	0	0.8	3	0	1	3.4	0.9	0	0	1	1.1
Pedestrians	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	7	7	9
% Pedestrians	0	0	0	0	0	0	0	0	100	1	0	0	0	0	0	0	0	0	100	0.4	0.2

N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name
FORT_SALONGA_ROAD_NYS_ROUTE_25A_&_FRESH_POND_ROAD_BREAD&CHEESE_HOLLOW_ROAD-SAT_563067_09-15-2018
Site Code
Start Date 9/15/2018
Page No 2

	BREAD &CHEESE HOLLOW ROAD Northbound					FRESH POND ROAD Southbound					FORT SALONGA ROAD Eastbound					FORT SALONGA ROAD Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	25	8	4	0	37	6	**11**	4	0	**21**	4	140	22	0	166	**12**	130	1	0	**143**	367
12:00 PM	29	**13**	**9**	0	**51**	6	6	5	0	17	6	145	22	0	173	7	120	3	0	130	371
12:15 PM	**30**	7	5	0	42	3	7	0	0	10	**7**	137	20	0	164	6	126	**4**	0	136	352
12:30 PM	19	7	4	0	30	**9**	4	**6**	0	19	2	**189**	**24**	0	**215**	3	**132**	3	0	138	**402**
Total Volume	103	35	22	0	160	24	28	15	0	67	19	611	88	0	718	28	508	11	0	547	1492
% App. Total	64.4	21.9	13.8	0		35.8	41.8	22.4	0		2.6	85.1	12.3	0		5.1	92.9	2	0		
PHF	.858	.673	.611	.000	.784	.667	.636	.625	.000	.798	.679	.808	.917	.000	.835	.583	.962	.688	.000	.956	.928
Lights	102	35	22	0	159	24	27	15	0	66	19	607	83	0	709	27	502	11	0	540	1474
% Lights	99.0	100	100	0	99.4	100	96.4	100	0	98.5	100	99.3	94.3	0	98.7	96.4	98.8	100	0	98.7	98.8
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.1	0	0.2	0	0	0.2	0.1
Trucks	1	0	0	0	1	0	1	0	0	1	0	3	5	0	8	1	5	0	0	6	16
% Trucks	1.0	0	0	0	0.6	0	3.6	0	0	1.5	0	0.5	5.7	0	1.1	3.6	1.0	0	0	1.1	1.1
Pedestrians																					
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name : 5-_BREEZE_HILL_ROAD_AND_FRESH_POND_ROAD-SAT_563076_09-15-2018
Site Code :
Start Date : 9/15/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

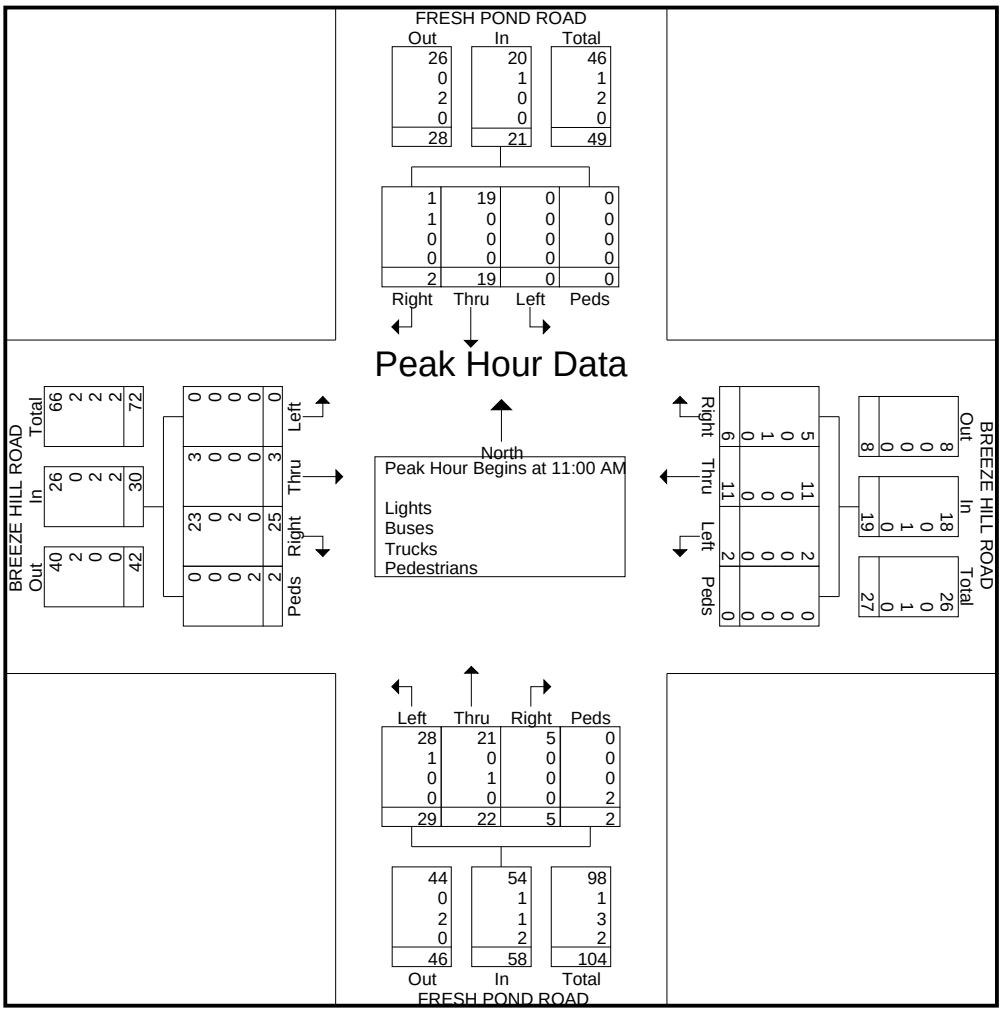
	FRESH POND ROAD Northbound					FRESH POND ROAD Southbound					BREEZE HILL ROAD Eastbound					BREEZE HILL ROAD Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
11:00 AM	8	7	1	2	18	0	5	0	0	5	0	2	2	0	4	0	6	1	0	7	34
11:15 AM	9	5	1	0	15	0	8	0	0	8	0	0	6	2	8	0	1	0	0	1	32
11:30 AM	4	7	3	0	14	0	2	1	0	3	0	0	9	0	9	1	2	2	0	5	31
11:45 AM	8	3	0	0	11	0	4	1	0	5	0	1	8	0	9	1	2	3	0	6	31
Total	29	22	5	2	58	0	19	2	0	21	0	3	25	2	30	2	11	6	0	19	128
12:00 PM	7	6	0	0	13	0	9	0	0	9	0	0	3	0	3	0	0	0	0	0	25
12:15 PM	3	5	3	0	11	0	1	1	0	2	0	1	5	0	6	2	0	1	0	3	22
12:30 PM	7	3	1	0	11	0	7	0	2	9	0	1	7	1	9	3	2	1	0	6	35
12:45 PM	6	5	1	0	12	0	4	0	0	4	0	0	8	0	8	1	0	1	0	2	26
Total	23	19	5	0	47	0	21	1	2	24	0	2	23	1	26	6	2	3	0	11	108
01:00 PM	10	2	2	0	14	0	2	0	0	2	0	0	8	0	8	2	1	0	3	6	30
01:15 PM	8	1	1	0	10	0	4	1	0	5	1	1	7	0	9	1	3	0	0	4	28
01:30 PM	5	6	1	0	12	0	5	0	3	8	1	0	11	0	12	0	1	0	0	1	33
01:45 PM	12	3	1	0	16	0	5	1	0	6	0	2	2	0	4	2	3	1	2	8	34
Total	35	12	5	0	52	0	16	2	3	21	2	3	28	0	33	5	8	1	5	19	125
Grand Total	87	53	15	2	157	0	56	5	5	66	2	8	76	3	89	13	21	10	5	49	361
Apprch %	55.4	33.8	9.6	1.3		0	84.8	7.6	7.6		2.2	9	85.4	3.4		26.5	42.9	20.4	10.2		
Total %	24.1	14.7	4.2	0.6	43.5	0	15.5	1.4	1.4	18.3	0.6	2.2	21.1	0.8	24.7	3.6	5.8	2.8	1.4	13.6	
Lights	86	52	15	0	153	0	56	3	0	59	2	8	72	0	82	13	21	9	0	43	337
% Lights	98.9	98.1	100	0	97.5	0	100	60	0	89.4	100	100	94.7	0	92.1	100	100	90	0	87.8	93.4
Buses	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
% Buses	1.1	0	0	0	0.6	0	0	20	0	1.5	0	0	0	0	0	0	0	0	0	0	0.6
Trucks	0	1	0	0	1	0	0	1	0	1	0	0	4	0	4	0	0	1	0	1	7
% Trucks	0	1.9	0	0	0.6	0	0	20	0	1.5	0	0	5.3	0	4.5	0	0	10	0	2	1.9
Pedestrians	0	0	0	2	2	0	0	0	5	5	0	0	0	3	3	0	0	0	5	5	15
% Pedestrians	0	0	0	100	1.3	0	0	0	100	7.6	0	0	0	100	3.4	0	0	0	100	10.2	4.2

N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name : 5-_BREEZE_HILL_ROAD_AND_FRESH_POND_ROAD-SAT_563076_09-15-2018
Site Code :
Start Date : 9/15/2018
Page No : 2

	FRESH POND ROAD Northbound					FRESH POND ROAD Southbound					BREEZE HILL ROAD Eastbound					BREEZE HILL ROAD Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	8	**7**	1	**2**	**18**	0	5	0	0	5	0	**2**	2	0	4	0	**6**	1	0	**7**	**34**
11:15 AM	**9**	5	1	0	15	0	**8**	0	0	**8**	0	0	6	**2**	8	0	1	0	0	1	32
11:30 AM	4	7	**3**	0	14	0	2	**1**	0	3	0	0	**9**	0	**9**	**1**	2	2	0	5	31
11:45 AM	8	3	0	0	11	0	4	1	0	5	0	1	8	0	9	1	2	**3**	0	6	31
Total Volume	29	22	5	2	58	0	19	2	0	21	0	3	25	2	30	2	11	6	0	19	128
% App. Total	50	37.9	8.6	3.4		0	90.5	9.5	0		0	10	83.3	6.7		10.5	57.9	31.6	0		
PHF	.806	.786	.417	.250	.806	.000	.594	.500	.000	.656	.000	.375	.694	.250	.833	.500	.458	.500	.000	.679	.941
Lights	28	21	5	0	54	0	19	1	0	20	0	3	23	0	26	2	11	5	0	18	118
% Lights	96.6	95.5	100	0	93.1	0	100	50.0	0	95.2	0	100	92.0	0	86.7	100	100	83.3	0	94.7	92.2
Buses	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
% Buses	3.4	0	0	0	1.7	0	0	50.0	0	4.8	0	0	0	0	0	0	0	0	0	0	1.6
Trucks	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	4
% Trucks	0	4.5	0	0	1.7	0	0	0	0	0	0	0	8.0	0	6.7	0	0	16.7	0	5.3	3.1
Pedestrians																					
% Pedestrians	0	0	0	100	3.4	0	0	0	0	0	0	0	0	100	6.7	0	0	0	0	0	3.1



N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name : 6-INDIANA_HILLS_COUNTY_CLUB_ENTRANCE_&_BREEZE_HILL_RD-SAT_563072_09-15-2018
Site Code : 6
Start Date : 9/15/2018
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

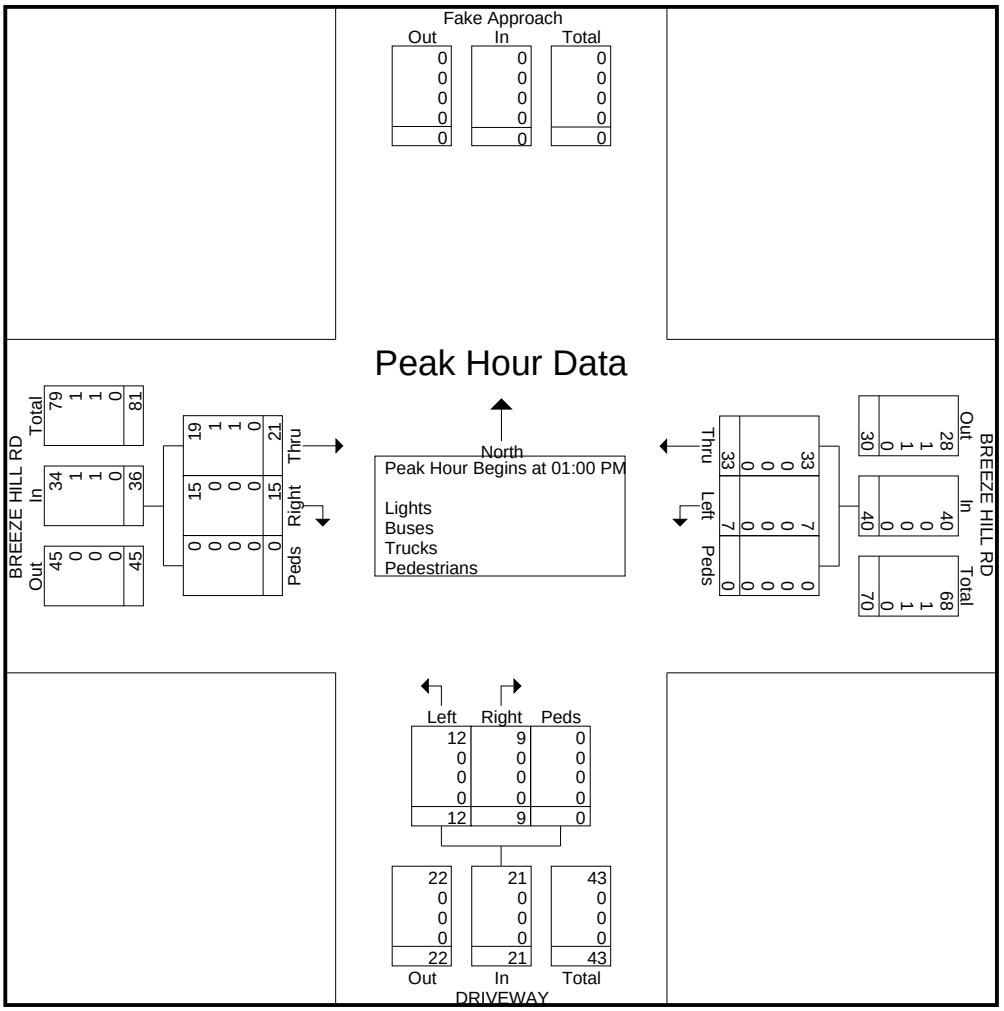
	DRIVEWAY Northbound				BREEZE HILL RD Eastbound				BREEZE HILL RD Westbound				
Start Time	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Int. Total
11:00 AM	0	0	2	2	6	1	0	7	4	11	0	15	24
11:15 AM	0	2	0	2	3	1	0	4	4	6	0	10	16
11:30 AM	0	0	0	0	9	1	0	10	2	5	0	7	17
11:45 AM	0	3	0	3	8	3	0	11	2	9	0	11	25
Total	0	5	2	7	26	6	0	32	12	31	0	43	82
12:00 PM	0	1	0	1	2	0	0	2	1	8	0	9	12
12:15 PM	3	2	0	5	3	1	0	4	0	4	0	4	13
12:30 PM	3	3	0	6	5	2	0	7	0	11	0	11	24
12:45 PM	2	0	0	2	8	0	0	8	0	6	0	6	16
Total	8	6	0	14	18	3	0	21	1	29	0	30	65
01:00 PM	2	1	0	3	7	3	0	10	0	8	0	8	21
01:15 PM	4	4	0	8	7	3	0	10	3	10	0	13	31
01:30 PM	4	2	0	6	6	4	0	10	2	4	0	6	22
01:45 PM	2	2	0	4	1	5	0	6	2	11	0	13	23
Total	12	9	0	21	21	15	0	36	7	33	0	40	97
Grand Total	20	20	2	42	65	24	0	89	20	93	0	113	244
Apprch %	47.6	47.6	4.8		73	27	0		17.7	82.3	0		
Total %	8.2	8.2	0.8	17.2	26.6	9.8	0	36.5	8.2	38.1	0	46.3	
Lights	20	19	0	39	61	23	0	84	20	90	0	110	233
% Lights	100	95	0	92.9	93.8	95.8	0	94.4	100	96.8	0	97.3	95.5
Buses	0	0	0	0	1	0	0	1	0	1	0	1	2
% Buses	0	0	0	0	1.5	0	0	1.1	0	1.1	0	0.9	0.8
Trucks	0	1	0	1	3	1	0	4	0	2	0	2	7
% Trucks	0	5	0	2.4	4.6	4.2	0	4.5	0	2.2	0	1.8	2.9
Pedestrians	0	0	2	2	0	0	0	0	0	0	0	0	2
% Pedestrians	0	0	100	4.8	0	0	0	0	0	0	0	0	0.8

N E L S O N & P O P E

5 7 2 W a l t W h i t m a n R o a d
M e l v i l l e , N Y , 1 1 7 4 7

File Name : 6-INDIANA_HILLS_COUNTY_CLUB_ENTRANCE_&_BREEZE_HILL_RD-SAT_563072_09-15-2018
Site Code : 6
Start Date : 9/15/2018
Page No : 2

	DRIVEWAY Northbound				BREEZE HILL RD Eastbound				BREEZE HILL RD Westbound				
Start Time	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 01:00 PM													
01:00 PM	2	1	0	3	**7**	3	0	**10**	0	8	0	8	21
01:15 PM	**4**	**4**	0	**8**	7	3	0	10	**3**	10	0	**13**	**31**
01:30 PM	4	2	0	6	6	4	0	10	2	4	0	6	22
01:45 PM	2	2	0	4	1	**5**	0	6	2	**11**	0	13	23
Total Volume	12	9	0	21	21	15	0	36	7	33	0	40	97
% App. Total	57.1	42.9	0		58.3	41.7	0		17.5	82.5	0		
PHF	.750	.563	.000	.656	.750	.750	.000	.900	.583	.750	.000	.769	.782
Lights	12	9	0	21	19	15	0	34	7	33	0	40	95
% Lights	100	100	0	100	90.5	100	0	94.4	100	100	0	100	97.9
Buses	0	0	0	0	1	0	0	1	0	0	0	0	1
% Buses	0	0	0	0	4.8	0	0	2.8	0	0	0	0	1.0
Trucks	0	0	0	0	1	0	0	1	0	0	0	0	1
% Trucks	0	0	0	0	4.8	0	0	2.8	0	0	0	0	1.0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0



