

APPENDIX D

EXISTING VOLUMES CAPACITY ANALYSIS

Suffolk Technology Center
 1: Pinelawn Rd & Ruland Rd/Colonial Springs Rd

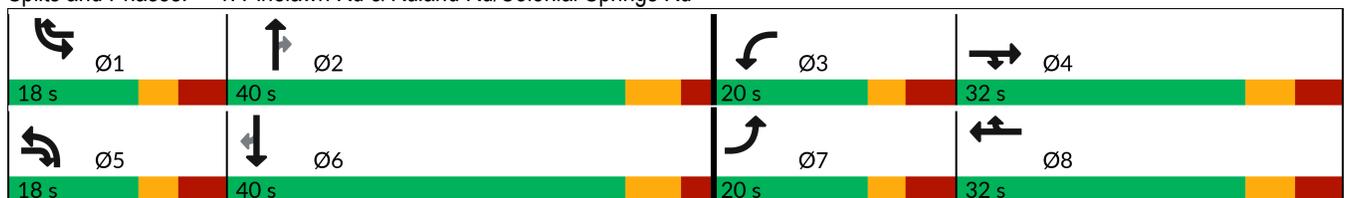
Existing Volumes
 01/03/2024 2:32 pm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	108	51	53	464	594	242	861	26	236	647	273
Future Volume (vph)	112	108	51	53	464	594	242	861	26	236	647	273
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	4 5	3	8	8 1	5	2		1	6	
Permitted Phases									2			6
Detector Phase	7	4	4 5	3	8	8 1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	6.0		3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	10.2	14.0		10.2	41.0		10.2	37.1	37.1	10.2	37.1	37.1
Total Split (s)	20.0	32.0		20.0	32.0		18.0	40.0	40.0	18.0	40.0	40.0
Total Split (%)	18.2%	29.1%		18.2%	29.1%		16.4%	36.4%	36.4%	16.4%	36.4%	36.4%
Yellow Time (s)	3.2	4.0		3.2	4.0		3.2	4.6	4.6	3.2	4.6	4.6
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	2.5	2.5	4.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	8.0		7.2	8.0		7.2	7.1	7.1	7.2	7.1	7.1
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effct Green (s)	9.6	27.6	45.5	8.9	24.1	42.2	10.6	26.7	26.7	10.9	26.9	26.9
Actuated g/C Ratio	0.10	0.27	0.45	0.09	0.24	0.42	0.11	0.26	0.26	0.11	0.27	0.27
v/c Ratio	0.44	0.14	0.08	0.40	0.64	0.98	0.75	0.74	0.05	0.80	0.57	0.48
Control Delay (s/veh)	49.1	31.8	0.4	52.4	39.7	56.9	60.0	38.0	0.2	64.2	33.9	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.1	31.8	0.4	52.4	39.7	56.9	60.0	38.0	0.2	64.2	33.9	6.2
LOS	D	C	A	D	D	E	E	D	A	E	C	A
Approach Delay (s/veh)		33.0			49.5			41.9			33.6	
Approach LOS		C			D			D			C	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 100.9
 Natural Cycle: 100
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay (s/veh): 40.9 Intersection LOS: D
 Intersection Capacity Utilization 75.4% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 1: Pinelawn Rd & Ruland Rd/Colonial Springs Rd



Suffolk Technology Center
3: Little East Neck Rd & Long Island Avenue

Existing Volumes
01/03/2024 2:32 pm

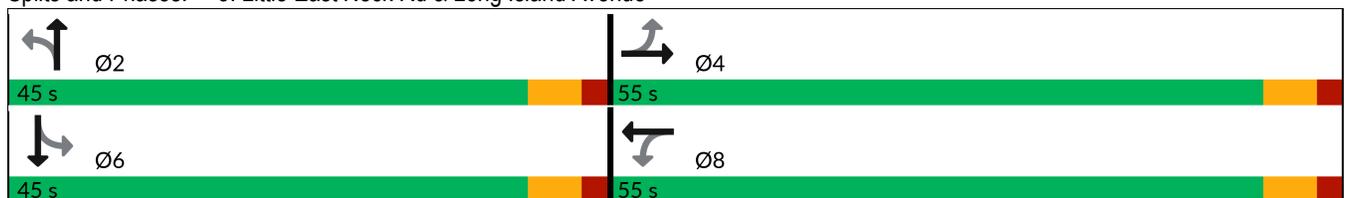


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	18	116	17	274	53	488	36	178
Future Volume (vph)	18	116	17	274	53	488	36	178
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	8.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.0	14.0	14.0	14.0	16.0	16.0	16.0	16.0
Total Split (s)	55.0	55.0	55.0	55.0	45.0	45.0	45.0	45.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		30.9		30.9		39.5		39.5
Actuated g/C Ratio		0.37		0.37		0.48		0.48
v/c Ratio		0.29		0.84		0.68		0.39
Control Delay (s/veh)		16.3		32.5		23.7		17.7
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		16.3		32.5		23.7		17.7
LOS		B		C		C		B
Approach Delay (s/veh)		16.3		32.5		23.7		17.7
Approach LOS		B		C		C		B

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 82.5
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay (s/veh): 25.1 Intersection LOS: C
 Intersection Capacity Utilization 76.4% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 3: Little East Neck Rd & Long Island Avenue



Suffolk Technology Center
4: Straight Path & Little East Neck Rd

Existing Volumes
01/03/2024 2:32 pm

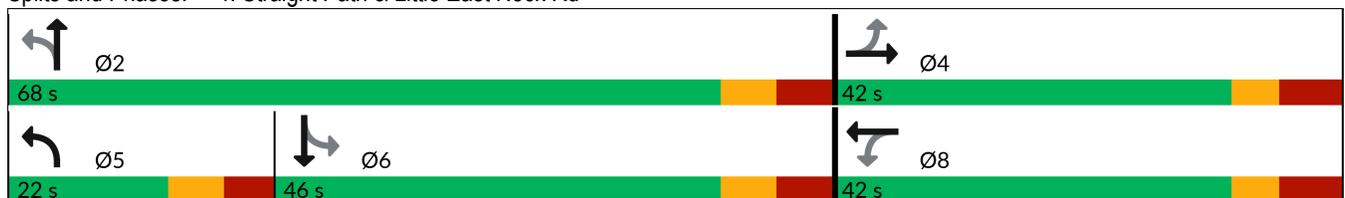


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	24	116	8	345	144	614	83	732
Future Volume (vph)	24	116	8	345	144	614	83	732
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	3.0	20.0	20.0	20.0
Minimum Split (s)	38.1	38.1	37.1	37.1	11.8	29.2	29.2	29.2
Total Split (s)	42.0	42.0	42.0	42.0	22.0	68.0	46.0	46.0
Total Split (%)	38.2%	38.2%	38.2%	38.2%	20.0%	61.8%	41.8%	41.8%
Yellow Time (s)	3.8	3.8	3.8	3.8	4.7	4.6	4.6	4.6
All-Red Time (s)	5.3	5.3	5.3	5.3	4.1	4.6	4.6	4.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.1	9.1	9.1	9.1	8.8	9.2	9.2	9.2
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	Min	Min	None	None	None	Min	Min	Min
Act Effct Green (s)	33.1	33.1	33.1	33.1	51.8	51.4	30.8	30.8
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.50	0.50	0.30	0.30
v/c Ratio	0.30	0.53	0.03	0.99	0.51	0.46	0.44	0.82
Control Delay (s/veh)	40.1	28.5	27.5	72.6	19.7	17.5	37.2	41.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.1	28.5	27.5	72.6	19.7	17.5	37.2	41.3
LOS	D	C	C	E	B	B	D	D
Approach Delay (s/veh)		29.5		71.8		17.9		40.9
Approach LOS		C		E		B		D

Intersection Summary

Cycle Length: 110	
Actuated Cycle Length: 102.9	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay (s/veh): 38.6	Intersection LOS: D
Intersection Capacity Utilization 83.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: Straight Path & Little East Neck Rd



Suffolk Technology Center
5: Wellwood Ave & Conklin St/Long Island Avenue

Existing Volumes
01/03/2024 2:32 pm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	38	125	57	22	244	76	102	1497	30	31	391
Future Volume (vph)	38	125	57	22	244	76	102	1497	30	31	391
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA
Protected Phases	3	8		7	4	5	1	6	7	5	2
Permitted Phases	8		8	4		4			6		
Detector Phase	3	8	8	7	4	5	1	6	7	5	2
Switch Phase											
Minimum Initial (s)	3.0	6.0	6.0	3.0	6.0	3.0	3.0	20.0	3.0	3.0	20.0
Minimum Split (s)	9.8	29.6	29.6	9.8	12.6	11.7	9.2	32.7	9.8	11.7	27.7
Total Split (s)	14.0	30.0	30.0	14.0	30.0	29.0	29.0	77.0	14.0	29.0	77.0
Total Split (%)	9.3%	20.0%	20.0%	9.3%	20.0%	19.3%	19.3%	51.3%	9.3%	19.3%	51.3%
Yellow Time (s)	3.2	4.3	4.3	3.2	4.3	3.5	3.5	5.0	3.2	3.5	5.0
All-Red Time (s)	3.6	2.3	2.3	3.6	2.3	5.2	2.7	2.7	3.6	5.2	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.6	6.6	6.8	6.6	8.7	6.2	7.7	6.8	8.7	7.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes										
Recall Mode	None	Max	None	None	Max						
Act Effct Green (s)	29.1	23.8	23.8	28.6	23.5	30.5	15.8	73.8	81.3	9.1	69.7
Actuated g/C Ratio	0.21	0.17	0.17	0.20	0.17	0.22	0.11	0.53	0.58	0.06	0.50
v/c Ratio	0.35	0.50	0.19	0.10	0.91	0.27	0.68	0.91	0.04	0.40	0.38
Control Delay (s/veh)	50.5	61.6	1.2	43.0	92.3	43.0	81.8	40.2	0.1	76.7	24.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.5	61.6	1.2	43.0	92.3	43.0	81.8	40.2	0.1	76.7	24.3
LOS	D	E	A	D	F	D	F	D	A	E	C
Approach Delay (s/veh)		44.1			78.1			42.1			27.8
Approach LOS		D			E			D			C

Intersection Summary

Cycle Length: 150	
Actuated Cycle Length: 140.4	
Natural Cycle: 115	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay (s/veh): 44.0	Intersection LOS: D
Intersection Capacity Utilization 85.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Wellwood Ave & Conklin St/Long Island Avenue

Ø1 29 s	Ø2 77 s	Ø3 14 s	Ø4 30 s
Ø5 29 s	Ø6 77 s	Ø7 14 s	Ø8 30 s

Suffolk Technology Center
6: Straight Path & Long Island Avenue

Existing Volumes
01/03/2024 2:32 pm

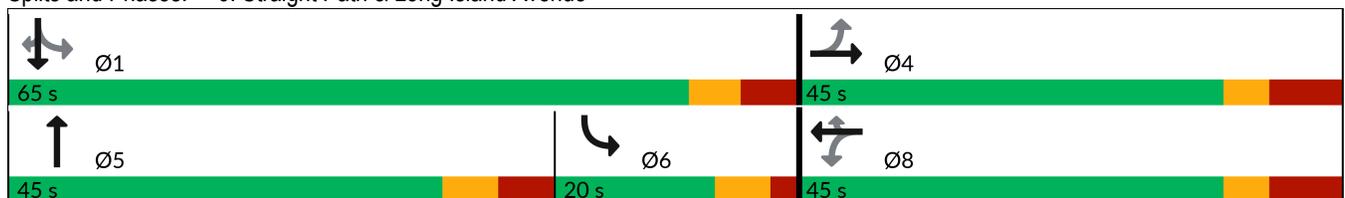


Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	60	136	83	320	93	443	25	340	72
Future Volume (vph)	60	136	83	320	93	443	25	340	72
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA	Perm
Protected Phases		4		8		5	6	1	
Permitted Phases	4		8		8		1		1
Detector Phase	4	4	8	8	8	5	6	1	1
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	17.0	4.0	17.0	17.0
Minimum Split (s)	43.8	43.8	15.8	15.8	15.8	39.2	10.8	38.9	38.9
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0	20.0	65.0	65.0
Total Split (%)	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	18.2%	59.1%	59.1%
Yellow Time (s)	3.8	3.8	3.8	3.8	3.8	4.6	4.6	4.3	4.3
All-Red Time (s)	6.0	6.0	6.0	6.0	6.0	4.6	2.2	4.6	4.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.8	9.8	9.8	9.8	9.8	9.2	6.8	8.9	8.9
Lead/Lag						Lead	Lag		
Lead-Lag Optimize?						Yes	Yes		
Recall Mode	None	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	23.5	23.5	23.5	23.5	23.5	20.7	35.8	33.7	33.7
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.31	0.27	0.47	0.44	0.44
v/c Ratio	0.37	0.39	0.31	0.76	0.23	0.63	0.06	0.50	0.13
Control Delay (s/veh)	26.5	22.4	23.3	35.0	20.9	28.7	14.0	19.6	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.5	22.4	23.3	35.0	20.9	28.7	14.0	19.6	4.6
LOS	C	C	C	D	C	C	B	B	A
Approach Delay (s/veh)		23.6		30.4		28.7		16.8	
Approach LOS		C		C		C		B	

Intersection Summary

Cycle Length: 110	
Actuated Cycle Length: 76.3	
Natural Cycle: 95	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay (s/veh): 25.4	Intersection LOS: C
Intersection Capacity Utilization 68.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Straight Path & Long Island Avenue



Suffolk Technology Center
 2: Little East Neck Rd & Colonial Springs Rd

Existing Volumes
 11/02/2023 9:29 am



Lane Group	EBT	WBL	WBT	NBL
Lane Configurations	→		←	↶
Traffic Volume (vph)	192	37	214	246
Future Volume (vph)	192	37	214	246
Turn Type	NA	Perm	NA	Prot
Protected Phases	2		2	4
Permitted Phases		2		
Detector Phase	2	2	2	4
Switch Phase				
Minimum Initial (s)	20.0	20.0	20.0	8.0
Minimum Split (s)	25.5	25.5	25.5	25.5
Total Split (s)	55.0	55.0	55.0	30.0
Total Split (%)	64.7%	64.7%	64.7%	35.3%
Yellow Time (s)	3.5	3.5	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.5
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.5		5.5	5.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Min
Act Effct Green (s)	49.6		49.6	22.2
Actuated g/C Ratio	0.60		0.60	0.27
v/c Ratio	0.43		0.30	0.88
Control Delay (s/veh)	8.0		9.7	52.1
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	8.0		9.7	52.1
LOS	A		A	D
Approach Delay (s/veh)	8.0		9.7	52.1
Approach LOS	A		A	D

Intersection Summary

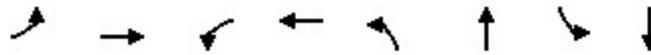
Cycle Length: 85
 Actuated Cycle Length: 82.8
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay (s/veh): 22.8
 Intersection LOS: C
 Intersection Capacity Utilization 68.9%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 2: Little East Neck Rd & Colonial Springs Rd



Suffolk Technology Center
 3: Little East Neck Rd & Long Island Avenue

Existing Volumes
 11/02/2023 9:29 am

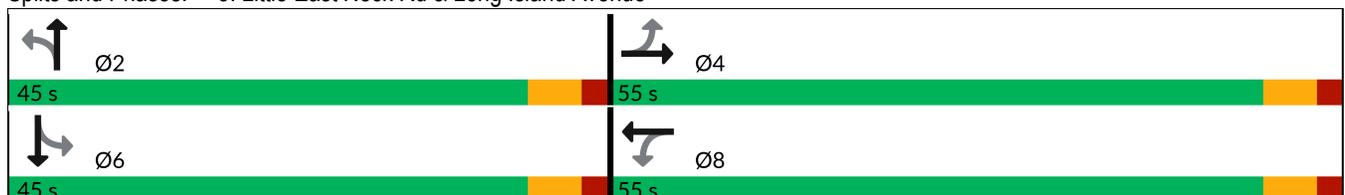


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	38	208	11	155	53	227	57	207
Future Volume (vph)	38	208	11	155	53	227	57	207
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	8.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.0	14.0	14.0	14.0	16.0	16.0	16.0	16.0
Total Split (s)	55.0	55.0	55.0	55.0	45.0	45.0	45.0	45.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effect Green (s)		17.7		17.7		39.2		39.2
Actuated g/C Ratio		0.26		0.26		0.57		0.57
v/c Ratio		0.74		0.51		0.37		0.43
Control Delay (s/veh)		31.8		22.8		10.6		11.2
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		31.8		22.8		10.6		11.2
LOS		C		C		B		B
Approach Delay (s/veh)		31.8		22.8		10.6		11.2
Approach LOS		C		C		B		B

Intersection Summary

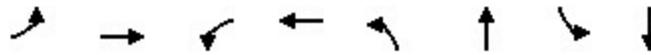
Cycle Length: 100
 Actuated Cycle Length: 68.9
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay (s/veh): 18.9
 Intersection LOS: B
 Intersection Capacity Utilization 62.3%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 3: Little East Neck Rd & Long Island Avenue



Suffolk Technology Center
4: Straight Path & Little East Neck Rd

Existing Volumes
11/02/2023 9:29 am

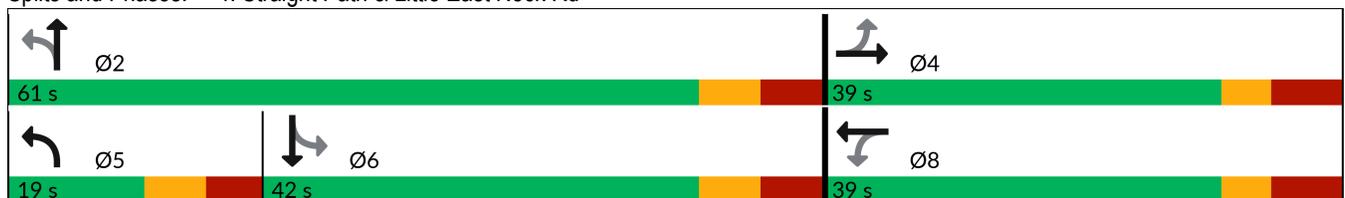


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	←	→	←	→	←	→	←	→
Traffic Volume (vph)	22	159	16	116	105	559	85	615
Future Volume (vph)	22	159	16	116	105	559	85	615
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	3.0	20.0	20.0	20.0
Minimum Split (s)	38.1	38.1	37.1	37.1	11.8	29.2	29.2	29.2
Total Split (s)	39.0	39.0	39.0	39.0	19.0	61.0	42.0	42.0
Total Split (%)	39.0%	39.0%	39.0%	39.0%	19.0%	61.0%	42.0%	42.0%
Yellow Time (s)	3.8	3.8	3.8	3.8	4.7	4.6	4.6	4.6
All-Red Time (s)	5.3	5.3	5.3	5.3	4.1	4.6	4.6	4.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.1	9.1	9.1	9.1	8.8	9.2	9.2	9.2
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	Min	Min	None	None	None	Min	Min	Min
Act Effct Green (s)	18.7	18.7	18.7	18.7	39.5	39.0	25.3	25.3
Actuated g/C Ratio	0.24	0.24	0.24	0.24	0.51	0.51	0.33	0.33
v/c Ratio	0.10	0.71	0.08	0.60	0.32	0.42	0.39	0.65
Control Delay (s/veh)	26.2	35.8	26.0	29.3	13.0	13.0	30.3	27.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.2	35.8	26.0	29.3	13.0	13.0	30.3	27.7
LOS	C	D	C	C	B	B	C	C
Approach Delay (s/veh)		35.0		29.1		13.0		28.0
Approach LOS		D		C		B		C

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 77.2	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay (s/veh): 23.8	Intersection LOS: C
Intersection Capacity Utilization 75.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Straight Path & Little East Neck Rd



Suffolk Technology Center
5: Wellwood Ave & Conklin St/Long Island Avenue

Existing Volumes
11/02/2023 9:29 am

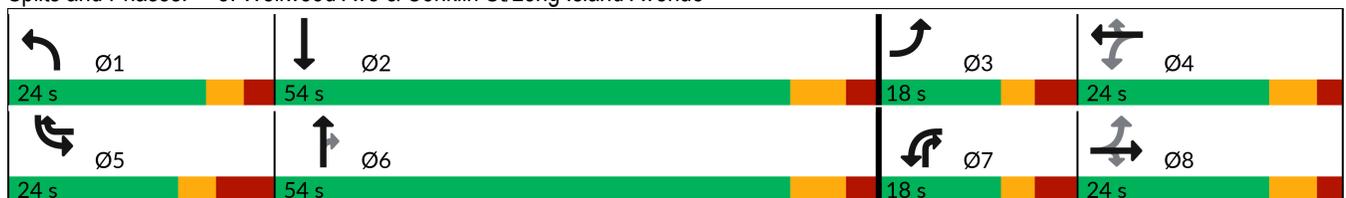


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	81	242	187	19	170	41	140	511	27	43	625
Future Volume (vph)	81	242	187	19	170	41	140	511	27	43	625
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA
Protected Phases	3	8		7	4	5	1	6	7	5	2
Permitted Phases	8		8	4		4			6		
Detector Phase	3	8	8	7	4	5	1	6	7	5	2
Switch Phase											
Minimum Initial (s)	3.0	6.0	6.0	3.0	6.0	3.0	3.0	20.0	3.0	3.0	20.0
Minimum Split (s)	9.8	23.6	23.6	9.8	12.6	11.7	9.2	32.7	9.8	11.7	27.7
Total Split (s)	18.0	24.0	24.0	18.0	24.0	24.0	24.0	54.0	18.0	24.0	54.0
Total Split (%)	15.0%	20.0%	20.0%	15.0%	20.0%	20.0%	20.0%	45.0%	15.0%	20.0%	45.0%
Yellow Time (s)	3.2	4.3	4.3	3.2	4.3	3.5	3.5	5.0	3.2	3.5	5.0
All-Red Time (s)	3.6	2.3	2.3	3.6	2.3	5.2	2.7	2.7	3.6	5.2	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.6	6.6	6.8	6.6	8.7	6.2	7.7	6.8	8.7	7.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes										
Recall Mode	None	Max	None	None	Max						
Act Effct Green (s)	28.4	22.4	22.4	22.2	17.1	24.0	15.2	53.8	61.3	9.0	46.7
Actuated g/C Ratio	0.25	0.20	0.20	0.20	0.15	0.21	0.13	0.48	0.54	0.08	0.41
v/c Ratio	0.38	0.79	0.48	0.11	0.70	0.16	0.74	0.36	0.04	0.40	0.68
Control Delay (s/veh)	36.7	62.1	9.9	32.3	62.7	32.9	70.1	22.2	0.1	60.7	32.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.7	62.1	9.9	32.3	62.7	32.9	70.1	22.2	0.1	60.7	32.1
LOS	D	E	A	C	E	C	E	C	A	E	C
Approach Delay (s/veh)		38.9			54.8			31.2			33.6
Approach LOS		D			D			C			C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 112.9	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay (s/veh): 36.3	Intersection LOS: D
Intersection Capacity Utilization 67.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Wellwood Ave & Conklin St/Long Island Avenue



Suffolk Technology Center
6: Straight Path & Long Island Avenue

Existing Volumes
11/02/2023 9:29 am

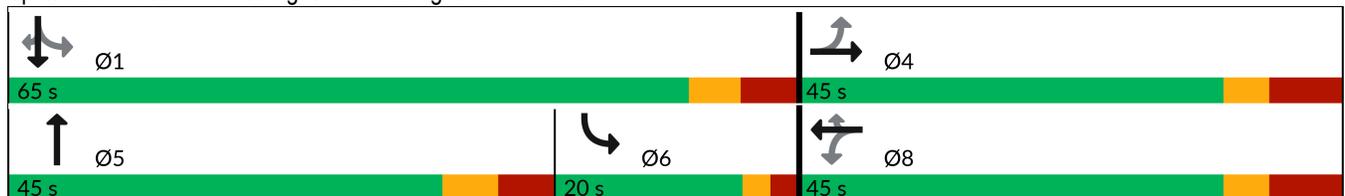


Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	85	178	61	156	45	330	45	312	60
Future Volume (vph)	85	178	61	156	45	330	45	312	60
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA	Perm
Protected Phases		4		8		5	6	1	
Permitted Phases	4		8		8		1		1
Detector Phase	4	4	8	8	8	5	6	1	1
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	17.0	4.0	17.0	17.0
Minimum Split (s)	43.8	43.8	15.8	15.8	15.8	39.2	8.4	38.9	38.9
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0	20.0	65.0	65.0
Total Split (%)	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	18.2%	59.1%	59.1%
Yellow Time (s)	3.8	3.8	3.8	3.8	3.8	4.6	2.2	4.3	4.3
All-Red Time (s)	6.0	6.0	6.0	6.0	6.0	4.6	2.2	4.6	4.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.8	9.8	9.8	9.8	9.8	9.2	4.4	8.9	8.9
Lead/Lag						Lead	Lag		
Lead-Lag Optimize?						Yes	Yes		
Recall Mode	None	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	13.3	13.3	13.3	13.3	13.3	17.4	32.2	27.7	27.7
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.22	0.29	0.54	0.46	0.46
v/c Ratio	0.42	0.60	0.32	0.47	0.15	0.46	0.11	0.49	0.12
Control Delay (s/veh)	25.4	27.1	23.4	24.5	19.2	19.2	8.8	14.6	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.4	27.1	23.4	24.5	19.2	19.2	8.8	14.6	3.8
LOS	C	C	C	C	B	B	A	B	A
Approach Delay (s/veh)		26.6		23.4		19.2		12.4	
Approach LOS		C		C		B		B	

Intersection Summary

Cycle Length: 110	
Actuated Cycle Length: 59.8	
Natural Cycle: 95	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 19.3	Intersection LOS: B
Intersection Capacity Utilization 77.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 6: Straight Path & Long Island Avenue



