

APPENDIX 5

Transportation

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Suffolk County Department of Public Works Accident Data and Analysis

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Data Collection Map

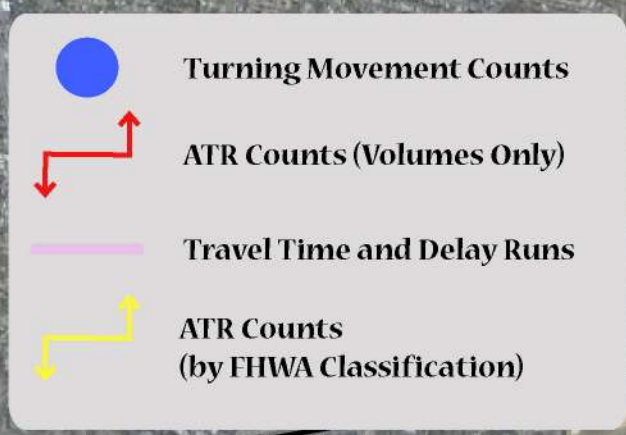
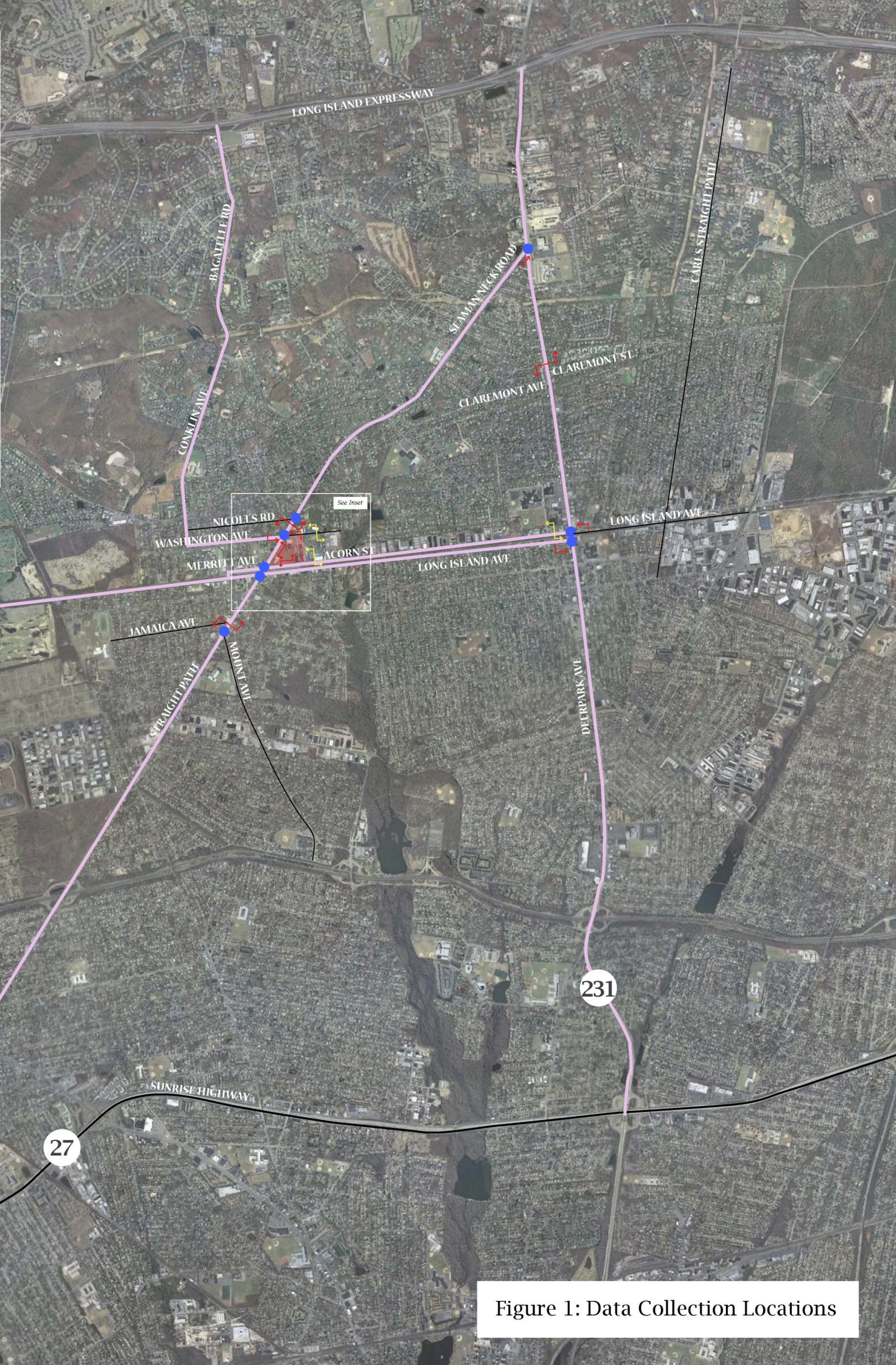
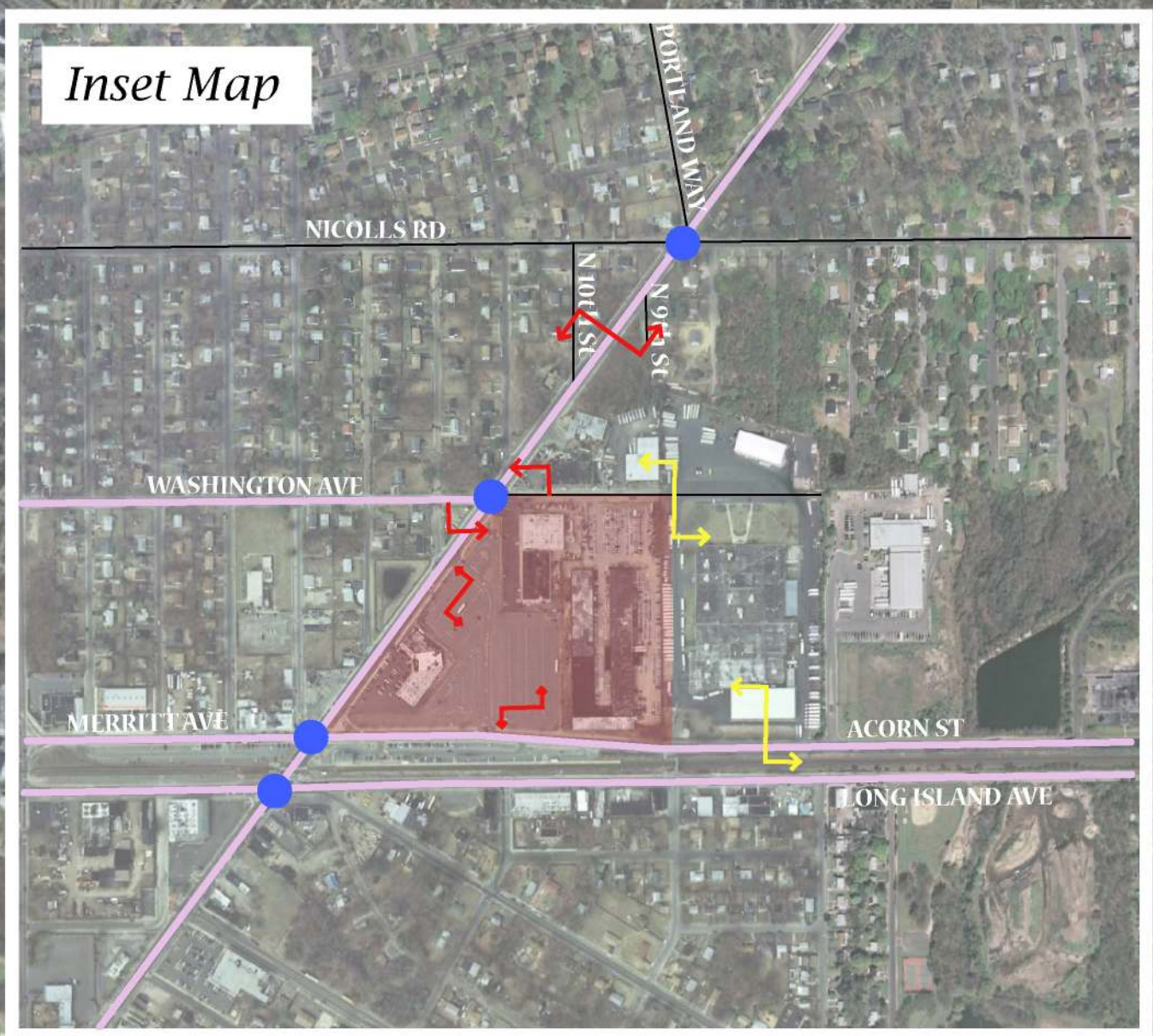


Figure 1: Data Collection Locations

Manual Turning Movement Counts

Manual turning movement counts by classification (i.e., autos, buses, light trucks, and heavy trucks) were conducted simultaneous to ATR counts in July 2009 during the weekday AM (7 to 9) and weekday PM (4 to 6:30) peak periods at the following intersections. These are also critical locations within or en route to the Project Site and area of new roadway network and street improvements.

- CR 2, Straight Path at Nicolls Road
- CR 2, Straight Path at Washington Avenue
- CR 2, Straight Path at McCue Avenue/LIRR main parking lot driveway
- CR 2, Straight Path at Merritt Avenue/Acorn Street
- CR 2, Straight Path at Long Island Avenue
- CR 2, Straight Path at Mount Avenue
- CR 2, Seaman Neck Road at SR 231, Deer Park Avenue
- SR 231, Deer Park Avenue at Long Island Avenue North/Acorn Street
- SR 231, Deer Park Avenue at Long Island Avenue South
- Acorn Street at LIRR main parking lot driveway

Automatic Traffic Recorder Counts

Twenty-four hour automatic traffic recorder (ATR) volume counts were conducted (some with speeds and/or vehicle classifications) for a one-week period in July 2009. The data were collected at the following critical locations at the Project Site, leading to the Project Site and area of new roadway network and street improvements, and along potential alternate routes to Straight Path leading to the Project Site and area of new roadway network and street improvements.

- CR 2, Straight Path between N. 9th and N. 10th Streets
- CR 2, Straight Path between Mount and Jamaica Avenues
- CR 2, Seaman Neck Road eastbound west of SR 231, Deer Park Avenue
- SR 231, Deer Park Avenue northbound north of Claremont Street
- SR 231, Deer Park Avenue southbound north of Claremont Street
- Long Island Avenue eastbound west of SR 231, Deer Park Avenue
- Long Island Avenue westbound east of SR 231, Deer Park Avenue
- Long Island Avenue between S. 16th and S. 18th Streets
- Long Island Avenue between Grand Boulevard and Doe Street
- Merritt Avenue between N. 16th and N. 17th Streets
- Acorn Street west of Richbern Court
- Acorn Street west of SR 231, Deer Park Avenue
- Washington Avenue eastbound west of Straight Path
- Washington Avenue westbound east of Straight Path
- Washington Avenue east of Straight Path (where proposed connection with N. 9th Street would be)
- Grand Boulevard between Doe and Deer Streets
- LIRR main parking lot roadway north of Acorn Street
- LIRR main parking lot roadway east of Straight Path

Travel Time and Delay Runs

Travel time and delay runs (three passes in each direction of the roadway) were conducted in July 2009 during the weekday AM (7 to 9) and weekday PM (4:30 to 6:30) peak periods along the following roadway segments.

- CR 2, Straight Path/Seaman Neck Road between SR 27, Sunrise Highway and SR 231, Deer Park Avenue
- SR 231, Deer Park Avenue/Deer Park Road between SR 27, Sunrise Highway and the
- I-495, Long Island Expressway north service road
- Bagatelle Road/Conklin Avenue/Washington Avenue between CR 2, Straight Path and the I-495, Long Island Expressway north service road
- Long Island Avenue between CR 3, Wellwood Avenue and SR 231, Deer Park Avenue
- Merritt Avenue/Acorn Street between SR 231, Deer Park Avenue and N. 18th Street

