

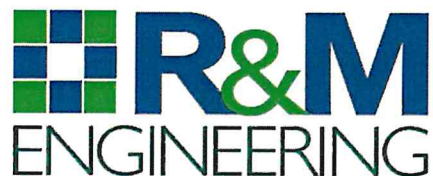
1285 Northern Boulevard

Construction of a BMW Automobile Dealership with No Service Department

TRAFFIC IMPACT STUDY

Prepared in Accordance With
Chapter 5 of the NYSDOT Highway Design Manual (HDM)

Prepared By:



R&M Job Number 2021-196

January 2023



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This report is based on the NYSDOT TIS Shell revised on 9/16/2014.

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INTRODUCTION

This report was conducted to determine the potential traffic and parking impacts associated with the redevelopment of the property located at 1285 Northern Boulevard (NYS Route 25A) in the Hamlet of Manhasset, Town of North Hempstead, Nassau County, New York. The subject site is located on the northeast corner of the intersection of Northern Boulevard at Norgate Road. The subject parcels are 77,327 sf (1.78 acres) in size and are represented on the Nassau County Tax Map (NCTM) as Section 3, Block 53, Lots 38, 53, 54, & 942. The property is situated within the Business A (B-A) Zoning district. The location of the project site is visually depicted in Figure 1 – Location Map contained in Appendix A.

The site currently contains a vacant funeral home. The project involves the demolition of the existing building and construction of a 2-story, 26,741 sf BMW automobile dealership. The automobile dealership **will not** provide a service department. Additionally, 5,445 sf of the dealership will be utilized as office space. A conditional use permit will be required for the parking, storage, and sale of automobiles. A visual depiction of the proposed project is provided on the Alignment Plan (SP-2) prepared by R&M Engineering dated April 29, 2022, and most recently revised October 26, 2022.

R&M conducted a detailed investigation of the potential traffic impacts of the proposed project on the surrounding roadway network. This report reviews the existing roadway and traffic conditions in the area, estimates the volume and pattern of traffic generated by the proposed project, and summarizes the results of the analyses performed. Additionally, the potential parking impacts on-site were examined.

1.0 PROJECT DESCRIPTION

Existing Land Use

The 1.78 acre property is located on Northern Boulevard in Manhasset and is situated on northeast corner of the intersection of Northern Boulevard at Norgate Road. Presently, the site contains a vacant funeral home. The applicant is proposing to demolish the existing building and construct a 26,741 sf automobile dealership without a service department; 5,445 sf of the building area will be utilized as office space.

Zoning

The subject property situated within the Business A Zoning District. No change in zoning will be required as part of this application. A conditional use permit will be required for the parking, storage, and sale of automobiles.

Access

Currently, access to the site is provided via two (2) driveways:

1. East Site Driveway: This driveway is located on the east side of the site on Northern Boulevard. This driveway is signalized and forms a 4-legged intersection with Northern Boulevard and Clapham Avenue. Upon construction of the project, this driveway will only provide ingress to the site and will prohibit egress.
2. West Site Driveway: This driveway is located on the west side of the site on Northern Boulevard. This driveway is unsignalized and provides full access to and from the site. There are no planned changes to this access as part of the project.

Parking

As indicated on the Alignment Plan, the auto dealership will require one (1) parking space per 300 sf, and the proposed office will require one (1) parking space per 200 sf in excess of 1,000 sf. Therefore, the proposed project will require a total of 94 parking spaces. As depicted on the Alignment Plan, there will be 72 total parking spaces provided on-site. Therefore, a parking variance for 22 spaces will be required from the Town.

In addition to the 72 provided parking spaces, a proposed inventory storage area will be located on the eastern edge of the site (abutting the adjacent property). Additionally, there will be three (3) vehicle display areas in the front of the site fronting Northern Boulevard.

2.0 STUDY METHODOLOGY

R&M's approach to conducting this investigation involved the following:

1. A detailed review of the existing land use, roadway characteristics, and traffic conditions in the vicinity of the project site was performed.
2. Existing traffic volume data was collected by R&M Engineering on Thursday, June 16, 2022 during the Weekday AM Commuter (7:00 AM – 9:00 AM), Midday (11:00 AM – 3:00 PM), and PM Commuter (4:00 PM – 6:00 PM) peak periods and on Saturday, June 18, 2022 during the Midday peak period. The following intersections were studied:
 1. Northern Boulevard at Plandome Road
 2. Northern Boulevard at Clapham Avenue/East Site Driveway
 3. Northern Boulevard at Norgate Road

It should be noted that this traffic study was prepared and analysis performed during the ongoing COVID-19 Pandemic, which began in Mid-March 2020. As a result of the pandemic, traffic volumes

may be varied from what typical levels would be. Therefore, the observed traffic volumes were evaluated to determine if adjustments would be necessary to account for any decreased traffic activity as a result of the Pandemic. This will be discussed in greater detail later in this report.

3. The existing traffic volumes were analyzed to determine the intersections' "Existing" Levels of Service (LOS) at the study location. Capacity analyses to compute the intersection LOS were performed for both existing and future conditions. The future condition consisted of two scenarios: "No Build" and "Build."
4. The "No Build" condition analysis determined the future LOS at the study intersections assuming the project were not constructed. An ambient traffic growth factor of 0.5% per year, obtained from the **New York State Department of Transportation (NYSDOT)** and specific to the Town of North Hempstead, was applied to the collected 2022 traffic volumes for a period of 2 years to elevate the volumes to 2024 design levels. The "No Build" condition also included the traffic generated by other projects within the study area. As per conversations with the representatives of the Town of North Hempstead, there are two (2) other planned projects within the vicinity of the site that could potentially impact the study intersections.
5. The 2024 "Build" condition analysis considered the impact of the traffic generated by the construction of the proposed project. This site generated traffic was superimposed onto the 2024 "No Build" volumes at the study location to obtain the "Build" volumes.

COVID-19 Pandemic

This traffic study was prepared and analysis performed during the COVID-19 Pandemic of 2020, which began in Mid-March 2020. As a result of the Pandemic, traffic volumes may be varied from what is typical. In August of 2020, the **NYSDOT** released a memorandum titled "Traffic Data Collection Guidance during COVID-19 Pandemic," which provides guidelines on how to collect and interpret traffic data during the Pandemic. The traffic volume data collected by this firm as described above was evaluated to determine if adjustments were necessary to elevate the observed traffic volumes to non-pandemic conditions. The following describes our process:

1. Historical traffic volume data in the form of Annual Average Daily Traffic (AADT) reports were obtained from the **NYSDOT** for the study roadways that traffic volume data was available for. The ADT Average Weekday (Axle Factored) volumes were utilized and elevated to year 2022 using a growth factor of 0.5% provided by the **NYSDOT** and specific to the Town of North Hempstead.

2. The observed volumes were compared to the elevated historical volumes, and a rate (historical data/observed data) was prepared for each approach. If the rate on an approach was less than or equal to 1.05, no adjustment was made on that approach. Based on our experience with adjusting traffic volumes during the Pandemic and our engineering judgement, it was determined that a rate of 1.05 or less represents traffic levels that are comparable to or greater than non-pandemic conditions (as roadway traffic volumes could fluctuate daily).
3. If traffic volume data was not available for Saturday, the average of the weekday rates on each approach was utilized to adjust the traffic volume data on that specific approach.
4. For Norgate Road, adjustments were determined to be unnecessary based on the number of approaches that did not require traffic volume adjustments. Additionally, Norgate Road is a local roadway, which would typically generate low levels of traffic activity.
5. Traffic volumes were balanced between intersections to conserve traffic volumes between locations. Volumes were only increased, thus providing a conservative analysis.

The COVID-19 adjustments comparisons are included in Appendix C. The COVID-19 adjusted volumes were utilized to represent the “Existing” condition traffic volumes and are represented on Figure 2 located in Appendix A. The peak period traffic volumes at the study intersections are also tabulated in Appendix B.

3.0 TRAVEL SPEEDS

Posted Speed Limit

The following are the posted speed limits for all the study roadways within the vicinity of the site:

1. Northern Boulevard: 35 mph
2. Plandome Road: 30 mph
3. Clapham Avenue: 30 mph
4. Norgate Road: 25 mph

Actual Operating Speed

The off-peak 85th percentile speed based on **NYSDOT** Highway Design Manual Chapter 5 Section 5.2 determines the existing operational travel speeds on the segments of interest. According to the **NYSDOT** Traffic Data Viewer, available on the **NYSDOT** website, the 85th percentile speed for Plandome Road is 25 mph in both directions of travel, and for Clapham Avenue the 85th percentile speed is 23 mph and 22 mph in the northbound and southbound directions of travel, respectively. The **NYSDOT** did not have any 85th percentile speed data for Northern Boulevard.

4.0 CRASH ANALYSIS

As part of this study, a crash analysis of the roadway network surrounding the site was performed. Accident summaries for a 3-year period from January 1, 2017 to December 31, 2019 were obtained from the **NYS**DOT. Accident data was gathered for the three study intersections listed in the Study Methodology section of this report. Based on the information received, 102 accidents were reported at the locations requested; 7 (7%) resulted in injury, no fatal accidents were recorded. The **NYS**DOT Traffic Data Viewer was utilized to estimate AADT volumes at these intersections. Inspection of the data reveals the following:

Northern Boulevard at Plandome Road

A total of 70 accidents occurred at this location during the three year period in which accident data was gathered for. This equates to a rate of 23.33 accidents per year (acc/year). Of the 70 accidents reported, 5 accidents resulted in injury; no fatal accidents were recorded. The most frequent accident types were rear end collisions (38 incidents – 54%) and overtaking collisions (16 incidents – 23%). The approximate AADT experienced at this intersection is 37,628 vehicles, equating to 41.20 million entering vehicles (mev) over the course of 3 years. As such, there is an accident rate of 1.70 acc/mev per year at this intersection. The statewide average for an intersection such as this one is 0.17 acc/mev per year. The accident rate at this intersection is above the statewide average.

Northern Boulevard at Clapham Avenue/East Site Driveway

A total of 11 accidents occurred at this location during the three year period in which accident data was gathered for. This equates to a rate of 3.67 acc/year. Of the 11 accidents reported, 1 accidents resulted in injury; no fatal accidents were recorded. The most frequent accident type was rear end collisions (6 incidents – 55%). The approximate AADT experienced at this intersection is 29,990 vehicles, equating to 32.84 mev over the course of 3 years. As such, there is an accident rate of 0.33 acc/mev per year at this intersection. The statewide average for an intersection such as this one is 0.26 acc/mev per year. The accident rate at this intersection is above the statewide average.

Northern Boulevard at Clapham Avenue

A total of 21 accidents occurred at this location during the three year period in which accident data was gathered for. This equates to a rate of 7 acc/year. Of the 21 accidents reported, 1 accidents resulted in injury; no fatal accidents were recorded. The most frequent accident types were rear end collisions (7 incidents – 33%) and right angle collisions (6 incidents – 29%). The approximate AADT experienced at this intersection is 29,853 vehicles, equating to 32.39 mev over the course of 3 years. As such, there is an accident rate of 0.65 acc/mev per year at this intersection. The statewide average for an intersection such as this one is 0.07 acc/mev per year. The accident rate at this intersection is above the statewide average.

A summary of the accidents that occurred within the study area is included on Table 7 of Appendix A. Based on this information, the average accident rate at the intersections above were above the statewide average. It should be noted that our experience throughout Long Island is that accident rates on Long Island are typically higher than the statewide average.

5.0 CAPACITY ANALYSIS

The results of the capacity analyses were used to determine the potential impact of the proposed development. A comparison of the “Build” condition to the “No Build” condition determines if the proposed development has the potential to produce an impact on traffic conditions on the roadway network in the vicinity of the site.

Capacity Analysis Overview

The capacity analyses performed in this report are consistent with the methodologies presented in the most recent version of the **Highway Capacity Manual (HCM 6)** published by the Transportation Research Board. The **Synchro 11** software developed by **Trafficware** was used to perform the analyses.

The **HCM 6** quantifies the quality of traffic flow in terms of Levels of Service (LOS). There are six levels of service; LOS A – D indicate the intersection is operating under capacity with low levels of delay, LOS E indicates the intersection is operating at capacity, and LOS F indicates the intersection is operating over capacity with high levels of delay. These represent a qualitative measure of operational conditions within a traffic stream and the perception of conditions by motorists and/or passengers.

LOS and capacity for signalized intersections are calculated for each lane group (a lane group may consist of one or more movements), each intersection approach, and the intersection as a whole. An intersection’s LOS is a weighted average of the individual approaches and may not be considered a valid measure of the quality or acceptability of an intersection design since it can conceal poor operating conditions on individual approaches. The LOS at unsignalized intersections is only calculated for minor movements since the through movement on the major street is not affected by intersection traffic control.

The LOS for freeway facilities is a measurement of density expressed as the number of passenger car equivalents/lane/mile. The corresponding LOS represents the congestion of the roadway:

LOS for Signalized Intersections			LOS for Non-signalized Intersections		
LOS by Volume-to-Capacity Ratio (v/c)			LOS by Volume-to-Capacity Ratio (v/c) ^{a, b}		
Control Delay (s/veh)	v/c ≤1.0	v/c >1.0	Control Delay (s/veh)	v/c ≤1.0	v/c >1.0
≤10	A	F	≤10	A	F
>10-20	B	F	>10-15	B	F
>20-35	C	F	>15-25	C	F
>35-55	D	F	>25-35	D	F
>55-80	E	F	>35-50	E	F
>80	F	F	>50	F	F

HCM 6th Edition, Exhibit 19-8, p. 19-16

2-way stop control - HCM 6th Edition, Exhibit 20-2, p. 20-6

NOTE: ^{a, b} For approaches and intersection-wide assessment, LOS is defined solely by control delay.

^a All way stop control - HCM 6th Edition, Exhibit 21-8, p. 21-9

^b Roundabout control - HCM 6th Edition, Exhibit 22-8, p. 22-9

5.1 Growth Rates

An ambient traffic growth rate factor of 0.5% per year, supplied by the **NYS DOT** and specific to the Town of North Hempstead, was applied to the collected 2022 traffic volumes for a period of 2 years for expansion to year 2024 design levels.

5.2 Existing Traffic Counts and Volume Data as AADT/DHV

Roadway Network

Current roadway conditions in the study area are summarized below:

1. Northern Boulevard: This is an east/west principal arterial “other” roadway under the jurisdiction of the **NYS DOT** and is designated at NYS Route 25A. Northern Boulevard provides two travel lanes in each direction and dedicated turn lanes where appropriate. Northern Boulevard provides a Two-Way-Left-Turn-Lane (TWLTL) within the vicinity of the site. Access to the site will be provided via Northern Boulevard at two driveways. According to the **NYS DOT** Traffic Data Viewer, the AADT within the vicinity of the site is 29,583 vehicles based on 2019 actual volumes. The posted speed limit within the vicinity of the site is 35 mph.
2. Plandome Road: This is a north/south minor arterial roadway under the jurisdiction of **Town of North Hempstead** within the vicinity of the site. Plandome Road provides one travel lane in both directions. At its intersection with Northern Boulevard, Plandome Road provides two dedicated left turn lanes and a dedicated right turn lane. According to the **NYS DOT** Traffic Data Viewer, the AADT

within the vicinity of the site is approximately 15,103 vehicles based on the 2019 estimated volumes. The posted speed limit within the vicinity of the site is 30 mph.

3. Clapham Avenue: This is a north/south major collector roadway under the jurisdiction of the **Town of North Hempstead**. Clapham Avenue provides a one travel lane in both directions. At its intersection with Northern Boulevard, Clapham Avenue provides one left turn lane and one right turn lane. There is a heavy vehicle restriction on Clapham Avenue prohibiting vehicles in excess of 4 tons to travel on the roadway. According to the **NYS**DOT Traffic Data Viewer, the AADT within the vicinity of the site is approximately 801 vehicles based on 2019 actual volumes. The implied speed limit is 30 mph.
4. Norgate Road: This is a north/south local roadway under the jurisdiction of the **Town of North Hempstead**. Norgate Road provides one travel lane in both directions. At its intersection with Northern Boulevard, Norgate Road provides one approach for all turning movements. The **NYS**DOT Traffic Data Viewer does not provide traffic volume data for this roadway. The posted speed limit is 25 mph.

Study Intersections

The following are the traffic control conditions at the study intersections:

1. Northern Boulevard at Plandome Road: Signalized intersection controlled by a multi-phase traffic signal with protected eastbound left turns and southbound left turns. Southbound right turns are protected with the eastbound left turns and are not called during the southbound left turn phase.
2. Northern Boulevard at Clapham Avenue/East Site Driveway: Signalized intersection controlled by a multi-phase traffic signal with protected and permitted westbound left turns. The southbound approach displays a flashing red light when the northbound/southbound phase is not called. Upon construction of the project, southbound traffic will not be permitted at this intersection.
3. Northern Boulevard at Norgate Road: Unsignalized intersection with stop control implemented on the southbound approach.
4. Northern Boulevard at West Site Driveway: Unsignalized intersection with stop control implemented on the southbound (driveway) approach.

Traffic Volume Data

Traffic volume turning movement counts were collected as described in the Study Methodology section of this report and were adjusted as necessary for any discrepancies in traffic levels as a result of the COVID-19 Pandemic. Figure 2 located in Appendix A contains a visual depiction of the existing traffic volumes at these locations. These volumes are also tabulated in Appendix B.

5.3 Projected Trip Generation

The proposed project involves the demolition of the existing building and the construction of an automobile dealership. A trip generation analysis was prepared for the proposed project using industry standard data presented in the **Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition**. Statistics under Land Use Code (LUC) 840 relating to Automobile Sales (New) were employed. The following is a summary of the estimated peak hour trips to be generated by the project:

- AM Commuter Peak Hour: 50 trips (36 entering, 14 exiting)
- Midday Peak Hour: 76 trips (35 entering, 41 exiting)
- PM Commuter Peak Hour: 65 trips (26 entering, 39 exiting)
- Saturday Peak Hour: 107 trips (53 entering, 54 exiting)

This information has been summarized and is included in Table 1 located in Appendix A. It should be noted that the proposed dealership **will not** offer a service department and will primarily function as a sales center for automobiles. According to the **ITE**, a new automobile sales dealership commonly provides automobile service, parts sales, and used car sales. While the **ITE** does not provide data on which sites surveyed offered a service center, it should be assumed that some of their data reflect the presence of a service center, and therefore, the number of trips estimated above are likely greater than what would actually be generated by the project.

5.4 Access & Parking

Access

Currently, access to the site is provided via two (2) driveways:

1. East Site Driveway: This driveway is located on the east side of the site on Northern Boulevard. This driveway is signalized and forms a 4-legged intersection with Northern Boulevard and Clapham Avenue. Upon construction of the project, this driveway will only provide ingress to the site and will prohibit egress.

2. West Site Driveway: This driveway is located on the west side of the site on Northern Boulevard. This driveway is unsignalized and provides full access to and from the site. There are no planned changes to this access as part of the project.

Parking

As indicated on the Alignment Plan, the auto dealership will require one (1) parking space per 300 sf, and the proposed office will require one (1) parking space per 200 sf in excess of 1,000 sf. Therefore, the proposed project will require a total of 94 parking spaces. As depicted on the Alignment Plan, there will be 72 total parking spaces provided on-site. Therefore, a parking variance for 22 spaces will be required from the Town.

In addition to the 72 provided parking spaces, a proposed inventory storage area will be located on the eastern edge of the site (abutting the adjacent property). Additionally, there will be three (3) vehicle display areas in the front of the site fronting Northern Boulevard.

In order to estimate the parking activity to be generated by the project, a parking generation estimate was prepared using industry standard data presented in the **ITE Parking Generation Manual, 5th Edition**. Statistics under LUC 840 relating to Automobile Sales (New) were employed. The following is a summary of the anticipated peak parking demand for the proposed project:

Weekday: 2.29 vehicles parked per 1,000 sf x 26,741 sf = 62 vehicles parked (86% occupied)

This information is included in Table 2 of Appendix A. Based on the information above, the peak parking demand is expected to occur during the Weekday with 62 vehicles parked. This would leave 10 vacant parking spaces on-site. Therefore, we believe that adequate parking is provided on-site to accommodate the parking activity to be generated by the proposed dealership.

We would like to note that the dealership **will not** offer a service center. According to the **ITE**, a new automobile sales dealership commonly provides automobile service, parts sales, and used car sales. While the **ITE** does not provide data on which sites surveyed offered a service center, it should be assumed that some of their data reflect the presence of a service center, and therefore, the number of vehicles parked estimated above could be greater than what would actually be experienced by the project.

5.5 Traffic Control Device Data

In the "Existing" condition, the signalized intersections on Northern Boulevard are controlled by multi-phased controllers. All timings and phasing utilized to represent the existing condition were obtained via the **NYS DOT** and were field verified by the representatives of R&M Engineering to assure that the simulated

results match the current operation. The two unsignalized intersections are controlled by two-way stop control on the southbound approaches. Any proposed modifications will be discussed later in this report as applicable.

5.6 Capacity Analysis for No Build Condition

The 2024 "No Build" condition analysis determined the future LOS at the study intersections assuming the project were not constructed. In order to determine the "No Build" traffic volumes generated within the study area, a 0.5% growth factor, obtained from the **NYS DOT** and specific to the Town of North Hempstead, was applied to the "Existing" condition traffic volumes for a period of 2 years to project traffic volumes to 2024 design conditions.

The "No Build" condition also considered traffic to be generated by other planned projects in the study area. Based on our communication with representatives of the Town of North Hempstead, there are two (2) other planned projects within the study area that would generate a significant level of traffic and could potentially impact the study intersections. The following is a description of each planned project:

Lord & Taylor Building

This project is located at 1440 Northern Boulevard on the southeast corner of the intersection of Northern Boulevard and Shelter Rock Road. The site contains a 162,750 sf vacant building that was previously occupied by Lord & Taylor (retail). According to the Town, it is likely that this building will be converted to a Medical Office, although no application has been submitted as of this writing. However, the traffic to be generated by the potential conversion of this building has been estimated and accounted for in this analysis. A trip generation estimate for this project was prepared using industry standard data presented in the **ITE Trip Generation Manual, 11th Edition** under LUC 720 relating to Medical Office (Stand-Alone). These trips were distributed into the study intersections as appropriate. The following is a summary of the peak hour trips to be generated by the project:

- AM Commuter Peak Hour: 505 trips (399 entering, 106 exiting)
- Midday Peak Hour: 586 trips (325 entering, 261 exiting)
- PM Commuter Peak Hour: 640 trips (192 entering, 448 exiting)
- Saturday Peak Hour: 492 trips (280 entering, 212 exiting)

1575 Northern Boulevard

This project is located at 1575 Northern Boulevard on the north side of Northern Boulevard. The site contains two buildings, and the project involves changes to both buildings. Building A is a vacant 6,310 sf building (previously retail). Building A will be partially demolished (1,142 sf) and reoccupied with a retail use. Building B is a partially vacant 14,961 sf building, occupied with Investors Bank (2,249 sf), Mayweather

Boxing + Fitness (2,249 sf), and Mystique Boutique NYC (5,881 sf). Building B will be partially demolished (5,881 sf) so that Building B becomes two separate structures (Building B and Building C). Investors Bank and Mayweather Boxing + Fitness will remain tenants and make up the entirety of Building B. Building C will consist of a 2,858 sf Fast Casual Restaurant and a 1,670 sf Medical Office. Trip generation estimates for this project were obtained directly from the Traffic and Parking Assessment prepared by Creighton Manning dated July 20, 2022. These trips were distributed into the study intersections based on the distributions presented within the Traffic and Parking Assessment and a review of the surrounding roadway network. The following is a summary of the peak hour trips to be generated by the project:

- AM Commuter Peak Hour: 24 trips (20 entering, 4 exiting)
- Midday Peak Hour: 91 trips (47 entering, 44 exiting)
- PM Commuter Peak Hour: 113 trips (62 entering, 51 exiting)
- Saturday Peak Hour: 137 trips (75 entering, 62 exiting)

The traffic activity generated by the other planned projects was included in the “No Build” condition. A summary of the trip generation estimates of the above projects is included in Table 3 of Appendix A. Appendix B contains a tabular summary of the vehicle trips that will impact the study intersections and the “No Build” traffic volumes. Figure 3, located in Appendix A, contains a visual depiction of the “No Build” traffic volumes.

The results of the “No Build” condition analysis for the signalized and unsignalized intersections are contained in Tables 4 – 6 located in Appendix A. The results indicate that, from an overall perspective, the study intersections operate adequately during all time periods studied.

5.7 Capacity Analysis for Proposed Build Condition

The 2024 "Build" condition analysis determined the future LOS at the study intersections assuming the project were constructed. The proposed project traffic volumes, determined by the percent distribution of the site-generated traffic, were added to the "No Build" traffic volumes to obtain the "Build" traffic volumes and were used to calculate the LOS.