Suffolk Technology Center
 1: Pinelawn Rd & Ruland Rd/Colonial Springs Rd

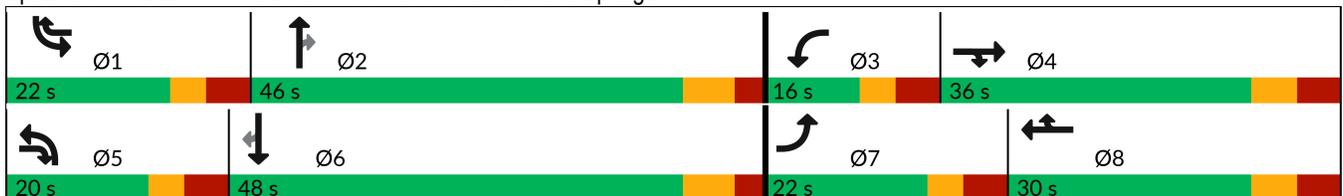
Existing Volumes
 01/03/2024 4:04 pm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	524	273	30	248	231	76	686	75	396	848	264
Future Volume (vph)	220	524	273	30	248	231	76	686	75	396	848	264
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	4 5	3	8	8 1	5	2		1	6	
Permitted Phases									2			6
Detector Phase	7	4	4 5	3	8	8 1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	6.0		3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	10.2	14.0		10.2	41.0		10.2	37.1	37.1	10.2	37.1	37.1
Total Split (s)	22.0	36.0		16.0	30.0		20.0	46.0	46.0	22.0	48.0	48.0
Total Split (%)	18.3%	30.0%		13.3%	25.0%		16.7%	38.3%	38.3%	18.3%	40.0%	40.0%
Yellow Time (s)	3.2	4.0		3.2	4.0		3.2	4.6	4.6	3.2	4.6	4.6
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	2.5	2.5	4.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	8.0		7.2	8.0		7.2	7.1	7.1	7.2	7.1	7.1
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Act Effct Green (s)	13.4	29.4	45.0	7.5	17.8	39.9	8.3	39.0	39.0	14.8	45.5	45.5
Actuated g/C Ratio	0.12	0.26	0.39	0.07	0.16	0.35	0.07	0.34	0.34	0.13	0.40	0.40
v/c Ratio	0.70	0.75	0.51	0.32	0.57	0.46	0.36	0.45	0.13	1.01	0.47	0.36
Control Delay (s/veh)	59.6	46.5	19.5	60.4	49.2	20.4	55.8	31.3	0.4	97.1	27.6	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.6	46.5	19.5	60.4	49.2	20.4	55.8	31.3	0.4	97.1	27.6	4.4
LOS	E	D	B	E	D	C	E	C	A	F	C	A
Approach Delay (s/veh)		42.1			36.8			30.7			41.8	
Approach LOS		D			D			C			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 114.7
 Natural Cycle: 110
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay (s/veh): 38.8 Intersection LOS: D
 Intersection Capacity Utilization 70.4% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 1: Pinelawn Rd & Ruland Rd/Colonial Springs Rd



Suffolk Technology Center
 2: Little East Neck Rd & Colonial Springs Rd

Existing Volumes
 01/03/2024 4:04 pm



Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	456	22	249	270
Future Volume (vph)	456	22	249	270
Turn Type	NA	Perm	NA	Prot
Protected Phases	2		2	4
Permitted Phases		2		
Detector Phase	2	2	2	4
Switch Phase				
Minimum Initial (s)	20.0	20.0	20.0	8.0
Minimum Split (s)	25.5	25.5	25.5	25.5
Total Split (s)	55.0	55.0	55.0	30.0
Total Split (%)	64.7%	64.7%	64.7%	35.3%
Yellow Time (s)	3.5	3.5	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.5
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.5		5.5	5.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Min
Act Effct Green (s)	49.6		49.6	22.9
Actuated g/C Ratio	0.59		0.59	0.27
v/c Ratio	0.97		0.52	0.90
Control Delay (s/veh)	37.5		14.4	51.1
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	37.5		14.4	51.1
LOS	D		B	D
Approach Delay (s/veh)	37.5		14.4	51.1
Approach LOS	D		B	D

Intersection Summary

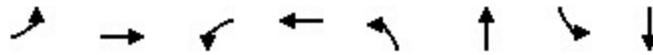
Cycle Length: 85
 Actuated Cycle Length: 83.5
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay (s/veh): 36.8
 Intersection LOS: D
 Intersection Capacity Utilization 81.8%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 2: Little East Neck Rd & Colonial Springs Rd



Suffolk Technology Center
 3: Little East Neck Rd & Long Island Avenue

Existing Volumes
 01/03/2024 4:04 pm

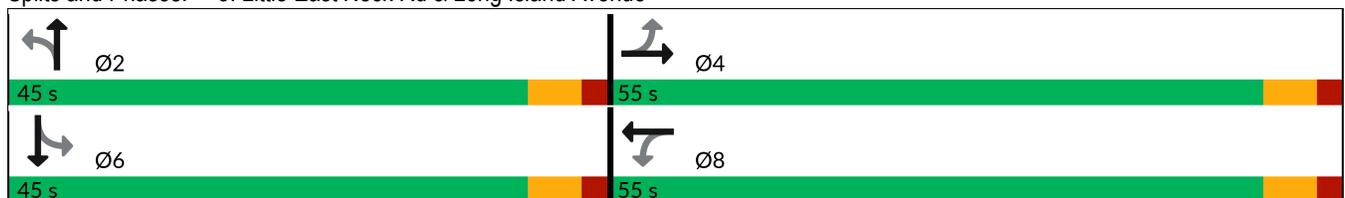


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	31	307	10	170	68	252	79	466
Future Volume (vph)	31	307	10	170	68	252	79	466
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	8.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.0	14.0	14.0	14.0	16.0	16.0	16.0	16.0
Total Split (s)	55.0	55.0	55.0	55.0	45.0	45.0	45.0	45.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		22.9		22.9		39.3		39.3
Actuated g/C Ratio		0.31		0.31		0.53		0.53
v/c Ratio		0.79		0.49		0.40		0.69
Control Delay (s/veh)		31.9		21.2		13.4		20.1
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		31.9		21.2		13.4		20.1
LOS		C		C		B		C
Approach Delay (s/veh)		31.9		21.2		13.4		20.1
Approach LOS		C		C		B		C

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 74.2	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay (s/veh): 22.2	Intersection LOS: C
Intersection Capacity Utilization 82.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Little East Neck Rd & Long Island Avenue



Suffolk Technology Center
4: Straight Path & Little East Neck Rd

Existing Volumes
01/03/2024 4:04 pm

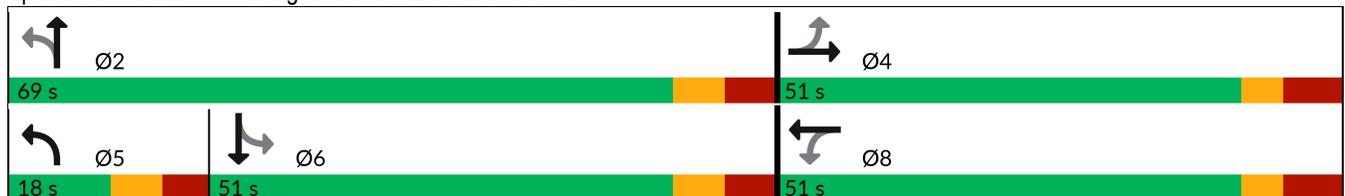


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷
Traffic Volume (vph)	36	360	6	162	97	740	119	770
Future Volume (vph)	36	360	6	162	97	740	119	770
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	3.0	20.0	20.0	20.0
Minimum Split (s)	38.1	38.1	45.1	45.1	11.8	29.2	29.2	29.2
Total Split (s)	51.0	51.0	51.0	51.0	18.0	69.0	51.0	51.0
Total Split (%)	42.5%	42.5%	42.5%	42.5%	15.0%	57.5%	42.5%	42.5%
Yellow Time (s)	3.8	3.8	3.8	3.8	4.7	4.6	4.6	4.6
All-Red Time (s)	5.3	5.3	5.3	5.3	4.1	4.6	4.6	4.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.1	9.1	9.1	9.1	8.8	9.2	9.2	9.2
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	Min	Min	None	None	None	Min	Min	Min
Act Effct Green (s)	38.8	38.8	38.8	38.8	54.8	54.4	36.7	36.7
Actuated g/C Ratio	0.35	0.35	0.35	0.35	0.49	0.49	0.33	0.33
v/c Ratio	0.14	0.93	0.06	0.53	0.44	0.52	0.69	0.84
Control Delay (s/veh)	28.0	59.2	28.2	30.5	22.0	21.2	52.9	43.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.0	59.2	28.2	30.5	22.0	21.2	52.9	43.3
LOS	C	E	C	C	C	C	D	D
Approach Delay (s/veh)		57.0		30.4		21.3		44.5
Approach LOS		E		C		C		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 111.7	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 38.0	Intersection LOS: D
Intersection Capacity Utilization 90.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: Straight Path & Little East Neck Rd



Suffolk Technology Center
5: Wellwood Ave & Conklin St/Long Island Avenue

Existing Volumes
01/03/2024 4:04 pm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Configurations												
Traffic Volume (vph)	37	334	174	25	205	35	85	512	38	84	1397	
Future Volume (vph)	37	334	174	25	205	35	85	512	38	84	1397	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	3	8		7	4	5	1	6	7	5	2	
Permitted Phases	8		8	4		4			6			
Detector Phase	3	8	8	7	4	5	1	6	7	5	2	
Switch Phase												
Minimum Initial (s)	3.0	6.0	6.0	3.0	6.0	3.0	3.0	20.0	3.0	3.0	20.0	
Minimum Split (s)	9.8	27.6	27.6	9.8	12.6	11.7	9.2	32.7	9.8	11.7	27.7	
Total Split (s)	14.0	28.0	28.0	14.0	28.0	22.0	22.0	86.0	14.0	22.0	86.0	
Total Split (%)	9.3%	18.7%	18.7%	9.3%	18.7%	14.7%	14.7%	57.3%	9.3%	14.7%	57.3%	
Yellow Time (s)	3.2	4.3	4.3	3.2	4.3	3.5	3.5	5.0	3.2	3.5	5.0	
All-Red Time (s)	3.6	2.3	2.3	3.6	2.3	5.2	2.7	2.7	3.6	5.2	2.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.6	6.6	6.8	6.6	8.7	6.2	7.7	6.8	8.7	7.7	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes											
Recall Mode	None	Max	None	None	Max							
Act Effct Green (s)	27.0	21.6	21.6	26.7	21.5	30.9	12.8	78.6	86.1	11.5	79.8	
Actuated g/C Ratio	0.19	0.15	0.15	0.18	0.15	0.21	0.09	0.54	0.59	0.08	0.55	
v/c Ratio	0.28	1.40	0.52	0.22	0.85	0.13	0.65	0.30	0.05	0.65	0.82	
Control Delay (s/veh)	50.2	245.8	12.3	49.1	87.9	42.2	85.1	19.7	0.1	87.6	33.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	50.2	245.8	12.3	49.1	87.9	42.2	85.1	19.7	0.1	87.6	33.0	
LOS	D	F	B	D	F	D	F	B	A	F	C	
Approach Delay (s/veh)		158.0			78.2			27.3			36.0	
Approach LOS		F			E			C			D	

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 145.5
 Natural Cycle: 115
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.40
 Intersection Signal Delay (s/veh): 61.5
 Intersection LOS: E
 Intersection Capacity Utilization 88.9%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 5: Wellwood Ave & Conklin St/Long Island Avenue

Ø1 22 s	Ø2 86 s	Ø3 14 s	Ø4 28 s
Ø5 22 s	Ø6 86 s	Ø7 14 s	Ø8 28 s

Suffolk Technology Center
6: Straight Path & Long Island Avenue

Existing Volumes
01/03/2024 4:04 pm

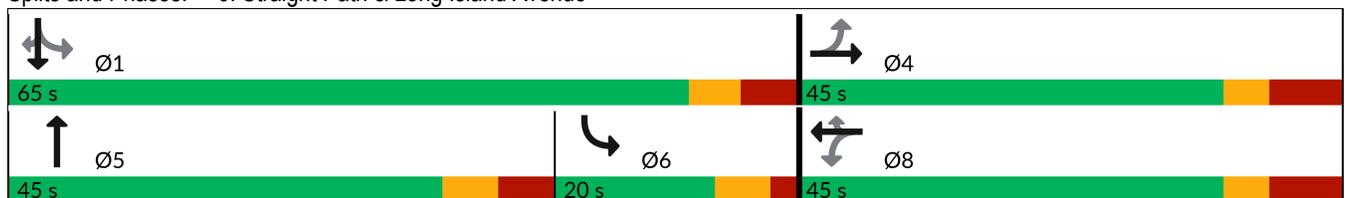


Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	84	283	75	173	48	360	46	457	63
Future Volume (vph)	84	283	75	173	48	360	46	457	63
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA	Perm
Protected Phases		4		8		5	6	1	
Permitted Phases	4		8		8		1		1
Detector Phase	4	4	8	8	8	5	6	1	1
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	17.0	4.0	17.0	17.0
Minimum Split (s)	43.8	43.8	15.8	15.8	15.8	39.2	10.8	38.9	38.9
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0	20.0	65.0	65.0
Total Split (%)	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	18.2%	59.1%	59.1%
Yellow Time (s)	3.8	3.8	3.8	3.8	3.8	4.6	4.6	4.3	4.3
All-Red Time (s)	6.0	6.0	6.0	6.0	6.0	4.6	2.2	4.6	4.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.8	9.8	9.8	9.8	9.8	9.2	6.8	8.9	8.9
Lead/Lag						Lead	Lag		
Lead-Lag Optimize?						Yes	Yes		
Recall Mode	None	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	20.9	20.9	20.9	20.9	20.9	18.4	33.9	31.8	31.8
Actuated g/C Ratio	0.29	0.29	0.29	0.29	0.29	0.26	0.47	0.44	0.44
v/c Ratio	0.34	0.74	0.42	0.41	0.12	0.53	0.10	0.60	0.10
Control Delay (s/veh)	23.3	31.5	27.8	23.0	19.1	26.0	13.2	20.2	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.3	31.5	27.8	23.0	19.1	26.0	13.2	20.2	4.5
LOS	C	C	C	C	B	C	B	C	A
Approach Delay (s/veh)		29.8		23.6		26.0		17.9	
Approach LOS		C		C		C		B	

Intersection Summary

Cycle Length: 110	
Actuated Cycle Length: 71.7	
Natural Cycle: 95	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 24.0	Intersection LOS: C
Intersection Capacity Utilization 83.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: Straight Path & Long Island Avenue



Suffolk Technology Center
1: Pinelawn Rd & Ruland Rd/Colonial Springs Rd

Existing Volumes
01/03/2024 4:04 pm

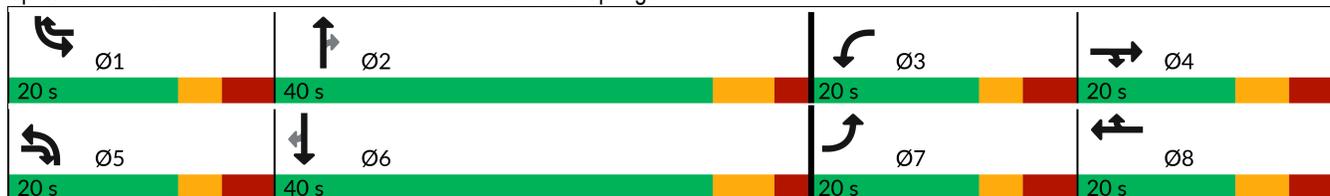


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (vph)	156	227	82	32	207	325	65	487	49	214	463	184
Future Volume (vph)	156	227	82	32	207	325	65	487	49	214	463	184
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	4 5	3	8	8 1	5	2		1	6	
Permitted Phases									2			6
Detector Phase	7	4	4 5	3	8	8 1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	6.0		3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	10.2	14.0		10.2	41.0		10.2	37.1	37.1	10.2	37.1	37.1
Total Split (s)	20.0	20.0		20.0	20.0		20.0	40.0	40.0	20.0	40.0	40.0
Total Split (%)	20.0%	20.0%		20.0%	20.0%		20.0%	40.0%	40.0%	20.0%	40.0%	40.0%
Yellow Time (s)	3.2	4.0		3.2	4.0		3.2	4.6	4.6	3.2	4.6	4.6
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	2.5	2.5	4.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	8.0		7.2	8.0		7.2	7.1	7.1	7.2	7.1	7.1
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Act Effct Green (s)	10.1	19.5	34.4	7.5	11.4	30.1	7.7	33.0	33.0	11.4	39.6	39.6
Actuated g/C Ratio	0.11	0.20	0.36	0.08	0.12	0.32	0.08	0.35	0.35	0.12	0.41	0.41
v/c Ratio	0.48	0.35	0.15	0.26	0.56	0.63	0.29	0.32	0.08	0.62	0.25	0.26
Control Delay (s/veh)	45.4	36.8	2.6	47.0	45.9	22.6	45.2	24.3	0.2	47.8	20.3	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.4	36.8	2.6	47.0	45.9	22.6	45.2	24.3	0.2	47.8	20.3	3.8
LOS	D	D	A	D	D	C	D	C	A	D	C	A
Approach Delay (s/veh)		33.6			32.6			24.6			23.6	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 95.5	
Natural Cycle: 100	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay (s/veh): 27.7	Intersection LOS: C
Intersection Capacity Utilization 59.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Pinelawn Rd & Ruland Rd/Colonial Springs Rd



Suffolk Technology Center
 2: Little East Neck Rd & Colonial Springs Rd

Existing Volumes
 01/03/2024 4:04 pm



Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	249	55	234	295
Future Volume (vph)	249	55	234	295
Turn Type	NA	Perm	NA	Prot
Protected Phases	2		2	4
Permitted Phases		2		
Detector Phase	2	2	2	4
Switch Phase				
Minimum Initial (s)	20.0	20.0	20.0	8.0
Minimum Split (s)	25.5	25.5	25.5	25.5
Total Split (s)	55.0	55.0	55.0	30.0
Total Split (%)	64.7%	64.7%	64.7%	35.3%
Yellow Time (s)	3.5	3.5	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.5
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.5		5.5	5.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Min
Act Effct Green (s)	49.6		49.6	22.5
Actuated g/C Ratio	0.60		0.60	0.27
v/c Ratio	0.48		0.36	0.89
Control Delay (s/veh)	9.6		10.4	50.1
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	9.6		10.4	50.1
LOS	A		B	D
Approach Delay (s/veh)	9.6		10.4	50.1
Approach LOS	A		B	D

Intersection Summary

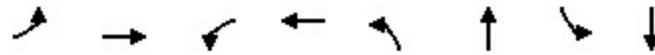
Cycle Length: 85
 Actuated Cycle Length: 83.1
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay (s/veh): 23.4
 Intersection LOS: C
 Intersection Capacity Utilization 77.3%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 2: Little East Neck Rd & Colonial Springs Rd



Suffolk Technology Center
 3: Little East Neck Rd & Long Island Avenue

Existing Volumes
 01/03/2024 4:04 pm

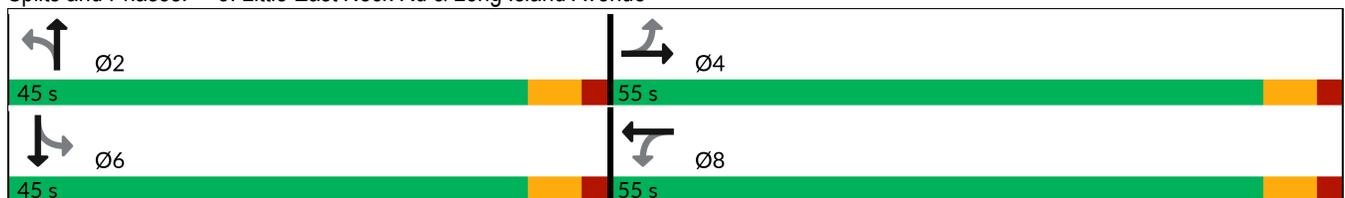


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	21	190	81	236	70	267	51	232
Future Volume (vph)	21	190	81	236	70	267	51	232
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	8.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.0	14.0	14.0	14.0	16.0	16.0	16.0	16.0
Total Split (s)	55.0	55.0	55.0	55.0	45.0	45.0	45.0	45.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		28.8		28.8		39.4		39.4
Actuated g/C Ratio		0.36		0.36		0.49		0.49
v/c Ratio		0.53		0.90		0.42		0.43
Control Delay (s/veh)		21.1		43.1		16.7		17.3
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		21.1		43.1		16.7		17.3
LOS		C		D		B		B
Approach Delay (s/veh)		21.1		43.1		16.7		17.3
Approach LOS		C		D		B		B

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 80.3
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay (s/veh): 26.4
 Intersection LOS: C
 Intersection Capacity Utilization 79.7%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 3: Little East Neck Rd & Long Island Avenue



Suffolk Technology Center
4: Straight Path & Little East Neck Rd

Existing Volumes
01/03/2024 4:04 pm

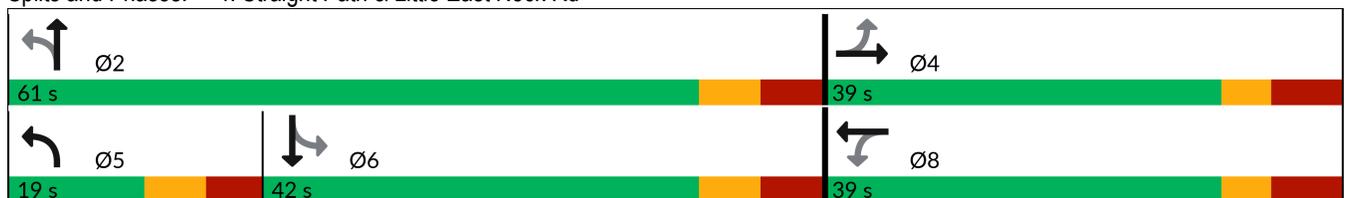


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	30	183	10	195	116	606	109	678
Future Volume (vph)	30	183	10	195	116	606	109	678
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	3.0	20.0	20.0	20.0
Minimum Split (s)	38.1	38.1	37.1	37.1	11.8	29.2	29.2	29.2
Total Split (s)	39.0	39.0	39.0	39.0	19.0	61.0	42.0	42.0
Total Split (%)	39.0%	39.0%	39.0%	39.0%	19.0%	61.0%	42.0%	42.0%
Yellow Time (s)	3.8	3.8	3.8	3.8	4.7	4.6	4.6	4.6
All-Red Time (s)	5.3	5.3	5.3	5.3	4.1	4.6	4.6	4.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.1	9.1	9.1	9.1	8.8	9.2	9.2	9.2
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	Min	Min	None	None	None	Min	Min	Min
Act Effect Green (s)	21.1	21.1	21.1	21.1	45.0	44.6	26.3	26.3
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.53	0.53	0.31	0.31
v/c Ratio	0.19	0.74	0.05	0.79	0.40	0.40	0.57	0.72
Control Delay (s/veh)	28.9	37.7	25.9	41.7	14.7	13.4	38.4	30.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.9	37.7	25.9	41.7	14.7	13.4	38.4	30.8
LOS	C	D	C	D	B	B	D	C
Approach Delay (s/veh)		36.9		41.2		13.6		31.8
Approach LOS		D		D		B		C

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 84.4	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay (s/veh): 27.6	Intersection LOS: C
Intersection Capacity Utilization 81.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Straight Path & Little East Neck Rd



Suffolk Technology Center
5: Wellwood Ave & Conklin St/Long Island Avenue

Existing Volumes
01/03/2024 4:04 pm



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	83	262	208	29	241	50	135	468	21	33	584
Future Volume (vph)	83	262	208	29	241	50	135	468	21	33	584
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA
Protected Phases	3	8		7	4	5	1	6	7	5	2
Permitted Phases	8		8	4		4			6		
Detector Phase	3	8	8	7	4	5	1	6	7	5	2
Switch Phase											
Minimum Initial (s)	3.0	6.0	6.0	3.0	6.0	3.0	3.0	20.0	3.0	3.0	20.0
Minimum Split (s)	9.8	23.6	23.6	9.8	12.6	11.7	9.2	32.7	9.8	11.7	27.7
Total Split (s)	18.0	24.0	24.0	18.0	24.0	24.0	24.0	54.0	18.0	24.0	54.0
Total Split (%)	15.0%	20.0%	20.0%	15.0%	20.0%	20.0%	20.0%	45.0%	15.0%	20.0%	45.0%
Yellow Time (s)	3.2	4.3	4.3	3.2	4.3	3.5	3.5	5.0	3.2	3.5	5.0
All-Red Time (s)	3.6	2.3	2.3	3.6	2.3	5.2	2.7	2.7	3.6	5.2	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.6	6.6	6.8	6.6	8.7	6.2	7.7	6.8	8.7	7.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes										
Recall Mode	None	Max	None	None	Max						
Act Effct Green (s)	29.9	22.1	22.1	24.7	17.4	33.0	15.2	53.2	68.3	8.9	46.4
Actuated g/C Ratio	0.26	0.19	0.19	0.21	0.15	0.28	0.13	0.46	0.59	0.08	0.40
v/c Ratio	0.46	0.81	0.49	0.20	1.19	0.16	0.75	0.35	0.03	0.40	0.78
Control Delay (s/veh)	39.3	65.5	9.5	33.6	158.6	32.4	70.1	22.6	0.0	60.8	36.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.3	65.5	9.5	33.6	158.6	32.4	70.1	22.6	0.0	60.8	36.0
LOS	D	E	A	C	F	C	E	C	A	E	D
Approach Delay (s/veh)		40.5			127.6			32.1			37.2
Approach LOS		D			F			C			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 115.8
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.19
 Intersection Signal Delay (s/veh): 50.4
 Intersection LOS: D
 Intersection Capacity Utilization 67.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 5: Wellwood Ave & Conklin St/Long Island Avenue