NELSON & POPE

AM PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

GROWTH FACTOR: 1.10%
NO. OF YEARS: 2
GROWTH RATE: 1.023

LOCATION	DIR	MVMT	EXISTING VOLUME	AMBIENT NO BUILD VOLUME
	NB	LEFT	0	0
NYS ROUTE 25A		THROUGH	0	0
AT		RIGHT	0	0
MAKAMAH ROAD	SB	LEFT	4	5
		THROUGH	0	0
1		RIGHT	36	37
	EB	LEFT	17	18
		THROUGH	611	626
		RIGHT	0	0
	WB	LEFT	0	0
		THROUGH	663	679
		RIGHT	4	5
	NB	LEFT	67	69
NYS ROUTE 25A		THROUGH	11	12
AT		RIGHT	26	27
FRESH POND ROAD/	SB	LEFT	25	26
BREAD AND CHEESE HOLLOW ROAD		THROUGH	9	10
2		RIGHT	26	27
	EB	LEFT	12	13
		THROUGH	568	582
		RIGHT	68	70
	WB	LEFT	23	24
		THROUGH	571	585
		RIGHT	6	7
	NB	LEFT	0	0
		THROUGH	17	18
MAKAMAH ROAD		RIGHT	9	10
AT	SB	LEFT	21	22
BREEZE HILL ROAD		THROUGH	18	19
		RIGHT	0	0
3	EB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0
	WB	LEFT	9	10
		THROUGH	0	0
		RIGHT	3	4
	NB	LEFT	4	5
		THROUGH	4	5
MAKAMAH ROAD		RIGHT	6	7
AT	SB	LEFT	0	0
MAKAMAH BEACH ROAD/		THROUGH	3	4
MYSTIC LANE		RIGHT	1	2
4	EB	LEFT	0	0
		THROUGH	1	2
		RIGHT	13	14
	WB	LEFT	7	8
		THROUGH	1	2
		RIGHT	0	0

NELSON & POPE

AM PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

GROWTH FACTOR: 1.10%
NO. OF YEARS: 2
GROWTH RATE: 1.023

LOCATION	DIR	MVMT	EXISTING VOLUME	AMBIENT NO BUILD VOLUME
	NB	LEFT	6	7
		THROUGH	9	10
FRESH POND ROAD		RIGHT	0	0
AT	SB	LEFT	2	3
BREEZE HILL ROAD		THROUGH	24	25
		RIGHT	0	0
5	EB	LEFT	2	3
		THROUGH	6	7
		RIGHT	21	22
	WB	LEFT	5	6
		THROUGH	6	7
		RIGHT	1	2
	NB	LEFT	0	0
		THROUGH	12	13
FRESH POND ROAD		RIGHT	0	0
AT	SB	LEFT	0	0
NORTHEAST SITE ACCESS		THROUGH	26	27
		RIGHT	0	0
6	EB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0
	WB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0
	NB	LEFT	0	0
		THROUGH	21	22
MAKAMAH ROAD		RIGHT	0	0
AT	SB	LEFT	0	0
SOUTHWEST SITE ACCESS		THROUGH	40	41
		RIGHT	0	0
7	EB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0
	WB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0

NELSON & POPE

AM PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

OTHER
PLANNED
PROJECTS

	NO OTHER PLANNED PROJECTS	SUBTOTAL TRAFFIC
	VOL	GENERATED
ENTER	0	BY
EXIT	0	OTHER
TOTAL	0	PROJECTS

LOCATION	DIR	MVMT	%EN	%EX	**1 VOL**	SUBTOTAL VOL
	NB	LEFT			0	0
NYS ROUTE 25A		THROUGH			0	0
AT		RIGHT			0	0
MAKAMAH ROAD	SB	LEFT			0	0
		THROUGH			0	0
1		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	NB	LEFT			0	0
NYS ROUTE 25A		THROUGH			0	0
AT		RIGHT			0	0
FRESH POND ROAD/	SB	LEFT			0	0
BREAD AND CHEESE HOLLOW ROAD		THROUGH			0	0
2		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	NB	LEFT			0	0
		THROUGH			0	0
MAKAMAH ROAD		RIGHT			0	0
AT	SB	LEFT			0	0
BREEZE HILL ROAD		THROUGH			0	0
		RIGHT			0	0
3	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	NB	LEFT			0	0
		THROUGH			0	0
MAKAMAH ROAD		RIGHT			0	0
AT	SB	LEFT			0	0
MAKAMAH BEACH ROAD/		THROUGH			0	0
MYSTIC LANE		RIGHT			0	0
4	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0

NELSON & POPE

AM PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

OTHER
PLANNED
PROJECTS

	NO OTHER PLANNED PROJECTS	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
	VOL	
ENTER	0	
EXIT	0	
TOTAL	0	

LOCATION	DIR	MVMT	%EN	%EX	**1 VOL**	SUBTOTAL VOL
	NB	LEFT			0	0
		THROUGH			0	0
FRESH POND ROAD		RIGHT			0	0
AT	SB	LEFT			0	0
BREEZE HILL ROAD		THROUGH			0	0
		RIGHT			0	0
5	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	NB	LEFT			0	0
		THROUGH			0	0
FRESH POND ROAD		RIGHT			0	0
AT	SB	LEFT			0	0
NORTHEAST SITE ACCESS		THROUGH			0	0
		RIGHT			0	0
6	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	NB	LEFT			0	0
		THROUGH			0	0
MAKAMAH ROAD		RIGHT			0	0
AT	SB	LEFT			0	0
SOUTHWEST SITE ACCESS		THROUGH			0	0
		RIGHT			0	0
7	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0

NELSON & POPE

AM PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	LEFT	0	0	0
NYS ROUTE 25A		THROUGH	0	0	0
AT		RIGHT	0	0	0
MAKAMAH ROAD	SB	LEFT	5	0	5
		THROUGH	0	0	0
1		RIGHT	37	0	37
	EB	LEFT	18	0	18
		THROUGH	626	0	626
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	679	0	679
		RIGHT	5	0	5
	NB	LEFT	69	0	69
NYS ROUTE 25A		THROUGH	12	0	12
AT		RIGHT	27	0	27
FRESH POND ROAD/	SB	LEFT	26	0	26
BREAD AND CHEESE HOLLOW ROAD		THROUGH	10	0	10
2		RIGHT	27	0	27
	EB	LEFT	13	0	13
		THROUGH	582	0	582
		RIGHT	70	0	70
	WB	LEFT	24	0	24
		THROUGH	585	0	585
		RIGHT	7	0	7
	NB	LEFT	0	0	0
		THROUGH	18	0	18
MAKAMAH ROAD		RIGHT	10	0	10
AT	SB	LEFT	22	0	22
BREEZE HILL ROAD		THROUGH	19	0	19
		RIGHT	0	0	0
3	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	10	0	10
		THROUGH	0	0	0
		RIGHT	4	0	4
	NB	LEFT	5	0	5
		THROUGH	5	0	5
MAKAMAH ROAD		RIGHT	7	0	7
AT	SB	LEFT	0	0	0
MAKAMAH BEACH ROAD/		THROUGH	4	0	4
MYSTIC LANE		RIGHT	2	0	2
4	EB	LEFT	0	0	0
		THROUGH	2	0	2
		RIGHT	14	0	14
	WB	LEFT	8	0	8
		THROUGH	2	0	2
		RIGHT	0	0	0

NELSON & POPE

AM PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	LEFT	7	0	7
		THROUGH	10	0	10
FRESH POND ROAD		RIGHT	0	0	0
AT	SB	LEFT	3	0	3
BREEZE HILL ROAD		THROUGH	25	0	25
		RIGHT	0	0	0
5	EB	LEFT	3	0	3
		THROUGH	7	0	7
		RIGHT	22	0	22
	WB	LEFT	6	0	6
		THROUGH	7	0	7
		RIGHT	2	0	2
	NB	LEFT	0	0	0
		THROUGH	13	0	13
FRESH POND ROAD		RIGHT	0	0	0
AT	SB	LEFT	0	0	0
NORTHEAST SITE ACCESS		THROUGH	27	0	27
		RIGHT	0	0	0
6	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	NB	LEFT	0	0	0
		THROUGH	22	0	22
MAKAMAH ROAD		RIGHT	0	0	0
AT	SB	LEFT	0	0	0
SOUTHWEST SITE ACCESS		THROUGH	41	0	41
		RIGHT	0	0	0
7	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

AM PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

			PASS-BY% 0%		SENIOR HOUSING 38 UNITS N/W QUAD	PASS-BY% 0%		SENIOR HOUSING 12 UNITS N/E QUAD	PASS-BY% 0%		SENIOR HOUSING 48 UNITS S/W QUAD	SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL	
				ENTER	6		ENTER	3		ENTER	7	
				EXIT	14		EXIT	5		EXIT	16	
				TOTAL	20		TOTAL	8		TOTAL	23	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**				SUBTOTAL VOL
	NB	LEFT			0			0			0	0
NYS ROUTE 25A		THROUGH			0			0			0	0
AT		RIGHT			0			0			0	0
MAKAMAH ROAD	SB	LEFT		10	1			0		10	2	3
		THROUGH			0			0			0	0
1		RIGHT		30	4			0		30	5	9
	EB	LEFT	30		2			0	30		2	4
		THROUGH			0	30		1			0	1
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0		30	2			0	2
		RIGHT	10		1			0	10		1	2
	NB	LEFT			0			0			0	0
NYS ROUTE 25A		THROUGH	25		2	25		1	25		2	5
AT		RIGHT			0			0			0	0
FRESH POND ROAD/	SB	LEFT		35	5		45	2		35	6	13
BREAD AND CHEESE HOLLOW ROAD		THROUGH		25	4		25	1		25	4	9
2		RIGHT			0		30	2			0	2
	EB	LEFT			0	30		1			0	1
		THROUGH		10	1			0		10	2	3
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	10		1			0	10		1	2
		RIGHT	35		2	45		1	35		2	5
	NB	LEFT			0			0			0	0
		THROUGH	40		2			0			0	2
MAKAMAH ROAD		RIGHT			0			0		60	10	10
AT	SB	LEFT		60	8			0			0	8
BREEZE HILL ROAD		THROUGH		40	6			0			0	6
		RIGHT			0			0			0	0
3	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0	60		4	4
		THROUGH			0			0			0	0
		RIGHT	60		4			0			0	4
	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
MAKAMAH ROAD		RIGHT	100		6			0			0	6
AT	SB	LEFT			0			0			0	0
MAKAMAH BEACH ROAD/		THROUGH			0			0			0	0
MYSTIC LANE		RIGHT			0			0			0	0
4	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT		100	14			0			0	14
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	NB	LEFT	60		4			0	60		4	8
		THROUGH			0	100		3			0	3
FRESH POND ROAD		RIGHT			0			0			0	0
AT	SB	LEFT			0			0			0	0
BREEZE HILL ROAD		THROUGH			0		100	5			0	5
		RIGHT			0			0			0	0
5	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT		60	8			0		60	10	18
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	NB	LEFT			0	100		3			0	3
		THROUGH			0			0			0	0
FRESH POND ROAD		RIGHT			0			0			0	0
AT	SB	LEFT			0			0			0	0
NORTHEAST SITE ACCESS		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
6	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0		100	5			0	5
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	NB	LEFT			0			0			0	0
		THROUGH	40		2			0			0	2
MAKAMAH ROAD		RIGHT			0			0	40		3	3
AT	SB	LEFT			0			0	60		4	4
SOUTHWEST SITE ACCESS		THROUGH		40	6			0			0	6
		RIGHT			0			0			0	0
7	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0		40	6	6
		THROUGH			0			0			0	0
		RIGHT			0			0		60	10	10

NELSON & POPE

AM PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	LEFT	0	0	0
NYS ROUTE 25A		THROUGH	0	0	0
AT		RIGHT	0	0	0
MAKAMAH ROAD	SB	LEFT	5	3	8
		THROUGH	0	0	0
1		RIGHT	37	9	46
	EB	LEFT	18	4	22
		THROUGH	626	1	627
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	679	2	681
		RIGHT	5	2	7
	NB	LEFT	69	0	69
NYS ROUTE 25A		THROUGH	12	5	17
AT		RIGHT	27	0	27
FRESH POND ROAD/	SB	LEFT	26	13	39
BREAD AND CHEESE HOLLOW ROAD		THROUGH	10	9	19
2		RIGHT	27	2	29
	EB	LEFT	13	1	14
		THROUGH	582	3	585
		RIGHT	70	0	70
	WB	LEFT	24	0	24
		THROUGH	585	2	587
		RIGHT	7	5	12
	NB	LEFT	0	0	0
		THROUGH	18	2	20
MAKAMAH ROAD		RIGHT	10	10	20
AT	SB	LEFT	22	8	30
BREEZE HILL ROAD		THROUGH	19	6	25
		RIGHT	0	0	0
3	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	10	4	14
		THROUGH	0	0	0
		RIGHT	4	4	8
	NB	LEFT	5	0	5
		THROUGH	5	0	5
MAKAMAH ROAD		RIGHT	7	6	13
AT	SB	LEFT	0	0	0
MAKAMAH BEACH ROAD/		THROUGH	4	0	4
MYSTIC LANE		RIGHT	2	0	2
4	EB	LEFT	0	0	0
		THROUGH	2	0	2
		RIGHT	14	0	14
	WB	LEFT	8	14	22
		THROUGH	2	0	2
		RIGHT	0	0	0

NELSON & POPE

AM PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	LEFT	7	8	15
		THROUGH	10	3	13
FRESH POND ROAD		RIGHT	0	0	0
AT	SB	LEFT	3	0	3
BREEZE HILL ROAD		THROUGH	25	5	30
		RIGHT	0	0	0
5	EB	LEFT	3	0	3
		THROUGH	7	0	7
		RIGHT	22	18	40
	WB	LEFT	6	0	6
		THROUGH	7	0	7
		RIGHT	2	0	2
	NB	LEFT	0	3	3
		THROUGH	13	0	13
FRESH POND ROAD		RIGHT	0	0	0
AT	SB	LEFT	0	0	0
NORTHEAST SITE ACCESS		THROUGH	27	0	27
		RIGHT	0	0	0
6	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	5	5
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	NB	LEFT	0	0	0
		THROUGH	22	2	24
MAKAMAH ROAD		RIGHT	0	3	3
AT	SB	LEFT	0	4	4
SOUTHWEST SITE ACCESS		THROUGH	41	6	47
		RIGHT	0	0	0
7	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	6	6
		THROUGH	0	0	0
		RIGHT	0	10	10

NELSON & POPE

PM PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

GROWTH FACTOR: 1.10%
NO. OF YEARS: 2
GROWTH RATE: 1.023

LOCATION	DIR	MVMT	EXISTING VOLUME	AMBIENT NO BUILD VOLUME
	NB	LEFT	0	0
NYS ROUTE 25A		THROUGH	0	0
AT		RIGHT	0	0
MAKAMAH ROAD	SB	LEFT	3	4
		THROUGH	0	0
1		RIGHT	30	31
	EB	LEFT	29	30
		THROUGH	675	691
		RIGHT	0	0
	WB	LEFT	0	0
		THROUGH	754	772
		RIGHT	6	7
	NB	LEFT	87	90
NYS ROUTE 25A		THROUGH	19	20
AT		RIGHT	34	35
FRESH POND ROAD/	SB	LEFT	12	13
BREAD AND CHEESE HOLLOW ROAD		THROUGH	17	18
2		RIGHT	18	19
	EB	LEFT	26	27
		THROUGH	593	607
		RIGHT	78	80
	WB	LEFT	22	23
		THROUGH	621	636
		RIGHT	22	23
	NB	LEFT	0	0
		THROUGH	16	17
MAKAMAH ROAD		RIGHT	11	12
AT	SB	LEFT	9	10
BREEZE HILL ROAD		THROUGH	19	20
		RIGHT	0	0
3	EB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0
	WB	LEFT	10	11
		THROUGH	0	0
		RIGHT	20	21
	NB	LEFT	13	14
		THROUGH	6	7
MAKAMAH ROAD		RIGHT	3	4
AT	SB	LEFT	1	2
MAKAMAH BEACH ROAD/		THROUGH	7	8
MYSTIC LANE		RIGHT	0	0
4	EB	LEFT	0	0
		THROUGH	0	0
		RIGHT	6	7
	WB	LEFT	2	3
		THROUGH	0	0
		RIGHT	1	2

NELSON & POPE

PM PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

GROWTH FACTOR: 1.10%
NO. OF YEARS: 2
GROWTH RATE: 1.023

LOCATION	DIR	MVMT	EXISTING VOLUME	AMBIENT NO BUILD VOLUME
	NB	LEFT	24	25
		THROUGH	18	19
FRESH POND ROAD		RIGHT	5	6
AT	SB	LEFT	1	2
BREEZE HILL ROAD		THROUGH	10	11
		RIGHT	2	3
5	EB	LEFT	2	3
		THROUGH	4	5
		RIGHT	14	15
	WB	LEFT	3	4
		THROUGH	6	7
		RIGHT	3	4
	NB	LEFT	0	0
		THROUGH	23	24
FRESH POND ROAD		RIGHT	0	0
AT	SB	LEFT	0	0
NORTHEAST SITE ACCESS		THROUGH	13	14
		RIGHT	0	0
6	EB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0
	WB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0
	NB	LEFT	0	0
		THROUGH	35	36
MAKAMAH ROAD		RIGHT	0	0
AT	SB	LEFT	0	0
SOUTHWEST SITE ACCESS		THROUGH	33	34
		RIGHT	0	0
7	EB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0
	WB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0

NELSON & POPE

PM PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

OTHER
PLANNED
PROJECTS

	NO OTHER PLANNED PROJECTS	SUBTOTAL TRAFFIC
	VOL	GENERATED
ENTER	0	BY
EXIT	0	OTHER
TOTAL	0	PROJECTS

LOCATION	DIR	MVMT	%EN	%EX	**1 VOL**	SUBTOTAL VOL
	NB	LEFT			0	0
NYS ROUTE 25A		THROUGH			0	0
AT		RIGHT			0	0
MAKAMAH ROAD	SB	LEFT			0	0
		THROUGH			0	0
1		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	NB	LEFT			0	0
NYS ROUTE 25A		THROUGH			0	0
AT		RIGHT			0	0
FRESH POND ROAD/	SB	LEFT			0	0
BREAD AND CHEESE HOLLOW ROAD		THROUGH			0	0
2		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	NB	LEFT			0	0
		THROUGH			0	0
MAKAMAH ROAD		RIGHT			0	0
AT	SB	LEFT			0	0
BREEZE HILL ROAD		THROUGH			0	0
		RIGHT			0	0
3	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	NB	LEFT			0	0
		THROUGH			0	0
MAKAMAH ROAD		RIGHT			0	0
AT	SB	LEFT			0	0
MAKAMAH BEACH ROAD/		THROUGH			0	0
MYSTIC LANE		RIGHT			0	0
4	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0