In order to determine the distribution of the traffic generated by the site, a careful review of the existing travel patterns and the trip generators/receptors in the vicinity of the site were examined.

Traffic Distribution and Assignment

1. The next step of the investigation consisted of an analysis of the geographical distribution of the traffic to and from the site.

2. In order to properly assess the traffic impact of the project, it was necessary to determine which roadway(s) will most probably receive the newly generated traffic during the peak periods studied. Arrival/departure patterns for the site were developed using the existing traffic volumes, traffic patterns, and the geometry of the surrounding roadway network. Using this information and our engineering judgement, it was determined that a different distribution pattern for each time period was necessary in order to ensure the most accurate analysis within the study area.
3. Refer to Appendix B for a tabular summary of the trip distribution/assignment, increase in volumes from the “No Build” to the “Build” condition and for the “Build” volumes. The percent distribution, shown in Figure 4, was applied to the traffic generated by the proposed project. The site generated traffic, depicted in Figure 5, was superimposed onto the “No Build” volumes to obtain the “Build” volumes, depicted in Figure 6. All figures are contained within Appendix A.

Based on the “Build” traffic volumes, the proposed “Build” LOS calculations for each intersection within the study area were computed using Synchro 11. The capacity and LOS of an intersection have previously been defined in Section 5.0 of this report. The worksheet reports from the capacity analysis are contained in Appendix D, and the results of the capacity analyses are summarized in Tables 4 – 6 contained in Appendix A.

After reviewing the information contained in Tables 4 – 6, an investigation was undertaken to determine whether any measures would be required to improve the operation of the roadway network after the construction of the proposed project. All delay and LOS values are in comparison to the “No Build” condition. The results of this analysis are as follows:

Northern Boulevard at Plandome Road:

Upon the introduction of the site-generated traffic, this signalized intersection will experience a minor increase in delay and no degradation in LOS for all time periods studied. Based on a detailed review of the analyses, no mitigation will be required at this location:

- AM Commuter Peak Hour: 0.3 second increase in delay; Remains at LOS D
- Midday Peak Hour: 0.4 second increase in delay; Remains at LOS D
- PM Commuter Peak Hour: 0.6 second increase in delay; Remains at LOS D
- Saturday Peak Hour: 0.7 second increase in delay; Remains at LOS D

Northern Boulevard at Clapham Avenue/East Site Driveway:

Upon the introduction of the site-generated traffic, this signalized intersection will experience a minor increase in delay and no degradation in LOS for all time periods studied. Based on a detailed review of the analyses, no mitigation will be required at this location:

- AM Commuter Peak Hour: No change in delay; Remains at LOS A
- Midday Peak Hour: 0.1 second increase in delay; Remains at LOS A
- PM Commuter Peak Hour: 0.1 second increase in delay; Remains at LOS A
- Saturday Peak Hour: 0.1 second increase in delay; Remains at LOS A

Northern Boulevard at Norgate Road:

Upon the introduction of the site-generated traffic, this unsignalized intersection will not experience any significant increases in delay nor degradation in LOS during all time periods studied. Based on a detailed review of the analyses, no mitigation will be required at this location.

Northern Boulevard at West Site Driveway:

Upon the introduction of the site-generated traffic, all approaches will operate at acceptable levels of service. Based on a detailed review of the analyses, no mitigation will be required at this location.

5.8 Mitigation Measures

Based on the analyses presented herein, it is the opinion of R&M Engineering that the traffic generated by the proposed action will not have a significant impact on the operation of the surrounding roadway network when compared to the “No Build” condition. Therefore, we believe that mitigation is not required.

6.0 SUMMARY OF TRAFFIC IMPACTS

In accordance with the analysis above, the following conclusions have been made regarding the impacts upon the roadway network as a result of the traffic generated by the proposed development:

1. With the addition of the project traffic to the “No Build” condition, the analyses show that during the peak periods analyzed there will be a minor change to the time delay and no degradation in LOS at each studied intersection. The traffic generated by the proposed development will maintain an acceptable LOS in the future condition in accordance with Section 5.0 of this report. No mitigation will be required at any of the studied intersections.
2. Based on the parking requirements outlined by the Town Code, the site will provide 22 less spaces than what is required by the Town (94 required vs. 72 provided) and will require a variance in parking. The parking analysis contained herein indicates that adequate parking will be provided on-site to accommodate the anticipated parking activity.
3. The dealership proposed will not provide a service department. While the **ITE** does not say which dealerships studied contained a service department, it does indicate that automobile sales as analyzed in this report commonly contain a service department; as such it can be assumed that

some of the industry standard data show the effect of a service department on a car dealership. Therefore, we believe that the estimated parking and traffic activity at the site could be less than what is presented in this report, as a service department would likely generate additional traffic at the site outside of car sales and other services.

4. It should be noted that there are dealerships within close proximity to the site, including a Honda dealership directly across from the site. Therefore, we believe that the proposed project is not out of character with other uses in the area.

APPENDIX A

FIGURES AND TABLES



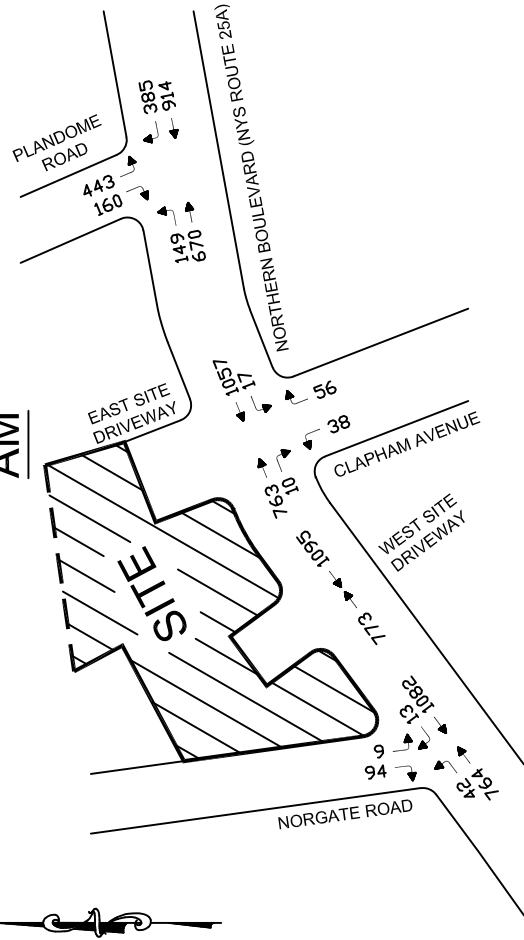
STUDY INTERSECTIONS:

1. NORTHERN BOULEVARD (NYS ROUTE 25A) AT PLANDOME ROAD
2. NORTHERN BOULEVARD AT CLAPHAM AVENUE/EAST SITE DRIVEWAY
3. NORTHERN BOULEVARD AT NORGATE ROAD
4. NORTHERN BOULEVARD AT WEST SITE DRIVEWAY

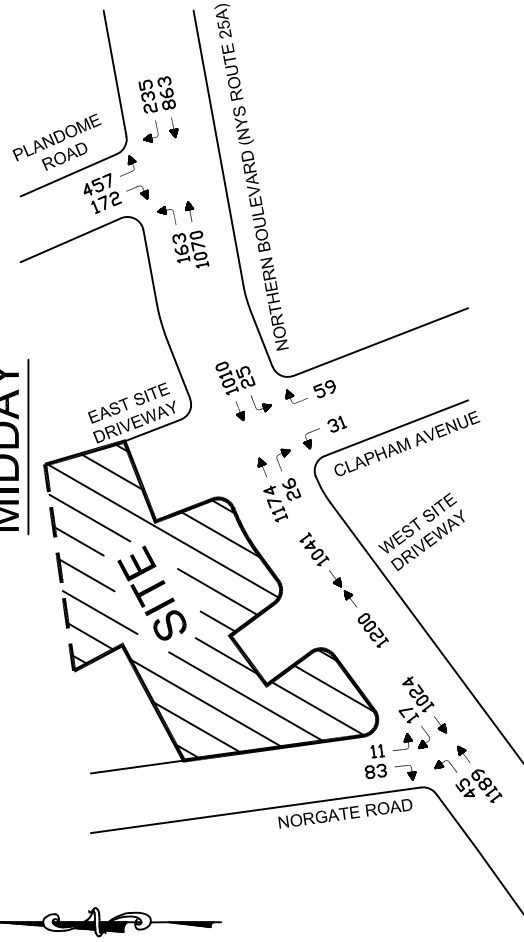
R&M Engineering
Project Name: 1285 Northern Boulevard
Project No.: 2021-196
Figure 1 - Location Map
January 2023

Not To Scale

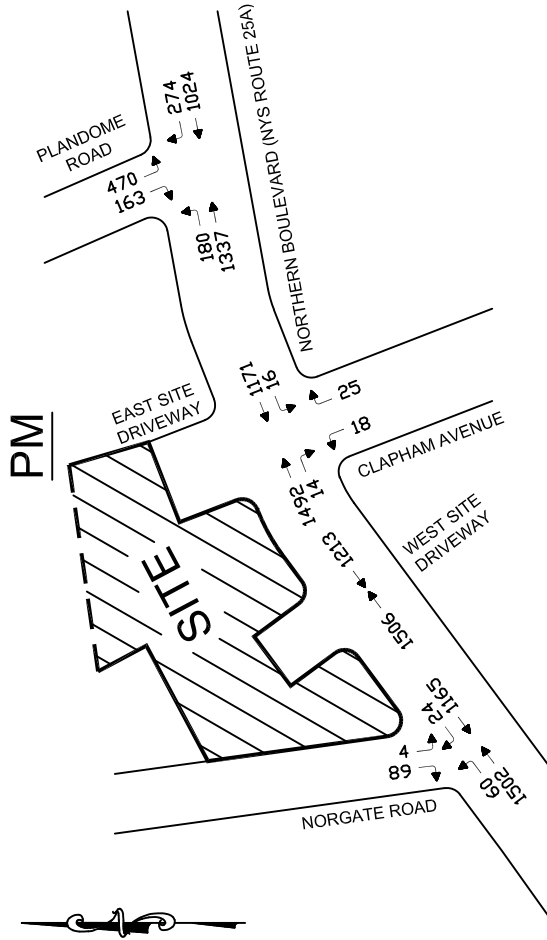
AM



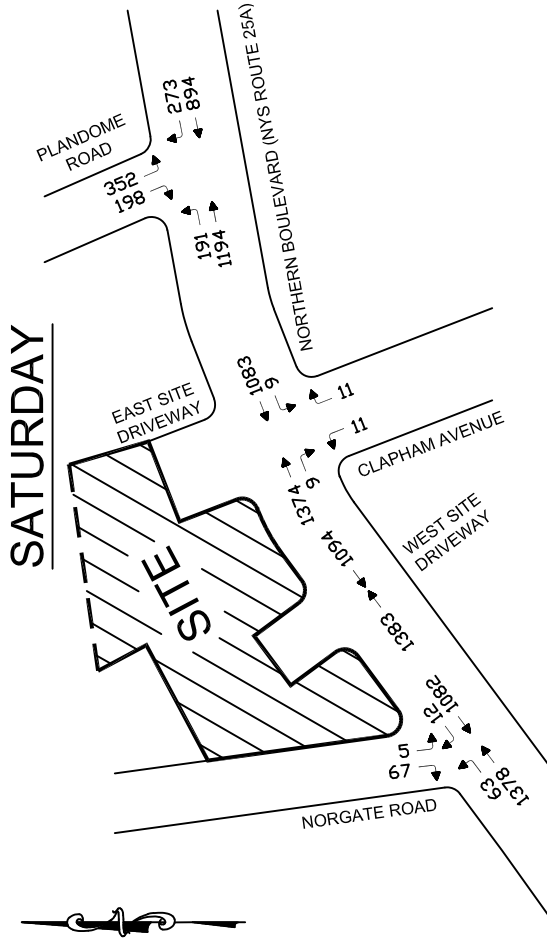
MIDDAY



PM

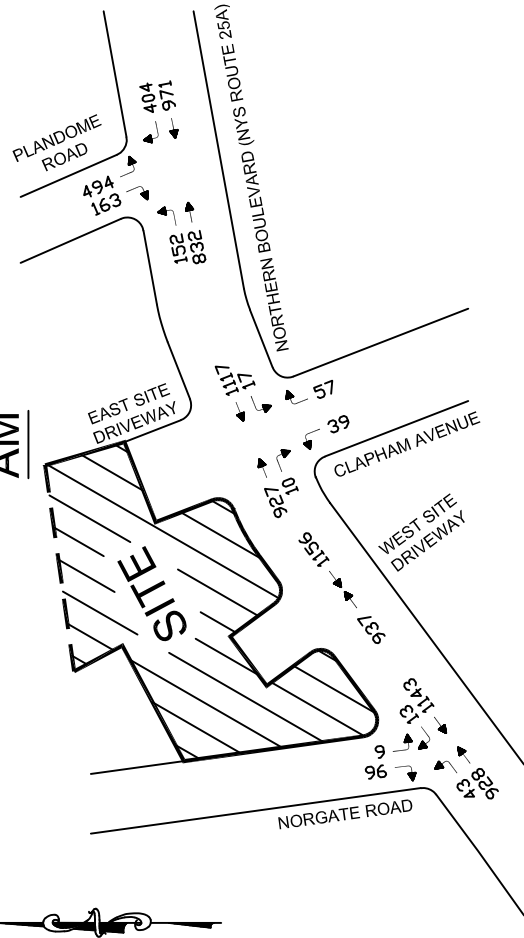


SATURDAY

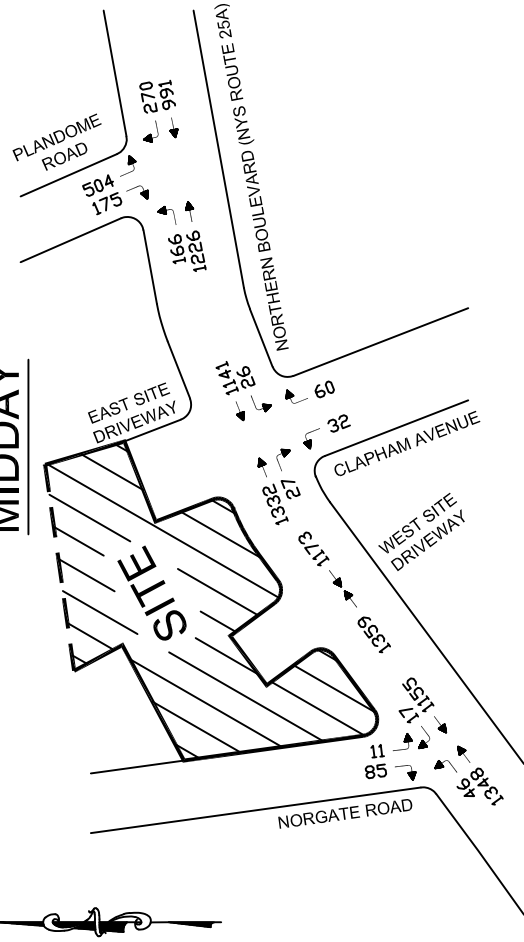


R&M Engineering
Project Name: 1285 Northern Boulevard
Project No.: 2021-196
Existing Volumes
Figure 2

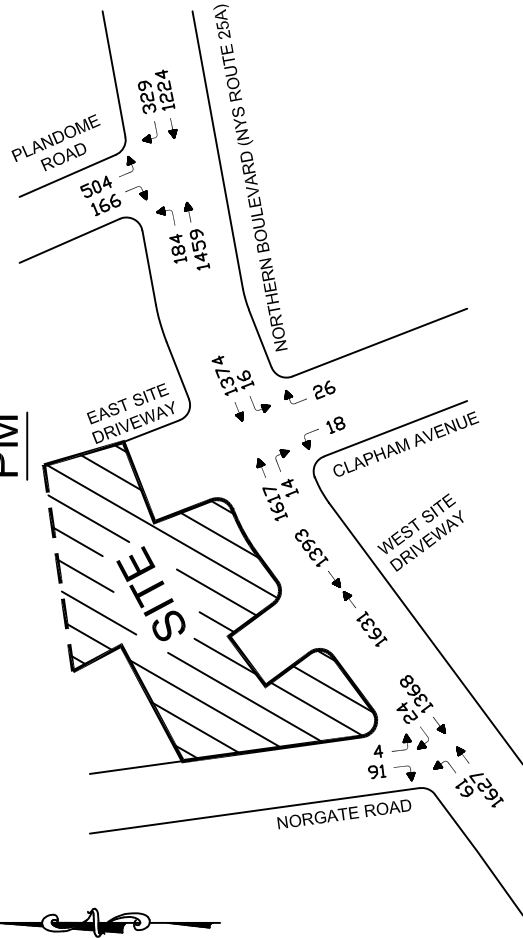
AM



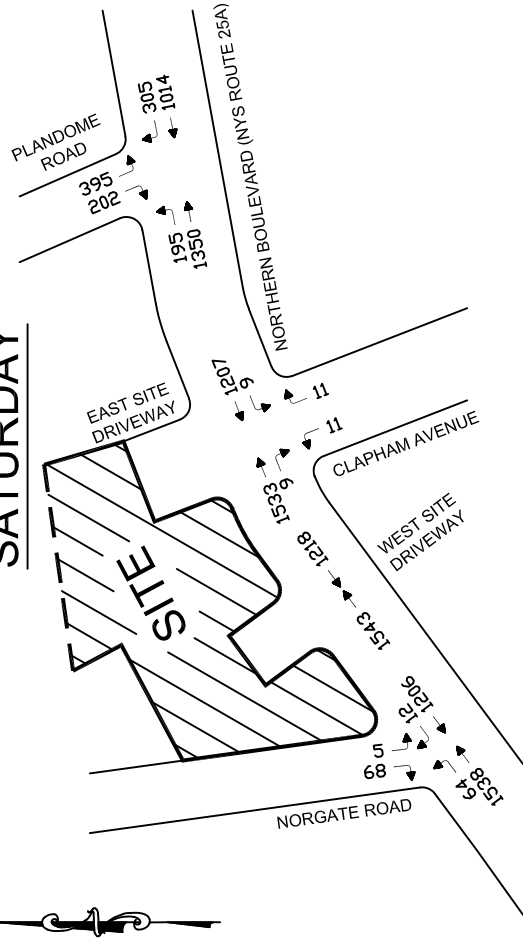
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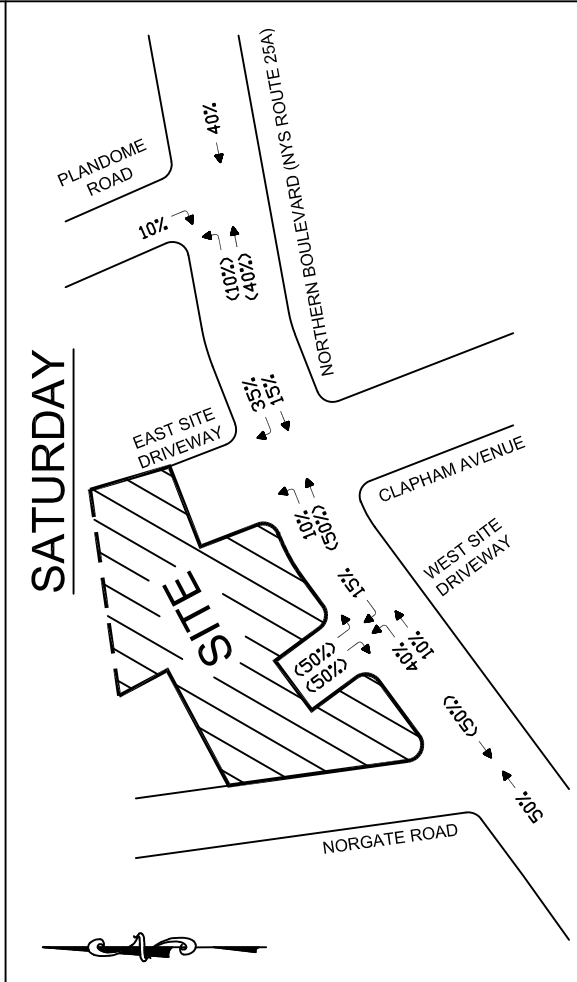
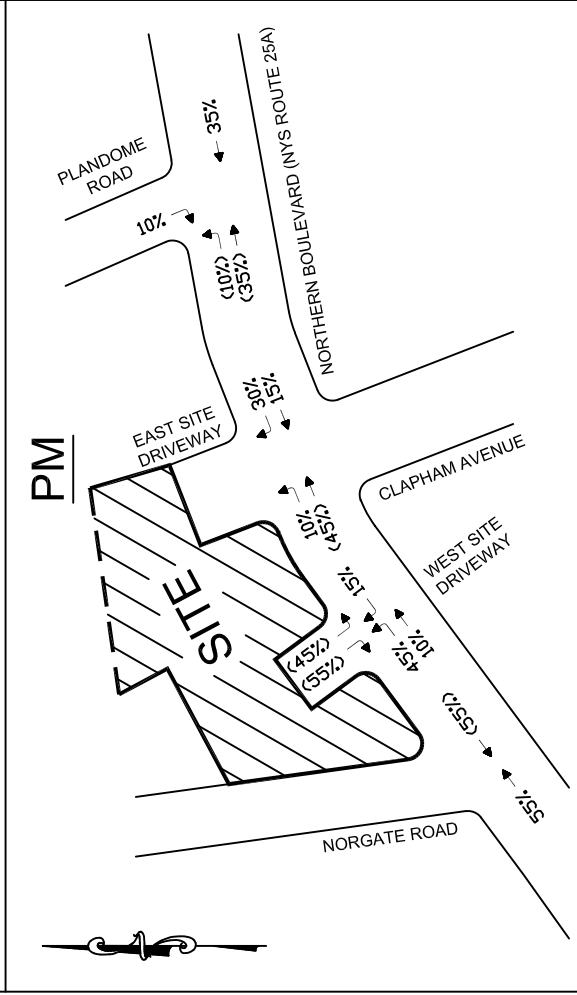
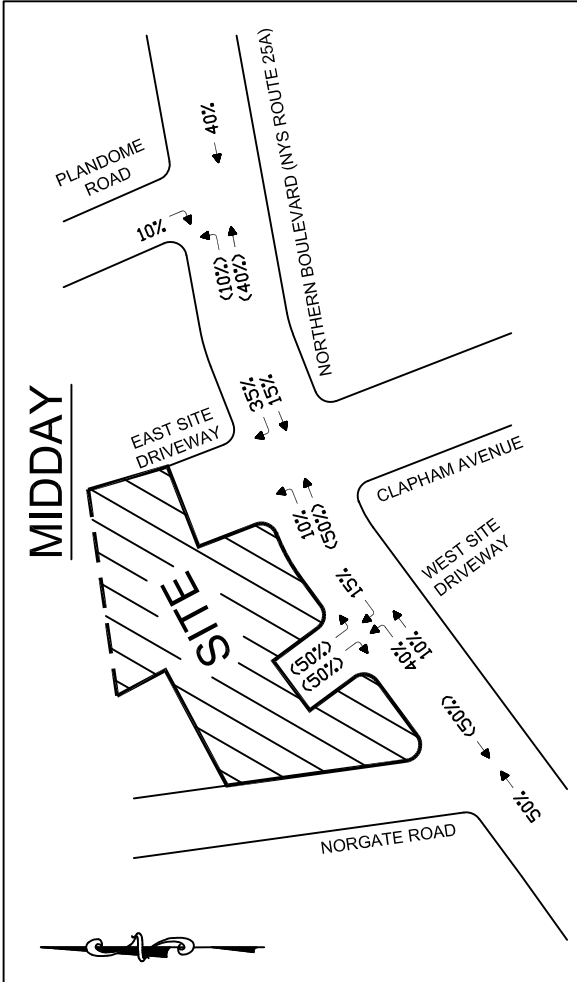
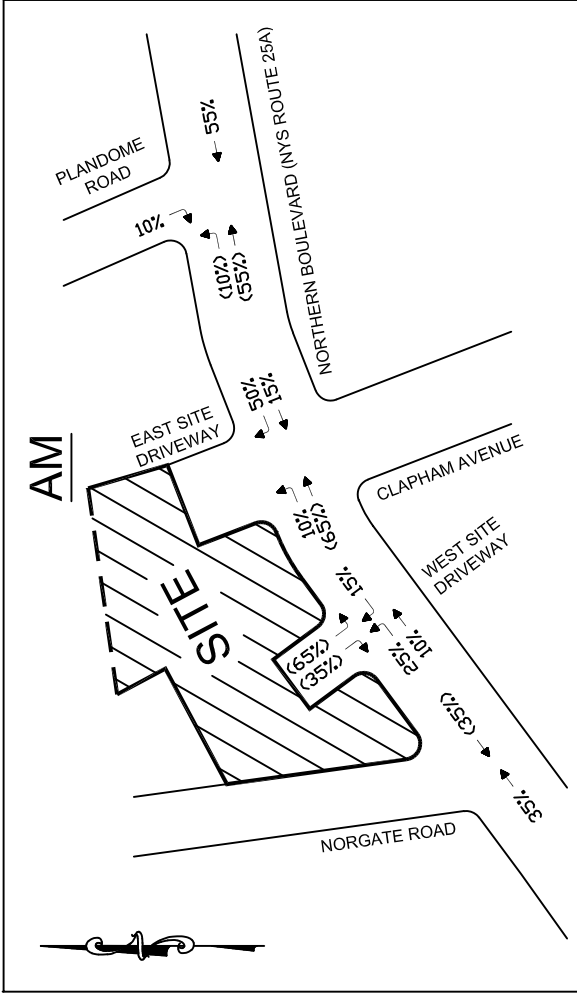
PM