Suffolk Technology Center
6: Straight Path & Long Island Avenue

Existing Volumes
01/03/2024 4:04 pm

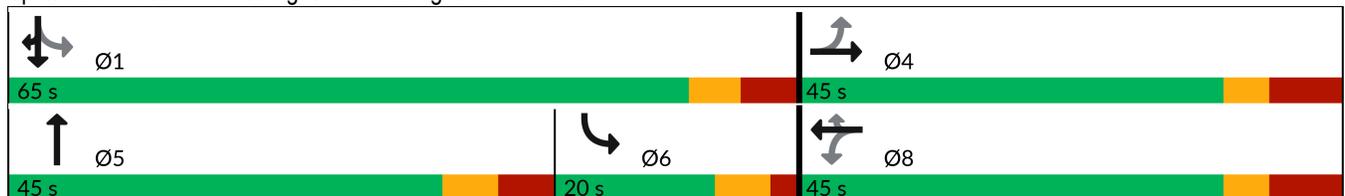


Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	63	193	68	182	64	361	54	352	59
Future Volume (vph)	63	193	68	182	64	361	54	352	59
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA	Prot
Protected Phases		4		8		5	6	1	1
Permitted Phases	4		8		8		1		
Detector Phase	4	4	8	8	8	5	6	1	1
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	17.0	4.0	17.0	17.0
Minimum Split (s)	43.8	43.8	15.8	15.8	15.8	39.2	10.8	38.9	38.9
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0	20.0	65.0	65.0
Total Split (%)	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	18.2%	59.1%	59.1%
Yellow Time (s)	3.8	3.8	3.8	3.8	3.8	4.6	4.6	4.3	4.3
All-Red Time (s)	6.0	6.0	6.0	6.0	6.0	4.6	2.2	4.6	4.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.8	9.8	9.8	9.8	9.8	9.2	6.8	8.9	8.9
Lead/Lag						Lead	Lag		
Lead-Lag Optimize?						Yes	Yes		
Recall Mode	None	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	14.6	14.6	14.6	14.6	14.6	18.4	33.3	31.2	31.2
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23	0.28	0.51	0.48	0.48
v/c Ratio	0.30	0.62	0.37	0.57	0.22	0.55	0.12	0.42	0.08
Control Delay (s/veh)	24.2	29.0	26.6	28.6	22.0	22.0	10.3	13.5	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.2	29.0	26.6	28.6	22.0	22.0	10.3	13.5	3.4
LOS	C	C	C	C	C	C	B	B	A
Approach Delay (s/veh)		27.9		26.8		22.0		11.9	
Approach LOS		C		C		C		B	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 64.7
 Natural Cycle: 95
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay (s/veh): 21.3
 Intersection LOS: C
 Intersection Capacity Utilization 84.1%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 6: Straight Path & Long Island Avenue



NO BUILD VOLUMES CAPACITY ANALYSIS

Suffolk Technology Center
 1: Pinelawn Rd & Ruland Rd/Colonial Springs Rd

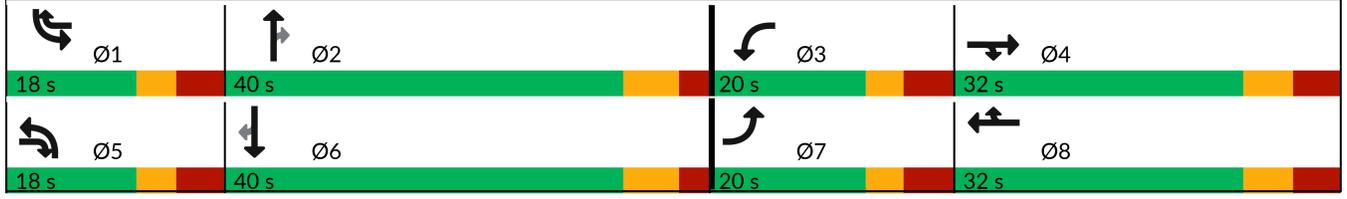
No Build Volumes
 01/03/2024 2:32 pm



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	112	53	55	480	615	251	891	27	245	669	283
Future Volume (vph)	116	112	53	55	480	615	251	891	27	245	669	283
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	4 5	3	8	8 1	5	2		1	6	
Permitted Phases									2			6
Detector Phase	7	4	4 5	3	8	8 1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	6.0		3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	10.2	14.0		10.2	41.0		10.2	37.1	37.1	10.2	37.1	37.1
Total Split (s)	20.0	32.0		20.0	32.0		18.0	40.0	40.0	18.0	40.0	40.0
Total Split (%)	18.2%	29.1%		18.2%	29.1%		16.4%	36.4%	36.4%	16.4%	36.4%	36.4%
Yellow Time (s)	3.2	4.0		3.2	4.0		3.2	4.6	4.6	3.2	4.6	4.6
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	2.5	2.5	4.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	8.0		7.2	8.0		7.2	7.1	7.1	7.2	7.1	7.1
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effct Green (s)	9.7	27.6	45.6	9.1	24.1	42.2	10.7	27.2	27.2	10.8	27.3	27.3
Actuated g/C Ratio	0.10	0.27	0.45	0.09	0.24	0.42	0.11	0.27	0.27	0.11	0.27	0.27
v/c Ratio	0.46	0.14	0.09	0.41	0.66	1.02	0.78	0.76	0.05	0.84	0.59	0.49
Control Delay (s/veh)	49.5	32.2	0.6	53.2	40.7	67.5	62.0	38.5	0.2	68.3	34.2	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.5	32.2	0.6	53.2	40.7	67.5	62.0	38.5	0.2	68.3	34.2	6.2
LOS	D	C	A	D	D	E	E	D	A	E	C	A
Approach Delay (s/veh)		33.4			55.7			42.7			34.6	
Approach LOS		C			E			D			C	

Intersection Summary
 Cycle Length: 110
 Actuated Cycle Length: 101.5
 Natural Cycle: 100
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay (s/veh): 43.4 Intersection LOS: D
 Intersection Capacity Utilization 77.2% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 1: Pinelawn Rd & Ruland Rd/Colonial Springs Rd



Suffolk Technology Center
 2: Little East Neck Rd & Colonial Springs Rd

No Build Volumes
 01/03/2024 2:32 pm



Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	164	33	475	647
Future Volume (vph)	164	33	475	647
Turn Type	NA	Perm	NA	Prot
Protected Phases	2		2	4
Permitted Phases		2		
Detector Phase	2	2	2	4
Switch Phase				
Minimum Initial (s)	20.0	20.0	20.0	8.0
Minimum Split (s)	25.5	25.5	25.5	25.5
Total Split (s)	55.0	55.0	55.0	30.0
Total Split (%)	64.7%	64.7%	64.7%	35.3%
Yellow Time (s)	3.5	3.5	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.5
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.5		5.5	5.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Min
Act Effct Green (s)	49.5		49.5	24.5
Actuated g/C Ratio	0.58		0.58	0.29
v/c Ratio	0.46		0.64	1.55
Control Delay (s/veh)	8.5		15.7	285.4
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	8.5		15.7	285.4
LOS	A		B	F
Approach Delay (s/veh)	8.5		15.7	285.4
Approach LOS	A		B	F

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.55
 Intersection Signal Delay (s/veh): 127.8
 Intersection LOS: F
 Intersection Capacity Utilization 98.8%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 2: Little East Neck Rd & Colonial Springs Rd



Suffolk Technology Center
3: Little East Neck Rd & Long Island Avenue

No Build Volumes
01/03/2024 2:32 pm

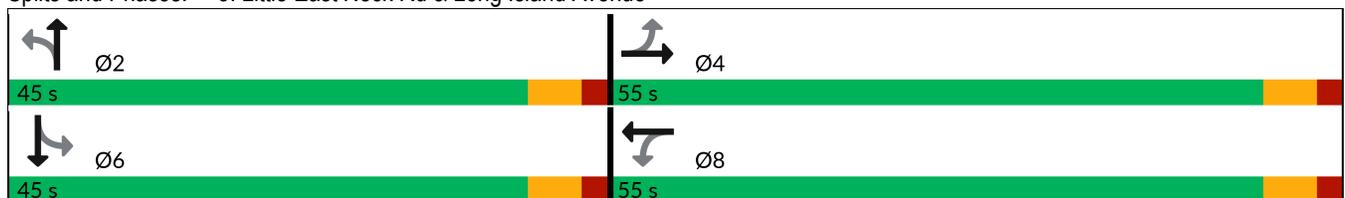


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	19	120	18	284	55	505	38	185
Future Volume (vph)	19	120	18	284	55	505	38	185
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	8.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.0	14.0	14.0	14.0	16.0	16.0	16.0	16.0
Total Split (s)	55.0	55.0	55.0	55.0	45.0	45.0	45.0	45.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effect Green (s)		32.4		32.4		39.5		39.5
Actuated g/C Ratio		0.39		0.39		0.47		0.47
v/c Ratio		0.30		0.85		0.72		0.42
Control Delay (s/veh)		16.2		33.0		26.1		19.1
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		16.2		33.0		26.1		19.1
LOS		B		C		C		B
Approach Delay (s/veh)		16.2		33.0		26.1		19.1
Approach LOS		B		C		C		B

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 84	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 26.3	Intersection LOS: C
Intersection Capacity Utilization 78.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Little East Neck Rd & Long Island Avenue



Suffolk Technology Center
4: Straight Path & Little East Neck Rd

No Build Volumes
01/03/2024 2:32 pm

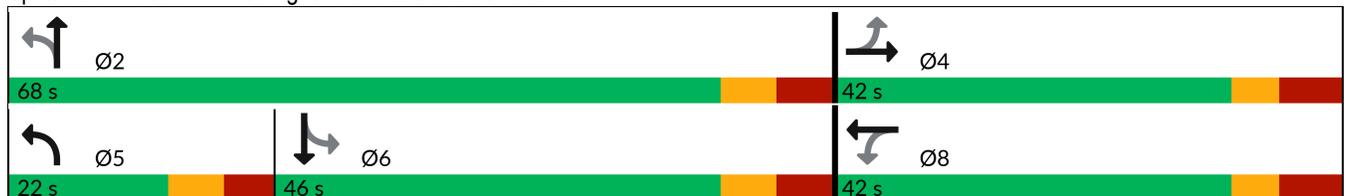


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	25	120	9	357	149	635	86	757
Future Volume (vph)	25	120	9	357	149	635	86	757
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	3.0	20.0	20.0	20.0
Minimum Split (s)	38.1	38.1	37.1	37.1	11.8	29.2	29.2	29.2
Total Split (s)	42.0	42.0	42.0	42.0	22.0	68.0	46.0	46.0
Total Split (%)	38.2%	38.2%	38.2%	38.2%	20.0%	61.8%	41.8%	41.8%
Yellow Time (s)	3.8	3.8	3.8	3.8	4.7	4.6	4.6	4.6
All-Red Time (s)	5.3	5.3	5.3	5.3	4.1	4.6	4.6	4.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.1	9.1	9.1	9.1	8.8	9.2	9.2	9.2
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	Min	Min	None	None	None	Min	Min	Min
Act Effct Green (s)	33.1	33.1	33.1	33.1	52.6	52.2	31.4	31.4
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.51	0.50	0.30	0.30
v/c Ratio	0.36	0.55	0.03	1.03	0.54	0.47	0.47	0.84
Control Delay (s/veh)	46.8	29.7	27.7	83.6	20.4	17.6	38.3	42.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.8	29.7	27.7	83.6	20.4	17.6	38.3	42.3
LOS	D	C	C	F	C	B	D	D
Approach Delay (s/veh)		31.2		82.6		18.2		41.9
Approach LOS		C		F		B		D

Intersection Summary

Cycle Length: 110	
Actuated Cycle Length: 103.6	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay (s/veh): 41.5	Intersection LOS: D
Intersection Capacity Utilization 84.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: Straight Path & Little East Neck Rd



Suffolk Technology Center
5: Wellwood Ave & Conklin St/Long Island Avenue

No Build Volumes
01/03/2024 2:32 pm



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	40	130	59	23	253	79	106	1548	32	33	405
Future Volume (vph)	40	130	59	23	253	79	106	1548	32	33	405
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA
Protected Phases	3	8		7	4	5	1	6	7	5	2
Permitted Phases	8		8	4		4			6		
Detector Phase	3	8	8	7	4	5	1	6	7	5	2
Switch Phase											
Minimum Initial (s)	3.0	6.0	6.0	3.0	6.0	3.0	3.0	20.0	3.0	3.0	20.0
Minimum Split (s)	9.8	29.6	29.6	9.8	12.6	11.7	9.2	32.7	9.8	11.7	27.7
Total Split (s)	14.0	30.0	30.0	14.0	30.0	29.0	29.0	77.0	14.0	29.0	77.0
Total Split (%)	9.3%	20.0%	20.0%	9.3%	20.0%	19.3%	19.3%	51.3%	9.3%	19.3%	51.3%
Yellow Time (s)	3.2	4.3	4.3	3.2	4.3	3.5	3.5	5.0	3.2	3.5	5.0
All-Red Time (s)	3.6	2.3	2.3	3.6	2.3	5.2	2.7	2.7	3.6	5.2	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.6	6.6	6.8	6.6	8.7	6.2	7.7	6.8	8.7	7.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes										
Recall Mode	None	Max	None	None	Max						
Act Effct Green (s)	29.1	23.7	23.7	28.7	23.5	30.7	16.1	73.9	81.4	9.3	69.6
Actuated g/C Ratio	0.21	0.17	0.17	0.20	0.17	0.22	0.11	0.53	0.58	0.07	0.49
v/c Ratio	0.39	0.52	0.20	0.11	0.95	0.28	0.69	0.94	0.04	0.42	0.40
Control Delay (s/veh)	52.8	62.5	1.3	43.2	99.1	43.1	82.6	44.3	0.1	77.5	24.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.8	62.5	1.3	43.2	99.1	43.1	82.6	44.3	0.1	77.5	24.7
LOS	D	E	A	D	F	D	F	D	A	E	C
Approach Delay (s/veh)		45.0			83.0			45.9			28.4
Approach LOS		D			F			D			C

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 140.7
 Natural Cycle: 115
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay (s/veh): 47.0
 Intersection LOS: D
 Intersection Capacity Utilization 87.6%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 5: Wellwood Ave & Conklin St/Long Island Avenue

Ø1 29 s	Ø2 77 s	Ø3 14 s	Ø4 30 s
Ø5 29 s	Ø6 77 s	Ø7 14 s	Ø8 30 s

Suffolk Technology Center
6: Straight Path & Long Island Avenue

No Build Volumes
01/03/2024 2:32 pm

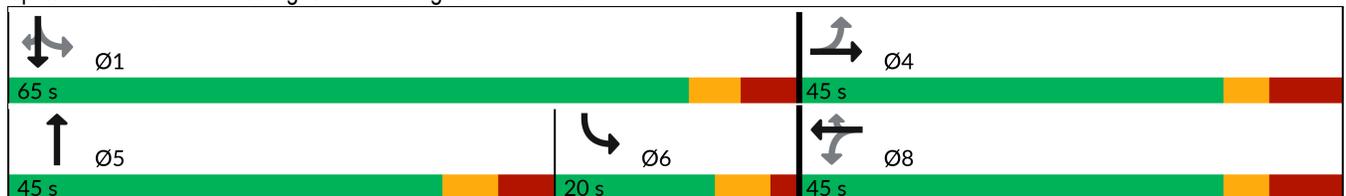


Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	63	141	86	331	97	459	26	352	75
Future Volume (vph)	63	141	86	331	97	459	26	352	75
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA	Perm
Protected Phases		4		8		5	6	1	
Permitted Phases	4		8		8		1		1
Detector Phase	4	4	8	8	8	5	6	1	1
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	17.0	4.0	17.0	17.0
Minimum Split (s)	43.8	43.8	15.8	15.8	15.8	39.2	10.8	38.9	38.9
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0	20.0	65.0	65.0
Total Split (%)	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	18.2%	59.1%	59.1%
Yellow Time (s)	3.8	3.8	3.8	3.8	3.8	4.6	4.6	4.3	4.3
All-Red Time (s)	6.0	6.0	6.0	6.0	6.0	4.6	2.2	4.6	4.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.8	9.8	9.8	9.8	9.8	9.2	6.8	8.9	8.9
Lead/Lag						Lead	Lag		
Lead-Lag Optimize?						Yes	Yes		
Recall Mode	None	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	24.7	24.7	24.7	24.7	24.7	21.2	36.3	34.1	34.1
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.32	0.27	0.47	0.44	0.44
v/c Ratio	0.39	0.40	0.31	0.77	0.23	0.66	0.07	0.53	0.14
Control Delay (s/veh)	27.5	22.6	23.4	35.3	21.1	29.8	14.4	20.4	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.5	22.6	23.4	35.3	21.1	29.8	14.4	20.4	4.5
LOS	C	C	C	D	C	C	B	C	A
Approach Delay (s/veh)		24.0		30.6		29.8		17.5	
Approach LOS		C		C		C		B	

Intersection Summary

Cycle Length: 110	
Actuated Cycle Length: 78	
Natural Cycle: 95	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 26.0	Intersection LOS: C
Intersection Capacity Utilization 69.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Straight Path & Long Island Avenue



Suffolk Technology Center
 1: Pinelawn Rd & Ruland Rd/Colonial Springs Rd

No Build Volumes
 11/02/2023 9:29 am

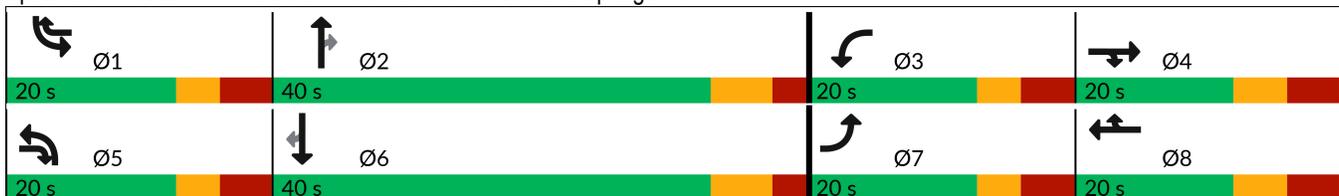


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↖	↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (vph)	182	198	101	25	191	260	70	488	37	207	559	182
Future Volume (vph)	182	198	101	25	191	260	70	488	37	207	559	182
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	4 5	3	8	8 1	5	2		1	6	
Permitted Phases									2			6
Detector Phase	7	4	4 5	3	8	8 1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	6.0		3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	10.2	14.0		10.2	41.0		10.2	37.1	37.1	10.2	37.1	37.1
Total Split (s)	20.0	20.0		20.0	20.0		20.0	40.0	40.0	20.0	40.0	40.0
Total Split (%)	20.0%	20.0%		20.0%	20.0%		20.0%	40.0%	40.0%	20.0%	40.0%	40.0%
Yellow Time (s)	3.2	4.0		3.2	4.0		3.2	4.6	4.6	3.2	4.6	4.6
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	2.5	2.5	4.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	8.0		7.2	8.0		7.2	7.1	7.1	7.2	7.1	7.1
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Act Effct Green (s)	10.5	19.9	34.9	7.4	11.2	29.7	7.8	33.0	33.0	11.3	36.5	36.5
Actuated g/C Ratio	0.11	0.21	0.37	0.08	0.12	0.31	0.08	0.35	0.35	0.12	0.38	0.38
v/c Ratio	0.52	0.30	0.18	0.25	0.61	0.64	0.30	0.33	0.06	0.60	0.37	0.28
Control Delay (s/veh)	46.0	36.1	4.2	47.3	47.8	22.1	45.6	24.6	0.2	47.5	22.7	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.0	36.1	4.2	47.3	47.8	22.1	45.6	24.6	0.2	47.5	22.7	3.9
LOS	D	D	A	D	D	C	D	C	A	D	C	A
Approach Delay (s/veh)		33.2			33.7			25.5			24.5	
Approach LOS		C			C			C			C	

Intersection Summary

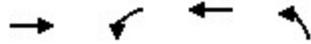
Cycle Length: 100
 Actuated Cycle Length: 95.6
 Natural Cycle: 100
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay (s/veh): 28.3 Intersection LOS: C
 Intersection Capacity Utilization 57.6% ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 1: Pinelawn Rd & Ruland Rd/Colonial Springs Rd



Suffolk Technology Center
 2: Little East Neck Rd & Colonial Springs Rd

No Build Volumes
 11/02/2023 9:29 am



Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	199	39	222	255
Future Volume (vph)	199	39	222	255
Turn Type	NA	Perm	NA	Prot
Protected Phases	2		2	4
Permitted Phases		2		
Detector Phase	2	2	2	4
Switch Phase				
Minimum Initial (s)	20.0	20.0	20.0	8.0
Minimum Split (s)	25.5	25.5	25.5	25.5
Total Split (s)	55.0	55.0	55.0	30.0
Total Split (%)	64.7%	64.7%	64.7%	35.3%
Yellow Time (s)	3.5	3.5	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.5
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.5		5.5	5.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Min
Act Effct Green (s)	49.5		49.5	22.8
Actuated g/C Ratio	0.59		0.59	0.27
v/c Ratio	0.45		0.31	0.90
Control Delay (s/veh)	8.4		10.0	54.2
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	8.4		10.0	54.2
LOS	A		A	D
Approach Delay (s/veh)	8.4		10.0	54.2
Approach LOS	A		A	D

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 83.3
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay (s/veh): 23.7
 Intersection LOS: C
 Intersection Capacity Utilization 71.7%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 2: Little East Neck Rd & Colonial Springs Rd



Suffolk Technology Center
 3: Little East Neck Rd & Long Island Avenue

No Build Volumes
 11/02/2023 9:29 am

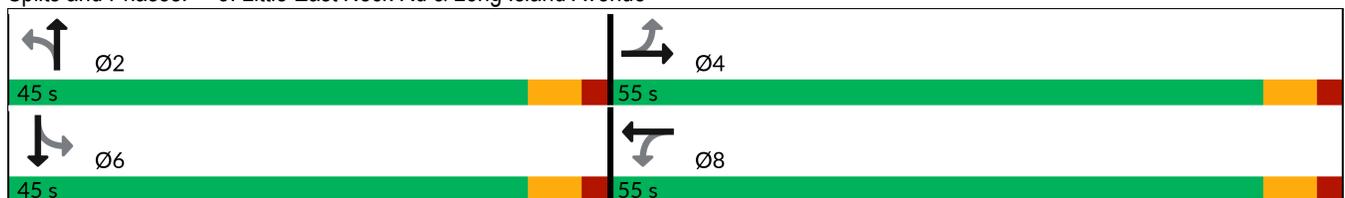


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	40	216	12	161	55	235	59	215
Future Volume (vph)	40	216	12	161	55	235	59	215
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	8.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.0	14.0	14.0	14.0	16.0	16.0	16.0	16.0
Total Split (s)	55.0	55.0	55.0	55.0	45.0	45.0	45.0	45.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effect Green (s)		18.5		18.5		39.2		39.2
Actuated g/C Ratio		0.27		0.27		0.56		0.56
v/c Ratio		0.76		0.51		0.39		0.45
Control Delay (s/veh)		32.5		22.9		11.2		12.0
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		32.5		22.9		11.2		12.0
LOS		C		C		B		B
Approach Delay (s/veh)		32.5		22.9		11.2		12.0
Approach LOS		C		C		B		B

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 69.7
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay (s/veh): 19.5
 Intersection LOS: B
 Intersection Capacity Utilization 64.2%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 3: Little East Neck Rd & Long Island Avenue



Suffolk Technology Center
4: Straight Path & Little East Neck Rd

No Build Volumes
11/02/2023 9:29 am

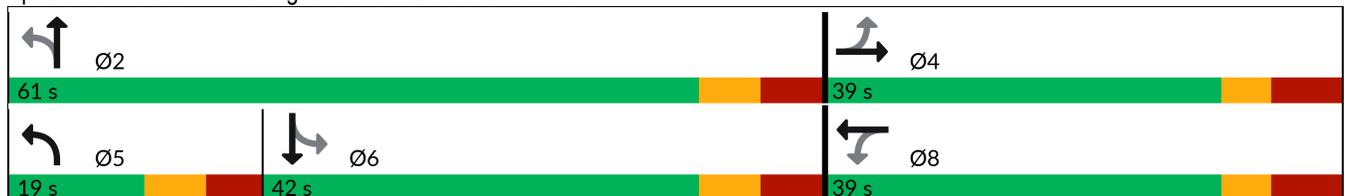


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷
Traffic Volume (vph)	23	165	17	120	109	579	88	636
Future Volume (vph)	23	165	17	120	109	579	88	636
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	3.0	20.0	20.0	20.0
Minimum Split (s)	38.1	38.1	37.1	37.1	11.8	29.2	29.2	29.2
Total Split (s)	39.0	39.0	39.0	39.0	19.0	61.0	42.0	42.0
Total Split (%)	39.0%	39.0%	39.0%	39.0%	19.0%	61.0%	42.0%	42.0%
Yellow Time (s)	3.8	3.8	3.8	3.8	4.7	4.6	4.6	4.6
All-Red Time (s)	5.3	5.3	5.3	5.3	4.1	4.6	4.6	4.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.1	9.1	9.1	9.1	8.8	9.2	9.2	9.2
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	Min	Min	None	None	None	Min	Min	Min
Act Effct Green (s)	19.4	19.4	19.4	19.4	39.9	39.5	25.7	25.7
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.51	0.50	0.33	0.33
v/c Ratio	0.11	0.72	0.09	0.61	0.34	0.43	0.42	0.67
Control Delay (s/veh)	26.4	36.6	26.2	29.7	13.4	13.4	31.5	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.4	36.6	26.2	29.7	13.4	13.4	31.5	28.5
LOS	C	D	C	C	B	B	C	C
Approach Delay (s/veh)		35.8		29.5		13.4		28.8
Approach LOS		D		C		B		C