NELSON & POPE

PM PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

OTHER
PLANNED
PROJECTS

	NO OTHER PLANNED PROJECTS	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
	VOL	
ENTER	0	
EXIT	0	
TOTAL	0	

LOCATION	DIR	MVMT	%EN	%EX	**1 VOL**	SUBTOTAL VOL
	NB	LEFT			0	0
		THROUGH			0	0
FRESH POND ROAD		RIGHT			0	0
AT	SB	LEFT			0	0
BREEZE HILL ROAD		THROUGH			0	0
		RIGHT			0	0
5	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	NB	LEFT			0	0
		THROUGH			0	0
FRESH POND ROAD		RIGHT			0	0
AT	SB	LEFT			0	0
NORTHEAST SITE ACCESS		THROUGH			0	0
		RIGHT			0	0
6	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	NB	LEFT			0	0
		THROUGH			0	0
MAKAMAH ROAD		RIGHT			0	0
AT	SB	LEFT			0	0
SOUTHWEST SITE ACCESS		THROUGH			0	0
		RIGHT			0	0
7	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0

NELSON & POPE

PM PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	LEFT	0	0	0
NYS ROUTE 25A		THROUGH	0	0	0
AT		RIGHT	0	0	0
MAKAMAH ROAD	SB	LEFT	4	0	4
		THROUGH	0	0	0
1		RIGHT	31	0	31
	EB	LEFT	30	0	30
		THROUGH	691	0	691
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	772	0	772
		RIGHT	7	0	7
	NB	LEFT	90	0	90
NYS ROUTE 25A		THROUGH	20	0	20
AT		RIGHT	35	0	35
FRESH POND ROAD/	SB	LEFT	13	0	13
BREAD AND CHEESE HOLLOW ROAD		THROUGH	18	0	18
2		RIGHT	19	0	19
	EB	LEFT	27	0	27
		THROUGH	607	0	607
		RIGHT	80	0	80
	WB	LEFT	23	0	23
		THROUGH	636	0	636
		RIGHT	23	0	23
	NB	LEFT	0	0	0
		THROUGH	17	0	17
MAKAMAH ROAD		RIGHT	12	0	12
AT	SB	LEFT	10	0	10
BREEZE HILL ROAD		THROUGH	20	0	20
		RIGHT	0	0	0
3	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	11	0	11
		THROUGH	0	0	0
		RIGHT	21	0	21
	NB	LEFT	14	0	14
		THROUGH	7	0	7
MAKAMAH ROAD		RIGHT	4	0	4
AT	SB	LEFT	2	0	2
MAKAMAH BEACH ROAD/		THROUGH	8	0	8
MYSTIC LANE		RIGHT	0	0	0
4	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	7	0	7
	WB	LEFT	3	0	3
		THROUGH	0	0	0
		RIGHT	2	0	2

NELSON & POPE

PM PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	LEFT	25	0	25
		THROUGH	19	0	19
FRESH POND ROAD		RIGHT	6	0	6
AT	SB	LEFT	2	0	2
BREEZE HILL ROAD		THROUGH	11	0	11
		RIGHT	3	0	3
5	EB	LEFT	3	0	3
		THROUGH	5	0	5
		RIGHT	15	0	15
	WB	LEFT	4	0	4
		THROUGH	7	0	7
		RIGHT	4	0	4
	NB	LEFT	0	0	0
		THROUGH	24	0	24
FRESH POND ROAD		RIGHT	0	0	0
AT	SB	LEFT	0	0	0
NORTHEAST SITE ACCESS		THROUGH	14	0	14
		RIGHT	0	0	0
6	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	NB	LEFT	0	0	0
		THROUGH	36	0	36
MAKAMAH ROAD		RIGHT	0	0	0
AT	SB	LEFT	0	0	0
SOUTHWEST SITE ACCESS		THROUGH	34	0	34
		RIGHT	0	0	0
7	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

PM PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

			PASS-BY% 0%		SENIOR HOUSING 38 UNITS N/W QUAD	PASS-BY% 0%		SENIOR HOUSING 12 UNITS N/E QUAD	PASS-BY% 0%		SENIOR HOUSING 48 UNITS S/W QUAD	SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL	
				ENTER	14		ENTER	5		ENTER	16	
				EXIT	9		EXIT	4		EXIT	11	
				TOTAL	23		TOTAL	9		TOTAL	27	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**				SUBTOTAL VOL
	NB	LEFT			0			0			0	0
NYS ROUTE 25A		THROUGH			0			0			0	0
AT		RIGHT			0			0			0	0
MAKAMAH ROAD	SB	LEFT		10	1			0		10	1	2
		THROUGH			0			0			0	0
1		RIGHT		30	3			0		30	3	6
	EB	LEFT	30		4			0	30		5	9
		THROUGH			0	30		2			0	2
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0		30	1			0	1
		RIGHT	10		1			0	10		2	3
	NB	LEFT			0			0			0	0
NYS ROUTE 25A		THROUGH	25		4	25		1	25		4	9
AT		RIGHT			0			0			0	0
FRESH POND ROAD/	SB	LEFT		35	3		45	2		35	4	9
BREAD AND CHEESE HOLLOW ROAD		THROUGH		25	2		25	1		25	3	6
2		RIGHT			0		30	1			0	1
	EB	LEFT			0	30		2			0	2
		THROUGH		10	1			0		10	1	2
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	10		1			0	10		2	3
		RIGHT	35		5	45		2	35		6	13
	NB	LEFT			0			0			0	0
		THROUGH	40		6			0			0	6
MAKAMAH ROAD		RIGHT			0			0		60	7	7
AT	SB	LEFT		60	5			0			0	5
BREEZE HILL ROAD		THROUGH		40	4			0			0	4
		RIGHT			0			0			0	0
3	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0	60		10	10
		THROUGH			0			0			0	0
		RIGHT	60		8			0			0	8
	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
MAKAMAH ROAD		RIGHT	100		14			0			0	14
AT	SB	LEFT			0			0			0	0
MAKAMAH BEACH ROAD/		THROUGH			0			0			0	0
MYSTIC LANE		RIGHT			0			0			0	0
4	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT		100	9			0			0	9
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	NB	LEFT	60		8			0	60		10	18
		THROUGH			0	100		5			0	5
FRESH POND ROAD		RIGHT			0			0			0	0
AT	SB	LEFT			0			0			0	0
BREEZE HILL ROAD		THROUGH			0		100	4			0	4
		RIGHT			0			0			0	0
5	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT		60	5			0		60	7	12
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	NB	LEFT			0	100		5			0	5
		THROUGH			0			0			0	0
FRESH POND ROAD		RIGHT			0			0			0	0
AT	SB	LEFT			0			0			0	0
NORTHEAST SITE ACCESS		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
6	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0		100	4			0	4
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	NB	LEFT			0			0			0	0
		THROUGH	40		6			0			0	6
MAKAMAH ROAD		RIGHT			0			0	40		6	6
AT	SB	LEFT			0			0	60		10	10
SOUTHWEST SITE ACCESS		THROUGH		40	4			0			0	4
		RIGHT			0			0			0	0
7	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0		40	4	4
		THROUGH			0			0			0	0
		RIGHT			0			0		60	7	7

NELSON & POPE

PM PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	LEFT	0	0	0
NYS ROUTE 25A		THROUGH	0	0	0
AT		RIGHT	0	0	0
MAKAMAH ROAD	SB	LEFT	4	2	6
		THROUGH	0	0	0
1		RIGHT	31	6	37
	EB	LEFT	30	9	39
		THROUGH	691	2	693
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	772	1	773
		RIGHT	7	3	10
	NB	LEFT	90	0	90
NYS ROUTE 25A		THROUGH	20	9	29
AT		RIGHT	35	0	35
FRESH POND ROAD/	SB	LEFT	13	9	22
BREAD AND CHEESE HOLLOW ROAD		THROUGH	18	6	24
2		RIGHT	19	1	20
	EB	LEFT	27	2	29
		THROUGH	607	2	609
		RIGHT	80	0	80
	WB	LEFT	23	0	23
		THROUGH	636	3	639
		RIGHT	23	13	36
	NB	LEFT	0	0	0
		THROUGH	17	6	23
MAKAMAH ROAD		RIGHT	12	7	19
AT	SB	LEFT	10	5	15
BREEZE HILL ROAD		THROUGH	20	4	24
		RIGHT	0	0	0
3	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	11	10	21
		THROUGH	0	0	0
		RIGHT	21	8	29
	NB	LEFT	14	0	14
		THROUGH	7	0	7
MAKAMAH ROAD		RIGHT	4	14	18
AT	SB	LEFT	2	0	2
MAKAMAH BEACH ROAD/		THROUGH	8	0	8
MYSTIC LANE		RIGHT	0	0	0
4	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	7	0	7
	WB	LEFT	3	9	12
		THROUGH	0	0	0
		RIGHT	2	0	2

NELSON & POPE

PM PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	LEFT	25	18	43
		THROUGH	19	5	24
FRESH POND ROAD		RIGHT	6	0	6
AT	SB	LEFT	2	0	2
BREEZE HILL ROAD		THROUGH	11	4	15
		RIGHT	3	0	3
5	EB	LEFT	3	0	3
		THROUGH	5	0	5
		RIGHT	15	12	27
	WB	LEFT	4	0	4
		THROUGH	7	0	7
		RIGHT	4	0	4
	NB	LEFT	0	5	5
		THROUGH	24	0	24
FRESH POND ROAD		RIGHT	0	0	0
AT	SB	LEFT	0	0	0
NORTHEAST SITE ACCESS		THROUGH	14	0	14
		RIGHT	0	0	0
6	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	4	4
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	NB	LEFT	0	0	0
		THROUGH	36	6	42
MAKAMAH ROAD		RIGHT	0	6	6
AT	SB	LEFT	0	10	10
SOUTHWEST SITE ACCESS		THROUGH	34	4	38
		RIGHT	0	0	0
7	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	4	4
		THROUGH	0	0	0
		RIGHT	0	7	7

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

GROWTH FACTOR: 1.10%
NO. OF YEARS: 2
GROWTH RATE: 1.023

LOCATION	DIR	MVMT	EXISTING VOLUME	AMBIENT NO BUILD VOLUME
	NB	LEFT	0	0
NYS ROUTE 25A		THROUGH	0	0
AT		RIGHT	0	0
MAKAMAH ROAD	SB	LEFT	4	5
		THROUGH	0	0
1		RIGHT	45	47
	EB	LEFT	31	32
		THROUGH	712	729
		RIGHT	0	0
	WB	LEFT	0	0
		THROUGH	618	633
		RIGHT	5	6
	NB	LEFT	103	106
NYS ROUTE 25A		THROUGH	35	36
AT		RIGHT	22	23
FRESH POND ROAD/	SB	LEFT	24	25
BREAD AND CHEESE HOLLOW ROAD		THROUGH	28	29
2		RIGHT	15	16
	EB	LEFT	19	20
		THROUGH	611	626
		RIGHT	88	91
	WB	LEFT	28	29
		THROUGH	508	520
		RIGHT	11	12
	NB	LEFT	0	0
		THROUGH	28	29
MAKAMAH ROAD		RIGHT	23	24
AT	SB	LEFT	12	13
BREEZE HILL ROAD		THROUGH	33	34
		RIGHT	0	0
3	EB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0
	WB	LEFT	19	20
		THROUGH	0	0
		RIGHT	20	21
	NB	LEFT	18	19
		THROUGH	8	9
MAKAMAH ROAD		RIGHT	10	11
AT	SB	LEFT	0	0
MAKAMAH BEACH ROAD/		THROUGH	8	9
MYSTIC LANE		RIGHT	1	2
4	EB	LEFT	1	2
		THROUGH	2	3
		RIGHT	15	16
	WB	LEFT	8	9
		THROUGH	1	2
		RIGHT	0	0

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

GROWTH FACTOR: 1.10%
NO. OF YEARS: 2
GROWTH RATE: 1.023

LOCATION	DIR	MVMT	EXISTING VOLUME	AMBIENT NO BUILD VOLUME
	NB	LEFT	29	30
		THROUGH	22	23
FRESH POND ROAD		RIGHT	5	6
AT	SB	LEFT	0	0
BREEZE HILL ROAD		THROUGH	19	20
		RIGHT	2	3
5	EB	LEFT	0	0
		THROUGH	3	4
		RIGHT	25	26
	WB	LEFT	2	3
		THROUGH	11	12
		RIGHT	6	7
	NB	LEFT	0	0
		THROUGH	28	29
FRESH POND ROAD		RIGHT	0	0
AT	SB	LEFT	0	0
NORTHEAST SITE ACCESS		THROUGH	21	22
		RIGHT	0	0
6	EB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0
	WB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0
	NB	LEFT	0	0
		THROUGH	36	37
MAKAMAH ROAD		RIGHT	0	0
AT	SB	LEFT	0	0
SOUTHWEST SITE ACCESS		THROUGH	49	51
		RIGHT	0	0
7	EB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0
	WB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

OTHER
PLANNED
PROJECTS

	NO OTHER PLANNED PROJECTS	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
	VOL	
ENTER	0	
EXIT	0	
TOTAL	0	

LOCATION	DIR	MVMT	%EN	%EX	**1 VOL**	SUBTOTAL VOL
	NB	LEFT			0	0
NYS ROUTE 25A		THROUGH			0	0
AT		RIGHT			0	0
MAKAMAH ROAD	SB	LEFT			0	0
		THROUGH			0	0
1		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	NB	LEFT			0	0
NYS ROUTE 25A		THROUGH			0	0
AT		RIGHT			0	0
FRESH POND ROAD/	SB	LEFT			0	0
BREAD AND CHEESE HOLLOW ROAD		THROUGH			0	0
2		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	NB	LEFT			0	0
		THROUGH			0	0
MAKAMAH ROAD		RIGHT			0	0
AT	SB	LEFT			0	0
BREEZE HILL ROAD		THROUGH			0	0
		RIGHT			0	0
3	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	NB	LEFT			0	0
		THROUGH			0	0
MAKAMAH ROAD		RIGHT			0	0
AT	SB	LEFT			0	0
MAKAMAH BEACH ROAD/		THROUGH			0	0
MYSTIC LANE		RIGHT			0	0
4	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

OTHER
PLANNED
PROJECTS

	NO OTHER PLANNED PROJECTS	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
	VOL	
ENTER	0	
EXIT	0	
TOTAL	0	

LOCATION	DIR	MVMT	%EN	%EX	**1 VOL**	SUBTOTAL VOL
	NB	LEFT			0	0
		THROUGH			0	0
FRESH POND ROAD		RIGHT			0	0
AT	SB	LEFT			0	0
BREEZE HILL ROAD		THROUGH			0	0
		RIGHT			0	0
5	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	NB	LEFT			0	0
		THROUGH			0	0
FRESH POND ROAD		RIGHT			0	0
AT	SB	LEFT			0	0
NORTHEAST SITE ACCESS		THROUGH			0	0
		RIGHT			0	0
6	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	NB	LEFT			0	0
		THROUGH			0	0
MAKAMAH ROAD		RIGHT			0	0
AT	SB	LEFT			0	0
SOUTHWEST SITE ACCESS		THROUGH			0	0
		RIGHT			0	0
7	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	LEFT	0	0	0
NYS ROUTE 25A		THROUGH	0	0	0
AT		RIGHT	0	0	0
MAKAMAH ROAD	SB	LEFT	5	0	5
		THROUGH	0	0	0
1		RIGHT	47	0	47
	EB	LEFT	32	0	32
		THROUGH	729	0	729
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	633	0	633
		RIGHT	6	0	6
	NB	LEFT	106	0	106
NYS ROUTE 25A		THROUGH	36	0	36
AT		RIGHT	23	0	23
FRESH POND ROAD/	SB	LEFT	25	0	25
BREAD AND CHEESE HOLLOW ROAD		THROUGH	29	0	29
2		RIGHT	16	0	16
	EB	LEFT	20	0	20
		THROUGH	626	0	626
		RIGHT	91	0	91
	WB	LEFT	29	0	29
		THROUGH	520	0	520
		RIGHT	12	0	12
	NB	LEFT	0	0	0
		THROUGH	29	0	29
MAKAMAH ROAD		RIGHT	24	0	24
AT	SB	LEFT	13	0	13
BREEZE HILL ROAD		THROUGH	34	0	34
		RIGHT	0	0	0
3	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	20	0	20
		THROUGH	0	0	0
		RIGHT	21	0	21
	NB	LEFT	19	0	19
		THROUGH	9	0	9
MAKAMAH ROAD		RIGHT	11	0	11
AT	SB	LEFT	0	0	0
MAKAMAH BEACH ROAD/		THROUGH	9	0	9
MYSTIC LANE		RIGHT	2	0	2
4	EB	LEFT	2	0	2
		THROUGH	3	0	3
		RIGHT	16	0	16
	WB	LEFT	9	0	9
		THROUGH	2	0	2
		RIGHT	0	0	0

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	LEFT	30	0	30
		THROUGH	23	0	23
FRESH POND ROAD		RIGHT	6	0	6
AT	SB	LEFT	0	0	0
BREEZE HILL ROAD		THROUGH	20	0	20
		RIGHT	3	0	3
5	EB	LEFT	0	0	0
		THROUGH	4	0	4
		RIGHT	26	0	26
	WB	LEFT	3	0	3
		THROUGH	12	0	12
		RIGHT	7	0	7
	NB	LEFT	0	0	0
		THROUGH	29	0	29
FRESH POND ROAD		RIGHT	0	0	0
AT	SB	LEFT	0	0	0
NORTHEAST SITE ACCESS		THROUGH	22	0	22
		RIGHT	0	0	0
6	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	NB	LEFT	0	0	0
		THROUGH	37	0	37
MAKAMAH ROAD		RIGHT	0	0	0
AT	SB	LEFT	0	0	0
SOUTHWEST SITE ACCESS		THROUGH	51	0	51
		RIGHT	0	0	0
7	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