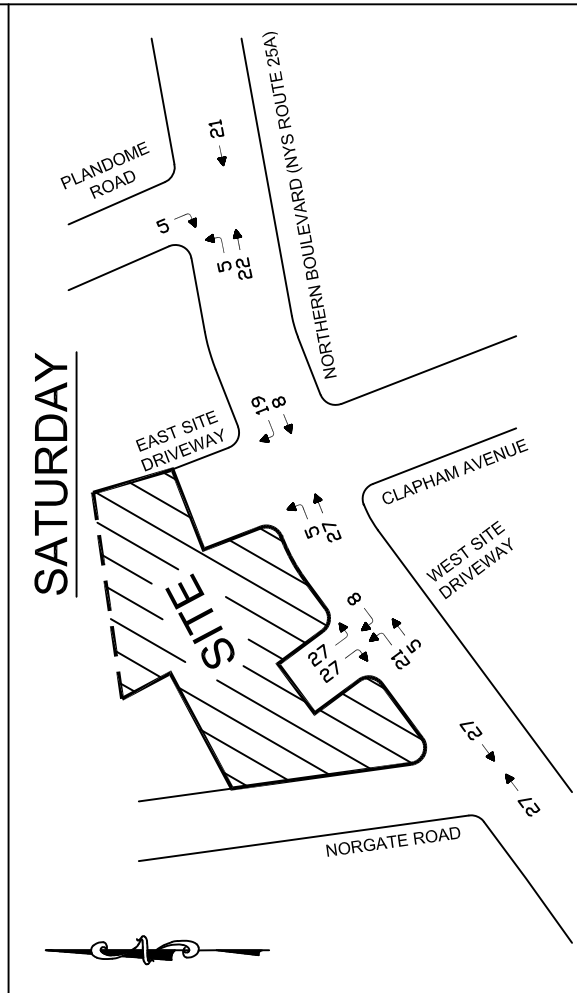
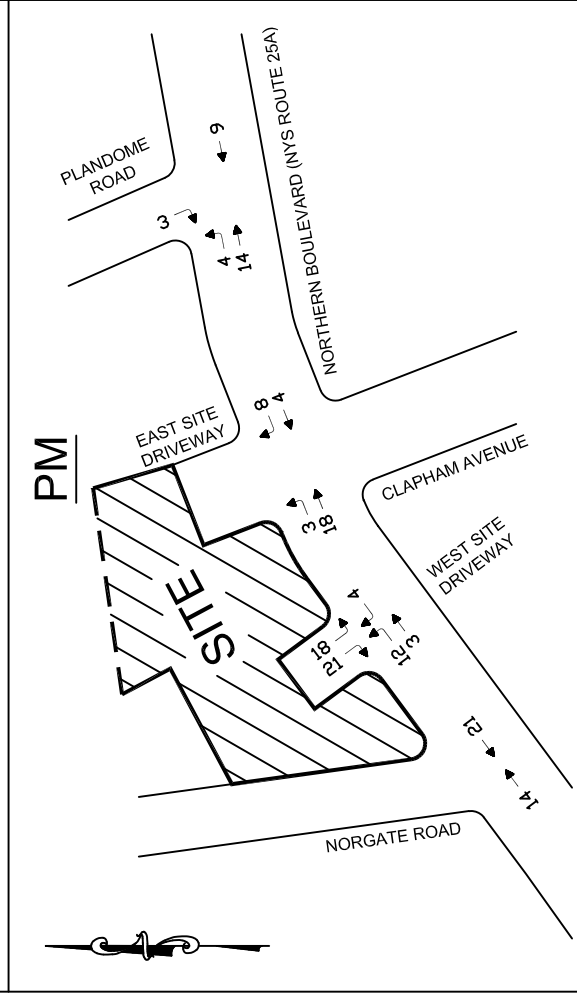
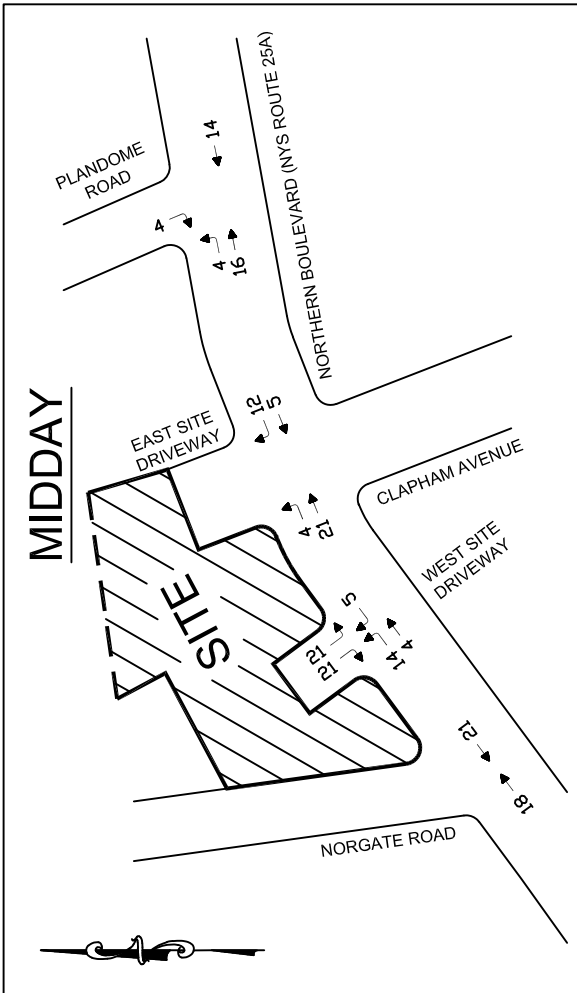
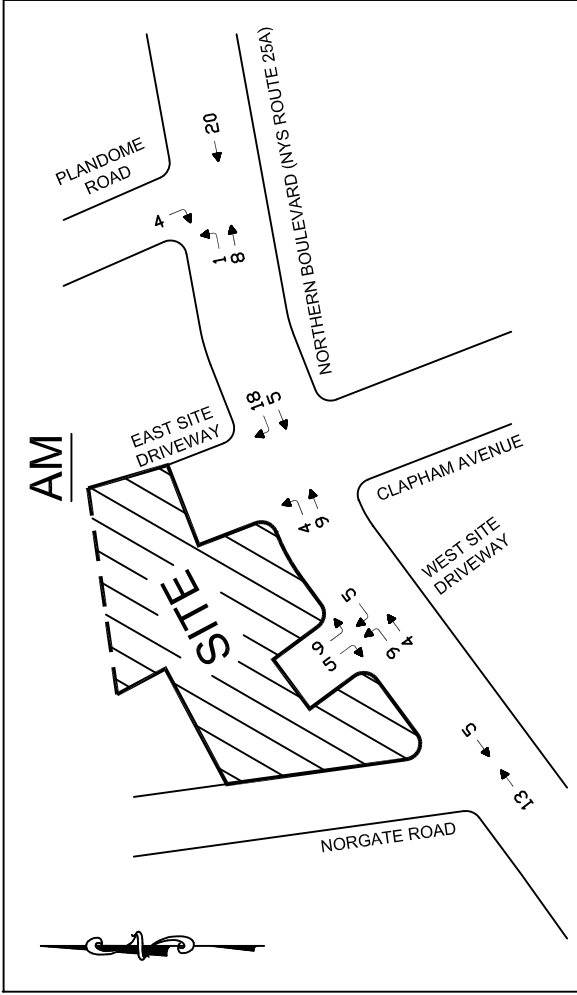
SATURDAY



R&M Engineering
Project Name: 1285 Northern Boulevard
Project No.: 2021-196
No Build Volumes
Figure 3

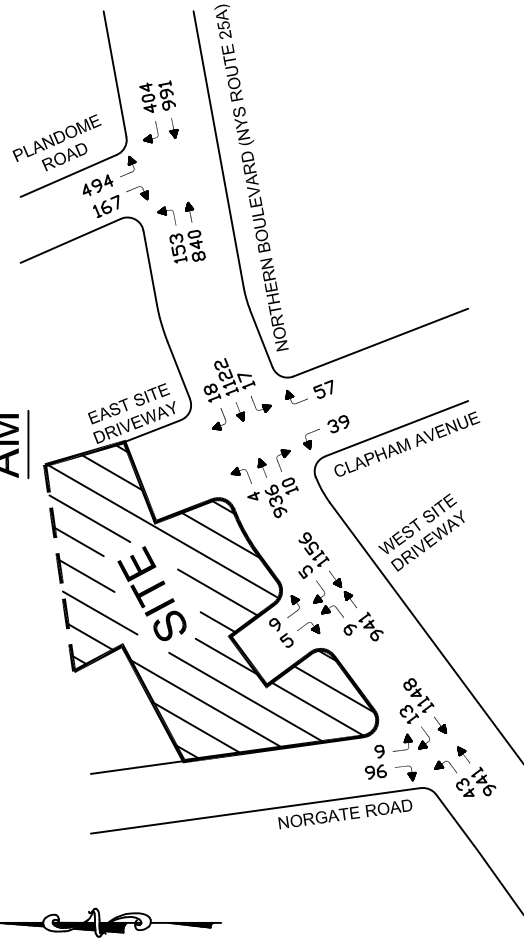


R&M Engineering
Project Name: 1285 Northern Boulevard
Project No.: 2021-196
Percent Distribution
Figure 4

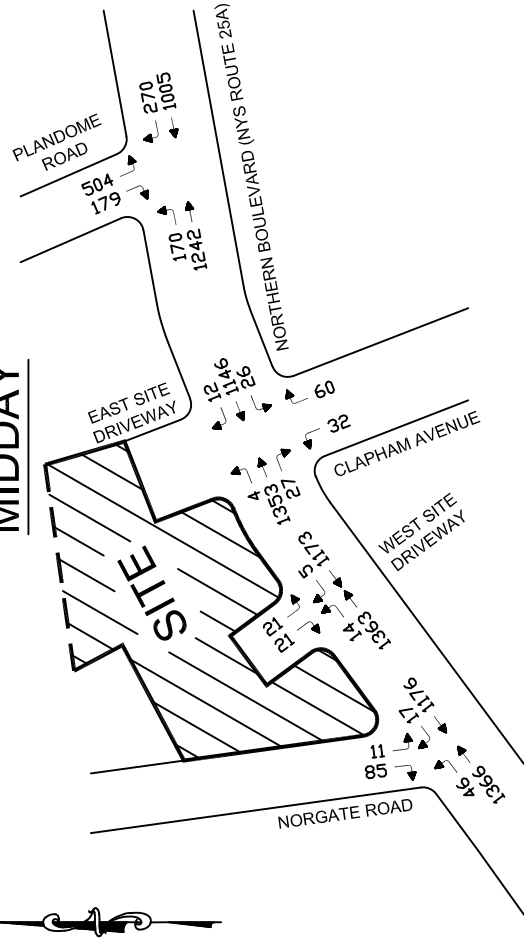


R&M Engineering
Project Name: 1285 Northern Boulevard
Project No.: 2021-196
Project Volumes
Figure 5

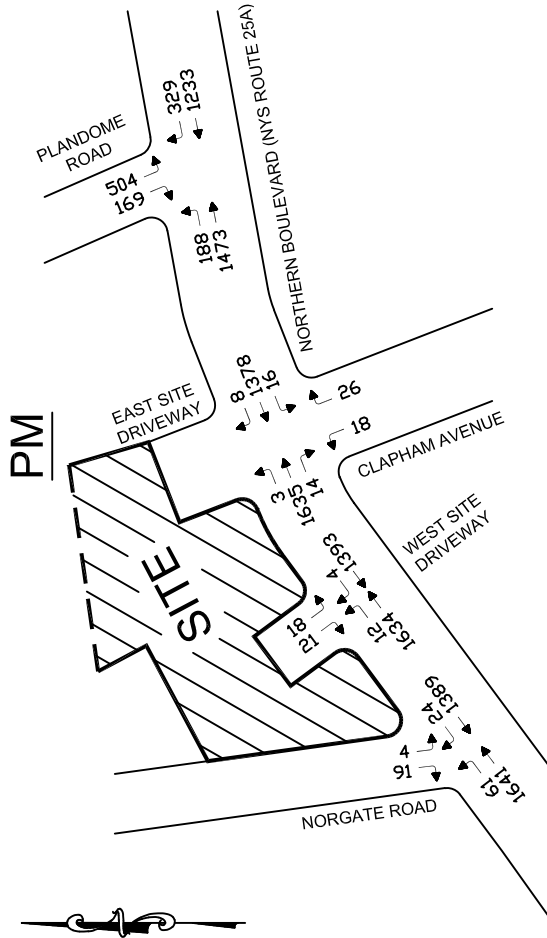
AM



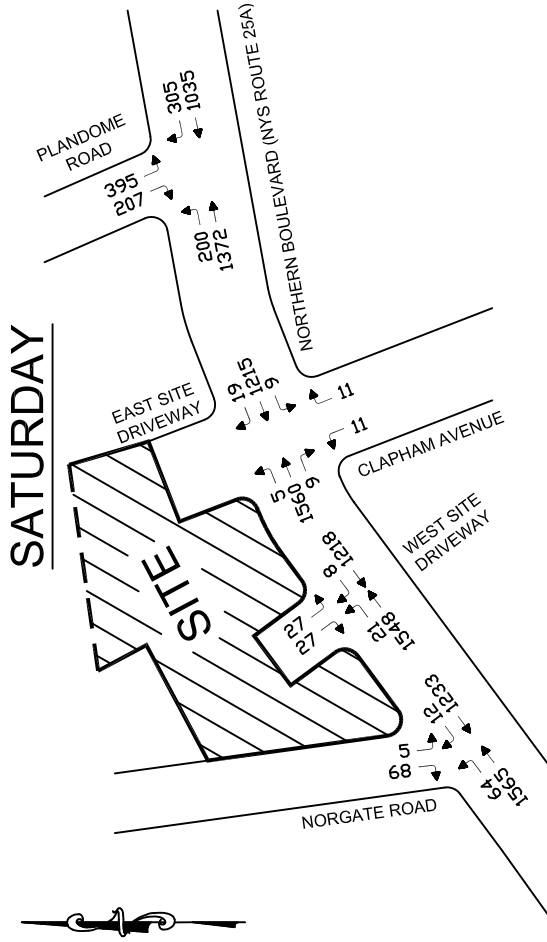
MIDDAY



PM



SATURDAY



R&M Engineering
Project Name: 1285 Northern Boulevard
Project No.: 2021-196
Build Volumes
Figure 6

R&M ENGINEERING

TABLE 1

1285 NORTHERN BOULEVARD
 TRIP GENERATION SUMMARY: PROPOSED PROJECT
 R&M JOB No. 2021-196
 JANUARY 2023

PEAK HOUR		PROPOSED AUTOMOBILE SALES (NEW) 26,741 SF (ITE RATES)
ITE LAND USE CODE:		840*
AM COMMUTER PEAK HOUR	ENTER:	36 tph*
	<u>EXIT:</u>	<u>14 tph*</u>
	TOTAL:	50 tph*
MIDDAY PEAK HOUR	ENTER:	35 tph*
	<u>EXIT:</u>	<u>41 tph*</u>
	TOTAL:	76 tph*
PM COMMUTER PEAK HOUR	ENTER:	26 tph*
	<u>EXIT:</u>	<u>39 tph*</u>
	TOTAL:	65 tph*
SATURDAY PEAK HOUR	ENTER:	53 tph*
	<u>EXIT:</u>	<u>54 tph*</u>
	TOTAL:	107 tph*

* Based on ITE Trip Generation Manual, 11th Edition
 tph - trips per hour

R&M ENGINEERING

TABLE 2

1285 NORTHERN BOULEVARD
 PARKING GENERATION SUMMARY
 R&M JOB No. 2021-196
 JANUARY 2023

PEAK HOUR	PROPOSED AUTOMOBILE SALES (NEW) 26,741 SF (ITE RATES)	CAPACITY	% OF OCC.	VACANT SPACES
LUC	840*			
FRIDAY PEAK PERIOD	62 maximum parked* 2.29 vehicles parked per 1,000 SF*	72	86%	10

* Based on ITE Parking Generation Manual, 5th Edition

R&M ENGINEERING

TABLE 3

1285 NORTHERN BOULEVARD
 TRIP GENERATION SUMMARY: OTHER PLANNED PROJECTS
 R&M JOB No. 2021-196
 JANUARY 2023

PEAK HOUR	PROPOSED MEDICAL OFFICE 162,750 SF (ITE RATES)	PROPOSED MIXED-USE DEVELOPMENT 14,194 SF (ITE RATES)
ITE LAND USE CODE:	720*	**
AM COMMUTER PEAK HOUR	ENTER: 399 tph* EXIT: <u>106</u> tph* TOTAL: 505 tph*	20 tph** <u>4</u> tph** 24 tph**
MIDDAY PEAK HOUR	ENTER: 325 tph* EXIT: <u>261</u> tph* TOTAL: 586 tph*	47 tph** <u>44</u> tph** 91 tph**
PM COMMUTER PEAK HOUR	ENTER: 192 tph* EXIT: <u>448</u> tph* TOTAL: 640 tph*	62 tph** <u>51</u> tph** 113 tph**
SATURDAY PEAK HOUR	ENTER: 280 tph* EXIT: <u>212</u> tph* TOTAL: 492 tph*	75 tph** <u>62</u> tph** 137 tph**

* Based on ITE Trip Generation Manual, 11th Edition

** Obtained from the Traffic and Parking Study prepared by Creighton Manning, dated July 20, 2022
 tph - trips per hour

R&M ENGINEERING

TABLE 4

1285 NORTHERN BOULEVARD
 LEVEL OF SERVICE SUMMARY
 SIGNALIZED INTERSECTION
 R&M JOB No. 2021-196
 JANUARY 2023

INTERSECTION	CONDITION	AM COMMUTER PEAK HOUR			MIDDAY PEAK HOUR			PM COMMUTER PEAK HOUR			SATURDAY PEAK HOUR		
		MVMNT	TOTAL DELAY (SEC/VEH)	LOS	MVMNT	TOTAL DELAY (SEC/VEH)	LOS	MVMNT	TOTAL DELAY (SEC/VEH)	LOS	MVMNT	TOTAL DELAY (SEC/VEH)	LOS
	EXISTING	EBL	105.7	F	EBL	90.0	F	EBL	123.6	F	EBL	89.6	F
		EBT	13.8	B	EBT	18.4	B	EBT	20.0	B	EBT	20.5	C
		WBTR	25.3	C	WBTR	24.8	C	WBTR	25.1	C	WBTR	24.2	C
	NO BUILD	SBL	75.0	E	SBL	84.1	F	SBL	76.1	E	SBL	69.1	E
		SBR	94.6	F	SBR	87.3	F	SBR	96.4	F	SBR	89.3	F
		OVERALL	39.1	D	OVERALL	38.9	D	OVERALL	38.6	D	OVERALL	36.0	D
NORTHERN BOULEVARD (NYS ROUTE 25A) AT PLANDOME ROAD	NO BUILD	EBL	104.2	F	EBL	92.1	F	EBL	126.3	F	EBL	91.5	F
		EBT	15.2	B	EBT	20.7	C	EBT	22.4	C	EBT	23.5	C
		WBTR	27.5	C	WBTR	28.3	C	WBTR	31.2	C	WBTR	27.7	C
	BUILD	SBL	78.6	E	SBL	104.6	F	SBL	79.1	E	SBL	71.8	E
		SBR	97.4	F	SBR	88.5	F	SBR	97.5	F	SBR	93.0	F
		OVERALL	40.1	D	OVERALL	43.3	D	OVERALL	41.5	D	OVERALL	38.5	D
	BUILD	EBL	103.9	F	EBL	93.8	F	EBL	131.7	F	EBL	93.5	F
		EBT	15.4	B	EBT	21.0	C	EBT	22.8	C	EBT	24.2	C
		WBTR	28.1	C	WBTR	28.7	C	WBTR	31.6	C	WBTR	28.3	C
		SBL	78.6	E	SBL	104.6	F	SBL	79.1	E	SBL	71.8	E
		SBR	99.2	F	SBR	90.0	F	SBR	98.8	F	SBR	94.1	F
		OVERALL	40.4	D	OVERALL	43.7	D	OVERALL	42.1	D	OVERALL	39.2	D

LOS - Level of Service
 MVMNT - Movement

R&M ENGINEERING

TABLE 5

1285 NORTHERN BOULEVARD
 LEVEL OF SERVICE SUMMARY
 SIGNALIZED INTERSECTION
 R&M JOB No. 2021-196
 JANUARY 2023

INTERSECTION	CONDITION	AM COMMUTER PEAK HOUR			MIDDAY PEAK HOUR			PM COMMUTER PEAK HOUR			SATURDAY PEAK HOUR		
		MVMNT	TOTAL DELAY (SEC/VEH)	LOS	MVMNT	TOTAL DELAY (SEC/VEH)	LOS	MVMNT	TOTAL DELAY (SEC/VEH)	LOS	MVMNT	TOTAL DELAY (SEC/VEH)	LOS
NORTHERN BOULEVARD (NYS ROUTE 25A) AT CLAPHAM AVENUE/ EAST SITE DRIVEWAY	EXISTING	EBL	0.0	A	EBL	0.0	A	EBL	0.0	A	EBL	0.0	A
		EBTR	5.0	A	EBTR	6.7	A	EBTR	6.0	A	EBTR	4.3	A
		WBL	0.4	A	WBL	0.3	A	WBL	0.8	A	WBL	0.1	A
		WBTR	1.0	A	WBTR	0.5	A	WBTR	1.4	A	WBTR	0.4	A
		NBLT	76.4	E	NBLT	69.5	E	NBLT	72.5	E	NBLT	65.5	E
		NBR	14.2	B	NBR	14.1	B	NBR	2.7	A	NBR	0.8	A
	OVERALL	4.5	A	OVERALL	4.9	A	OVERALL	4.4	A	OVERALL	2.9	A	
	NO BUILD	EBL	0.0	A	EBL	0.0	A	EBL	0.0	A	EBL	0.0	A
		EBTR	5.5	A	EBTR	7.5	A	EBTR	6.6	A	EBTR	4.9	A
		WBL	0.4	A	WBL	0.5	A	WBL	0.8	A	WBL	0.2	A
		WBTR	1.0	A	WBTR	0.6	A	WBTR	1.5	A	WBTR	0.5	A
		NBLT	76.4	E	NBLT	69.6	E	NBLT	72.5	E	NBLT	65.5	E
NBR		14.6	B	NBR	14.8	B	NBR	2.9	A	NBR	0.8	A	
OVERALL	4.6	A	OVERALL	5.3	A	OVERALL	4.6	A	OVERALL	3.2	A		
BUILD	EBL	5.2	A	EBL	5.2	A	EBL	4.3	A	EBL	3.6	A	
	EBTR	5.5	A	EBTR	7.6	A	EBTR	6.7	A	EBTR	5.0	A	
	WBL	0.4	A	WBL	0.5	A	WBL	0.8	A	WBL	0.2	A	
	WBTR	1.0	A	WBTR	0.6	A	WBTR	1.5	A	WBTR	0.5	A	
	NBLT	76.4	E	NBLT	69.6	E	NBLT	72.5	E	NBLT	65.5	E	
	NBR	14.6	B	NBR	14.8	B	NBR	2.9	A	NBR	0.8	A	
OVERALL	4.6	A	OVERALL	5.4	A	OVERALL	4.7	A	OVERALL	3.3	A		