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 78.3	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay (s/veh): 24.4	Intersection LOS: C
Intersection Capacity Utilization 76.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Straight Path & Little East Neck Rd



Suffolk Technology Center
 5: Wellwood Ave & Conklin St/Long Island Avenue

No Build Volumes
 11/02/2023 9:29 am



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	84	251	194	20	176	43	145	529	28	45	647
Future Volume (vph)	84	251	194	20	176	43	145	529	28	45	647
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA
Protected Phases	3	8		7	4	5	1	6	7	5	2
Permitted Phases	8		8	4		4			6		
Detector Phase	3	8	8	7	4	5	1	6	7	5	2
Switch Phase											
Minimum Initial (s)	3.0	6.0	6.0	3.0	6.0	3.0	3.0	20.0	3.0	3.0	20.0
Minimum Split (s)	9.8	23.6	23.6	9.8	12.6	11.7	9.2	32.7	9.8	11.7	27.7
Total Split (s)	18.0	24.0	24.0	18.0	24.0	24.0	24.0	54.0	18.0	24.0	54.0
Total Split (%)	15.0%	20.0%	20.0%	15.0%	20.0%	20.0%	20.0%	45.0%	15.0%	20.0%	45.0%
Yellow Time (s)	3.2	4.3	4.3	3.2	4.3	3.5	3.5	5.0	3.2	3.5	5.0
All-Red Time (s)	3.6	2.3	2.3	3.6	2.3	5.2	2.7	2.7	3.6	5.2	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.6	6.6	6.8	6.6	8.7	6.2	7.7	6.8	8.7	7.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes										
Recall Mode	None	Max	None	None	Max						
Act Effct Green (s)	29.5	21.5	21.5	22.3	15.7	22.9	15.5	53.4	61.0	9.2	46.5
Actuated g/C Ratio	0.26	0.19	0.19	0.19	0.14	0.20	0.14	0.47	0.53	0.08	0.41
v/c Ratio	0.40	0.87	0.50	0.12	0.80	0.18	0.76	0.38	0.04	0.42	0.72
Control Delay (s/veh)	37.4	72.5	10.2	32.6	73.0	33.1	72.3	23.0	0.1	61.2	33.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.4	72.5	10.2	32.6	73.0	33.1	72.3	23.0	0.1	61.2	33.9
LOS	D	E	B	C	E	C	E	C	A	E	C
Approach Delay (s/veh)		44.1			62.4			32.2			35.5
Approach LOS		D			E			C			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 114.8
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay (s/veh): 39.3
 Intersection LOS: D
 Intersection Capacity Utilization 68.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 5: Wellwood Ave & Conklin St/Long Island Avenue



Suffolk Technology Center
6: Straight Path & Long Island Avenue

No Build Volumes
11/02/2023 9:29 am

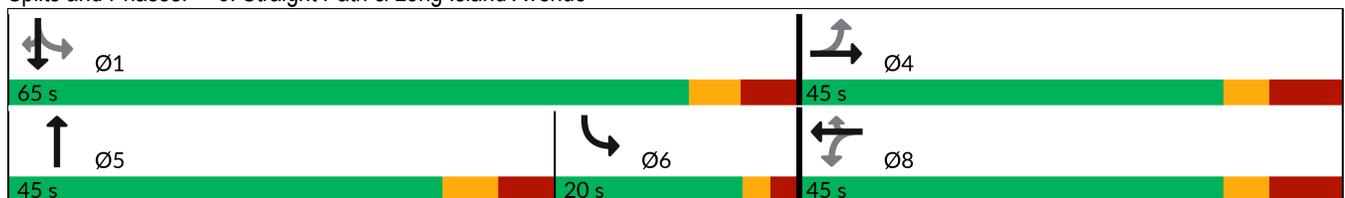


Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	88	185	64	162	47	342	47	323	63
Future Volume (vph)	88	185	64	162	47	342	47	323	63
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA	Perm
Protected Phases		4		8		5	6	1	
Permitted Phases	4		8		8		1		1
Detector Phase	4	4	8	8	8	5	6	1	1
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	17.0	4.0	17.0	17.0
Minimum Split (s)	43.8	43.8	15.8	15.8	15.8	39.2	8.4	38.9	38.9
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0	20.0	65.0	65.0
Total Split (%)	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	18.2%	59.1%	59.1%
Yellow Time (s)	3.8	3.8	3.8	3.8	3.8	4.6	2.2	4.3	4.3
All-Red Time (s)	6.0	6.0	6.0	6.0	6.0	4.6	2.2	4.6	4.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.8	9.8	9.8	9.8	9.8	9.2	4.4	8.9	8.9
Lead/Lag						Lead	Lag		
Lead-Lag Optimize?						Yes	Yes		
Recall Mode	None	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	13.7	13.7	13.7	13.7	13.7	17.5	32.4	27.8	27.8
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23	0.29	0.54	0.46	0.46
v/c Ratio	0.42	0.61	0.33	0.48	0.15	0.47	0.11	0.51	0.13
Control Delay (s/veh)	25.5	27.4	23.6	24.7	19.3	19.6	9.1	15.1	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.5	27.4	23.6	24.7	19.3	19.6	9.1	15.1	3.8
LOS	C	C	C	C	B	B	A	B	A
Approach Delay (s/veh)		26.8		23.5		19.6		12.8	
Approach LOS		C		C		B		B	

Intersection Summary

Cycle Length: 110	
Actuated Cycle Length: 60.4	
Natural Cycle: 95	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay (s/veh): 19.6	Intersection LOS: B
Intersection Capacity Utilization 78.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 6: Straight Path & Long Island Avenue



Suffolk Technology Center
 1: Pinelawn Rd & Ruland Rd/Colonial Springs Rd

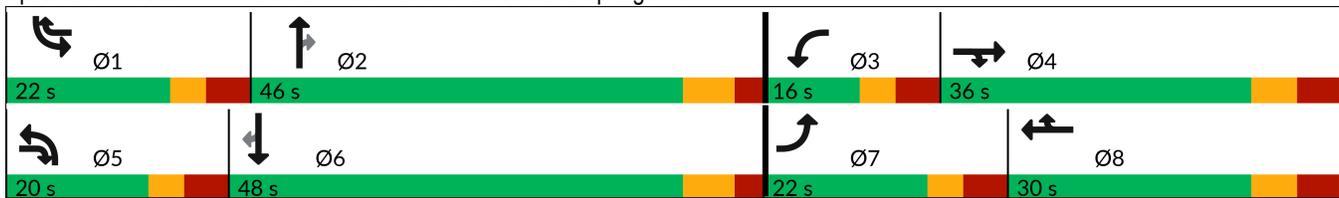
No Build Volumes
 01/03/2024 4:04 pm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	228	542	283	32	257	239	79	710	78	410	877	273
Future Volume (vph)	228	542	283	32	257	239	79	710	78	410	877	273
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	4 5	3	8	8 1	5	2		1	6	
Permitted Phases									2			6
Detector Phase	7	4	4 5	3	8	8 1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	6.0		3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	10.2	14.0		10.2	41.0		10.2	37.1	37.1	10.2	37.1	37.1
Total Split (s)	22.0	36.0		16.0	30.0		20.0	46.0	46.0	22.0	48.0	48.0
Total Split (%)	18.3%	30.0%		13.3%	25.0%		16.7%	38.3%	38.3%	18.3%	40.0%	40.0%
Yellow Time (s)	3.2	4.0		3.2	4.0		3.2	4.6	4.6	3.2	4.6	4.6
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	2.5	2.5	4.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	8.0		7.2	8.0		7.2	7.1	7.1	7.2	7.1	7.1
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Act Effct Green (s)	13.5	29.7	45.4	7.5	18.0	40.1	8.5	39.0	39.0	14.8	45.4	45.4
Actuated g/C Ratio	0.12	0.26	0.39	0.07	0.16	0.35	0.07	0.34	0.34	0.13	0.39	0.39
v/c Ratio	0.72	0.77	0.53	0.34	0.58	0.48	0.36	0.47	0.13	1.05	0.48	0.37
Control Delay (s/veh)	60.7	47.3	21.0	61.2	49.6	21.0	55.8	31.6	0.4	106.9	28.1	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.7	47.3	21.0	61.2	49.6	21.0	55.8	31.6	0.4	106.9	28.1	4.4
LOS	E	D	C	E	D	C	E	C	A	F	C	A
Approach Delay (s/veh)		43.1			37.4			31.0			44.7	
Approach LOS		D			D			C			D	

Intersection Summary

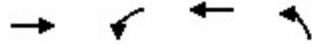
Cycle Length: 120
 Actuated Cycle Length: 115
 Natural Cycle: 120
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay (s/veh): 40.3 Intersection LOS: D
 Intersection Capacity Utilization 71.3% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 1: Pinelawn Rd & Ruland Rd/Colonial Springs Rd



Suffolk Technology Center
 2: Little East Neck Rd & Colonial Springs Rd

No Build Volumes
 01/03/2024 4:04 pm



Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	472	23	258	280
Future Volume (vph)	472	23	258	280
Turn Type	NA	Perm	NA	Prot
Protected Phases	2		2	4
Permitted Phases		2		
Detector Phase	2	2	2	4
Switch Phase				
Minimum Initial (s)	20.0	20.0	20.0	8.0
Minimum Split (s)	25.5	25.5	25.5	25.5
Total Split (s)	55.0	55.0	55.0	30.0
Total Split (%)	64.7%	64.7%	64.7%	35.3%
Yellow Time (s)	3.5	3.5	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.5
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.5		5.5	5.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Min
Act Effct Green (s)	49.5		49.5	23.4
Actuated g/C Ratio	0.59		0.59	0.28
v/c Ratio	1.01		0.64	0.91
Control Delay (s/veh)	46.9		19.2	53.6
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	46.9		19.2	53.6
LOS	D		B	D
Approach Delay (s/veh)	46.9		19.2	53.6
Approach LOS	D		B	D

Intersection Summary

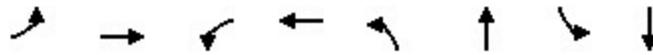
Cycle Length: 85
 Actuated Cycle Length: 83.9
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay (s/veh): 43.7
 Intersection LOS: D
 Intersection Capacity Utilization 84.4%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 2: Little East Neck Rd & Colonial Springs Rd



Suffolk Technology Center
3: Little East Neck Rd & Long Island Avenue

No Build Volumes
01/03/2024 4:04 pm

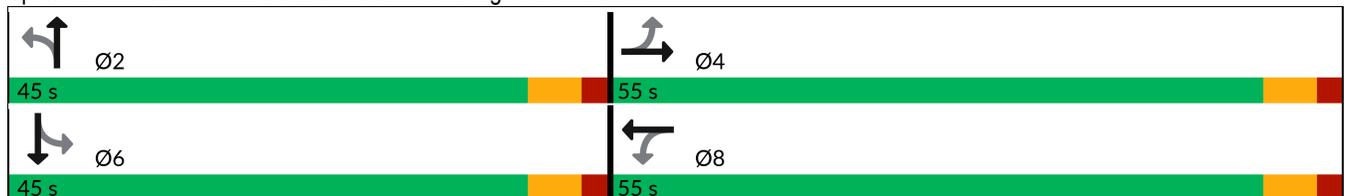


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	33	318	11	176	71	261	82	482
Future Volume (vph)	33	318	11	176	71	261	82	482
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	8.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.0	14.0	14.0	14.0	16.0	16.0	16.0	16.0
Total Split (s)	55.0	55.0	55.0	55.0	45.0	45.0	45.0	45.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		23.8		23.8		39.3		39.3
Actuated g/C Ratio		0.32		0.32		0.52		0.52
v/c Ratio		0.80		0.49		0.42		0.73
Control Delay (s/veh)		32.2		21.1		14.3		22.2
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		32.2		21.1		14.3		22.2
LOS		C		C		B		C
Approach Delay (s/veh)		32.2		21.1		14.3		22.2
Approach LOS		C		C		B		C

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 75.2	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 23.2	Intersection LOS: C
Intersection Capacity Utilization 85.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: Little East Neck Rd & Long Island Avenue



Suffolk Technology Center
4: Straight Path & Little East Neck Rd

No Build Volumes
01/03/2024 4:04 pm

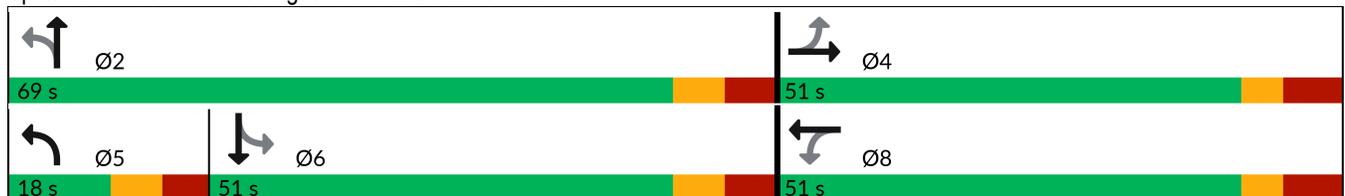


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↕	↖	↕
Traffic Volume (vph)	38	373	7	168	101	766	124	797
Future Volume (vph)	38	373	7	168	101	766	124	797
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	3.0	20.0	20.0	20.0
Minimum Split (s)	38.1	38.1	45.1	45.1	11.8	29.2	29.2	29.2
Total Split (s)	51.0	51.0	51.0	51.0	18.0	69.0	51.0	51.0
Total Split (%)	42.5%	42.5%	42.5%	42.5%	15.0%	57.5%	42.5%	42.5%
Yellow Time (s)	3.8	3.8	3.8	3.8	4.7	4.6	4.6	4.6
All-Red Time (s)	5.3	5.3	5.3	5.3	4.1	4.6	4.6	4.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.1	9.1	9.1	9.1	8.8	9.2	9.2	9.2
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	Min	Min	None	None	None	Min	Min	Min
Act Effct Green (s)	40.2	40.2	40.2	40.2	56.0	55.6	37.9	37.9
Actuated g/C Ratio	0.35	0.35	0.35	0.35	0.49	0.49	0.33	0.33
v/c Ratio	0.15	0.95	0.08	0.55	0.48	0.54	0.73	0.86
Control Delay (s/veh)	28.5	63.5	29.0	31.3	23.5	21.9	57.5	45.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.5	63.5	29.0	31.3	23.5	21.9	57.5	45.2
LOS	C	E	C	C	C	C	E	D
Approach Delay (s/veh)		61.0		31.2		22.1		46.8
Approach LOS		E		C		C		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 114.2	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay (s/veh): 40.0	Intersection LOS: D
Intersection Capacity Utilization 93.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 4: Straight Path & Little East Neck Rd



Suffolk Technology Center
5: Wellwood Ave & Conklin St/Long Island Avenue

No Build Volumes
01/03/2024 4:04 pm



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	39	346	180	26	212	37	88	530	40	87	1445
Future Volume (vph)	39	346	180	26	212	37	88	530	40	87	1445
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA
Protected Phases	3	8		7	4	5	1	6	7	5	2
Permitted Phases	8		8	4		4			6		
Detector Phase	3	8	8	7	4	5	1	6	7	5	2
Switch Phase											
Minimum Initial (s)	3.0	6.0	6.0	3.0	6.0	3.0	3.0	20.0	3.0	3.0	20.0
Minimum Split (s)	9.8	27.6	27.6	9.8	12.6	11.7	9.2	32.7	9.8	11.7	27.7
Total Split (s)	14.0	28.0	28.0	14.0	28.0	22.0	22.0	86.0	14.0	22.0	86.0
Total Split (%)	9.3%	18.7%	18.7%	9.3%	18.7%	14.7%	14.7%	57.3%	9.3%	14.7%	57.3%
Yellow Time (s)	3.2	4.3	4.3	3.2	4.3	3.5	3.5	5.0	3.2	3.5	5.0
All-Red Time (s)	3.6	2.3	2.3	3.6	2.3	5.2	2.7	2.7	3.6	5.2	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.6	6.6	6.8	6.6	8.7	6.2	7.7	6.8	8.7	7.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes										
Recall Mode	None	Max	None	None	Max						
Act Effct Green (s)	27.0	21.6	21.6	26.7	21.5	31.0	13.0	78.5	86.1	11.6	79.6
Actuated g/C Ratio	0.19	0.15	0.15	0.18	0.15	0.21	0.09	0.54	0.59	0.08	0.55
v/c Ratio	0.31	1.45	0.53	0.23	0.88	0.13	0.66	0.32	0.05	0.66	0.85
Control Delay (s/veh)	51.1	265.1	12.3	49.3	92.3	42.3	86.1	19.9	0.1	88.7	34.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.1	265.1	12.3	49.3	92.3	42.3	86.1	19.9	0.1	88.7	34.9
LOS	D	F	B	D	F	D	F	B	A	F	C
Approach Delay (s/veh)		169.8			81.6			27.6			37.8
Approach LOS		F			F			C			D

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 145.6
 Natural Cycle: 125
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.45
 Intersection Signal Delay (s/veh): 65.1
 Intersection LOS: E
 Intersection Capacity Utilization 91.1%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 5: Wellwood Ave & Conklin St/Long Island Avenue

Ø1 22 s	Ø2 86 s	Ø3 14 s	Ø4 28 s
Ø5 22 s	Ø6 86 s	Ø7 14 s	Ø8 28 s

Suffolk Technology Center
6: Straight Path & Long Island Avenue

No Build Volumes
01/03/2024 4:04 pm

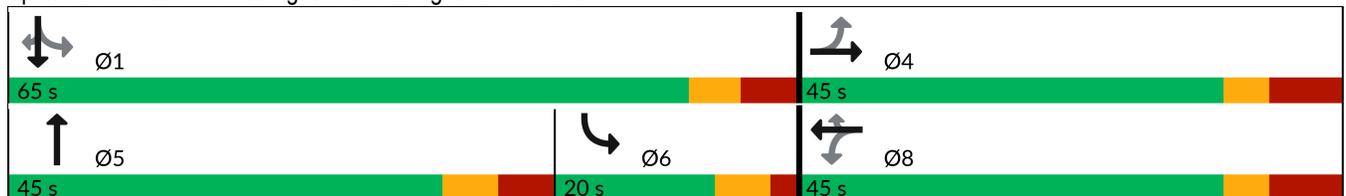


Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	87	293	78	179	50	373	48	473	66
Future Volume (vph)	87	293	78	179	50	373	48	473	66
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA	Perm
Protected Phases		4		8		5	6	1	
Permitted Phases	4		8		8		1		1
Detector Phase	4	4	8	8	8	5	6	1	1
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	17.0	4.0	17.0	17.0
Minimum Split (s)	43.8	43.8	15.8	15.8	15.8	39.2	10.8	38.9	38.9
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0	20.0	65.0	65.0
Total Split (%)	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	18.2%	59.1%	59.1%
Yellow Time (s)	3.8	3.8	3.8	3.8	3.8	4.6	4.6	4.3	4.3
All-Red Time (s)	6.0	6.0	6.0	6.0	6.0	4.6	2.2	4.6	4.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.8	9.8	9.8	9.8	9.8	9.2	6.8	8.9	8.9
Lead/Lag						Lead	Lag		
Lead-Lag Optimize?						Yes	Yes		
Recall Mode	None	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	21.8	21.8	21.8	21.8	21.8	18.7	34.4	32.2	32.2
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.30	0.26	0.47	0.44	0.44
v/c Ratio	0.35	0.75	0.46	0.41	0.13	0.55	0.10	0.62	0.11
Control Delay (s/veh)	23.5	32.0	29.4	23.1	19.2	26.9	13.8	21.3	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.5	32.0	29.4	23.1	19.2	26.9	13.8	21.3	4.5
LOS	C	C	C	C	B	C	B	C	A
Approach Delay (s/veh)		30.2		24.1		26.9		18.8	
Approach LOS		C		C		C		B	

Intersection Summary

Cycle Length: 110	
Actuated Cycle Length: 73.1	
Natural Cycle: 95	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay (s/veh): 24.7	Intersection LOS: C
Intersection Capacity Utilization 83.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: Straight Path & Long Island Avenue



Suffolk Technology Center
 1: Pinelawn Rd & Ruland Rd/Colonial Springs Rd

No Build Volumes
 01/03/2024 4:04 pm

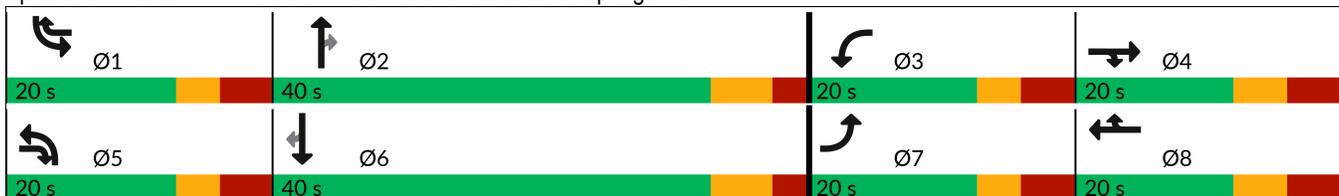


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (vph)	162	235	85	34	215	337	68	504	51	222	479	191
Future Volume (vph)	162	235	85	34	215	337	68	504	51	222	479	191
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	4 5	3	8	8 1	5	2		1	6	
Permitted Phases									2			6
Detector Phase	7	4	4 5	3	8	8 1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	6.0		3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	10.2	14.0		10.2	41.0		10.2	37.1	37.1	10.2	37.1	37.1
Total Split (s)	20.0	20.0		20.0	20.0		20.0	40.0	40.0	20.0	40.0	40.0
Total Split (%)	20.0%	20.0%		20.0%	20.0%		20.0%	40.0%	40.0%	20.0%	40.0%	40.0%
Yellow Time (s)	3.2	4.0		3.2	4.0		3.2	4.6	4.6	3.2	4.6	4.6
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	2.5	2.5	4.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	8.0		7.2	8.0		7.2	7.1	7.1	7.2	7.1	7.1
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Act Effct Green (s)	10.3	19.8	34.8	7.6	11.6	30.4	7.8	33.0	33.0	11.6	39.6	39.6
Actuated g/C Ratio	0.11	0.21	0.36	0.08	0.12	0.32	0.08	0.34	0.34	0.12	0.41	0.41
v/c Ratio	0.50	0.36	0.15	0.28	0.57	0.66	0.30	0.33	0.08	0.63	0.26	0.27
Control Delay (s/veh)	45.7	37.0	2.9	47.3	46.3	24.8	45.4	24.6	0.2	48.5	20.5	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.7	37.0	2.9	47.3	46.3	24.8	45.4	24.6	0.2	48.5	20.5	4.1
LOS	D	D	A	D	D	C	D	C	A	D	C	A
Approach Delay (s/veh)		33.9			34.0			24.9			24.0	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 96
 Natural Cycle: 100
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay (s/veh): 28.3 Intersection LOS: C
 Intersection Capacity Utilization 60.7% ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 1: Pinelawn Rd & Ruland Rd/Colonial Springs Rd



Suffolk Technology Center
 2: Little East Neck Rd & Colonial Springs Rd

No Build Volumes
 01/03/2024 4:04 pm



Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	258	57	242	306
Future Volume (vph)	258	57	242	306
Turn Type	NA	Perm	NA	Prot
Protected Phases	2		2	4
Permitted Phases		2		
Detector Phase	2	2	2	4
Switch Phase				
Minimum Initial (s)	20.0	20.0	20.0	8.0
Minimum Split (s)	25.5	25.5	25.5	25.5
Total Split (s)	55.0	55.0	55.0	30.0
Total Split (%)	64.7%	64.7%	64.7%	35.3%
Yellow Time (s)	3.5	3.5	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.5
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.5		5.5	5.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Min
Act Effct Green (s)	49.6		49.6	23.1
Actuated g/C Ratio	0.59		0.59	0.28
v/c Ratio	0.49		0.38	0.90
Control Delay (s/veh)	10.0		10.8	51.9
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	10.0		10.8	51.9
LOS	B		B	D
Approach Delay (s/veh)	10.0		10.8	51.9
Approach LOS	B		B	D

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 83.7
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay (s/veh): 24.3
 Intersection LOS: C
 Intersection Capacity Utilization 79.0%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 2: Little East Neck Rd & Colonial Springs Rd



Suffolk Technology Center
 3: Little East Neck Rd & Long Island Avenue

No Build Volumes
 01/03/2024 4:04 pm

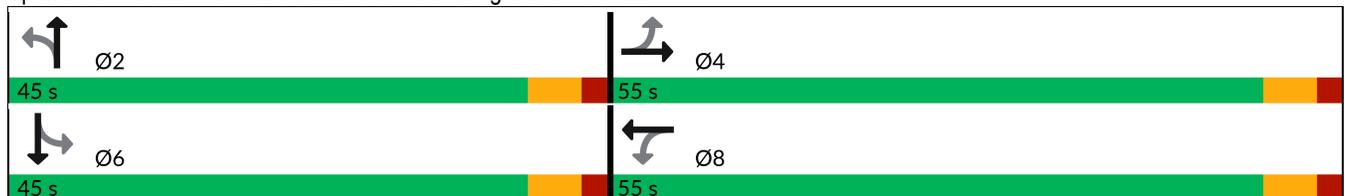


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	22	197	84	245	73	277	53	240
Future Volume (vph)	22	197	84	245	73	277	53	240
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	8.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.0	14.0	14.0	14.0	16.0	16.0	16.0	16.0
Total Split (s)	55.0	55.0	55.0	55.0	45.0	45.0	45.0	45.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effect Green (s)		30.7		30.7		39.4		39.4
Actuated g/C Ratio		0.37		0.37		0.48		0.48
v/c Ratio		0.53		0.90		0.45		0.46
Control Delay (s/veh)		20.8		42.8		18.3		18.9
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		20.8		42.8		18.3		18.9
LOS		C		D		B		B
Approach Delay (s/veh)		20.8		42.8		18.3		18.9
Approach LOS		C		D		B		B