			PASS-BY% 0%		SENIOR HOUSING 38 UNITS N/W QUAD	PASS-BY% 0%		SENIOR HOUSING 12 UNITS N/E QUAD	PASS-BY% 0%		SENIOR HOUSING 48 UNITS S/W QUAD	SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL	
				ENTER	4		ENTER	1		ENTER	5	
				EXIT	5		EXIT	2		EXIT	6	
				TOTAL	9		TOTAL	3		TOTAL	11	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**				SUBTOTAL VOL
	NB	LEFT			0			0			0	0
NYS ROUTE 25A		THROUGH			0			0			0	0
AT		RIGHT			0			0			0	0
MAKAMAH ROAD	SB	LEFT		10	1			0		10	1	2
		THROUGH			0			0			0	0
1		RIGHT		30	2			0		30	2	4
	EB	LEFT	30		1			0	30		2	3
		THROUGH			0	30		0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH			0		30	1			0	1
		RIGHT	10		0			0	10		1	1
	NB	LEFT			0			0			0	0
NYS ROUTE 25A		THROUGH	25		1	25		0	25		1	2
AT		RIGHT			0			0			0	0
FRESH POND ROAD/	SB	LEFT		35	2		45	1		35	2	5
BREAD AND CHEESE HOLLOW ROAD		THROUGH		25	1		25	1		25	2	4
2		RIGHT			0		30	1			0	1
	EB	LEFT			0	30		0			0	0
		THROUGH		10	1			0		10	1	2
		RIGHT			0			0			0	0
	WB	LEFT			0			0			0	0
		THROUGH	10		0			0	10		1	1
		RIGHT	35		1	45		0	35		2	3
	NB	LEFT			0			0			0	0
		THROUGH	40		2			0			0	2
MAKAMAH ROAD		RIGHT			0			0		60	4	4
AT	SB	LEFT		60	3			0			0	3
BREEZE HILL ROAD		THROUGH		40	2			0			0	2
		RIGHT			0			0			0	0
3	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0	60		3	3
		THROUGH			0			0			0	0
		RIGHT	60		2			0			0	2
	NB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
MAKAMAH ROAD		RIGHT	100		4			0			0	4
AT	SB	LEFT			0			0			0	0
MAKAMAH BEACH ROAD/		THROUGH			0			0			0	0
MYSTIC LANE		RIGHT			0			0			0	0
4	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT		100	5			0			0	5
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	NB	LEFT	60		2			0	60		3	5
		THROUGH			0	100		1			0	1
FRESH POND ROAD		RIGHT			0			0			0	0
AT	SB	LEFT			0			0			0	0
BREEZE HILL ROAD		THROUGH			0		100	2			0	2
		RIGHT			0			0			0	0
5	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT		60	3			0		60	4	7
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	NB	LEFT			0	100		1			0	1
		THROUGH			0			0			0	0
FRESH POND ROAD		RIGHT			0			0			0	0
AT	SB	LEFT			0			0			0	0
NORTHEAST SITE ACCESS		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
6	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0		100	2			0	2
	WB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	NB	LEFT			0			0			0	0
		THROUGH	40		2			0			0	2
MAKAMAH ROAD		RIGHT			0			0	40		2	2
AT	SB	LEFT			0			0	60		3	3
SOUTHWEST SITE ACCESS		THROUGH		40	2			0			0	2
		RIGHT			0			0			0	0
7	EB	LEFT			0			0			0	0
		THROUGH			0			0			0	0
		RIGHT			0			0			0	0
	WB	LEFT			0			0		40	2	2
		THROUGH			0			0			0	0
		RIGHT			0			0		60	4	4

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	LEFT	0	0	0
NYS ROUTE 25A		THROUGH	0	0	0
AT		RIGHT	0	0	0
MAKAMAH ROAD	SB	LEFT	5	2	7
		THROUGH	0	0	0
1		RIGHT	47	4	51
	EB	LEFT	32	3	35
		THROUGH	729	0	729
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	633	1	634
		RIGHT	6	1	7
	NB	LEFT	106	0	106
NYS ROUTE 25A		THROUGH	36	2	38
AT		RIGHT	23	0	23
FRESH POND ROAD/	SB	LEFT	25	5	30
BREAD AND CHEESE HOLLOW ROAD		THROUGH	29	4	33
2		RIGHT	16	1	17
	EB	LEFT	20	0	20
		THROUGH	626	2	628
		RIGHT	91	0	91
	WB	LEFT	29	0	29
		THROUGH	520	1	521
		RIGHT	12	3	15
	NB	LEFT	0	0	0
		THROUGH	29	2	31
MAKAMAH ROAD		RIGHT	24	4	28
AT	SB	LEFT	13	3	16
BREEZE HILL ROAD		THROUGH	34	2	36
		RIGHT	0	0	0
3	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	20	3	23
		THROUGH	0	0	0
		RIGHT	21	2	23
	NB	LEFT	19	0	19
		THROUGH	9	0	9
MAKAMAH ROAD		RIGHT	11	4	15
AT	SB	LEFT	0	0	0
MAKAMAH BEACH ROAD/		THROUGH	9	0	9
MYSTIC LANE		RIGHT	2	0	2
4	EB	LEFT	2	0	2
		THROUGH	3	0	3
		RIGHT	16	0	16
	WB	LEFT	9	5	14
		THROUGH	2	0	2
		RIGHT	0	0	0

NELSON & POPE

SATURDAY PEAK HOUR
Project Name: Indian Hills
N&P Project No. 86047

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	LEFT	30	5	35
		THROUGH	23	1	24
FRESH POND ROAD		RIGHT	6	0	6
AT	SB	LEFT	0	0	0
BREEZE HILL ROAD		THROUGH	20	2	22
		RIGHT	3	0	3
5	EB	LEFT	0	0	0
		THROUGH	4	0	4
		RIGHT	26	7	33
	WB	LEFT	3	0	3
		THROUGH	12	0	12
		RIGHT	7	0	7
	NB	LEFT	0	1	1
		THROUGH	29	0	29
FRESH POND ROAD		RIGHT	0	0	0
AT	SB	LEFT	0	0	0
NORTHEAST SITE ACCESS		THROUGH	22	0	22
		RIGHT	0	0	0
6	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	2	2
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	NB	LEFT	0	0	0
		THROUGH	37	2	39
MAKAMAH ROAD		RIGHT	0	2	2
AT	SB	LEFT	0	3	3
SOUTHWEST SITE ACCESS		THROUGH	51	2	53
		RIGHT	0	0	0
7	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	2	2
		THROUGH	0	0	0
		RIGHT	0	4	4

Appendix B: Accident Data

Accident Location Information System(ALIS)

Date: 1/11/2019
12:20:59 PM

Accident Verbal Description

15668_VDR

Date in this report covers the period -10/1/2015-9/30/2018

Complete Accident data from NYSDMV is only available thru 9/30/2018 12:00:00 AM

County: Suffolk Muni: Huntington(T) Ref. Marker: 25A07031099 Street: [Route] 25A
AT INTERSECTION WITH MAKAMAH RD

10/24/2015 Sat 18:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35960172**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5599 State of Registration: NY
Num of Occupants: 2 Driver's Age: 44 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: UNKNOWN
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Suffolk Muni: Huntington(T) Ref. Marker: 25A07031099 Street: FORT SALONGA RD
AT INTERSECTION WITH Makamah Rd

1/28/2016 Thu 01:10 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36090393**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 1
Type Of Accident: COLLISION WITH CURBING Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: WET Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4089 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

County: Suffolk Muni: Huntington(T) Ref. Marker: 25A07031099 Street: FORT SALONGA RD
AT INTERSECTION WITH MAKAMAH RD

2/2/2016 Tue 04:32 AM Persons Killed: 2 Persons Injured: 1 Extent of Injuries: KKA **Case: 2016-36138368**
Accident Class: FATAL Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 1
Type Of Accident: COLLISION WITH TREE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: WET Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 3 Driver's Age: 26 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: UNSAFE SPEED, NOT ENTERED

County: Suffolk Muni: Huntington(T) Ref. Marker: 25A07031099 Street: FORT SALONGA RD
AT INTERSECTION WITH Makamah Rd

8/18/2016 Thu 07:55 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2016-36347431**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 1

Type Of Accident: COLLISION WITH TREE Traffic Control: NONE

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAWN

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5484 State of Registration: NY

Num of Occupants: 1 Driver's Age: 46 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, UNSAFE SPEED

County: Suffolk Muni: Huntington(T) Ref. Marker: 25A07031099 Street: FORT SALONGA RD
AT INTERSECTION WITH Makamah Rd

12/1/2016 Thu 17:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36509030**

Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NONE

Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5243 State of Registration: NY

Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N

Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Suffolk Muni: Huntington(T) Ref. Marker: 25A07031106 Street: FORT SALONGA RD
AT INTERSECTION WITH BREAD AND CHEESE HOLLOW RD

12/8/2016 Thu 20:33 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36517155**

Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: RIGHT TURN (WITH OTHER CAR) Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5217 State of Registration: NY

Num of Occupants: 2 Driver's Age: 22 Sex: F Citation Issued: N

Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING U TURN

Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 2974 State of Registration: NY

Num of Occupants: 2 Driver's Age: Sex: Citation Issued:

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: PARKED

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Huntington(T) Ref. Marker: 25A07031106 Street: FORT SALONGA RD
AT INTERSECTION WITH Bread and Cheese Hollow Rd

1/20/2017 Fri 17:52 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36572633**

Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 1

Type Of Accident: COLLISION WITH ANIMAL Traffic Control: NONE

Manner of Collision: OTHER Weather: RAIN

Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Suffolk Muni: Huntington(T) Ref. Marker: Street: MAKAMAH RD
AT INTERSECTION WITH ROUTE 25A

2/28/2017 Tue 18:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36651962**

Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NONE

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4550 State of Registration: NY

Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: UNKNOWN, NOT APPLICABLE

County: Suffolk Muni: Huntington(T) Ref. Marker: 25A07031106 Street: FORT SALONGA RD
AT INTERSECTION WITH Bread and Cheese Hollow Rd

9/1/2017 Fri 09:49 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2017-36911800**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 1

Type Of Accident: COLLISION WITH BUILDING/WALL Traffic Control: NONE

Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4200 State of Registration: NY
Num of Occupants: 2 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INEXPERIENCE, NOT APPLICABLE

County: Suffolk Muni: Huntington(T) Ref. Marker: Street: FRESH POND RD
AT INTERSECTION WITH Breeze Hill Rd
11/7/2017 Tue 13:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36979105**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: PA
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3521 State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, VIEW OBSTRUCTED/LIMITED

County: Suffolk Muni: Huntington(T) Ref. Marker: 25A07031106 Street: FORT SALONGA RD
AT INTERSECTION WITH BREAD AND CHEESE HOLLOW RD
11/15/2017 Wed 00:19 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36982349**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 1
Type Of Accident: COLLISION WITH ANIMAL Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4140 State of Registration: NY
Num of Occupants: 1 Driver's Age: 63 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Suffolk Muni: Huntington(T) Ref. Marker: 25A07031099 Street: FORT SALONGA RD
AT INTERSECTION WITH MAKAMAH RD
3/15/2018 Thu 21:55 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37191049**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 1

Type Of Accident: COLLISION WITH ANIMAL | Traffic Control: NONE
Manner of Collision: OTHER | Weather: CLOUDY
Road Surface Condition: WET | Road Char.: CURVE AND LEVEL | Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: 3780 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 36 | Sex: F | Citation Issued: N
Direction of Travel: EAST | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Suffolk Muni: Huntington(T) Ref. Marker: 25A07031099 Street: FORT SALONGA RD
AT INTERSECTION WITH MAKAMAH RD

3/15/2018 Thu 21:55 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2018-37191050**
Accident Class: PROPERTY DAMAGE | Police Agency: SUFFOLK CO PD YAPHANK | Num of Veh: 1
Type Of Accident: COLLISION WITH ANIMAL | Traffic Control: NONE
Manner of Collision: OTHER | Weather: CLOUDY
Road Surface Condition: WET | Road Char.: CURVE AND LEVEL | Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: 3481 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 21 | Sex: M | Citation Issued: N
Direction of Travel: WEST | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Suffolk Muni: Huntington(T) Ref. Marker: 25A07031106 Street: FORT SALONGA RD
AT INTERSECTION WITH Bread and Cheese Hollow Rd

5/17/2018 Thu 08:30 AM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2018-37286519**
Accident Class: PROPERTY DAMAGE | Police Agency: SUFFOLK CO PD YAPHANK | Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (WITH OTHER CAR) | Weather: RAIN
Road Surface Condition: WET | Road Char.: STRAIGHT AND LEVEL | Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: | State of Registration: FL
Num of Occupants: 1 | Driver's Age: 52 | Sex: F | Citation Issued: N
Direction of Travel: WEST | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP | Registered Weight: | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 34 | Sex: M | Citation Issued: N
Direction of Travel: SOUTH-EAST | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Suffolk Muni: Huntington(T) Ref. Marker: 25A07031106 Street: FORT SALONGA RD
AT INTERSECTION WITH Bread and Cheese Hollow Rd
5/21/2018 Mon 13:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37308401**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Huntington(T) Ref. Marker: 25A07031106 Street: FORT SALONGA RD
AT INTERSECTION WITH FRESH POND RD
6/25/2018 Mon 18:30 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2018-37351248**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: OTHER
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3637 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: DRIVER INATTENTION, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 4000 State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Huntington(T) Ref. Marker: 25A07031106 Street: FORT SALONGA RD
AT INTERSECTION WITH Bread and Cheese Hollow Rd
7/26/2018 Thu 12:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37403072**

Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT TURN (WITH OTHER CAR) Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 Sex: F Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: ENTERING PARKED POSITION
Apparent Factors: TURNING IMPROPER, DRIVER INATTENTION

County: Suffolk Muni: Huntington(T) Ref. Marker: 25A07031099 Street: FORT SALONGA RD
AT INTERSECTION WITH Makamah Rd
8/2/2018 Thu 19:30 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: ABC **Case: 2018-37415064**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4256 State of Registration: NY
Num of Occupants: 1 Driver's Age: 75 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 4547 State of Registration: NY
Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3640 State of Registration: NY
Num of Occupants: 1 Driver's Age: 61 Sex: M Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Appendix C: Trip Generation

Trip Generation Estimates – ITE Trip Generation 10th Edition

Time Period	Distribution	Senior Housing 38 Units (ITE LUC 251) NW Quadrant	Senior Housing 12 Units (ITE LUC 251) NE Quadrant	Senior Housing 48 Units (ITE LUC 251) SW Quadrant	**TOTAL** (98 Units)
Weekday AM Peak Hour	Enter	6	3	7	16
	Exit	14	5	16	35
	Total	**20**	**8**	**23**	**51**
Weekday PM Peak Hour	Enter	14	5	16	35
	Exit	9	4	11	24
	Total	**23**	**9**	**27**	**59**
Saturday Midday Peak Hour	Enter	4	1	5	10
	Exit	5	2	6	13
	Total	**9**	**3**	**11**	**23**

Appendix D: Level of Service Definitions

LEVEL OF SERVICE: SIGNALIZED INTERSECTIONS

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

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

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

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

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

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

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

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

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

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

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

LEVEL OF SERVICE: TWO WAY STOP CONTROLLED INTERSECTIONS

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

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

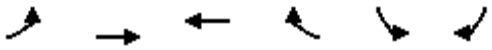
The level of service for a TWSC intersection is determined by the computed or measured control delay and is defined for each minor movement. Level of service is not defined for the intersection as a whole. The delay experienced by a motorist is made up of a number of factors that relate to control, geometry,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

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

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

Appendix E: Capacity Analysis/Level of Service Worksheets

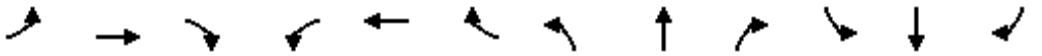
Existing Capacity Analyses



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	17	611	663	4	4	36
Future Volume (Veh/h)	17	611	663	4	4	36
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.87	0.87	0.85	0.85
Hourly flow rate (vph)	18	630	762	5	5	42
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	767				1430	764
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	767				1430	764
tC, single (s)	4.3				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.4				3.5	3.4
p0 queue free %	98				97	89
cM capacity (veh/h)	779				146	389

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	648	767	47
Volume Left	18	0	5
Volume Right	0	5	42
cSH	779	1700	331
Volume to Capacity	0.02	0.45	0.14
Queue Length 95th (ft)	2	0	12
Control Delay (s)	0.6	0.0	17.7
Lane LOS	A		C
Approach Delay (s)	0.6	0.0	17.7
Approach LOS			C

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		

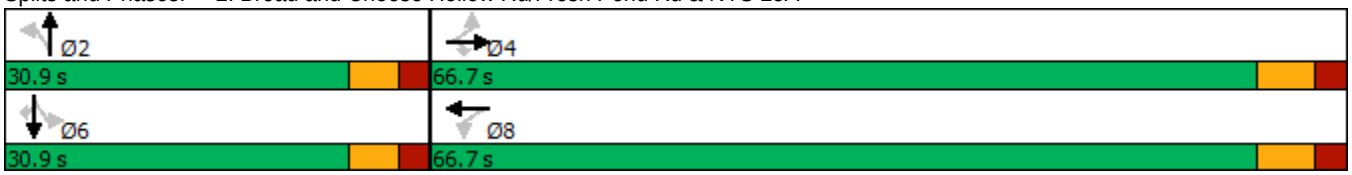


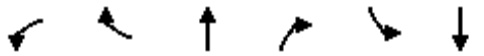
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	568	68	23	571	6	67	11	26	25	9	26
Future Volume (vph)	12	568	68	23	571	6	67	11	26	25	9	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	8	13	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		50	75		0	0		0	0		150
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	35			60			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												
Frt			0.850		0.999			0.966				0.850
Flt Protected	0.950			0.950				0.969			0.964	
Satd. Flow (prot)	1805	1944	1382	1504	1905	0	0	1508	0	0	1832	1442
Flt Permitted	0.368			0.355				0.773			0.706	
Satd. Flow (perm)	699	1944	1382	562	1905	0	0	1203	0	0	1341	1442
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)			35		1							41
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2201			1063			987			1539	
Travel Time (s)		50.0			24.2			22.4			35.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.95	0.95	0.95	0.87	0.87	0.87	0.63	0.63	0.63
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	13%	4%	3%	0%	16%	0%	15%	0%	0%	12%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	13	624	75	24	601	6	77	13	30	40	14	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	624	75	24	607	0	0	120	0	0	54	41
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	20.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	26.7	26.7	26.7	26.7	26.7		25.9	25.9		10.9	10.9	10.9
Total Split (s)	66.7	66.7	66.7	66.7	66.7		30.9	30.9		30.9	30.9	30.9
Total Split (%)	68.3%	68.3%	68.3%	68.3%	68.3%		31.7%	31.7%		31.7%	31.7%	31.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3		3.6	3.6		3.6	3.6	3.6
All-Red Time (s)	2.4	2.4	2.4	2.4	2.4		2.3	2.3		2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.7	6.7			5.9			5.9	5.9
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min		None	None		None	None	None
Act Effct Green (s)	29.6	29.6	29.6	29.6	29.6			10.6			10.3	10.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.61	0.61	0.61	0.61	0.61			0.22			0.21	0.21
v/c Ratio	0.03	0.53	0.09	0.07	0.52			0.46			0.19	0.12
Control Delay	6.7	10.2	4.5	7.3	10.2			24.0			18.6	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Delay	6.7	10.2	4.5	7.3	10.2			24.0			18.6	8.0
LOS	A	B	A	A	B			C			B	A
Approach Delay		9.6			10.1			24.0			14.0	
Approach LOS		A			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 97.6			
Actuated Cycle Length: 48.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 11.2		Intersection LOS: B	
Intersection Capacity Utilization 55.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Bread and Cheese Hollow Rd/Fresh Pond Rd & NYS 25A