Automatic Traffic Recorder Counts

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/02/09	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
00:15	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
00:30	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	25	0	0	0	0	0	0	0	0	0	0	0	0	25
01:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
01:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
01:45	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:15	0	17	4	0	0	0	0	0	1	0	0	0	0	0	22
02:30	0	5	1	0	0	0	0	0	1	0	0	0	0	0	7
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	11	1	0	0	1	0	0	1	0	0	0	0	0	14
03:45	0	4	0	0	1	0	0	0	1	0	0	0	0	0	6
04:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	1	11	1	0	1	0	0	0	1	0	0	0	0	0	15
05:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	3	0	0	1	1	0	0	0	0	0	0	0	0	5
05:45	0	15	1	0	0	0	0	0	1	0	0	0	0	0	17
06:00	0	20	2	0	2	1	0	0	1	0	0	0	0	0	26
06:15	0	15	1	0	0	0	0	0	2	0	0	0	1	0	19
06:30	1	12	2	0	1	0	0	0	1	0	0	0	0	0	17
06:45	0	16	0	0	1	0	0	0	0	0	0	0	0	0	17
07:00	0	21	3	0	0	0	0	0	0	0	0	0	0	0	24
07:15	1	64	6	0	2	0	0	0	3	0	0	0	1	0	77
07:30	0	20	1	1	2	2	0	0	1	0	0	0	0	0	27
07:45	0	35	2	3	1	1	0	2	1	0	0	0	0	0	45
08:00	0	37	2	4	0	0	0	0	0	0	0	0	0	0	43
08:15	0	43	5	0	1	5	0	3	0	0	0	0	0	2	59
08:30	0	135	10	8	4	8	0	5	2	0	0	0	0	2	174
08:45	0	49	10	2	5	4	0	1	1	0	0	0	0	0	72
09:00	0	51	8	7	0	0	0	1	1	0	0	0	0	0	68
09:15	0	34	4	3	2	1	0	2	1	0	0	0	0	1	48
09:30	0	42	5	2	3	3	0	0	1	0	0	0	0	1	57
09:45	0	176	27	14	10	8	0	4	4	0	0	0	0	2	245
10:00	1	32	7	1	1	0	1	1	0	0	0	0	0	0	44
10:15	0	31	4	2	2	2	0	2	1	0	0	0	0	0	44
10:30	0	36	10	1	4	3	0	0	1	0	0	0	0	0	55
10:45	0	46	5	1	4	2	0	2	1	0	0	0	0	0	61
11:00	1	145	26	5	11	7	1	5	3	0	0	0	0	0	204
11:15	0	33	6	0	2	1	0	3	1	1	0	0	0	0	47
11:30	1	34	7	1	7	1	0	2	1	0	0	0	0	0	54
11:45	1	44	10	0	1	0	0	2	1	0	0	0	0	0	59
12:00	0	39	6	0	2	2	0	1	5	0	0	0	0	0	55
12:15	2	150	29	1	12	4	0	8	8	1	0	0	0	0	215
12:30	2	26	9	2	3	2	0	0	1	0	0	0	0	0	45
12:45	0	36	6	2	5	0	0	0	1	0	0	0	0	0	50
13:00	0	30	4	2	4	0	1	0	0	0	0	0	0	0	41
13:15	0	28	6	3	4	4	0	0	1	0	0	0	0	0	46
13:30	2	120	25	9	16	6	1	0	3	0	0	0	0	0	182
13:45	0	27	6	3	5	1	0	1	3	1	0	0	0	0	47
14:00	1	37	10	2	2	5	0	2	0	0	0	0	0	0	59
14:15	0	22	5	6	6	1	0	1	3	0	0	0	0	0	44
14:30	0	27	8	1	5	0	0	0	2	0	0	0	0	0	43
14:45	1	113	29	12	18	7	0	4	8	1	0	0	0	0	193
Total	8	987	160	49	76	42	2	26	35	2	0	0	1	4	1392
Percent	0.6%	70.9%	11.5%	3.5%	5.5%	3.0%	0.1%	1.9%	2.5%	0.1%	0.0%	0.0%	0.1%	0.3%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	26	8	2	4	0	0	0	2	0	0	0	0	0	42
12:15	0	41	6	3	3	2	1	1	1	1	0	0	0	0	59
12:30	0	32	16	2	3	3	0	0	0	0	0	0	0	0	56
12:45	0	40	6	6	7	1	0	0	3	0	0	0	0	0	63
	0	139	36	13	17	6	1	1	6	1	0	0	0	0	220
13:00	0	40	5	5	3	1	0	1	2	1	0	0	1	1	60
13:15	0	37	6	1	6	1	0	0	0	0	0	0	0	0	51
13:30	1	42	8	1	4	0	0	1	3	0	0	0	0	0	60
13:45	1	31	8	3	3	3	0	1	1	0	0	0	0	1	52
	2	150	27	10	16	5	0	3	6	1	0	0	1	2	223
14:00	0	35	4	3	5	2	0	0	3	0	0	0	0	0	52
14:15	0	38	11	3	4	0	0	0	1	0	0	0	0	0	57
14:30	1	40	8	2	6	0	0	0	2	0	0	0	0	0	59
14:45	0	43	4	5	8	0	0	0	1	0	0	0	0	0	61
	1	156	27	13	23	2	0	0	7	0	0	0	0	0	229
15:00	1	37	9	2	5	0	0	0	3	0	0	0	0	0	57
15:15	0	47	8	3	5	3	0	0	2	1	0	0	0	0	69
15:30	1	36	16	3	8	1	0	0	1	1	0	0	0	0	67
15:45	0	40	7	1	2	0	0	3	1	0	0	0	0	0	54
	2	160	40	9	20	4	0	3	7	2	0	0	0	0	247
16:00	1	68	10	1	4	1	0	0	0	0	0	0	0	0	85
16:15	0	46	7	0	1	1	0	1	2	1	0	0	0	0	59
16:30	0	56	12	1	3	0	0	1	4	1	0	0	0	0	78
16:45	1	58	7	0	2	0	0	0	0	0	0	0	0	0	68
	2	228	36	2	10	2	0	2	6	2	0	0	0	0	290
17:00	0	66	7	0	1	0	0	2	0	0	0	0	0	0	76
17:15	0	75	10	0	4	0	0	1	0	0	0	0	0	0	90
17:30	1	52	8	1	2	0	0	0	0	0	0	0	0	0	64
17:45	0	53	9	1	2	0	0	1	0	0	0	0	0	0	66
	1	246	34	2	9	0	0	4	0	0	0	0	0	0	296
18:00	1	62	6	0	3	0	0	0	0	0	0	0	0	0	72
18:15	0	76	5	0	2	0	0	3	0	0	0	0	0	0	86
18:30	0	47	3	0	1	0	0	2	0	0	0	0	0	0	53
18:45	0	74	6	0	3	0	0	3	0	0	0	0	0	0	86
	1	259	20	0	9	0	0	8	0	0	0	0	0	0	297
19:00	0	42	2	0	0	0	0	1	0	0	0	0	0	0	45
19:15	0	49	9	0	0	0	0	1	1	0	0	0	0	0	60
19:30	0	50	2	0	1	0	0	1	0	0	0	0	0	0	54
19:45	0	51	1	0	1	0	0	0	0	0	0	0	0	0	53
	0	192	14	0	2	0	0	3	1	0	0	0	0	0	212
20:00	0	37	4	0	1	0	0	0	0	0	0	0	0	0	42
20:15	0	23	5	0	0	0	0	0	0	0	0	0	0	0	28
20:30	1	34	4	0	2	0	0	0	0	0	0	0	0	0	41
20:45	0	26	3	0	0	0	0	0	0	0	0	0	0	0	29
	1	120	16	0	3	0	0	0	0	0	0	0	0	0	140
21:00	0	28	1	0	3	0	0	1	0	0	0	0	0	0	33
21:15	0	31	0	0	0	0	0	0	0	0	0	0	0	0	31
21:30	0	32	1	0	0	0	0	0	0	0	0	0	0	0	33
21:45	0	20	0	0	0	0	0	0	0	0	0	0	0	0	20
	0	111	2	0	3	0	0	1	0	0	0	0	0	0	117
22:00	0	19	2	0	0	0	0	1	1	0	0	0	0	0	23
22:15	0	22	3	0	1	0	0	0	0	0	0	0	0	0	26
22:30	0	28	1	0	0	0	0	1	0	0	0	0	0	0	30
22:45	0	13	0	1	0	0	0	0	0	0	0	0	0	0	14
	0	82	6	1	1	0	0	2	1	0	0	0	0	0	93
23:00	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
23:15	0	14	4	0	0	0	0	0	0	0	0	0	0	0	18
23:30	0	11	1	1	0	0	0	0	0	0	0	0	0	0	13
23:45	0	12	1	0	0	1	0	0	1	0	0	0	0	0	15
	0	49	7	1	0	1	0	0	1	0	0	0	0	0	59
Total	10	1892	265	51	113	20	1	27	35	6	0	0	1	2	2423
Percent	0.4%	78.1%	10.9%	2.1%	4.7%	0.8%	0.0%	1.1%	1.4%	0.2%	0.0%	0.0%	0.0%	0.1%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/03/09	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
00:15	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
00:30	0	6	0	0	0	0	0	1	0	0	0	0	0	0	7
00:45	0	8	0	0	0	1	0	0	0	0	0	0	0	0	9
01:00	0	36	2	0	1	1	0	1	0	0	0	0	0	0	41
01:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
01:30	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
01:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:15	0	21	5	0	0	0	0	0	0	0	0	0	0	0	26
02:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	1	2	1	0	0	0	0	0	3	0	0	0	0	0	7
03:15	0	1	0	0	0	2	0	0	1	0	0	0	0	0	4
03:30	1	9	1	0	0	2	0	0	4	0	0	0	0	0	17
03:45	0	1	0	0	1	0	0	0	1	0	0	0	0	0	3
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	2	0	0	0	1	0	0	1	0	0	0	0	0	4
04:45	0	3	0	0	1	0	0	0	1	0	0	0	0	0	5
05:00	0	10	0	0	2	1	0	0	3	0	0	0	0	0	16
05:15	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
05:30	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
05:45	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
06:00	0	12	1	0	0	1	0	0	1	0	0	0	0	0	15
06:15	0	30	2	0	3	1	0	0	1	0	0	0	0	0	37
06:30	0	10	2	0	0	0	0	0	2	0	0	0	0	0	14
06:45	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
07:00	0	11	1	0	0	0	0	2	0	0	0	0	0	0	14
07:15	0	18	3	0	3	0	0	0	0	0	0	0	0	0	24
07:30	0	48	7	0	4	0	0	2	2	0	0	0	0	0	63
07:45	0	24	1	1	0	1	0	0	0	0	0	0	0	0	27
08:00	0	33	1	4	1	0	0	0	1	0	0	0	0	0	40
08:15	0	29	4	5	0	0	0	2	0	0	0	0	0	0	40
08:30	0	38	7	2	3	0	0	2	1	0	0	0	0	0	53
08:45	0	124	13	12	4	1	0	4	2	0	0	0	0	0	160
09:00	0	48	10	3	0	1	0	0	1	0	0	0	0	1	64
09:15	1	48	5	3	2	1	0	4	2	0	0	0	0	0	66
09:30	0	36	5	1	6	1	0	2	0	0	0	0	0	0	51
09:45	0	45	6	2	3	2	0	2	1	0	0	0	0	1	62
10:00	1	177	26	9	11	5	0	8	4	0	0	0	0	2	243
10:15	0	30	5	2	3	2	0	0	2	0	0	0	0	1	45
10:30	0	29	4	1	0	2	0	0	2	0	0	0	0	0	38
10:45	1	31	9	1	4	1	0	0	0	0	0	0	0	0	47
11:00	0	36	10	0	4	3	0	1	2	0	0	0	0	0	56
11:15	1	126	28	4	11	8	0	1	6	0	0	0	0	1	186
11:30	0	32	6	0	8	3	0	0	2	0	0	0	0	0	51
11:45	0	40	7	1	5	2	0	0	0	0	0	0	0	0	55
12:00	0	45	5	1	0	0	0	3	1	0	1	0	0	0	56
12:15	1	43	6	0	3	2	0	1	1	0	0	0	0	0	57
12:30	1	160	24	2	16	7	0	4	4	0	1	0	0	0	219
12:45	0	28	3	4	6	1	0	0	3	1	0	0	0	0	46
13:00	0	33	8	2	4	1	0	1	0	0	0	0	0	1	50
13:15	1	34	7	1	2	2	0	0	1	0	0	0	0	0	48
13:30	0	26	7	2	2	0	0	1	0	0	0	0	0	0	38
13:45	1	121	25	9	14	4	0	2	4	1	0	0	0	1	182
14:00	0	31	5	2	2	4	0	2	2	0	0	0	0	0	48
14:15	0	36	7	2	8	2	0	0	1	0	0	0	0	0	56
14:30	0	31	6	1	2	2	0	0	3	0	0	0	0	0	45
14:45	1	34	12	3	5	0	0	2	1	2	0	0	0	0	60
15:00	1	132	30	8	17	8	0	4	7	2	0	0	0	0	209
Total	6	994	163	44	83	38	0	26	37	3	1	0	0	4	1399
Percent	0.4%	71.1%	11.7%	3.1%	5.9%	2.7%	0.0%	1.9%	2.6%	0.2%	0.1%	0.0%	0.0%	0.3%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	23	9	4	1	2	0	0	2	0	0	0	0	0	41
12:15	0	32	5	1	1	2	0	1	0	0	0	0	0	1	43
12:30	0	45	14	5	3	1	0	0	2	0	0	0	0	0	70
12:45	1	36	8	0	2	0	0	2	0	0	0	0	0	0	49
	1	136	36	10	7	5	0	3	4	0	0	0	0	1	203
13:00	1	39	8	0	8	3	0	1	0	0	0	0	0	0	60
13:15	0	42	4	0	6	1	0	2	1	0	0	0	0	0	56
13:30	0	40	6	1	3	2	0	3	0	0	0	0	0	0	55
13:45	0	28	5	3	4	1	0	1	0	0	0	0	0	0	42
	1	149	23	4	21	7	0	7	1	0	0	0	0	0	213
14:00	0	36	6	2	6	1	0	1	2	0	0	0	0	0	54
14:15	0	44	8	3	5	0	0	0	0	0	0	0	0	0	60
14:30	0	40	14	2	1	1	0	1	0	0	0	0	0	0	59
14:45	1	33	6	1	3	1	0	0	2	0	0	0	0	0	47
	1	153	34	8	15	3	0	2	4	0	0	0	0	0	220
15:00	0	36	9	4	3	1	0	2	2	0	0	0	0	0	57
15:15	0	42	8	1	5	1	0	0	2	0	0	0	0	0	59
15:30	0	47	10	2	6	0	0	1	0	0	0	0	0	0	66
15:45	0	38	6	0	6	2	0	1	1	0	0	0	0	0	54
	0	163	33	7	20	4	0	4	5	0	0	0	0	0	236
16:00	0	51	7	3	2	0	0	2	0	1	0	0	0	0	66
16:15	0	51	8	0	5	0	0	3	1	0	0	0	0	0	68
16:30	0	48	7	1	1	0	0	1	0	1	0	0	0	1	60
16:45	0	54	7	1	2	0	0	2	0	1	0	0	0	0	67
	0	204	29	5	10	0	0	8	1	3	0	0	0	1	261
17:00	0	70	6	0	1	1	0	1	0	0	0	0	0	0	79
17:15	0	56	4	0	6	0	0	1	1	0	0	0	1	0	69
17:30	1	66	7	0	4	0	0	1	0	0	0	0	0	0	79
17:45	0	63	6	1	2	0	0	5	0	0	0	0	0	0	77
	1	255	23	1	13	1	0	8	1	0	0	0	1	0	304
18:00	0	62	3	0	5	0	0	1	0	0	0	0	0	0	71
18:15	0	55	4	1	2	0	0	1	0	0	0	0	0	0	63
18:30	1	49	4	0	2	0	0	2	1	0	0	0	0	0	59
18:45	0	67	6	0	2	0	0	0	0	0	0	0	0	0	75
	1	233	17	1	11	0	0	4	1	0	0	0	0	0	268
19:00	0	52	7	0	1	0	0	2	0	0	0	0	0	0	62
19:15	0	44	4	0	0	0	0	0	1	0	0	0	0	0	49
19:30	0	24	2	0	0	1	0	0	0	0	0	0	0	0	27
19:45	0	35	3	0	3	0	0	0	0	0	0	0	0	0	41
	0	155	16	0	4	1	0	2	1	0	0	0	0	0	179
20:00	1	41	3	0	0	0	0	0	0	0	0	0	0	0	45
20:15	0	30	0	0	1	0	0	0	0	0	0	0	0	0	31
20:30	0	29	2	0	0	0	0	0	0	0	0	0	0	0	31
20:45	0	25	4	0	0	1	0	0	1	0	0	0	0	0	31
	1	125	9	0	1	1	0	0	1	0	0	0	0	0	138
21:00	0	30	0	0	0	0	0	0	0	0	0	0	0	0	30
21:15	0	28	3	0	1	0	0	0	0	0	0	0	0	0	32
21:30	1	29	2	0	0	0	0	0	0	0	0	0	0	0	32
21:45	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19
	1	105	6	0	1	0	0	0	0	0	0	0	0	0	113
22:00	0	24	3	0	0	0	0	0	0	0	0	0	0	0	27
22:15	0	26	3	0	0	0	0	1	0	0	0	0	0	0	30
22:30	0	13	1	0	1	0	0	0	0	0	0	0	0	0	15
22:45	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
	0	78	7	0	1	0	0	1	0	0	0	0	0	0	87
23:00	0	17	0	1	0	0	0	0	0	0	0	0	0	0	18
23:15	0	14	2	0	0	0	0	1	0	0	0	0	0	0	17
23:30	0	15	0	1	0	0	0	0	1	0	0	0	0	0	17
23:45	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
	0	54	2	2	1	0	0	1	1	0	0	0	0	0	61
Total	7	1810	235	38	105	22	0	40	20	3	0	0	1	2	2283
Percent	0.3%	79.3%	10.3%	1.7%	4.6%	1.0%	0.0%	1.8%	0.9%	0.1%	0.0%	0.0%	0.0%	0.1%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/04/09	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
00:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
00:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
00:45	1	2	0	0	0	1	0	0	0	0	0	0	0	0	4
	1	24	1	0	0	1	0	0	0	0	0	0	0	0	27
01:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
01:15	0	6	0	1	0	0	0	1	0	0	0	0	0	0	8
01:30	0	3	0	0	0	0	0	1	0	0	0	0	0	0	4
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	14	0	1	1	0	0	2	0	0	0	0	0	0	18
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
02:30	0	5	0	0	0	1	0	0	3	0	0	0	0	0	9
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	10	1	0	1	1	0	0	3	0	0	0	0	0	16
03:00	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
03:15	1	3	2	0	0	0	0	0	0	0	0	0	0	0	6
03:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	1	12	2	0	0	0	0	0	1	0	0	0	0	0	16
04:00	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
04:15	0	3	1	0	1	0	0	0	3	0	0	0	0	0	8
04:30	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
04:45	0	15	0	0	1	0	0	1	0	0	0	0	0	0	17
	0	31	2	1	2	0	0	1	3	0	0	0	0	0	40
05:00	0	13	2	0	1	1	0	0	2	0	0	0	0	0	19
05:15	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
05:30	0	11	0	1	1	1	0	0	1	0	0	0	0	0	15
05:45	0	15	2	0	1	1	0	1	0	0	0	0	0	0	20
	0	50	5	1	3	3	0	1	3	0	0	0	0	0	66
06:00	1	21	3	2	0	1	0	0	1	0	0	0	0	0	29
06:15	0	36	3	4	0	0	0	0	0	0	0	0	0	0	43
06:30	0	24	4	3	0	1	0	1	1	0	0	0	0	0	34
06:45	0	45	7	0	3	1	0	1	0	0	0	0	0	0	57
	1	126	17	9	3	3	0	2	2	0	0	0	0	0	163
07:00	0	46	9	3	4	3	0	4	2	0	0	0	0	0	71
07:15	0	51	9	2	2	1	0	0	0	0	0	0	0	0	65
07:30	0	32	1	3	2	0	0	1	0	0	0	0	0	0	39
07:45	0	37	2	5	2	0	0	0	1	0	0	0	0	0	47
	0	166	21	13	10	4	0	5	3	0	0	0	0	0	222
08:00	1	29	2	2	4	3	1	0	1	0	0	0	0	1	44
08:15	0	32	2	3	4	1	0	1	2	0	0	0	0	0	45
08:30	0	37	4	1	3	0	0	0	1	0	0	0	0	1	47
08:45	0	48	9	1	1	1	0	1	1	0	0	0	0	0	62
	1	146	17	7	12	5	1	2	5	0	0	0	0	2	198
09:00	0	38	6	1	1	1	0	0	0	0	0	0	0	0	47
09:15	0	31	7	1	5	1	0	0	2	0	0	0	0	0	47
09:30	0	35	8	0	5	1	0	2	0	0	0	0	0	0	51
09:45	1	31	11	2	2	4	0	0	3	0	0	0	0	0	54
	1	135	32	4	13	7	0	2	5	0	0	0	0	0	199
10:00	0	20	7	0	4	1	0	2	1	1	0	0	0	0	36
10:15	2	34	7	2	4	0	0	0	0	0	0	0	0	0	49
10:30	1	25	2	0	5	3	0	2	0	0	0	0	0	0	38
10:45	1	25	6	1	3	0	0	1	3	0	0	0	0	0	40
	4	104	22	3	16	4	0	5	4	1	0	0	0	0	163
11:00	1	18	5	7	4	1	0	0	0	0	0	0	0	0	36
11:15	0	29	10	2	2	2	1	0	0	0	0	0	0	0	46
11:30	0	27	5	1	4	1	1	3	1	0	0	0	0	0	43
11:45	0	12	1	0	4	0	0	1	0	0	0	0	2	0	20
	1	86	21	10	14	4	2	4	1	0	0	0	2	0	145
Total	10	904	141	49	75	32	3	24	30	1	0	0	2	2	1273
Percent	0.8%	71.0%	11.1%	3.8%	5.9%	2.5%	0.2%	1.9%	2.4%	0.1%	0.0%	0.0%	0.2%	0.2%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	16	0	0	0	0	0	0	2	0	0	0	1	0	19
12:15	0	24	0	0	0	0	0	0	0	0	0	0	1	0	25
12:30	0	19	0	0	0	1	0	0	0	0	0	0	0	0	20
12:45	0	16	1	0	1	0	1	0	0	0	0	0	0	0	19
	0	75	1	0	1	1	1	0	2	0	0	0	2	0	83
13:00	0	27	0	0	0	0	0	0	0	0	0	0	0	0	27
13:15	0	24	0	0	0	0	0	0	0	0	0	0	1	0	25
13:30	0	14	2	0	1	0	0	0	0	0	0	0	0	0	17
13:45	0	22	4	4	4	1	0	0	1	0	0	0	0	0	36
	0	87	6	4	5	1	0	0	1	0	0	0	1	0	105
14:00	0	36	8	2	2	2	0	0	0	0	0	0	0	0	50
14:15	2	26	3	4	5	1	0	1	4	0	0	0	0	0	46
14:30	0	33	11	1	8	3	0	1	3	1	0	0	0	0	61
14:45	0	39	4	3	7	1	0	0	3	0	0	0	0	0	57
	2	134	26	10	22	7	0	2	10	1	0	0	0	0	214
15:00	0	33	5	1	6	1	0	1	3	0	0	0	0	0	50
15:15	1	57	9	1	5	1	0	0	2	0	0	0	0	0	76
15:30	0	52	10	1	2	0	0	0	3	0	0	0	0	0	68
15:45	0	36	9	1	6	3	0	1	0	0	0	0	0	0	56
	1	178	33	4	19	5	0	2	8	0	0	0	0	0	250
16:00	1	63	6	1	4	1	0	2	0	1	0	0	0	1	80
16:15	0	62	5	3	8	1	0	0	1	1	0	0	0	0	81
16:30	0	46	9	0	3	2	0	2	0	0	0	0	0	0	62
16:45	1	42	9	0	2	0	0	0	2	0	0	0	0	0	56
	2	213	29	4	17	4	0	4	3	2	0	0	0	1	279
17:00	0	54	7	0	3	0	0	1	2	0	0	0	0	0	67
17:15	0	60	7	0	4	0	0	0	1	0	0	0	0	1	73
17:30	0	54	3	1	0	1	0	1	0	0	0	0	0	0	60
17:45	1	62	8	0	1	0	0	1	2	0	0	0	0	0	75
	1	230	25	1	8	1	0	3	5	0	0	0	0	1	275
18:00	0	69	4	0	1	0	0	2	1	0	0	0	0	0	77
18:15	0	64	5	0	3	0	0	2	1	0	0	0	0	0	75
18:30	0	55	6	0	3	0	0	1	0	0	0	0	0	0	65
18:45	1	90	6	0	4	0	0	1	0	0	0	0	0	0	102
	1	278	21	0	11	0	0	6	2	0	0	0	0	0	319
19:00	0	37	5	0	1	0	0	2	1	0	0	0	0	0	46
19:15	0	52	4	0	0	0	0	1	0	0	0	0	0	0	57
19:30	0	42	3	0	1	0	0	0	0	0	0	0	0	0	46
19:45	0	43	2	0	2	0	0	2	0	0	0	0	0	0	49
	0	174	14	0	4	0	0	5	1	0	0	0	0	0	198
20:00	0	36	6	0	1	0	0	1	0	0	0	0	0	0	44
20:15	0	33	5	0	0	1	0	0	0	0	0	0	0	0	39
20:30	0	38	1	0	0	0	0	0	0	0	0	0	0	0	39
20:45	0	25	3	0	1	0	0	1	0	0	0	0	0	0	30
	0	132	15	0	2	1	0	2	0	0	0	0	0	0	152
21:00	1	26	3	0	1	0	0	0	0	0	0	0	0	0	31
21:15	0	36	1	0	1	0	0	0	0	0	0	0	0	0	38
21:30	0	27	1	0	0	0	0	0	0	0	0	0	0	0	28
21:45	0	28	0	0	1	0	0	0	0	0	0	0	0	0	29
	1	117	5	0	3	0	0	0	0	0	0	0	0	0	126
22:00	1	25	1	0	2	0	0	0	0	0	0	0	0	0	29
22:15	0	30	1	0	0	0	0	0	0	0	0	0	0	0	31
22:30	1	18	3	0	0	0	0	0	0	0	0	0	0	0	22
22:45	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
	2	87	6	0	2	0	0	0	0	0	0	0	0	0	97
23:00	0	15	1	0	0	0	0	0	1	0	0	0	0	0	17
23:15	0	22	2	0	0	0	0	1	0	0	0	0	0	0	25
23:30	0	8	1	1	0	0	0	0	0	0	0	0	0	0	10
23:45	1	9	2	0	1	0	0	0	0	0	0	0	0	0	13
	1	54	6	1	1	0	0	1	1	0	0	0	0	0	65
Total	11	1759	187	24	95	20	1	25	33	3	0	0	3	2	2163
Percent	0.5%	81.3%	8.6%	1.1%	4.4%	0.9%	0.0%	1.2%	1.5%	0.1%	0.0%	0.0%	0.1%	0.1%	
Grand Total	52	8346	1151	255	547	174	7	168	190	18	1	0	8	16	10933
Percent	0.5%	76.3%	10.5%	2.3%	5.0%	1.6%	0.1%	1.5%	1.7%	0.2%	0.0%	0.0%	0.1%	0.1%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/02/09	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
00:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
00:30	0	6	0	0	0	0	0	0	1	0	0	0	0	0	7
00:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	32	0	0	0	0	0	0	1	0	0	0	0	0	33
01:15	0	3	0	0	0	0	0	0	2	0	0	0	0	0	5
01:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	3	2	0	0	0	0	0	1	0	0	0	0	0	6
01:45	0	3	1	0	1	0	0	0	2	0	0	0	0	0	7
02:00	0	14	3	0	1	0	0	0	5	0	0	0	0	0	23
02:00	0	4	0	0	0	0	0	0	2	0	0	0	0	0	6
02:15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
02:30	0	3	0	0	0	0	0	1	1	0	0	0	0	0	5
02:45	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
03:00	0	9	1	0	0	1	0	1	4	0	0	0	0	0	16
03:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
03:15	0	4	0	0	1	0	0	0	2	0	0	0	0	0	7
03:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
03:45	0	4	2	0	1	1	0	0	0	0	0	0	0	0	8
04:00	0	17	3	0	4	1	0	0	2	0	0	0	0	0	27
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	5	1	1	1	0	0	0	0	0	0	0	0	0	8
04:30	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
04:45	0	5	0	1	0	1	0	0	1	0	0	0	0	0	8
05:00	0	15	2	2	1	1	0	0	2	0	0	0	0	0	23
05:00	0	20	1	3	3	0	0	0	0	0	0	0	0	0	27
05:15	0	13	0	2	3	0	0	0	1	0	0	0	0	0	19
05:30	0	30	4	1	3	0	0	0	0	1	0	0	0	0	39
05:45	0	21	2	0	8	1	0	0	1	0	0	0	0	0	33
06:00	0	84	7	6	17	1	0	0	2	1	0	0	0	0	118
06:00	0	16	3	1	4	0	0	1	1	0	0	0	0	0	26
06:15	0	47	2	2	5	2	0	0	0	0	0	0	0	0	58
06:30	0	28	6	1	4	0	0	0	1	0	0	0	0	0	40
06:45	0	65	6	1	0	2	0	2	0	0	0	0	0	0	76
07:00	0	156	17	5	13	4	0	3	2	0	0	0	0	0	200
07:00	1	75	7	3	5	1	0	0	2	1	0	0	0	0	95
07:15	0	46	7	0	2	1	0	1	2	0	0	0	0	0	59
07:30	0	32	7	1	6	3	0	1	0	0	0	0	0	0	50
07:45	0	52	8	1	2	1	0	1	3	0	0	0	0	0	68
08:00	1	205	29	5	15	6	0	3	7	1	0	0	0	0	272
08:00	1	40	7	2	4	2	0	3	0	1	0	0	0	0	60
08:15	0	36	9	1	3	1	0	1	1	0	0	0	0	0	52
08:30	0	38	6	1	6	0	0	0	1	1	0	0	0	0	53
08:45	1	36	9	0	1	1	0	3	0	0	0	0	0	0	51
09:00	2	150	31	4	14	4	0	7	2	2	0	0	0	0	216
09:00	0	34	7	0	3	1	0	0	3	2	0	0	0	0	50
09:15	0	51	10	0	5	1	0	2	1	0	0	0	0	0	70
09:30	1	35	10	0	4	1	0	1	2	0	0	0	0	0	54
09:45	0	39	6	0	2	2	0	1	0	0	0	0	0	0	50
10:00	1	159	33	0	14	5	0	4	6	2	0	0	0	0	224
10:00	1	28	5	3	4	2	0	0	2	0	0	0	0	0	45
10:15	0	37	9	0	2	2	0	1	2	1	0	0	0	0	54
10:30	0	34	8	1	1	2	0	1	2	2	0	0	0	0	51
10:45	0	24	6	0	5	1	1	1	0	0	0	0	0	0	38
11:00	1	123	28	4	12	7	1	3	6	3	0	0	0	0	188
11:00	1	22	9	1	2	2	0	0	4	1	0	0	0	0	42
11:15	0	31	8	0	0	1	0	0	1	1	0	0	0	0	42
11:30	0	24	5	1	1	2	0	2	2	0	0	0	0	0	37
11:45	0	34	2	0	0	2	0	0	0	0	0	0	0	0	38
Total	1	111	24	2	3	7	0	2	7	2	0	0	0	0	159
Percent	0.4%	71.7%	11.9%	1.9%	6.3%	2.5%	0.1%	1.5%	3.1%	0.7%	0.0%	0.0%	0.0%	0.0%	1499