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 82.3
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay (s/veh): 26.9
 Intersection LOS: C
 Intersection Capacity Utilization 82.2%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 3: Little East Neck Rd & Long Island Avenue



Suffolk Technology Center
4: Straight Path & Little East Neck Rd

No Build Volumes
01/03/2024 4:04 pm

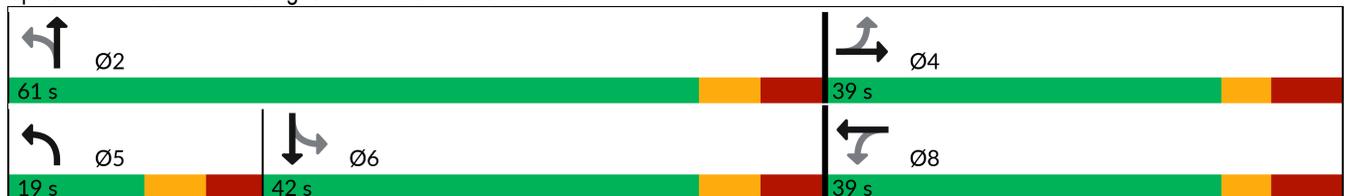


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	32	190	11	202	120	627	113	702
Future Volume (vph)	32	190	11	202	120	627	113	702
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	3.0	20.0	20.0	20.0
Minimum Split (s)	38.1	38.1	37.1	37.1	11.8	29.2	29.2	29.2
Total Split (s)	39.0	39.0	39.0	39.0	19.0	61.0	42.0	42.0
Total Split (%)	39.0%	39.0%	39.0%	39.0%	19.0%	61.0%	42.0%	42.0%
Yellow Time (s)	3.8	3.8	3.8	3.8	4.7	4.6	4.6	4.6
All-Red Time (s)	5.3	5.3	5.3	5.3	4.1	4.6	4.6	4.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.1	9.1	9.1	9.1	8.8	9.2	9.2	9.2
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	Min	Min	None	None	None	Min	Min	Min
Act Effct Green (s)	21.8	21.8	21.8	21.8	45.7	45.3	26.9	26.9
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.53	0.53	0.31	0.31
v/c Ratio	0.21	0.75	0.06	0.81	0.43	0.42	0.60	0.74
Control Delay (s/veh)	29.7	38.8	26.2	43.1	15.5	13.8	40.8	31.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.7	38.8	26.2	43.1	15.5	13.8	40.8	31.7
LOS	C	D	C	D	B	B	D	C
Approach Delay (s/veh)		37.9		42.6		14.1		33.0
Approach LOS		D		D		B		C

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 85.9	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 28.6	Intersection LOS: C
Intersection Capacity Utilization 83.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: Straight Path & Little East Neck Rd



Suffolk Technology Center
5: Wellwood Ave & Conklin St/Long Island Avenue

No Build Volumes
01/03/2024 4:04 pm

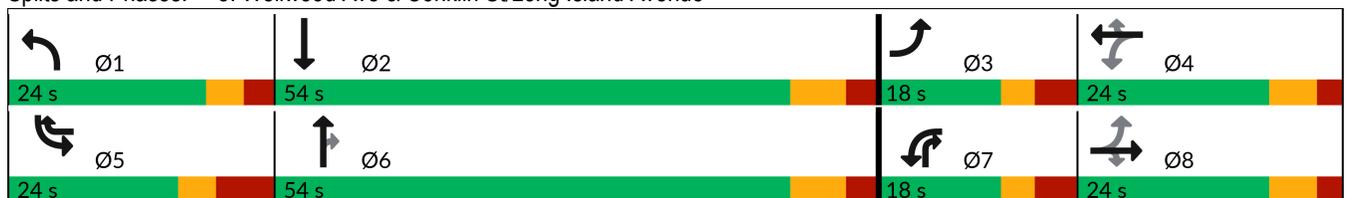


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	86	271	216	30	250	52	140	484	22	35	604
Future Volume (vph)	86	271	216	30	250	52	140	484	22	35	604
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA
Protected Phases	3	8		7	4	5	1	6	7	5	2
Permitted Phases	8		8	4		4			6		
Detector Phase	3	8	8	7	4	5	1	6	7	5	2
Switch Phase											
Minimum Initial (s)	3.0	6.0	6.0	3.0	6.0	3.0	3.0	20.0	3.0	3.0	20.0
Minimum Split (s)	9.8	23.6	23.6	9.8	12.6	11.7	9.2	32.7	9.8	11.7	27.7
Total Split (s)	18.0	24.0	24.0	18.0	24.0	24.0	24.0	54.0	18.0	24.0	54.0
Total Split (%)	15.0%	20.0%	20.0%	15.0%	20.0%	20.0%	20.0%	45.0%	15.0%	20.0%	45.0%
Yellow Time (s)	3.2	4.3	4.3	3.2	4.3	3.5	3.5	5.0	3.2	3.5	5.0
All-Red Time (s)	3.6	2.3	2.3	3.6	2.3	5.2	2.7	2.7	3.6	5.2	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.6	6.6	6.8	6.6	8.7	6.2	7.7	6.8	8.7	7.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes										
Recall Mode	None	Max	None	None	Max						
Act Effct Green (s)	30.1	22.2	22.2	24.7	17.4	33.2	15.5	53.3	68.5	9.1	46.4
Actuated g/C Ratio	0.26	0.19	0.19	0.21	0.15	0.29	0.13	0.46	0.59	0.08	0.40
v/c Ratio	0.48	0.84	0.50	0.22	1.24	0.16	0.76	0.37	0.03	0.42	0.81
Control Delay (s/veh)	39.8	68.3	9.5	34.0	176.1	32.4	71.3	22.9	0.0	61.3	37.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.8	68.3	9.5	34.0	176.1	32.4	71.3	22.9	0.0	61.3	37.6
LOS	D	E	A	C	F	C	E	C	A	E	D
Approach Delay (s/veh)		41.9			140.8			32.6			38.7
Approach LOS		D			F			C			D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 116.2
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.24
 Intersection Signal Delay (s/veh): 53.5
 Intersection LOS: D
 Intersection Capacity Utilization 68.6%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 5: Wellwood Ave & Conklin St/Long Island Avenue



Suffolk Technology Center
6: Straight Path & Long Island Avenue

No Build Volumes
01/03/2024 4:04 pm

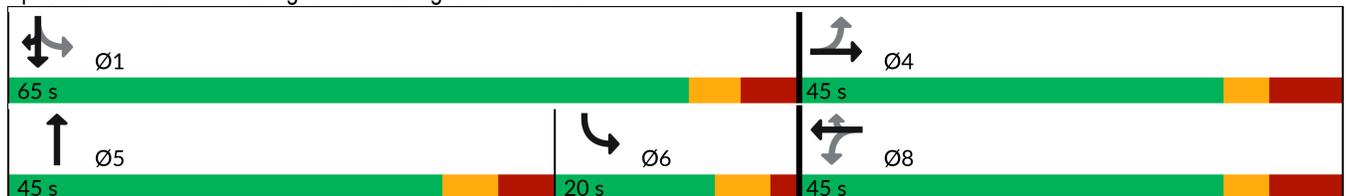


Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	66	200	71	189	67	374	56	364	62
Future Volume (vph)	66	200	71	189	67	374	56	364	62
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA	Prot
Protected Phases		4		8		5	6	1	1
Permitted Phases	4		8		8		1		
Detector Phase	4	4	8	8	8	5	6	1	1
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	17.0	4.0	17.0	17.0
Minimum Split (s)	43.8	43.8	15.8	15.8	15.8	39.2	10.8	38.9	38.9
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0	20.0	65.0	65.0
Total Split (%)	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	18.2%	59.1%	59.1%
Yellow Time (s)	3.8	3.8	3.8	3.8	3.8	4.6	4.6	4.3	4.3
All-Red Time (s)	6.0	6.0	6.0	6.0	6.0	4.6	2.2	4.6	4.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.8	9.8	9.8	9.8	9.8	9.2	6.8	8.9	8.9
Lead/Lag						Lead	Lag		
Lead-Lag Optimize?						Yes	Yes		
Recall Mode	None	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	15.1	15.1	15.1	15.1	15.1	18.7	33.7	31.6	31.6
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23	0.29	0.51	0.48	0.48
v/c Ratio	0.31	0.63	0.39	0.58	0.23	0.57	0.12	0.44	0.09
Control Delay (s/veh)	24.6	29.4	27.0	28.8	22.2	22.6	10.6	14.0	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.6	29.4	27.0	28.8	22.2	22.6	10.6	14.0	3.5
LOS	C	C	C	C	C	C	B	B	A
Approach Delay (s/veh)		28.3		27.1		22.6		12.2	
Approach LOS		C		C		C		B	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 65.6
 Natural Cycle: 95
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay (s/veh): 21.7
 Intersection LOS: C
 Intersection Capacity Utilization 84.2%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 6: Straight Path & Long Island Avenue



BUILD VOLUMES CAPACITY ANALYSIS

Suffolk Technology Center
1: Pinelawn Rd & Ruland Rd/Colonial Springs Rd

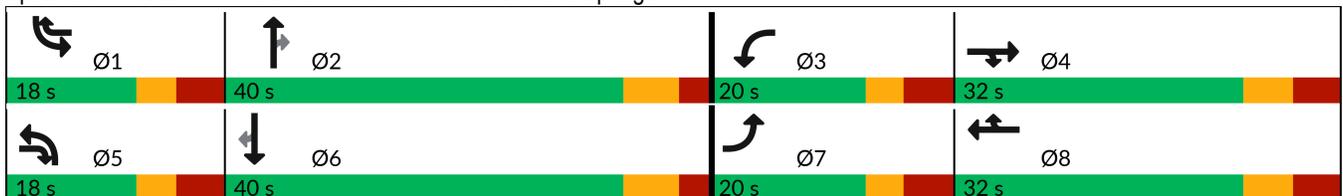
Build Volumes
01/03/2024 2:32 pm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	159	53	55	494	638	252	898	27	324	669	283
Future Volume (vph)	116	159	53	55	494	638	252	898	27	324	669	283
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	4 5	3	8	8 1	5	2		1	6	
Permitted Phases									2			6
Detector Phase	7	4	4 5	3	8	8 1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	6.0		3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	10.2	14.0		10.2	41.0		10.2	37.1	37.1	10.2	37.1	37.1
Total Split (s)	20.0	32.0		20.0	32.0		18.0	40.0	40.0	18.0	40.0	40.0
Total Split (%)	18.2%	29.1%		18.2%	29.1%		16.4%	36.4%	36.4%	16.4%	36.4%	36.4%
Yellow Time (s)	3.2	4.0		3.2	4.0		3.2	4.6	4.6	3.2	4.6	4.6
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	2.5	2.5	4.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	8.0		7.2	8.0		7.2	7.1	7.1	7.2	7.1	7.1
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effct Green (s)	9.8	27.6	45.6	9.1	24.1	42.2	10.7	27.6	27.6	10.8	27.7	27.7
Actuated g/C Ratio	0.10	0.27	0.45	0.09	0.24	0.41	0.11	0.27	0.27	0.11	0.27	0.27
v/c Ratio	0.46	0.20	0.09	0.41	0.69	1.06	0.78	0.75	0.05	1.11	0.58	0.49
Control Delay (s/veh)	49.6	32.5	0.6	53.3	41.5	79.9	62.5	38.4	0.2	126.5	34.1	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.6	32.5	0.6	53.3	41.5	79.9	62.5	38.4	0.2	126.5	34.1	6.1
LOS	D	C	A	D	D	E	E	D	A	F	C	A
Approach Delay (s/veh)		33.4			62.7			42.7			51.4	
Approach LOS		C			E			D			D	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 101.9
 Natural Cycle: 110
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.11
 Intersection Signal Delay (s/veh): 50.9 Intersection LOS: D
 Intersection Capacity Utilization 78.8% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 1: Pinelawn Rd & Ruland Rd/Colonial Springs Rd



Suffolk Technology Center
 2: Little East Neck Rd & Colonial Springs Rd

Build Volumes
 01/03/2024 2:32 pm



Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	164	49	475	684
Future Volume (vph)	164	49	475	684
Turn Type	NA	Perm	NA	Prot
Protected Phases	2		2	4
Permitted Phases		2		
Detector Phase	2	2	2	4
Switch Phase				
Minimum Initial (s)	20.0	20.0	20.0	8.0
Minimum Split (s)	25.5	25.5	25.5	25.5
Total Split (s)	55.0	55.0	55.0	30.0
Total Split (%)	64.7%	64.7%	64.7%	35.3%
Yellow Time (s)	3.5	3.5	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.5
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.5		5.5	5.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Min
Act Effct Green (s)	49.5		49.5	24.5
Actuated g/C Ratio	0.58		0.58	0.29
v/c Ratio	0.60		0.71	1.65
Control Delay (s/veh)	9.8		18.2	327.8
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	9.8		18.2	327.8
LOS	A		B	F
Approach Delay (s/veh)	9.8		18.2	327.8
Approach LOS	A		B	F

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.65
 Intersection Signal Delay (s/veh): 140.3
 Intersection LOS: F
 Intersection Capacity Utilization 111.2%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 2: Little East Neck Rd & Colonial Springs Rd



Suffolk Technology Center
3: Little East Neck Rd & Long Island Avenue

Build Volumes
01/03/2024 2:32 pm

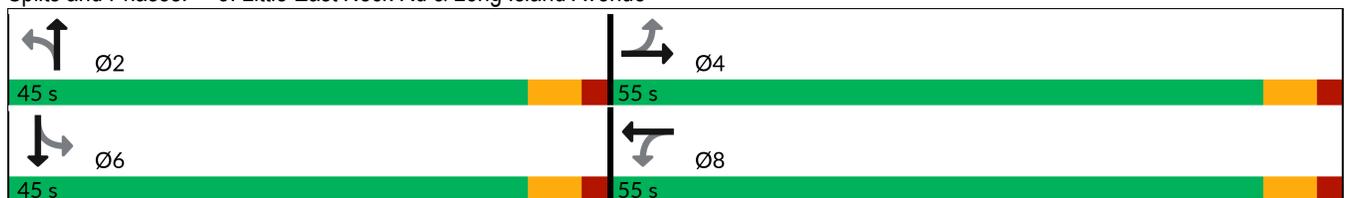


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	70	120	18	284	55	584	59	212
Future Volume (vph)	70	120	18	284	55	584	59	212
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	8.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.0	14.0	14.0	14.0	16.0	16.0	16.0	16.0
Total Split (s)	55.0	55.0	55.0	55.0	45.0	45.0	45.0	45.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effect Green (s)		35.5		35.5		39.5		39.5
Actuated g/C Ratio		0.41		0.41		0.45		0.45
v/c Ratio		0.58		0.88		0.85		0.66
Control Delay (s/veh)		23.5		34.7		35.1		27.3
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		23.5		34.7		35.1		27.3
LOS		C		C		D		C
Approach Delay (s/veh)		23.5		34.7		35.1		27.3
Approach LOS		C		C		D		C

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 87.1	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 32.1	Intersection LOS: C
Intersection Capacity Utilization 94.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 3: Little East Neck Rd & Long Island Avenue



Suffolk Technology Center
4: Straight Path & Little East Neck Rd

Build Volumes
01/03/2024 2:32 pm

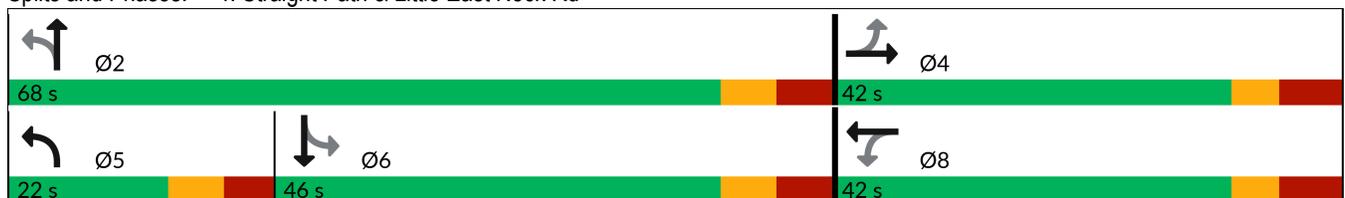


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	25	134	9	404	181	635	86	757
Future Volume (vph)	25	134	9	404	181	635	86	757
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	3.0	20.0	20.0	20.0
Minimum Split (s)	38.1	38.1	37.1	37.1	11.8	29.2	29.2	29.2
Total Split (s)	42.0	42.0	42.0	42.0	22.0	68.0	46.0	46.0
Total Split (%)	38.2%	38.2%	38.2%	38.2%	20.0%	61.8%	41.8%	41.8%
Yellow Time (s)	3.8	3.8	3.8	3.8	4.7	4.6	4.6	4.6
All-Red Time (s)	5.3	5.3	5.3	5.3	4.1	4.6	4.6	4.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.1	9.1	9.1	9.1	8.8	9.2	9.2	9.2
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	Min	Min	None	None	None	Min	Min	Min
Act Effct Green (s)	33.1	33.1	33.1	33.1	53.4	53.0	31.7	31.7
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.51	0.51	0.30	0.30
v/c Ratio	0.47	0.62	0.04	1.14	0.64	0.47	0.47	0.84
Control Delay (s/veh)	61.0	32.4	27.9	116.8	24.7	17.5	38.4	42.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.0	32.4	27.9	116.8	24.7	17.5	38.4	42.5
LOS	E	C	C	F	C	B	D	D
Approach Delay (s/veh)		34.6		115.3		19.1		42.1
Approach LOS		C		F		B		D

Intersection Summary

Cycle Length: 110	
Actuated Cycle Length: 104.4	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay (s/veh): 50.0	Intersection LOS: D
Intersection Capacity Utilization 87.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: Straight Path & Little East Neck Rd



Suffolk Technology Center
5: Wellwood Ave & Conklin St/Long Island Avenue

Build Volumes
01/03/2024 2:32 pm



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	40	181	59	23	275	87	106	1548	32	33	405
Future Volume (vph)	40	181	59	23	275	87	106	1548	32	33	405
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA
Protected Phases	3	8		7	4	5	1	6	7	5	2
Permitted Phases	8		8	4		4			6		
Detector Phase	3	8	8	7	4	5	1	6	7	5	2
Switch Phase											
Minimum Initial (s)	3.0	6.0	6.0	3.0	6.0	3.0	3.0	20.0	3.0	3.0	20.0
Minimum Split (s)	9.8	29.6	29.6	9.8	12.6	11.7	9.2	32.7	9.8	11.7	27.7
Total Split (s)	14.0	30.0	30.0	14.0	30.0	29.0	29.0	77.0	14.0	29.0	77.0
Total Split (%)	9.3%	20.0%	20.0%	9.3%	20.0%	19.3%	19.3%	51.3%	9.3%	19.3%	51.3%
Yellow Time (s)	3.2	4.3	4.3	3.2	4.3	3.5	3.5	5.0	3.2	3.5	5.0
All-Red Time (s)	3.6	2.3	2.3	3.6	2.3	5.2	2.7	2.7	3.6	5.2	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.6	6.6	6.8	6.6	8.7	6.2	7.7	6.8	8.7	7.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes										
Recall Mode	None	Max	None	None	Max						
Act Effct Green (s)	29.1	23.7	23.7	28.7	23.5	30.8	16.1	73.9	81.4	9.4	69.6
Actuated g/C Ratio	0.21	0.17	0.17	0.20	0.17	0.22	0.11	0.53	0.58	0.07	0.49
v/c Ratio	0.44	0.72	0.20	0.14	1.03	0.31	0.69	0.94	0.04	0.42	0.40
Control Delay (s/veh)	55.6	71.9	1.3	43.7	117.4	43.6	82.6	44.3	0.1	77.5	24.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.6	71.9	1.3	43.7	117.4	43.6	82.6	44.3	0.1	77.5	24.7
LOS	E	E	A	D	F	D	F	D	A	E	C
Approach Delay (s/veh)		54.6			96.3			45.9			28.4
Approach LOS		D			F			D			C

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 140.7
 Natural Cycle: 115
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay (s/veh): 50.1 Intersection LOS: D
 Intersection Capacity Utilization 88.8% ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 5: Wellwood Ave & Conklin St/Long Island Avenue

Ø1 29 s	Ø2 77 s	Ø3 14 s	Ø4 30 s
Ø5 29 s	Ø6 77 s	Ø7 14 s	Ø8 30 s

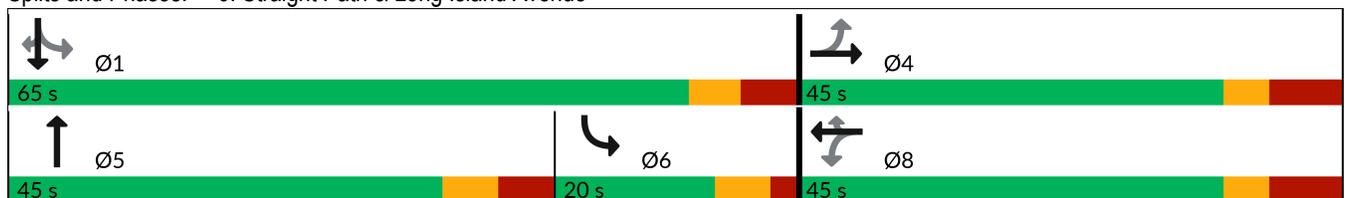


Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	75	150	86	362	97	459	26	352	93
Future Volume (vph)	75	150	86	362	97	459	26	352	93
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA	Perm
Protected Phases		4		8		5	6	1	
Permitted Phases	4		8		8		1		1
Detector Phase	4	4	8	8	8	5	6	1	1
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	17.0	4.0	17.0	17.0
Minimum Split (s)	43.8	43.8	15.8	15.8	15.8	39.2	10.8	38.9	38.9
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0	20.0	65.0	65.0
Total Split (%)	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	18.2%	59.1%	59.1%
Yellow Time (s)	3.8	3.8	3.8	3.8	3.8	4.6	4.6	4.3	4.3
All-Red Time (s)	6.0	6.0	6.0	6.0	6.0	4.6	2.2	4.6	4.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.8	9.8	9.8	9.8	9.8	9.2	6.8	8.9	8.9
Lead/Lag						Lead	Lag		
Lead-Lag Optimize?						Yes	Yes		
Recall Mode	None	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	27.3	27.3	27.3	27.3	27.3	21.3	36.4	34.2	34.2
Actuated g/C Ratio	0.34	0.34	0.34	0.34	0.34	0.26	0.45	0.42	0.42
v/c Ratio	0.48	0.39	0.30	0.79	0.22	0.67	0.07	0.54	0.17
Control Delay (s/veh)	30.8	22.1	22.6	35.8	20.4	31.4	15.3	21.9	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.8	22.1	22.6	35.8	20.4	31.4	15.3	21.9	4.4
LOS	C	C	C	D	C	C	B	C	A
Approach Delay (s/veh)		24.8		31.0		31.4		18.1	
Approach LOS		C		C		C		B	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 80.6
 Natural Cycle: 95
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay (s/veh): 26.8
 Intersection LOS: C
 Intersection Capacity Utilization 71.2%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 6: Straight Path & Long Island Avenue



Suffolk Technology Center
8: Little East Neck Rd & South Site Driveway

Build Volumes
01/03/2024 2:32 pm



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗	↗		↗
Traffic Volume (veh/h)	0	19	818	114	0	329
Future Volume (Veh/h)	0	19	818	114	0	329
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.87	0.87	0.89	0.89
Hourly flow rate (vph)	0	21	940	131	0	370
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			533			1160
pX, platoon unblocked	0.09	0.09			0.09	
vC, conflicting volume	1310	940			940	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	*2.0			2.2	
p0 queue free %	100	86			100	
cM capacity (veh/h)	88	155			141	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	21	940	131	370
Volume Left	0	0	0	0
Volume Right	21	0	131	0
cSH	155	1700	1700	1700
Volume to Capacity	0.14	0.55	0.08	0.22
Queue Length 95th (ft)	11	0	0	0
Control Delay (s/veh)	31.9	0.0	0.0	0.0
Lane LOS	D			
Approach Delay (s/veh)	31.9	0.0		0.0
Approach LOS	D			

Intersection Summary			
Average Delay		0.5	
Intersection Capacity Utilization		53.1%	ICU Level of Service A
Analysis Period (min)		15	