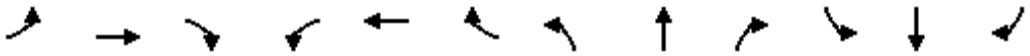




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	9	3	17	9	21	18
Future Volume (Veh/h)	9	3	17	9	21	18
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.47	0.47	0.61	0.61	0.81	0.81
Hourly flow rate (vph)	19	6	28	15	26	22
Pedestrians						
Lane Width (ft)						
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	110	36			43	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	110	36			43	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	98	99			98	
cM capacity (veh/h)	877	1043			1516	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	25	43	48
Volume Left	19	0	26
Volume Right	6	15	0
cSH	912	1700	1516
Volume to Capacity	0.03	0.03	0.02
Queue Length 95th (ft)	2	0	1
Control Delay (s)	9.1	0.0	4.1
Lane LOS	A		A
Approach Delay (s)	9.1	0.0	4.1
Approach LOS	A		

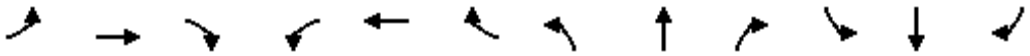
Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	18.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1	13	7	1	0	4	4	6	0	3	1
Future Volume (Veh/h)	0	1	13	7	1	0	4	4	6	0	3	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.81	0.81	0.81	0.67	0.67	0.67	0.45	0.45	0.45
Hourly flow rate (vph)	0	1	17	9	1	0	6	6	9	0	7	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	31	35	8	48	32	10	9			15		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	31	35	8	48	32	10	9			15		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	99	100	100	100			100		
cM capacity (veh/h)	979	858	1080	906	862	1077	1624			1616		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	18	10	21	9
Volume Left	0	9	6	0
Volume Right	17	0	9	2
cSH	1065	901	1624	1616
Volume to Capacity	0.02	0.01	0.00	0.00
Queue Length 95th (ft)	1	1	0	0
Control Delay (s)	8.4	9.0	2.1	0.0
Lane LOS	A	A	A	
Approach Delay (s)	8.4	9.0	2.1	0.0
Approach LOS	A	A		

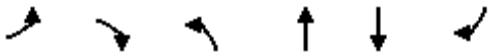
Intersection Summary				
Average Delay	4.9			
Intersection Capacity Utilization	17.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	6	21	5	6	1	6	9	0	2	24	0
Future Volume (Veh/h)	2	6	21	5	6	1	6	9	0	2	24	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.62	0.62	0.62	0.75	0.75	0.75	0.67	0.67	0.67	0.61	0.61	0.61
Hourly flow rate (vph)	3	10	34	7	8	1	9	13	0	3	39	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	81	76	39	115	76	13	39			13		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	81	76	39	115	76	13	39			13		
tC, single (s)	7.6	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	4.0	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	97	99	99	100	99			100		
cM capacity (veh/h)	791	812	1024	825	812	1073	1584			1619		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	47	16	22	42
Volume Left	3	7	9	3
Volume Right	34	1	0	0
cSH	953	830	1584	1619
Volume to Capacity	0.05	0.02	0.01	0.00
Queue Length 95th (ft)	4	1	0	0
Control Delay (s)	9.0	9.4	3.0	0.5
Lane LOS	A	A	A	A
Approach Delay (s)	9.0	9.4	3.0	0.5
Approach LOS	A	A		

Intersection Summary				
Average Delay	5.2			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	12	26	0
Future Volume (Veh/h)	0	0	0	12	26	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.50	0.58	0.90
Hourly flow rate (vph)	0	0	0	24	45	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	69	45	45			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	69	45	45			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	936	1025	1563			

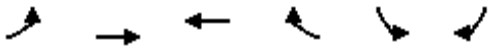
Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	0	24	45
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1563	1700
Volume to Capacity	0.00	0.00	0.03
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	21	0	0	40
Future Volume (Veh/h)	0	0	21	0	0	40
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.61	0.92	0.92	0.85
Hourly flow rate (vph)	0	0	34	0	0	47
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	81	34			34	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	81	34			34	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	921	1039			1578	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	34	47
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1578
Volume to Capacity	0.00	0.02	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	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	6.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	29	675	754	6	3	30
Future Volume (Veh/h)	29	675	754	6	3	30
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.90	0.90	0.59	0.59
Hourly flow rate (vph)	32	734	838	7	5	51
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	845				1640	842
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	845				1640	842
tC, single (s)	4.1				6.7	6.3
tC, 2 stage (s)						
tF (s)	2.2				3.8	3.4
p0 queue free %	96				94	86
cM capacity (veh/h)	800				89	357

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	766	845	56
Volume Left	32	0	5
Volume Right	0	7	51
cSH	800	1700	282
Volume to Capacity	0.04	0.50	0.20
Queue Length 95th (ft)	3	0	18
Control Delay (s)	1.1	0.0	20.9
Lane LOS	A		C
Approach Delay (s)	1.1	0.0	20.9
Approach LOS			C

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		

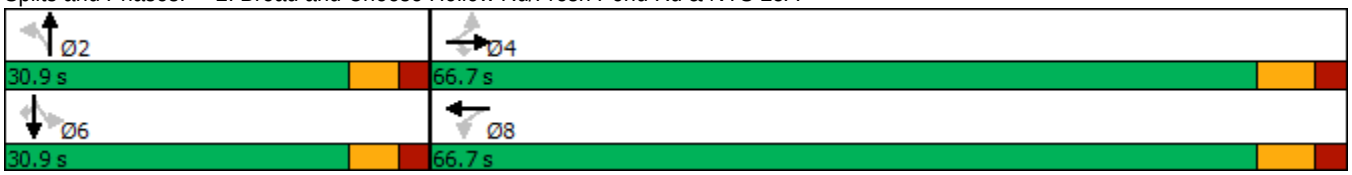
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	593	78	19	621	22	87	19	34	12	17	18
Future Volume (vph)	26	593	78	19	621	22	87	19	34	12	17	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	8	13	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		50	75		0	0		0	0		150
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	35			60			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												
Frt			0.850		0.995			0.967				0.850
Flt Protected	0.950			0.950				0.970			0.980	
Satd. Flow (prot)	1805	1925	1446	1490	1935	0	0	1700	0	0	1862	1615
Flt Permitted	0.263			0.342				0.791			0.844	
Satd. Flow (perm)	500	1925	1446	536	1935	0	0	1386	0	0	1604	1615
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)			38		3							41
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2201			1063			987			1539	
Travel Time (s)		50.0			24.2			22.4			35.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.89	0.89	0.89	0.88	0.88	0.88	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	8%	5%	1%	0%	1%	0%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	27	618	81	21	698	25	99	22	39	14	20	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	618	81	21	723	0	0	160	0	0	34	21
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	20.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	26.7	26.7	26.7	26.7	26.7		25.9	25.9		10.9	10.9	10.9
Total Split (s)	66.7	66.7	66.7	66.7	66.7		30.9	30.9		30.9	30.9	30.9
Total Split (%)	68.3%	68.3%	68.3%	68.3%	68.3%		31.7%	31.7%		31.7%	31.7%	31.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3		3.6	3.6		3.6	3.6	3.6
All-Red Time (s)	2.4	2.4	2.4	2.4	2.4		2.3	2.3		2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.7	6.7			5.9			5.9	5.9
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min		None	None		None	None	None
Act Effct Green (s)	30.7	30.7	30.7	30.7	30.7			12.3			12.3	12.3

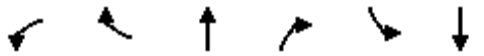
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.55	0.55	0.55	0.55	0.55			0.22			0.22	0.22
v/c Ratio	0.10	0.59	0.10	0.07	0.68			0.53			0.10	0.05
Control Delay	7.9	11.6	4.5	7.5	13.5			27.2			19.7	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Delay	7.9	11.6	4.5	7.5	13.5			27.2			19.7	3.8
LOS	A	B	A	A	B			C			B	A
Approach Delay		10.7			13.4			27.2			13.6	
Approach LOS		B			B			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 97.6
Actuated Cycle Length: 56.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 13.5 Intersection LOS: B
Intersection Capacity Utilization 61.5% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: Bread and Cheese Hollow Rd/Fresh Pond Rd & NYS 25A

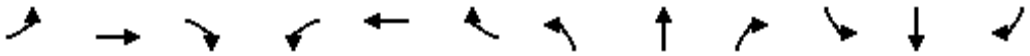




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	20	16	11	9	19
Future Volume (Veh/h)	10	20	16	11	9	19
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.68	0.68	0.68	0.68	0.78	0.78
Hourly flow rate (vph)	15	29	24	16	12	24
Pedestrians						
Lane Width (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	80	32			40	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	80	32			40	
tC, single (s)	6.5	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.3	
p0 queue free %	98	97			99	
cM capacity (veh/h)	896	1048			1514	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	44	40	36
Volume Left	15	0	12
Volume Right	29	16	0
cSH	990	1700	1514
Volume to Capacity	0.04	0.02	0.01
Queue Length 95th (ft)	3	0	1
Control Delay (s)	8.8	0.0	2.5
Lane LOS	A		A
Approach Delay (s)	8.8	0.0	2.5
Approach LOS	A		

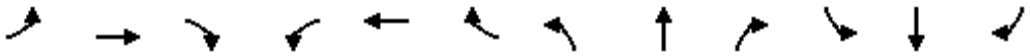
Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	18.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	6	2	0	1	13	6	3	1	7	0
Future Volume (Veh/h)	0	0	6	2	0	1	13	6	3	1	7	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.30	0.30	0.30	0.50	0.50	0.50	0.69	0.69	0.69	0.33	0.33	0.33
Hourly flow rate (vph)	0	0	20	4	0	2	19	9	4	3	21	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	78	78	21	96	76	11	21			13		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	78	78	21	96	76	11	21			13		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	100	100	98	100	100	100	99			100		
cM capacity (veh/h)	904	805	1062	865	807	1076	1557			1619		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	20	6	32	24
Volume Left	0	4	19	3
Volume Right	20	2	4	0
cSH	1062	926	1557	1619
Volume to Capacity	0.02	0.01	0.01	0.00
Queue Length 95th (ft)	1	0	1	0
Control Delay (s)	8.5	8.9	4.4	0.9
Lane LOS	A	A	A	A
Approach Delay (s)	8.5	8.9	4.4	0.9
Approach LOS	A	A		

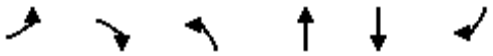
Intersection Summary				
Average Delay	4.7			
Intersection Capacity Utilization	14.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	4	14	3	6	3	24	18	5	1	10	2
Future Volume (Veh/h)	2	4	14	3	6	3	24	18	5	1	10	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.65	0.65	0.65	0.78	0.78	0.78	0.63	0.63	0.63
Hourly flow rate (vph)	3	5	18	5	9	5	31	23	6	2	16	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	119	112	18	130	111	26	19			29		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	119	112	18	130	111	26	19			29		
tC, single (s)	7.1	6.5	6.3	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	98	99	99	100	98			100		
cM capacity (veh/h)	836	765	1047	816	767	1056	1611			1597		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	26	19	60	21
Volume Left	3	5	31	2
Volume Right	18	5	6	3
cSH	952	841	1611	1597
Volume to Capacity	0.03	0.02	0.02	0.00
Queue Length 95th (ft)	2	2	1	0
Control Delay (s)	8.9	9.4	3.8	0.7
Lane LOS	A	A	A	A
Approach Delay (s)	8.9	9.4	3.8	0.7
Approach LOS	A	A		

Intersection Summary				
Average Delay	5.2			
Intersection Capacity Utilization	19.2%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	23	13	0
Future Volume (Veh/h)	0	0	0	23	13	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.50	0.58	0.90
Hourly flow rate (vph)	0	0	0	46	22	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	68	22	22			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	68	22	22			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	937	1055	1593			

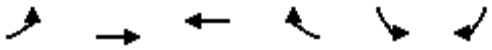
Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	0	46	22
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1593	1700
Volume to Capacity	0.00	0.00	0.01
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	35	0	0	33
Future Volume (Veh/h)	0	0	35	0	0	33
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	38	0	0	36
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	74	38			38	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	74	38			38	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	930	1034			1572	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	38	36
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1572
Volume to Capacity	0.00	0.02	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

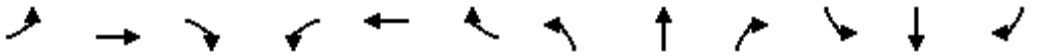
Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	31	712	618	5	4	45
Future Volume (Veh/h)	31	712	618	5	4	45
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.87	0.87	0.94	0.94	0.82	0.82
Hourly flow rate (vph)	36	818	657	5	5	55
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	662				1550	660
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	662				1550	660
tC, single (s)	4.1				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.4
p0 queue free %	96				96	88
cM capacity (veh/h)	936				122	455

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	854	662	60
Volume Left	36	0	5
Volume Right	0	5	55
cSH	936	1700	370
Volume to Capacity	0.04	0.39	0.16
Queue Length 95th (ft)	3	0	14
Control Delay (s)	1.0	0.0	16.6
Lane LOS	A		C
Approach Delay (s)	1.0	0.0	16.6
Approach LOS			C

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	72.6%	ICU Level of Service	C
Analysis Period (min)	15		

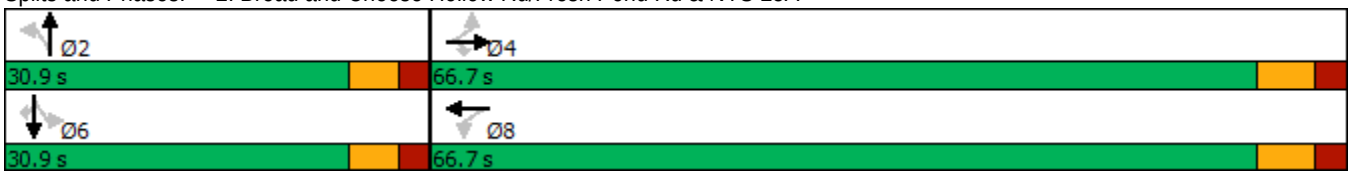


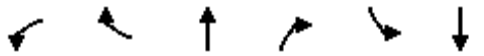
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	611	88	28	508	11	103	35	22	24	28	15
Future Volume (vph)	19	611	88	28	508	11	103	35	22	24	28	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	8	13	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		50	75		0	0		0	0		150
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	35			60			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												
Frt			0.850		0.997			0.982				0.850
Flt Protected	0.950			0.950				0.969			0.977	
Satd. Flow (prot)	1805	1944	1473	1504	1938	0	0	1737	0	0	1817	1615
Flt Permitted	0.389			0.241				0.766			0.822	
Satd. Flow (perm)	739	1944	1473	382	1938	0	0	1373	0	0	1529	1615
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)			41		2							41
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2201			1063			987			1539	
Travel Time (s)		50.0			24.2			22.4			35.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.84	0.84	0.84	0.96	0.96	0.96	0.78	0.78	0.78	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	6%	4%	1%	0%	1%	0%	0%	0%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	23	727	105	29	529	11	132	45	28	30	35	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	727	105	29	540	0	0	205	0	0	65	19
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	20.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	26.7	26.7	26.7	26.7	26.7		25.9	25.9		10.9	10.9	10.9
Total Split (s)	66.7	66.7	66.7	66.7	66.7		30.9	30.9		30.9	30.9	30.9
Total Split (%)	68.3%	68.3%	68.3%	68.3%	68.3%		31.7%	31.7%		31.7%	31.7%	31.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3		3.6	3.6		3.6	3.6	3.6
All-Red Time (s)	2.4	2.4	2.4	2.4	2.4		2.3	2.3		2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.7	6.7			5.9			5.9	5.9
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min		None	None		None	None	None
Act Effct Green (s)	30.9	30.9	30.9	30.9	30.9			14.6			14.6	14.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.52	0.52	0.52	0.52	0.52			0.25			0.25	0.25
v/c Ratio	0.06	0.71	0.13	0.15	0.53			0.60			0.17	0.04
Control Delay	8.1	15.7	5.6	10.1	11.8			30.1			21.2	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Delay	8.1	15.7	5.6	10.1	11.8			30.1			21.2	3.1
LOS	A	B	A	B	B			C			C	A
Approach Delay		14.3			11.7			30.1			17.1	
Approach LOS		B			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 97.6			
Actuated Cycle Length: 59.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 15.4		Intersection LOS: B	
Intersection Capacity Utilization 58.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Bread and Cheese Hollow Rd/Fresh Pond Rd & NYS 25A

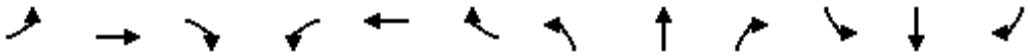




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	19	20	28	23	12	33
Future Volume (Veh/h)	19	20	28	23	12	33
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.70	0.70	0.72	0.72	0.94	0.94
Hourly flow rate (vph)	27	29	39	32	13	35
Pedestrians						
Lane Width (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	116	55			71	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	116	55			71	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	97	97			99	
cM capacity (veh/h)	877	1018			1492	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	56	71	48
Volume Left	27	0	13
Volume Right	29	32	0
cSH	945	1700	1492
Volume to Capacity	0.06	0.04	0.01
Queue Length 95th (ft)	5	0	1
Control Delay (s)	9.1	0.0	2.1
Lane LOS	A		A
Approach Delay (s)	9.1	0.0	2.1
Approach LOS	A		