LOS - Level of Service
 MVMNT - Movement

R&M ENGINEERING

TABLE 6

1285 NORTHERN BOULEVARD
 LEVEL OF SERVICE SUMMARY
 UNSIGNALIZED INTERSECTIONS
 R&M JOB No. 2021-196
 JANUARY 2023

INTERSECTION	CONDITION	AM COMMUTER PEAK HOUR			MIDDAY PEAK HOUR			PM COMMUTER PEAK HOUR			SATURDAY PEAK HOUR		
		MVMNT	CONTROL DELAY (SEC/VEH)	LOS	MVMNT	CONTROL DELAY (SEC/VEH)	LOS	MVMNT	CONTROL DELAY (SEC/VEH)	LOS	MVMNT	CONTROL DELAY (SEC/VEH)	LOS
NORTHERN BOULEVARD (NYS ROUTE 25A) AT NORGATE ROAD	EXISTING	EBL SBLR	11.7 17.5	B C	EBL SBLR	11.4 17.7	B C	EBL SBLR	12.4 17.4	B C	EBL SBLR	11.9 16.2	B C
	NO BUILD	EBL SBLR	12.1 18.7	B C	EBL SBLR	12.4 20.2	B C	EBL SBLR	14.3 20.8	B C	EBL SBLR	12.9 18.0	B C
NORTHERN BOULEVARD (NYS ROUTE 25A) AT WEST SITE DRIVEWAY	BUILD	EBL SBLR	12.2 18.8	B C	EBL SBLR	12.6 20.7	B C	EBL SBLR	14.5 21.2	B C	EBL SBLR	13.1 18.4	B C
	BUILD	EBL SBLR	11.7 22.6	B C	EBL SBLR	12.1 26.0	B D	EBL SBLR	13.2 30.1	B D	EBL SBLR	12.3 30.0	B D

LOS - Level of Service
 MVMNT - Movement

1285 NORTHERN BOULEVARD
 ACCIDENT TYPE SUMMARY
 R&M JOB No. 2021-196
 JANUARY 2023

DATA COLLECTED FROM	LOCATION	REAR END	OVER TAKE	RIGHT ANGLE	LEFT TURN	RIGHT TURN	FIXED OBJECT	HEAD ON	SIDE SWIPE	PEDESTRIAN	BICYCLE	ANIMAL	OTHER	UNKNOWN	TOTAL	INJURY SUMMARY			NON-REPORTABLE
																FATAL ACCIDENT	INJURY ACCIDENT	PROPERTY DAMAGE	
1/1/2017 TO 12/31/2019	NORTHERN BOULEVARD (NYS ROUTE 25A) AT PLANDOME ROAD	38	16	6	3	4							2	1	70		5	65	
1/1/2017 TO 12/31/2019	NORTHERN BOULEVARD (NYS ROUTE 25A) AT CLAPHAM AVENUE/ EAST SITE DRIVEWAY	6	1	2									2		11		1	10	
1/1/2017 TO 12/31/2019	NORTHERN BOULEVARD (NYS ROUTE 25A) AT NORGATE ROAD	7	4	6					1				3		21		1	20	

APPENDIX B

TRAFFIC VOLUMES AND TRIP DISTRIBUTION/ASSIGNMENT SPREADSHEETS

R&M Engineering

AM COMMUTER PEAK PERIOD
1285 NORTHERN BOULEVARD

Project No. 2021-196

JUNE 2022

GROWTH FACTOR: 0.50%

NO. OF YEARS: 2

GROWTH RATE: 1.020

LOCATION	DIR	MVMT	EXISTING VOLUMES	AMBIENT NO BUILD VOLUME
NORTHERN BOULEVARD (NYS ROUTE 25A) AT PLANDOME ROAD	NB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0
	SB	LEFT	443	452
		THROUGH	0	0
		RIGHT	160	163
	EB	LEFT	149	152
		THROUGH	670	683
		RIGHT	0	0
	WB	LEFT	0	0
	THROUGH	914	932	
	RIGHT	385	393	
NORTHERN BOULEVARD (NYS ROUTE 25A) AT CLAPHAM AVENUE/ EAST SITE DRIVEWAY	NB	LEFT	38	39
		THROUGH	0	0
		RIGHT	56	57
	SB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0
	EB	LEFT	0	0
		THROUGH	763	778
		RIGHT	10	10
	WB	LEFT	17	17
	THROUGH	1057	1078	
	RIGHT	0	0	
NORTHERN BOULEVARD (NYS ROUTE 25A) AT NORGATE ROAD	NB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0
	SB	LEFT	9	9
		THROUGH	0	0
		RIGHT	94	96
	EB	LEFT	42	43
		THROUGH	764	779
		RIGHT	0	0
	WB	LEFT	0	0
	THROUGH	1082	1104	
	RIGHT	13	13	

R&M Engineering

AM COMMUTER PEAK PERIOD
1285 NORTHERN BOULEVARD

Project No. 2021-196
JUNE 2022
OTHER
PLANNED
PROJECTS

PROPOSED MEDICAL OFFICE		PROPOSED MIXED-USE DEVELOPMENT		SUBTOTAL TRAFFIC GENERATED BY OTHER PLANNED PROJECTS
PASS-BY%	162,750 SF	PASS-BY%	14,194 SF	
0%		0%		
	VOL		VOL	
ENTER	399	ENTER	20	
EXIT	106	EXIT	4	
TOTAL	505	TOTAL	24	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	1 VOL	SUBTOTAL VOL
NORTHERN BOULEVARD (NYS ROUTE 25A) AT PLANDOME ROAD	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT	10		40	10		2	42
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH	35		140	45		9	149
		RIGHT			0			0	0
NORTHERN BOULEVARD (NYS ROUTE 25A) AT CLAPHAM AVENUE/ EAST SITE DRIVEWAY	WB	LEFT			0			0	0
		THROUGH		35	37		45	2	39
		RIGHT		10	11		10	0	11
	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
NORTHERN BOULEVARD (NYS ROUTE 25A) AT NORGATE ROAD	EB	LEFT			0			0	0
		THROUGH	35		140	45		9	149
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH		35	37		45	2	39
		RIGHT			0			0	0
	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0

R&M Engineering

AM COMMUTER PEAK PERIOD
1285 NORTHERN BOULEVARD

Project No. 2021-196
JUNE 2022

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY	
				OTHER PROJECTS	TOTAL NO BUILD VOLUME
NORTHERN BOULEVARD (NYS ROUTE 25A) AT PLANDOME ROAD	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	452	42	494
		THROUGH	0	0	0
		RIGHT	163	0	163
	EB	LEFT	152	0	152
		THROUGH	683	149	832
		RIGHT	0	0	0
	WB	LEFT	0	0	0
	THROUGH	932	39	971	
	RIGHT	393	11	404	
NORTHERN BOULEVARD (NYS ROUTE 25A) AT CLAPHAM AVENUE/ EAST SITE DRIVEWAY	NB	LEFT	39	0	39
		THROUGH	0	0	0
		RIGHT	57	0	57
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	778	149	927
		RIGHT	10	0	10
	WB	LEFT	17	0	17
	THROUGH	1078	39	1117	
	RIGHT	0	0	0	
NORTHERN BOULEVARD (NYS ROUTE 25A) AT NORGATE ROAD	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	9	0	9
		THROUGH	0	0	0
		RIGHT	96	0	96
	EB	LEFT	43	0	43
		THROUGH	779	149	928
		RIGHT	0	0	0
	WB	LEFT	0	0	0
	THROUGH	1104	39	1143	
	RIGHT	13	0	13	

R&M Engineering

AM COMMUTER PEAK PERIOD
1285 NORTHERN BOULEVARD

Project No. 2021-196
JUNE 2022

PASS-BY%	PROPOSED AUTOMOBILE SALES (NEW) 26,741 SF		SUBTOTAL TRAFFIC GENERATED
	VOL		
	ENTER	36	
	EXIT	14	
TOTAL		50	

LOCATION	DIR	MVMT	%EN	%EX	VOL	SUBTOTAL VOL
NORTHERN BOULEVARD (NYS ROUTE 25A) AT PLANDOME ROAD	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT	10		4	4
	EB	LEFT		10	1	1
		THROUGH		55	8	8
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH	55		20	20
		RIGHT			0	0
NORTHERN BOULEVARD (NYS ROUTE 25A) AT CLAPHAM AVENUE/ EAST SITE DRIVEWAY	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT	10		4	4
		THROUGH		65	9	9
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH	15		5	5
		RIGHT	50		18	18
NORTHERN BOULEVARD (NYS ROUTE 25A) AT NORGATE ROAD	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH	35		13	13
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH		35	5	5
		RIGHT			0	0
NORTHERN BOULEVARD (NYS ROUTE 25A) AT WEST SITE DRIVEWAY	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT		65	9	9
		THROUGH			0	0
		RIGHT		35	5	5
	EB	LEFT	25		9	9
		THROUGH	10		4	4
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT	15		5	5

R&M Engineering

AM COMMUTER PEAK PERIOD
1285 NORTHERN BOULEVARD

Project No. 2021-196
JUNE 2022

LOCATION	DIR	MVMT	TOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
NORTHERN BOULEVARD (NYS ROUTE 25A) AT PLANDOME ROAD	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	494	0	494
		THROUGH	0	0	0
		RIGHT	163	4	167
	EB	LEFT	152	1	153
		THROUGH	832	8	840
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	971	20	991
		RIGHT	404	0	404
NORTHERN BOULEVARD (NYS ROUTE 25A) AT CLAPHAM AVENUE/ EAST SITE DRIVEWAY	NB	LEFT	39	0	39
		THROUGH	0	0	0
		RIGHT	57	0	57
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	4	4
		THROUGH	927	9	936
		RIGHT	10	0	10
	WB	LEFT	17	0	17
		THROUGH	1117	5	1122
		RIGHT	0	18	18
NORTHERN BOULEVARD (NYS ROUTE 25A) AT NORGATE ROAD	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	9	0	9
		THROUGH	0	0	0
		RIGHT	96	0	96
	EB	LEFT	43	0	43
		THROUGH	928	13	941
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	1143	5	1148
		RIGHT	13	0	13
NORTHERN BOULEVARD (NYS ROUTE 25A) AT WEST SITE DRIVEWAY	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	9	9
		THROUGH	0	0	0
		RIGHT	0	5	5
	EB	LEFT	0	9	9
		THROUGH	937	4	941
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	1156	0	1156
		RIGHT	0	5	5

R&M Engineering

MIDDAY PEAK PERIOD
1285 NORTHERN BOULEVARD

Project No. 2021-196

JUNE 2022

GROWTH FACTOR: 0.50%

NO. OF YEARS: 2

GROWTH RATE: 1.020

LOCATION	DIR	MVMT	EXISTING VOLUMES	AMBIENT NO BUILD VOLUME
NORTHERN BOULEVARD (NYS ROUTE 25A) AT PLANDOME ROAD	NB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0
	SB	LEFT	457	466
		THROUGH	0	0
		RIGHT	172	175
	EB	LEFT	163	166
		THROUGH	1070	1091
		RIGHT	0	0
	WB	LEFT	0	0
		THROUGH	863	880
		RIGHT	235	240
NORTHERN BOULEVARD (NYS ROUTE 25A) AT CLAPHAM AVENUE/ EAST SITE DRIVEWAY	NB	LEFT	31	32
		THROUGH	0	0
		RIGHT	59	60
	SB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0
	EB	LEFT	0	0
		THROUGH	1174	1197
		RIGHT	26	27
	WB	LEFT	25	26
		THROUGH	1010	1030
		RIGHT	0	0
NORTHERN BOULEVARD (NYS ROUTE 25A) AT NORGATE ROAD	NB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0
	SB	LEFT	11	11
		THROUGH	0	0
		RIGHT	83	85
	EB	LEFT	45	46
		THROUGH	1189	1213
		RIGHT	0	0
	WB	LEFT	0	0
		THROUGH	1024	1044
		RIGHT	17	17

R&M Engineering

MIDDAY PEAK PERIOD
1285 NORTHERN BOULEVARD

Project No. 2021-196
JUNE 2022
OTHER
PLANNED
PROJECTS

PROPOSED MEDICAL OFFICE 162,750 SF		PROPOSED MIXED-USE DEVELOPMENT 14,194 SF		SUBTOTAL TRAFFIC GENERATED BY OTHER PLANNED PROJECTS
PASS-BY%	VOL	PASS-BY%	VOL	
0%	ENTER 325 EXIT 261 TOTAL 586	0%	ENTER 47 EXIT 44 TOTAL 91	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	1 VOL	SUBTOTAL VOL
NORTHERN BOULEVARD (NYS ROUTE 25A) AT PLANDOME ROAD	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT	10		33	10		5	38
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH	35		114	45		21	135
		RIGHT			0			0	0
NORTHERN BOULEVARD (NYS ROUTE 25A) AT CLAPHAM AVENUE/ EAST SITE DRIVEWAY	WB	LEFT			0			0	0
		THROUGH		35	91		45	20	111
		RIGHT		10	26		10	4	30
	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
NORTHERN BOULEVARD (NYS ROUTE 25A) AT NORGATE ROAD	EB	LEFT			0			0	0
		THROUGH	35		114	45		21	135
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH		35	91		45	20	111
		RIGHT			0			0	0
	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0

R&M Engineering

MIDDAY PEAK PERIOD
1285 NORTHERN BOULEVARD

Project No. 2021-196
JUNE 2022

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY	
				OTHER PROJECTS	TOTAL NO BUILD VOLUME
NORTHERN BOULEVARD (NYS ROUTE 25A) AT PLANDOME ROAD	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	466	38	504
		THROUGH	0	0	0
		RIGHT	175	0	175
	EB	LEFT	166	0	166
		THROUGH	1091	135	1226
		RIGHT	0	0	0
	WB	LEFT	0	0	0
	THROUGH	880	111	991	
	RIGHT	240	30	270	
NORTHERN BOULEVARD (NYS ROUTE 25A) AT CLAPHAM AVENUE/ EAST SITE DRIVEWAY	NB	LEFT	32	0	32
		THROUGH	0	0	0
		RIGHT	60	0	60
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	1197	135	1332
		RIGHT	27	0	27
	WB	LEFT	26	0	26
	THROUGH	1030	111	1141	
	RIGHT	0	0	0	
NORTHERN BOULEVARD (NYS ROUTE 25A) AT NORGATE ROAD	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	11	0	11
		THROUGH	0	0	0
		RIGHT	85	0	85
	EB	LEFT	46	0	46
		THROUGH	1213	135	1348
		RIGHT	0	0	0
	WB	LEFT	0	0	0
	THROUGH	1044	111	1155	
	RIGHT	17	0	17	

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MIDDAY PEAK PERIOD
1285 NORTHERN BOULEVARD

Project No. 2021-196
JUNE 2022

PASS-BY%	PROPOSED AUTOMOBILE SALES (NEW) 26,741 SF		SUBTOTAL TRAFFIC GENERATED
	VOL		
	ENTER	35	
	EXIT	41	
TOTAL		76	

LOCATION	DIR	MVMT	%EN	%EX	VOL	SUBTOTAL VOL
NORTHERN BOULEVARD (NYS ROUTE 25A) AT PLANDOME ROAD	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT	10		4	4
	EB	LEFT		10	4	4
		THROUGH		40	16	16
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH	40		14	14
		RIGHT			0	0
NORTHERN BOULEVARD (NYS ROUTE 25A) AT CLAPHAM AVENUE/ EAST SITE DRIVEWAY	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT	10		4	4
		THROUGH		50	21	21
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH	15		5	5
		RIGHT	35		12	12
NORTHERN BOULEVARD (NYS ROUTE 25A) AT NORGATE ROAD	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH	50		18	18
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH		50	21	21
		RIGHT			0	0
NORTHERN BOULEVARD (NYS ROUTE 25A) AT WEST SITE DRIVEWAY	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT		50	21	21
		THROUGH			0	0
		RIGHT		50	21	21
	EB	LEFT	40		14	14
		THROUGH	10		4	4
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT	15		5	5

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MIDDAY PEAK PERIOD
1285 NORTHERN BOULEVARD

Project No. 2021-196
JUNE 2022

LOCATION	DIR	MVMT	TOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
NORTHERN BOULEVARD (NYS ROUTE 25A) AT PLANDOME ROAD	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	504	0	504
		THROUGH	0	0	0
		RIGHT	175	4	179
	EB	LEFT	166	4	170
		THROUGH	1226	16	1242
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	991	14	1005
		RIGHT	270	0	270
NORTHERN BOULEVARD (NYS ROUTE 25A) AT CLAPHAM AVENUE/ EAST SITE DRIVEWAY	NB	LEFT	32	0	32
		THROUGH	0	0	0
		RIGHT	60	0	60
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	4	4
		THROUGH	1332	21	1353
		RIGHT	27	0	27
	WB	LEFT	26	0	26
		THROUGH	1141	5	1146
		RIGHT	0	12	12
NORTHERN BOULEVARD (NYS ROUTE 25A) AT NORGATE ROAD	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	11	0	11
		THROUGH	0	0	0
		RIGHT	85	0	85
	EB	LEFT	46	0	46
		THROUGH	1348	18	1366
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	1155	21	1176
		RIGHT	17	0	17
NORTHERN BOULEVARD (NYS ROUTE 25A) AT WEST SITE DRIVEWAY	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	21	21
		THROUGH	0	0	0
		RIGHT	0	21	21
	EB	LEFT	0	14	14
		THROUGH	1359	4	1363
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	1173	0	1173
		RIGHT	0	5	5

R&M Engineering

PM COMMUTER PEAK PERIOD
1285 NORTHERN BOULEVARD

Project No. 2021-196

JUNE 2022

GROWTH FACTOR: 0.50%

NO. OF YEARS: 2

GROWTH RATE: 1.020

LOCATION	DIR	MVMT	EXISTING VOLUMES	AMBIENT NO BUILD VOLUME
NORTHERN BOULEVARD (NYS ROUTE 25A) AT PLANDOME ROAD	NB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0
	SB	LEFT	470	479
		THROUGH	0	0
		RIGHT	163	166
	EB	LEFT	180	184
		THROUGH	1337	1364
		RIGHT	0	0
	WB	LEFT	0	0
	THROUGH	1024	1044	
	RIGHT	274	279	
NORTHERN BOULEVARD (NYS ROUTE 25A) AT CLAPHAM AVENUE/ EAST SITE DRIVEWAY	NB	LEFT	18	18
		THROUGH	0	0
		RIGHT	25	26
	SB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0
	EB	LEFT	0	0
		THROUGH	1492	1522
		RIGHT	14	14
	WB	LEFT	16	16
	THROUGH	1171	1194	
	RIGHT	0	0	
NORTHERN BOULEVARD (NYS ROUTE 25A) AT NORGATE ROAD	NB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0
	SB	LEFT	4	4
		THROUGH	0	0
		RIGHT	89	91
	EB	LEFT	60	61
		THROUGH	1502	1532
		RIGHT	0	0
	WB	LEFT	0	0
	THROUGH	1165	1188	
	RIGHT	24	24	

R&M Engineering

PM COMMUTER PEAK PERIOD
1285 NORTHERN BOULEVARD

Project No. 2021-196
JUNE 2022
OTHER
PLANNED
PROJECTS

PROPOSED MEDICAL OFFICE 162,750 SF		PROPOSED MIXED-USE DEVELOPMENT 14,194 SF		SUBTOTAL TRAFFIC GENERATED BY OTHER PLANNED PROJECTS
PASS-BY%	VOL	PASS-BY%	VOL	
0%	ENTER 192	0%	ENTER 62	
	EXIT 448		EXIT 51	
	TOTAL 640		TOTAL 113	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	1 VOL	SUBTOTAL VOL
NORTHERN BOULEVARD (NYS ROUTE 25A) AT PLANDOME ROAD	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT	10		19	10		6	25
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH	35		67	45		28	95
		RIGHT			0			0	0
	WB	LEFT			0			0	0
	THROUGH		35	157		45	23	180	
	RIGHT		10	45		10	5	50	
NORTHERN BOULEVARD (NYS ROUTE 25A) AT CLAPHAM AVENUE/ EAST SITE DRIVEWAY	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH	35		67	45		28	95
		RIGHT			0			0	0
	WB	LEFT			0			0	0
	THROUGH		35	157		45	23	180	
	RIGHT			0			0	0	
NORTHERN BOULEVARD (NYS ROUTE 25A) AT NORGATE ROAD	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH	35		67	45		28	95
		RIGHT			0			0	0
	WB	LEFT			0			0	0
	THROUGH		35	157		45	23	180	
	RIGHT			0			0	0	

R&M Engineering

PM COMMUTER PEAK PERIOD
1285 NORTHERN BOULEVARD

Project No. 2021-196
JUNE 2022

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY	
				OTHER PROJECTS	TOTAL NO BUILD VOLUME
NORTHERN BOULEVARD (NYS ROUTE 25A) AT PLANDOME ROAD	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	479	25	504
		THROUGH	0	0	0
		RIGHT	166	0	166
	EB	LEFT	184	0	184
		THROUGH	1364	95	1459
		RIGHT	0	0	0
	WB	LEFT	0	0	0
	THROUGH	1044	180	1224	
	RIGHT	279	50	329	
NORTHERN BOULEVARD (NYS ROUTE 25A) AT CLAPHAM AVENUE/ EAST SITE DRIVEWAY	NB	LEFT	18	0	18
		THROUGH	0	0	0
		RIGHT	26	0	26
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	1522	95	1617
		RIGHT	14	0	14
	WB	LEFT	16	0	16
	THROUGH	1194	180	1374	
	RIGHT	0	0	0	
NORTHERN BOULEVARD (NYS ROUTE 25A) AT NORGATE ROAD	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	4	0	4
		THROUGH	0	0	0
		RIGHT	91	0	91
	EB	LEFT	61	0	61
		THROUGH	1532	95	1627
		RIGHT	0	0	0
	WB	LEFT	0	0	0
	THROUGH	1188	180	1368	
	RIGHT	24	0	24	

R&M Engineering

PM COMMUTER PEAK PERIOD
1285 NORTHERN BOULEVARD

Project No. 2021-196
JUNE 2022

PASS-BY%	PROPOSED AUTOMOBILE SALES (NEW) 26,741 SF		SUBTOTAL TRAFFIC GENERATED
	VOL		
	ENTER	26	
	EXIT	39	
TOTAL		65	

LOCATION	DIR	MVMT	%EN	%EX	VOL	SUBTOTAL VOL
NORTHERN BOULEVARD (NYS ROUTE 25A) AT PLANDOME ROAD	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT	10		3	3
	EB	LEFT		10	4	4
		THROUGH		35	14	14
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH	35		9	9
		RIGHT			0	0
NORTHERN BOULEVARD (NYS ROUTE 25A) AT CLAPHAM AVENUE/ EAST SITE DRIVEWAY	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT	10		3	3
		THROUGH		45	18	18
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH	15		4	4
		RIGHT	30		8	8
NORTHERN BOULEVARD (NYS ROUTE 25A) AT NORGATE ROAD	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH	55		14	14
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH		55	21	21
		RIGHT			0	0
NORTHERN BOULEVARD (NYS ROUTE 25A) AT WEST SITE DRIVEWAY	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT		45	18	18
		THROUGH			0	0
		RIGHT		55	21	21
	EB	LEFT	45		12	12
		THROUGH	10		3	3
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT	15		4	4

R&M Engineering

PM COMMUTER PEAK PERIOD
1285 NORTHERN BOULEVARD

Project No. 2021-196
JUNE 2022

LOCATION	DIR	MVMT	TOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
NORTHERN BOULEVARD (NYS ROUTE 25A) AT PLANDOME ROAD	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	504	0	504
		THROUGH	0	0	0
		RIGHT	166	3	169
	EB	LEFT	184	4	188
		THROUGH	1459	14	1473
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	1224	9	1233
		RIGHT	329	0	329
NORTHERN BOULEVARD (NYS ROUTE 25A) AT CLAPHAM AVENUE/ EAST SITE DRIVEWAY	NB	LEFT	18	0	18
		THROUGH	0	0	0
		RIGHT	26	0	26
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	3	3
		THROUGH	1617	18	1635
		RIGHT	14	0	14
	WB	LEFT	16	0	16
		THROUGH	1374	4	1378
		RIGHT	0	8	8
NORTHERN BOULEVARD (NYS ROUTE 25A) AT NORGATE ROAD	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	4	0	4
		THROUGH	0	0	0
		RIGHT	91	0	91
	EB	LEFT	61	0	61
		THROUGH	1627	14	1641
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	1368	21	1389
		RIGHT	24	0	24
NORTHERN BOULEVARD (NYS ROUTE 25A) AT WEST SITE DRIVEWAY	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	18	18
		THROUGH	0	0	0
		RIGHT	0	21	21
	EB	LEFT	0	12	12
		THROUGH	1631	3	1634
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	1393	0	1393
		RIGHT	0	4	4