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

WB

Site Code: 18543

Acron St WB W/O Richbern Ct

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	38	0	1	4	1	0	2	2	0	0	0	0	0	48
12:15	0	18	1	0	2	3	0	0	1	0	0	0	0	0	25
12:30	0	36	1	1	1	1	0	2	1	0	0	0	0	0	43
12:45	0	34	0	0	1	0	0	1	0	0	0	0	0	0	36
	0	126	2	2	8	5	0	5	4	0	0	0	0	0	152
13:00	0	58	9	1	4	1	0	3	1	0	0	0	0	0	77
13:15	1	25	7	1	3	1	0	0	1	1	0	0	0	0	40
13:30	0	28	8	1	1	3	0	0	0	0	0	0	0	0	41
13:45	0	29	3	0	0	1	0	1	1	1	0	0	0	0	36
	1	140	27	3	8	6	0	4	3	2	0	0	0	0	194
14:00	1	35	5	1	1	1	0	1	2	0	0	0	0	0	47
14:15	0	41	8	1	4	3	0	0	1	0	0	0	0	0	58
14:30	0	54	9	1	4	1	0	2	0	0	0	0	0	0	71
14:45	0	52	8	2	0	1	0	1	0	0	0	0	0	0	64
	1	182	30	5	9	6	0	4	3	0	0	0	0	0	240
15:00	0	44	12	0	0	0	1	1	5	0	0	0	0	0	63
15:15	0	50	9	2	6	0	0	0	0	0	0	0	0	0	67
15:30	0	52	7	1	2	0	0	0	1	0	0	0	0	0	63
15:45	0	51	9	1	0	3	0	1	0	0	0	0	0	0	65
	0	197	37	4	8	3	1	2	6	0	0	0	0	0	258
16:00	0	68	8	0	7	0	0	0	0	0	0	0	0	0	83
16:15	0	32	9	0	0	1	0	0	0	0	0	0	0	0	42
16:30	0	59	7	0	3	0	0	0	2	0	0	0	0	0	71
16:45	0	53	6	0	2	0	0	3	0	0	0	0	0	0	64
	0	212	30	0	12	1	0	3	2	0	0	0	0	0	260
17:00	0	73	10	1	0	0	0	0	1	0	0	0	0	0	85
17:15	1	43	0	0	2	0	0	0	0	0	0	0	0	0	46
17:30	1	48	5	0	3	0	0	1	0	0	0	0	0	0	58
17:45	0	61	2	0	0	0	0	1	1	0	0	0	0	0	65
	2	225	17	1	5	0	0	2	2	0	0	0	0	0	254
18:00	1	64	9	1	1	0	0	0	1	0	0	0	0	0	77
18:15	1	51	7	0	1	0	0	2	0	0	0	0	0	0	62
18:30	0	35	4	1	2	0	0	0	0	0	0	0	0	0	42
18:45	0	48	5	0	0	1	0	0	1	0	0	0	0	0	55
	2	198	25	2	4	1	0	2	2	0	0	0	0	0	236
19:00	0	45	4	0	1	0	0	0	0	0	0	0	0	0	50
19:15	0	34	4	0	1	0	0	1	1	0	0	0	0	0	41
19:30	0	36	2	0	0	0	0	1	0	0	0	0	0	0	39
19:45	0	47	2	0	0	0	0	0	2	0	0	0	0	0	51
	0	162	12	0	2	0	0	2	3	0	0	0	0	0	181
20:00	0	44	5	0	0	0	0	0	0	0	0	0	0	0	49
20:15	0	24	4	0	2	0	0	1	0	0	0	0	0	0	31
20:30	0	33	1	0	1	1	0	0	0	0	0	0	0	0	36
20:45	1	36	2	0	0	0	0	0	0	0	0	0	0	0	39
	1	137	12	0	3	1	0	1	0	0	0	0	0	0	155
21:00	0	33	4	0	0	0	0	0	0	0	0	0	0	0	37
21:15	0	33	2	0	0	0	0	0	0	0	0	0	0	0	35
21:30	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19
21:45	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
	0	98	9	0	0	0	0	0	0	0	0	0	0	0	107
22:00	0	23	2	1	0	0	0	0	0	0	0	0	0	0	26
22:15	0	21	1	0	0	0	0	0	0	0	0	0	0	0	22
22:30	0	18	2	0	0	0	0	0	0	0	0	0	0	0	20
22:45	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14
	0	76	5	1	0	0	0	0	0	0	0	0	0	0	82
23:00	0	12	0	0	0	1	0	0	0	0	0	0	0	0	13
23:15	0	16	0	1	1	0	0	0	0	0	0	0	0	0	18
23:30	0	9	0	0	0	0	0	1	0	0	0	0	0	0	10
23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
	0	43	0	1	1	1	0	1	0	0	0	0	0	0	47
Total	7	1796	206	19	60	24	1	26	25	2	0	0	0	0	2166
Percent	0.3%	82.9%	9.5%	0.9%	2.8%	1.1%	0.0%	1.2%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/03/09	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
00:15	0	9	1	0	0	0	0	1	0	0	0	0	0	0	11
00:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	28	1	0	0	0	0	1	0	0	0	0	0	0	30
01:15	0	3	0	0	0	0	0	1	0	0	0	0	0	0	4
01:30	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	4	0	0	0	0	0	1	0	0	0	0	0	0	5
02:15	0	18	0	0	0	0	0	2	0	0	0	0	0	0	20
02:30	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4
02:45	0	8	0	0	0	1	0	0	2	0	0	0	0	0	11
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
03:15	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
03:30	0	16	2	0	0	1	0	0	4	0	0	0	0	0	23
03:45	0	3	0	0	2	0	0	0	0	0	0	0	0	0	5
04:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
04:15	0	7	0	1	3	0	0	0	1	0	0	0	0	0	12
04:30	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
04:45	0	14	1	1	6	0	0	0	2	0	0	0	0	0	24
05:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
05:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
05:30	0	4	0	0	1	0	0	0	1	0	0	0	0	0	6
05:45	0	4	0	2	1	0	0	0	0	0	0	0	0	0	7
06:00	0	22	2	2	2	0	0	0	1	0	0	0	0	0	29
06:15	0	21	2	2	3	1	0	0	2	0	0	0	0	0	31
06:30	1	13	2	3	4	0	0	0	0	0	0	0	0	0	23
06:45	0	20	0	0	2	0	0	0	0	0	0	0	0	0	22
07:00	0	25	0	0	0	0	0	0	0	0	0	0	0	0	25
07:15	1	79	4	5	9	1	0	0	2	0	0	0	0	0	101
07:30	0	19	0	1	0	0	0	0	0	0	0	0	0	0	20
07:45	0	28	1	1	0	0	0	0	0	0	0	0	0	0	30
08:00	0	28	1	3	0	1	0	0	0	0	0	0	0	0	33
08:15	0	38	1	0	1	0	0	0	0	0	0	0	0	0	40
08:30	0	113	3	5	1	1	0	0	0	0	0	0	0	0	123
08:45	1	36	2	1	0	0	0	0	0	0	0	0	0	0	40
09:00	0	35	1	1	0	0	0	0	0	0	0	0	0	0	37
09:15	0	39	3	2	0	0	0	0	0	0	0	0	0	0	44
09:30	0	36	1	1	1	0	0	0	0	0	0	0	0	0	39
09:45	1	146	7	5	1	0	0	0	0	0	0	0	0	0	160
10:00	0	40	4	2	1	0	0	0	0	0	0	0	0	0	47
10:15	0	32	2	1	0	0	0	0	0	0	0	0	0	0	35
10:30	0	39	6	1	0	0	0	0	0	0	0	0	0	0	46
10:45	0	34	5	0	1	0	0	0	0	0	0	0	0	0	40
11:00	0	145	17	4	2	0	0	0	0	0	0	0	0	0	168
11:15	0	37	7	1	0	0	0	0	0	0	0	0	0	0	45
11:30	0	31	4	0	1	0	0	0	0	0	0	0	0	0	36
11:45	0	31	9	1	0	0	0	0	0	0	0	0	0	0	41
12:00	0	29	11	0	0	0	0	0	0	0	0	0	0	0	40
12:15	0	128	31	2	1	0	0	0	0	0	0	0	0	0	162
12:30	0	36	6	2	0	0	0	0	0	0	0	0	0	0	44
12:45	0	35	8	0	0	0	0	0	0	0	0	0	0	0	43
13:00	0	32	10	0	0	0	0	0	0	0	0	0	0	0	42
13:15	0	28	2	1	0	0	0	0	0	0	0	0	0	0	31
13:30	0	131	26	3	0	0	0	0	0	0	0	0	0	0	160
13:45	0	33	3	0	0	0	0	0	0	0	0	0	0	0	36
14:00	0	29	4	1	0	0	0	0	0	0	0	0	0	0	34
14:15	0	26	1	0	0	0	0	0	0	0	0	0	0	0	27
14:30	0	31	5	0	0	0	0	0	0	0	0	0	0	0	36
14:45	0	119	13	1	0	0	0	0	0	0	0	0	0	0	133
Total	2	959	107	28	22	3	0	3	9	0	0	0	0	0	1133
Percent	0.2%	84.6%	9.4%	2.5%	1.9%	0.3%	0.0%	0.3%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	34	6	0	0	0	0	0	0	0	0	0	0	0	40
12:15	0	24	1	2	0	0	0	0	0	0	0	0	0	0	27
12:30	0	40	4	1	2	0	0	0	0	0	0	0	0	0	47
12:45	0	38	3	0	0	0	0	0	0	0	0	0	0	0	41
	0	136	14	3	2	0	0	0	0	0	0	0	0	0	155
13:00	0	31	5	1	1	0	0	0	0	0	0	0	0	0	38
13:15	0	32	1	0	0	0	0	0	0	0	0	0	0	0	33
13:30	0	32	4	1	0	0	0	0	0	0	0	0	0	0	37
13:45	0	35	1	1	0	0	0	0	0	0	0	0	0	0	37
	0	130	11	3	1	0	0	0	0	0	0	0	0	0	145
14:00	0	37	3	0	1	0	0	0	0	0	0	0	0	0	41
14:15	0	32	1	2	0	0	0	0	1	0	0	0	0	0	36
14:30	0	38	2	0	0	0	0	0	0	0	0	0	0	0	40
14:45	0	34	2	3	0	0	0	0	0	0	0	0	0	0	39
	0	141	8	5	1	0	0	0	1	0	0	0	0	0	156
15:00	0	38	3	1	0	0	0	0	0	0	0	0	0	0	42
15:15	0	40	1	0	1	0	0	0	0	0	0	0	0	0	42
15:30	0	40	2	2	1	0	0	0	0	0	0	0	0	0	45
15:45	0	35	1	0	0	1	0	0	1	0	0	0	0	0	38
	0	153	7	3	2	1	0	0	1	0	0	0	0	0	167
16:00	0	47	1	1	1	0	0	0	0	0	0	0	0	0	50
16:15	0	42	1	0	0	0	0	0	0	0	0	0	0	0	43
16:30	0	44	1	1	1	0	0	0	0	0	0	0	0	0	47
16:45	0	42	1	1	1	0	0	0	0	0	0	0	0	0	45
	0	175	4	3	3	0	0	0	0	0	0	0	0	0	185
17:00	0	53	2	1	1	0	0	0	0	0	0	0	0	0	57
17:15	0	38	1	0	0	0	0	0	0	0	0	0	0	0	39
17:30	0	41	1	0	0	0	0	0	0	0	0	0	0	0	42
17:45	0	39	1	2	0	0	0	0	0	0	0	0	0	0	42
	0	171	5	3	1	0	0	0	0	0	0	0	0	0	180
18:00	0	43	1	0	1	1	0	0	0	0	0	0	0	0	46
18:15	0	40	1	1	1	0	0	0	0	0	0	0	0	0	43
18:30	0	28	1	0	0	0	0	0	0	0	0	0	0	0	29
18:45	0	34	1	0	0	0	0	0	0	0	0	0	0	0	35
	0	145	4	1	2	1	0	0	0	0	0	0	0	0	153
19:00	0	35	0	0	0	0	0	0	0	0	0	0	0	0	35
19:15	0	30	1	0	0	0	0	0	0	0	0	0	0	0	31
19:30	0	23	0	0	0	0	0	0	0	0	0	0	0	0	23
19:45	0	26	1	1	0	0	0	0	0	0	0	0	0	0	28
	0	114	2	1	0	0	0	0	0	0	0	0	0	0	117
20:00	0	24	0	0	0	0	0	0	0	0	0	0	0	0	24
20:15	0	20	0	0	0	0	0	0	0	0	0	0	0	0	20
20:30	0	24	1	0	0	0	0	0	0	0	0	0	0	0	25
20:45	0	19	0	0	0	0	0	0	0	0	0	0	0	0	19
	0	87	1	0	0	0	0	0	0	0	0	0	0	0	88
21:00	0	27	1	0	0	0	0	0	0	0	0	0	0	0	28
21:15	0	20	0	0	0	0	0	0	0	0	0	0	0	0	20
21:30	0	26	0	0	0	0	0	0	0	0	0	0	0	0	26
21:45	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
	0	84	1	0	0	0	0	0	0	0	0	0	0	0	85
22:00	0	21	0	0	0	0	0	0	0	0	0	0	0	0	21
22:15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
22:30	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
22:45	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
	0	58	0	0	0	0	0	0	0	0	0	0	0	0	58
23:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
23:15	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16
23:30	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
23:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
	0	46	0	0	0	0	0	0	0	0	0	0	0	0	46
Total	0	1440	57	22	12	2	0	0	2	0	0	0	0	0	1535
Percent	0.0%	93.8%	3.7%	1.4%	0.8%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/04/09	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
00:15	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
00:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
00:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	37	0	0	0	0	0	0	0	0	0	0	0	0	37
01:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
01:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
02:15	0	22	0	0	0	0	0	0	0	0	0	0	0	0	22
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
03:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
04:15	0	8	0	0	0	0	0	0	1	0	0	0	0	0	9
04:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45	0	27	0	0	0	0	0	0	1	0	0	0	0	0	28
05:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
05:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
05:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
05:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
06:00	0	27	0	0	0	0	0	0	0	0	0	0	0	0	27
06:15	0	20	0	0	0	0	0	0	0	0	0	0	0	0	20
06:30	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17
06:45	0	23	0	0	0	0	0	0	0	0	0	0	0	0	23
07:00	0	25	0	0	0	0	0	0	0	0	0	0	0	0	25
07:15	0	84	1	0	0	0	0	0	0	0	0	0	0	0	85
07:30	0	19	0	0	0	0	0	0	0	0	0	0	0	0	19
07:45	0	41	1	0	0	0	0	1	0	0	0	0	0	0	43
08:00	0	19	2	0	1	1	0	0	0	1	0	0	0	0	24
08:15	0	16	3	0	0	0	1	3	1	1	0	0	0	0	25
08:30	0	95	6	0	1	1	1	4	1	2	0	0	0	0	111
08:45	0	25	2	0	2	0	0	0	0	0	0	0	0	0	29
09:00	1	19	4	1	4	0	0	2	0	0	0	0	0	0	31
09:15	0	28	2	0	1	0	0	0	2	0	0	0	0	0	33
09:30	0	23	2	0	2	1	0	1	0	0	0	0	0	0	29
09:45	1	95	10	1	9	1	0	3	2	0	0	0	0	0	122
10:00	0	11	0	0	1	1	1	1	0	1	1	0	0	0	17
10:15	5	27	2	0	1	0	0	0	0	0	0	0	0	0	35
10:30	16	26	1	0	1	2	0	1	3	0	0	0	0	0	50
10:45	8	28	1	2	0	0	1	2	0	2	0	0	0	0	44
11:00	29	92	4	2	3	3	2	4	3	3	1	0	0	0	146
11:15	6	34	2	0	1	1	0	0	1	0	0	0	0	0	45
11:30	3	26	2	0	0	1	0	0	1	1	0	0	0	0	34
11:45	3	23	3	0	0	0	1	2	0	1	0	0	0	0	33
12:00	6	26	3	0	1	0	0	3	0	0	1	0	0	0	40
12:15	18	109	10	0	2	2	1	5	2	2	1	0	0	0	152
12:30	0	53	2	0	1	0	0	0	0	0	0	0	0	0	56
12:45	2	31	3	0	2	1	1	0	1	1	0	0	0	0	42
13:00	0	19	5	2	3	0	0	1	1	2	0	1	0	0	34
13:15	2	19	2	0	2	0	1	0	2	0	0	0	0	0	28
13:30	4	122	12	2	8	1	2	1	4	3	0	1	0	0	160
13:45	5	40	1	0	1	1	0	0	0	0	0	0	0	0	48
14:00	6	28	1	0	0	0	1	0	0	2	0	1	0	0	39
14:15	1	32	4	0	2	0	0	0	0	1	0	0	0	0	40
14:30	1	25	1	0	0	0	0	0	1	1	0	0	0	0	29
14:45	13	125	7	0	3	1	1	0	1	4	0	1	0	0	156
Total	65	848	50	5	26	9	7	17	14	14	2	2	0	0	1059
Percent	6.1%	80.1%	4.7%	0.5%	2.5%	0.8%	0.7%	1.6%	1.3%	1.3%	0.2%	0.2%	0.0%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	1	25	4	0	0	0	0	1	0	1	0	0	0	0	32
12:15	3	27	2	0	1	0	2	0	0	1	0	0	0	0	36
12:30	0	17	2	1	0	0	1	4	0	2	0	0	0	0	27
12:45	4	27	4	0	5	0	0	1	0	0	0	0	0	0	41
	8	96	12	1	6	0	3	6	0	4	0	0	0	0	136
13:00	3	65	2	0	1	0	0	0	0	1	0	0	0	0	72
13:15	19	34	1	0	0	0	1	0	0	1	0	0	0	0	56
13:30	8	27	1	3	1	0	0	1	2	0	0	0	0	0	43
13:45	0	28	5	3	2	0	0	2	0	1	0	0	0	0	41
	30	154	9	6	4	0	1	3	2	3	0	0	0	0	212
14:00	0	53	5	2	4	2	0	1	3	1	0	0	0	0	71
14:15	0	36	11	0	4	1	0	1	3	0	0	0	0	0	56
14:30	0	35	8	0	4	1	0	3	0	0	0	0	0	0	51
14:45	0	59	11	4	2	0	0	0	0	0	0	0	0	0	76
	0	183	35	6	14	4	0	5	6	1	0	0	0	0	254
15:00	0	50	8	1	7	2	0	2	4	0	0	0	0	0	74
15:15	0	47	9	2	5	0	0	2	0	0	0	0	0	0	65
15:30	0	55	7	2	5	1	0	0	1	0	0	0	0	0	71
15:45	0	44	8	0	1	2	0	0	3	0	0	0	0	0	58
	0	196	32	5	18	5	0	4	8	0	0	0	0	0	268
16:00	0	63	5	2	5	0	0	0	0	0	0	0	0	0	75
16:15	0	46	4	2	1	0	0	0	0	0	0	0	0	0	53
16:30	0	61	9	0	2	0	0	2	0	0	0	0	0	0	74
16:45	0	63	5	0	0	0	0	1	0	0	0	0	0	0	69
	0	233	23	4	8	0	0	3	0	0	0	0	0	0	271
17:00	0	78	3	2	1	0	0	1	2	0	0	0	0	0	87
17:15	1	43	8	0	2	0	0	1	0	0	0	0	0	0	55
17:30	0	49	3	0	0	0	0	3	0	0	0	0	0	0	55
17:45	0	55	5	1	1	0	0	2	0	0	0	0	0	0	64
	1	225	19	3	4	0	0	7	2	0	0	0	0	0	261
18:00	0	49	2	1	1	0	0	0	0	0	0	0	0	0	53
18:15	0	51	4	0	0	0	0	1	0	0	0	0	0	0	56
18:30	0	41	2	0	0	0	0	2	0	0	0	0	0	0	45
18:45	0	63	3	1	1	0	0	0	0	0	0	0	0	0	68
	0	204	11	2	2	0	0	3	0	0	0	0	0	0	222
19:00	0	47	9	0	1	1	0	0	0	0	0	0	0	0	58
19:15	0	45	2	0	0	0	0	1	0	0	0	0	0	0	48
19:30	0	38	3	0	1	0	0	1	0	0	0	0	0	0	43
19:45	0	42	7	0	0	0	0	0	0	0	0	0	0	0	49
	0	172	21	0	2	1	0	2	0	0	0	0	0	0	198
20:00	0	46	2	0	0	0	0	0	0	0	0	0	0	0	48
20:15	0	46	9	0	1	0	0	0	0	0	0	0	0	0	56
20:30	0	38	3	0	0	0	0	1	1	0	0	0	0	0	43
20:45	0	23	2	0	0	0	0	0	1	0	0	0	0	0	26
	0	153	16	0	1	0	0	1	2	0	0	0	0	0	173
21:00	0	47	5	0	2	0	0	1	0	0	0	0	0	0	55
21:15	0	32	3	0	0	0	0	0	0	0	0	0	0	0	35
21:30	0	29	3	0	0	0	0	0	0	0	0	0	0	0	32
21:45	0	24	0	0	0	0	0	0	0	0	0	0	0	0	24
	0	132	11	0	2	0	0	1	0	0	0	0	0	0	146
22:00	0	26	0	0	0	0	0	1	0	0	0	0	0	0	27
22:15	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
22:30	0	19	1	0	0	0	0	0	0	0	0	0	0	0	20
22:45	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17
	0	80	4	0	0	0	0	1	0	0	0	0	0	0	85
23:00	0	11	0	0	0	0	0	1	0	0	0	0	0	0	12
23:15	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
23:30	0	11	0	1	0	1	0	0	0	0	0	0	0	0	13
23:45	0	12	1	0	0	0	0	1	0	0	0	0	0	0	14
	0	45	1	1	0	1	0	2	0	0	0	0	0	0	50
Total	39	1873	194	28	61	11	4	38	20	8	0	0	0	0	2276
Percent	1.7%	82.3%	8.5%	1.2%	2.7%	0.5%	0.2%	1.7%	0.9%	0.4%	0.0%	0.0%	0.0%	0.0%	
Grand Total	119	7991	792	130	275	86	13	107	116	35	2	2	0	0	9668
Percent	1.2%	82.7%	8.2%	1.3%	2.8%	0.9%	0.1%	1.1%	1.2%	0.4%	0.0%	0.0%	0.0%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

EB

Site Code: 18589

Acron St EB W/O SR 231

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/02/09	0	62	14	2	3	1	0	0	0	0	0	0	0	1	83
00:15	1	63	17	5	7	3	0	4	0	0	0	0	1	1	102
00:30	0	59	16	3	2	1	0	1	2	0	0	0	0	0	84
00:45	1	58	21	3	4	4	0	0	1	0	0	0	0	1	93
	2	242	68	13	16	9	0	5	3	0	0	0	1	3	362
01:00	1	74	22	6	6	1	0	3	1	0	0	0	3	4	121
01:15	1	79	12	1	4	0	0	1	2	0	0	0	0	0	100
01:30	1	82	11	17	2	0	0	3	0	0	0	0	1	2	119
01:45	0	101	15	3	5	1	0	1	2	0	0	0	0	1	129
	3	336	60	27	17	2	0	8	5	0	0	0	4	7	469
02:00	0	68	17	4	5	1	0	0	2	1	0	0	0	1	99
02:15	0	58	10	4	7	1	0	1	1	0	0	0	3	7	92
02:30	0	87	19	1	1	2	0	1	2	0	0	0	0	1	114
02:45	1	79	8	2	2	1	0	1	1	0	0	0	3	3	101
	1	292	54	11	15	5	0	3	6	1	0	0	6	12	406
03:00	1	72	17	2	4	0	0	2	1	0	0	0	0	4	103
03:15	0	70	10	0	6	1	0	2	0	0	0	0	1	1	91
03:30	1	82	13	3	8	1	0	1	0	0	0	0	0	0	109
03:45	0	101	14	0	2	0	0	0	0	0	0	0	0	3	120
	2	325	54	5	20	2	0	5	1	0	0	0	1	8	423
04:00	1	92	15	0	3	1	0	2	0	0	0	0	0	3	117
04:15	0	78	16	0	3	1	0	3	1	1	0	0	2	7	112
04:30	0	79	16	1	4	1	0	1	1	0	0	0	2	8	113
04:45	0	86	16	2	1	0	0	2	1	0	0	0	0	1	109
	1	335	63	3	11	3	0	8	3	1	0	0	4	19	451
05:00	0	81	14	1	0	0	0	4	0	0	0	0	2	1	103
05:15	1	63	17	1	2	0	0	3	0	0	0	0	1	3	91
05:30	0	69	7	0	1	0	0	1	0	0	0	0	0	0	78
05:45	0	80	12	0	1	0	0	1	0	0	0	0	0	1	95
	1	293	50	2	4	0	0	9	0	0	0	0	3	5	367
06:00	0	81	12	0	1	0	0	0	0	0	0	0	0	0	94
06:15	0	60	5	0	2	0	0	0	0	0	0	0	0	0	67
06:30	2	46	8	0	0	0	0	2	0	0	0	0	0	0	58
06:45	0	59	10	0	0	0	0	0	0	0	0	0	0	0	69
	2	246	35	0	3	0	0	2	0	0	0	0	0	0	288
07:00	0	53	6	0	1	0	0	1	0	0	0	1	0	0	62
07:15	0	42	7	0	0	0	0	0	0	0	0	0	0	0	49
07:30	0	53	7	0	0	0	0	0	1	0	0	0	0	0	61
07:45	0	43	2	1	0	0	0	0	0	0	0	0	0	0	46
	0	191	22	1	1	0	0	1	1	0	0	1	0	0	218
08:00	1	31	5	1	1	0	0	1	0	0	0	0	0	0	40
08:15	0	34	4	0	0	0	0	0	0	0	0	0	0	0	38
08:30	0	20	2	0	0	0	0	0	0	0	0	0	0	0	22
08:45	0	26	3	0	1	0	0	0	0	0	0	0	0	0	30
	1	111	14	1	2	0	0	1	0	0	0	0	0	0	130
09:00	1	29	2	0	0	0	0	0	0	0	0	0	0	0	32
09:15	0	16	2	0	2	0	0	0	0	0	0	0	0	0	20
09:30	0	18	0	0	1	0	0	0	0	0	0	0	0	0	19
09:45	0	23	1	0	0	0	0	0	0	0	0	0	0	0	24
	1	86	5	0	3	0	0	0	0	0	0	0	0	0	95
10:00	0	18	3	0	1	0	0	0	0	0	0	0	0	0	22
10:15	0	14	2	1	1	0	0	0	1	0	0	0	0	0	19
10:30	0	20	6	0	0	0	0	0	0	0	0	0	0	0	26
10:45	0	13	1	0	1	0	0	0	0	0	0	0	0	0	15
	0	65	12	1	3	0	0	0	1	0	0	0	0	0	82
11:00	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
11:15	0	10	0	0	1	0	0	0	0	0	0	0	0	0	11
11:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	28	0	0	1	0	0	0	0	0	0	0	0	0	29
Total	14	2550	437	64	96	21	0	42	20	2	0	1	19	54	3320
Percent	0.4%	76.8%	13.2%	1.9%	2.9%	0.6%	0.0%	1.3%	0.6%	0.1%	0.0%	0.0%	0.6%	1.6%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