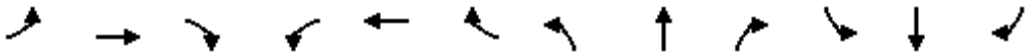
Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	19.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	2	15	8	1	0	18	8	10	0	8	1
Future Volume (Veh/h)	1	2	15	8	1	0	18	8	10	0	8	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.69	0.69	0.69	0.69	0.69	0.69	0.55	0.55	0.55
Hourly flow rate (vph)	1	2	17	12	1	0	26	12	14	0	15	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	88	94	16	105	88	19	17			26		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	88	94	16	105	88	19	17			26		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	99	100	100	98			100		
cM capacity (veh/h)	891	787	1069	824	793	1065	1613			1601		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	20	13	52	17
Volume Left	1	12	26	0
Volume Right	17	0	14	2
cSH	1022	821	1613	1601
Volume to Capacity	0.02	0.02	0.02	0.00
Queue Length 95th (ft)	1	1	1	0
Control Delay (s)	8.6	9.5	3.7	0.0
Lane LOS	A	A	A	
Approach Delay (s)	8.6	9.5	3.7	0.0
Approach LOS	A	A		

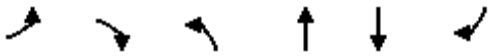
Intersection Summary				
Average Delay	4.8			
Intersection Capacity Utilization	19.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3	25	2	11	6	29	22	5	0	19	2
Future Volume (Veh/h)	0	3	25	2	11	6	29	22	5	0	19	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.68	0.68	0.68	0.81	0.81	0.81	0.66	0.66	0.66
Hourly flow rate (vph)	0	4	30	3	16	9	36	27	6	0	29	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	150	136	30	164	134	30	32			33		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	150	136	30	164	134	30	32			33		
tC, single (s)	7.1	6.5	6.3	7.1	6.5	6.4	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.5	2.2			2.2		
p0 queue free %	100	99	97	100	98	99	98			100		
cM capacity (veh/h)	788	742	1027	764	743	1003	1574			1592		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	34	28	69	32
Volume Left	0	3	36	0
Volume Right	30	9	6	3
cSH	982	813	1574	1592
Volume to Capacity	0.03	0.03	0.02	0.00
Queue Length 95th (ft)	3	3	2	0
Control Delay (s)	8.8	9.6	3.9	0.0
Lane LOS	A	A	A	
Approach Delay (s)	8.8	9.6	3.9	0.0
Approach LOS	A	A		

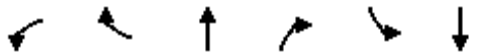
Intersection Summary				
Average Delay	5.1			
Intersection Capacity Utilization	19.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	28	21	0
Future Volume (Veh/h)	0	0	0	28	21	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.81	0.66	0.90
Hourly flow rate (vph)	0	0	0	35	32	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	67	32	32			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	67	32	32			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	938	1042	1580			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	0	35	32
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1580	1700
Volume to Capacity	0.00	0.00	0.02
Queue Length 95th (ft)	0	0	0
Control Delay (s)	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	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

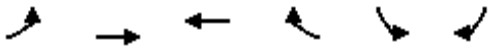


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	36	0	0	49
Future Volume (Veh/h)	0	0	36	0	0	49
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.72	0.92	0.92	0.82
Hourly flow rate (vph)	0	0	50	0	0	60
Pedestrians						
Lane Width (ft)						
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	110	50			50	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	110	50			50	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	887	1018			1557	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	50	60
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1557
Volume to Capacity	0.00	0.03	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	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	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

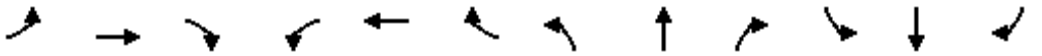
No Build Capacity Analyses



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	626	679	5	5	37
Future Volume (Veh/h)	18	626	679	5	5	37
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.87	0.87	0.85	0.85
Hourly flow rate (vph)	19	645	780	6	6	44
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	786				1466	783
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	786				1466	783
tC, single (s)	4.3				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.4				3.5	3.4
p0 queue free %	98				96	88
cM capacity (veh/h)	766				139	380

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	664	786	50
Volume Left	19	0	6
Volume Right	0	6	44
cSH	766	1700	314
Volume to Capacity	0.02	0.46	0.16
Queue Length 95th (ft)	2	0	14
Control Delay (s)	0.7	0.0	18.6
Lane LOS	A		C
Approach Delay (s)	0.7	0.0	18.6
Approach LOS			C

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	57.4%	ICU Level of Service	B
Analysis Period (min)	15		



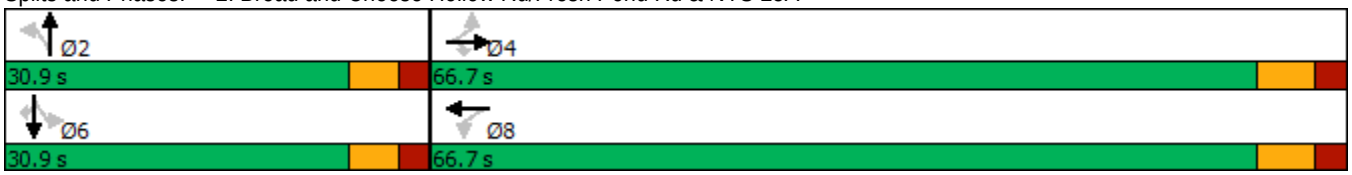
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	582	70	24	585	7	69	12	27	26	10	27
Future Volume (vph)	13	582	70	24	585	7	69	12	27	26	10	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	8	13	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		50	75		0	0		0	0		150
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	35			60			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												
Frt			0.850		0.998			0.966				0.850
Flt Protected	0.950			0.950				0.969			0.965	
Satd. Flow (prot)	1805	1944	1382	1504	1903	0	0	1509	0	0	1834	1442
Flt Permitted	0.356			0.344				0.773			0.748	
Satd. Flow (perm)	676	1944	1382	545	1903	0	0	1204	0	0	1421	1442
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)			35		1							43
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2201			1063			987			1539	
Travel Time (s)		50.0			24.2			22.4			35.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.95	0.95	0.95	0.87	0.87	0.87	0.63	0.63	0.63
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	13%	4%	3%	0%	16%	0%	15%	0%	0%	12%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	14	640	77	25	616	7	79	14	31	41	16	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	640	77	25	623	0	0	124	0	0	57	43
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	20.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	26.7	26.7	26.7	26.7	26.7		25.9	25.9		10.9	10.9	10.9
Total Split (s)	66.7	66.7	66.7	66.7	66.7		30.9	30.9		30.9	30.9	30.9
Total Split (%)	68.3%	68.3%	68.3%	68.3%	68.3%		31.7%	31.7%		31.7%	31.7%	31.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3		3.6	3.6		3.6	3.6	3.6
All-Red Time (s)	2.4	2.4	2.4	2.4	2.4		2.3	2.3		2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.7	6.7			5.9			5.9	5.9
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min		None	None		None	None	None
Act Effct Green (s)	30.3	30.3	30.3	30.3	30.3			10.9			10.6	10.6

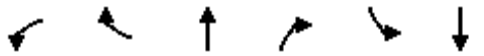
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.61	0.61	0.61	0.61	0.61			0.22			0.21	0.21
v/c Ratio	0.03	0.54	0.09	0.08	0.54			0.47			0.19	0.13
Control Delay	6.8	10.5	4.5	7.5	10.5			24.6			18.8	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Delay	6.8	10.5	4.5	7.5	10.5			24.6			18.8	7.9
LOS	A	B	A	A	B			C			B	A
Approach Delay		9.8			10.4			24.6			14.1	
Approach LOS		A			B			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 97.6
Actuated Cycle Length: 49.6
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 11.4 Intersection LOS: B
Intersection Capacity Utilization 56.9% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: Bread and Cheese Hollow Rd/Fresh Pond Rd & NYS 25A

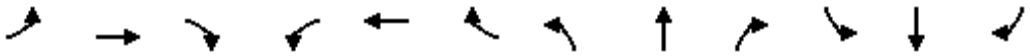




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	4	18	10	22	19
Future Volume (Veh/h)	10	4	18	10	22	19
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.47	0.47	0.61	0.61	0.81	0.81
Hourly flow rate (vph)	21	9	30	16	27	23
Pedestrians						
Lane Width (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	115	38			46	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	115	38			46	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	98	99			98	
cM capacity (veh/h)	870	1040			1512	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	30	46	50
Volume Left	21	0	27
Volume Right	9	16	0
cSH	915	1700	1512
Volume to Capacity	0.03	0.03	0.02
Queue Length 95th (ft)	3	0	1
Control Delay (s)	9.1	0.0	4.1
Lane LOS	A		A
Approach Delay (s)	9.1	0.0	4.1
Approach LOS	A		

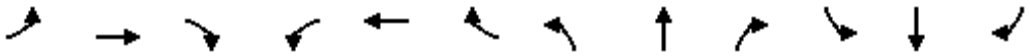
Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	18.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	14	8	2	0	5	5	7	0	4	2
Future Volume (Veh/h)	0	2	14	8	2	0	5	5	7	0	4	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.81	0.81	0.81	0.67	0.67	0.67	0.45	0.45	0.45
Hourly flow rate (vph)	0	3	19	10	2	0	7	7	10	0	9	4
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	38	42	11	58	39	12	13			17		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	38	42	11	58	39	12	13			17		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	99	100	100	100			100		
cM capacity (veh/h)	967	850	1076	889	853	1074	1619			1613		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	22	12	24	13
Volume Left	0	10	7	0
Volume Right	19	0	10	4
cSH	1038	883	1619	1613
Volume to Capacity	0.02	0.01	0.00	0.00
Queue Length 95th (ft)	2	1	0	0
Control Delay (s)	8.5	9.1	2.1	0.0
Lane LOS	A	A	A	
Approach Delay (s)	8.5	9.1	2.1	0.0
Approach LOS	A	A		

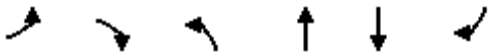
Intersection Summary				
Average Delay	4.9			
Intersection Capacity Utilization	19.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	7	22	6	7	2	7	10	0	3	25	0
Future Volume (Veh/h)	3	7	22	6	7	2	7	10	0	3	25	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.62	0.62	0.62	0.75	0.75	0.75	0.67	0.67	0.67	0.61	0.61	0.61
Hourly flow rate (vph)	5	11	35	8	9	3	10	15	0	5	41	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	94	86	41	126	86	15	41			15		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	94	86	41	126	86	15	41			15		
tC, single (s)	7.6	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	4.0	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	97	99	99	100	99			100		
cM capacity (veh/h)	773	800	1022	808	800	1070	1581			1616		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	51	20	25	46
Volume Left	5	8	10	5
Volume Right	35	3	0	0
cSH	936	835	1581	1616
Volume to Capacity	0.05	0.02	0.01	0.00
Queue Length 95th (ft)	4	2	0	0
Control Delay (s)	9.1	9.4	2.9	0.8
Lane LOS	A	A	A	A
Approach Delay (s)	9.1	9.4	2.9	0.8
Approach LOS	A	A		

Intersection Summary				
Average Delay	5.4			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	13	27	0
Future Volume (Veh/h)	0	0	0	13	27	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.50	0.58	0.90
Hourly flow rate (vph)	0	0	0	26	47	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	73	47	47			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	73	47	47			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	931	1022	1560			

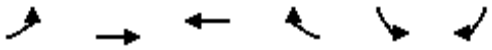
Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	0	26	47
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1560	1700
Volume to Capacity	0.00	0.00	0.03
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	22	0	0	41
Future Volume (Veh/h)	0	0	22	0	0	41
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.61	0.92	0.92	0.85
Hourly flow rate (vph)	0	0	36	0	0	48
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	84	36			36	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	84	36			36	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	918	1037			1575	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	36	48
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1575
Volume to Capacity	0.00	0.02	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

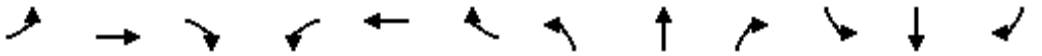
Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	30	691	772	7	4	31
Future Volume (Veh/h)	30	691	772	7	4	31
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.90	0.90	0.59	0.59
Hourly flow rate (vph)	33	751	858	8	7	53
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	866				1679	862
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	866				1679	862
tC, single (s)	4.1				6.7	6.3
tC, 2 stage (s)						
tF (s)	2.2				3.8	3.4
p0 queue free %	96				92	85
cM capacity (veh/h)	786				84	347

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	784	866	60
Volume Left	33	0	7
Volume Right	0	8	53
cSH	786	1700	254
Volume to Capacity	0.04	0.51	0.24
Queue Length 95th (ft)	3	0	22
Control Delay (s)	1.1	0.0	23.5
Lane LOS	A		C
Approach Delay (s)	1.1	0.0	23.5
Approach LOS			C

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		

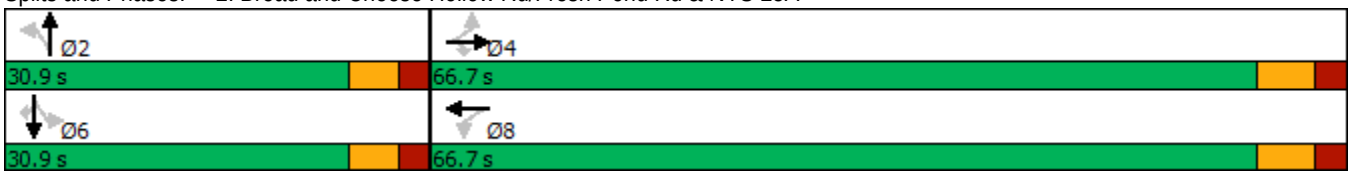


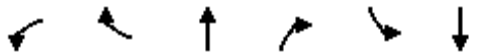
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	607	80	20	636	23	90	20	35	13	18	19
Future Volume (vph)	27	607	80	20	636	23	90	20	35	13	18	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	8	13	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		50	75		0	0		0	0		150
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	35			60			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												
Frt			0.850		0.995			0.967				0.850
Flt Protected	0.950			0.950				0.970			0.980	
Satd. Flow (prot)	1805	1925	1446	1490	1935	0	0	1700	0	0	1862	1615
Flt Permitted	0.250			0.331				0.790			0.841	
Satd. Flow (perm)	475	1925	1446	519	1935	0	0	1384	0	0	1598	1615
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)			38		3							41
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2201			1063			987			1539	
Travel Time (s)		50.0			24.2			22.4			35.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.89	0.89	0.89	0.88	0.88	0.88	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	8%	5%	1%	0%	1%	0%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	28	632	83	22	715	26	102	23	40	15	21	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	632	83	22	741	0	0	165	0	0	36	22
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	20.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	26.7	26.7	26.7	26.7	26.7		25.9	25.9		10.9	10.9	10.9
Total Split (s)	66.7	66.7	66.7	66.7	66.7		30.9	30.9		30.9	30.9	30.9
Total Split (%)	68.3%	68.3%	68.3%	68.3%	68.3%		31.7%	31.7%		31.7%	31.7%	31.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3		3.6	3.6		3.6	3.6	3.6
All-Red Time (s)	2.4	2.4	2.4	2.4	2.4		2.3	2.3		2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.7	6.7			5.9			5.9	5.9
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min		None	None		None	None	None
Act Effct Green (s)	31.5	31.5	31.5	31.5	31.5			12.7			12.7	12.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.55	0.55	0.55	0.55	0.55			0.22			0.22	0.22
v/c Ratio	0.11	0.60	0.10	0.08	0.70			0.54			0.10	0.06
Control Delay	8.1	11.9	4.6	7.7	14.0			28.2			20.5	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Delay	8.1	11.9	4.6	7.7	14.0			28.2			20.5	4.1
LOS	A	B	A	A	B			C			C	A
Approach Delay		10.9			13.8			28.2			14.3	
Approach LOS		B			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 97.6			
Actuated Cycle Length: 57.4			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Bread and Cheese Hollow Rd/Fresh Pond Rd & NYS 25A

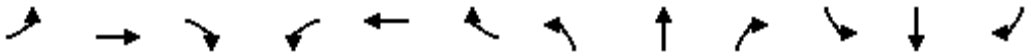




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	11	21	17	12	10	20
Future Volume (Veh/h)	11	21	17	12	10	20
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.68	0.68	0.68	0.68	0.78	0.78
Hourly flow rate (vph)	16	31	25	18	13	26
Pedestrians						
Lane Width (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	86	34			43	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	86	34			43	
tC, single (s)	6.5	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.3	
p0 queue free %	98	97			99	
cM capacity (veh/h)	888	1045			1510	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	47	43	39
Volume Left	16	0	13
Volume Right	31	18	0
cSH	986	1700	1510
Volume to Capacity	0.05	0.03	0.01
Queue Length 95th (ft)	4	0	1
Control Delay (s)	8.8	0.0	2.5
Lane LOS	A		A
Approach Delay (s)	8.8	0.0	2.5
Approach LOS	A		

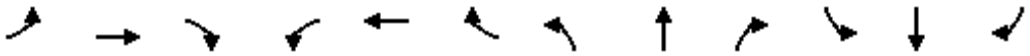
Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	18.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	7	3	0	2	14	7	4	2	8	0
Future Volume (Veh/h)	0	0	7	3	0	2	14	7	4	2	8	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.30	0.30	0.30	0.50	0.50	0.50	0.69	0.69	0.69	0.33	0.33	0.33
Hourly flow rate (vph)	0	0	23	6	0	4	20	10	6	6	24	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	93	92	24	112	89	13	24			16		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	93	92	24	112	89	13	24			16		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	100	100	98	99	100	100	99			100		
cM capacity (veh/h)	881	789	1058	841	792	1073	1553			1615		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	23	10	36	30
Volume Left	0	6	20	6
Volume Right	23	4	6	0
cSH	1058	920	1553	1615
Volume to Capacity	0.02	0.01	0.01	0.00
Queue Length 95th (ft)	2	1	1	0
Control Delay (s)	8.5	9.0	4.1	1.5
Lane LOS	A	A	A	A
Approach Delay (s)	8.5	9.0	4.1	1.5
Approach LOS	A	A		