R&M Engineering

SATURDAY PEAK PERIOD
1285 NORTHERN BOULEVARD

Project No. 2021-196

JUNE 2022

GROWTH FACTOR: 0.50%

NO. OF YEARS: 2

GROWTH RATE: 1.020

LOCATION	DIR	MVMT	EXISTING VOLUMES	AMBIENT NO BUILD VOLUME
NORTHERN BOULEVARD (NYS ROUTE 25A) AT PLANDOME ROAD	NB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0
	SB	LEFT	352	359
		THROUGH	0	0
		RIGHT	198	202
	EB	LEFT	191	195
		THROUGH	1194	1218
		RIGHT	0	0
	WB	LEFT	0	0
		THROUGH	894	912
		RIGHT	273	278
NORTHERN BOULEVARD (NYS ROUTE 25A) AT CLAPHAM AVENUE/ EAST SITE DRIVEWAY	NB	LEFT	11	11
		THROUGH	0	0
		RIGHT	11	11
	SB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0
	EB	LEFT	0	0
		THROUGH	1374	1401
		RIGHT	9	9
	WB	LEFT	9	9
		THROUGH	1083	1105
		RIGHT	0	0
NORTHERN BOULEVARD (NYS ROUTE 25A) AT NORGATE ROAD	NB	LEFT	0	0
		THROUGH	0	0
		RIGHT	0	0
	SB	LEFT	5	5
		THROUGH	0	0
		RIGHT	67	68
	EB	LEFT	63	64
		THROUGH	1378	1406
		RIGHT	0	0
	WB	LEFT	0	0
		THROUGH	1082	1104
		RIGHT	12	12

R&M Engineering

SATURDAY PEAK PERIOD
1285 NORTHERN BOULEVARD

Project No. 2021-196
JUNE 2022
OTHER
PLANNED
PROJECTS

PROPOSED MEDICAL OFFICE 162,750 SF		PROPOSED MIXED-USE DEVELOPMENT 14,194 SF		SUBTOTAL TRAFFIC GENERATED BY OTHER PLANNED PROJECTS
PASS-BY%	VOL	PASS-BY%	VOL	
0%	ENTER 280 EXIT 212 TOTAL 492	0%	ENTER 75 EXIT 62 TOTAL 137	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	1 VOL	SUBTOTAL VOL
NORTHERN BOULEVARD (NYS ROUTE 25A) AT PLANDOME ROAD	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT	10		28	10		8	36
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH	35		98	45		34	132
		RIGHT			0			0	0
	WB	LEFT			0			0	0
	THROUGH		35	74		45	28	102	
	RIGHT		10	21		10	6	27	
NORTHERN BOULEVARD (NYS ROUTE 25A) AT CLAPHAM AVENUE/ EAST SITE DRIVEWAY	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH	35		98	45		34	132
		RIGHT			0			0	0
	WB	LEFT			0			0	0
	THROUGH		35	74		45	28	102	
	RIGHT			0			0	0	
NORTHERN BOULEVARD (NYS ROUTE 25A) AT NORGATE ROAD	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH	35		98	45		34	132
		RIGHT			0			0	0
	WB	LEFT			0			0	0
	THROUGH		35	74		45	28	102	
	RIGHT			0			0	0	

R&M Engineering

SATURDAY PEAK PERIOD
1285 NORTHERN BOULEVARD

Project No. 2021-196
JUNE 2022

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY	
				OTHER PROJECTS	TOTAL NO BUILD VOLUME
NORTHERN BOULEVARD (NYS ROUTE 25A) AT PLANDOME ROAD	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	359	36	395
		THROUGH	0	0	0
		RIGHT	202	0	202
	EB	LEFT	195	0	195
		THROUGH	1218	132	1350
		RIGHT	0	0	0
	WB	LEFT	0	0	0
	THROUGH	912	102	1014	
	RIGHT	278	27	305	
NORTHERN BOULEVARD (NYS ROUTE 25A) AT CLAPHAM AVENUE/ EAST SITE DRIVEWAY	NB	LEFT	11	0	11
		THROUGH	0	0	0
		RIGHT	11	0	11
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	1401	132	1533
		RIGHT	9	0	9
	WB	LEFT	9	0	9
	THROUGH	1105	102	1207	
	RIGHT	0	0	0	
NORTHERN BOULEVARD (NYS ROUTE 25A) AT NORGATE ROAD	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	5	0	5
		THROUGH	0	0	0
		RIGHT	68	0	68
	EB	LEFT	64	0	64
		THROUGH	1406	132	1538
		RIGHT	0	0	0
	WB	LEFT	0	0	0
	THROUGH	1104	102	1206	
	RIGHT	12	0	12	

R&M Engineering

SATURDAY PEAK PERIOD
1285 NORTHERN BOULEVARD

Project No. 2021-196
JUNE 2022

PASS-BY%	PROPOSED AUTOMOBILE SALES (NEW) 26,741 SF		SUBTOTAL TRAFFIC GENERATED
	VOL		
	ENTER	53	
	EXIT	54	
TOTAL		107	

LOCATION	DIR	MVMT	%EN	%EX	VOL	SUBTOTAL VOL
NORTHERN BOULEVARD (NYS ROUTE 25A) AT PLANDOME ROAD	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT	10		5	5
	EB	LEFT		10	5	5
		THROUGH		40	22	22
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH	40		21	21
		RIGHT			0	0
NORTHERN BOULEVARD (NYS ROUTE 25A) AT CLAPHAM AVENUE/ EAST SITE DRIVEWAY	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT	10		5	5
		THROUGH		50	27	27
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH	15		8	8
		RIGHT	35		19	19
NORTHERN BOULEVARD (NYS ROUTE 25A) AT NORGATE ROAD	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH	50		27	27
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH		50	27	27
		RIGHT			0	0
NORTHERN BOULEVARD (NYS ROUTE 25A) AT WEST SITE DRIVEWAY	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT		50	27	27
		THROUGH			0	0
		RIGHT		50	27	27
	EB	LEFT	40		21	21
		THROUGH	10		5	5
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT	15		8	8

R&M Engineering

SATURDAY PEAK PERIOD
1285 NORTHERN BOULEVARD

Project No. 2021-196
JUNE 2022

LOCATION	DIR	MVMT	TOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
NORTHERN BOULEVARD (NYS ROUTE 25A) AT PLANDOME ROAD	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	395	0	395
		THROUGH	0	0	0
		RIGHT	202	5	207
	EB	LEFT	195	5	200
		THROUGH	1350	22	1372
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	1014	21	1035
		RIGHT	305	0	305
NORTHERN BOULEVARD (NYS ROUTE 25A) AT CLAPHAM AVENUE/ EAST SITE DRIVEWAY	NB	LEFT	11	0	11
		THROUGH	0	0	0
		RIGHT	11	0	11
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	5	5
		THROUGH	1533	27	1560
		RIGHT	9	0	9
	WB	LEFT	9	0	9
		THROUGH	1207	8	1215
		RIGHT	0	19	19
NORTHERN BOULEVARD (NYS ROUTE 25A) AT NORGATE ROAD	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	5	0	5
		THROUGH	0	0	0
		RIGHT	68	0	68
	EB	LEFT	64	0	64
		THROUGH	1538	27	1565
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	1206	27	1233
		RIGHT	12	0	12
NORTHERN BOULEVARD (NYS ROUTE 25A) AT WEST SITE DRIVEWAY	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	27	27
		THROUGH	0	0	0
		RIGHT	0	27	27
	EB	LEFT	0	21	21
		THROUGH	1543	5	1548
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	1218	0	1218
		RIGHT	0	8	8

APPENDIX C

COVID-19 ADJUSTMENT TABLES

R&M ENGINEERING

1285 NORTHERN BOULEVARD
 COVID-19 ADJUSTMENT TABLES: NORTHERN BOULEVARD (NYS ROUTE 25A) AT PLANDOME ROAD
 R&M JOB No. 2021-196
 JUNE 2022

YEAR:	2017	2019
GROWTH FACTOR:	0.50%	0.50%
NO. OF YEARS:	5	3
GROWTH RATE:	1.030	1.020

- A = Traffic volumes observed by R&M Engineering on Thursday, June 16, 2022 and Saturday, June 18, 2022
- B = Sum of A
- C = Weekday Average Daily Traffic (ADT) Axle Factored obtained from the NYSDOT (see Reference & Year)
- D = Weekday ADT elevated to year 2022
- = C x Growth Rate (see Reference & Year)

NOTE: Observed volumes that are greater than or comparable to historical data (rate of 1.05 or less) were left unadjusted.

AM COMMUTER PEAK HOUR							
MOVEMENT	R&M	R&M TOTAL	ADT	ADT 2022	RATE	ADJ VOLUME	REFERENCE & YEAR
	A	B	C	D	D / B	A x (D / B)	
SBL	359	489	586	604	1.23	443	NYSDOT AADT Report - Year 2017 - Station #036464
SBR	130					160	
EBL	144	780	745	760	0.97	140	NYSDOT AADT Report - Year 2019 - Station #030227
EBT	636					620	
WBT	914	1299	1021	1041	0.80	733	
WBR	385					309	

MIDDAY PEAK HOUR							
MOVEMENT	R&M	R&M TOTAL	ADT	ADT 2022	RATE	ADJ VOLUME	REFERENCE & YEAR
	A	B	C	D	D / B	A x (D / B)	
SBL	391	538	611	629	1.17	457	NYSDOT AADT Report - Year 2017 - Station #036464
SBR	147					172	
EBL	157	1208	908	926	0.77	120	NYSDOT AADT Report - Year 2019 - Station #030227
EBT	1051					806	
WBT	863	1098	949	968	0.88	761	
WBR	235					207	

PM COMMUTER PEAK HOUR							
MOVEMENT	R&M	R&M TOTAL	ADT	ADT 2022	RATE	ADJ VOLUME	REFERENCE & YEAR
	A	B	C	D	D / B	A x (D / B)	
SBL	390	525	614	632	1.20	470	NYSDOT AADT Report - Year 2017 - Station #036464
SBR	135					163	
EBL	173	1482	1120	1142	0.77	133	NYSDOT AADT Report - Year 2019 - Station #030227
EBT	1309					1009	
WBT	1024	1298	889	907	0.70	715	
WBR	274					191	

SATURDAY PEAK HOUR							
MOVEMENT	R&M	R&M TOTAL	ADT	ADT 2022	RATE	ADJ VOLUME	REFERENCE & YEAR
	A	B	C	D	D / B	A x (D / B)	
SBL	293	458	N/A	N/A	1.20	352	Average of Weekday Rates on Southbound Approach
SBR	165					198	
EBL	191	1378	1016	1036	0.75	144	NYSDOT AADT Report - Year 2019 - Station #030227
EBT	1187					893	
WBT	894	1167	975	995	0.85	762	
WBR	273					233	

R&M ENGINEERING

1285 NORTHERN BOULEVARD
 COVID-19 ADJUSTMENT TABLES: NORTHERN BOULEVARD (NYS ROUTE 25A) AT CLAPHAM AVENUE
 R&M JOB No. 2021-196
 JUNE 2022

YEAR:	2019
GROWTH FACTOR:	0.50%
NO. OF YEARS:	3
GROWTH RATE:	1.020

- A = Traffic volumes observed by R&M Engineering on Thursday, June 16, 2022 and Saturday, June 18, 2022
- B = Sum of A
- C = Weekday Average Daily Traffic (ADT) Axle Factored obtained from the NYSDOT (see Reference & Year)
- D = Weekday ADT elevated to year 2022
 = C x Growth Rate (see Reference & Year)

NOTE: Observed volumes that are greater than or comparable to historical data (rate of 1.05 or less) were left unadjusted.

AM COMMUTER PEAK HOUR							
MOVEMENT	R&M	R&M TOTAL	ADT	ADT 2022	RATE	ADJ VOLUME	REFERENCE & YEAR
	A	B	C	D	D / B	A x (D / B)	
NBL	15	37	93	95	2.56	38	NYSDOT AADT Report - Year 2019 - Station #031318
NBR	22					56	
EBT	759	769	745	760	0.99	750	NYSDOT AADT Report - Year 2019 - Station #030227
EBR	10					10	
WBL	17	1054	1021	1041	0.99	17	
WBT	1037					1025	

MIDDAY PEAK HOUR							
MOVEMENT	R&M	R&M TOTAL	ADT	ADT 2022	RATE	ADJ VOLUME	REFERENCE & YEAR
	A	B	C	D	D / B	A x (D / B)	
NBL	31	90	44	45	0.50	15	NYSDOT AADT Report - Year 2019 - Station #031318
NBR	59					29	
EBT	1157	1183	908	926	0.78	906	NYSDOT AADT Report - Year 2019 - Station #030227
EBR	26					20	
WBL	25	1015	949	968	0.95	24	
WBT	990					944	

PM COMMUTER PEAK HOUR							
MOVEMENT	R&M	R&M TOTAL	ADT	ADT 2022	RATE	ADJ VOLUME	REFERENCE & YEAR
	A	B	C	D	D / B	A x (D / B)	
NBL	18	43	32	33	0.76	14	NYSDOT AADT Report - Year 2019 - Station #031318
NBR	25					19	
EBT	1492	1506	1120	1142	0.76	1132	NYSDOT AADT Report - Year 2019 - Station #030227
EBR	14					11	
WBL	16	1107	889	907	0.82	13	
WBT	1091					894	

SATURDAY PEAK HOUR							
MOVEMENT	R&M	R&M TOTAL	ADT	ADT 2022	RATE	ADJ VOLUME	REFERENCE & YEAR
	A	B	C	D	D / B	A x (D / B)	
NBL	9	18	N/A	N/A	1.27	11	Average of Weekday Rates on Southbound Approach
NBR	9					11	
EBT	1374	1383	1016	1036	0.75	1030	NYSDOT AADT Report - Year 2019 - Station #030227
EBR	9					7	
WBL	9	1070	975	995	0.93	8	
WBT	1061					986	

R&M ENGINEERING

1285 NORTHERN BOULEVARD
 COVID-19 ADJUSTMENT TABLES: NORTHERN BOULEVARD (NYS ROUTE 25A) AT NORGATE ROAD
 R&M JOB No. 2021-196
 JUNE 2022

YEAR:	2019
GROWTH FACTOR:	0.50%
NO. OF YEARS:	3
GROWTH RATE:	1.020

- A = Traffic volumes observed by R&M Engineering on Thursday, June 16, 2022 and Saturday, June 18, 2022
- B = Sum of A
- C = Weekday Average Daily Traffic (ADT) Axle Factored obtained from the NYSDOT (see Reference & Year)
- D = Weekday ADT elevated to year 2022
 = C x Growth Rate (see Reference & Year)

NOTE: Observed volumes that are greater than or comparable to historical data (rate of 1.05 or less) were left unadjusted.

AM COMMUTER PEAK HOUR							
MOVEMENT	R&M	R&M TOTAL	ADT	ADT 2022	RATE	ADJ VOLUME	REFERENCE & YEAR
	A	B	C	D	D / B	A x (D / B)	
SBL	9	103	N/A	N/A		0	No Adjustments Necessary
SBR	94					0	
EBL	42	806	745	760	0.94	40	NYSDOT AADT Report - Year 2019 - Station #030227
EBT	764					720	
WBT	1043	1056	1021	1041	0.99	1029	
WBR	13					13	

MIDDAY PEAK HOUR							
MOVEMENT	R&M	R&M TOTAL	ADT	ADT 2022	RATE	ADJ VOLUME	REFERENCE & YEAR
	A	B	C	D	D / B	A x (D / B)	
SBL	11	94	N/A	N/A		0	No Adjustments Necessary
SBR	83					0	
EBL	45	1234	908	926	0.75	34	NYSDOT AADT Report - Year 2019 - Station #030227
EBT	1189					892	
WBT	1014	1031	949	968	0.94	952	
WBR	17					16	

PM COMMUTER PEAK HOUR							
MOVEMENT	R&M	R&M TOTAL	ADT	ADT 2022	RATE	ADJ VOLUME	REFERENCE & YEAR
	A	B	C	D	D / B	A x (D / B)	
SBL	4	93	N/A	N/A		0	No Adjustments Necessary
SBR	89					0	
EBL	60	1524	1120	1142	0.75	45	NYSDOT AADT Report - Year 2019 - Station #030227
EBT	1464					1097	
WBT	1146	1170	889	907	0.78	888	
WBR	24					19	

SATURDAY PEAK HOUR							
MOVEMENT	R&M	R&M TOTAL	ADT	ADT 2022	RATE	ADJ VOLUME	REFERENCE & YEAR
	A	B	C	D	D / B	A x (D / B)	
SBL	5	72	N/A	N/A		0	No Adjustments Necessary
SBR	67					0	
EBL	63	1433	1016	1036	0.72	46	NYSDOT AADT Report - Year 2019 - Station #030227
EBT	1370					991	
WBT	1059	1071	975	995	0.93	983	
WBR	12					11	

APPENDIX D

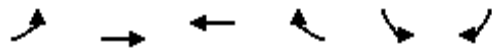
CAPACITY ANALYSIS WORKSHEETS

SIGNALIZED INTERSECTIONS

Lanes, Volumes, Timings

1: Northern Boulevard (NYS Route 25A) & Plandome Road

June 2022

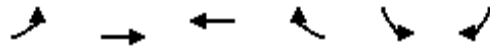


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	149	670	914	385	443	160
Future Volume (vph)	149	670	914	385	443	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110			0	435	115
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Frt			0.956			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	3505	3351	0	3400	1568
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	3505	3351	0	3400	1568
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		35	35		30	
Link Distance (ft)		300	1113		956	
Travel Time (s)		5.8	21.7		21.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	154	691	942	397	457	165
Shared Lane Traffic (%)						
Lane Group Flow (vph)	154	691	1339	0	457	165
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA		Prot	Over
Protected Phases	5	2	6		7	5

Lanes, Volumes, Timings

1: Northern Boulevard (NYS Route 25A) & Plandome Road

June 2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases						
Detector Phase	5	2	6		7	5
Switch Phase						
Minimum Initial (s)	8.0	10.0	10.0		8.0	8.0
Minimum Split (s)	14.5	17.0	36.0		14.5	14.5
Total Split (s)	27.0	90.0	90.0		33.0	27.0
Total Split (%)	18.0%	60.0%	60.0%		22.0%	18.0%
Maximum Green (s)	20.5	83.0	83.0		26.5	20.5
Yellow Time (s)	4.0	5.0	5.0		4.0	4.0
All-Red Time (s)	2.5	2.0	2.0		2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.5	7.0	7.0		6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	C-Max	C-Max		None	None
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	21.0		22.0		22.0	21.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	19.1	86.8	86.8		24.1	19.1
Actuated g/C Ratio	0.13	0.58	0.58		0.16	0.13
v/c Ratio	0.69	0.34	0.69		0.84	0.83
Control Delay	97.4	13.4	25.3		75.0	94.6
Queue Delay	8.3	0.4	0.0		0.0	0.0
Total Delay	105.7	13.8	25.3		75.0	94.6
LOS	F	B	C		E	F
Approach Delay		30.6	25.3		80.2	
Approach LOS		C	C		F	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 14 (9%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 39.1
 Intersection LOS: D
 Intersection Capacity Utilization 75.1%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 1: Northern Boulevard (NYS Route 25A) & Plandome Road



Lanes, Volumes, Timings

2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)

June 2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	763	10	17	1057	0	38	0	56	0	0	0
Future Volume (vph)	0	763	10	17	1057	0	38	0	56	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	130		0	170		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998							0.850			
Flt Protected				0.950				0.950				
Satd. Flow (prot)	1845	3498	0	1752	3505	0	0	1752	1568	0	0	0
Flt Permitted				0.317				0.950				
Satd. Flow (perm)	1845	3498	0	585	3505	0	0	1752	1568	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1							75			
Link Speed (mph)		35			35			30				30
Link Distance (ft)		183			300			662				430
Travel Time (s)		3.6			5.8			15.0				9.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	820	11	18	1137	0	41	0	60	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	831	0	18	1137	0	0	41	60	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1			
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right			
Leading Detector (ft)	20	100		20	100		20	100	20			
Trailing Detector (ft)	0	0		0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0		0	0	0			
Detector 1 Size(ft)	20	6		20	6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm			
Protected Phases		2		1	6			4				

Lanes, Volumes, Timings

2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)

June 2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		6			4			4			
Detector Phase	2	2		1	6		4	4	4			
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		8.0	8.0	8.0			
Minimum Split (s)	18.0	18.0		8.3	18.0		16.0	16.0	16.0			
Total Split (s)	95.0	95.0		18.0	113.0		37.0	37.0	37.0			
Total Split (%)	63.3%	63.3%		12.0%	75.3%		24.7%	24.7%	24.7%			
Maximum Green (s)	87.0	87.0		12.7	105.0		29.0	29.0	29.0			
Yellow Time (s)	5.0	5.0		3.2	5.0		4.0	4.0	4.0			
All-Red Time (s)	3.0	3.0		2.1	3.0		4.0	4.0	4.0			
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Total Lost Time (s)	8.0	8.0		5.3	8.0		8.0	8.0	8.0			
Lead/Lag	Lag		Lag			Lead						
Lead-Lag Optimize?	Yes		Yes			Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0			
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None			
Walk Time (s)	7.0	7.0					7.0	7.0	7.0			
Flash Dont Walk (s)	25.0	25.0					22.0	22.0	22.0			
Pedestrian Calls (#/hr)	0	0					0	0	0			
Act Effct Green (s)	122.6		130.4			129.3			9.5			
Actuated g/C Ratio	0.82		0.87			0.86			0.06			
v/c Ratio	0.29		0.03			0.38			0.37			
Control Delay	5.0		0.4			0.6			76.4			
Queue Delay	0.0		0.0			0.4			0.0			
Total Delay	5.0		0.4			1.0			76.4			
LOS	A		A			A			E			
Approach Delay	5.0		1.0			39.5						
Approach LOS	A		A			D						

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 39 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.38
 Intersection Signal Delay: 4.5
 Intersection Capacity Utilization 49.2%
 Analysis Period (min) 15

Splits and Phases: 2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)



Lanes, Volumes, Timings

1: Northern Boulevard (NYS Route 25A) & Plandome Road

June 2022

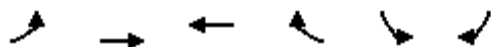


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	163	1070	863	235	457	172
Future Volume (vph)	163	1070	863	235	457	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110			0	435	115
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Frt			0.968			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	3505	3393	0	3400	1568
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	3505	3393	0	3400	1568
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		35	35		30	
Link Distance (ft)		300	1113		956	
Travel Time (s)		5.8	21.7		21.7	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	183	1202	970	264	513	193
Shared Lane Traffic (%)						
Lane Group Flow (vph)	183	1202	1234	0	513	193
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA		Prot	Over
Protected Phases	5	2	6		7	5

Lanes, Volumes, Timings

1: Northern Boulevard (NYS Route 25A) & Plandome Road

June 2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases						
Detector Phase	5	2	6		7	5
Switch Phase						
Minimum Initial (s)	8.0	10.0	10.0		8.0	8.0
Minimum Split (s)	14.5	17.0	36.0		14.5	14.5
Total Split (s)	29.0	82.0	82.0		29.0	29.0
Total Split (%)	20.7%	58.6%	58.6%		20.7%	20.7%
Maximum Green (s)	22.5	75.0	75.0		22.5	22.5
Yellow Time (s)	4.0	5.0	5.0		4.0	4.0
All-Red Time (s)	2.5	2.0	2.0		2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.5	7.0	7.0		6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	C-Max	C-Max		None	None
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	21.0		22.0		22.0	21.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	20.5	77.0	77.0		22.5	20.5
Actuated g/C Ratio	0.15	0.55	0.55		0.16	0.15
v/c Ratio	0.71	0.62	0.66		0.94	0.84
Control Delay	84.1	18.2	24.8		84.1	87.3
Queue Delay	5.9	0.2	0.0		0.0	0.0
Total Delay	90.0	18.4	24.8		84.1	87.3
LOS	F	B	C		F	F
Approach Delay		27.9	24.8		85.0	
Approach LOS		C	C		F	

Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	27 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	80
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.94
Intersection Signal Delay:	38.9
Intersection LOS:	D
Intersection Capacity Utilization:	70.1%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 1: Northern Boulevard (NYS Route 25A) & Plandome Road



Lanes, Volumes, Timings

2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)

June 2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1174	26	25	1010	0	31	0	59	0	0	0
Future Volume (vph)	0	1174	26	25	1010	0	31	0	59	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	130		0	170		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997							0.850			
Flt Protected				0.950				0.950				
Satd. Flow (prot)	1845	3494	0	1752	3505	0	0	1752	1568	0	0	0
Flt Permitted				0.176				0.950				
Satd. Flow (perm)	1845	3494	0	325	3505	0	0	1752	1568	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2							80			
Link Speed (mph)		35			35			30				30
Link Distance (ft)		183			300			662				430
Travel Time (s)		3.6			5.8			15.0				9.8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	1290	29	27	1110	0	34	0	65	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1319	0	27	1110	0	0	34	65	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes		Yes								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1			
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right			
Leading Detector (ft)	20	100		20	100		20	100	20			
Trailing Detector (ft)	0	0		0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0		0	0	0			
Detector 1 Size(ft)	20	6		20	6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm			
Protected Phases		2		1	6			4				

Lanes, Volumes, Timings

2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)