EB

Site Code: 18589

Acron St EB W/O SR 231

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
12:15	0	4	0	0	1	0	0	0	1	0	0	0	0	0	6
12:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
12:45	0	5	1	1	0	0	0	0	0	0	0	0	0	0	7
	0	25	4	1	1	0	0	0	1	0	0	0	0	0	32
13:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
13:15	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4
13:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
13:45	0	3	1	0	2	0	0	0	1	0	0	0	0	0	7
	0	13	1	1	2	0	0	0	1	0	0	0	0	0	18
14:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
14:15	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
14:30	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
14:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
	1	7	1	1	3	0	0	0	0	0	0	0	0	0	13
15:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
15:15	0	4	0	0	2	1	0	1	0	0	0	0	0	0	8
15:30	0	6	4	0	0	0	0	0	2	0	0	0	0	0	12
15:45	0	9	1	3	3	1	0	0	3	0	0	0	0	0	20
	0	21	6	3	5	2	0	1	5	0	0	0	0	0	43
16:00	0	10	2	1	5	0	0	0	2	0	0	0	0	0	20
16:15	0	14	1	2	0	0	0	0	0	0	0	0	0	0	17
16:30	1	19	4	4	2	0	0	0	0	0	0	0	0	1	31
16:45	0	13	6	3	3	2	0	0	0	0	0	0	0	0	27
	1	56	13	10	10	2	0	0	2	0	0	0	0	1	95
17:00	0	28	9	5	2	1	0	2	2	0	0	0	0	0	49
17:15	0	27	4	4	0	0	0	0	0	0	0	0	0	0	35
17:30	0	45	9	2	4	2	0	1	0	0	0	0	0	0	63
17:45	0	76	18	14	8	3	0	2	1	1	0	0	0	1	124
	0	176	40	25	14	6	0	5	3	1	0	0	0	1	271
18:00	1	90	23	8	4	1	0	2	0	1	0	0	0	1	131
18:15	0	49	5	7	5	1	1	5	2	0	1	0	0	0	76
18:30	0	58	18	11	6	2	0	1	1	0	0	0	0	0	97
18:45	0	66	13	5	2	3	1	2	0	0	0	0	0	0	92
	1	263	59	31	17	7	2	10	3	1	1	0	0	1	396
19:00	0	64	13	5	1	1	0	2	1	0	0	0	0	1	88
19:15	1	55	11	5	3	1	0	0	3	0	0	0	0	0	79
19:30	2	56	17	1	3	4	0	2	0	0	0	0	0	1	86
19:45	0	43	11	0	4	1	0	3	0	0	0	0	0	0	62
	3	218	52	11	11	7	0	7	4	0	0	0	0	2	315
20:00	0	49	16	1	5	0	0	2	1	1	0	0	0	0	75
20:15	1	64	15	1	0	0	0	0	1	0	0	0	0	0	82
20:30	0	67	19	1	3	2	0	1	6	0	0	0	0	0	99
20:45	3	53	17	4	5	2	0	1	1	0	0	0	0	0	86
	4	233	67	7	13	4	0	4	9	1	0	0	0	0	342
21:00	0	54	12	3	5	0	0	0	1	0	0	0	0	0	75
21:15	0	64	12	3	2	0	0	0	0	0	0	0	0	0	81
21:30	0	48	11	1	4	4	1	0	1	0	0	0	0	1	71
21:45	0	54	10	8	4	1	0	1	1	1	0	0	0	2	82
	0	220	45	15	15	5	1	1	3	1	0	0	0	3	309
22:00	2	52	20	4	4	3	0	1	1	0	0	0	0	3	90
22:15	0	58	16	3	5	0	0	2	3	0	0	0	0	0	87
22:30	0	44	9	2	5	0	0	0	2	0	0	0	1	0	63
22:45	1	71	15	2	2	1	0	1	1	0	0	0	0	0	94
	3	225	60	11	16	4	0	4	7	0	0	0	1	3	334
23:00	0	59	8	3	5	1	1	1	2	0	0	0	0	0	80
23:15	0	72	15	2	2	3	0	0	0	0	0	0	1	0	95
23:30	0	74	17	5	8	1	0	1	2	0	0	1	1	0	110
23:45	0	47	16	6	2	1	1	0	1	0	0	0	1	2	77
	0	252	56	16	17	6	2	2	5	0	0	1	3	2	362
Total	13	1709	404	132	124	43	5	34	43	4	1	1	4	13	2530
Percent	0.5%	67.5%	16.0%	5.2%	4.9%	1.7%	0.2%	1.3%	1.7%	0.2%	0.0%	0.0%	0.2%	0.5%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/03/09	0	54	10	2	5	1	0	0	0	0	0	0	1	1	74
00:15	0	68	15	0	4	0	0	2	2	0	0	0	1	0	92
00:30	1	74	14	1	3	1	0	1	3	1	0	0	0	0	99
00:45	0	68	13	4	7	2	0	1	4	1	0	0	0	5	105
	1	264	52	7	19	4	0	4	9	2	0	0	2	6	370
01:00	0	74	22	9	8	0	0	0	0	0	0	0	2	4	119
01:15	2	88	14	3	3	0	0	0	3	0	0	0	0	1	114
01:30	0	100	15	13	8	0	0	0	1	0	0	0	1	4	142
01:45	1	87	13	4	3	2	0	1	1	0	0	0	3	3	118
	3	349	64	29	22	2	0	1	5	0	0	0	6	12	493
02:00	1	65	16	4	2	3	0	1	0	0	0	0	2	1	95
02:15	1	76	18	9	5	1	0	0	1	1	0	0	0	1	113
02:30	1	65	20	2	3	0	0	3	1	0	0	0	0	2	97
02:45	1	89	11	2	1	0	0	1	0	1	0	0	2	4	112
	4	295	65	17	11	4	0	5	2	2	0	0	4	8	417
03:00	1	47	7	1	1	2	0	1	0	0	0	0	8	5	73
03:15	0	45	11	0	1	0	0	0	3	0	0	0	3	1	64
03:30	0	61	14	1	1	0	0	1	0	0	0	0	4	1	83
03:45	0	101	19	0	4	0	0	2	1	1	0	0	0	2	130
	1	254	51	2	7	2	0	4	4	1	0	0	15	9	350
04:00	0	89	11	0	4	0	0	0	0	0	0	0	0	0	104
04:15	0	97	20	4	3	0	0	0	0	1	0	0	0	0	125
04:30	0	90	11	1	2	0	0	2	0	0	0	0	0	0	106
04:45	1	99	14	1	4	0	0	0	0	0	0	0	0	0	119
	1	375	56	6	13	0	0	2	0	1	0	0	0	0	454
05:00	0	109	14	1	2	0	0	2	0	0	0	0	0	0	128
05:15	0	59	10	0	0	0	0	4	0	0	0	0	1	1	75
05:30	0	79	10	1	0	0	0	3	0	0	0	0	1	2	96
05:45	0	65	21	0	1	0	0	0	0	1	0	0	0	0	88
	0	312	55	2	3	0	0	9	0	1	0	0	2	3	387
06:00	2	66	18	0	0	1	0	1	0	0	0	0	0	2	90
06:15	0	66	18	0	1	0	0	2	0	0	0	0	0	1	88
06:30	0	68	10	0	1	0	0	1	0	0	0	0	0	0	80
06:45	0	59	7	0	1	0	0	1	0	0	0	0	0	0	68
	2	259	53	0	3	1	0	5	0	0	0	0	0	3	326
07:00	0	37	13	0	0	0	0	0	0	0	0	0	0	1	51
07:15	1	50	8	0	5	0	0	1	0	0	0	0	0	0	65
07:30	0	50	7	0	0	0	0	1	0	0	0	0	0	0	58
07:45	0	41	3	0	1	0	0	0	1	0	0	0	0	0	46
	1	178	31	0	6	0	0	2	1	0	0	0	0	1	220
08:00	0	52	4	0	0	0	0	0	1	0	0	0	0	0	57
08:15	0	52	4	0	0	0	0	0	0	0	0	0	0	0	56
08:30	0	36	1	0	1	0	0	0	0	0	0	0	0	0	38
08:45	1	18	2	0	0	0	0	0	1	0	0	0	0	0	22
	1	158	11	0	1	0	0	0	2	0	0	0	0	0	173
09:00	0	25	4	0	1	0	0	0	0	0	0	0	0	0	30
09:15	0	32	3	0	0	0	0	1	0	0	0	0	0	0	36
09:30	0	17	2	1	0	0	0	0	0	0	0	0	0	0	20
09:45	1	17	2	0	0	0	0	0	0	0	0	0	0	0	20
	1	91	11	1	1	0	0	1	0	0	0	0	0	0	106
10:00	0	19	4	0	0	0	0	0	0	0	0	0	0	0	23
10:15	1	17	2	1	0	0	0	0	0	0	0	0	0	0	21
10:30	0	20	3	0	0	0	0	0	1	0	0	0	0	0	24
10:45	0	19	2	0	0	1	0	0	0	0	0	0	0	0	22
	1	75	11	1	0	1	0	0	1	0	0	0	0	0	90
11:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
11:15	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
11:30	1	9	2	0	2	0	0	0	0	0	0	0	0	0	14
11:45	0	8	0	0	0	1	0	0	0	0	0	0	0	0	9
	1	30	4	0	3	1	0	0	0	0	0	0	0	0	39
Total	17	2640	464	65	89	15	0	33	24	7	0	0	29	42	3425
Percent	0.5%	77.1%	13.5%	1.9%	2.6%	0.4%	0.0%	1.0%	0.7%	0.2%	0.0%	0.0%	0.8%	1.2%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

EB

Site Code: 18589

Acron St EB W/O SR 231

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
12:15	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
12:30	0	1	1	0	1	0	0	0	1	0	0	0	0	0	4
12:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	22	5	0	1	0	0	0	1	0	0	0	0	0	29
13:00	0	2	0	0	1	1	0	0	0	0	0	0	0	0	4
13:15	1	2	1	0	0	0	0	0	3	0	0	0	0	0	7
13:30	0	2	0	0	0	1	0	0	1	0	0	0	0	0	4
13:45	0	2	0	1	1	0	0	0	1	0	0	0	0	0	5
	1	8	1	1	2	2	0	0	5	0	0	0	0	0	20
14:00	0	4	1	1	1	0	0	0	0	0	0	0	0	0	7
14:15	0	6	0	1	0	1	0	0	0	0	0	0	0	0	8
14:30	0	2	0	0	1	0	0	0	1	0	0	0	0	0	4
14:45	0	7	0	1	1	0	0	0	0	0	0	0	0	0	9
	0	19	1	3	3	1	0	0	1	0	0	0	0	0	28
15:00	0	5	0	2	1	0	0	0	0	0	0	0	0	0	8
15:15	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
15:30	0	11	2	1	1	1	0	0	3	0	0	0	0	0	19
15:45	0	8	2	3	0	0	0	0	1	0	0	0	0	0	14
	0	27	5	6	3	1	0	0	4	0	0	0	0	0	46
16:00	0	7	0	1	3	0	0	1	2	0	0	0	0	0	14
16:15	0	13	1	1	0	0	0	2	0	0	0	0	0	0	17
16:30	1	14	2	1	2	0	0	1	0	0	0	0	0	0	21
16:45	0	16	10	2	2	0	0	0	0	0	0	0	0	0	30
	1	50	13	5	7	0	0	4	2	0	0	0	0	0	82
17:00	0	20	8	5	2	0	0	0	1	0	0	0	0	1	37
17:15	0	31	5	4	0	0	0	1	0	0	0	0	0	0	41
17:30	0	39	8	4	3	0	0	2	0	0	0	0	0	1	57
17:45	0	66	21	12	5	0	0	1	1	0	0	0	0	1	107
	0	156	42	25	10	0	0	4	2	0	0	0	0	3	242
18:00	1	85	22	7	5	0	0	5	1	0	0	0	0	0	126
18:15	0	48	8	4	4	1	0	6	2	0	0	0	1	3	77
18:30	0	62	19	13	5	2	0	3	1	0	0	0	0	1	106
18:45	0	54	13	4	2	2	0	0	1	0	0	0	1	1	78
	1	249	62	28	16	5	0	14	5	0	0	0	2	5	387
19:00	0	53	8	6	2	1	0	0	3	0	0	0	0	1	74
19:15	0	48	10	5	2	1	0	0	0	0	0	0	0	1	67
19:30	1	39	15	2	4	1	0	1	2	0	0	0	0	2	67
19:45	0	45	16	1	7	4	0	0	2	0	0	0	0	2	77
	1	185	49	14	15	7	0	1	7	0	0	0	0	6	285
20:00	0	47	14	1	5	2	0	3	1	0	0	0	0	0	73
20:15	0	68	10	3	5	0	0	3	1	0	1	0	0	1	92
20:30	2	69	10	2	2	3	0	1	0	0	0	0	0	0	89
20:45	0	40	9	6	9	1	0	0	1	0	0	0	0	1	67
	2	224	43	12	21	6	0	7	3	0	1	0	0	2	321
21:00	0	66	15	1	6	1	0	2	1	1	0	0	0	1	94
21:15	0	59	12	4	0	0	0	2	1	0	0	0	0	0	78
21:30	1	45	17	3	3	0	0	1	0	0	0	0	0	0	70
21:45	0	48	11	5	3	2	0	3	2	0	0	0	0	1	75
	1	218	55	13	12	3	0	8	4	1	0	0	0	2	317
22:00	0	80	14	4	4	2	0	0	1	0	0	0	0	0	105
22:15	0	51	9	1	5	2	0	0	3	0	0	0	0	0	71
22:30	1	52	19	1	5	0	0	0	2	2	0	0	0	0	82
22:45	0	64	12	1	1	1	0	1	1	0	0	0	0	0	81
	1	247	54	7	15	5	0	1	7	2	0	0	0	0	339
23:00	0	47	13	1	5	2	0	2	1	0	0	0	0	0	71
23:15	0	75	14	4	4	2	0	1	2	0	0	0	0	0	102
23:30	1	65	16	3	3	1	0	2	0	0	0	0	0	0	91
23:45	0	66	10	0	7	2	0	2	0	0	0	0	0	0	87
	1	253	53	8	19	7	0	7	3	0	0	0	0	0	351
Total	9	1658	383	122	124	37	0	46	44	3	1	0	2	18	2447
Percent	0.4%	67.8%	15.7%	5.0%	5.1%	1.5%	0.0%	1.9%	1.8%	0.1%	0.0%	0.0%	0.1%	0.7%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

EB

Site Code: 18589

Acron St EB W/O SR 231

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/04/09	0	62	15	1	9	1	0	2	0	0	0	0	0	0	90
00:15	0	83	16	1	4	1	0	3	1	0	0	0	0	1	110
00:30	1	60	20	2	1	1	0	3	0	0	0	1	0	0	89
00:45	0	56	13	3	8	1	0	0	0	0	0	0	0	0	81
	1	261	64	7	22	4	0	8	1	0	0	1	0	1	370
01:00	0	94	21	10	7	0	0	0	2	0	0	0	1	3	138
01:15	1	75	26	4	4	1	0	1	0	0	0	0	1	2	115
01:30	1	65	10	13	2	0	0	1	0	0	0	0	6	2	100
01:45	0	75	18	6	2	1	0	3	1	0	0	0	1	0	107
	2	309	75	33	15	2	0	5	3	0	0	0	9	7	460
02:00	0	88	11	0	5	1	0	0	2	0	0	0	0	2	109
02:15	0	96	14	8	7	0	0	1	0	0	0	0	1	1	128
02:30	1	82	16	1	7	1	0	0	2	0	0	0	0	0	110
02:45	1	88	18	3	2	0	0	0	0	0	0	0	0	0	112
	2	354	59	12	21	2	0	1	4	0	0	0	1	3	459
03:00	1	68	15	0	2	0	0	2	0	1	0	0	2	5	96
03:15	0	89	11	1	3	0	0	0	0	0	0	0	2	1	107
03:30	0	93	17	2	2	1	0	4	1	1	0	0	0	2	123
03:45	1	115	18	0	1	0	0	1	1	0	0	0	0	0	137
	2	365	61	3	8	1	0	7	2	2	0	0	4	8	463
04:00	0	75	13	0	2	1	0	1	1	0	0	0	0	1	94
04:15	1	86	12	2	2	0	0	1	0	0	0	0	0	3	107
04:30	0	75	20	2	3	0	0	6	0	0	0	0	1	2	109
04:45	0	88	13	0	1	0	0	1	0	0	0	0	0	0	103
	1	324	58	4	8	1	0	9	1	0	0	0	1	6	413
05:00	0	94	15	1	6	0	0	1	0	0	0	0	0	0	117
05:15	1	64	13	1	1	0	0	1	0	0	0	0	1	2	84
05:30	0	58	11	0	1	0	0	0	0	0	0	0	0	0	70
05:45	0	83	9	0	1	0	0	1	0	0	0	0	0	0	94
	1	299	48	2	9	0	0	3	0	0	0	0	1	2	365
06:00	0	63	11	0	1	0	0	1	1	0	0	0	0	0	77
06:15	0	36	5	0	2	1	0	0	0	0	0	0	0	0	44
06:30	0	53	5	0	3	0	0	0	0	0	0	0	0	0	61
06:45	1	38	3	0	0	0	0	0	0	0	0	0	0	0	42
	1	190	24	0	6	1	0	1	1	0	0	0	0	0	224
07:00	0	58	3	0	2	0	0	0	0	0	0	0	0	0	63
07:15	1	57	6	0	1	0	0	0	0	0	0	0	0	0	65
07:30	0	49	4	0	1	1	0	0	1	0	0	0	0	0	56
07:45	0	36	2	0	1	0	0	0	0	0	0	0	0	0	39
	1	200	15	0	5	1	0	0	1	0	0	0	0	0	223
08:00	0	37	4	0	1	0	0	1	0	0	0	0	0	1	44
08:15	2	33	5	0	0	0	0	0	0	0	0	0	0	0	40
08:30	0	24	1	0	0	0	0	0	1	0	0	0	0	0	26
08:45	0	35	3	0	0	0	0	1	0	0	0	0	0	0	39
	2	129	13	0	1	0	0	2	1	0	0	0	0	1	149
09:00	0	27	7	0	0	0	0	0	0	0	0	0	0	0	34
09:15	0	15	1	0	0	0	0	1	0	0	0	0	0	0	17
09:30	0	23	1	0	0	0	0	0	0	0	0	0	0	0	24
09:45	0	21	0	3	0	0	0	0	0	0	0	0	0	0	24
	0	86	9	3	0	0	0	1	0	0	0	0	0	0	99
10:00	1	18	3	0	0	0	0	0	0	0	0	0	0	0	22
10:15	0	16	1	0	2	0	0	0	1	0	0	0	0	0	20
10:30	0	20	5	1	3	0	0	0	0	0	0	0	0	0	29
10:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
	1	61	9	1	5	0	0	0	1	0	0	0	0	0	78
11:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
11:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
11:30	1	6	0	0	0	0	0	0	0	0	0	0	0	0	7
11:45	0	5	1	0	2	0	0	0	0	0	0	0	0	0	8
	1	30	2	0	2	0	0	0	0	0	0	0	0	0	35
Total	15	2608	437	65	102	12	0	37	15	2	0	1	16	28	3338
Percent	0.4%	78.1%	13.1%	1.9%	3.1%	0.4%	0.0%	1.1%	0.4%	0.1%	0.0%	0.0%	0.5%	0.8%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

EB

Site Code: 18589

Acron St EB W/O SR 231

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	1	10	1	1	0	0	0	0	0	0	0	0	0	0	13
12:15	0	4	0	0	0	0	0	1	0	0	0	0	0	0	5
12:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
12:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
13:00	1	17	2	1	0	0	0	1	0	0	0	0	0	0	22
13:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
13:30	0	3	0	0	2	0	0	0	1	0	0	0	0	0	6
13:45	0	3	0	1	0	0	0	0	1	0	0	0	0	0	5
14:00	0	12	0	3	2	0	0	0	3	0	0	0	0	0	20
14:15	1	4	1	0	2	0	0	0	0	0	0	0	0	0	8
14:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
14:45	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
15:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
15:15	2	10	1	1	2	0	0	0	0	0	0	0	0	0	16
15:30	1	1	1	1	1	1	0	0	1	0	0	0	0	0	7
15:45	1	4	2	1	1	1	0	0	0	0	0	0	0	0	10
16:00	0	5	3	2	2	0	0	0	2	0	0	0	0	0	14
16:15	1	7	1	2	1	1	0	0	2	0	0	0	0	0	15
16:30	3	17	7	6	5	3	0	0	5	0	0	0	0	0	46
16:45	0	6	2	2	4	0	0	0	0	0	0	0	0	0	14
17:00	0	13	1	2	2	0	0	0	0	0	0	0	0	0	18
17:15	0	20	5	2	1	1	0	1	0	0	0	0	0	0	30
17:30	1	14	5	4	1	0	0	0	1	0	0	0	0	1	27
17:45	1	53	13	10	8	1	0	1	1	0	0	0	0	1	89
18:00	0	24	7	4	3	0	0	0	0	0	0	0	0	0	38
18:15	0	32	5	6	1	1	0	1	1	0	0	0	0	0	47
18:30	0	43	10	1	4	0	0	0	0	0	0	0	0	0	58
18:45	0	62	17	10	9	3	0	4	2	0	0	0	0	0	107
19:00	0	161	39	21	17	4	0	5	3	0	0	0	0	0	250
19:15	0	89	20	5	6	0	0	2	0	0	0	0	1	2	125
19:30	0	50	9	3	6	0	0	4	0	0	0	0	0	0	72
19:45	0	77	12	14	2	0	0	2	0	0	0	0	0	0	107
20:00	1	49	9	6	3	0	1	0	1	0	0	0	0	0	70
20:15	1	265	50	28	17	0	1	8	1	0	0	0	1	2	374
20:30	0	46	12	8	3	2	0	1	2	0	0	0	0	0	74
20:45	1	60	8	5	2	1	0	0	0	0	0	0	0	0	77
21:00	1	55	17	0	5	2	0	0	0	0	0	0	0	0	80
21:15	0	57	13	1	2	1	0	1	0	0	0	0	0	1	76
21:30	2	218	50	14	12	6	0	2	2	0	0	0	0	1	307
21:45	1	49	12	2	5	2	0	1	1	0	0	0	0	0	73
22:00	1	36	15	3	5	1	0	2	0	0	0	1	1	1	66
22:15	1	61	19	4	4	2	0	1	1	0	0	0	0	0	93
22:30	1	39	10	1	5	2	0	0	1	1	0	0	0	0	60
22:45	4	185	56	10	19	7	0	4	3	1	0	1	1	1	292
23:00	0	45	12	3	4	0	0	1	1	0	0	0	0	0	66
23:15	2	48	8	2	6	3	0	1	0	0	0	0	0	0	70
23:30	1	44	10	2	6	0	0	1	3	0	0	0	0	1	68
23:45	0	63	11	7	4	1	0	0	1	0	0	0	0	1	88
24:00	3	200	41	14	20	4	0	3	5	0	0	0	0	2	292
24:15	0	69	11	5	5	0	1	1	0	0	0	0	1	0	93
24:30	1	51	16	3	2	1	1	3	0	0	0	0	0	1	79
24:45	0	61	9	1	6	0	0	4	0	0	0	0	0	0	81
25:00	1	66	10	2	4	2	0	1	1	0	0	0	0	0	87
25:15	2	247	46	11	17	3	2	9	1	0	0	0	1	1	340
25:30	0	52	11	3	7	1	2	0	1	0	0	0	0	1	78
25:45	0	58	8	1	3	1	0	0	1	0	0	0	0	0	72
26:00	0	74	10	5	3	0	0	1	0	0	0	0	0	1	94
26:15	1	63	10	1	3	3	0	2	1	0	0	0	0	0	84
26:30	1	247	39	10	16	5	2	3	3	0	0	0	0	2	328
26:45	20	1632	344	129	135	33	5	36	27	1	0	1	3	10	2376
Percent	0.8%	68.7%	14.5%	5.4%	5.7%	1.4%	0.2%	1.5%	1.1%	0.0%	0.0%	0.0%	0.1%	0.4%	
Grand Total	88	12797	2469	577	670	161	10	228	173	19	2	4	73	165	17436
Percent	0.5%	73.4%	14.2%	3.3%	3.8%	0.9%	0.1%	1.3%	1.0%	0.1%	0.0%	0.0%	0.4%	0.9%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