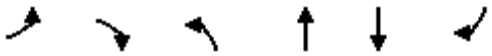
Intersection Summary				
Average Delay	4.8			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	5	15	4	7	4	25	19	6	2	11	3
Future Volume (Veh/h)	3	5	15	4	7	4	25	19	6	2	11	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.65	0.65	0.65	0.78	0.78	0.78	0.63	0.63	0.63
Hourly flow rate (vph)	4	6	19	6	11	6	32	24	8	3	17	5
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	129	122	20	140	120	28	22			32		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	129	122	20	140	120	28	22			32		
tC, single (s)	7.1	6.5	6.3	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	98	99	99	99	98			100		
cM capacity (veh/h)	821	756	1044	802	757	1053	1607			1593		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	29	23	64	25
Volume Left	4	6	32	3
Volume Right	19	6	8	5
cSH	935	830	1607	1593
Volume to Capacity	0.03	0.03	0.02	0.00
Queue Length 95th (ft)	2	2	2	0
Control Delay (s)	9.0	9.5	3.7	0.9
Lane LOS	A	A	A	A
Approach Delay (s)	9.0	9.5	3.7	0.9
Approach LOS	A	A		

Intersection Summary				
Average Delay	5.2			
Intersection Capacity Utilization	17.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	24	14	0
Future Volume (Veh/h)	0	0	0	24	14	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.50	0.58	0.90
Hourly flow rate (vph)	0	0	0	48	24	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	72	24	24			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	72	24	24			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	932	1052	1591			

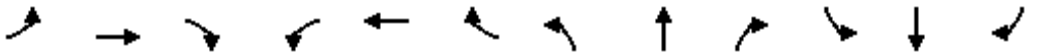
Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	0	48	24
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1591	1700
Volume to Capacity	0.00	0.00	0.01
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	36	0	0	34
Future Volume (Veh/h)	0	0	36	0	0	34
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	39	0	0	37
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	76	39			39	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	76	39			39	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	927	1033			1571	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	39	37
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1571
Volume to Capacity	0.00	0.02	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	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	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

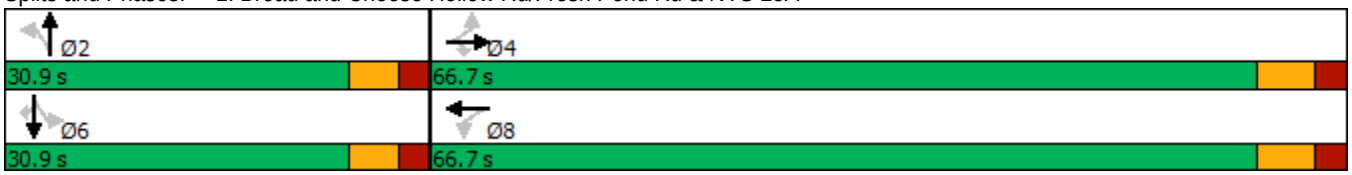


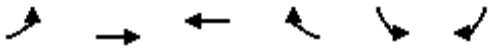
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	626	91	29	520	12	106	35	23	25	29	16
Future Volume (vph)	20	626	91	29	520	12	106	35	23	25	29	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	8	13	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		50	75		0	0		0	0		150
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	35			60			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												
Frt			0.850		0.996			0.981				0.850
Flt Protected	0.950			0.950				0.969			0.977	
Satd. Flow (prot)	1805	1944	1473	1504	1937	0	0	1735	0	0	1817	1615
Flt Permitted	0.376			0.230				0.764			0.824	
Satd. Flow (perm)	714	1944	1473	364	1937	0	0	1368	0	0	1533	1615
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)			42		2							41
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2201			1063			987			1539	
Travel Time (s)		50.0			24.2			22.4			35.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.84	0.84	0.84	0.96	0.96	0.96	0.78	0.78	0.78	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	6%	4%	1%	0%	1%	0%	0%	0%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	24	745	108	30	542	13	136	45	29	31	36	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	745	108	30	555	0	0	210	0	0	67	20
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	20.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	26.7	26.7	26.7	26.7	26.7		25.9	25.9		10.9	10.9	10.9
Total Split (s)	66.7	66.7	66.7	66.7	66.7		30.9	30.9		30.9	30.9	30.9
Total Split (%)	68.3%	68.3%	68.3%	68.3%	68.3%		31.7%	31.7%		31.7%	31.7%	31.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3		3.6	3.6		3.6	3.6	3.6
All-Red Time (s)	2.4	2.4	2.4	2.4	2.4		2.3	2.3		2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.7	6.7			5.9			5.9	5.9
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min		None	None		None	None	None
Act Effct Green (s)	32.0	32.0	32.0	32.0	32.0			15.0			15.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.53	0.53	0.53	0.53	0.53			0.25			0.25	0.25
v/c Ratio	0.06	0.73	0.14	0.16	0.54			0.62			0.18	0.05
Control Delay	8.2	16.1	5.6	10.4	11.9			31.4			21.9	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Delay	8.2	16.1	5.6	10.4	11.9			31.4			21.9	3.3
LOS	A	B	A	B	B			C			C	A
Approach Delay		14.6			11.8			31.4			17.7	
Approach LOS		B			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 97.6			
Actuated Cycle Length: 60.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 15.8		Intersection LOS: B	
Intersection Capacity Utilization 59.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Bread and Cheese Hollow Rd/Fresh Pond Rd & NYS 25A





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	32	729	633	6	5	47
Future Volume (Veh/h)	32	729	633	6	5	47
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.87	0.87	0.94	0.94	0.82	0.82
Hourly flow rate (vph)	37	838	673	6	6	57
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	679				1588	676
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	679				1588	676
tC, single (s)	4.1				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.4
p0 queue free %	96				95	87
cM capacity (veh/h)	923				115	445

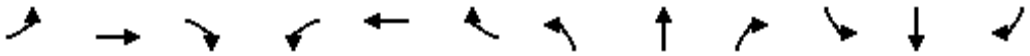
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	875	679	63
Volume Left	37	0	6
Volume Right	0	6	57
cSH	923	1700	350
Volume to Capacity	0.04	0.40	0.18
Queue Length 95th (ft)	3	0	16
Control Delay (s)	1.1	0.0	17.6
Lane LOS	A		C
Approach Delay (s)	1.1	0.0	17.6
Approach LOS			C

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	74.4%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	21	29	24	13	34
Future Volume (Veh/h)	20	21	29	24	13	34
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.70	0.70	0.72	0.72	0.94	0.94
Hourly flow rate (vph)	29	30	40	33	14	36
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	120	56			73	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	120	56			73	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	97	97			99	
cM capacity (veh/h)	872	1016			1490	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	59	73	50
Volume Left	29	0	14
Volume Right	30	33	0
cSH	939	1700	1490
Volume to Capacity	0.06	0.04	0.01
Queue Length 95th (ft)	5	0	1
Control Delay (s)	9.1	0.0	2.1
Lane LOS	A		A
Approach Delay (s)	9.1	0.0	2.1
Approach LOS	A		

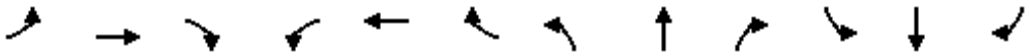
Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	19.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	3	16	9	2	0	19	9	11	0	9	2
Future Volume (Veh/h)	2	3	16	9	2	0	19	9	11	0	9	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.69	0.69	0.69	0.69	0.69	0.69	0.55	0.55	0.55
Hourly flow rate (vph)	2	3	18	13	3	0	28	13	16	0	16	4
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	96	103	18	114	97	21	20			29		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	96	103	18	114	97	21	20			29		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	98	100	100	98			100		
cM capacity (veh/h)	876	777	1066	810	783	1062	1609			1597		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	23	16	57	20
Volume Left	2	13	28	0
Volume Right	18	0	16	4
cSH	999	805	1609	1597
Volume to Capacity	0.02	0.02	0.02	0.00
Queue Length 95th (ft)	2	2	1	0
Control Delay (s)	8.7	9.6	3.6	0.0
Lane LOS	A	A	A	
Approach Delay (s)	8.7	9.6	3.6	0.0
Approach LOS	A	A		

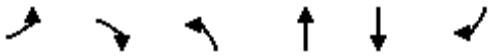
Intersection Summary				
Average Delay	4.8			
Intersection Capacity Utilization	18.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	4	26	3	12	7	30	23	6	0	20	3
Future Volume (Veh/h)	0	4	26	3	12	7	30	23	6	0	20	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.68	0.68	0.68	0.81	0.81	0.81	0.66	0.66	0.66
Hourly flow rate (vph)	0	5	31	4	18	10	37	28	7	0	30	5
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	157	142	32	172	140	32	35			35		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	157	142	32	172	140	32	35			35		
tC, single (s)	7.1	6.5	6.3	7.1	6.5	6.4	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.5	2.2			2.2		
p0 queue free %	100	99	97	99	98	99	98			100		
cM capacity (veh/h)	776	736	1024	754	736	1001	1570			1589		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	36	32	72	35
Volume Left	0	4	37	0
Volume Right	31	10	7	5
cSH	971	805	1570	1589
Volume to Capacity	0.04	0.04	0.02	0.00
Queue Length 95th (ft)	3	3	2	0
Control Delay (s)	8.8	9.7	3.9	0.0
Lane LOS	A	A	A	
Approach Delay (s)	8.8	9.7	3.9	0.0
Approach LOS	A	A		

Intersection Summary				
Average Delay	5.2			
Intersection Capacity Utilization	20.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	29	22	0
Future Volume (Veh/h)	0	0	0	29	22	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.81	0.66	0.90
Hourly flow rate (vph)	0	0	0	36	33	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	69	33	33			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	69	33	33			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	936	1041	1579			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	0	36	33
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1579	1700
Volume to Capacity	0.00	0.00	0.02
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

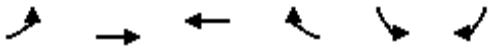
Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	37	0	0	51
Future Volume (Veh/h)	0	0	37	0	0	51
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.72	0.92	0.92	0.82
Hourly flow rate (vph)	0	0	51	0	0	62
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	113	51			51	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	113	51			51	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	884	1017			1555	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	51	62
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1555
Volume to Capacity	0.00	0.03	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	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	6.7%	ICU Level of Service	A
Analysis Period (min)	15		

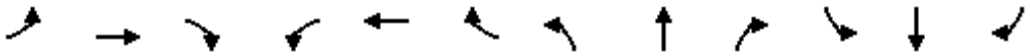
Build Capacity Analyses



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	22	627	681	7	8	46
Future Volume (Veh/h)	22	627	681	7	8	46
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.87	0.87	0.85	0.85
Hourly flow rate (vph)	23	646	783	8	9	54
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	791				1479	787
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	791				1479	787
tC, single (s)	4.3				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.4				3.5	3.4
p0 queue free %	97				93	86
cM capacity (veh/h)	763				136	378

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	669	791	63
Volume Left	23	0	9
Volume Right	0	8	54
cSH	763	1700	301
Volume to Capacity	0.03	0.47	0.21
Queue Length 95th (ft)	2	0	19
Control Delay (s)	0.8	0.0	20.1
Lane LOS	A		C
Approach Delay (s)	0.8	0.0	20.1
Approach LOS			C

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	60.8%	ICU Level of Service	B
Analysis Period (min)	15		

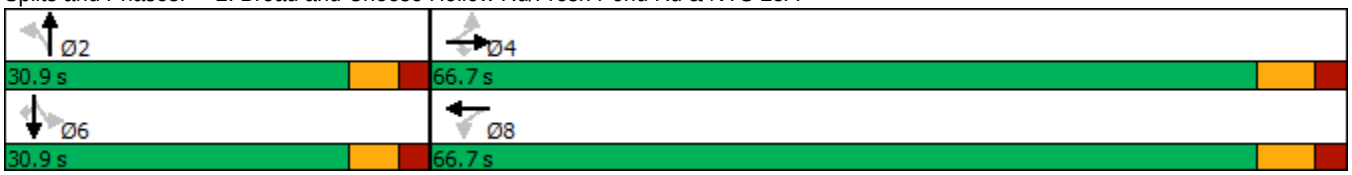


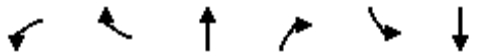
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	585	70	24	587	12	69	17	27	39	19	29
Future Volume (vph)	14	585	70	24	587	12	69	17	27	39	19	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	8	13	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		50	75		0	0		0	0		150
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	35			60			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												
Frt			0.850		0.997			0.968				0.850
Flt Protected	0.950			0.950				0.971			0.967	
Satd. Flow (prot)	1805	1944	1382	1504	1902	0	0	1524	0	0	1837	1442
Flt Permitted	0.349			0.340				0.761			0.773	
Satd. Flow (perm)	663	1944	1382	538	1902	0	0	1194	0	0	1469	1442
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)			34		2							46
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2201			1063			987			1539	
Travel Time (s)		50.0			24.2			22.4			35.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.95	0.95	0.95	0.87	0.87	0.87	0.63	0.63	0.63
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	13%	4%	3%	0%	16%	0%	15%	0%	0%	12%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	15	643	77	25	618	13	79	20	31	62	30	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	643	77	25	631	0	0	130	0	0	92	46
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	20.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	26.7	26.7	26.7	26.7	26.7		25.9	25.9		10.9	10.9	10.9
Total Split (s)	66.7	66.7	66.7	66.7	66.7		30.9	30.9		30.9	30.9	30.9
Total Split (%)	68.3%	68.3%	68.3%	68.3%	68.3%		31.7%	31.7%		31.7%	31.7%	31.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3		3.6	3.6		3.6	3.6	3.6
All-Red Time (s)	2.4	2.4	2.4	2.4	2.4		2.3	2.3		2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.7	6.7			5.9			5.9	5.9
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min		None	None		None	None	None
Act Effct Green (s)	30.6	30.6	30.6	30.6	30.6			11.3			11.0	11.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.61	0.61	0.61	0.61	0.61			0.23			0.22	0.22
v/c Ratio	0.04	0.54	0.09	0.08	0.54			0.49			0.29	0.13
Control Delay	7.0	10.7	4.7	7.6	10.7			25.2			20.1	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Delay	7.0	10.7	4.7	7.6	10.7			25.2			20.1	7.8
LOS	A	B	A	A	B			C			C	A
Approach Delay		10.0			10.6			25.2			16.0	
Approach LOS		A			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 97.6			
Actuated Cycle Length: 50.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 11.9		Intersection LOS: B	
Intersection Capacity Utilization 57.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Bread and Cheese Hollow Rd/Fresh Pond Rd & NYS 25A

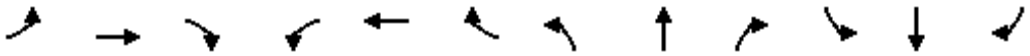




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	14	8	20	20	30	25
Future Volume (Veh/h)	14	8	20	20	30	25
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.47	0.47	0.61	0.61	0.81	0.81
Hourly flow rate (vph)	30	17	33	33	37	31
Pedestrians						
Lane Width (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	154	50			66	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	154	50			66	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	96	98			98	
cM capacity (veh/h)	821	1025			1486	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	47	66	68
Volume Left	30	0	37
Volume Right	17	33	0
cSH	884	1700	1486
Volume to Capacity	0.05	0.04	0.02
Queue Length 95th (ft)	4	0	2
Control Delay (s)	9.3	0.0	4.2
Lane LOS	A		A
Approach Delay (s)	9.3	0.0	4.2
Approach LOS	A		

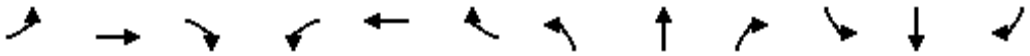
Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	19.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	14	22	2	0	5	5	13	0	4	2
Future Volume (Veh/h)	0	2	14	22	2	0	5	5	13	0	4	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.81	0.81	0.81	0.67	0.67	0.67	0.45	0.45	0.45
Hourly flow rate (vph)	0	3	19	27	2	0	7	7	19	0	9	4
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	42	51	11	62	44	16	13			26		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	42	51	11	62	44	16	13			26		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	97	100	100	100			100		
cM capacity (veh/h)	961	841	1076	883	849	1068	1619			1601		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	22	29	33	13
Volume Left	0	27	7	0
Volume Right	19	0	19	4
cSH	1036	880	1619	1601
Volume to Capacity	0.02	0.03	0.00	0.00
Queue Length 95th (ft)	2	3	0	0
Control Delay (s)	8.5	9.2	1.6	0.0
Lane LOS	A	A	A	
Approach Delay (s)	8.5	9.2	1.6	0.0
Approach LOS	A	A		

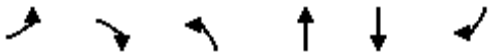
Intersection Summary				
Average Delay	5.2			
Intersection Capacity Utilization	20.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	7	40	6	7	2	15	13	0	3	30	0
Future Volume (Veh/h)	3	7	40	6	7	2	15	13	0	3	30	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.62	0.62	0.62	0.75	0.75	0.75	0.67	0.67	0.67	0.61	0.61	0.61
Hourly flow rate (vph)	5	11	65	8	9	3	22	19	0	5	49	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	130	122	49	192	122	19	49			19		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	130	122	49	192	122	19	49			19		
tC, single (s)	7.6	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	4.0	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	94	99	99	100	99			100		
cM capacity (veh/h)	725	759	1011	705	759	1065	1571			1611		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	81	20	41	54
Volume Left	5	8	22	5
Volume Right	65	3	0	0
cSH	945	768	1571	1611
Volume to Capacity	0.09	0.03	0.01	0.00
Queue Length 95th (ft)	7	2	1	0
Control Delay (s)	9.2	9.8	4.0	0.7
Lane LOS	A	A	A	A
Approach Delay (s)	9.2	9.8	4.0	0.7
Approach LOS	A	A		

Intersection Summary				
Average Delay	5.8			
Intersection Capacity Utilization	15.5%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	5	3	13	27	0
Future Volume (Veh/h)	0	5	3	13	27	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.50	0.58	0.90
Hourly flow rate (vph)	0	6	3	26	47	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	79	47	47			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	79	47	47			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	922	1022	1560			