* User Entered Value

Suffolk Technology Center
 1: Pinelawn Rd & Ruland Rd/Colonial Springs Rd

Build Volumes
 11/02/2023 9:29 am

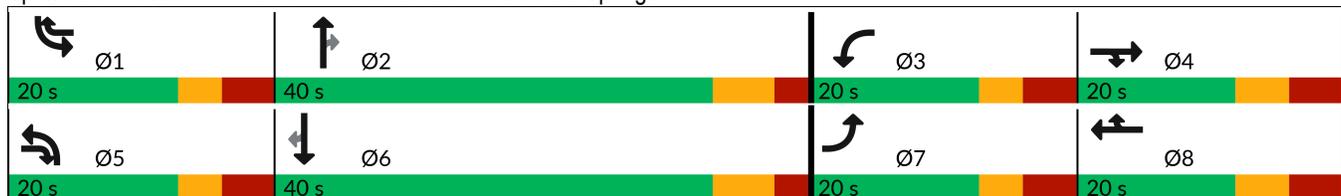


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (vph)	182	221	101	25	220	308	71	494	37	249	559	182
Future Volume (vph)	182	221	101	25	220	308	71	494	37	249	559	182
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	4 5	3	8	8 1	5	2		1	6	
Permitted Phases									2			6
Detector Phase	7	4	4 5	3	8	8 1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	6.0		3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	10.2	14.0		10.2	41.0		10.2	37.1	37.1	10.2	37.1	37.1
Total Split (s)	20.0	20.0		20.0	20.0		20.0	40.0	40.0	20.0	40.0	40.0
Total Split (%)	20.0%	20.0%		20.0%	20.0%		20.0%	40.0%	40.0%	20.0%	40.0%	40.0%
Yellow Time (s)	3.2	4.0		3.2	4.0		3.2	4.6	4.6	3.2	4.6	4.6
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	2.5	2.5	4.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	8.0		7.2	8.0		7.2	7.1	7.1	7.2	7.1	7.1
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Act Effct Green (s)	10.6	20.5	35.5	7.4	11.8	31.0	7.9	32.9	32.9	11.9	37.0	37.0
Actuated g/C Ratio	0.11	0.21	0.37	0.08	0.12	0.32	0.08	0.34	0.34	0.12	0.38	0.38
v/c Ratio	0.53	0.33	0.17	0.25	0.67	0.74	0.31	0.34	0.06	0.69	0.37	0.28
Control Delay (s/veh)	46.4	36.5	4.2	47.6	50.1	28.7	45.8	25.1	0.2	50.8	22.9	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.4	36.5	4.2	47.6	50.1	28.7	45.8	25.1	0.2	50.8	22.9	3.9
LOS	D	D	A	D	D	C	D	C	A	D	C	A
Approach Delay (s/veh)		33.6			38.1			26.0			26.4	
Approach LOS		C			D			C			C	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 96.9
 Natural Cycle: 110
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay (s/veh): 30.3 Intersection LOS: C
 Intersection Capacity Utilization 59.6% ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 1: Pinelawn Rd & Ruland Rd/Colonial Springs Rd



Suffolk Technology Center
 2: Little East Neck Rd & Colonial Springs Rd

Build Volumes
 11/02/2023 9:29 am



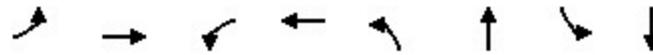
Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	199	47	222	331
Future Volume (vph)	199	47	222	331
Turn Type	NA	Perm	NA	Prot
Protected Phases	2		2	4
Permitted Phases		2		
Detector Phase	2	2	2	4
Switch Phase				
Minimum Initial (s)	20.0	20.0	20.0	8.0
Minimum Split (s)	25.5	25.5	25.5	25.5
Total Split (s)	55.0	55.0	55.0	30.0
Total Split (%)	64.7%	64.7%	64.7%	35.3%
Yellow Time (s)	3.5	3.5	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.5
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.5		5.5	5.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Min
Act Effct Green (s)	49.5		49.5	24.5
Actuated g/C Ratio	0.58		0.58	0.29
v/c Ratio	0.52		0.34	1.08
Control Delay (s/veh)	9.2		10.7	98.3
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	9.2		10.7	98.3
LOS	A		B	F
Approach Delay (s/veh)	9.2		10.7	98.3
Approach LOS	A		B	F

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay (s/veh): 41.4
 Intersection LOS: D
 Intersection Capacity Utilization 82.4%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 2: Little East Neck Rd & Colonial Springs Rd



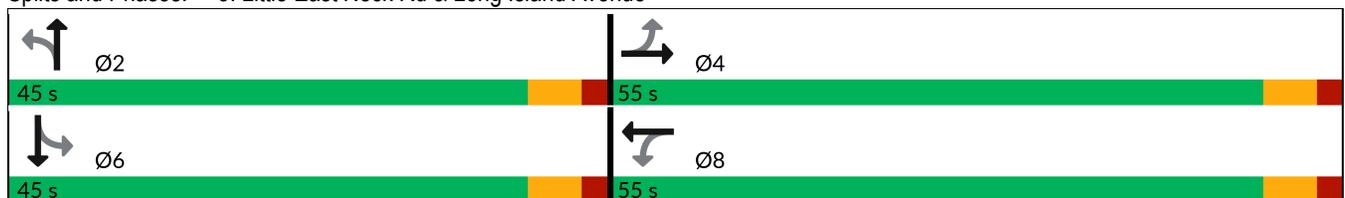


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	72	216	12	161	55	277	94	266
Future Volume (vph)	72	216	12	161	55	277	94	266
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	8.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.0	14.0	14.0	14.0	16.0	16.0	16.0	16.0
Total Split (s)	55.0	55.0	55.0	55.0	45.0	45.0	45.0	45.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effect Green (s)		21.6		21.6		39.3		39.3
Actuated g/C Ratio		0.30		0.30		0.54		0.54
v/c Ratio		0.83		0.51		0.47		0.70
Control Delay (s/veh)		37.6		21.2		14.3		20.1
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		37.6		21.2		14.3		20.1
LOS		D		C		B		C
Approach Delay (s/veh)		37.6		21.2		14.3		20.1
Approach LOS		D		C		B		C

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 72.9
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay (s/veh): 23.3 Intersection LOS: C
 Intersection Capacity Utilization 86.1% ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 3: Little East Neck Rd & Long Island Avenue



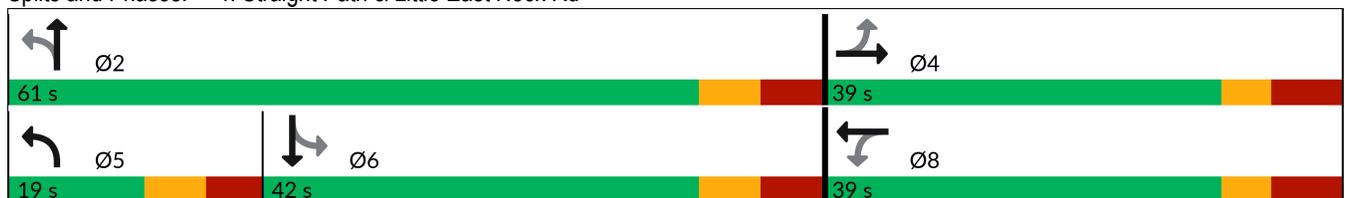


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	23	194	17	143	128	579	88	636
Future Volume (vph)	23	194	17	143	128	579	88	636
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	3.0	20.0	20.0	20.0
Minimum Split (s)	38.1	38.1	37.1	37.1	11.8	29.2	29.2	29.2
Total Split (s)	39.0	39.0	39.0	39.0	19.0	61.0	42.0	42.0
Total Split (%)	39.0%	39.0%	39.0%	39.0%	19.0%	61.0%	42.0%	42.0%
Yellow Time (s)	3.8	3.8	3.8	3.8	4.7	4.6	4.6	4.6
All-Red Time (s)	5.3	5.3	5.3	5.3	4.1	4.6	4.6	4.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.1	9.1	9.1	9.1	8.8	9.2	9.2	9.2
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	Min	Min	None	None	None	Min	Min	Min
Act Effct Green (s)	22.2	22.2	22.2	22.2	44.7	44.3	25.8	25.8
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.52	0.52	0.30	0.30
v/c Ratio	0.11	0.82	0.11	0.65	0.41	0.42	0.46	0.73
Control Delay (s/veh)	26.3	43.8	26.7	32.2	15.4	14.1	34.0	32.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.3	43.8	26.7	32.2	15.4	14.1	34.0	32.1
LOS	C	D	C	C	B	B	C	C
Approach Delay (s/veh)		42.6		31.9		14.4		32.4
Approach LOS		D		C		B		C

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 85.2
 Natural Cycle: 80
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay (s/veh): 27.7
 Intersection LOS: C
 Intersection Capacity Utilization 76.0%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 4: Straight Path & Little East Neck Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	84	283	194	20	212	50	145	529	28	45	647
Future Volume (vph)	84	283	194	20	212	50	145	529	28	45	647
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA
Protected Phases	3	8		7	4	5	1	6	7	5	2
Permitted Phases	8		8	4		4			6		
Detector Phase	3	8	8	7	4	5	1	6	7	5	2
Switch Phase											
Minimum Initial (s)	3.0	6.0	6.0	3.0	6.0	3.0	3.0	20.0	3.0	3.0	20.0
Minimum Split (s)	9.8	23.6	23.6	9.8	12.6	11.7	9.2	32.7	9.8	11.7	27.7
Total Split (s)	18.0	24.0	24.0	18.0	24.0	24.0	24.0	54.0	18.0	24.0	54.0
Total Split (%)	15.0%	20.0%	20.0%	15.0%	20.0%	20.0%	20.0%	45.0%	15.0%	20.0%	45.0%
Yellow Time (s)	3.2	4.3	4.3	3.2	4.3	3.5	3.5	5.0	3.2	3.5	5.0
All-Red Time (s)	3.6	2.3	2.3	3.6	2.3	5.2	2.7	2.7	3.6	5.2	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.6	6.6	6.8	6.6	8.7	6.2	7.7	6.8	8.7	7.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes										
Recall Mode	None	Max	None	None	Max						
Act Effct Green (s)	30.8	22.8	22.8	23.6	17.1	24.3	15.6	53.3	60.9	9.3	46.4
Actuated g/C Ratio	0.27	0.20	0.20	0.20	0.15	0.21	0.13	0.46	0.52	0.08	0.40
v/c Ratio	0.44	0.93	0.49	0.13	0.90	0.20	0.77	0.39	0.04	0.42	0.73
Control Delay (s/veh)	38.5	82.1	9.9	32.9	85.3	33.4	73.1	23.4	0.1	61.5	34.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.5	82.1	9.9	32.9	85.3	33.4	73.1	23.4	0.1	61.5	34.7
LOS	D	F	A	C	F	C	E	C	A	E	C
Approach Delay (s/veh)		50.6			72.4			32.7			36.2
Approach LOS		D			E			C			D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 116.1	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 42.9	Intersection LOS: D
Intersection Capacity Utilization 70.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Wellwood Ave & Conklin St/Long Island Avenue

Ø1 24 s	Ø2 54 s	Ø3 18 s	Ø4 24 s
Ø5 24 s	Ø6 54 s	Ø7 18 s	Ø8 24 s

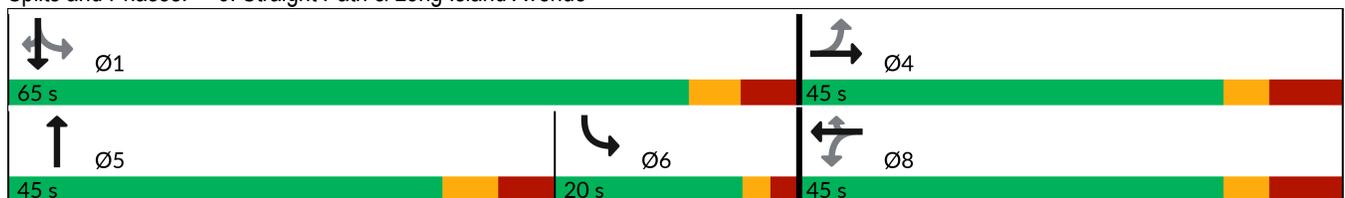


Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	104	204	64	178	47	342	47	323	76
Future Volume (vph)	104	204	64	178	47	342	47	323	76
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA	Perm
Protected Phases		4		8		5	6	1	
Permitted Phases	4		8		8		1		1
Detector Phase	4	4	8	8	8	5	6	1	1
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	17.0	4.0	17.0	17.0
Minimum Split (s)	43.8	43.8	15.8	15.8	15.8	39.2	8.4	38.9	38.9
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0	20.0	65.0	65.0
Total Split (%)	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	18.2%	59.1%	59.1%
Yellow Time (s)	3.8	3.8	3.8	3.8	3.8	4.6	2.2	4.3	4.3
All-Red Time (s)	6.0	6.0	6.0	6.0	6.0	4.6	2.2	4.6	4.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.8	9.8	9.8	9.8	9.8	9.2	4.4	8.9	8.9
Lead/Lag						Lead	Lag		
Lead-Lag Optimize?						Yes	Yes		
Recall Mode	None	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	14.6	14.6	14.6	14.6	14.6	17.6	32.6	28.0	28.0
Actuated g/C Ratio	0.24	0.24	0.24	0.24	0.24	0.29	0.53	0.46	0.46
v/c Ratio	0.49	0.64	0.32	0.51	0.15	0.48	0.12	0.51	0.16
Control Delay (s/veh)	27.3	28.1	23.3	25.1	19.1	20.2	9.5	15.7	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.3	28.1	23.3	25.1	19.1	20.2	9.5	15.7	3.8
LOS	C	C	C	C	B	C	A	B	A
Approach Delay (s/veh)		27.9		23.7		20.2		13.0	
Approach LOS		C		C		C		B	

Intersection Summary

Cycle Length: 110	
Actuated Cycle Length: 61.5	
Natural Cycle: 95	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 20.2	Intersection LOS: C
Intersection Capacity Utilization 78.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 6: Straight Path & Long Island Avenue



Suffolk Technology Center
 7: Little East Neck Rd & North Site Driveway

Build Volumes
 11/02/2023 9:29 am

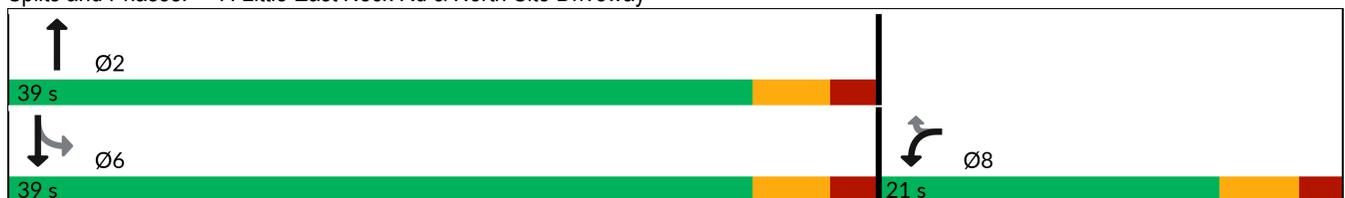


Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	↶	↶	↷	↷	↷
Traffic Volume (vph)	127	48	378	73	308
Future Volume (vph)	127	48	378	73	308
Turn Type	Prot	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		8		6	
Detector Phase	8	8	2	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5	10.5	10.5	10.5
Total Split (s)	21.0	21.0	39.0	39.0	39.0
Total Split (%)	35.0%	35.0%	65.0%	65.0%	65.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	Max	Max	Max
Act Effect Green (s)	10.3	10.3	37.8	37.8	37.8
Actuated g/C Ratio	0.19	0.19	0.68	0.68	0.68
v/c Ratio	0.50	0.16	0.38	0.14	0.27
Control Delay (s/veh)	26.3	7.4	6.9	6.3	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.3	7.4	6.9	6.3	6.2
LOS	C	A	A	A	A
Approach Delay (s/veh)	21.1		6.9		6.2
Approach LOS	C		A		A

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 55.6
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay (s/veh): 9.2
 Intersection LOS: A
 Intersection Capacity Utilization 47.1%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 7: Little East Neck Rd & North Site Driveway



Suffolk Technology Center
 8: Little East Neck Rd & South Site Driveway

Build Volumes
 11/02/2023 9:29 am



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↖	↖	↗		↗
Traffic Volume (veh/h)	0	38	377	67	0	342
Future Volume (Veh/h)	0	38	377	67	0	342
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.89	0.89	0.81	0.81
Hourly flow rate (vph)	0	41	424	75	0	422
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			535			1142
pX, platoon unblocked						
vC, conflicting volume	846	424			424	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	846	424			424	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	94			100	
cM capacity (veh/h)	335	634			1146	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	41	424	75	422		
Volume Left	0	0	0	0		
Volume Right	41	0	75	0		
cSH	634	1700	1700	1700		
Volume to Capacity	0.06	0.25	0.04	0.25		
Queue Length 95th (ft)	5	0	0	0		
Control Delay (s/veh)	11.1	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s/veh)	11.1	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			29.8%	ICU Level of Service	A	
Analysis Period (min)			15			

Suffolk Technology Center
 1: Pinelawn Rd & Ruland Rd/Colonial Springs Rd

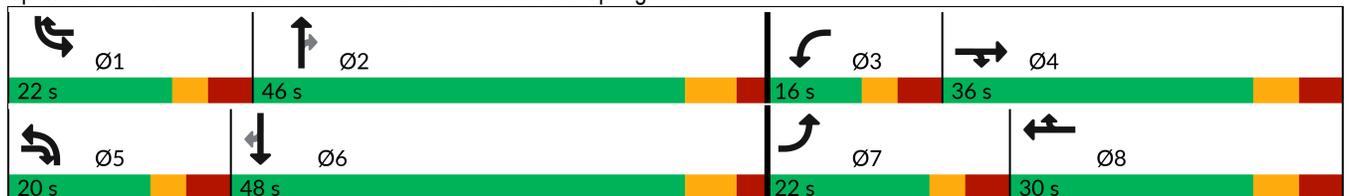
Build Volumes
 01/03/2024 4:04 pm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	228	575	283	32	331	363	79	712	78	468	877	273
Future Volume (vph)	228	575	283	32	331	363	79	712	78	468	877	273
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	4 5	3	8	8 1	5	2		1	6	
Permitted Phases									2			6
Detector Phase	7	4	4 5	3	8	8 1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	6.0		3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	10.2	14.0		10.2	41.0		10.2	37.1	37.1	10.2	37.1	37.1
Total Split (s)	22.0	36.0		16.0	30.0		20.0	46.0	46.0	22.0	48.0	48.0
Total Split (%)	18.3%	30.0%		13.3%	25.0%		16.7%	38.3%	38.3%	18.3%	40.0%	40.0%
Yellow Time (s)	3.2	4.0		3.2	4.0		3.2	4.6	4.6	3.2	4.6	4.6
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	2.5	2.5	4.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	8.0		7.2	8.0		7.2	7.1	7.1	7.2	7.1	7.1
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Act Effct Green (s)	13.7	32.6	48.4	7.6	21.0	43.0	8.5	38.9	38.9	14.8	45.2	45.2
Actuated g/C Ratio	0.12	0.28	0.41	0.06	0.18	0.36	0.07	0.33	0.33	0.13	0.38	0.38
v/c Ratio	0.73	0.76	0.51	0.35	0.66	0.69	0.37	0.48	0.14	1.24	0.50	0.38
Control Delay (s/veh)	62.3	46.6	20.5	62.1	51.2	30.9	56.8	33.0	0.4	168.3	29.5	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.3	46.6	20.5	62.1	51.2	30.9	56.8	33.0	0.4	168.3	29.5	4.5
LOS	E	D	C	E	D	C	E	C	A	F	C	A
Approach Delay (s/veh)		43.1			41.5			32.2			65.4	
Approach LOS		D			D			C			E	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 118
 Natural Cycle: 120
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.24
 Intersection Signal Delay (s/veh): 48.5 Intersection LOS: D
 Intersection Capacity Utilization 73.8% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 1: Pinelawn Rd & Ruland Rd/Colonial Springs Rd



Suffolk Technology Center
 2: Little East Neck Rd & Colonial Springs Rd

Build Volumes
 01/03/2024 4:04 pm



Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	472	34	258	478
Future Volume (vph)	472	34	258	478
Turn Type	NA	Perm	NA	Prot
Protected Phases	2		2	4
Permitted Phases		2		
Detector Phase	2	2	2	4
Switch Phase				
Minimum Initial (s)	20.0	20.0	20.0	8.0
Minimum Split (s)	25.5	25.5	25.5	25.5
Total Split (s)	55.0	55.0	55.0	30.0
Total Split (%)	64.7%	64.7%	64.7%	35.3%
Yellow Time (s)	3.5	3.5	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.5
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.5		5.5	5.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Min
Act Effct Green (s)	49.5		49.5	24.5
Actuated g/C Ratio	0.58		0.58	0.29
v/c Ratio	1.11		1.01	1.47
Control Delay (s/veh)	81.6		74.0	249.9
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	81.6		74.0	249.9
LOS	F		E	F
Approach Delay (s/veh)	81.6		74.0	249.9
Approach LOS	F		E	F

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.47
 Intersection Signal Delay (s/veh): 136.5
 Intersection LOS: F
 Intersection Capacity Utilization 102.5%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 2: Little East Neck Rd & Colonial Springs Rd



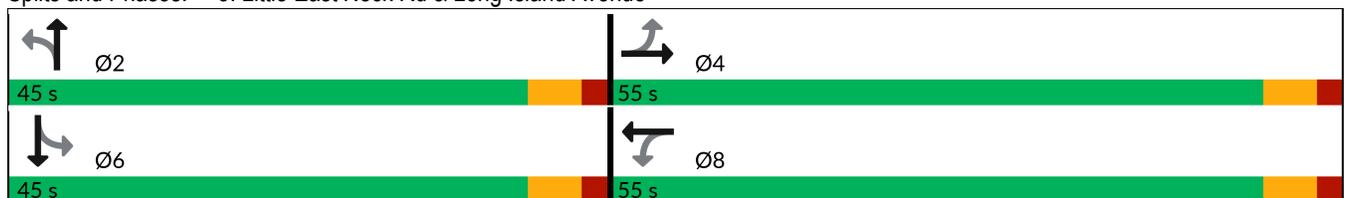


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	72	318	11	176	71	319	158	607
Future Volume (vph)	72	318	11	176	71	319	158	607
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	8.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.0	14.0	14.0	14.0	16.0	16.0	16.0	16.0
Total Split (s)	55.0	55.0	55.0	55.0	45.0	45.0	45.0	45.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effect Green (s)		28.4		28.4		39.4		39.4
Actuated g/C Ratio		0.36		0.36		0.49		0.49
v/c Ratio		0.85		0.50		0.57		1.27
Control Delay (s/veh)		36.3		19.6		20.0		156.8
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		36.3		19.6		20.0		156.8
LOS		D		B		C		F
Approach Delay (s/veh)		36.3		19.6		20.0		156.8
Approach LOS		D		B		C		F

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 79.9
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.27
 Intersection Signal Delay (s/veh): 79.1
 Intersection LOS: E
 Intersection Capacity Utilization 123.5%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 3: Little East Neck Rd & Long Island Avenue



Suffolk Technology Center
4: Straight Path & Little East Neck Rd

Build Volumes
01/03/2024 4:04 pm

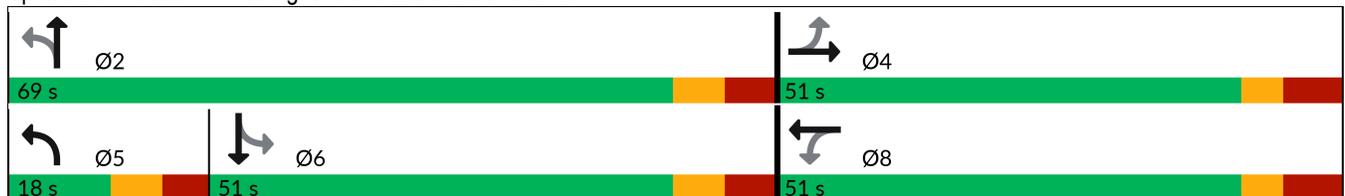


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	→	↖	→	↖	↗	↖	↗
Traffic Volume (vph)	38	447	7	201	125	766	124	797
Future Volume (vph)	38	447	7	201	125	766	124	797
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	3.0	20.0	20.0	20.0
Minimum Split (s)	38.1	38.1	45.1	45.1	11.8	29.2	29.2	29.2
Total Split (s)	51.0	51.0	51.0	51.0	18.0	69.0	51.0	51.0
Total Split (%)	42.5%	42.5%	42.5%	42.5%	15.0%	57.5%	42.5%	42.5%
Yellow Time (s)	3.8	3.8	3.8	3.8	4.7	4.6	4.6	4.6
All-Red Time (s)	5.3	5.3	5.3	5.3	4.1	4.6	4.6	4.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.1	9.1	9.1	9.1	8.8	9.2	9.2	9.2
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	Min	Min	None	None	None	Min	Min	Min
Act Effct Green (s)	42.0	42.0	42.0	42.0	56.5	56.1	38.3	38.3
Actuated g/C Ratio	0.36	0.36	0.36	0.36	0.49	0.48	0.33	0.33
v/c Ratio	0.16	1.17	0.15	0.60	0.61	0.54	0.74	0.87
Control Delay (s/veh)	28.9	125.8	35.6	33.5	28.4	22.5	58.5	46.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.9	125.8	35.6	33.5	28.4	22.5	58.5	46.5
LOS	C	F	D	C	C	C	E	D
Approach Delay (s/veh)		120.3		33.6		23.3		48.1
Approach LOS		F		C		C		D

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 116.4
 Natural Cycle: 110
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.17
 Intersection Signal Delay (s/veh): 55.6
 Intersection LOS: E
 Intersection Capacity Utilization 96.0%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 4: Straight Path & Little East Neck Rd