WB

Site Code: 18561

Acron St WB W/O SR 231

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/02/09	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14
00:15	0	5	0	0	0	0	0	0	0	0	0	0	1	0	6
00:30	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
00:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	38	0	0	0	0	0	0	0	0	0	0	1	0	39
01:15	0	6	0	0	0	0	0	0	2	0	0	0	0	0	8
01:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
01:30	0	6	3	0	0	0	0	0	3	0	0	0	0	0	12
01:45	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
02:00	0	26	3	0	1	0	0	0	5	0	0	0	0	0	35
02:00	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
02:15	0	4	0	0	0	1	0	0	0	0	0	0	0	0	5
02:30	0	4	2	0	0	0	0	1	2	0	0	0	0	0	9
02:45	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
03:00	0	11	2	0	0	2	0	1	3	0	0	0	0	0	19
03:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
03:15	0	6	0	0	1	0	0	0	2	0	0	0	0	0	9
03:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:45	0	7	0	0	0	1	0	1	0	0	0	0	0	0	9
04:00	0	19	0	0	2	1	0	1	2	0	0	0	0	0	25
04:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
04:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
04:30	0	9	0	0	0	0	0	0	1	0	0	0	0	0	10
04:45	0	14	1	0	0	1	0	0	0	0	0	0	0	0	16
05:00	0	31	4	0	0	1	0	0	1	0	0	0	0	0	37
05:00	0	26	0	0	1	1	0	0	0	0	0	0	0	0	28
05:15	0	19	0	0	1	0	0	0	0	0	0	0	0	0	20
05:30	0	30	3	0	3	1	0	0	0	1	0	0	0	0	38
05:45	0	39	4	0	1	0	0	1	1	0	0	0	0	0	46
06:00	0	114	7	0	6	2	0	1	1	1	0	0	0	0	132
06:00	0	17	2	1	1	0	0	0	0	0	0	0	0	0	21
06:15	0	49	5	1	3	3	0	0	0	0	0	0	0	0	61
06:30	1	71	10	0	4	1	1	1	1	0	0	0	0	0	90
06:45	0	118	18	2	4	2	0	3	0	0	0	0	1	0	148
07:00	1	255	35	4	12	6	1	4	1	0	0	0	1	0	320
07:00	0	151	14	7	1	0	1	0	4	0	0	0	0	0	178
07:15	2	91	8	2	6	1	0	1	0	0	0	1	0	0	112
07:30	0	84	8	7	3	4	0	0	1	1	0	0	1	0	109
07:45	0	94	11	2	1	1	0	2	0	0	0	0	1	0	112
08:00	2	420	41	18	11	6	1	3	5	1	0	1	2	0	511
08:00	1	89	9	1	3	4	0	2	0	0	0	0	0	0	109
08:15	0	58	9	0	5	0	0	1	2	0	0	0	0	0	75
08:30	0	71	10	1	4	0	0	1	0	1	0	0	0	0	88
08:45	2	60	7	2	3	0	0	2	1	1	0	1	1	0	80
09:00	3	278	35	4	15	4	0	6	3	2	0	1	1	0	352
09:00	0	66	16	0	7	2	0	1	1	1	0	0	0	0	94
09:15	0	51	7	2	4	2	0	4	2	0	0	0	0	0	72
09:30	1	63	8	2	4	2	0	1	1	1	0	1	0	0	84
09:45	0	61	10	2	1	1	0	0	0	0	0	0	0	0	75
10:00	1	241	41	6	16	7	0	6	4	2	0	1	0	0	325
10:00	0	63	13	2	5	1	0	2	1	1	0	0	0	0	88
10:15	0	58	15	0	4	2	0	2	2	1	0	0	1	0	85
10:30	0	49	6	2	7	1	0	0	1	0	0	0	0	0	66
10:45	0	52	14	2	2	2	0	4	3	0	0	0	0	0	79
11:00	0	222	48	6	18	6	0	8	7	2	0	0	1	0	318
11:00	1	50	6	1	1	0	1	1	2	3	0	0	1	0	67
11:15	0	53	6	2	1	0	0	1	2	0	0	0	0	0	65
11:30	0	52	5	1	4	5	0	2	1	0	0	0	0	0	70
11:45	1	43	11	2	2	0	0	0	0	0	0	0	1	0	60
Total	2	198	28	6	8	5	1	4	5	3	0	0	2	0	262
Percent	0.4%	78.0%	10.3%	1.9%	3.7%	1.7%	0.1%	1.4%	1.6%	0.5%	0.0%	0.1%	0.3%	0.0%	2375

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

WB

Site Code: 18561

Acron St WB W/O SR 231

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	1	54	8	0	2	1	0	2	0	0	0	0	1	0	69
12:15	0	63	10	0	4	4	0	0	0	1	0	0	1	0	83
12:30	0	69	8	3	6	1	1	1	1	0	0	0	0	0	90
12:45	1	72	13	2	3	1	1	3	1	0	0	0	1	0	98
	2	258	39	5	15	7	2	6	2	1	0	0	3	0	340
13:00	0	73	6	5	3	1	0	0	2	0	0	0	0	0	90
13:15	0	51	12	1	5	1	0	0	1	0	0	0	1	0	72
13:30	1	63	13	6	7	2	1	2	0	0	0	0	1	0	96
13:45	1	56	6	7	4	2	0	3	3	0	0	0	0	0	82
	2	243	37	19	19	6	1	5	6	0	0	0	2	0	340
14:00	1	80	15	2	8	1	0	1	1	1	0	0	0	0	110
14:15	0	67	17	2	5	0	0	4	2	0	0	0	2	0	99
14:30	1	61	14	10	5	1	0	1	0	0	0	0	0	0	93
14:45	1	76	11	7	1	1	0	2	1	0	0	0	0	0	100
	3	284	57	21	19	3	0	8	4	1	0	0	2	0	402
15:00	0	75	15	7	5	1	0	1	1	0	0	0	0	0	105
15:15	0	58	8	11	4	1	0	1	1	0	0	0	0	0	84
15:30	0	65	12	4	1	1	0	1	1	0	1	0	0	0	86
15:45	0	89	13	2	4	0	0	4	0	0	1	0	0	0	113
	0	287	48	24	14	3	0	7	3	0	2	0	0	0	388
16:00	1	82	11	4	4	3	0	3	1	1	0	0	0	0	110
16:15	1	77	11	0	5	1	0	0	0	0	0	0	0	0	95
16:30	0	78	8	1	3	1	0	2	0	0	0	0	0	0	93
16:45	0	83	5	2	3	0	0	2	0	0	0	0	0	0	95
	2	320	35	7	15	5	0	7	1	1	0	0	0	0	393
17:00	0	59	8	0	3	1	0	1	0	0	0	0	0	0	72
17:15	0	76	8	2	2	0	0	1	2	0	0	0	0	0	91
17:30	0	93	9	0	3	2	0	2	1	0	0	0	0	0	110
17:45	0	70	12	1	0	0	0	2	0	0	0	0	0	0	85
	0	298	37	3	8	3	0	6	3	0	0	0	0	0	358
18:00	0	71	8	0	1	0	0	0	0	0	0	0	0	0	80
18:15	0	81	12	0	1	0	0	1	1	0	0	0	0	0	96
18:30	1	60	6	1	2	0	0	1	1	0	0	0	0	0	72
18:45	0	76	5	0	4	0	0	0	1	0	0	0	0	0	86
	1	288	31	1	8	0	0	2	3	0	0	0	0	0	334
19:00	0	62	6	1	1	2	0	1	0	0	0	0	0	0	73
19:15	0	74	6	0	1	0	0	1	0	0	0	0	0	0	82
19:30	0	56	5	0	0	1	0	0	1	0	0	0	0	0	63
19:45	0	60	9	0	2	0	0	2	2	0	0	0	0	0	75
	0	252	26	1	4	3	0	4	3	0	0	0	0	0	293
20:00	0	65	8	0	0	0	0	0	0	0	0	0	1	0	74
20:15	0	48	4	0	1	0	0	0	1	0	0	0	0	0	54
20:30	0	47	5	1	2	1	0	0	2	0	0	0	0	0	58
20:45	0	27	5	0	1	0	0	0	0	0	0	0	0	0	33
	0	187	22	1	4	1	0	0	3	0	0	0	1	0	219
21:00	0	44	5	1	1	0	1	1	0	0	0	0	0	0	53
21:15	0	42	1	0	1	0	0	0	0	0	0	0	0	0	44
21:30	0	38	5	0	2	0	0	1	0	1	0	0	0	0	47
21:45	0	41	3	0	0	0	0	0	1	0	0	0	0	0	45
	0	165	14	1	4	0	1	2	1	1	0	0	0	0	189
22:00	0	40	2	0	0	0	0	0	0	0	0	0	0	0	42
22:15	0	31	0	0	0	0	0	0	0	0	0	0	0	0	31
22:30	0	26	1	0	0	0	0	0	0	0	0	0	0	0	27
22:45	0	20	4	0	0	0	0	1	0	0	0	0	0	0	25
	0	117	7	0	0	0	0	1	0	0	0	0	0	0	125
23:00	1	22	2	0	0	0	0	0	0	0	0	0	0	0	25
23:15	0	15	2	1	0	0	0	0	0	0	0	0	0	0	18
23:30	0	14	0	0	0	0	0	0	1	0	0	0	0	0	15
23:45	0	16	3	0	1	0	0	0	0	0	0	0	0	0	20
	1	67	7	1	1	0	0	0	1	0	0	0	0	0	78
Total	11	2766	360	84	111	31	4	48	30	4	2	0	8	0	3459
Percent	0.3%	80.0%	10.4%	2.4%	3.2%	0.9%	0.1%	1.4%	0.9%	0.1%	0.1%	0.0%	0.2%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

WB

Site Code: 18561

Acron St WB W/O SR 231

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/03/09	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14
00:15	0	14	0	0	0	1	0	0	0	0	0	0	0	0	15
00:30	0	6	0	0	1	0	0	0	1	0	0	0	0	0	8
00:45	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
	0	45	2	0	1	1	0	0	1	0	0	0	0	0	50
01:00	0	6	1	0	0	0	0	1	1	0	0	0	0	0	9
01:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
01:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
	0	22	2	0	0	0	0	1	1	0	0	0	0	0	26
02:00	0	3	0	0	0	0	0	1	0	0	0	0	0	0	4
02:15	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5
02:30	0	2	1	0	0	1	0	0	1	0	0	0	0	0	5
02:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	12	2	0	0	1	0	1	2	0	0	0	0	0	18
03:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
03:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	4	0	1	0	0	0	0	1	0	0	0	0	0	6
03:45	0	8	0	1	2	0	0	0	1	0	0	0	0	0	12
	0	19	1	2	3	0	0	0	2	0	0	0	0	0	27
04:00	0	6	2	1	0	0	0	0	0	0	0	0	0	0	9
04:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
04:30	0	8	1	0	0	1	0	1	0	0	0	0	0	0	11
04:45	0	13	1	0	0	1	0	0	0	0	0	0	0	0	15
	0	34	5	1	0	2	0	1	0	0	0	0	0	0	43
05:00	0	25	0	0	0	1	0	0	0	0	0	0	0	0	26
05:15	0	23	0	0	2	0	0	0	1	0	0	0	0	0	26
05:30	1	24	3	0	2	0	0	1	1	0	0	0	0	0	32
05:45	0	26	4	0	0	1	0	0	1	0	0	0	0	0	32
	1	98	7	0	4	2	0	1	3	0	0	0	0	0	116
06:00	0	26	1	0	4	1	0	1	1	0	0	0	0	0	34
06:15	0	43	4	0	1	0	0	0	0	0	0	0	0	0	48
06:30	1	60	15	3	4	1	0	1	1	0	0	0	0	0	86
06:45	0	102	16	1	2	1	0	0	1	0	0	0	0	0	123
	1	231	36	4	11	3	0	2	3	0	0	0	0	0	291
07:00	0	154	12	5	6	0	0	1	1	2	0	0	0	0	181
07:15	0	64	14	1	4	2	0	0	0	0	0	0	0	0	85
07:30	0	91	12	5	2	2	0	2	1	0	0	0	0	0	115
07:45	0	107	11	2	1	0	0	3	0	0	0	0	0	0	124
	0	416	49	13	13	4	0	6	2	2	0	0	0	0	505
08:00	0	83	13	1	7	1	0	1	1	1	0	0	0	0	108
08:15	1	71	11	0	6	3	0	0	0	0	0	0	0	0	92
08:30	0	53	14	2	8	1	1	0	1	0	0	0	0	0	80
08:45	0	70	7	3	5	4	0	1	0	0	0	0	0	0	90
	1	277	45	6	26	9	1	2	2	1	0	0	0	0	370
09:00	0	54	9	2	5	0	0	4	1	1	0	0	0	0	76
09:15	0	58	19	1	2	2	1	0	1	0	0	0	0	0	84
09:30	1	44	12	1	2	2	0	0	1	0	0	0	0	0	63
09:45	0	68	7	0	5	2	0	1	0	0	0	0	0	0	83
	1	224	47	4	14	6	1	5	3	1	0	0	0	0	306
10:00	1	55	11	0	3	5	0	1	1	0	0	0	0	0	77
10:15	0	50	13	2	6	0	0	4	0	0	0	0	0	0	75
10:30	0	53	11	1	1	1	0	0	1	1	0	0	0	0	69
10:45	0	44	14	0	0	0	1	0	2	2	0	0	0	0	63
	1	202	49	3	10	6	1	5	4	3	0	0	0	0	284
11:00	0	52	11	1	4	2	0	2	1	1	0	1	0	0	75
11:15	1	51	9	4	4	3	0	2	0	1	0	0	0	0	75
11:30	0	52	11	1	4	1	0	1	1	0	0	0	0	0	71
11:45	0	60	4	2	1	0	0	1	0	0	0	0	0	0	68
	1	215	35	8	13	6	0	6	2	2	0	1	0	0	289
Total	6	1795	280	41	95	40	3	30	25	9	0	1	0	0	2325
Percent	0.3%	77.2%	12.0%	1.8%	4.1%	1.7%	0.1%	1.3%	1.1%	0.4%	0.0%	0.0%	0.0%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

WB

Site Code: 18561

Acron St WB W/O SR 231

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	1	47	11	1	7	1	0	1	0	0	0	0	0	0	69
12:15	0	46	9	2	3	3	0	0	2	0	0	0	0	0	65
12:30	1	53	13	7	5	0	0	0	0	0	0	0	0	0	79
12:45	0	66	7	0	5	1	0	2	0	2	0	0	0	0	83
	2	212	40	10	20	5	0	3	2	2	0	0	0	0	296
13:00	0	57	8	1	2	2	0	1	2	0	0	0	0	0	73
13:15	0	61	9	2	7	1	0	2	1	0	0	0	0	0	83
13:30	0	54	16	4	3	1	0	0	1	0	0	0	0	0	79
13:45	1	69	12	4	4	0	0	0	2	0	0	0	0	0	92
	1	241	45	11	16	4	0	3	6	0	0	0	0	0	327
14:00	0	72	15	14	6	0	0	2	0	0	0	0	0	0	109
14:15	0	74	16	4	5	1	0	1	0	0	0	1	0	0	102
14:30	0	59	11	9	6	3	0	3	2	0	0	0	0	0	93
14:45	0	64	9	3	1	0	0	1	2	0	0	0	0	0	80
	0	269	51	30	18	4	0	7	4	0	0	1	0	0	384
15:00	0	70	5	2	3	0	0	1	1	0	0	0	0	0	82
15:15	0	61	12	11	3	1	0	2	0	0	0	0	0	0	90
15:30	1	61	12	4	3	4	0	4	2	0	0	0	0	0	91
15:45	0	80	11	1	3	1	0	0	1	0	0	0	0	0	97
	1	272	40	18	12	6	0	7	4	0	0	0	0	0	360
16:00	0	76	15	4	6	1	0	0	0	0	0	0	0	0	102
16:15	0	69	10	1	4	2	1	1	0	0	0	0	0	0	88
16:30	0	76	8	1	3	1	0	1	1	1	0	0	0	0	92
16:45	2	73	7	0	2	0	0	2	0	0	0	0	0	0	86
	2	294	40	6	15	4	1	4	1	1	0	0	0	0	368
17:00	0	73	7	1	1	1	0	2	1	0	0	0	0	0	86
17:15	0	65	5	1	1	0	0	2	0	0	0	0	0	0	74
17:30	0	87	7	1	3	0	0	0	0	0	0	0	0	0	98
17:45	0	71	6	0	2	0	0	1	0	0	0	0	0	0	80
	0	296	25	3	7	1	0	5	1	0	0	0	0	0	338
18:00	0	85	5	2	2	1	0	3	0	0	0	0	0	0	98
18:15	0	81	9	0	2	1	0	0	0	0	0	0	0	0	93
18:30	0	66	9	1	2	0	0	2	0	0	0	0	0	0	80
18:45	0	60	6	0	1	1	0	0	0	0	0	0	0	0	68
	0	292	29	3	7	3	0	5	0	0	0	0	0	0	339
19:00	0	51	8	0	1	0	0	0	0	0	0	0	0	0	60
19:15	1	74	4	0	0	0	0	0	0	0	0	0	0	0	79
19:30	0	68	4	0	1	0	0	0	1	0	0	0	0	0	74
19:45	0	42	0	0	2	0	0	0	1	0	0	0	0	0	45
	1	235	16	0	4	0	0	0	2	0	0	0	0	0	258
20:00	1	47	2	0	0	0	0	2	0	0	0	0	0	0	52
20:15	0	38	6	1	2	0	0	1	1	0	0	0	0	0	49
20:30	0	54	2	1	1	0	0	2	0	0	0	0	0	0	60
20:45	0	43	2	0	1	1	0	0	0	0	0	0	0	0	47
	1	182	12	2	4	1	0	5	1	0	0	0	0	0	208
21:00	0	43	3	0	0	0	0	0	0	0	0	0	0	0	46
21:15	0	45	3	0	0	0	0	0	1	0	0	0	0	0	49
21:30	0	27	6	0	1	0	0	0	0	0	0	0	0	0	34
21:45	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
	0	134	14	0	1	0	0	0	1	0	0	0	0	0	150
22:00	1	35	2	0	1	0	0	0	0	0	0	0	0	0	39
22:15	0	21	1	0	0	0	0	0	0	0	0	0	0	0	22
22:30	0	22	0	0	0	0	0	0	0	0	0	0	0	0	22
22:45	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16
	1	93	4	0	1	0	0	0	0	0	0	0	0	0	99
23:00	0	19	2	0	0	0	0	0	1	0	0	0	0	0	22
23:15	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19
23:30	0	28	1	0	3	0	0	0	0	0	0	0	0	0	32
23:45	0	14	1	0	1	0	0	1	0	0	0	0	0	0	17
	0	79	5	0	4	0	0	1	1	0	0	0	0	0	90
Total	9	2599	321	83	109	28	1	40	23	3	0	1	0	0	3217
Percent	0.3%	80.8%	10.0%	2.6%	3.4%	0.9%	0.0%	1.2%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

WB

Site Code: 18561

Acron St WB W/O SR 231

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/04/09	0	11	1	1	0	0	0	0	0	0	0	0	0	0	13
00:15	0	15	2	0	0	0	0	0	0	0	0	0	0	0	17
00:30	0	9	0	0	1	0	0	0	0	0	0	0	0	0	10
00:45	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
	0	45	4	1	1	0	0	0	0	0	0	0	0	0	51
01:00	1	8	0	0	0	0	0	0	0	0	0	0	0	0	9
01:15	0	9	0	1	0	0	0	0	0	0	0	0	0	0	10
01:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
01:45	0	5	0	1	0	0	0	1	0	0	0	0	0	0	7
	1	27	0	2	0	0	0	1	0	0	0	0	0	0	31
02:00	0	5	0	0	0	0	0	1	0	0	0	0	0	0	6
02:15	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3
02:30	0	2	1	0	0	0	0	0	0	0	0	0	1	0	4
02:45	0	2	0	0	0	0	0	0	2	0	0	0	0	0	4
	0	10	1	0	0	0	0	1	4	0	0	0	1	0	17
03:00	1	3	1	2	1	0	0	1	0	0	0	0	0	0	9
03:15	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
03:30	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
03:45	3	3	0	1	0	1	0	0	0	0	0	0	0	0	8
	6	10	3	3	1	1	0	1	0	0	0	0	0	0	25
04:00	9	9	0	0	0	0	0	0	0	0	0	0	0	0	18
04:15	0	6	0	1	0	0	0	0	0	0	0	0	0	0	7
04:30	0	6	1	0	0	1	0	0	1	0	0	0	0	0	9
04:45	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
	9	32	2	1	0	1	0	0	1	0	0	0	0	0	46
05:00	1	13	1	1	1	0	1	0	0	0	0	0	0	0	18
05:15	0	22	2	0	0	0	0	0	0	0	0	0	0	0	24
05:30	0	26	2	0	1	0	0	0	0	0	0	0	0	0	29
05:45	0	35	3	1	1	0	0	0	0	0	0	0	0	0	40
	1	96	8	2	3	0	1	0	0	0	0	0	0	0	111
06:00	0	46	3	1	1	0	0	0	0	0	0	0	0	0	51
06:15	0	54	11	1	1	0	0	0	0	0	0	0	0	0	67
06:30	0	65	13	1	2	0	0	0	0	0	0	0	0	0	81
06:45	0	71	9	1	2	1	0	1	1	0	0	0	0	0	86
	0	236	36	4	6	1	0	1	1	0	0	0	0	0	285
07:00	0	95	15	2	2	1	0	1	1	0	0	0	0	0	117
07:15	0	86	12	1	2	1	0	1	1	0	0	0	0	0	104
07:30	0	77	19	2	2	1	0	1	1	0	0	0	0	0	103
07:45	0	84	14	1	1	0	0	0	0	0	0	0	0	0	100
	0	342	60	6	7	3	0	3	3	0	0	0	0	0	424
08:00	0	67	16	1	1	0	1	0	1	0	0	0	0	0	87
08:15	0	71	12	0	1	0	1	0	2	1	0	0	0	0	88
08:30	0	66	9	0	1	1	0	0	2	1	0	0	0	0	80
08:45	0	82	13	0	2	1	0	1	0	0	0	0	0	0	99
	0	286	50	1	5	2	2	1	5	2	0	0	0	0	354
09:00	0	54	14	4	1	2	0	0	1	0	0	0	0	0	76
09:15	0	68	18	1	1	0	0	0	0	0	0	0	0	0	88
09:30	0	57	15	1	2	1	0	1	1	0	0	0	0	0	78
09:45	0	64	13	3	3	0	0	6	0	0	2	1	0	0	92
	0	243	60	9	7	3	0	7	2	0	2	1	0	0	334
10:00	0	79	9	3	7	0	0	3	1	0	0	0	0	0	102
10:15	0	47	10	2	6	1	0	8	0	0	0	0	0	0	74
10:30	0	66	17	4	3	1	0	1	0	1	0	0	0	0	93
10:45	0	44	10	1	4	1	0	3	1	0	0	0	0	0	64
	0	236	46	10	20	3	0	15	2	1	0	0	0	0	333
11:00	0	53	7	3	5	0	0	7	0	0	1	0	0	0	76
11:15	0	56	10	5	9	0	0	3	1	1	0	0	0	0	85
11:30	0	71	9	4	3	0	0	8	0	1	0	0	0	0	96
11:45	0	62	3	1	3	3	0	2	1	0	0	0	0	0	75
	0	242	29	13	20	3	0	20	2	2	1	0	0	0	332
Total	17	1805	299	52	70	17	3	50	20	5	3	1	1	0	2343
Percent	0.7%	77.0%	12.8%	2.2%	3.0%	0.7%	0.1%	2.1%	0.9%	0.2%	0.1%	0.0%	0.0%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