June 2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			4		4			
Detector Phase	2	2		1	6		4	4	4			
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		8.0	8.0	8.0			
Minimum Split (s)	18.0	18.0		8.3	18.0		16.0	16.0	16.0			
Total Split (s)	77.0	77.0		19.0	96.0		44.0	44.0	44.0			
Total Split (%)	55.0%	55.0%		13.6%	68.6%		31.4%	31.4%	31.4%			
Maximum Green (s)	69.0	69.0		13.7	88.0		36.0	36.0	36.0			
Yellow Time (s)	5.0	5.0		3.2	5.0		4.0	4.0	4.0			
All-Red Time (s)	3.0	3.0		2.1	3.0		4.0	4.0	4.0			
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			
Total Lost Time (s)	8.0	8.0		5.3	8.0			8.0	8.0			
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0			
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None			
Walk Time (s)	7.0	7.0					7.0	7.0	7.0			
Flash Dont Walk (s)	25.0	25.0					22.0	22.0	22.0			
Pedestrian Calls (#/hr)	0	0					0	0	0			
Act Effct Green (s)		113.1		121.0	119.9			8.9	8.9			
Actuated g/C Ratio		0.81		0.86	0.86			0.06	0.06			
v/c Ratio		0.47		0.08	0.37			0.31	0.37			
Control Delay		6.6		0.3	0.3			69.5	14.1			
Queue Delay		0.1		0.0	0.2			0.0	0.1			
Total Delay		6.7		0.3	0.5			69.5	14.1			
LOS		A		A	A			E	B			
Approach Delay		6.7			0.5			33.1				
Approach LOS		A			A			C				

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 36 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.47
 Intersection Signal Delay: 4.9
 Intersection Capacity Utilization 53.3%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

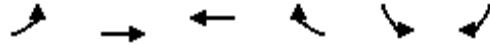
Splits and Phases: 2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)



Lanes, Volumes, Timings

1: Northern Boulevard (NYS Route 25A) & Plandome Road

June 2022

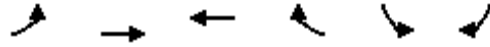


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	180	1337	1024	274	470	163
Future Volume (vph)	180	1337	1024	274	470	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110			0	435	115
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Frt			0.968			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	3505	3393	0	3400	1568
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	3505	3393	0	3400	1568
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		35	35		30	
Link Distance (ft)		300	1113		956	
Travel Time (s)		5.8	21.7		21.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	184	1364	1045	280	480	166
Shared Lane Traffic (%)						
Lane Group Flow (vph)	184	1364	1325	0	480	166
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA		Prot	Over
Protected Phases	5	2	6		7	5

Lanes, Volumes, Timings

1: Northern Boulevard (NYS Route 25A) & Plandome Road

June 2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases						
Detector Phase	5	2	6		7	5
Switch Phase						
Minimum Initial (s)	8.0	10.0	10.0		8.0	8.0
Minimum Split (s)	14.5	17.0	36.0		14.5	14.5
Total Split (s)	27.0	90.0	90.0		33.0	27.0
Total Split (%)	18.0%	60.0%	60.0%		22.0%	18.0%
Maximum Green (s)	20.5	83.0	83.0		26.5	20.5
Yellow Time (s)	4.0	5.0	5.0		4.0	4.0
All-Red Time (s)	2.5	2.0	2.0		2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.5	7.0	7.0		6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	C-Max	C-Max		None	None
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	21.0		22.0		22.0	21.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	18.9	86.3	86.3		24.8	18.9
Actuated g/C Ratio	0.13	0.58	0.58		0.17	0.13
v/c Ratio	0.83	0.68	0.68		0.86	0.84
Control Delay	103.0	19.6	25.1		76.1	96.4
Queue Delay	20.6	0.4	0.0		0.0	0.0
Total Delay	123.6	20.0	25.1		76.1	96.4
LOS	F	B	C		E	F
Approach Delay		32.3	25.1		81.3	
Approach LOS		C	C		F	

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	66 (44%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.86
Intersection Signal Delay:	38.6
Intersection LOS:	D
Intersection Capacity Utilization:	77.1%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 1: Northern Boulevard (NYS Route 25A) & Plandome Road



Lanes, Volumes, Timings

2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)

June 2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1492	14	16	1171	0	18	0	25	0	0	0
Future Volume (vph)	0	1492	14	16	1171	0	18	0	25	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	130		0	170		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999							0.850			
Flt Protected				0.950				0.950				
Satd. Flow (prot)	1845	3501	0	1752	3505	0	0	1752	1568	0	0	0
Flt Permitted				0.132				0.950				
Satd. Flow (perm)	1845	3501	0	243	3505	0	0	1752	1568	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1							75			
Link Speed (mph)		35			35			30				30
Link Distance (ft)		183			300			662				430
Travel Time (s)		3.6			5.8			15.0				9.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	1554	15	17	1220	0	19	0	26	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1569	0	17	1220	0	0	19	26	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1			
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right			
Leading Detector (ft)	20	100		20	100		20	100	20			
Trailing Detector (ft)	0	0		0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0		0	0	0			
Detector 1 Size(ft)	20	6		20	6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm			
Protected Phases		2		1	6			4				

Lanes, Volumes, Timings

2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)

June 2022

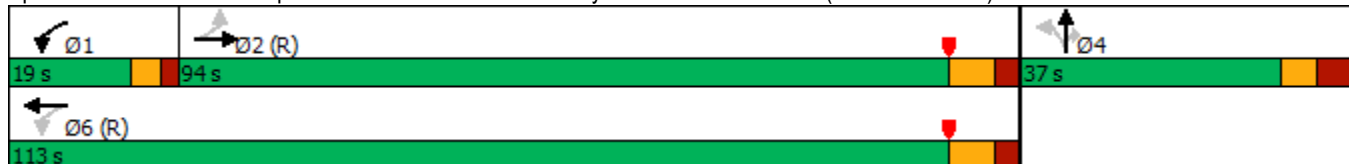


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			4		4			
Detector Phase	2	2		1	6		4	4	4			
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		8.0	8.0	8.0			
Minimum Split (s)	18.0	18.0		8.3	18.0		16.0	16.0	16.0			
Total Split (s)	94.0	94.0		19.0	113.0		37.0	37.0	37.0			
Total Split (%)	62.7%	62.7%		12.7%	75.3%		24.7%	24.7%	24.7%			
Maximum Green (s)	86.0	86.0		13.7	105.0		29.0	29.0	29.0			
Yellow Time (s)	5.0	5.0		3.2	5.0		4.0	4.0	4.0			
All-Red Time (s)	3.0	3.0		2.1	3.0		4.0	4.0	4.0			
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			
Total Lost Time (s)	8.0	8.0		5.3	8.0			8.0	8.0			
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0			
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None			
Walk Time (s)	7.0	7.0					7.0	7.0	7.0			
Flash Dont Walk (s)	25.0	25.0					22.0	22.0	22.0			
Pedestrian Calls (#/hr)	0	0					0	0	0			
Act Effct Green (s)		126.1		131.6	130.5			8.3	8.3			
Actuated g/C Ratio		0.84		0.88	0.87			0.06	0.06			
v/c Ratio		0.53		0.06	0.40			0.20	0.17			
Control Delay		5.8		0.8	1.0			72.5	2.3			
Queue Delay		0.1		0.0	0.3			0.0	0.4			
Total Delay		6.0		0.8	1.4			72.5	2.7			
LOS		A		A	A			E	A			
Approach Delay		6.0			1.4			32.2				
Approach LOS		A			A			C				

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	98 (65%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.53
Intersection Signal Delay:	4.4
Intersection LOS:	A
Intersection Capacity Utilization:	61.7%
ICU Level of Service:	B
Analysis Period (min):	15

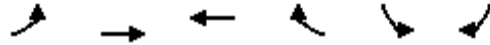
Splits and Phases: 2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)



Lanes, Volumes, Timings

1: Northern Boulevard (NYS Route 25A) & Plandome Road

June 2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	191	1194	894	273	352	198
Future Volume (vph)	191	1194	894	273	352	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110			0	435	115
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Frt			0.965			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	3505	3382	0	3400	1568
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	3505	3382	0	3400	1568
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		35	35		30	
Link Distance (ft)		300	1113		956	
Travel Time (s)		5.8	21.7		21.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	203	1270	951	290	374	211
Shared Lane Traffic (%)						
Lane Group Flow (vph)	203	1270	1241	0	374	211
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA		Prot	Over
Protected Phases	5	2	6		7	5

Lanes, Volumes, Timings

1: Northern Boulevard (NYS Route 25A) & Plandome Road

June 2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases						
Detector Phase	5	2	6		7	5
Switch Phase						
Minimum Initial (s)	8.0	10.0	10.0		8.0	8.0
Minimum Split (s)	14.5	17.0	36.0		14.5	14.5
Total Split (s)	29.0	82.0	82.0		29.0	29.0
Total Split (%)	20.7%	58.6%	58.6%		20.7%	20.7%
Maximum Green (s)	22.5	75.0	75.0		22.5	22.5
Yellow Time (s)	4.0	5.0	5.0		4.0	4.0
All-Red Time (s)	2.5	2.0	2.0		2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.5	7.0	7.0		6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	C-Max	C-Max		None	None
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	21.0		22.0		22.0	21.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	21.7	78.4	78.4		19.9	21.7
Actuated g/C Ratio	0.16	0.56	0.56		0.14	0.16
v/c Ratio	0.75	0.65	0.66		0.77	0.87
Control Delay	75.7	20.1	24.2		69.1	89.3
Queue Delay	13.9	0.3	0.0		0.0	0.0
Total Delay	89.6	20.5	24.2		69.1	89.3
LOS	F	C	C		E	F
Approach Delay		30.0	24.2		76.4	
Approach LOS		C	C		E	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 36.0
 Intersection LOS: D
 Intersection Capacity Utilization 70.7%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 1: Northern Boulevard (NYS Route 25A) & Plandome Road



Lanes, Volumes, Timings

2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)

June 2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1374	9	9	1083	0	11	0	11	0	0	0
Future Volume (vph)	0	1374	9	9	1083	0	11	0	11	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	130		0	170		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999							0.850			
Flt Protected				0.950				0.950				
Satd. Flow (prot)	1845	3501	0	1752	3505	0	0	1752	1568	0	0	0
Flt Permitted				0.148				0.950				
Satd. Flow (perm)	1845	3501	0	273	3505	0	0	1752	1568	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1							80			
Link Speed (mph)		35			35			30				30
Link Distance (ft)		183			300			662				430
Travel Time (s)		3.6			5.8			15.0				9.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	1477	10	10	1165	0	12	0	12	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1487	0	10	1165	0	0	12	12	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1			
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right			
Leading Detector (ft)	20	100		20	100		20	100	20			
Trailing Detector (ft)	0	0		0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0		0	0	0			
Detector 1 Size(ft)	20	6		20	6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm			
Protected Phases		2		1	6			4				

Lanes, Volumes, Timings

2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)

June 2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			4		4			
Detector Phase	2	2		1	6		4	4	4			
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		8.0	8.0	8.0			
Minimum Split (s)	18.0	18.0		8.3	18.0		16.0	16.0	16.0			
Total Split (s)	77.0	77.0		19.0	96.0		44.0	44.0	44.0			
Total Split (%)	55.0%	55.0%		13.6%	68.6%		31.4%	31.4%	31.4%			
Maximum Green (s)	69.0	69.0		13.7	88.0		36.0	36.0	36.0			
Yellow Time (s)	5.0	5.0		3.2	5.0		4.0	4.0	4.0			
All-Red Time (s)	3.0	3.0		2.1	3.0		4.0	4.0	4.0			
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			
Total Lost Time (s)	8.0	8.0		5.3	8.0			8.0	8.0			
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0			
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None			
Walk Time (s)	7.0	7.0					7.0	7.0	7.0			
Flash Dont Walk (s)	25.0	25.0					22.0	22.0	22.0			
Pedestrian Calls (#/hr)	0	0					0	0	0			
Act Effct Green (s)		123.3		125.1	125.6			8.0	8.0			
Actuated g/C Ratio		0.88		0.89	0.90			0.06	0.06			
v/c Ratio		0.48		0.03	0.37			0.12	0.07			
Control Delay		4.1		0.1	0.3			65.5	0.8			
Queue Delay		0.2		0.0	0.2			0.0	0.0			
Total Delay		4.3		0.1	0.4			65.5	0.8			
LOS		A		A	A			E	A			
Approach Delay		4.3			0.4			33.1				
Approach LOS		A			A			C				

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 36 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay: 2.9
 Intersection Capacity Utilization 58.3%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)



Lanes, Volumes, Timings

1: Northern Boulevard (NYS Route 25A) & Plandome Road

June 2022

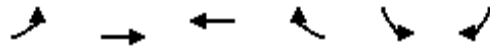


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	152	832	971	404	494	163
Future Volume (vph)	152	832	971	404	494	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110			0	435	115
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Frt			0.956			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	3505	3351	0	3400	1568
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	3505	3351	0	3400	1568
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		35	35		30	
Link Distance (ft)		300	1113		956	
Travel Time (s)		5.8	21.7		21.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	157	858	1001	416	509	168
Shared Lane Traffic (%)						
Lane Group Flow (vph)	157	858	1417	0	509	168
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA		Prot	Over
Protected Phases	5	2	6		7	5

Lanes, Volumes, Timings

1: Northern Boulevard (NYS Route 25A) & Plandome Road

June 2022

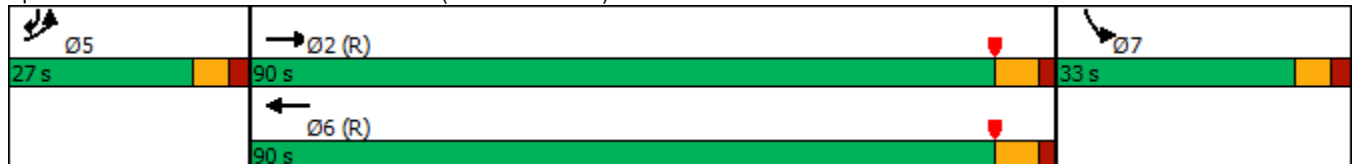


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases						
Detector Phase	5	2	6		7	5
Switch Phase						
Minimum Initial (s)	8.0	10.0	10.0		8.0	8.0
Minimum Split (s)	14.5	17.0	36.0		14.5	14.5
Total Split (s)	27.0	90.0	90.0		33.0	27.0
Total Split (%)	18.0%	60.0%	60.0%		22.0%	18.0%
Maximum Green (s)	20.5	83.0	83.0		26.5	20.5
Yellow Time (s)	4.0	5.0	5.0		4.0	4.0
All-Red Time (s)	2.5	2.0	2.0		2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.5	7.0	7.0		6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	C-Max	C-Max		None	None
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	21.0		22.0		22.0	21.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	19.0	85.6	85.6		25.4	19.0
Actuated g/C Ratio	0.13	0.57	0.57		0.17	0.13
v/c Ratio	0.71	0.43	0.74		0.89	0.85
Control Delay	97.3	14.8	27.5		78.6	97.4
Queue Delay	6.9	0.4	0.0		0.0	0.0
Total Delay	104.2	15.2	27.5		78.6	97.4
LOS	F	B	C		E	F
Approach Delay		29.0	27.5		83.2	
Approach LOS		C	C		F	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 14 (9%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 40.1
 Intersection LOS: D
 Intersection Capacity Utilization 78.9%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 1: Northern Boulevard (NYS Route 25A) & Plandome Road



Lanes, Volumes, Timings

2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)

June 2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	927	10	17	1117	0	39	0	57	0	0	0
Future Volume (vph)	0	927	10	17	1117	0	39	0	57	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	130		0	170		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998							0.850			
Flt Protected				0.950				0.950				
Satd. Flow (prot)	1845	3498	0	1752	3505	0	0	1752	1568	0	0	0
Flt Permitted				0.259				0.950				
Satd. Flow (perm)	1845	3498	0	478	3505	0	0	1752	1568	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1							75			
Link Speed (mph)		35			35			30				30
Link Distance (ft)		183			300			662				430
Travel Time (s)		3.6			5.8			15.0				9.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	997	11	18	1201	0	42	0	61	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1008	0	18	1201	0	0	42	61	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1			
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right			
Leading Detector (ft)	20	100		20	100		20	100	20			
Trailing Detector (ft)	0	0		0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0		0	0	0			
Detector 1 Size(ft)	20	6		20	6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm			
Protected Phases		2		1	6			4				

Lanes, Volumes, Timings

2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)

June 2022

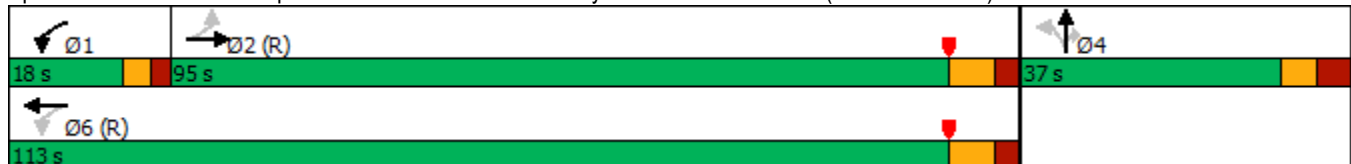


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			4		4			
Detector Phase	2	2		1	6		4	4	4			
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		8.0	8.0	8.0			
Minimum Split (s)	18.0	18.0		8.3	18.0		16.0	16.0	16.0			
Total Split (s)	95.0	95.0		18.0	113.0		37.0	37.0	37.0			
Total Split (%)	63.3%	63.3%		12.0%	75.3%		24.7%	24.7%	24.7%			
Maximum Green (s)	87.0	87.0		12.7	105.0		29.0	29.0	29.0			
Yellow Time (s)	5.0	5.0		3.2	5.0		4.0	4.0	4.0			
All-Red Time (s)	3.0	3.0		2.1	3.0		4.0	4.0	4.0			
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Total Lost Time (s)	8.0	8.0		5.3	8.0		8.0	8.0	8.0			
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0			
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None			
Walk Time (s)	7.0	7.0					7.0	7.0	7.0			
Flash Dont Walk (s)	25.0	25.0					22.0	22.0	22.0			
Pedestrian Calls (#/hr)	0	0					0	0	0			
Act Effct Green (s)		122.5		130.3	129.2			9.6	9.6			
Actuated g/C Ratio		0.82		0.87	0.86			0.06	0.06			
v/c Ratio		0.35		0.04	0.40			0.38	0.36			
Control Delay		5.4		0.4	0.6			76.4	14.5			
Queue Delay		0.0		0.0	0.4			0.0	0.1			
Total Delay		5.5		0.4	1.0			76.4	14.6			
LOS		A		A	A			E	B			
Approach Delay		5.5			1.0			39.8				
Approach LOS		A			A			D				

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	39 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	50
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.40
Intersection Signal Delay:	4.6
Intersection LOS:	A
Intersection Capacity Utilization:	50.9%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)



Lanes, Volumes, Timings

1: Northern Boulevard (NYS Route 25A) & Plandome Road

June 2022

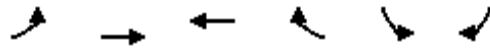


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	166	1226	991	270	504	175
Future Volume (vph)	166	1226	991	270	504	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110			0	435	115
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Frt			0.968			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	3505	3393	0	3400	1568
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	3505	3393	0	3400	1568
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		35	35		30	
Link Distance (ft)		300	1113		956	
Travel Time (s)		5.8	21.7		21.7	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	187	1378	1113	303	566	197
Shared Lane Traffic (%)						
Lane Group Flow (vph)	187	1378	1416	0	566	197
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA		Prot	Over
Protected Phases	5	2	6		7	5

Lanes, Volumes, Timings

1: Northern Boulevard (NYS Route 25A) & Plandome Road

June 2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases						
Detector Phase	5	2	6		7	5
Switch Phase						
Minimum Initial (s)	8.0	10.0	10.0		8.0	8.0
Minimum Split (s)	14.5	17.0	36.0		14.5	14.5
Total Split (s)	29.0	82.0	82.0		29.0	29.0
Total Split (%)	20.7%	58.6%	58.6%		20.7%	20.7%
Maximum Green (s)	22.5	75.0	75.0		22.5	22.5
Yellow Time (s)	4.0	5.0	5.0		4.0	4.0
All-Red Time (s)	2.5	2.0	2.0		2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.5	7.0	7.0		6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	C-Max	C-Max		None	None
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	21.0		22.0		22.0	21.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	20.7	76.8	76.8		22.5	20.7
Actuated g/C Ratio	0.15	0.55	0.55		0.16	0.15
v/c Ratio	0.72	0.72	0.76		1.04	0.85
Control Delay	84.9	20.2	28.3		104.6	88.5
Queue Delay	7.2	0.4	0.0		0.0	0.0
Total Delay	92.1	20.7	28.3		104.6	88.5
LOS	F	C	C		F	F
Approach Delay		29.2	28.3		100.4	
Approach LOS		C	C		F	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 43.3
 Intersection LOS: D
 Intersection Capacity Utilization 76.3%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 1: Northern Boulevard (NYS Route 25A) & Plandome Road



Lanes, Volumes, Timings

2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)

June 2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1332	27	26	1141	0	32	0	60	0	0	0
Future Volume (vph)	0	1332	27	26	1141	0	32	0	60	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	130		0	170		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997							0.850			
Flt Protected				0.950				0.950				
Satd. Flow (prot)	1845	3494	0	1752	3505	0	0	1752	1568	0	0	0
Flt Permitted				0.140				0.950				
Satd. Flow (perm)	1845	3494	0	258	3505	0	0	1752	1568	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2							80			
Link Speed (mph)		35			35			30				30
Link Distance (ft)		183			300			662				430
Travel Time (s)		3.6			5.8			15.0				9.8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	1464	30	29	1254	0	35	0	66	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1494	0	29	1254	0	0	35	66	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1			
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right			
Leading Detector (ft)	20	100		20	100		20	100	20			
Trailing Detector (ft)	0	0		0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0		0	0	0			
Detector 1 Size(ft)	20	6		20	6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm			
Protected Phases		2		1	6			4				

Lanes, Volumes, Timings

2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)

June 2022

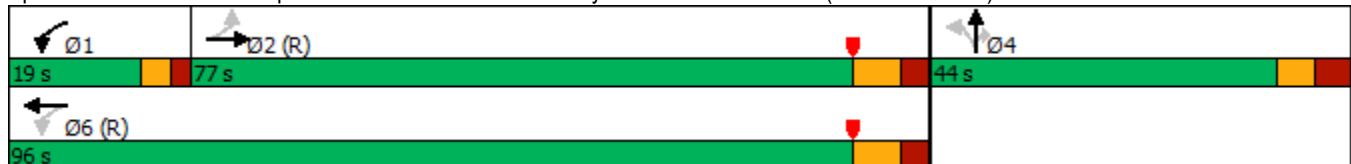


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			4		4			
Detector Phase	2	2		1	6		4	4	4			
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		8.0	8.0	8.0			
Minimum Split (s)	18.0	18.0		8.3	18.0		16.0	16.0	16.0			
Total Split (s)	77.0	77.0		19.0	96.0		44.0	44.0	44.0			
Total Split (%)	55.0%	55.0%		13.6%	68.6%		31.4%	31.4%	31.4%			
Maximum Green (s)	69.0	69.0		13.7	88.0		36.0	36.0	36.0			
Yellow Time (s)	5.0	5.0		3.2	5.0		4.0	4.0	4.0			
All-Red Time (s)	3.0	3.0		2.1	3.0		4.0	4.0	4.0			
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			
Total Lost Time (s)	8.0	8.0		5.3	8.0			8.0	8.0			
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0			
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None			
Walk Time (s)	7.0	7.0					7.0	7.0	7.0			
Flash Dont Walk (s)	25.0	25.0					22.0	22.0	22.0			
Pedestrian Calls (#/hr)	0	0					0	0	0			
Act Effct Green (s)		113.0		120.9	119.8			9.0	9.0			
Actuated g/C Ratio		0.81		0.86	0.86			0.06	0.06			
v/c Ratio		0.53		0.10	0.42			0.31	0.38			
Control Delay		7.3		0.5	0.3			69.6	14.8			
Queue Delay		0.2		0.0	0.3			0.0	0.1			
Total Delay		7.5		0.5	0.6			69.6	14.8			
LOS		A		A	A			E	B			
Approach Delay		7.5			0.6			33.8				
Approach LOS		A			A			C				

Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	36 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.53
Intersection Signal Delay:	5.3
Intersection LOS:	A
Intersection Capacity Utilization:	57.7%
ICU Level of Service:	B
Analysis Period (min):	15

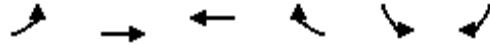
Splits and Phases: 2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)



Lanes, Volumes, Timings

1: Northern Boulevard (NYS Route 25A) & Plandome Road

June 2022

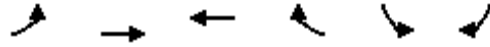


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	184	1459	1224	329	504	166
Future Volume (vph)	184	1459	1224	329	504	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110			0	435	115
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Frt			0.968			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	3505	3393	0	3400	1568
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	3505	3393	0	3400	1568
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		35	35		30	
Link Distance (ft)		300	1113		956	
Travel Time (s)		5.8	21.7		21.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	188	1489	1249	336	514	169
Shared Lane Traffic (%)						
Lane Group Flow (vph)	188	1489	1585	0	514	169
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA		Prot	Over
Protected Phases	5	2	6		7	5