Suffolk Technology Center
5: Wellwood Ave & Conklin St/Long Island Avenue

Build Volumes
01/03/2024 4:04 pm



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	39	385	180	26	288	39	88	530	40	87	1445
Future Volume (vph)	39	385	180	26	288	39	88	530	40	87	1445
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA
Protected Phases	3	8		7	4	5	1	6	7	5	2
Permitted Phases	8		8	4		4			6		
Detector Phase	3	8	8	7	4	5	1	6	7	5	2
Switch Phase											
Minimum Initial (s)	3.0	6.0	6.0	3.0	6.0	3.0	3.0	20.0	3.0	3.0	20.0
Minimum Split (s)	9.8	27.6	27.6	9.8	12.6	11.7	9.2	32.7	9.8	11.7	27.7
Total Split (s)	14.0	28.0	28.0	14.0	28.0	22.0	22.0	86.0	14.0	22.0	86.0
Total Split (%)	9.3%	18.7%	18.7%	9.3%	18.7%	14.7%	14.7%	57.3%	9.3%	14.7%	57.3%
Yellow Time (s)	3.2	4.3	4.3	3.2	4.3	3.5	3.5	5.0	3.2	3.5	5.0
All-Red Time (s)	3.6	2.3	2.3	3.6	2.3	5.2	2.7	2.7	3.6	5.2	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.6	6.6	6.8	6.6	8.7	6.2	7.7	6.8	8.7	7.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes										
Recall Mode	None	Max	None	None	Max						
Act Effct Green (s)	27.0	21.6	21.6	26.7	21.5	31.0	13.0	78.5	86.1	11.6	79.6
Actuated g/C Ratio	0.19	0.15	0.15	0.18	0.15	0.21	0.09	0.54	0.59	0.08	0.55
v/c Ratio	0.35	1.62	0.53	0.23	1.19	0.14	0.66	0.32	0.05	0.66	0.85
Control Delay (s/veh)	53.3	332.6	12.3	49.3	168.5	42.4	86.1	19.9	0.1	88.7	34.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.3	332.6	12.3	49.3	168.5	42.4	86.1	19.9	0.1	88.7	34.9
LOS	D	F	B	D	F	D	F	B	A	F	C
Approach Delay (s/veh)		219.1			145.8			27.6			37.8
Approach LOS		F			F			C			D

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 145.6
 Natural Cycle: 135
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.62
 Intersection Signal Delay (s/veh): 83.9
 Intersection LOS: F
 Intersection Capacity Utilization 93.1%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 5: Wellwood Ave & Conklin St/Long Island Avenue

Ø1 22 s	Ø2 86 s	Ø3 14 s	Ø4 28 s
Ø5 22 s	Ø6 86 s	Ø7 14 s	Ø8 28 s

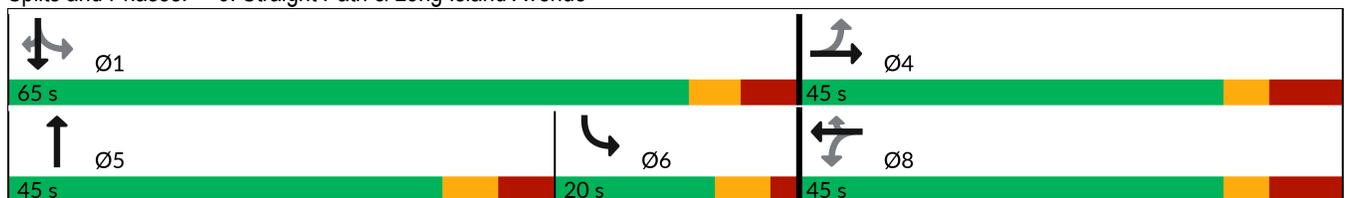


Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	114	342	78	201	50	373	48	473	81
Future Volume (vph)	114	342	78	201	50	373	48	473	81
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA	Perm
Protected Phases		4		8		5	6	1	
Permitted Phases	4		8		8		1		1
Detector Phase	4	4	8	8	8	5	6	1	1
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	17.0	4.0	17.0	17.0
Minimum Split (s)	43.8	43.8	15.8	15.8	15.8	39.2	10.8	38.9	38.9
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0	20.0	65.0	65.0
Total Split (%)	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	18.2%	59.1%	59.1%
Yellow Time (s)	3.8	3.8	3.8	3.8	3.8	4.6	4.6	4.3	4.3
All-Red Time (s)	6.0	6.0	6.0	6.0	6.0	4.6	2.2	4.6	4.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.8	9.8	9.8	9.8	9.8	9.2	6.8	8.9	8.9
Lead/Lag						Lead	Lag		
Lead-Lag Optimize?						Yes	Yes		
Recall Mode	None	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	25.4	25.4	25.4	25.4	25.4	18.7	34.4	32.3	32.3
Actuated g/C Ratio	0.33	0.33	0.33	0.33	0.33	0.24	0.45	0.42	0.42
v/c Ratio	0.42	0.77	0.49	0.41	0.11	0.57	0.11	0.65	0.13
Control Delay (s/veh)	24.4	32.4	31.3	22.4	18.4	29.1	15.1	23.9	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.4	32.4	31.3	22.4	18.4	29.1	15.1	23.9	4.6
LOS	C	C	C	C	B	C	B	C	A
Approach Delay (s/veh)		30.5		23.9		29.1		20.6	
Approach LOS		C		C		C		C	

Intersection Summary

Cycle Length: 110	
Actuated Cycle Length: 76.7	
Natural Cycle: 95	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 26.0	Intersection LOS: C
Intersection Capacity Utilization 84.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: Straight Path & Long Island Avenue



Suffolk Technology Center
7: Little East Neck Rd & North Site Driveway

Build Volumes
01/03/2024 4:04 pm

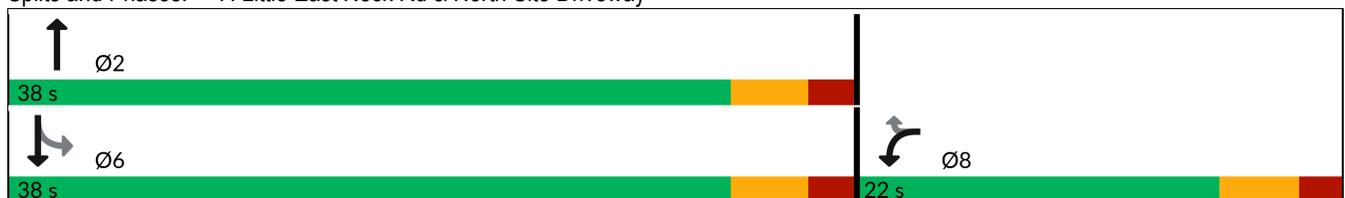


Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	↶	↶	↶	↶	↶
Traffic Volume (vph)	280	124	467	102	580
Future Volume (vph)	280	124	467	102	580
Turn Type	Prot	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		8		6	
Detector Phase	8	8	2	6	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	10.5	10.5	10.5	10.5
Total Split (s)	22.0	22.0	38.0	38.0	38.0
Total Split (%)	36.7%	36.7%	63.3%	63.3%	63.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	Max	Max	Max
Act Effct Green (s)	14.1	14.1	32.6	32.6	32.6
Actuated g/C Ratio	0.24	0.24	0.56	0.56	0.56
v/c Ratio	0.74	0.28	0.56	0.30	0.62
Control Delay (s/veh)	31.8	5.6	11.0	10.1	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.8	5.6	11.0	10.1	12.4
LOS	C	A	B	B	B
Approach Delay (s/veh)	23.7		11.0		12.1
Approach LOS	C		B		B

Intersection Summary

Cycle Length: 60	
Actuated Cycle Length: 57.7	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 14.6	Intersection LOS: B
Intersection Capacity Utilization 62.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Little East Neck Rd & North Site Driveway



Suffolk Technology Center
 8: Little East Neck Rd & South Site Driveway

Build Volumes
 01/03/2024 4:04 pm



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↘		↕
Traffic Volume (veh/h)	0	99	416	86	0	860
Future Volume (Veh/h)	0	99	416	86	0	860
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.91	0.91	0.95	0.95
Hourly flow rate (vph)	0	108	457	95	0	905
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			535			1158
pX, platoon unblocked	0.78					
vC, conflicting volume	1362	457			457	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1323	457			457	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	82			100	
cM capacity (veh/h)	136	608			1114	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	108	457	95	905		
Volume Left	0	0	0	0		
Volume Right	108	0	95	0		
cSH	608	1700	1700	1700		
Volume to Capacity	0.18	0.27	0.06	0.53		
Queue Length 95th (ft)	16	0	0	0		
Control Delay (s/veh)	12.2	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s/veh)	12.2	0.0			0.0	
Approach LOS	B					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			48.6%	ICU Level of Service	A	
Analysis Period (min)			15			

Suffolk Technology Center
1: Pinelawn Rd & Ruland Rd/Colonial Springs Rd

Build Volumes
01/03/2024 4:04 pm

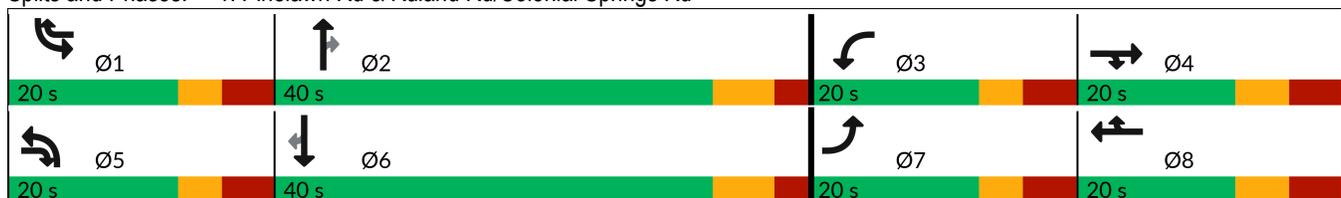


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖	↑↑	↖	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖
Traffic Volume (vph)	162	250	85	34	234	369	68	505	51	249	479	191
Future Volume (vph)	162	250	85	34	234	369	68	505	51	249	479	191
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	4 5	3	8	8 1	5	2		1	6	
Permitted Phases										2		6
Detector Phase	7	4	4 5	3	8	8 1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	6.0		3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	10.2	14.0		10.2	41.0		10.2	37.1	37.1	10.2	37.1	37.1
Total Split (s)	20.0	20.0		20.0	20.0		20.0	40.0	40.0	20.0	40.0	40.0
Total Split (%)	20.0%	20.0%		20.0%	20.0%		20.0%	40.0%	40.0%	20.0%	40.0%	40.0%
Yellow Time (s)	3.2	4.0		3.2	4.0		3.2	4.6	4.6	3.2	4.6	4.6
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	2.5	2.5	4.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	8.0		7.2	8.0		7.2	7.1	7.1	7.2	7.1	7.1
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Act Effct Green (s)	10.3	20.1	35.0	7.6	11.9	31.1	7.8	32.9	32.9	11.9	37.1	37.1
Actuated g/C Ratio	0.11	0.21	0.36	0.08	0.12	0.32	0.08	0.34	0.34	0.12	0.38	0.38
v/c Ratio	0.50	0.38	0.15	0.28	0.61	0.72	0.31	0.34	0.08	0.70	0.28	0.28
Control Delay (s/veh)	45.9	37.3	2.9	47.4	47.4	27.8	45.5	24.8	0.2	50.9	21.6	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.9	37.3	2.9	47.4	47.4	27.8	45.5	24.8	0.2	50.9	21.6	4.2
LOS	D	D	A	D	D	C	D	C	A	D	C	A
Approach Delay (s/veh)		34.2			36.1			25.1			25.9	
Approach LOS		C			D			C			C	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 96.6
 Natural Cycle: 100
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay (s/veh): 29.7 Intersection LOS: C
 Intersection Capacity Utilization 62.7% ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 1: Pinelawn Rd & Ruland Rd/Colonial Springs Rd



Suffolk Technology Center
 2: Little East Neck Rd & Colonial Springs Rd

Build Volumes
 01/03/2024 4:04 pm



Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	258	62	242	358
Future Volume (vph)	258	62	242	358
Turn Type	NA	Perm	NA	Prot
Protected Phases	2		2	4
Permitted Phases		2		
Detector Phase	2	2	2	4
Switch Phase				
Minimum Initial (s)	20.0	20.0	20.0	8.0
Minimum Split (s)	25.5	25.5	25.5	25.5
Total Split (s)	55.0	55.0	55.0	30.0
Total Split (%)	64.7%	64.7%	64.7%	35.3%
Yellow Time (s)	3.5	3.5	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.5
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.5		5.5	5.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Min
Act Effct Green (s)	49.5		49.5	24.5
Actuated g/C Ratio	0.58		0.58	0.29
v/c Ratio	0.55		0.41	1.00
Control Delay (s/veh)	10.8		11.6	72.3
Queue Delay	0.0		0.0	0.0
Total Delay (s/veh)	10.8		11.6	72.3
LOS	B		B	E
Approach Delay (s/veh)	10.8		11.6	72.3
Approach LOS	B		B	E

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay (s/veh): 33.0
 Intersection LOS: C
 Intersection Capacity Utilization 84.8%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 2: Little East Neck Rd & Colonial Springs Rd



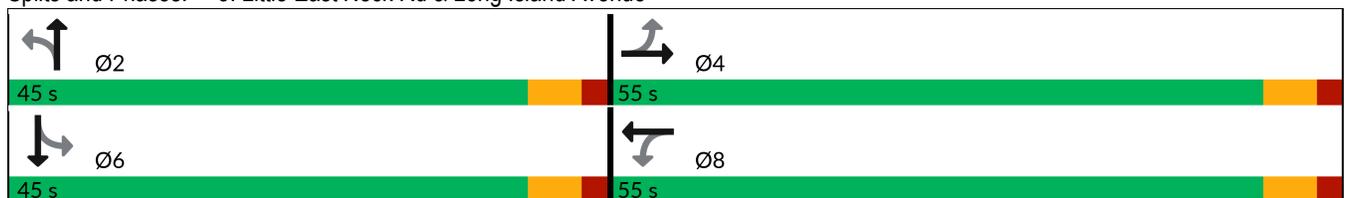


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	39	197	84	245	73	304	73	272
Future Volume (vph)	39	197	84	245	73	304	73	272
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	8.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	14.0	14.0	14.0	14.0	16.0	16.0	16.0	16.0
Total Split (s)	55.0	55.0	55.0	55.0	45.0	45.0	45.0	45.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.0		6.0		6.0		6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effect Green (s)		32.4		32.4		39.5		39.5
Actuated g/C Ratio		0.39		0.39		0.47		0.47
v/c Ratio		0.58		0.90		0.50		0.59
Control Delay (s/veh)		22.1		41.0		20.2		23.1
Queue Delay		0.0		0.0		0.0		0.0
Total Delay (s/veh)		22.1		41.0		20.2		23.1
LOS		C		D		C		C
Approach Delay (s/veh)		22.1		41.0		20.2		23.1
Approach LOS		C		D		C		C

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 84.1
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay (s/veh): 27.7
 Intersection LOS: C
 Intersection Capacity Utilization 75.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 3: Little East Neck Rd & Long Island Avenue



Suffolk Technology Center
4: Straight Path & Little East Neck Rd

Build Volumes
01/03/2024 4:04 pm

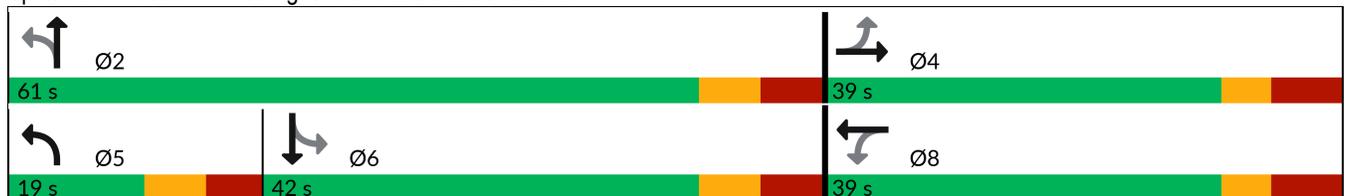


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	32	209	11	217	131	627	113	702
Future Volume (vph)	32	209	11	217	131	627	113	702
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	3.0	20.0	20.0	20.0
Minimum Split (s)	38.1	38.1	37.1	37.1	11.8	29.2	29.2	29.2
Total Split (s)	39.0	39.0	39.0	39.0	19.0	61.0	42.0	42.0
Total Split (%)	39.0%	39.0%	39.0%	39.0%	19.0%	61.0%	42.0%	42.0%
Yellow Time (s)	3.8	3.8	3.8	3.8	4.7	4.6	4.6	4.6
All-Red Time (s)	5.3	5.3	5.3	5.3	4.1	4.6	4.6	4.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.1	9.1	9.1	9.1	8.8	9.2	9.2	9.2
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	Min	Min	None	None	None	Min	Min	Min
Act Effct Green (s)	22.9	22.9	22.9	22.9	46.1	45.7	27.1	27.1
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.53	0.52	0.31	0.31
v/c Ratio	0.21	0.81	0.07	0.82	0.47	0.42	0.61	0.75
Control Delay (s/veh)	29.8	42.5	26.3	44.6	16.7	14.2	41.7	32.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.8	42.5	26.3	44.6	16.7	14.2	41.7	32.5
LOS	C	D	C	D	B	B	D	C
Approach Delay (s/veh)		41.4		44.0		14.7		33.8
Approach LOS		D		D		B		C

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 87.3
 Natural Cycle: 80
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay (s/veh): 29.9 Intersection LOS: C
 Intersection Capacity Utilization 83.6% ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 4: Straight Path & Little East Neck Rd



Suffolk Technology Center
5: Wellwood Ave & Conklin St/Long Island Avenue

Build Volumes
01/03/2024 4:04 pm

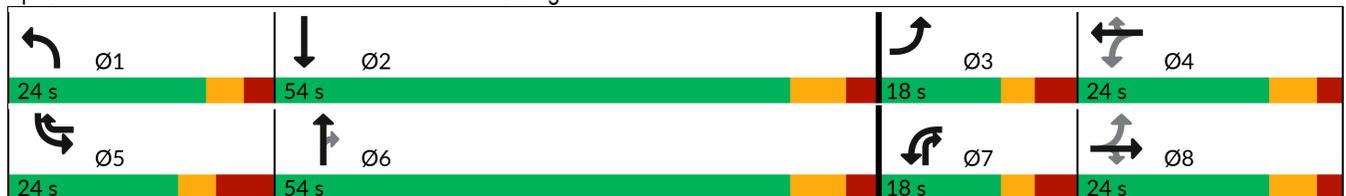


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	86	288	216	30	270	53	140	484	22	35	604
Future Volume (vph)	86	288	216	30	270	53	140	484	22	35	604
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA
Protected Phases	3	8		7	4	5	1	6	7	5	2
Permitted Phases	8		8	4		4			6		
Detector Phase	3	8	8	7	4	5	1	6	7	5	2
Switch Phase											
Minimum Initial (s)	3.0	6.0	6.0	3.0	6.0	3.0	3.0	20.0	3.0	3.0	20.0
Minimum Split (s)	9.8	23.6	23.6	9.8	12.6	11.7	9.2	32.7	9.8	11.7	27.7
Total Split (s)	18.0	24.0	24.0	18.0	24.0	24.0	24.0	54.0	18.0	24.0	54.0
Total Split (%)	15.0%	20.0%	20.0%	15.0%	20.0%	20.0%	20.0%	45.0%	15.0%	20.0%	45.0%
Yellow Time (s)	3.2	4.3	4.3	3.2	4.3	3.5	3.5	5.0	3.2	3.5	5.0
All-Red Time (s)	3.6	2.3	2.3	3.6	2.3	5.2	2.7	2.7	3.6	5.2	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.6	6.6	6.8	6.6	8.7	6.2	7.7	6.8	8.7	7.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes										
Recall Mode	None	Max	None	None	Max						
Act Effct Green (s)	30.1	22.2	22.2	24.7	17.4	33.2	15.5	53.3	68.5	9.1	46.4
Actuated g/C Ratio	0.26	0.19	0.19	0.21	0.15	0.29	0.13	0.46	0.59	0.08	0.40
v/c Ratio	0.48	0.89	0.50	0.23	1.34	0.17	0.76	0.37	0.03	0.42	0.81
Control Delay (s/veh)	39.8	75.0	9.5	34.5	214.3	32.5	71.3	22.9	0.0	61.3	37.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	52.2
Total Delay (s/veh)	39.8	75.0	9.5	34.5	214.3	32.5	71.3	22.9	0.0	62.9	89.8
LOS	D	E	A	C	F	C	E	C	A	E	F
Approach Delay (s/veh)		45.9			171.6			32.6			88.6
Approach LOS		D			F			C			F

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 116.2
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.34
 Intersection Signal Delay (s/veh): 78.5
 Intersection LOS: E
 Intersection Capacity Utilization 69.7%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 5: Wellwood Ave & Conklin St/Long Island Avenue



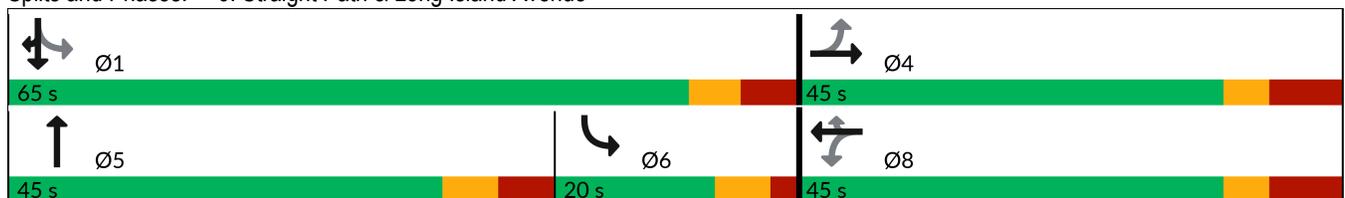


Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	73	213	71	199	67	374	56	364	68
Future Volume (vph)	73	213	71	199	67	374	56	364	68
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA	Prot
Protected Phases		4		8		5	6	1	1
Permitted Phases	4		8		8		1		
Detector Phase	4	4	8	8	8	5	6	1	1
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	17.0	4.0	17.0	17.0
Minimum Split (s)	43.8	43.8	15.8	15.8	15.8	39.2	10.8	38.9	38.9
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0	20.0	65.0	65.0
Total Split (%)	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%	18.2%	59.1%	59.1%
Yellow Time (s)	3.8	3.8	3.8	3.8	3.8	4.6	4.6	4.3	4.3
All-Red Time (s)	6.0	6.0	6.0	6.0	6.0	4.6	2.2	4.6	4.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.8	9.8	9.8	9.8	9.8	9.2	6.8	8.9	8.9
Lead/Lag						Lead	Lag		
Lead-Lag Optimize?						Yes	Yes		
Recall Mode	None	None	None	None	None	Min	Min	Min	Min
Act Effct Green (s)	15.8	15.8	15.8	15.8	15.8	18.8	33.8	31.7	31.7
Actuated g/C Ratio	0.24	0.24	0.24	0.24	0.24	0.28	0.51	0.48	0.48
v/c Ratio	0.33	0.65	0.38	0.59	0.22	0.57	0.13	0.44	0.09
Control Delay (s/veh)	24.9	29.8	26.6	29.0	21.9	23.0	11.0	14.4	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.9	29.8	26.6	29.0	21.9	23.0	11.0	14.4	3.6
LOS	C	C	C	C	C	C	B	B	A
Approach Delay (s/veh)		28.7		27.1		23.0		12.5	
Approach LOS		C		C		C		B	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 66.4
 Natural Cycle: 95
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay (s/veh): 22.0
 Intersection LOS: C
 Intersection Capacity Utilization 84.4%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 6: Straight Path & Long Island Avenue



Suffolk Technology Center
8: Little East Neck Rd & South Site Driveway

Build Volumes
01/03/2024 4:04 pm



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗	↗		↗
Traffic Volume (veh/h)	0	26	407	39	0	384
Future Volume (Veh/h)	0	26	407	39	0	384
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.94	0.94	0.92	0.92
Hourly flow rate (vph)	0	28	433	41	0	417
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			535			1150
pX, platoon unblocked						
vC, conflicting volume	850	433			433	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	850	433			433	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	96			100	
cM capacity (veh/h)	334	627			1137	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1		
Volume Total	28	433	41	417		
Volume Left	0	0	0	0		
Volume Right	28	0	41	0		
cSH	627	1700	1700	1700		
Volume to Capacity	0.04	0.25	0.02	0.25		
Queue Length 95th (ft)	3	0	0	0		
Control Delay (s/veh)	11.0	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s/veh)	11.0	0.0			0.0	
Approach LOS	B					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			31.4%	ICU Level of Service	A	
Analysis Period (min)			15			

MITIGATION BUILD VOLUMES CAPACITY ANALYSIS

Suffolk Technology Park
1: Pinelawn Rd & Ruland Rd/Colonial Springs Rd

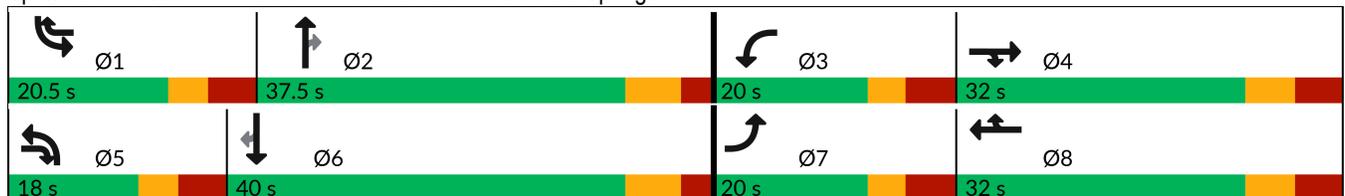
Mitigtaion_Build Volumes
01/03/2024 2:32 pm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	159	53	55	494	638	252	898	27	324	669	283
Future Volume (vph)	116	159	53	55	494	638	252	898	27	324	669	283
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	4 5	3	8	8 1	5	2		1	6	
Permitted Phases									2			6
Detector Phase	7	4	4 5	3	8	8 1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	6.0		3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	10.2	14.0		10.2	41.0		10.2	37.1	37.1	10.2	37.1	37.1
Total Split (s)	20.0	32.0		20.0	32.0		18.0	37.5	37.5	20.5	40.0	40.0
Total Split (%)	18.2%	29.1%		18.2%	29.1%		16.4%	34.1%	34.1%	18.6%	36.4%	36.4%
Yellow Time (s)	3.2	4.0		3.2	4.0		3.2	4.6	4.6	3.2	4.6	4.6
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	2.5	2.5	4.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	8.0		7.2	8.0		7.2	7.1	7.1	7.2	7.1	7.1
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effct Green (s)	9.8	27.6	45.5	9.2	24.1	44.6	10.7	27.1	27.1	13.3	29.7	29.7
Actuated g/C Ratio	0.09	0.27	0.44	0.09	0.23	0.43	0.10	0.26	0.26	0.13	0.29	0.29
v/c Ratio	0.46	0.21	0.09	0.42	0.70	1.03	0.80	0.78	0.05	0.92	0.55	0.48
Control Delay (s/veh)	50.6	33.3	0.6	54.2	43.0	69.7	64.9	41.0	0.2	75.9	33.3	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.6	33.3	0.6	54.2	43.0	69.7	64.9	41.0	0.2	75.9	33.3	5.9
LOS	D	C	A	D	D	E	E	D	A	E	C	A
Approach Delay (s/veh)		34.1			57.8			45.2			38.1	
Approach LOS		C			E			D			D	