WB

Site Code: 18561

Acron St WB W/O SR 231

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	55	2	1	1	2	0	0	0	0	0	0	0	0	61
12:15	0	49	2	2	1	1	0	0	0	0	0	0	0	0	55
12:30	0	65	2	3	1	2	0	0	1	0	0	0	0	0	74
12:45	0	51	3	4	1	0	0	0	0	1	0	0	0	0	60
	0	220	9	10	4	5	0	0	1	1	0	0	0	0	250
13:00	0	72	4	2	1	3	0	0	1	1	0	0	0	0	84
13:15	0	67	3	5	1	0	0	0	0	0	0	0	0	0	76
13:30	0	51	8	1	7	1	0	0	2	0	0	0	0	0	70
13:45	0	66	12	9	3	0	0	2	1	0	0	0	0	0	93
	0	256	27	17	12	4	0	2	4	1	0	0	0	0	323
14:00	0	87	8	7	6	3	0	2	3	0	0	0	0	0	116
14:15	0	68	16	4	3	0	0	3	1	0	0	0	0	0	95
14:30	0	74	14	6	5	1	0	3	0	0	0	0	0	0	103
14:45	0	76	12	5	5	1	0	0	3	0	1	0	0	0	103
	0	305	50	22	19	5	0	8	7	0	1	0	0	0	417
15:00	0	52	9	6	5	2	0	2	1	0	0	0	0	0	77
15:15	0	64	6	6	4	0	0	2	1	0	0	0	0	0	83
15:30	0	60	14	4	7	2	0	1	1	0	0	0	0	0	89
15:45	0	63	8	1	3	1	0	0	2	0	0	0	0	0	78
	0	239	37	17	19	5	0	5	5	0	0	0	0	0	327
16:00	0	67	11	3	9	2	0	0	0	0	0	0	0	0	92
16:15	0	63	8	2	2	1	0	1	0	0	0	0	0	0	77
16:30	0	91	9	3	2	0	0	6	0	0	0	0	0	0	111
16:45	0	72	9	1	2	0	0	1	2	0	0	0	0	0	87
	0	293	37	9	15	3	0	8	2	0	0	0	0	0	367
17:00	1	82	6	1	4	0	0	1	0	0	0	0	0	0	95
17:15	0	72	9	2	4	0	0	4	0	1	0	0	0	0	92
17:30	0	76	4	0	1	0	0	2	0	0	0	0	0	0	83
17:45	0	73	4	2	2	0	0	1	0	0	0	0	1	0	83
	1	303	23	5	11	0	0	8	0	1	0	0	1	0	353
18:00	0	117	9	1	5	0	0	2	0	0	0	0	0	0	134
18:15	0	104	9	0	0	0	0	1	0	0	0	0	0	0	114
18:30	0	87	10	1	2	0	0	1	0	0	0	0	0	0	101
18:45	0	115	6	0	2	0	0	2	0	0	0	0	0	0	125
	0	423	34	2	9	0	0	6	0	0	0	0	0	0	474
19:00	0	80	13	0	2	1	0	0	0	0	0	0	0	0	96
19:15	0	72	9	0	2	0	0	2	0	0	0	0	0	0	85
19:30	0	66	10	0	2	0	0	1	0	0	0	0	0	0	79
19:45	0	51	7	0	2	0	0	0	0	0	0	0	0	0	60
	0	269	39	0	8	1	0	3	0	0	0	0	0	0	320
20:00	0	63	5	0	2	0	0	2	0	0	0	0	0	0	72
20:15	0	71	5	0	2	0	0	0	0	0	0	0	0	0	78
20:30	0	61	6	0	0	0	0	1	2	0	0	0	0	0	70
20:45	0	47	4	0	3	0	0	0	0	0	0	0	0	0	54
	0	242	20	0	7	0	0	3	2	0	0	0	0	0	274
21:00	0	63	7	0	0	1	0	0	0	0	0	0	0	0	71
21:15	0	36	4	0	0	0	0	0	0	0	0	0	0	0	40
21:30	1	37	6	0	0	0	0	0	0	0	0	0	0	0	44
21:45	0	37	1	0	0	0	0	1	0	0	0	0	0	0	39
	1	173	18	0	0	1	0	1	0	0	0	0	0	0	194
22:00	0	33	1	0	0	0	0	1	0	0	0	0	0	0	35
22:15	0	28	1	0	0	0	0	0	0	0	0	0	0	0	29
22:30	0	23	0	0	0	0	0	0	0	0	0	0	0	0	23
22:45	1	24	4	0	0	0	0	0	1	0	0	0	0	0	30
	1	108	6	0	0	0	0	1	1	0	0	0	0	0	117
23:00	0	17	0	0	0	0	0	0	0	0	0	0	0	0	17
23:15	0	26	0	0	0	1	0	0	0	0	0	0	0	0	27
23:30	0	8	1	1	0	0	0	1	0	0	0	0	0	0	11
23:45	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18
	0	69	1	1	0	1	0	1	0	0	0	0	0	0	73
Total	3	2900	301	83	104	25	0	46	22	3	1	0	1	0	3489
Percent	0.1%	83.1%	8.6%	2.4%	3.0%	0.7%	0.0%	1.3%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
Grand Total	55	13718	1805	387	578	181	14	248	157	35	6	6	18	0	17208
Percent	0.3%	79.7%	10.5%	2.2%	3.4%	1.1%	0.1%	1.4%	0.9%	0.2%	0.0%	0.0%	0.1%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB/WB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/02/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	1	0	0	0	0	1	0	0	0	1	0	0	0	0	3
03:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	1	1	0	0	0	1	0	0	2	0	0	0	0	0	5
05:00	1	1	0	0	0	1	0	0	2	0	0	0	0	0	5
05:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
05:30	0	7	1	0	0	0	0	0	1	0	0	0	0	0	9
05:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
06:00	0	23	3	0	2	0	0	0	0	0	0	0	1	0	29
06:15	0	40	6	0	2	0	0	0	1	0	0	0	1	0	50
06:30	0	9	2	0	0	0	0	0	1	0	0	0	0	0	12
06:45	0	15	2	0	0	0	0	0	1	0	0	0	0	0	18
07:00	0	16	1	1	0	0	0	0	0	0	0	0	0	0	18
07:15	0	30	2	0	0	1	0	0	0	0	0	0	0	0	33
07:30	0	70	7	1	0	1	0	0	2	0	0	0	0	0	81
07:45	0	15	0	0	0	1	0	0	0	0	0	0	0	0	16
08:00	0	9	0	0	0	0	0	0	2	0	0	0	0	0	11
08:15	0	6	0	1	0	1	0	0	0	0	0	0	0	0	8
08:30	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
08:45	0	41	0	1	0	2	0	0	2	0	0	0	0	0	46
09:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
09:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
09:30	0	3	1	1	0	0	0	0	1	0	0	0	0	0	6
09:45	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
10:00	1	13	3	1	1	0	0	0	1	0	0	0	0	0	19
10:15	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
10:30	0	8	0	1	0	0	0	0	0	0	0	0	0	0	9
10:45	1	2	1	0	1	0	0	2	1	0	0	0	0	0	8
11:00	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4
11:15	0	15	3	1	3	0	0	1	0	0	0	0	0	0	23
11:30	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
11:45	0	3	1	0	0	1	0	0	1	0	0	0	0	0	6
12:00	0	1	0	1	0	1	0	1	0	0	0	0	0	0	4
12:15	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2
12:30	0	6	2	1	0	2	0	1	2	0	0	0	1	0	15
Total	3	204	22	6	8	7	1	4	19	1	0	0	2	0	277
Percent	1.1%	73.6%	7.9%	2.2%	2.9%	2.5%	0.4%	1.4%	6.9%	0.4%	0.0%	0.0%	0.7%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB/WB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	3	0	1	0	0	0	1	0	0	0	0	0	0	5
12:15	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
12:30	0	3	0	1	2	0	0	1	1	0	0	0	0	0	8
12:45	0	6	0	1	1	0	0	0	1	0	0	0	0	0	9
	0	12	0	6	3	0	0	2	2	0	0	0	0	0	25
13:00	0	3	1	3	0	0	0	0	1	0	0	0	0	0	8
13:15	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
13:30	0	3	0	3	0	0	0	0	0	0	0	0	0	0	6
13:45	0	3	1	3	0	0	0	1	1	0	0	0	0	0	9
	0	11	2	9	0	0	0	1	3	0	0	0	0	0	26
14:00	0	0	1	2	1	0	0	1	1	0	0	0	0	0	6
14:15	0	1	0	2	0	0	0	2	0	0	0	0	0	0	5
14:30	0	1	0	1	0	0	0	2	1	0	0	0	0	0	5
14:45	0	3	1	4	0	0	0	0	0	0	0	0	0	0	8
	0	5	2	9	1	0	0	5	2	0	0	0	0	0	24
15:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
15:15	0	1	0	5	0	0	0	2	0	0	0	0	0	0	8
15:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:45	0	1	3	1	1	0	0	1	0	0	0	0	0	0	7
	0	4	3	7	1	0	0	3	0	0	0	0	0	0	18
16:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
16:15	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
16:30	0	1	0	1	1	0	0	0	0	0	0	0	0	1	4
16:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
	0	5	1	3	2	0	0	0	0	0	0	0	0	2	13
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	3	1	0	0	0	0	1	0	0	0	0	0	0	5
	0	6	1	0	0	0	0	1	1	0	0	0	0	0	9
18:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
18:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
18:30	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
18:45	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
	1	3	2	1	1	2	0	0	0	0	0	0	0	0	10
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
19:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
19:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3
Total	1	60	14	37	8	2	0	12	10	0	0	0	0	2	146
Percent	0.7%	41.1%	9.6%	25.3%	5.5%	1.4%	0.0%	8.2%	6.8%	0.0%	0.0%	0.0%	0.0%	1.4%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB/WB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/03/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:00	0	0	0	1	0	0	0	0	2	0	0	0	0	0	3
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
03:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	1	0	0	0	0	1	0	0	0	0	0	3
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
05:30	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
05:45	0	16	3	0	0	0	0	0	1	0	0	0	0	0	20
06:00	0	35	4	0	0	0	0	0	1	0	0	0	0	0	40
06:15	0	15	7	0	1	0	0	0	0	1	0	0	0	0	24
06:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
06:45	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	29	10	0	1	0	0	0	0	1	0	0	0	0	41
07:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
08:00	0	11	0	1	0	0	0	0	0	0	0	0	0	0	12
08:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
08:30	0	30	2	1	0	0	0	0	0	0	0	0	0	0	33
08:45	0	5	0	0	0	0	0	0	1	0	0	0	0	0	6
09:00	0	6	0	0	0	0	0	0	1	0	0	0	1	0	8
09:15	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
09:30	0	5	1	1	1	0	0	0	0	0	0	0	0	0	8
09:45	0	17	2	2	1	0	0	0	2	0	0	0	1	0	25
10:00	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
10:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
10:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:45	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
11:00	0	12	3	2	1	0	0	0	0	0	0	0	0	0	18
11:15	0	5	0	0	1	0	0	1	1	0	0	0	0	0	8
11:30	0	4	0	1	1	0	0	0	0	0	0	0	0	0	6
11:45	0	5	1	0	0	0	0	0	3	0	0	0	0	0	9
12:00	2	6	0	0	0	0	0	0	0	0	0	0	0	0	8
12:15	2	20	1	1	2	0	0	1	4	0	0	0	0	0	31
12:30	1	2	0	0	2	0	0	0	1	0	0	0	0	0	6
12:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
13:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
13:30	1	4	0	0	3	0	0	0	1	0	0	0	1	0	10
Total	4	149	22	8	8	0	0	1	12	1	0	0	2	0	207
Percent	1.9%	72.0%	10.6%	3.9%	3.9%	0.0%	0.0%	0.5%	5.8%	0.5%	0.0%	0.0%	1.0%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB/WB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	1	5	0	0	0	0	0	1	2	0	0	0	0	0	9
12:15	0	3	0	3	1	0	0	0	0	0	0	0	0	0	7
12:30	0	3	1	3	1	0	0	0	0	0	0	0	0	0	8
12:45	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4
	1	14	1	7	2	0	0	1	2	0	0	0	0	0	28
13:00	0	6	1	2	1	0	0	1	0	0	0	0	0	0	11
13:15	0	3	0	1	1	0	0	1	0	0	0	0	0	0	6
13:30	1	3	1	1	0	1	0	0	0	0	0	0	0	0	7
13:45	0	2	0	4	0	0	0	1	0	0	0	0	0	0	7
	1	14	2	8	2	1	0	3	0	0	0	0	0	0	31
14:00	0	0	0	3	0	0	0	1	1	0	0	0	0	0	5
14:15	0	3	2	5	0	0	0	1	0	0	0	0	0	0	11
14:30	0	4	1	1	0	0	0	2	1	0	0	0	0	0	9
14:45	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
	0	8	5	10	0	0	0	4	2	0	0	0	0	0	29
15:00	0	2	0	1	0	0	0	2	0	0	0	0	0	0	5
15:15	0	3	1	2	0	0	0	1	0	0	0	0	0	0	7
15:30	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
15:45	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
	0	7	2	6	0	0	0	3	1	0	0	0	0	0	19
16:00	0	1	0	3	0	1	0	1	0	0	0	0	0	0	6
16:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	1	1	1	0	1	0	0	0	0	0	0	0	0	4
16:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
	0	5	3	4	0	2	0	1	0	0	0	0	0	0	15
17:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
17:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
17:30	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4
17:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	9	0	1	0	0	0	1	0	0	0	0	0	0	11
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
20:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4
23:15	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	4	0	0	0	0	0	0	1	0	0	0	1	0	6
Total	2	73	17	37	4	3	0	13	6	0	0	0	1	0	156
Percent	1.3%	46.8%	10.9%	23.7%	2.6%	1.9%	0.0%	8.3%	3.8%	0.0%	0.0%	0.0%	0.6%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB/WB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/04/09	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
03:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	1	0	0	0	0	1	0	0	0	0	0	3
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	0	0	0	0	0	0	0	0	0	0	1	0	3
05:15	0	7	1	0	0	0	0	0	1	0	0	0	0	0	2
05:30	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
05:45	0	13	5	0	0	0	0	0	1	0	0	0	0	0	19
06:00	0	31	6	0	0	0	0	0	2	0	0	0	0	0	39
06:15	0	15	4	0	2	0	0	0	0	0	0	0	0	0	21
06:30	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
06:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
07:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15	0	34	6	1	2	0	0	0	0	0	0	0	0	0	43
07:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	5	1	0	0	0	0	0	1	0	0	0	0	0	7
08:00	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
08:15	0	10	0	1	0	0	0	0	1	0	0	0	0	0	12
08:30	0	20	2	1	1	0	0	0	2	0	0	0	0	0	26
08:45	0	8	0	0	0	0	0	0	0	0	0	0	1	0	9
09:00	0	5	1	0	0	1	0	0	0	0	0	0	0	0	9
09:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
09:30	0	1	0	0	0	1	0	0	0	0	0	0	0	0	5
09:45	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5
10:00	0	10	3	1	1	1	0	0	3	0	0	0	0	0	19
10:15	0	7	0	1	1	0	0	0	0	0	0	0	0	0	9
10:30	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4
10:45	0	1	1	0	1	0	0	0	0	0	0	0	1	0	4
11:00	1	3	3	0	0	1	0	0	1	0	0	0	0	0	9
11:15	0	14	4	2	2	1	0	0	1	0	0	0	1	0	26
11:30	0	4	0	1	0	1	0	0	0	0	0	0	0	0	6
11:45	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
12:00	0	3	0	1	1	0	0	0	0	0	0	0	0	0	5
12:15	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
12:30	0	11	0	2	2	1	0	0	1	0	0	0	0	0	17
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	141	23	8	8	5	0	0	13	1	0	0	3	0	206
Percent	1.9%	68.4%	11.2%	3.9%	3.9%	2.4%	0.0%	0.0%	6.3%	0.5%	0.0%	0.0%	1.5%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB/WB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	3	1	0	0	1	0	0	0	0	0	0	0	0	5
12:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
12:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
12:45	0	4	0	2	0	0	0	0	0	0	0	0	0	0	6
	0	10	2	2	1	1	0	0	0	0	0	0	0	0	16
13:00	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
13:15	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4
13:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
13:45	0	2	0	2	0	1	0	1	0	0	0	0	0	0	6
	0	8	1	4	1	1	0	1	0	0	0	0	0	0	16
14:00	0	4	1	1	2	0	0	1	1	0	0	0	0	0	10
14:15	1	2	0	0	0	1	0	1	2	0	0	0	0	0	7
14:30	0	3	0	2	0	0	0	2	0	0	0	0	0	0	7
14:45	0	3	1	5	0	0	0	0	0	0	0	0	0	0	9
	1	12	2	8	2	1	0	4	3	0	0	0	0	0	33
15:00	1	2	0	2	0	1	0	0	0	0	0	0	0	0	6
15:15	0	2	0	2	0	0	0	2	0	0	0	0	0	0	6
15:30	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
15:45	0	1	1	3	0	1	0	1	0	0	0	0	0	0	7
	1	6	2	8	0	2	0	3	0	0	0	0	0	0	22
16:00	0	0	1	3	0	0	0	1	0	0	0	0	0	0	5
16:15	0	4	3	3	0	0	0	0	0	0	0	0	0	0	10
16:30	0	1	1	1	0	0	0	0	2	0	0	0	0	0	5
16:45	0	0	1	2	0	0	0	1	0	0	0	0	0	0	4
	0	5	6	9	0	0	0	2	2	0	0	0	0	0	24
17:00	0	0	0	3	0	0	0	2	0	0	0	0	0	0	5
17:15	0	2	0	1	0	0	0	0	1	0	0	0	0	0	4
17:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
17:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
	0	6	0	5	0	0	0	2	1	0	0	0	0	0	14
18:00	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4
18:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	6	1	2	0	0	0	0	0	0	0	0	0	0	9
19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
19:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
20:00	0	4	0	1	0	0	0	0	0	0	0	0	0	0	5
20:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
20:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
	0	7	0	2	0	0	0	0	1	0	0	0	0	0	10
21:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	1	0	0	1	0	0	0	0	0	0	0	0	4
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	73	20	40	4	6	0	12	7	0	0	0	0	0	164
Percent	1.2%	44.5%	12.2%	24.4%	2.4%	3.7%	0.0%	7.3%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	16	700	118	136	40	23	1	42	67	3	0	0	8	2	1156
Percent	1.4%	60.6%	10.2%	11.8%	3.5%	2.0%	0.1%	3.6%	5.8%	0.3%	0.0%	0.0%	0.7%	0.2%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB/WB

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/02/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
02:00	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	3	0	0	0	0	5
04:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
05:30	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	7	1	0	0	0	0	0	0	1	0	0	0	0	9
06:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:30	0	0	2	0	0	0	0	0	3	0	0	0	0	0	14
06:45	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
07:00	0	1	0	2	0	0	0	2	0	0	0	0	0	0	5
07:15	0	0	0	0	10	1	0	1	0	0	0	0	0	0	12
07:30	0	1	0	4	0	0	0	1	1	1	1	0	0	0	8
07:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	27
08:00	0	0	17	1	0	0	0	4	2	1	0	0	0	0	9
08:15	0	0	6	0	0	0	0	1	2	0	0	0	0	0	7
08:30	0	0	5	0	1	0	1	0	0	0	0	0	0	0	10
08:45	0	1	4	3	0	0	0	0	0	0	0	0	1	0	5
09:00	0	2	1	18	1	2	0	3	3	0	0	0	1	0	31
09:15	0	4	0	1	0	0	0	0	0	0	0	0	0	0	5
09:30	0	1	0	0	0	0	0	2	0	0	0	0	0	0	3
09:45	0	2	1	0	0	0	0	1	1	0	0	0	0	0	5
10:00	0	3	3	0	2	0	0	0	1	0	0	0	0	0	9
10:15	0	10	4	1	2	0	0	3	2	0	0	0	0	0	22
10:30	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
10:45	0	12	1	1	0	0	0	0	0	0	0	0	1	0	15
11:00	0	19	0	1	0	0	0	0	0	0	0	0	0	0	20
11:15	0	19	1	0	0	0	0	0	0	0	0	0	0	0	20
11:30	0	52	3	2	1	0	0	0	0	0	0	0	1	0	59
11:45	0	7	0	0	0	0	0	0	1	0	0	0	0	0	8
12:00	0	6	1	1	1	0	0	0	0	0	0	0	0	0	9
12:15	1	5	0	0	0	0	0	0	1	0	0	0	0	0	7
12:30	0	7	0	1	0	0	0	0	1	0	0	0	0	0	9
12:45	1	25	1	2	1	0	0	0	3	0	0	0	0	0	33
13:00	1	3	1	0	0	1	0	0	0	0	0	0	0	0	6
13:15	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
13:30	0	4	1	1	0	0	0	0	1	0	0	0	0	0	7
13:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	1	15	3	1	1	1	0	0	1	0	0	0	0	0	23
Percent	3	121	14	42	7	5	0	10	18	1	0	0	2	0	223
	1.3%	54.3%	6.3%	18.8%	3.1%	2.2%	0.0%	4.5%	8.1%	0.4%	0.0%	0.0%	0.9%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB/WB

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
12:15	0	3	1	0	0	1	0	1	1	0	0	0	0	0	7
12:30	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
12:45	0	6	0	0	1	0	0	0	1	0	0	0	0	0	8
	0	18	4	1	2	1	0	1	2	0	0	0	0	0	29
13:00	0	8	0	0	0	0	0	0	1	0	0	0	0	0	9
13:15	1	5	1	0	1	0	0	0	0	0	0	0	0	0	8
13:30	0	3	0	0	0	0	0	0	0	0	0	0	1	0	4
13:45	0	4	2	0	0	0	0	0	1	0	0	0	0	0	7
	1	20	3	0	1	0	0	0	2	0	0	0	1	0	28
14:00	0	2	0	0	0	0	0	1	1	0	0	0	0	0	4
14:15	0	5	2	0	0	1	0	0	0	0	0	0	0	0	8
14:30	0	10	1	0	1	0	0	0	1	0	0	0	0	0	13
14:45	0	3	0	0	0	0	0	0	0	0	0	0	1	0	4
	0	20	3	0	1	1	0	1	2	0	0	0	1	0	29
15:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
15:15	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4
15:30	0	9	0	0	0	0	0	0	1	0	0	0	0	0	10
15:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	21	2	0	0	1	0	0	1	0	0	0	0	0	25
16:00	0	12	0	0	1	0	0	0	0	0	0	0	0	0	13
16:15	0	10	3	0	1	0	0	0	0	0	0	0	0	0	14
16:30	0	11	0	0	0	1	0	0	0	0	0	0	0	0	12
16:45	0	5	1	1	0	0	0	0	0	0	0	0	0	0	7
	0	38	4	1	2	1	0	0	0	0	0	0	0	0	46
17:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
17:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
18:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
18:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18:30	0	4	1	0	0	0	0	0	0	0	0	0	1	0	6
18:45	0	4	0	0	0	0	0	0	1	0	0	0	0	0	5
	0	13	1	0	0	0	0	0	1	0	0	0	1	0	16
19:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
19:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
19:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
Total	1	167	21	2	6	4	0	2	9	0	0	0	3	0	215
Percent	0.5%	77.7%	9.8%	0.9%	2.8%	1.9%	0.0%	0.9%	4.2%	0.0%	0.0%	0.0%	1.4%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB/WB

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/03/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	1	0	0	0	0	1	0	0	1	0	0	0	0	0	3
02:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3
03:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
04:00	1	1	0	0	0	0	0	0	3	0	0	0	0	0	5
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
06:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
06:45	0	0	2	3	0	0	0	1	1	0	0	0	0	0	7
07:00	0	0	1	6	1	1	0	2	0	0	0	0	0	0	11
07:15	0	0	0	3	0	0	0	0	2	0	0	0	0	0	5
07:30	0	3	4	12	1	1	0	3	3	0	0	0	0	0	27
07:45	0	2	0	9	0	0	0	5	0	0	0	0	0	0	16
08:00	0	0	0	7	0	0	0	2	1	0	0	0	0	0	10
08:15	0	2	0	1	0	0	0	1	0	0	0	0	0	0	4
08:30	1	1	1	2	0	0	0	0	0	0	0	0	0	0	5
08:45	1	5	1	19	0	0	0	8	1	0	0	0	0	0	35
09:00	2	4	0	0	0	2	0	1	0	0	0	0	0	0	9
09:15	0	4	0	1	0	0	0	1	0	0	0	0	0	0	6
09:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
09:45	0	4	0	1	0	0	0	0	0	0	0	0	0	0	5
10:00	2	14	0	2	0	2	0	2	0	0	0	0	0	0	22
10:15	0	8	0	0	1	1	0	0	1	0	0	0	0	0	11
10:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
10:45	0	2	1	0	2	0	0	0	0	0	0	0	1	0	6
11:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
11:15	0	15	3	0	3	1	0	0	1	0	0	0	1	0	24
11:30	0	6	1	1	0	0	0	0	0	0	0	0	0	0	8
11:45	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
12:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
12:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30	0	11	2	1	2	0	0	0	0	0	0	0	0	0	16
12:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
13:00	0	2	1	0	1	0	0	0	0	0	0	0	1	0	5
13:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
13:30	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
13:45	0	11	1	0	2	0	0	0	0	0	0	0	1	0	15
Total	5	67	13	35	8	5	0	13	9	0	0	0	2	0	157
Percent	3.2%	42.7%	8.3%	22.3%	5.1%	3.2%	0.0%	8.3%	5.7%	0.0%	0.0%	0.0%	1.3%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB/WB