Lanes, Volumes, Timings

1: Northern Boulevard (NYS Route 25A) & Plandome Road

June 2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases						
Detector Phase	5	2	6		7	5
Switch Phase						
Minimum Initial (s)	8.0	10.0	10.0		8.0	8.0
Minimum Split (s)	14.5	17.0	36.0		14.5	14.5
Total Split (s)	27.0	90.0	90.0		33.0	27.0
Total Split (%)	18.0%	60.0%	60.0%		22.0%	18.0%
Maximum Green (s)	20.5	83.0	83.0		26.5	20.5
Yellow Time (s)	4.0	5.0	5.0		4.0	4.0
All-Red Time (s)	2.5	2.0	2.0		2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.5	7.0	7.0		6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	C-Max	C-Max		None	None
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	21.0		22.0		22.0	21.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	19.1	85.4	85.4		25.5	19.1
Actuated g/C Ratio	0.13	0.57	0.57		0.17	0.13
v/c Ratio	0.85	0.75	0.82		0.89	0.85
Control Delay	103.2	21.8	31.2		79.1	97.5
Queue Delay	23.1	0.7	0.0		0.0	0.0
Total Delay	126.3	22.4	31.2		79.1	97.5
LOS	F	C	C		E	F
Approach Delay		34.1	31.2		83.6	
Approach LOS		C	C		F	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 66 (44%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 41.5
 Intersection LOS: D
 Intersection Capacity Utilization 85.6%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 1: Northern Boulevard (NYS Route 25A) & Plandome Road



Lanes, Volumes, Timings

2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)

June 2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1617	14	16	1374	0	18	0	26	0	0	0
Future Volume (vph)	0	1617	14	16	1374	0	18	0	26	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	130		0	170		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999							0.850			
Flt Protected				0.950				0.950				
Satd. Flow (prot)	1845	3501	0	1752	3505	0	0	1752	1568	0	0	0
Flt Permitted				0.111				0.950				
Satd. Flow (perm)	1845	3501	0	205	3505	0	0	1752	1568	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1							75			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		183			300			662			430	
Travel Time (s)		3.6			5.8			15.0			9.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	1684	15	17	1431	0	19	0	27	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1699	0	17	1431	0	0	19	27	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes		Yes								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1			
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right			
Leading Detector (ft)	20	100		20	100		20	100	20			
Trailing Detector (ft)	0	0		0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0		0	0	0			
Detector 1 Size(ft)	20	6		20	6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm			
Protected Phases		2		1	6			4				

Lanes, Volumes, Timings

2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)

June 2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			4		4			
Detector Phase	2	2		1	6		4	4	4			
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		8.0	8.0	8.0			
Minimum Split (s)	18.0	18.0		8.3	18.0		16.0	16.0	16.0			
Total Split (s)	94.0	94.0		19.0	113.0		37.0	37.0	37.0			
Total Split (%)	62.7%	62.7%		12.7%	75.3%		24.7%	24.7%	24.7%			
Maximum Green (s)	86.0	86.0		13.7	105.0		29.0	29.0	29.0			
Yellow Time (s)	5.0	5.0		3.2	5.0		4.0	4.0	4.0			
All-Red Time (s)	3.0	3.0		2.1	3.0		4.0	4.0	4.0			
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			
Total Lost Time (s)	8.0	8.0		5.3	8.0			8.0	8.0			
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0			
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None			
Walk Time (s)	7.0	7.0					7.0	7.0	7.0			
Flash Dont Walk (s)	25.0	25.0					22.0	22.0	22.0			
Pedestrian Calls (#/hr)	0	0					0	0	0			
Act Effct Green (s)		126.1		131.6	130.5			8.3	8.3			
Actuated g/C Ratio		0.84		0.88	0.87			0.06	0.06			
v/c Ratio		0.58		0.07	0.47			0.20	0.17			
Control Delay		6.4		0.8	0.9			72.5	2.4			
Queue Delay		0.2		0.0	0.5			0.0	0.5			
Total Delay		6.6		0.8	1.5			72.5	2.9			
LOS		A		A	A			E	A			
Approach Delay		6.6			1.5			31.6				
Approach LOS		A			A			C				

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	98 (65%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.58
Intersection Signal Delay:	4.6
Intersection LOS:	A
Intersection Capacity Utilization	65.1%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)



Lanes, Volumes, Timings

1: Northern Boulevard (NYS Route 25A) & Plandome Road

June 2022

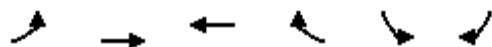


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	195	1350	1014	305	395	202
Future Volume (vph)	195	1350	1014	305	395	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110			0	435	115
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Frt			0.965			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	3505	3382	0	3400	1568
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	3505	3382	0	3400	1568
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		35	35		30	
Link Distance (ft)		300	1113		956	
Travel Time (s)		5.8	21.7		21.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	207	1436	1079	324	420	215
Shared Lane Traffic (%)						
Lane Group Flow (vph)	207	1436	1403	0	420	215
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA		Prot	Over
Protected Phases	5	2	6		7	5

Lanes, Volumes, Timings

1: Northern Boulevard (NYS Route 25A) & Plandome Road

June 2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases						
Detector Phase	5	2	6		7	5
Switch Phase						
Minimum Initial (s)	8.0	10.0	10.0		8.0	8.0
Minimum Split (s)	14.5	17.0	36.0		14.5	14.5
Total Split (s)	29.0	82.0	82.0		29.0	29.0
Total Split (%)	20.7%	58.6%	58.6%		20.7%	20.7%
Maximum Green (s)	22.5	75.0	75.0		22.5	22.5
Yellow Time (s)	4.0	5.0	5.0		4.0	4.0
All-Red Time (s)	2.5	2.0	2.0		2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.5	7.0	7.0		6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	C-Max	C-Max		None	None
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	21.0		22.0		22.0	21.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	21.6	77.4	77.4		21.0	21.6
Actuated g/C Ratio	0.15	0.55	0.55		0.15	0.15
v/c Ratio	0.77	0.74	0.75		0.83	0.89
Control Delay	78.3	22.9	27.7		71.8	93.0
Queue Delay	13.1	0.6	0.0		0.0	0.0
Total Delay	91.5	23.5	27.7		71.8	93.0
LOS	F	C	C		E	F
Approach Delay		32.1	27.7		79.0	
Approach LOS		C	C		E	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 38.5
 Intersection Capacity Utilization 76.5%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 1: Northern Boulevard (NYS Route 25A) & Plandome Road



Lanes, Volumes, Timings

2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)

June 2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1533	9	9	1207	0	11	0	11	0	0	0
Future Volume (vph)	0	1533	9	9	1207	0	11	0	11	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	130		0	170		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999							0.850			
Flt Protected				0.950				0.950				
Satd. Flow (prot)	1845	3501	0	1752	3505	0	0	1752	1568	0	0	0
Flt Permitted				0.119				0.950				
Satd. Flow (perm)	1845	3501	0	220	3505	0	0	1752	1568	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1							80			
Link Speed (mph)		35			35			30				30
Link Distance (ft)		183			300			662				430
Travel Time (s)		3.6			5.8			15.0				9.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	0	1648	10	10	1298	0	12	0	12	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1658	0	10	1298	0	0	12	12	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1			
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right			
Leading Detector (ft)	20	100		20	100		20	100	20			
Trailing Detector (ft)	0	0		0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0		0	0	0			
Detector 1 Size(ft)	20	6		20	6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm			
Protected Phases		2		1	6			4				

Lanes, Volumes, Timings

2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)

June 2022

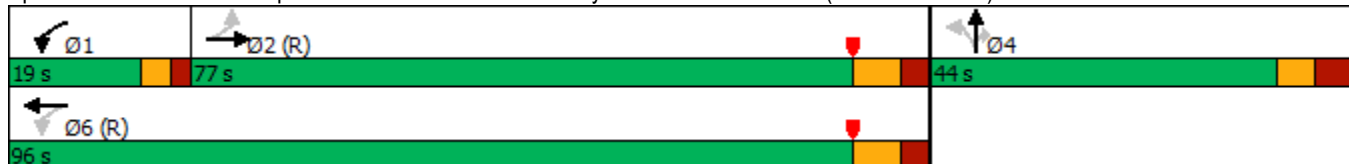


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			4		4			
Detector Phase	2	2		1	6		4	4	4			
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		8.0	8.0	8.0			
Minimum Split (s)	18.0	18.0		8.3	18.0		16.0	16.0	16.0			
Total Split (s)	77.0	77.0		19.0	96.0		44.0	44.0	44.0			
Total Split (%)	55.0%	55.0%		13.6%	68.6%		31.4%	31.4%	31.4%			
Maximum Green (s)	69.0	69.0		13.7	88.0		36.0	36.0	36.0			
Yellow Time (s)	5.0	5.0		3.2	5.0		4.0	4.0	4.0			
All-Red Time (s)	3.0	3.0		2.1	3.0		4.0	4.0	4.0			
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			
Total Lost Time (s)	8.0	8.0		5.3	8.0			8.0	8.0			
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0			
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None			
Walk Time (s)	7.0	7.0					7.0	7.0	7.0			
Flash Dont Walk (s)	25.0	25.0					22.0	22.0	22.0			
Pedestrian Calls (#/hr)	0	0					0	0	0			
Act Effct Green (s)		123.3		125.1	125.6			8.0	8.0			
Actuated g/C Ratio		0.88		0.89	0.90			0.06	0.06			
v/c Ratio		0.54		0.04	0.41			0.12	0.07			
Control Delay		4.6		0.2	0.3			65.5	0.8			
Queue Delay		0.3		0.0	0.2			0.0	0.0			
Total Delay		4.9		0.2	0.5			65.5	0.8			
LOS		A		A	A			E	A			
Approach Delay		4.9			0.5			33.1				
Approach LOS		A			A			C				

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 36 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 3.2
 Intersection Capacity Utilization 62.7%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)



Lanes, Volumes, Timings

1: Northern Boulevard (NYS Route 25A) & Plandome Road

June 2022

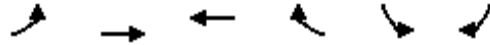


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	153	840	991	404	494	167
Future Volume (vph)	153	840	991	404	494	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110			0	435	115
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Frt			0.957			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	3505	3354	0	3400	1568
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	3505	3354	0	3400	1568
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		35	35		30	
Link Distance (ft)		300	1113		956	
Travel Time (s)		5.8	21.7		21.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	158	866	1022	416	509	172
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	866	1438	0	509	172
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA		Prot	Over
Protected Phases	5	2	6		7	5

Lanes, Volumes, Timings

1: Northern Boulevard (NYS Route 25A) & Plandome Road

June 2022

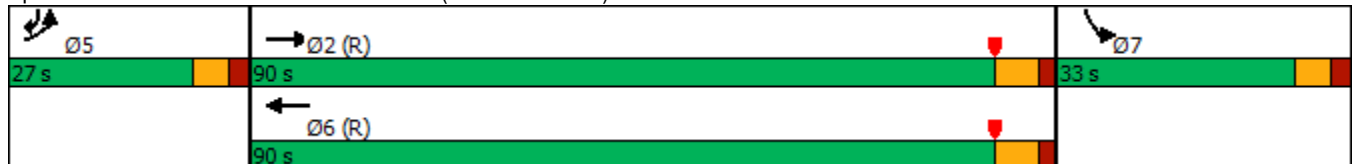


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases						
Detector Phase	5	2	6		7	5
Switch Phase						
Minimum Initial (s)	8.0	10.0	10.0		8.0	8.0
Minimum Split (s)	14.5	17.0	36.0		14.5	14.5
Total Split (s)	27.0	90.0	90.0		33.0	27.0
Total Split (%)	18.0%	60.0%	60.0%		22.0%	18.0%
Maximum Green (s)	20.5	83.0	83.0		26.5	20.5
Yellow Time (s)	4.0	5.0	5.0		4.0	4.0
All-Red Time (s)	2.5	2.0	2.0		2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.5	7.0	7.0		6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	C-Max	C-Max		None	None
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	21.0		22.0		22.0	21.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	19.2	85.4	85.4		25.4	19.2
Actuated g/C Ratio	0.13	0.57	0.57		0.17	0.13
v/c Ratio	0.71	0.43	0.75		0.89	0.86
Control Delay	96.8	15.0	28.1		78.6	99.2
Queue Delay	7.1	0.4	0.0		0.0	0.0
Total Delay	103.9	15.4	28.1		78.6	99.2
LOS	F	B	C		E	F
Approach Delay		29.0	28.1		83.8	
Approach LOS		C	C		F	

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	14 (9%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.89
Intersection Signal Delay:	40.4
Intersection LOS:	D
Intersection Capacity Utilization	79.5%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 1: Northern Boulevard (NYS Route 25A) & Plandome Road



Lanes, Volumes, Timings

2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)

June 2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	936	10	17	1122	18	39	0	57	0	0	0
Future Volume (vph)	4	936	10	17	1122	18	39	0	57	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	130		0	170		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.998				0.850			
Flt Protected	0.950			0.950				0.950				
Satd. Flow (prot)	1752	3498	0	1752	3498	0	0	1752	1568	0	0	0
Flt Permitted	0.229			0.256				0.950				
Satd. Flow (perm)	422	3498	0	472	3498	0	0	1752	1568	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			2				75			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		183			300			662			430	
Travel Time (s)		3.6			5.8			15.0			9.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	4	1006	11	18	1206	19	42	0	61	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	1017	0	18	1225	0	0	42	61	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1			
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right			
Leading Detector (ft)	20	100		20	100		20	100	20			
Trailing Detector (ft)	0	0		0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0		0	0	0			
Detector 1 Size(ft)	20	6		20	6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm			
Protected Phases		2		1	6			4				

Lanes, Volumes, Timings

2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)

June 2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			4		4			
Detector Phase	2	2		1	6		4	4	4			
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		8.0	8.0	8.0			
Minimum Split (s)	18.0	18.0		8.3	18.0		16.0	16.0	16.0			
Total Split (s)	95.0	95.0		18.0	113.0		37.0	37.0	37.0			
Total Split (%)	63.3%	63.3%		12.0%	75.3%		24.7%	24.7%	24.7%			
Maximum Green (s)	87.0	87.0		12.7	105.0		29.0	29.0	29.0			
Yellow Time (s)	5.0	5.0		3.2	5.0		4.0	4.0	4.0			
All-Red Time (s)	3.0	3.0		2.1	3.0		4.0	4.0	4.0			
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Total Lost Time (s)	8.0	8.0		5.3	8.0		8.0	8.0	8.0			
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0			
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None			
Walk Time (s)	7.0	7.0					7.0	7.0	7.0			
Flash Dont Walk (s)	25.0	25.0					22.0	22.0	22.0			
Pedestrian Calls (#/hr)	0	0					0	0	0			
Act Effct Green (s)	122.5	122.5		130.3	129.2		9.6	9.6	9.6			
Actuated g/C Ratio	0.82	0.82		0.87	0.86		0.06	0.06	0.06			
v/c Ratio	0.01	0.36		0.04	0.41		0.38	0.36	0.36			
Control Delay	5.2	5.5		0.4	0.6		76.4	14.5	14.5			
Queue Delay	0.0	0.0		0.0	0.4		0.0	0.1	0.1			
Total Delay	5.2	5.5		0.4	1.0		76.4	14.6	14.6			
LOS	A	A		A	A		E	B	B			
Approach Delay		5.5			1.0		39.8					
Approach LOS		A			A		D					

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	39 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.41
Intersection Signal Delay:	4.6
Intersection LOS:	A
Intersection Capacity Utilization:	51.6%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)



Lanes, Volumes, Timings

1: Northern Boulevard (NYS Route 25A) & Plandome Road

June 2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	170	1242	1005	270	504	179
Future Volume (vph)	170	1242	1005	270	504	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110			0	435	115
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Frt			0.968			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	3505	3393	0	3400	1568
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	3505	3393	0	3400	1568
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		35	35		30	
Link Distance (ft)		300	1113		956	
Travel Time (s)		5.8	21.7		21.7	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	191	1396	1129	303	566	201
Shared Lane Traffic (%)						
Lane Group Flow (vph)	191	1396	1432	0	566	201
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA		Prot	Over
Protected Phases	5	2	6		7	5

Lanes, Volumes, Timings

1: Northern Boulevard (NYS Route 25A) & Plandome Road

June 2022

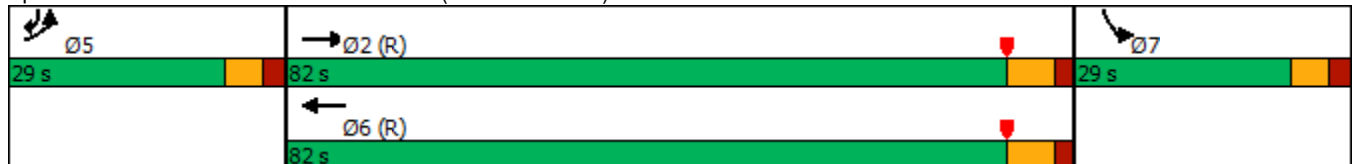


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases						
Detector Phase	5	2	6		7	5
Switch Phase						
Minimum Initial (s)	8.0	10.0	10.0		8.0	8.0
Minimum Split (s)	14.5	17.0	36.0		14.5	14.5
Total Split (s)	29.0	82.0	82.0		29.0	29.0
Total Split (%)	20.7%	58.6%	58.6%		20.7%	20.7%
Maximum Green (s)	22.5	75.0	75.0		22.5	22.5
Yellow Time (s)	4.0	5.0	5.0		4.0	4.0
All-Red Time (s)	2.5	2.0	2.0		2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.5	7.0	7.0		6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	C-Max	C-Max		None	None
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	21.0		22.0		22.0	21.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	20.8	76.7	76.7		22.5	20.8
Actuated g/C Ratio	0.15	0.55	0.55		0.16	0.15
v/c Ratio	0.73	0.73	0.77		1.04	0.86
Control Delay	85.6	20.5	28.7		104.6	90.0
Queue Delay	8.2	0.5	0.0		0.0	0.0
Total Delay	93.8	21.0	28.7		104.6	90.0
LOS	F	C	C		F	F
Approach Delay		29.8	28.7		100.8	
Approach LOS		C	C		F	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 43.7
 Intersection LOS: D
 Intersection Capacity Utilization 76.9%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 1: Northern Boulevard (NYS Route 25A) & Plandome Road



Lanes, Volumes, Timings

2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)

June 2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	1353	27	26	1146	12	32	0	60	0	0	0
Future Volume (vph)	4	1353	27	26	1146	12	32	0	60	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	130		0	170		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.998				0.850			
Flt Protected	0.950			0.950				0.950				
Satd. Flow (prot)	1752	3494	0	1752	3498	0	0	1752	1568	0	0	0
Flt Permitted	0.218			0.136				0.950				
Satd. Flow (perm)	402	3494	0	251	3498	0	0	1752	1568	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			1				80			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		183			300			662			430	
Travel Time (s)		3.6			5.8			15.0			9.8	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	4	1487	30	29	1259	13	35	0	66	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	1517	0	29	1272	0	0	35	66	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1			
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right			
Leading Detector (ft)	20	100		20	100		20	100	20			
Trailing Detector (ft)	0	0		0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0		0	0	0			
Detector 1 Size(ft)	20	6		20	6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm			
Protected Phases		2		1	6			4				

Lanes, Volumes, Timings

2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)

June 2022

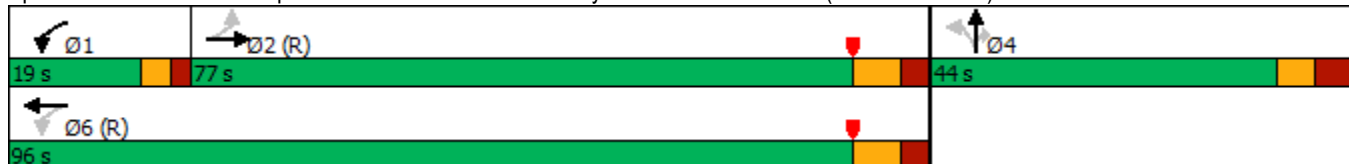


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			4		4			
Detector Phase	2	2		1	6		4	4	4			
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		8.0	8.0	8.0			
Minimum Split (s)	18.0	18.0		8.3	18.0		16.0	16.0	16.0			
Total Split (s)	77.0	77.0		19.0	96.0		44.0	44.0	44.0			
Total Split (%)	55.0%	55.0%		13.6%	68.6%		31.4%	31.4%	31.4%			
Maximum Green (s)	69.0	69.0		13.7	88.0		36.0	36.0	36.0			
Yellow Time (s)	5.0	5.0		3.2	5.0		4.0	4.0	4.0			
All-Red Time (s)	3.0	3.0		2.1	3.0		4.0	4.0	4.0			
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			
Total Lost Time (s)	8.0	8.0		5.3	8.0			8.0	8.0			
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0			
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None			
Walk Time (s)	7.0	7.0					7.0	7.0	7.0			
Flash Dont Walk (s)	25.0	25.0					22.0	22.0	22.0			
Pedestrian Calls (#/hr)	0	0					0	0	0			
Act Effct Green (s)	113.0	113.0		120.9	119.8			9.0	9.0			
Actuated g/C Ratio	0.81	0.81		0.86	0.86			0.06	0.06			
v/c Ratio	0.01	0.54		0.10	0.42			0.31	0.38			
Control Delay	5.2	7.4		0.5	0.3			69.6	14.8			
Queue Delay	0.0	0.2		0.0	0.3			0.0	0.1			
Total Delay	5.2	7.6		0.5	0.6			69.6	14.8			
LOS	A	A		A	A			E	B			
Approach Delay		7.6			0.6			33.8				
Approach LOS		A			A			C				

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 36 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 5.4
 Intersection Capacity Utilization 58.3%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

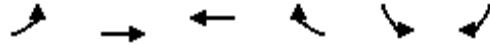
Splits and Phases: 2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)



Lanes, Volumes, Timings

1: Northern Boulevard (NYS Route 25A) & Plandome Road

June 2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	188	1473	1233	329	504	169
Future Volume (vph)	188	1473	1233	329	504	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110			0	435	115
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Frt			0.968			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	3505	3393	0	3400	1568
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	3505	3393	0	3400	1568
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		35	35		30	
Link Distance (ft)		300	1113		956	
Travel Time (s)		5.8	21.7		21.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	192	1503	1258	336	514	172
Shared Lane Traffic (%)						
Lane Group Flow (vph)	192	1503	1594	0	514	172
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA		Prot	Over
Protected Phases	5	2	6		7	5

Lanes, Volumes, Timings

1: Northern Boulevard (NYS Route 25A) & Plandome Road

June 2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases						
Detector Phase	5	2	6		7	5
Switch Phase						
Minimum Initial (s)	8.0	10.0	10.0		8.0	8.0
Minimum Split (s)	14.5	17.0	36.0		14.5	14.5
Total Split (s)	27.0	90.0	90.0		33.0	27.0
Total Split (%)	18.0%	60.0%	60.0%		22.0%	18.0%
Maximum Green (s)	20.5	83.0	83.0		26.5	20.5
Yellow Time (s)	4.0	5.0	5.0		4.0	4.0
All-Red Time (s)	2.5	2.0	2.0		2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.5	7.0	7.0		6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	C-Max	C-Max		None	None
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	21.0		22.0		22.0	21.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	19.2	85.3	85.3		25.5	19.2
Actuated g/C Ratio	0.13	0.57	0.57		0.17	0.13
v/c Ratio	0.86	0.75	0.83		0.89	0.86
Control Delay	104.5	22.0	31.6		79.1	98.8
Queue Delay	27.1	0.7	0.0		0.0	0.0
Total Delay	131.7	22.8	31.6		79.1	98.8
LOS	F	C	C		E	F
Approach Delay		35.1	31.6		84.0	
Approach LOS		D	C		F	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 66 (44%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 42.1
 Intersection LOS: D
 Intersection Capacity Utilization 86.0%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 1: Northern Boulevard (NYS Route 25A) & Plandome Road



Lanes, Volumes, Timings

2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)

June 2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1635	14	16	1378	8	18	0	26	0	0	0
Future Volume (vph)	3	1635	14	16	1378	8	18	0	26	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	130		0	170		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.999				0.850			
Flt Protected	0.950			0.950				0.950				
Satd. Flow (prot)	1752	3501	0	1752	3501	0	0	1752	1568	0	0	0
Flt Permitted	0.182			0.108				0.950				
Satd. Flow (perm)	336	3501	0	199	3501	0	0	1752	1568	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			1				75			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		183			300			662			430	
Travel Time (s)		3.6			5.8			15.0			9.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	3	1703	15	17	1435	8	19	0	27	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	1718	0	17	1443	0	0	19	27	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1			
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right			
Leading Detector (ft)	20	100		20	100		20	100	20			
Trailing Detector (ft)	0	0		0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0		0	0	0			
Detector 1 Size(ft)	20	6		20	6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm			
Protected Phases		2		1	6			4				