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 104
 Natural Cycle: 110
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay (s/veh): 45.8
 Intersection LOS: D
 Intersection Capacity Utilization 78.8%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 1: Pinelawn Rd & Ruland Rd/Colonial Springs Rd





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑↑	↑
Traffic Volume (vph)	164	346	49	475	684	32
Future Volume (vph)	164	346	49	475	684	32
Turn Type	NA	Perm	Perm	NA	Prot	Perm
Protected Phases	2			2	4	
Permitted Phases		2	2			4
Detector Phase	2	2	2	2	4	4
Switch Phase						
Minimum Initial (s)	20.0	20.0	20.0	20.0	8.0	8.0
Minimum Split (s)	25.5	25.5	25.5	25.5	25.5	25.5
Total Split (s)	45.0	45.0	45.0	45.0	40.0	40.0
Total Split (%)	52.9%	52.9%	52.9%	52.9%	47.1%	47.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Min	Min
Act Effct Green (s)	39.7	39.7		39.7	22.7	22.7
Actuated g/C Ratio	0.54	0.54		0.54	0.31	0.31
v/c Ratio	0.21	0.41		0.39	0.76	0.08
Control Delay (s/veh)	10.6	2.6		11.6	27.8	7.7
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	10.6	2.6		11.6	27.8	7.7
LOS	B	A		B	C	A
Approach Delay (s/veh)	5.2			11.6	26.9	
Approach LOS	A			B	C	

Intersection Summary

Cycle Length: 85	
Actuated Cycle Length: 73.4	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay (s/veh): 15.9	Intersection LOS: B
Intersection Capacity Utilization 66.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Little East Neck Rd & Colonial Springs Rd



Suffolk Technology Park
3: Little East Neck Rd & Long Island Avenue

Mitigtaion_Build Volumes
01/03/2024 2:32 pm

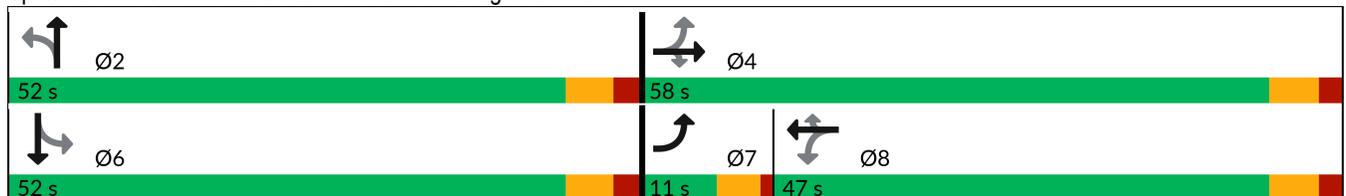


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	70	120	43	18	284	279	55	584	59	212
Future Volume (vph)	70	120	43	18	284	279	55	584	59	212
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases	7	4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	7	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	8.0	8.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.5	14.0	14.0	14.0	14.0	14.0	16.0	16.0	16.0	16.0
Total Split (s)	11.0	58.0	58.0	47.0	47.0	47.0	52.0	52.0	52.0	52.0
Total Split (%)	10.0%	52.7%	52.7%	42.7%	42.7%	42.7%	47.3%	47.3%	47.3%	47.3%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	6.0	6.0		6.0	6.0		6.0		6.0
Lead/Lag	Lead			Lag	Lag	Lag				
Lead-Lag Optimize?	Yes			Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	33.3	31.8	31.8		23.4	23.4		46.7		46.7
Actuated g/C Ratio	0.37	0.35	0.35		0.26	0.26		0.51		0.51
v/c Ratio	0.30	0.19	0.08		0.75	0.55		0.42		0.31
Control Delay (s/veh)	20.2	19.8	5.4		41.2	15.9		16.4		14.5
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0		0.0
Total Delay (s/veh)	20.2	19.8	5.4		41.2	15.9		16.4		14.5
LOS	C	B	A		D	B		B		B
Approach Delay (s/veh)		17.3			29.1			16.4		14.5
Approach LOS		B			C			B		B

Intersection Summary

Cycle Length: 110
 Actuated Cycle Length: 90.7
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay (s/veh): 20.4
 Intersection LOS: C
 Intersection Capacity Utilization 70.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 3: Little East Neck Rd & Long Island Avenue

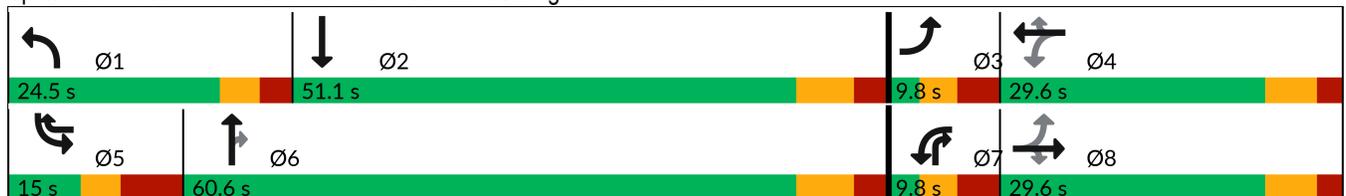


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	40	181	59	23	275	87	106	1548	32	33	405
Future Volume (vph)	40	181	59	23	275	87	106	1548	32	33	405
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA
Protected Phases	3	8		7	4	5	1	6	7	5	2
Permitted Phases	8		8	4		4			6		
Detector Phase	3	8	8	7	4	5	1	6	7	5	2
Switch Phase											
Minimum Initial (s)	3.0	6.0	6.0	3.0	6.0	3.0	3.0	20.0	3.0	3.0	20.0
Minimum Split (s)	9.8	29.6	29.6	9.8	12.6	11.7	9.2	32.7	9.8	11.7	27.7
Total Split (s)	9.8	29.6	29.6	9.8	29.6	15.0	24.5	60.6	9.8	15.0	51.1
Total Split (%)	8.5%	25.7%	25.7%	8.5%	25.7%	13.0%	21.3%	52.7%	8.5%	13.0%	44.4%
Yellow Time (s)	3.2	4.3	4.3	3.2	4.3	3.5	3.5	5.0	3.2	3.5	5.0
All-Red Time (s)	3.6	2.3	2.3	3.6	2.3	5.2	2.7	2.7	3.6	5.2	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.6	6.6	6.8	6.6	8.7	6.2	7.7	6.8	8.7	7.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes										
Recall Mode	None	Max	None	None	Max						
Act Effct Green (s)	23.8	21.7	21.7	23.8	21.7	25.7	13.7	53.1	57.0	6.2	48.1
Actuated g/C Ratio	0.21	0.19	0.19	0.21	0.19	0.23	0.12	0.48	0.51	0.06	0.43
v/c Ratio	0.42	0.63	0.15	0.13	0.88	0.29	0.64	1.04	0.04	0.51	0.46
Control Delay (s/veh)	45.2	51.0	0.7	32.0	72.0	32.3	64.3	64.2	0.1	73.7	25.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.2	51.0	0.7	32.0	72.0	32.3	64.3	64.2	0.1	73.7	25.7
LOS	D	D	A	C	E	C	E	E	A	E	C
Approach Delay (s/veh)		39.5			60.6			63.0			29.1
Approach LOS		D			E			E			C

Intersection Summary

Cycle Length: 115	
Actuated Cycle Length: 111.6	
Natural Cycle: 115	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay (s/veh): 53.5	Intersection LOS: D
Intersection Capacity Utilization 88.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: Wellwood Ave & Conklin St/Long Island Avenue



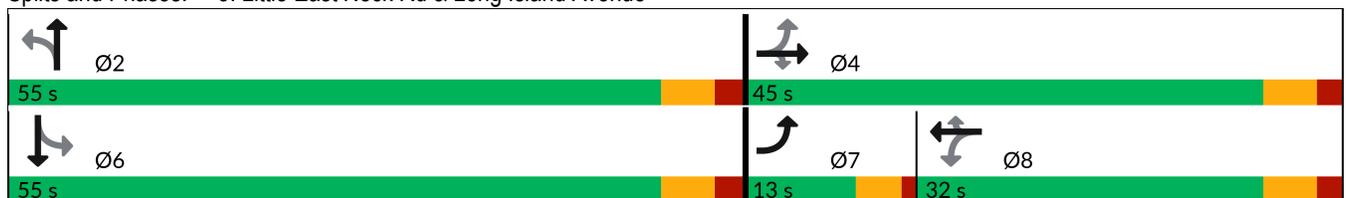


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	72	216	87	12	161	94	55	277	94	266
Future Volume (vph)	72	216	87	12	161	94	55	277	94	266
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases	7	4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	7	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	8.0	8.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.5	14.0	14.0	14.0	14.0	14.0	16.0	16.0	16.0	16.0
Total Split (s)	13.0	45.0	45.0	32.0	32.0	32.0	55.0	55.0	55.0	55.0
Total Split (%)	13.0%	45.0%	45.0%	32.0%	32.0%	32.0%	55.0%	55.0%	55.0%	55.0%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	6.0	6.0		6.0	6.0		6.0		6.0
Lead/Lag	Lead			Lag	Lag	Lag				
Lead-Lag Optimize?	Yes			Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	25.1	23.6	23.6		13.9	13.9		49.5		49.5
Actuated g/C Ratio	0.29	0.28	0.28		0.16	0.16		0.58		0.58
v/c Ratio	0.22	0.43	0.17		0.61	0.28		0.25		0.37
Control Delay (s/veh)	22.1	27.1	5.7		42.9	9.0		10.5		11.1
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0		0.0
Total Delay (s/veh)	22.1	27.1	5.7		42.9	9.0		10.5		11.1
LOS	C	C	A		D	A		B		B
Approach Delay (s/veh)		21.1			31.0			10.5		11.1
Approach LOS		C			C			B		B

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 85.2
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay (s/veh): 17.0
 Intersection LOS: B
 Intersection Capacity Utilization 62.6%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 3: Little East Neck Rd & Long Island Avenue



Suffolk Technology Park
1: Pinelawn Rd & Ruland Rd/Colonial Springs Rd

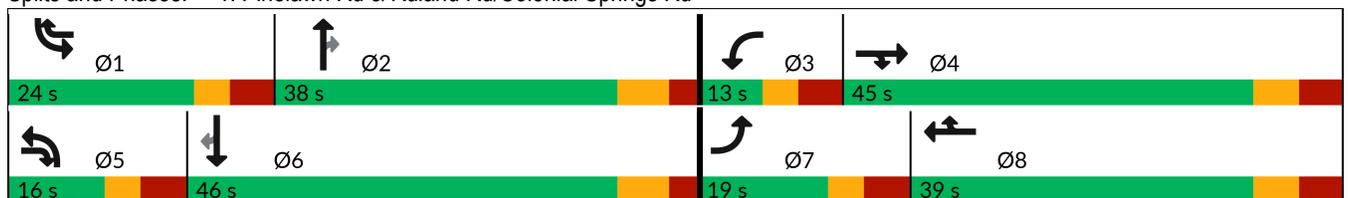
Mitigation_Build Volumes
01/03/2024 4:04 pm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	228	575	283	32	331	363	79	712	78	468	877	273
Future Volume (vph)	228	575	283	32	331	363	79	712	78	468	877	273
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	4 5	3	8	8 1	5	2		1	6	
Permitted Phases									2			6
Detector Phase	7	4	4 5	3	8	8 1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	6.0		3.0	6.0		3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	10.2	14.0		10.2	41.0		10.2	37.1	37.1	10.2	37.1	37.1
Total Split (s)	19.0	45.0		13.0	39.0		16.0	38.0	38.0	24.0	46.0	46.0
Total Split (%)	15.8%	37.5%		10.8%	32.5%		13.3%	31.7%	31.7%	20.0%	38.3%	38.3%
Yellow Time (s)	3.2	4.0		3.2	4.0		3.2	4.6	4.6	3.2	4.6	4.6
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	2.5	2.5	4.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	8.0		7.2	8.0		7.2	7.1	7.1	7.2	7.1	7.1
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Act Effct Green (s)	11.7	35.7	50.8	5.8	24.1	48.2	7.9	31.0	31.0	16.9	40.0	40.0
Actuated g/C Ratio	0.10	0.31	0.45	0.05	0.21	0.43	0.07	0.27	0.27	0.15	0.35	0.35
v/c Ratio	0.82	0.67	0.46	0.44	0.55	0.58	0.39	0.58	0.14	1.04	0.54	0.40
Control Delay (s/veh)	70.6	38.1	13.4	70.6	42.4	17.7	56.9	38.4	0.5	99.6	31.8	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.6	38.1	13.4	70.6	42.4	17.7	56.9	38.4	0.5	99.6	31.8	6.2
LOS	E	D	B	E	D	B	E	D	A	F	C	A
Approach Delay (s/veh)		38.5			31.3			36.7			47.1	
Approach LOS		D			C			D			D	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 113.4
 Natural Cycle: 120
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay (s/veh): 39.9 Intersection LOS: D
 Intersection Capacity Utilization 73.8% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 1: Pinelawn Rd & Ruland Rd/Colonial Springs Rd





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑↑	↑
Traffic Volume (vph)	472	606	34	258	478	80
Future Volume (vph)	472	606	34	258	478	80
Turn Type	NA	Perm	Perm	NA	Prot	Perm
Protected Phases	2			2	4	
Permitted Phases		2	2			4
Detector Phase	2	2	2	2	4	4
Switch Phase						
Minimum Initial (s)	20.0	20.0	20.0	20.0	8.0	8.0
Minimum Split (s)	25.5	25.5	25.5	25.5	25.5	25.5
Total Split (s)	53.0	53.0	53.0	53.0	32.0	32.0
Total Split (%)	62.4%	62.4%	62.4%	62.4%	37.6%	37.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Min	Min
Act Effect Green (s)	47.6	47.6		47.6	20.2	20.2
Actuated g/C Ratio	0.60	0.60		0.60	0.26	0.26
v/c Ratio	0.46	0.54		0.19	0.74	0.23
Control Delay (s/veh)	11.0	2.7		8.0	32.2	7.1
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	11.0	2.7		8.0	32.2	7.1
LOS	B	A		A	C	A
Approach Delay (s/veh)	6.3			8.0	28.6	
Approach LOS	A			A	C	

Intersection Summary

Cycle Length: 85	
Actuated Cycle Length: 78.8	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 14.0	Intersection LOS: B
Intersection Capacity Utilization 63.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Little East Neck Rd & Colonial Springs Rd



Suffolk Technology Park
3: Little East Neck Rd & Long Island Avenue

Mitigation_Build Volumes
01/03/2024 4:04 pm

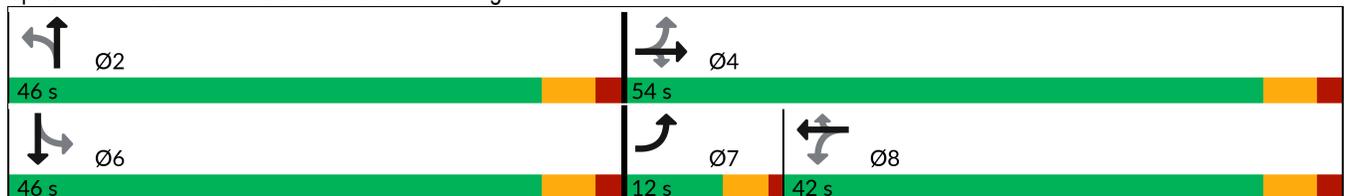


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	72	318	130	11	176	112	71	319	158	607
Future Volume (vph)	72	318	130	11	176	112	71	319	158	607
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases	7	4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	7	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	8.0	8.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.5	14.0	14.0	14.0	14.0	14.0	16.0	16.0	16.0	16.0
Total Split (s)	12.0	54.0	54.0	42.0	42.0	42.0	46.0	46.0	46.0	46.0
Total Split (%)	12.0%	54.0%	54.0%	42.0%	42.0%	42.0%	46.0%	46.0%	46.0%	46.0%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	6.0	6.0		6.0	6.0		6.0		6.0
Lead/Lag	Lead			Lag	Lag	Lag				
Lead-Lag Optimize?	Yes			Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	25.0	23.5	23.5		14.4	14.4		40.4		40.4
Actuated g/C Ratio	0.33	0.31	0.31		0.19	0.19		0.53		0.53
v/c Ratio	0.20	0.52	0.21		0.60	0.30		0.30		0.66
Control Delay (s/veh)	18.0	24.0	4.8		36.0	7.2		11.8		17.0
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0		0.0
Total Delay (s/veh)	18.0	24.0	4.8		36.0	7.2		11.8		17.0
LOS	B	C	A		D	A		B		B
Approach Delay (s/veh)		18.4			25.2			11.8		17.0
Approach LOS		B			C			B		B

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 76
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay (s/veh): 17.6
 Intersection LOS: B
 Intersection Capacity Utilization 82.2%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 3: Little East Neck Rd & Long Island Avenue

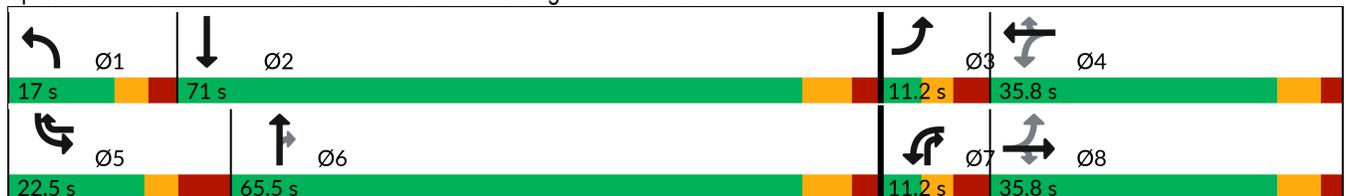


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	39	385	180	26	288	39	88	530	40	87	1445
Future Volume (vph)	39	385	180	26	288	39	88	530	40	87	1445
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA
Protected Phases	3	8		7	4	5	1	6	7	5	2
Permitted Phases	8		8	4		4			6		
Detector Phase	3	8	8	7	4	5	1	6	7	5	2
Switch Phase											
Minimum Initial (s)	3.0	6.0	6.0	3.0	6.0	3.0	3.0	20.0	3.0	3.0	20.0
Minimum Split (s)	9.8	27.6	27.6	9.8	12.6	11.7	9.2	32.7	9.8	11.7	27.7
Total Split (s)	11.2	35.8	35.8	11.2	35.8	22.5	17.0	65.5	11.2	22.5	71.0
Total Split (%)	8.3%	26.5%	26.5%	8.3%	26.5%	16.7%	12.6%	48.5%	8.3%	16.7%	52.6%
Yellow Time (s)	3.2	4.3	4.3	3.2	4.3	3.5	3.5	5.0	3.2	3.5	5.0
All-Red Time (s)	3.6	2.3	2.3	3.6	2.3	5.2	2.7	2.7	3.6	5.2	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.6	6.6	6.8	6.6	8.7	6.2	7.7	6.8	8.7	7.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes										
Recall Mode	None	Max	None	None	Max						
Act Effct Green (s)	32.5	29.3	29.3	32.5	29.3	38.6	10.3	59.7	65.0	11.5	63.4
Actuated g/C Ratio	0.25	0.22	0.22	0.25	0.22	0.29	0.08	0.45	0.49	0.09	0.48
v/c Ratio	0.29	1.08	0.43	0.26	0.79	0.10	0.76	0.38	0.06	0.61	0.97
Control Delay (s/veh)	39.8	117.7	8.6	40.0	64.6	29.4	94.9	25.7	0.8	75.9	51.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.8	117.7	8.6	40.0	64.6	29.4	94.9	25.7	0.8	75.9	51.0
LOS	D	F	A	D	E	C	F	C	A	E	D
Approach Delay (s/veh)		80.2			58.9			33.5			52.4
Approach LOS		F			E			C			D

Intersection Summary

Cycle Length: 135	
Actuated Cycle Length: 132.3	
Natural Cycle: 135	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay (s/veh): 54.7	Intersection LOS: D
Intersection Capacity Utilization 93.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 5: Wellwood Ave & Conklin St/Long Island Avenue



Suffolk Technology Park
3: Little East Neck Rd & Long Island Avenue

Mitigation_Build Volumes
01/03/2024 4:04 pm

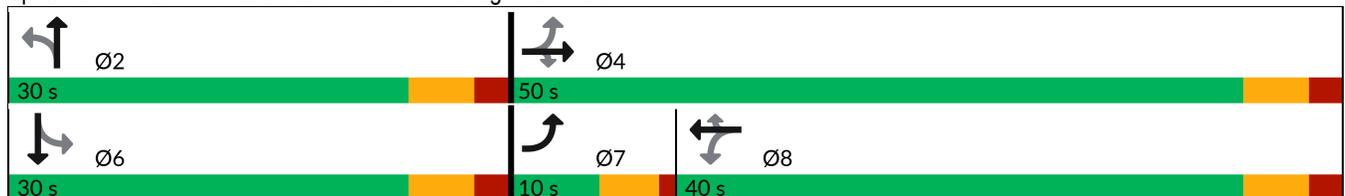


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑	↗		↖	↗		↕		↕
Traffic Volume (vph)	39	197	82	84	245	103	73	304	73	272
Future Volume (vph)	39	197	82	84	245	103	73	304	73	272
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases	7	4			8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	7	4	4	8	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	8.0	8.0	8.0	8.0	8.0	10.0	10.0	10.0	10.0
Minimum Split (s)	9.5	14.0	14.0	14.0	14.0	14.0	16.0	16.0	16.0	16.0
Total Split (s)	10.0	50.0	50.0	40.0	40.0	40.0	30.0	30.0	30.0	30.0
Total Split (%)	12.5%	62.5%	62.5%	50.0%	50.0%	50.0%	37.5%	37.5%	37.5%	37.5%
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	6.0	6.0		6.0	6.0		6.0		6.0
Lead/Lag	Lead			Lag	Lag	Lag				
Lead-Lag Optimize?	Yes			Yes	Yes	Yes				
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	27.8	26.2	26.2		21.0	21.0		24.9		24.9
Actuated g/C Ratio	0.44	0.41	0.41		0.33	0.33		0.39		0.39
v/c Ratio	0.13	0.29	0.13		0.75	0.19		0.34		0.40
Control Delay (s/veh)	9.3	12.0	2.5		28.1	3.9		17.4		18.0
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0		0.0
Total Delay (s/veh)	9.3	12.0	2.5		28.1	3.9		17.4		18.0
LOS	A	B	A		C	A		B		B
Approach Delay (s/veh)		9.3			22.4			17.4		18.0
Approach LOS		A			C			B		B

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 63.6
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay (s/veh): 17.2
 Intersection LOS: B
 Intersection Capacity Utilization 69.9%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 3: Little East Neck Rd & Long Island Avenue





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	86	288	216	30	270	53	140	484	22	35	604
Future Volume (vph)	86	288	216	30	270	53	140	484	22	35	604
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA
Protected Phases	3	8		7	4	5	1	6	7	5	2
Permitted Phases	8		8	4		4			6		
Detector Phase	3	8	8	7	4	5	1	6	7	5	2
Switch Phase											
Minimum Initial (s)	3.0	6.0	6.0	3.0	6.0	3.0	3.0	20.0	3.0	3.0	20.0
Minimum Split (s)	9.8	23.6	23.6	9.8	12.6	11.7	9.2	32.7	9.8	11.7	27.7
Total Split (s)	10.4	28.6	28.6	9.8	28.0	16.6	19.0	45.0	9.8	16.6	42.6
Total Split (%)	10.4%	28.6%	28.6%	9.8%	28.0%	16.6%	19.0%	45.0%	9.8%	16.6%	42.6%
Yellow Time (s)	3.2	4.3	4.3	3.2	4.3	3.5	3.5	5.0	3.2	3.5	5.0
All-Red Time (s)	3.6	2.3	2.3	3.6	2.3	5.2	2.7	2.7	3.6	5.2	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.6	6.6	6.8	6.6	8.7	6.2	7.7	6.8	8.7	7.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes										
Recall Mode	None	Max	None	None	Max						
Act Effct Green (s)	26.5	23.8	23.8	24.0	21.2	35.1	12.3	40.3	51.1	7.3	34.9
Actuated g/C Ratio	0.27	0.24	0.24	0.24	0.21	0.35	0.12	0.41	0.51	0.07	0.35
v/c Ratio	0.66	0.71	0.44	0.22	0.94	0.14	0.82	0.41	0.03	0.44	0.92
Control Delay (s/veh)	51.3	45.8	7.2	28.0	72.7	22.6	73.6	23.3	0.0	56.5	44.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.3	45.8	7.2	28.0	72.7	22.6	73.6	23.3	0.0	56.5	44.9
LOS	D	D	A	C	E	C	E	C	A	E	D
Approach Delay (s/veh)		32.5			61.3			33.4			45.5
Approach LOS		C			E			C			D

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 99.3
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay (s/veh): 42.2
 Intersection LOS: D
 Intersection Capacity Utilization 69.7%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 5: Wellwood Ave & Conklin St/Long Island Avenue