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	3	0	2	1	0	0	0	0	0	0	0	0	0	6
12:15	0	3	1	1	0	0	0	0	0	0	0	0	0	0	5
12:30	0	7	3	0	0	2	0	0	1	0	0	0	0	0	13
12:45	0	6	0	0	2	1	0	0	0	0	0	0	0	0	9
	0	19	4	3	3	3	0	0	1	0	0	0	0	0	33
13:00	1	6	1	0	0	0	0	0	0	0	0	0	0	0	8
13:15	0	6	1	1	0	0	0	0	1	0	0	0	1	0	10
13:30	1	7	0	0	1	0	0	0	0	0	0	0	0	0	9
13:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
	2	24	3	1	1	0	0	0	1	0	0	0	1	0	33
14:00	0	5	0	1	0	0	0	0	0	0	0	0	0	0	6
14:15	0	6	1	1	0	0	0	0	0	0	0	0	0	0	8
14:30	0	7	0	1	0	0	0	0	0	0	0	0	0	0	8
14:45	0	8	2	0	0	0	0	0	0	0	0	0	1	0	11
	0	26	3	3	0	0	0	0	0	0	0	0	1	0	33
15:00	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
15:15	0	9	2	1	0	1	0	0	0	0	0	0	0	0	13
15:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
15:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
	0	33	3	1	0	1	0	0	0	0	0	0	0	0	38
16:00	0	7	2	1	0	0	0	0	0	0	0	0	0	0	10
16:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
16:30	1	6	0	0	0	0	0	0	0	0	0	0	0	0	7
16:45	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
	1	22	6	1	1	0	0	0	0	0	0	0	0	0	31
17:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
17:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
17:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
17:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	0	17	3	0	0	0	0	0	0	0	0	0	0	0	20
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
18:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
18:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
19:00	0	1	1	0	0	0	0	0	0	0	0	0	1	0	3
19:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
19:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	6	2	0	0	0	0	0	0	0	0	0	1	0	9
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	1	6
22:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
22:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	8	1	0	0	0	0	0	0	0	0	0	0	1	10
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
Total	3	170	26	9	5	4	0	0	3	0	0	0	3	1	224
Percent	1.3%	75.9%	11.6%	4.0%	2.2%	1.8%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	1.3%	0.4%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB/WB

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/04/09	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	1	0	0	3	0	0	0	0	0	4
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	3	0	0	0	0	0	4
03:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
04:15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	4	1	0	0	0	0	0	1	0	0	0	0	0	6
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	5	1	0	0	0	0	0	1	0	0	0	0	0	7
06:15	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
06:30	0	1	0	5	0	0	0	0	1	0	0	0	0	0	7
06:45	0	2	2	3	1	0	0	3	0	0	0	0	0	0	11
07:00	0	1	0	2	0	0	0	2	1	0	0	0	0	0	6
07:15	0	5	2	12	1	0	0	5	2	0	0	0	0	0	27
07:30	0	1	2	2	0	0	0	1	1	1	0	1	0	0	9
07:45	0	3	0	3	1	0	0	3	0	0	0	0	0	0	10
08:00	0	1	1	7	0	0	0	1	0	0	0	0	0	0	10
08:15	0	1	0	6	0	0	0	0	0	0	0	0	0	0	7
08:30	0	6	3	18	1	0	0	5	1	1	0	1	0	0	36
08:45	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
09:00	0	1	0	1	0	0	0	1	0	0	0	0	0	0	3
09:15	0	5	2	0	0	1	0	0	0	0	0	0	0	0	8
09:30	1	5	1	0	0	2	0	0	0	0	0	0	0	0	9
09:45	1	11	3	2	0	4	0	1	1	0	0	0	0	0	23
10:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
10:15	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2
10:30	0	2	1	1	0	0	0	0	1	0	0	0	0	0	5
10:45	0	4	0	1	1	0	0	0	1	0	0	0	0	0	7
11:00	0	9	1	2	1	0	0	0	2	0	0	0	1	0	16
11:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
11:30	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
11:45	0	4	2	1	0	0	0	0	1	0	0	0	0	0	8
12:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15	0	10	2	1	2	0	0	0	1	0	0	0	0	0	16
12:30	0	1	0	3	1	1	0	0	0	0	0	0	0	0	6
12:45	0	4	1	0	0	0	0	0	1	0	0	0	0	0	6
13:00	0	3	0	1	1	0	0	0	0	0	0	0	0	0	5
13:15	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
13:30	0	10	4	4	2	1	0	0	1	0	0	0	0	0	22
Total	1	59	16	39	7	7	0	11	14	1	0	1	1	0	157
Percent	0.6%	37.6%	10.2%	24.8%	4.5%	4.5%	0.0%	7.0%	8.9%	0.6%	0.0%	0.6%	0.6%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB/WB

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	3	1	1	0	0	0	0	0	0	0	0	0	0	5
12:15	0	7	1	2	0	0	0	0	0	0	0	0	0	0	10
12:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45	0	3	0	0	2	0	0	0	0	0	0	0	0	0	5
	0	13	2	4	2	0	0	0	0	0	0	0	0	0	21
13:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
13:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
13:30	0	4	1	0	0	0	0	0	1	0	0	0	0	0	6
13:45	1	2	0	0	1	0	0	0	0	0	0	0	0	0	4
	1	11	3	0	1	0	0	0	1	0	0	0	0	0	17
14:00	0	4	1	0	0	1	0	0	0	0	0	0	0	0	6
14:15	0	10	2	0	0	1	0	0	1	0	0	0	0	0	14
14:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
14:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
	0	20	6	0	0	2	0	0	1	0	0	0	0	0	29
15:00	1	12	1	0	0	1	0	0	0	0	0	0	1	0	16
15:15	0	8	0	0	0	0	0	0	1	0	0	0	0	0	9
15:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
15:45	0	2	1	0	0	1	0	0	0	0	0	0	0	0	4
	1	31	3	0	0	2	0	0	1	0	0	0	1	0	39
16:00	1	6	2	0	0	1	0	0	0	0	0	0	0	0	10
16:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
16:30	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
16:45	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
	1	34	6	0	1	1	0	0	0	0	0	0	0	0	43
17:00	0	8	0	0	0	1	0	0	0	0	0	0	0	0	9
17:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
17:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
17:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
	0	21	3	0	0	1	0	0	0	0	0	0	0	0	25
18:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
18:45	0	4	0	0	0	0	0	0	1	0	0	0	0	0	5
	0	11	0	0	0	0	0	0	1	0	0	0	0	0	12
19:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
20:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
20:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
21:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
22:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
23:00	1	2	0	0	0	1	0	0	0	0	0	0	0	0	4
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	2	0	0	0	1	0	0	0	0	0	0	0	0	4
Total	4	172	29	4	4	7	0	0	4	0	0	0	1	0	225
Percent	1.8%	76.4%	12.9%	1.8%	1.8%	3.1%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	0.4%	0.0%	
Grand Total	17	756	119	131	37	32	0	36	57	2	0	1	12	1	1201
Percent	1.4%	62.9%	9.9%	10.9%	3.1%	2.7%	0.0%	3.0%	4.7%	0.2%	0.0%	0.1%	1.0%	0.1%	

Job Number: 09-17
Client: The RBA Group
RE: Wyandanch Intermodal
Direction: NB

Site Code: 2225
CR 02 NB Between
Mount Ave and Jamaica Ave

Start Time	01-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	202	51	225	55	186	51	170	63	235	67	210	90	189	63	202
12:15	*	220	39	217	31	184	37	196	51	191	69	222	96	164	54	199
12:30	*	216	31	201	29	205	35	158	33	190	82	236	81	141	48	192
12:45	*	175	27	191	31	198	38	193	37	214	59	245	66	171	43	198
01:00	*	180	25	220	31	209	27	174	42	221	40	205	66	177	38	198
01:15	*	210	28	225	18	260	13	207	28	227	41	213	62	206	32	221
01:30	*	207	25	222	27	200	24	223	28	206	52	202	57	150	36	201
01:45	*	244	17	234	18	208	21	199	16	223	37	232	36	209	24	221
02:00	*	256	29	247	12	224	14	227	24	218	37	244	38	220	26	234
02:15	*	208	15	239	11	231	15	231	17	237	33	222	49	212	23	226
02:30	*	266	14	233	17	244	12	255	16	234	34	249	27	204	20	241
02:45	*	256	17	238	14	259	10	260	14	286	35	223	36	205	21	247
03:00	*	267	14	266	16	253	15	258	24	254	27	222	27	188	20	244
03:15	*	289	13	291	13	269	16	230	20	277	11	221	41	180	19	251
03:30	*	271	9	266	11	275	13	317	15	237	12	252	27	193	14	259
03:45	*	276	9	288	10	286	19	263	17	269	27	199	41	189	20	253
04:00	*	270	20	292	18	250	17	306	19	253	20	198	36	187	22	251
04:15	*	257	29	266	19	239	21	260	23	262	14	209	29	178	22	239
04:30	*	298	19	327	29	284	24	262	35	253	17	206	25	175	25	258
04:45	*	259	31	256	24	250	26	254	32	297	36	200	23	193	29	244
05:00	*	225	37	298	47	313	40	283	50	239	31	208	33	161	40	247
05:15	*	248	51	255	42	267	36	278	38	225	35	205	16	148	36	232
05:30	*	287	79	279	74	253	77	261	76	254	36	196	33	153	62	240
05:45	*	239	100	233	98	224	110	254	95	225	50	180	36	182	82	220
06:00	*	220	97	254	95	233	86	267	114	243	61	197	28	155	80	224
06:15	*	222	172	220	145	212	156	207	146	241	68	196	31	192	120	213
06:30	*	189	166	221	140	249	148	205	136	207	95	174	62	176	124	203
06:45	*	210	244	214	200	258	219	219	206	185	113	211	52	196	172	213
07:00	*	216	220	210	218	217	201	203	202	181	100	190	44	201	164	203
07:15	*	201	224	213	197	191	194	229	181	199	119	189	58	176	162	200
07:30	*	161	273	158	243	174	241	178	237	185	131	186	72	155	200	171
07:45	*	196	296	186	309	171	285	194	258	162	150	171	67	168	228	178
08:00	*	176	251	181	256	161	265	176	252	190	126	195	79	175	205	179
08:15	*	147	265	150	261	131	229	157	259	156	132	189	77	182	204	159
08:30	*	144	261	139	271	132	246	166	238	145	129	160	95	149	207	148
08:45	*	151	266	130	264	131	252	137	232	122	144	171	102	130	210	139
09:00	*	136	277	151	234	128	255	147	230	142	168	180	103	142	211	147
09:15	*	151	226	152	217	139	190	159	188	152	189	169	127	159	190	154
09:30	*	145	192	109	221	131	185	123	185	130	169	160	124	148	179	135
09:45	*	123	197	121	219	116	172	158	191	108	168	180	145	101	182	130
10:00	*	101	187	116	191	115	162	121	167	126	166	126	156	112	172	117
10:15	*	97	171	111	203	98	190	127	197	144	184	155	144	90	182	117
10:30	*	89	158	85	189	83	168	85	149	123	206	157	193	92	177	102
10:45	*	70	171	76	188	82	160	82	186	105	178	142	147	101	172	94
11:00	181	68	201	82	183	87	176	95	216	96	172	121	192	97	189	92
11:15	191	57	155	61	180	81	179	98	180	112	187	147	164	88	177	92
11:30	186	60	225	68	221	55	178	62	191	110	199	117	166	65	195	77
11:45	212	48	164	65	215	51	189	65	175	77	179	99	178	63	187	67
Total Day	770	9204	5788	9482	5755	9197	5437	9379	5529	9368	4435	9181	3677	7688	5108	9072
Total	9974		15270		14952		14816		14897		13616		11365		14180	
% Splits	7.7%	92.3%	37.9%	62.1%	38.5%	61.5%	36.7%	63.3%	37.1%	62.9%	32.6%	67.4%	32.4%	67.6%	36.0%	64.0%
Peak Vol.	11:00	03:15	07:30	03:45	07:45	04:30	07:45	03:30	07:45	04:00	10:30	01:45	11:00	01:45	07:45	03:15
P.H.F.	0.908	0.928	0.916	0.897	0.888	0.890	0.899	0.904	0.972	0.896	0.902	0.939	0.907	0.960	0.925	0.979

Job Number: 09-17
Client: The RBA Group
RE: Wyandanch Intermodal
Direction: SB

Site Code: 2207
CR 02 SB Between
Mount Ave and Jamaica Ave

Start Time	01-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	218	36	229	49	190	46	212	57	225	84	209	156	163	71	207
12:15	*	182	46	193	62	227	40	180	49	228	80	248	92	159	62	202
12:30	*	214	49	183	34	223	39	167	47	187	60	205	74	170	50	193
12:45	*	210	32	201	37	197	39	205	35	196	41	205	75	162	43	197
01:00	*	218	28	196	36	196	31	239	40	200	50	214	61	169	41	205
01:15	*	198	28	224	29	193	25	198	34	206	39	232	53	158	35	201
01:30	*	203	19	236	21	233	22	206	25	209	36	216	63	212	31	216
01:45	*	231	21	231	20	211	19	201	18	202	42	190	55	213	29	211
02:00	*	209	24	217	21	215	16	193	16	213	46	212	54	182	30	206
02:15	*	215	24	230	17	222	10	230	25	214	36	193	44	191	26	214
02:30	*	256	17	272	10	252	7	245	17	287	29	196	41	151	20	237
02:45	*	300	13	276	11	251	9	297	15	272	28	203	36	190	19	256
03:00	*	298	14	293	20	281	15	293	16	326	26	209	36	184	21	269
03:15	*	322	17	292	16	282	14	263	15	259	15	224	26	180	17	260
03:30	*	289	23	319	19	279	22	282	17	300	12	211	24	188	20	267
03:45	*	320	20	293	26	326	20	322	15	314	21	231	28	204	22	287
04:00	*	289	18	303	18	329	23	308	24	283	28	233	23	181	22	275
04:15	*	308	18	326	23	263	13	271	25	298	30	219	20	166	22	264
04:30	*	264	26	307	27	269	28	251	33	277	21	197	22	192	26	251
04:45	*	301	37	268	25	283	31	231	37	299	31	210	20	202	30	256
05:00	*	322	42	321	30	317	42	314	32	316	33	198	32	170	35	280
05:15	*	292	50	331	51	304	47	331	49	319	38	232	29	177	44	284
05:30	*	302	60	287	52	293	63	299	69	294	36	206	21	177	50	265
05:45	*	308	79	298	82	305	88	315	67	288	49	202	27	176	65	270
06:00	*	255	90	249	92	304	103	242	90	225	59	200	30	167	77	235
06:15	*	267	114	243	103	300	110	277	110	245	63	227	32	191	89	250
06:30	*	230	174	180	152	205	146	197	164	232	91	184	40	161	128	198
06:45	*	198	175	228	185	194	162	229	189	226	93	177	42	147	141	200
07:00	*	216	185	179	178	204	162	236	150	171	94	188	46	165	136	194
07:15	*	184	191	180	25	174	192	177	177	190	107	194	62	175	126	182
07:30	*	177	232	156	169	188	196	168	178	188	115	200	67	156	160	176
07:45	*	183	208	172	235	170	191	186	195	164	106	187	75	190	168	179
08:00	*	156	239	162	240	160	218	178	248	166	109	170	86	164	190	165
08:15	*	177	243	156	255	147	195	177	211	169	144	196	83	164	188	169
08:30	*	157	218	139	235	145	222	154	234	148	141	154	117	156	194	150
08:45	*	168	234	137	238	131	211	143	217	158	157	192	131	125	198	151
09:00	*	142	239	129	237	127	211	154	204	139	159	173	123	121	196	141
09:15	*	106	233	128	209	101	226	145	223	145	188	175	122	145	200	135
09:30	*	125	207	119	219	123	185	122	203	118	173	138	136	124	187	124
09:45	*	106	218	137	205	110	182	124	216	108	175	127	138	112	189	118
10:00	*	107	172	132	166	105	176	104	189	111	190	136	142	91	172	112
10:15	*	105	190	117	174	109	190	121	173	97	179	168	188	108	182	118
10:30	*	83	158	85	187	68	200	88	164	101	202	117	200	88	185	90
10:45	*	59	179	71	211	68	175	77	181	103	189	135	167	75	184	84
11:00	*	84	195	76	189	87	174	81	199	119	203	114	171	81	188	92
11:15	190	66	175	91	186	70	167	84	184	113	201	136	175	93	183	93
11:30	189	65	200	64	176	75	175	69	203	99	202	98	173	62	188	76
11:45	210	44	185	69	199	54	185	56	217	81	200	108	199	74	199	69
Total	589	9729	5395	9725	5201	9560	5063	9642	5296	9828	4451	8989	3857	7452	4879	9274
Day Total	10318		15120		14761		14705		15124		13440		11309		14153	
% Splits	5.7%	94.3%	35.7%	64.3%	35.2%	64.8%	34.4%	65.6%	35.0%	65.0%	33.1%	66.9%	34.1%	65.9%	34.5%	65.5%
Peak Vol.	03:00	1229	08:00	934	03:30	1241	08:00	968	05:00	1259	08:00	910	04:45	806	03:15	798
P.H.F.	0.954	0.961	0.937	0.949	0.926	0.962	0.951	0.917	0.942	0.993	0.906	0.908	0.937	0.985	0.957	

ADT ADT 14,511 AADT 14,511

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

Start	01-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	14	0	4	0	17	1	10	0	19	0	5	0	0	0	10
12:15	*	15	0	15	4	6	0	12	0	19	1	6	0	0	1	10
12:30	*	9	1	13	0	23	0	4	0	9	2	7	0	0	0	9
12:45	*	15	0	16	0	11	0	12	0	14	0	9	0	0	0	11
01:00	*	16	5	19	1	12	0	8	0	10	0	19	0	0	1	12
01:15	*	14	7	14	0	20	0	8	0	19	0	8	0	0	1	12
01:30	*	16	4	13	0	15	0	11	0	7	0	4	0	0	1	9
01:45	*	10	7	17	0	8	0	5	0	19	0	9	0	0	1	10
02:00	*	20	0	17	0	11	0	7	2	14	0	1	0	0	0	10
02:15	*	5	2	14	3	13	8	33	5	18	5	8	0	0	4	13
02:30	*	12	3	20	6	9	11	10	7	20	0	2	6	0	6	10
02:45	*	1	2	10	6	18	3	8	4	14	0	3	0	1	2	8
03:00	*	7	1	9	5	18	4	24	8	21	3	13	0	1	4	13
03:15	*	12	5	8	6	17	5	13	13	17	2	5	0	0	5	10
03:30	*	14	11	17	10	8	1	15	3	13	0	5	0	0	4	10
03:45	*	10	3	11	6	10	2	8	2	14	0	3	0	0	2	8
04:00	*	16	1	15	0	11	2	14	0	10	0	6	0	0	0	10
04:15	*	3	0	15	0	12	5	15	0	17	0	5	0	0	1	10
04:30	*	13	3	10	1	11	0	20	8	16	0	5	0	0	2	11
04:45	*	21	6	12	1	6	4	15	4	13	0	3	0	0	2	10
05:00	*	18	8	7	3	13	0	22	11	18	1	6	0	0	4	12
05:15	*	8	5	13	4	8	7	12	8	10	0	1	0	0	4	7
05:30	*	17	13	3	5	7	22	8	7	10	1	1	0	0	8	7
05:45	*	11	8	3	7	11	11	13	6	11	3	0	0	0	6	7
06:00	*	7	11	18	15	7	16	8	18	14	1	0	0	0	10	8
06:15	*	1	14	4	11	3	19	7	4	6	5	0	0	0	9	3
06:30	*	10	16	7	21	5	22	6	21	8	13	0	0	1	16	5
06:45	*	5	20	7	13	2	11	9	13	1	9	0	0	1	11	4
07:00	*	3	18	4	22	6	24	3	19	10	9	0	0	2	15	4
07:15	*	4	16	10	19	3	21	0	13	9	15	0	1	0	14	4
07:30	*	0	16	6	11	3	20	10	16	8	8	0	0	0	12	4
07:45	*	9	10	1	8	0	14	4	9	2	5	0	1	0	8	2
08:00	*	2	9	1	18	2	10	4	15	2	11	3	0	1	10	2
08:15	*	1	9	3	15	1	12	3	11	0	6	0	0	0	9	1
08:30	*	1	8	0	3	3	13	1	2	0	2	0	0	0	5	1
08:45	*	3	12	3	8	0	13	2	15	1	2	0	0	0	8	1
09:00	*	0	7	1	15	0	2	4	13	3	1	0	0	3	6	2
09:15	*	0	18	0	5	1	15	1	25	0	4	0	3	4	12	1
09:30	*	0	35	0	14	2	7	8	15	11	5	0	1	0	13	3
09:45	*	2	25	6	2	2	18	3	18	4	13	3	0	3	13	3
10:00	*	6	14	13	15	9	10	14	19	0	7	0	0	7	11	7
10:15	*	0	17	0	8	4	8	0	14	4	7	0	0	0	9	1
10:30	*	0	13	0	13	1	16	2	20	0	1	0	0	1	10	1
10:45	*	0	15	0	10	0	9	1	11	1	10	0	0	0	9	0
11:00	*	6	14	2	15	2	8	6	12	4	1	2	0	0	8	3
11:15	*	5	7	2	5	7	13	0	7	0	5	0	0	0	6	2
11:30	*	0	14	3	6	0	11	0	7	1	3	0	0	4	7	1
11:45	*	1	10	5	3	0	9	0	11	0	6	0	0	1	6	1
Total	0	363	443	391	343	358	407	403	416	441	167	142	12	30	296	303
Day																
Total	363		834		701		810		857		309		42		599	
%																
Splits	0.0%	100.0%	53.1%	46.9%	48.9%	51.1%	50.2%	49.8%	48.5%	51.5%	54.0%	46.0%	28.6%	71.4%	49.4%	50.6%
Peak		04:45	09:15	01:45	06:30	00:30	07:00	02:15	09:15	02:15	06:30	00:30	01:45	09:15	06:30	00:30
Vol.		64	92	68	75	66	79	75	77	73	46	43	6	14	56	44
P.H.F.		0.762	0.657	0.850	0.852	0.717	0.823	0.568	0.770	0.869	0.767	0.566	0.250	0.500	0.875	0.846