Lanes, Volumes, Timings

2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)

June 2022

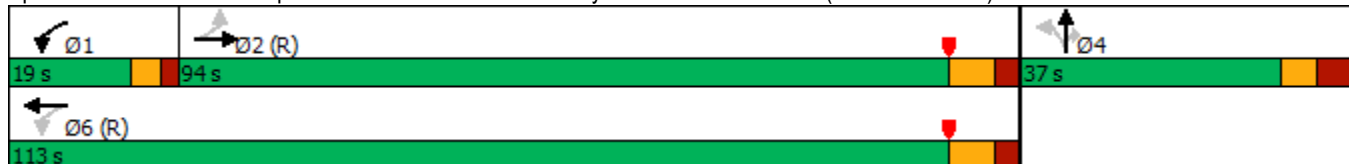


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			4		4			
Detector Phase	2	2		1	6		4	4	4			
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		8.0	8.0	8.0			
Minimum Split (s)	18.0	18.0		8.3	18.0		16.0	16.0	16.0			
Total Split (s)	94.0	94.0		19.0	113.0		37.0	37.0	37.0			
Total Split (%)	62.7%	62.7%		12.7%	75.3%		24.7%	24.7%	24.7%			
Maximum Green (s)	86.0	86.0		13.7	105.0		29.0	29.0	29.0			
Yellow Time (s)	5.0	5.0		3.2	5.0		4.0	4.0	4.0			
All-Red Time (s)	3.0	3.0		2.1	3.0		4.0	4.0	4.0			
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Total Lost Time (s)	8.0	8.0		5.3	8.0		8.0	8.0	8.0			
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0			
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None			
Walk Time (s)	7.0	7.0					7.0	7.0	7.0			
Flash Dont Walk (s)	25.0	25.0					22.0	22.0	22.0			
Pedestrian Calls (#/hr)	0	0					0	0	0			
Act Effct Green (s)	126.1	126.1		131.6	130.5			8.3	8.3			
Actuated g/C Ratio	0.84	0.84		0.88	0.87			0.06	0.06			
v/c Ratio	0.01	0.58		0.07	0.47			0.20	0.17			
Control Delay	4.3	6.5		0.8	0.9			72.5	2.4			
Queue Delay	0.0	0.2		0.0	0.6			0.0	0.5			
Total Delay	4.3	6.7		0.8	1.5			72.5	2.9			
LOS	A	A		A	A			E	A			
Approach Delay		6.7			1.5			31.6				
Approach LOS		A			A			C				

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 98 (65%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 4.7
 Intersection LOS: A
 Intersection Capacity Utilization 65.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)



Lanes, Volumes, Timings

1: Northern Boulevard (NYS Route 25A) & Plandome Road

June 2022

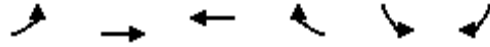


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	200	1372	1035	305	395	207
Future Volume (vph)	200	1372	1035	305	395	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110			0	435	115
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Frt			0.966			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	3505	3386	0	3400	1568
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	3505	3386	0	3400	1568
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		35	35		30	
Link Distance (ft)		300	1113		956	
Travel Time (s)		5.8	21.7		21.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	213	1460	1101	324	420	220
Shared Lane Traffic (%)						
Lane Group Flow (vph)	213	1460	1425	0	420	220
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA		Prot	Over
Protected Phases	5	2	6		7	5

Lanes, Volumes, Timings

1: Northern Boulevard (NYS Route 25A) & Plandome Road

June 2022

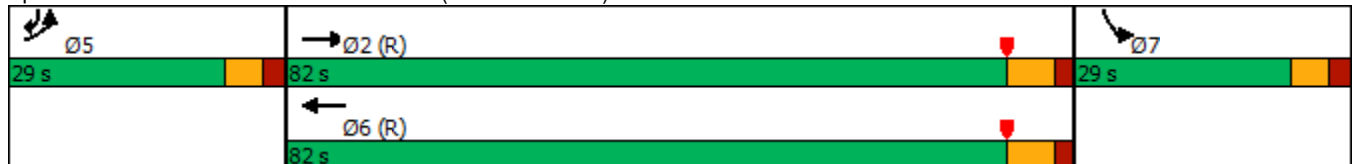


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Permitted Phases						
Detector Phase	5	2	6		7	5
Switch Phase						
Minimum Initial (s)	8.0	10.0	10.0		8.0	8.0
Minimum Split (s)	14.5	17.0	36.0		14.5	14.5
Total Split (s)	29.0	82.0	82.0		29.0	29.0
Total Split (%)	20.7%	58.6%	58.6%		20.7%	20.7%
Maximum Green (s)	22.5	75.0	75.0		22.5	22.5
Yellow Time (s)	4.0	5.0	5.0		4.0	4.0
All-Red Time (s)	2.5	2.0	2.0		2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.5	7.0	7.0		6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	C-Max	C-Max		None	None
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	21.0		22.0		22.0	21.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	21.9	77.2	77.2		21.0	21.9
Actuated g/C Ratio	0.16	0.55	0.55		0.15	0.16
v/c Ratio	0.78	0.76	0.76		0.83	0.90
Control Delay	79.0	23.4	28.3		71.8	94.1
Queue Delay	14.5	0.8	0.0		0.0	0.0
Total Delay	93.5	24.2	28.3		71.8	94.1
LOS	F	C	C		E	F
Approach Delay		33.0	28.3		79.4	
Approach LOS		C	C		E	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 27 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 39.2
 Intersection LOS: D
 Intersection Capacity Utilization 77.4%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 1: Northern Boulevard (NYS Route 25A) & Plandome Road



Lanes, Volumes, Timings

2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)

June 2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1560	9	9	1215	19	11	0	11	0	0	0
Future Volume (vph)	5	1560	9	9	1215	19	11	0	11	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	130		0	170		0	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.998				0.850			
Flt Protected	0.950			0.950				0.950				
Satd. Flow (prot)	1752	3501	0	1752	3498	0	0	1752	1568	0	0	0
Flt Permitted	0.207			0.114				0.950				
Satd. Flow (perm)	382	3501	0	210	3498	0	0	1752	1568	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			2				80			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		183			300			662			430	
Travel Time (s)		3.6			5.8			15.0			9.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	5	1677	10	10	1306	20	12	0	12	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	1687	0	10	1326	0	0	12	12	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1			
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right			
Leading Detector (ft)	20	100		20	100		20	100	20			
Trailing Detector (ft)	0	0		0	0		0	0	0			
Detector 1 Position(ft)	0	0		0	0		0	0	0			
Detector 1 Size(ft)	20	6		20	6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm			
Protected Phases		2		1	6			4				

Lanes, Volumes, Timings

2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)

June 2022

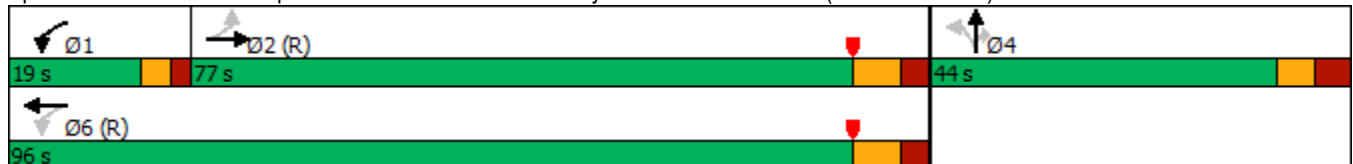


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			4		4			
Detector Phase	2	2		1	6		4	4	4			
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0		8.0	8.0	8.0			
Minimum Split (s)	18.0	18.0		8.3	18.0		16.0	16.0	16.0			
Total Split (s)	77.0	77.0		19.0	96.0		44.0	44.0	44.0			
Total Split (%)	55.0%	55.0%		13.6%	68.6%		31.4%	31.4%	31.4%			
Maximum Green (s)	69.0	69.0		13.7	88.0		36.0	36.0	36.0			
Yellow Time (s)	5.0	5.0		3.2	5.0		4.0	4.0	4.0			
All-Red Time (s)	3.0	3.0		2.1	3.0		4.0	4.0	4.0			
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			
Total Lost Time (s)	8.0	8.0		5.3	8.0			8.0	8.0			
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0			
Recall Mode	C-Max	C-Max		None	C-Max		None	None	None			
Walk Time (s)	7.0	7.0					7.0	7.0	7.0			
Flash Dont Walk (s)	25.0	25.0					22.0	22.0	22.0			
Pedestrian Calls (#/hr)	0	0					0	0	0			
Act Effct Green (s)	123.3	123.3		125.1	125.6			8.0	8.0			
Actuated g/C Ratio	0.88	0.88		0.89	0.90			0.06	0.06			
v/c Ratio	0.01	0.55		0.04	0.42			0.12	0.07			
Control Delay	3.6	4.7		0.2	0.3			65.5	0.8			
Queue Delay	0.0	0.3		0.0	0.2			0.0	0.0			
Total Delay	3.6	5.0		0.2	0.5			65.5	0.8			
LOS	A	A		A	A			E	A			
Approach Delay		5.0			0.5			33.1				
Approach LOS		A			A			C				

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 36 (26%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 3.3
 Intersection LOS: A
 Intersection Capacity Utilization 63.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 2: Clapham Avenue/East Site Driveway & Northern Boulevard (NYS Route 25A)



UNSIGNALIZED INTERSECTIONS

HCM 6th TWSC
 3: Northern Boulevard (NYS Route 25A) & Norgate Road

June 2022

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	42	764	1082	13	9	94
Future Vol, veh/h	42	764	1082	13	9	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	45	822	1163	14	10	101

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1177	0	-	0	1671 589
Stage 1	-	-	-	-	1170 -
Stage 2	-	-	-	-	501 -
Critical Hdwy	4.16	-	-	-	6.86 6.96
Critical Hdwy Stg 1	-	-	-	-	5.86 -
Critical Hdwy Stg 2	-	-	-	-	5.86 -
Follow-up Hdwy	2.23	-	-	-	3.53 3.33
Pot Cap-1 Maneuver	584	-	-	-	86 449
Stage 1	-	-	-	-	255 -
Stage 2	-	-	-	-	571 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	584	-	-	-	79 449
Mov Cap-2 Maneuver	-	-	-	-	180 -
Stage 1	-	-	-	-	235 -
Stage 2	-	-	-	-	571 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	584	-	-	-	397
HCM Lane V/C Ratio	0.077	-	-	-	0.279
HCM Control Delay (s)	11.7	-	-	-	17.5
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.1

HCM 6th TWSC
 3: Northern Boulevard (NYS Route 25A) & Norgate Road

June 2022

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	1189	1024	17	11	83
Future Vol, veh/h	45	1189	1024	17	11	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	49	1292	1113	18	12	90

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1131	0	-	0	1866 566
Stage 1	-	-	-	-	1122 -
Stage 2	-	-	-	-	744 -
Critical Hdwy	4.16	-	-	-	6.86 6.96
Critical Hdwy Stg 1	-	-	-	-	5.86 -
Critical Hdwy Stg 2	-	-	-	-	5.86 -
Follow-up Hdwy	2.23	-	-	-	3.53 3.33
Pot Cap-1 Maneuver	608	-	-	-	63 465
Stage 1	-	-	-	-	271 -
Stage 2	-	-	-	-	428 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	608	-	-	-	58 465
Mov Cap-2 Maneuver	-	-	-	-	168 -
Stage 1	-	-	-	-	249 -
Stage 2	-	-	-	-	428 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	17.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	608	-	-	-	385
HCM Lane V/C Ratio	0.08	-	-	-	0.265
HCM Control Delay (s)	11.4	-	-	-	17.7
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.1

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	60	1502	1165	24	4	89
Future Vol, veh/h	60	1502	1165	24	4	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	63	1581	1226	25	4	94

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1251	0	-	0	2156 626
Stage 1	-	-	-	-	1239 -
Stage 2	-	-	-	-	917 -
Critical Hdwy	4.16	-	-	-	6.86 6.96
Critical Hdwy Stg 1	-	-	-	-	5.86 -
Critical Hdwy Stg 2	-	-	-	-	5.86 -
Follow-up Hdwy	2.23	-	-	-	3.53 3.33
Pot Cap-1 Maneuver	547	-	-	-	40 425
Stage 1	-	-	-	-	234 -
Stage 2	-	-	-	-	348 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	547	-	-	-	35 425
Mov Cap-2 Maneuver	-	-	-	-	133 -
Stage 1	-	-	-	-	207 -
Stage 2	-	-	-	-	348 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	17.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	547	-	-	-	388
HCM Lane V/C Ratio	0.115	-	-	-	0.252
HCM Control Delay (s)	12.4	-	-	-	17.4
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	1

HCM 6th TWSC
 3: Northern Boulevard (NYS Route 25A) & Norgate Road

June 2022

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	63	1378	1082	12	5	67
Future Vol, veh/h	63	1378	1082	12	5	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	67	1466	1151	13	5	71

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1164	0	-	0	2025 582
Stage 1	-	-	-	-	1158 -
Stage 2	-	-	-	-	867 -
Critical Hdwy	4.16	-	-	-	6.86 6.96
Critical Hdwy Stg 1	-	-	-	-	5.86 -
Critical Hdwy Stg 2	-	-	-	-	5.86 -
Follow-up Hdwy	2.23	-	-	-	3.53 3.33
Pot Cap-1 Maneuver	590	-	-	-	50 454
Stage 1	-	-	-	-	259 -
Stage 2	-	-	-	-	369 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	590	-	-	-	44 454
Mov Cap-2 Maneuver	-	-	-	-	148 -
Stage 1	-	-	-	-	229 -
Stage 2	-	-	-	-	369 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	16.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	590	-	-	-	397
HCM Lane V/C Ratio	0.114	-	-	-	0.193
HCM Control Delay (s)	11.9	-	-	-	16.2
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	0.7

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	43	928	1143	13	9	96
Future Vol, veh/h	43	928	1143	13	9	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	46	998	1229	14	10	103

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1243	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.16	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.23	-	-
Pot Cap-1 Maneuver	550	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	550	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	18.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	550	-	-	-	374
HCM Lane V/C Ratio	0.084	-	-	-	0.302
HCM Control Delay (s)	12.1	-	-	-	18.7
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.2

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	1348	1155	17	11	85
Future Vol, veh/h	46	1348	1155	17	11	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	50	1465	1255	18	12	92

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1273	0	0 2097 637
Stage 1	-	-	- 1264 -
Stage 2	-	-	- 833 -
Critical Hdwy	4.16	-	- 6.86 6.96
Critical Hdwy Stg 1	-	-	- 5.86 -
Critical Hdwy Stg 2	-	-	- 5.86 -
Follow-up Hdwy	2.23	-	- 3.53 3.33
Pot Cap-1 Maneuver	536	-	- 44 418
Stage 1	-	-	- 227 -
Stage 2	-	-	- 385 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	536	-	- 40 418
Mov Cap-2 Maneuver	-	-	- 139 -
Stage 1	-	-	- 206 -
Stage 2	-	-	- 385 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	20.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	536	-	-	-	340
HCM Lane V/C Ratio	0.093	-	-	-	0.307
HCM Control Delay (s)	12.4	-	-	-	20.2
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.3

HCM 6th TWSC
 3: Northern Boulevard (NYS Route 25A) & Norgate Road

June 2022

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	61	1627	1368	24	4	91
Future Vol, veh/h	61	1627	1368	24	4	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	64	1713	1440	25	4	96

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1465	0	-	0	2438 733
Stage 1	-	-	-	-	1453 -
Stage 2	-	-	-	-	985 -
Critical Hdwy	4.16	-	-	-	6.86 6.96
Critical Hdwy Stg 1	-	-	-	-	5.86 -
Critical Hdwy Stg 2	-	-	-	-	5.86 -
Follow-up Hdwy	2.23	-	-	-	3.53 3.33
Pot Cap-1 Maneuver	452	-	-	-	26 361
Stage 1	-	-	-	-	180 -
Stage 2	-	-	-	-	320 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	452	-	-	-	22 361
Mov Cap-2 Maneuver	-	-	-	-	104 -
Stage 1	-	-	-	-	154 -
Stage 2	-	-	-	-	320 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	20.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	452	-	-	-	327
HCM Lane V/C Ratio	0.142	-	-	-	0.306
HCM Control Delay (s)	14.3	-	-	-	20.8
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.5	-	-	-	1.3

HCM 6th TWSC
 3: Northern Boulevard (NYS Route 25A) & Norgate Road

June 2022

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	64	1538	1206	12	5	68
Future Vol, veh/h	64	1538	1206	12	5	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	68	1636	1283	13	5	72

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1296	0	-	0	2244 648
Stage 1	-	-	-	-	1290 -
Stage 2	-	-	-	-	954 -
Critical Hdwy	4.16	-	-	-	6.86 6.96
Critical Hdwy Stg 1	-	-	-	-	5.86 -
Critical Hdwy Stg 2	-	-	-	-	5.86 -
Follow-up Hdwy	2.23	-	-	-	3.53 3.33
Pot Cap-1 Maneuver	525	-	-	-	35 411
Stage 1	-	-	-	-	220 -
Stage 2	-	-	-	-	332 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	525	-	-	-	30 411
Mov Cap-2 Maneuver	-	-	-	-	123 -
Stage 1	-	-	-	-	191 -
Stage 2	-	-	-	-	332 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	18
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	525	-	-	-	354
HCM Lane V/C Ratio	0.13	-	-	-	0.219
HCM Control Delay (s)	12.9	-	-	-	18
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	0.8

HCM 6th TWSC
 3: Northern Boulevard (NYS Route 25A) & Norgate Road

June 2022

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	43	941	1148	13	9	96
Future Vol, veh/h	43	941	1148	13	9	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	46	1012	1234	14	10	103

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1248	0	-	0	1839 624
Stage 1	-	-	-	-	1241 -
Stage 2	-	-	-	-	598 -
Critical Hdwy	4.16	-	-	-	6.86 6.96
Critical Hdwy Stg 1	-	-	-	-	5.86 -
Critical Hdwy Stg 2	-	-	-	-	5.86 -
Follow-up Hdwy	2.23	-	-	-	3.53 3.33
Pot Cap-1 Maneuver	548	-	-	-	66 426
Stage 1	-	-	-	-	234 -
Stage 2	-	-	-	-	509 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	548	-	-	-	60 426
Mov Cap-2 Maneuver	-	-	-	-	159 -
Stage 1	-	-	-	-	214 -
Stage 2	-	-	-	-	509 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	18.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	548	-	-	-	372
HCM Lane V/C Ratio	0.084	-	-	-	0.304
HCM Control Delay (s)	12.2	-	-	-	18.8
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.3

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	941	1156	5	9	5
Future Vol, veh/h	9	941	1156	5	9	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	25	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	10	1012	1243	5	10	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1248	0	-	0	1772 624
Stage 1	-	-	-	-	1246 -
Stage 2	-	-	-	-	526 -
Critical Hdwy	4.16	-	-	-	6.86 6.96
Critical Hdwy Stg 1	-	-	-	-	5.86 -
Critical Hdwy Stg 2	-	-	-	-	5.86 -
Follow-up Hdwy	2.23	-	-	-	3.53 3.33
Pot Cap-1 Maneuver	548	-	-	-	73 426
Stage 1	-	-	-	-	232 -
Stage 2	-	-	-	-	554 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	548	-	-	-	72 426
Mov Cap-2 Maneuver	-	-	-	-	173 -
Stage 1	-	-	-	-	228 -
Stage 2	-	-	-	-	554 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	22.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	548	-	-	-	220
HCM Lane V/C Ratio	0.018	-	-	-	0.068
HCM Control Delay (s)	11.7	-	-	-	22.6
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

HCM 6th TWSC
 3: Northern Boulevard (NYS Route 25A) & Norgate Road

June 2022

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	1366	1176	17	11	85
Future Vol, veh/h	46	1366	1176	17	11	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	50	1485	1278	18	12	92

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1296	0	-	0	2130 648
Stage 1	-	-	-	-	1287 -
Stage 2	-	-	-	-	843 -
Critical Hdwy	4.16	-	-	-	6.86 6.96
Critical Hdwy Stg 1	-	-	-	-	5.86 -
Critical Hdwy Stg 2	-	-	-	-	5.86 -
Follow-up Hdwy	2.23	-	-	-	3.53 3.33
Pot Cap-1 Maneuver	525	-	-	-	42 411
Stage 1	-	-	-	-	221 -
Stage 2	-	-	-	-	380 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	525	-	-	-	38 411
Mov Cap-2 Maneuver	-	-	-	-	135 -
Stage 1	-	-	-	-	200 -
Stage 2	-	-	-	-	380 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	20.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	525	-	-	-	333
HCM Lane V/C Ratio	0.095	-	-	-	0.313
HCM Control Delay (s)	12.6	-	-	-	20.7
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.3

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	1363	1173	5	21	21
Future Vol, veh/h	14	1363	1173	5	21	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	25	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	15	1498	1289	5	23	23

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1294	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.16	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.23	-	-
Pot Cap-1 Maneuver	526	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	526	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	26
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	526	-	-	-	217
HCM Lane V/C Ratio	0.029	-	-	-	0.213
HCM Control Delay (s)	12.1	-	-	-	26
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	61	1641	1389	24	4	91
Future Vol, veh/h	61	1641	1389	24	4	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	64	1727	1462	25	4	96

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1487	0	0 2467 744
Stage 1	-	-	- 1475 -
Stage 2	-	-	- 992 -
Critical Hdwy	4.16	-	- 6.86 6.96
Critical Hdwy Stg 1	-	-	- 5.86 -
Critical Hdwy Stg 2	-	-	- 5.86 -
Follow-up Hdwy	2.23	-	- 3.53 3.33
Pot Cap-1 Maneuver	443	-	- 25 355
Stage 1	-	-	- 175 -
Stage 2	-	-	- 317 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	443	-	- 21 355
Mov Cap-2 Maneuver	-	-	- 101 -
Stage 1	-	-	- 150 -
Stage 2	-	-	- 317 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	21.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	443	-	-	-	321
HCM Lane V/C Ratio	0.145	-	-	-	0.312
HCM Control Delay (s)	14.5	-	-	-	21.2
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.5	-	-	-	1.3

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	1634	1393	4	18	21
Future Vol, veh/h	12	1634	1393	4	18	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	25	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	13	1720	1466	4	19	22

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1470	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.16	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.23	-	-
Pot Cap-1 Maneuver	450	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	450	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	30.1
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	450	-	-	-	184
HCM Lane V/C Ratio	0.028	-	-	-	0.223
HCM Control Delay (s)	13.2	-	-	-	30.1
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	64	1565	1233	12	5	68
Future Vol, veh/h	64	1565	1233	12	5	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	68	1665	1312	13	5	72

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1325	0	-	0	2288 663
Stage 1	-	-	-	-	1319 -
Stage 2	-	-	-	-	969 -
Critical Hdwy	4.16	-	-	-	6.86 6.96
Critical Hdwy Stg 1	-	-	-	-	5.86 -
Critical Hdwy Stg 2	-	-	-	-	5.86 -
Follow-up Hdwy	2.23	-	-	-	3.53 3.33
Pot Cap-1 Maneuver	512	-	-	-	33 401
Stage 1	-	-	-	-	212 -
Stage 2	-	-	-	-	326 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	512	-	-	-	29 401
Mov Cap-2 Maneuver	-	-	-	-	119 -
Stage 1	-	-	-	-	184 -
Stage 2	-	-	-	-	326 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	18.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	512	-	-	-	345
HCM Lane V/C Ratio	0.133	-	-	-	0.225
HCM Control Delay (s)	13.1	-	-	-	18.4
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.5	-	-	-	0.8

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	1548	1218	8	27	27
Future Vol, veh/h	21	1548	1218	8	27	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	25	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	23	1665	1310	9	29	29

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1319	0	-	0	2194 660
Stage 1	-	-	-	-	1315 -
Stage 2	-	-	-	-	879 -
Critical Hdwy	4.16	-	-	-	6.86 6.96
Critical Hdwy Stg 1	-	-	-	-	5.86 -
Critical Hdwy Stg 2	-	-	-	-	5.86 -
Follow-up Hdwy	2.23	-	-	-	3.53 3.33
Pot Cap-1 Maneuver	515	-	-	-	38 403
Stage 1	-	-	-	-	213 -
Stage 2	-	-	-	-	364 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	515	-	-	-	36 403
Mov Cap-2 Maneuver	-	-	-	-	134 -
Stage 1	-	-	-	-	203 -
Stage 2	-	-	-	-	364 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	30
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	515	-	-	-	201
HCM Lane V/C Ratio	0.044	-	-	-	0.289
HCM Control Delay (s)	12.3	-	-	-	30
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1