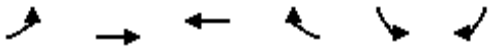
Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	6	29	47
Volume Left	0	3	0
Volume Right	6	0	0
cSH	1022	1560	1700
Volume to Capacity	0.01	0.00	0.03
Queue Length 95th (ft)	0	0	0
Control Delay (s)	8.5	0.8	0.0
Lane LOS	A	A	
Approach Delay (s)	8.5	0.8	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	6	10	24	3	4	47
Future Volume (Veh/h)	6	10	24	3	4	47
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.61	0.92	0.92	0.85
Hourly flow rate (vph)	7	11	39	3	4	55
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	104	40			42	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	104	40			42	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			100	
cM capacity (veh/h)	892	1031			1567	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	18	42	59
Volume Left	7	0	4
Volume Right	11	3	0
cSH	972	1700	1567
Volume to Capacity	0.02	0.02	0.00
Queue Length 95th (ft)	1	0	0
Control Delay (s)	8.8	0.0	0.5
Lane LOS	A		A
Approach Delay (s)	8.8	0.0	0.5
Approach LOS	A		

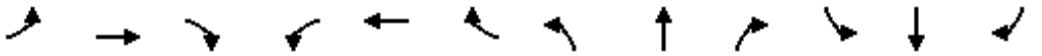
Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	15.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	39	693	773	10	6	37
Future Volume (Veh/h)	39	693	773	10	6	37
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.90	0.90	0.59	0.59
Hourly flow rate (vph)	42	753	859	11	10	63
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	870				1702	864
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	870				1702	864
tC, single (s)	4.1				6.7	6.3
tC, 2 stage (s)						
tF (s)	2.2				3.8	3.4
p0 queue free %	95				88	82
cM capacity (veh/h)	783				80	346

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	795	870	73
Volume Left	42	0	10
Volume Right	0	11	63
cSH	783	1700	238
Volume to Capacity	0.05	0.51	0.31
Queue Length 95th (ft)	4	0	31
Control Delay (s)	1.4	0.0	26.7
Lane LOS	A		D
Approach Delay (s)	1.4	0.0	26.7
Approach LOS			D

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		

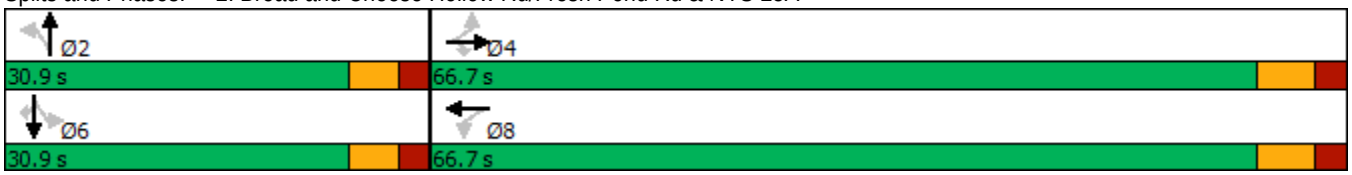


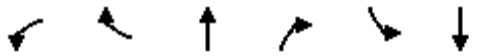
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	609	80	23	639	36	90	29	35	22	24	20
Future Volume (vph)	29	609	80	23	639	36	90	29	35	22	24	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	8	13	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		50	75		0	0		0	0		150
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	35			60			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												
Frt			0.850		0.992			0.969				0.850
Flt Protected	0.950			0.950				0.972			0.976	
Satd. Flow (prot)	1805	1925	1446	1490	1929	0	0	1708	0	0	1854	1615
Flt Permitted	0.235			0.327				0.790			0.813	
Satd. Flow (perm)	446	1925	1446	513	1929	0	0	1388	0	0	1545	1615
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)			38		5							41
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2201			1063			987			1539	
Travel Time (s)		50.0			24.2			22.4			35.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.89	0.89	0.89	0.88	0.88	0.88	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	8%	5%	1%	0%	1%	0%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	30	634	83	26	718	40	102	33	40	26	28	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	634	83	26	758	0	0	175	0	0	54	23
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	20.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	26.7	26.7	26.7	26.7	26.7		25.9	25.9		10.9	10.9	10.9
Total Split (s)	66.7	66.7	66.7	66.7	66.7		30.9	30.9		30.9	30.9	30.9
Total Split (%)	68.3%	68.3%	68.3%	68.3%	68.3%		31.7%	31.7%		31.7%	31.7%	31.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3		3.6	3.6		3.6	3.6	3.6
All-Red Time (s)	2.4	2.4	2.4	2.4	2.4		2.3	2.3		2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.7	6.7			5.9			5.9	5.9
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min		None	None		None	None	None
Act Effct Green (s)	32.2	32.2	32.2	32.2	32.2			13.3			13.3	13.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.55	0.55	0.55	0.55	0.55			0.23			0.23	0.23
v/c Ratio	0.12	0.60	0.10	0.09	0.72			0.56			0.15	0.06
Control Delay	8.6	12.1	4.6	8.0	14.7			29.4			21.7	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Delay	8.6	12.1	4.6	8.0	14.7			29.4			21.7	4.5
LOS	A	B	A	A	B			C			C	A
Approach Delay		11.2			14.5			29.4			16.5	
Approach LOS		B			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 97.6			
Actuated Cycle Length: 58.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 14.7		Intersection LOS: B	
Intersection Capacity Utilization 64.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: Bread and Cheese Hollow Rd/Fresh Pond Rd & NYS 25A

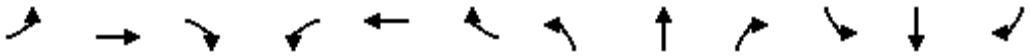




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	21	29	23	19	15	24
Future Volume (Veh/h)	21	29	23	19	15	24
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.68	0.68	0.68	0.68	0.78	0.78
Hourly flow rate (vph)	31	43	34	28	19	31
Pedestrians						
Lane Width (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	117	48			62	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	117	48			62	
tC, single (s)	6.5	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.3	
p0 queue free %	96	96			99	
cM capacity (veh/h)	849	1027			1485	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	74	62	50
Volume Left	31	0	19
Volume Right	43	28	0
cSH	944	1700	1485
Volume to Capacity	0.08	0.04	0.01
Queue Length 95th (ft)	6	0	1
Control Delay (s)	9.1	0.0	2.9
Lane LOS	A		A
Approach Delay (s)	9.1	0.0	2.9
Approach LOS	A		

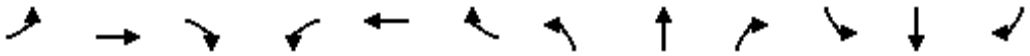
Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	18.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	7	12	0	2	14	7	18	2	8	0
Future Volume (Veh/h)	0	0	7	12	0	2	14	7	18	2	8	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.30	0.30	0.30	0.50	0.50	0.50	0.69	0.69	0.69	0.33	0.33	0.33
Hourly flow rate (vph)	0	0	23	24	0	4	20	10	26	6	24	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	103	112	24	122	99	23	24			36		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	103	112	24	122	99	23	24			36		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	100	100	98	97	100	100	99			100		
cM capacity (veh/h)	868	769	1058	828	782	1060	1553			1588		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	23	28	56	30
Volume Left	0	24	20	6
Volume Right	23	4	26	0
cSH	1058	855	1553	1588
Volume to Capacity	0.02	0.03	0.01	0.00
Queue Length 95th (ft)	2	3	1	0
Control Delay (s)	8.5	9.4	2.7	1.5
Lane LOS	A	A	A	A
Approach Delay (s)	8.5	9.4	2.7	1.5
Approach LOS	A	A		

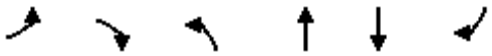
Intersection Summary				
Average Delay	4.8			
Intersection Capacity Utilization	18.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	5	27	4	7	4	43	24	6	2	15	3
Future Volume (Veh/h)	3	5	27	4	7	4	43	24	6	2	15	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.65	0.65	0.65	0.78	0.78	0.78	0.63	0.63	0.63
Hourly flow rate (vph)	4	6	34	6	11	6	55	31	8	3	24	5
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	189	182	26	214	180	35	29			39		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	189	182	26	214	180	35	29			39		
tC, single (s)	7.1	6.5	6.3	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	97	99	98	99	97			100		
cM capacity (veh/h)	741	690	1035	697	691	1044	1597			1584		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	44	23	94	32
Volume Left	4	6	55	3
Volume Right	34	6	8	5
cSH	937	760	1597	1584
Volume to Capacity	0.05	0.03	0.03	0.00
Queue Length 95th (ft)	4	2	3	0
Control Delay (s)	9.0	9.9	4.4	0.7
Lane LOS	A	A	A	A
Approach Delay (s)	9.0	9.9	4.4	0.7
Approach LOS	A	A		

Intersection Summary				
Average Delay	5.5			
Intersection Capacity Utilization	20.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	4	5	24	14	0
Future Volume (Veh/h)	0	4	5	24	14	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.50	0.58	0.90
Hourly flow rate (vph)	0	4	6	48	24	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	84	24	24			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	84	24	24			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	914	1052	1591			

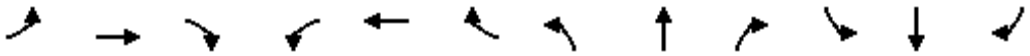
Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	4	54	24
Volume Left	0	6	0
Volume Right	4	0	0
cSH	1052	1591	1700
Volume to Capacity	0.00	0.00	0.01
Queue Length 95th (ft)	0	0	0
Control Delay (s)	8.4	0.8	0.0
Lane LOS	A	A	
Approach Delay (s)	8.4	0.8	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	15.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	7	42	6	10	38
Future Volume (Veh/h)	4	7	42	6	10	38
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)	4	8	46	7	11	41
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	112	50			53	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	112	50			53	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			99	
cM capacity (veh/h)	878	1019			1553	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	12	53	52
Volume Left	4	0	11
Volume Right	8	7	0
cSH	967	1700	1553
Volume to Capacity	0.01	0.03	0.01
Queue Length 95th (ft)	1	0	1
Control Delay (s)	8.8	0.0	1.6
Lane LOS	A		A
Approach Delay (s)	8.8	0.0	1.6
Approach LOS	A		

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	19.2%	ICU Level of Service	A
Analysis Period (min)	15		

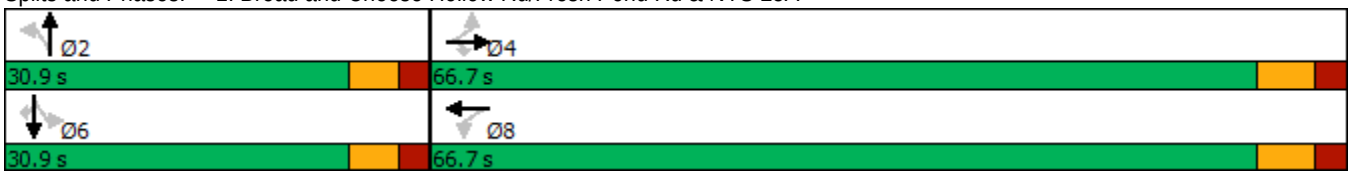


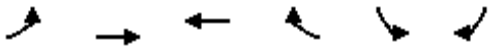
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	628	91	29	521	15	106	38	23	30	33	17
Future Volume (vph)	20	628	91	29	521	15	106	38	23	30	33	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	8	13	12	11	11	11	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		50	75		0	0		0	0		150
Storage Lanes	1		1	1		0	0		0	0		1
Taper Length (ft)	35			60			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												
Frt			0.850		0.996			0.982				0.850
Flt Protected	0.950			0.950				0.969			0.977	
Satd. Flow (prot)	1805	1944	1473	1504	1937	0	0	1737	0	0	1819	1615
Flt Permitted	0.373			0.227				0.760			0.811	
Satd. Flow (perm)	709	1944	1473	359	1937	0	0	1362	0	0	1510	1615
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)			41		3							41
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2201			1063			987			1539	
Travel Time (s)		50.0			24.2			22.4			35.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.84	0.84	0.84	0.96	0.96	0.96	0.78	0.78	0.78	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	6%	4%	1%	0%	1%	0%	0%	0%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	24	748	108	30	543	16	136	49	29	38	41	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	748	108	30	559	0	0	214	0	0	79	21
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	20.0	20.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	26.7	26.7	26.7	26.7	26.7		25.9	25.9		10.9	10.9	10.9
Total Split (s)	66.7	66.7	66.7	66.7	66.7		30.9	30.9		30.9	30.9	30.9
Total Split (%)	68.3%	68.3%	68.3%	68.3%	68.3%		31.7%	31.7%		31.7%	31.7%	31.7%
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3		3.6	3.6		3.6	3.6	3.6
All-Red Time (s)	2.4	2.4	2.4	2.4	2.4		2.3	2.3		2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.7	6.7			5.9			5.9	5.9
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min		None	None		None	None	None
Act Effct Green (s)	32.3	32.3	32.3	32.3	32.3			15.2			15.2	15.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.53	0.53	0.53	0.53	0.53			0.25			0.25	0.25
v/c Ratio	0.06	0.73	0.14	0.16	0.55			0.63			0.21	0.05
Control Delay	8.2	16.2	5.7	10.5	12.0			32.0			22.4	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Delay	8.2	16.2	5.7	10.5	12.0			32.0			22.4	3.6
LOS	A	B	A	B	B			C			C	A
Approach Delay		14.7			11.9			32.0			18.5	
Approach LOS		B			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 97.6			
Actuated Cycle Length: 61.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 16.1		Intersection LOS: B	
Intersection Capacity Utilization 59.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Bread and Cheese Hollow Rd/Fresh Pond Rd & NYS 25A

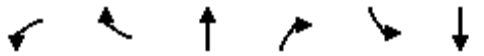




Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	35	729	634	7	7	51
Future Volume (Veh/h)	35	729	634	7	7	51
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.87	0.87	0.94	0.94	0.82	0.82
Hourly flow rate (vph)	40	838	674	7	9	62
Pedestrians						
Lane Width (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	681				1596	678
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	681				1596	678
tC, single (s)	4.1				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.4
p0 queue free %	96				92	86
cM capacity (veh/h)	921				114	444

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	878	681	71
Volume Left	40	0	9
Volume Right	0	7	62
cSH	921	1700	324
Volume to Capacity	0.04	0.40	0.22
Queue Length 95th (ft)	3	0	20
Control Delay (s)	1.2	0.0	19.2
Lane LOS	A		C
Approach Delay (s)	1.2	0.0	19.2
Approach LOS			C

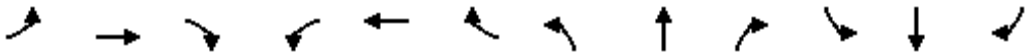
Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	77.1%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	23	23	31	28	16	36
Future Volume (Veh/h)	23	23	31	28	16	36
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.70	0.70	0.72	0.72	0.94	0.94
Hourly flow rate (vph)	33	33	43	39	17	38
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	134	62			82	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	134	62			82	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	96	97			99	
cM capacity (veh/h)	854	1008			1478	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	66	82	55
Volume Left	33	0	17
Volume Right	33	39	0
cSH	925	1700	1478
Volume to Capacity	0.07	0.05	0.01
Queue Length 95th (ft)	6	0	1
Control Delay (s)	9.2	0.0	2.4
Lane LOS	A		A
Approach Delay (s)	9.2	0.0	2.4
Approach LOS	A		

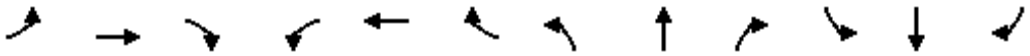
Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	19.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	3	16	14	2	0	19	9	15	0	9	2
Future Volume (Veh/h)	2	3	16	14	2	0	19	9	15	0	9	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.69	0.69	0.69	0.69	0.69	0.69	0.55	0.55	0.55
Hourly flow rate (vph)	2	3	18	20	3	0	28	13	22	0	16	4
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	100	109	18	118	100	24	20			35		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	100	109	18	118	100	24	20			35		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	98	100	100	98			100		
cM capacity (veh/h)	873	771	1066	806	780	1058	1609			1589		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	23	23	63	20
Volume Left	2	20	28	0
Volume Right	18	0	22	4
cSH	997	803	1609	1589
Volume to Capacity	0.02	0.03	0.02	0.00
Queue Length 95th (ft)	2	2	1	0
Control Delay (s)	8.7	9.6	3.3	0.0
Lane LOS	A	A	A	
Approach Delay (s)	8.7	9.6	3.3	0.0
Approach LOS	A	A		

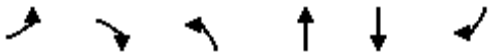
Intersection Summary				
Average Delay	4.9			
Intersection Capacity Utilization	20.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	4	33	3	12	7	35	24	6	0	22	3
Future Volume (Veh/h)	0	4	33	3	12	7	35	24	6	0	22	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.68	0.68	0.68	0.81	0.81	0.81	0.66	0.66	0.66
Hourly flow rate (vph)	0	5	40	4	18	10	43	30	7	0	33	5
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	174	158	36	198	158	34	38			37		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	174	158	36	198	158	34	38			37		
tC, single (s)	7.1	6.5	6.3	7.1	6.5	6.4	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.5	2.2			2.2		
p0 queue free %	100	99	96	99	97	99	97			100		
cM capacity (veh/h)	754	717	1020	717	718	998	1566			1587		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	45	32	80	38
Volume Left	0	4	43	0
Volume Right	40	10	7	5
cSH	974	787	1566	1587
Volume to Capacity	0.05	0.04	0.03	0.00
Queue Length 95th (ft)	4	3	2	0
Control Delay (s)	8.9	9.8	4.1	0.0
Lane LOS	A	A	A	
Approach Delay (s)	8.9	9.8	4.1	0.0
Approach LOS	A	A		

Intersection Summary				
Average Delay	5.3			
Intersection Capacity Utilization	20.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	2	1	29	22	0
Future Volume (Veh/h)	0	2	1	29	22	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.81	0.66	0.90
Hourly flow rate (vph)	0	2	1	36	33	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	71	33	33			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	71	33	33			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	933	1041	1579			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	2	37	33
Volume Left	0	1	0
Volume Right	2	0	0
cSH	1041	1579	1700
Volume to Capacity	0.00	0.00	0.02
Queue Length 95th (ft)	0	0	0
Control Delay (s)	8.5	0.2	0.0
Lane LOS	A	A	
Approach Delay (s)	8.5	0.2	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	4	39	2	3	53
Future Volume (Veh/h)	2	4	39	2	3	53
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.72	0.92	0.92	0.82
Hourly flow rate (vph)	2	4	54	2	3	65
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	126	55			56	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	126	55			56	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	867	1012			1549	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	6	56	68
Volume Left	2	0	3
Volume Right	4	2	0
cSH	958	1700	1549
Volume to Capacity	0.01	0.03	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	8.8	0.0	0.3
Lane LOS	A		A
Approach Delay (s)	8.8	0.0	0.3
Approach LOS	A		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	15.2%	ICU Level of Service	A
Analysis Period (min)	15		