ADT

ADT 602

AADT 602

311 85th St

Brooklyn, NY 11209

Tel: (718) 833-6176 - Fax: (718) 921-2844

Site Code: 2218

LIRR Parking Lot Entrance

N/O Acron St

Job Number: 09-17

Client: The RBA Group

RE: Wyvandanch Intermodal

Direction: NB

Start Time	01-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Average Day															
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.														
12:00	*	8	0	6	2	4	1	6	2	2	3	3	6	5	2	5														
12:15	*	11	0	8	3	8	2	10	3	1	1	7	1	9	2	8														
12:30	*	7	1	11	1	9	2	7	1	2	0	10	0	5	1	7														
12:45	*	10	1	4	0	2	0	5	0	10	1	7	0	2	0	6														
01:00	*	6	0	4	0	9	0	10	0	7	1	3	1	1	0	6														
01:15	*	4	0	8	2	6	1	12	0	5	0	11	0	4	0	7														
01:30	*	9	0	15	1	9	0	6	0	7	0	6	2	2	0	8														
01:45	*	5	0	7	0	5	1	12	0	7	0	12	1	5	0	8														
02:00	*	5	0	11	0	11	0	8	0	5	1	5	0	3	0	7														
02:15	*	9	0	11	0	10	0	15	3	20	0	7	1	5	1	11														
02:30	*	12	0	7	0	4	0	7	1	6	1	4	0	3	0	6														
02:45	*	10	0	7	3	5	3	9	4	12	1	7	0	3	2	8														
03:00	*	7	0	7	0	5	1	10	0	4	2	2	0	9	0	6														
03:15	*	10	1	18	0	14	0	13	0	11	1	10	0	7	0	12														
03:30	*	6	0	8	0	12	0	7	0	11	0	6	0	6	0	8														
03:45	*	7	1	5	0	5	0	5	0	12	2	8	1	7	1	7														
04:00	*	22	0	14	1	26	0	17	1	16	0	4	1	6	0	15														
04:15	*	10	2	7	2	10	3	9	2	12	0	2	0	4	2	8														
04:30	*	8	0	6	1	8	0	12	1	8	0	8	0	3	0	8														
04:45	*	6	0	20	0	8	0	8	2	15	0	10	1	6	0	10														
05:00	*	7	8	16	12	26	9	16	7	9	2	7	0	3	6	12														
05:15	*	14	5	15	7	11	4	14	4	11	0	9	0	8	3	12														
05:30	*	5	14	15	12	12	10	10	10	19	4	8	2	6	9	11														
05:45	*	12	18	12	15	13	16	13	15	8	3	5	0	5	11	10														
06:00	*	20	9	18	10	12	13	12	12	25	2	8	0	13	8	15														
06:15	*	16	29	11	31	11	28	8	26	8	2	5	1	3	20	9														
06:30	*	9	12	2	9	3	14	6	7	8	1	4	1	4	7	5														
06:45	*	18	54	17	45	20	45	20	47	15	4	6	0	5	32	14														
07:00	*	9	62	5	50	8	52	10	37	10	4	15	2	2	34	8														
07:15	*	12	23	16	19	15	15	13	14	14	1	9	2	8	12	12														
07:30	*	5	18	7	27	7	25	7	27	3	5	2	2	4	17	5														
07:45	*	9	27	13	28	12	28	10	22	6	5	8	4	7	19	9														
08:00	*	11	22	11	8	7	12	10	17	6	5	8	1	13	11	9														
08:15	*	5	15	8	6	7	6	4	3	3	2	4	1	2	6	5														
08:30	*	11	10	7	11	8	6	15	6	6	3	1	5	0	7	7														
08:45	*	4	10	5	11	5	6	4	12	3	9	3	4	6	9	4														
09:00	*	3	5	4	7	9	4	12	4	5	3	6	4	9	4	7														
09:15	*	13	18	10	12	10	6	8	14	4	4	2	3	3	10	7														
09:30	*	2	8	2	6	4	3	7	6	3	9	3	3	2	6	3														
09:45	*	3	5	5	4	5	4	1	8	0	5	3	6	4	5	3														
10:00	*	2	8	2	6	6	7	6	1	2	7	4	2	0	5	3														
10:15	*	19	7	7	14	5	7	3	5	6	4	4	5	3	7	7														
10:30	*	1	2	5	7	2	2	1	1	1	5	1	4	1	4	2														
10:45	*	1	7	3	8	0	7	6	11	3	5	2	5	3	7	3														
11:00	*	3	4	1	2	1	3	0	7	2	5	7	3	2	4	2														
11:15	7	1	7	2	8	1	12	4	5	3	10	1	5	1	8	2														
11:30	9	1	6	4	5	2	6	0	6	0	8	4	3	0	6	2														
11:45	5	0	5	3	6	2	9	7	4	4	20	5	4	2	8	3														
Total Day	21	388	424	410	402	394	373	415	358	360	151	276	87	214	296	352														
Total % Splits	409		834		796		788		718		427		301		648															
Peak Vol.	06:00	63	06:15	157	06:45	141	05:00	62	06:15	139	05:00	63	11:00	43	09:45	17	06:45	95	05:15	48										
P.H.F.	0.716		0.633		0.825		0.705		0.596		0.668		0.663		0.665		0.630		0.538		0.567		0.708		0.615		0.699		0.800	

Job Number: 09-17
Client: The RBA Group
RE: Wyandanch Intermodal
Direction: SB

Site Code: 14640
LIRR Parking Lot Exit
N/O Acron St

Start Time	01-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	13	0	5	6	6	1	12	2	14	5	13	6	13	3	11
12:15	*	20	4	10	5	24	4	10	8	12	3	15	3	11	4	15
12:30	*	13	2	12	2	16	1	11	0	11	5	19	3	11	2	13
12:45	*	10	0	14	1	18	1	20	2	11	2	13	2	7	1	13
01:00	*	6	2	12	4	10	2	17	0	15	2	12	2	4	2	11
01:15	*	10	3	12	1	15	1	19	1	6	0	16	2	8	1	12
01:30	*	12	0	11	1	16	1	11	2	12	1	11	3	12	1	12
01:45	*	11	7	13	1	14	2	17	2	14	1	17	3	7	3	13
02:00	*	15	2	13	2	12	4	17	1	19	1	14	2	8	2	14
02:15	*	10	4	15	9	19	9	24	4	35	2	8	6	12	6	18
02:30	*	13	2	8	6	10	9	10	5	6	3	10	1	8	4	9
02:45	*	6	4	11	5	13	1	21	2	17	1	13	3	8	3	13
03:00	*	15	4	15	3	7	3	8	2	12	0	10	0	6	2	10
03:15	*	16	1	15	4	29	1	18	4	27	1	13	0	3	2	17
03:30	*	16	2	14	3	17	2	15	1	11	3	9	0	3	2	12
03:45	*	12	1	9	1	9	3	17	1	15	3	13	5	13	2	13
04:00	*	28	2	21	3	18	3	21	0	28	0	10	1	9	2	19
04:15	*	12	3	11	5	22	7	16	4	31	3	11	0	13	4	17
04:30	*	17	1	8	1	9	4	15	8	15	2	9	0	7	3	11
04:45	*	27	6	25	3	15	7	10	9	12	5	16	2	11	5	17
05:00	*	19	15	19	5	25	10	17	13	16	5	13	0	5	8	16
05:15	*	30	6	28	8	37	4	35	10	31	2	9	4	11	6	26
05:30	*	29	14	27	11	18	15	23	9	44	3	4	4	11	9	22
05:45	*	32	17	20	11	26	17	20	18	26	13	10	5	7	14	20
06:00	*	31	6	53	6	50	16	40	11	35	2	7	0	10	7	32
06:15	*	53	12	22	14	21	13	43	11	47	5	6	1	5	9	28
06:30	*	25	19	14	17	19	13	17	18	17	10	11	4	8	14	16
06:45	*	48	17	55	19	67	21	70	19	45	8	17	4	10	15	45
07:00	*	26	28	20	32	31	33	18	29	23	9	11	1	10	22	20
07:15	*	36	16	40	29	29	20	30	21	31	2	17	3	4	15	27
07:30	*	13	23	25	20	9	15	10	18	13	6	2	4	2	14	11
07:45	*	31	33	28	27	22	30	24	32	23	9	10	9	18	23	22
08:00	*	16	26	25	27	10	23	15	21	15	10	9	6	11	19	14
08:15	*	9	9	7	13	12	16	10	7	22	14	7	6	8	11	11
08:30	*	18	21	19	14	14	18	22	12	10	11	6	6	5	14	13
08:45	*	17	25	6	21	7	17	11	21	7	18	11	6	7	18	9
09:00	*	13	9	10	14	9	8	10	12	13	14	5	7	8	11	10
09:15	*	11	13	8	19	10	25	16	17	7	11	8	6	5	15	9
09:30	*	7	17	8	14	10	7	20	22	11	13	3	4	5	13	9
09:45	*	9	5	5	14	5	11	6	9	8	18	5	15	7	12	6
10:00	*	19	12	15	16	12	7	14	11	7	21	4	11	6	13	11
10:15	*	12	12	12	20	7	14	13	10	8	12	6	9	5	13	9
10:30	*	4	15	8	13	4	4	6	7	6	8	7	13	1	10	5
10:45	*	6	18	3	9	3	6	2	9	1	18	2	17	3	13	3
11:00	*	7	4	13	9	3	10	10	6	5	11	8	10	4	8	7
11:15	*	6	13	8	14	4	20	9	8	7	17	3	8	2	13	6
11:30	10	3	7	10	8	7	15	9	7	3	8	9	12	3	10	6
11:45	11	0	8	5	10	2	11	8	11	9	13	4	13	2	11	4
Total Day	21	812	470	767	500	772	485	837	457	813	334	466	232	357	414	687
Total	833		1237		1272		1322		1270		800		589		1101	
% Splits	2.5%	97.5%	38.0%	62.0%	39.3%	60.7%	36.7%	63.3%	36.0%	64.0%	41.8%	58.3%	39.4%	60.6%	37.6%	62.4%
Peak Vol.	06:00	157	07:00	100	06:00	144	07:00	108	06:00	157	07:00	98	06:00	170	07:00	121
P.H.F.	0.741	0.741	0.758	0.655	0.844	0.586	0.742	0.607	0.781	0.809	0.762	0.789	0.735	0.583	0.804	0.672

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

Start	01-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	3	0	3	2	5	0	1	0	2	0	7	1	5	0	4
12:15	*	6	0	2	1	5	1	2	1	2	0	6	2	4	1	4
12:30	*	3	1	3	1	4	0	2	0	1	1	5	1	5	1	3
12:45	*	6	0	7	1	9	0	3	0	6	0	5	1	4	0	6
01:00	*	3	0	1	1	3	0	4	0	2	0	2	0	3	0	3
01:15	*	4	0	3	1	4	0	9	1	3	0	8	0	1	0	5
01:30	*	6	0	6	0	4	0	5	1	7	1	4	1	4	0	5
01:45	*	2	1	5	0	2	0	5	1	3	0	5	1	2	0	3
02:00	*	3	0	7	0	5	0	6	0	7	0	7	1	5	0	6
02:15	*	6	0	7	0	4	0	7	0	13	2	3	1	5	0	6
02:30	*	9	0	4	0	5	2	5	0	2	1	4	0	0	0	4
02:45	*	3	0	1	0	5	0	4	0	7	0	3	0	4	0	4
03:00	*	7	1	3	2	6	2	2	2	6	0	4	0	1	1	4
03:15	*	7	0	5	1	15	0	3	0	9	2	4	0	0	0	6
03:30	*	8	1	3	0	8	1	6	0	5	0	5	0	2	0	5
03:45	*	4	1	4	1	3	0	4	2	10	2	5	1	9	1	6
04:00	*	12	0	12	0	7	1	9	0	11	0	3	0	2	0	8
04:15	*	5	0	4	6	10	0	3	0	14	2	8	0	6	1	7
04:30	*	8	0	2	1	2	0	6	2	5	0	2	0	3	0	4
04:45	*	11	0	4	1	7	0	3	0	10	2	5	3	4	1	6
05:00	*	3	9	9	3	11	10	3	9	5	0	2	0	2	5	5
05:15	*	3	4	4	4	8	1	4	7	8	0	4	1	6	3	5
05:30	*	8	18	10	14	6	11	2	11	10	2	0	0	5	9	6
05:45	*	12	24	5	14	7	19	5	19	8	2	6	3	4	14	7
06:00	*	8	3	8	6	9	8	6	7	12	1	2	0	2	4	7
06:15	*	17	32	8	22	8	32	4	32	5	0	2	0	1	20	6
06:30	*	5	11	9	5	8	5	3	9	10	2	6	0	0	5	6
06:45	*	9	49	5	42	11	49	10	44	9	2	6	2	4	31	8
07:00	*	7	85	5	63	7	51	5	61	10	3	3	0	8	44	6
07:15	*	5	31	5	23	6	32	9	30	6	2	4	1	1	20	5
07:30	*	4	28	6	28	6	24	4	30	4	3	2	1	1	19	4
07:45	*	5	26	4	24	3	26	1	39	7	2	3	2	7	20	4
08:00	*	7	10	3	15	2	13	5	11	5	5	6	2	1	9	4
08:15	*	1	3	2	3	2	4	2	4	8	6	3	5	4	4	3
08:30	*	4	9	4	5	1	5	4	8	2	2	1	3	2	5	3
08:45	*	3	7	1	8	2	8	2	9	2	10	5	5	2	8	2
09:00	*	1	1	6	2	2	1	0	8	4	4	2	3	3	3	3
09:15	*	3	6	3	5	1	10	3	7	3	2	0	1	0	5	2
09:30	*	0	7	1	4	5	2	4	5	3	7	1	1	3	4	2
09:45	*	2	2	3	4	2	4	0	6	3	5	0	4	2	4	2
10:00	*	5	3	3	4	5	1	3	5	2	8	1	5	1	4	3
10:15	*	3	6	3	5	2	3	3	3	0	5	1	1	2	4	2
10:30	*	1	4	2	2	1	1	5	1	2	2	3	3	0	2	2
10:45	*	1	7	2	6	0	3	1	3	0	9	1	6	2	6	1
11:00	*	0	0	2	2	0	0	2	1	1	2	0	3	0	1	1
11:15	*	2	1	3	9	2	3	0	1	1	7	1	3	0	4	1
11:30	*	0	2	1	2	0	6	0	1	4	5	2	5	1	4	1
11:45	7	0	0	2	1	1	4	1	4	3	1	1	6	0	3	1
Total	7	235	393	205	344	231	343	180	385	262	112	163	79	133	270	201
Day																
Total	242		598		575		523		647		275		212		471	
%																
Splits	2.9%	97.1%	65.7%	34.3%	59.8%	40.2%	65.6%	34.4%	59.5%	40.5%	40.7%	59.3%	37.3%	62.7%	57.3%	42.7%
Peak		05:30	06:45	05:30	06:45	06:00	06:45	06:45	06:45	03:30	09:30	01:15	10:45	03:45	06:45	06:00
Vol.		45	193	31	156	36	156	28	165	40	25	24	17	20	114	27
P.H.F.		0.662	0.568	0.646	0.619	0.600	0.765	0.700	0.676	0.714	0.625	0.750	0.708	0.556	0.648	0.844

ADT

ADT 472

AADT 472

Job Number: 09-17
Client: The RBA Group
RE: Wyandanch Intermodal
Direction: WB

Site Code: 18582
LIRR Parking Lot Exit E/O CR 02

Start Time	01-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	23	0	9	7	8	6	13	8	12	8	11	7	15	6	13
12:15	*	25	10	30	15	22	15	20	12	22	10	16	9	11	12	21
12:30	*	15	6	28	6	16	5	17	1	16	2	31	2	10	4	19
12:45	*	24	3	13	2	13	0	28	6	25	4	29	5	6	3	20
01:00	*	22	2	19	4	17	3	22	0	20	3	17	4	5	3	17
01:15	*	17	9	23	5	12	7	21	5	17	2	18	2	13	5	17
01:30	*	13	2	28	3	16	2	9	2	16	0	17	8	9	3	15
01:45	*	26	6	21	2	28	4	25	0	21	3	20	9	8	4	21
02:00	*	16	10	17	1	14	7	41	2	20	3	7	3	12	4	18
02:15	*	19	5	23	11	32	12	25	13	40	4	23	13	14	10	25
02:30	*	20	7	17	12	9	15	17	9	19	3	9	3	9	8	14
02:45	*	10	5	18	13	10	10	17	7	19	2	16	2	16	6	15
03:00	*	13	3	22	2	11	4	17	3	17	3	13	0	6	2	14
03:15	*	25	5	36	9	26	2	32	6	36	2	23	2	18	4	28
03:30	*	13	3	20	4	26	1	21	3	28	2	13	0	9	2	19
03:45	*	18	2	10	0	14	6	16	0	15	8	14	7	4	4	13
04:00	*	52	5	31	5	47	4	47	5	32	2	20	2	9	4	34
04:15	*	23	16	20	17	19	22	35	11	28	2	8	0	12	11	21
04:30	*	14	2	9	3	19	5	28	14	24	2	13	0	10	4	17
04:45	*	36	13	29	6	21	17	13	11	12	8	32	2	15	10	23
05:00	*	34	36	40	24	47	35	47	43	51	9	18	3	13	25	36
05:15	*	47	30	42	25	36	16	40	21	39	9	15	9	13	18	33
05:30	*	25	31	40	46	43	50	34	28	54	13	9	7	11	29	31
05:45	*	47	88	47	88	22	73	34	66	32	27	18	4	13	58	30
06:00	*	42	30	65	36	65	28	44	40	32	2	6	0	11	23	38
06:15	*	75	63	36	85	34	77	63	47	76	9	15	3	15	47	45
06:30	*	39	35	9	38	19	30	21	32	28	23	11	6	11	27	20
06:45	*	47	67	78	85	57	80	77	69	75	12	20	3	9	53	52
07:00	*	61	113	28	149	40	117	28	96	37	15	16	1	9	82	31
07:15	*	79	88	72	74	71	70	55	60	49	5	29	6	13	50	53
07:30	*	16	44	28	28	13	46	18	34	20	14	8	6	11	29	16
07:45	*	78	47	57	64	54	52	62	51	25	16	11	15	16	41	43
08:00	*	30	29	35	34	29	43	17	44	18	14	16	8	23	29	2

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

Start Time	01-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Average Day															
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.														
12:00	*	*	11	78	13	74	10	76	13	89	21	101	40	66	18	81														
12:15	*	*	6	80	15	68	16	73	15	79	31	117	34	85	20	84														
12:30	*	*	15	88	16	82	6	75	8	87	28	119	46	60	20	85														
12:45	*	*	8	96	6	85	12	77	8	90	22	102	25	63	14	86														
01:00	*	*	9	68	15	68	8	84	14	80	18	97	28	65	15	77														
01:15	*	*	9	76	13	82	6	67	12	77	27	89	26	52	16	74														
01:30	*	*	15	79	7	90	13	72	6	84	15	90	18	76	12	82														
01:45	*	67	12	77	6	77	10	67	15	92	8	101	17	65	11	78														
02:00	*	88	9	73	7	57	4	73	15	99	16	82	29	80	13	79														
02:15	*	70	6	92	6	78	3	66	4	93	14	70	13	64	8	76														
02:30	*	103	6	70	5	82	6	81	3	87	11	81	5	70	6	82														
02:45	*	74	5	81	5	63	10	68	16	73	17	107	5	42	10	73														
03:00	*	69	10	68	7	63	11	65	11	70	17	85	12	89	11	73														
03:15	*	77	5	69	5	77	12	82	4	79	14	86	9	67	8	77														
03:30	*	60	6	74	7	69	9	74	5	82	12	75	9	92	8	75														
03:45	*	79	11	71	6	66	7	89	13	76	6	67	4	77	8	75														
04:00	*	74	5	82	12	61	5	71	6	83	7	86	7	82	7	77														
04:15	*	81	6	67	10	62	7	78	12	72	8	90	5	73	8	75														
04:30	*	72	12	72	15	75	16	89	8	89	10	99	0	66	10	80														
04:45	*	80	18	78	15	64	17	72	22	78	12	90	3	48	14	73														
05:00	*	58	28	54	28	73	28	74	28	77	26	80	10	84	25	71														
05:15	*	60	27	74	21	74	23	82	39	83	18	71	6	59	22	72														
05:30	*	72	41	81	23	78	36	73	35	66	14	78	8	69	26	74														
05:45	*	62	27	61	25	56	27	67	28	61	13	75	5	78	21	66														
06:00	*	73	20	64	30	80	28	83	17	80	15	82	3	60	19	75														
06:15	*	60	42	74	33	72	34	82	45	72	27	58	9	80	32	71														
06:30	*	61	64	68	54	54	56	67	49	57	25	59	12	61	43	61														
06:45	*	67	75	53	67	56	61	77	65	86	42	61	17	57	54	65														
07:00	*	71	76	56	63	51	65	64	70	74	35	81	11	52	53	64														
07:15	*	63	57	75	57	62	58	68	72	58	56	57	18	55	53	63														
07:30	*	54	67	47	69	56	61	53	74	59	66	71	25	54	60	56														
07:45	*	54	75	49	53	48	62	65	61	45	52	64	22	58	54	55														
08:00	*	57	61	64	58	43	57	63	70	52	44	70	24	57	52	58														
08:15	*	59	55	55	78	58	57	55	73	60	70	55	29	70	60	59														
08:30	*	42	63	43	55	39	54	52	84	41	66	62	46	45	61	46														
08:45	*	63	71	44	68	38	55	52	66	45	71	56	29	34	60	47														
09:00	*	60	53	43	61	63	60	45	75	51	75	78	47	53	62	56														
09:15	*	33	68	44	60	36	54	48	50	40	74	70	49	34	59	44														
09:30	*	56	68	46	75	40	68	33	57	45	85	61	53	47	68	47														
09:45	*	45	58	38	65	24	56	35	66	63	66	60	40	43	58	44														
10:00	*	43	57	39	54	42	63	44	92	44	90	72	59	27	69	44														
10:15	*	31	63	33	62	28	78	35	70	39	72	63	46	39	65	38														
10:30	*	32	49	24	84	18	56	17	78	23	72	31	68	27	68	25														
10:45	*	28	72	30	53	12	52	21	61	31	86	41	52	16	63	26														
11:00	*	15	60	20	56	25	85	19	74	41	92	36	69	18	73	25														
11:15	*	25	58	15	77	15	73	12	73	31	109	33	54	16	74	21														
11:30	*	24	67	12	69	27	55	28	68	25	96	48	66	20	70	26														
11:45	*	14	59	23	69	14	79	19	57	35	102	91	67	21	72	31														
Total	0	2376	1765	2868	1758	2725	1729	2932	1907	3143	1973	3598	1279	2716	1733	2992														
Day Total		2376		4633		4483		4661		5050		5571		3995		4725														
% Splits	0.0%	100.0%	38.1%	61.9%	39.2%	60.8%	37.1%	62.9%	37.8%	62.2%	35.4%	64.6%	32.0%	68.0%	36.7%	63.3%														
Peak Vol.	02:00	335	06:45	275	12:00	342	11:00	271	00:45	327	11:00	292	03:45	325	11:00	306	01:45	371	11:00	399	12:00	439	11:00	256	03:00	325	11:00	289	12:00	336
P.H.F.		0.813		0.905		0.891		0.807		0.903		0.859		0.919		0.832		0.937		0.915		0.922		0.928		0.883		0.976		0.977

ADT ADT 4,787 AADT 4,787

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: NB

Start	01-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	34	224	51	243	42	207	38	219	78	284	86	236	55	236
12:15	*	*	37	243	25	229	32	252	42	240	70	305	92	236	50	251
12:30	*	*	28	275	26	249	24	230	34	269	44	297	75	256	38	263
12:45	*	*	28	251	33	226	25	260	30	252	44	286	54	243	36	253
01:00	*	*	19	225	23	230	19	234	28	233	35	300	57	249	30	245
01:15	*	*	23	279	23	268	24	257	12	247	55	282	51	249	31	264
01:30	*	*	29	271	19	255	19	239	26	256	26	295	54	223	29	256
01:45	*	*	21	241	17	256	27	243	29	259	33	264	40	211	28	246
02:00	*	263	15	256	23	259	17	232	21	255	33	257	43	234	25	251
02:15	*	289	14	269	10	289	6	262	18	251	23	259	41	235	19	265
02:30	*	289	13	254	17	281	23	305	13	235	25	298	27	230	20	270
02:45	*	284	12	248	22	281	17	296	23	293	18	274	25	245	20	274
03:00	*	236	19	271	24	271	21	250	25	250	20	264	21	202	22	249
03:15	*	266	19	247	18	262	24	273	31	271	23	243	21	232	23	256
03:30	*	279	20	269	17	306	18	321	13	279	27	235	16	221	18	273
03:45	*	269	17	275	27	295	26	301	17	233	8	221	15	222	18	259
04:00	*	246	29	262	24	273	30	265	24	206	35	251	21	190	27	242
04:15	*	248	40	247	34	230	28	275	33	268	20	260	21	201	29	247
04:30	*	260	44	275	41	292	54	251	46	252	24	235	27	180	39	249
04:45	*	233	63	250	46	206	73	245	74	235	22	248	19	226	50	235
05:00	*	274	81	268	81	279	77	284	76	243	34	252	28	203	63	258
05:15	*	268	86	276	92	258	78	277	103	273	51	228	28	211	73	256
05:30	*	306	119	269	109	259	124	260	101	210	51	204	21	188	88	242
05:45	*	225	143	243	137	271	141	253	131	242	54	252	30	175	106	237
06:00	*	219	171	237	155	232	181	266	170	243	52	223	33	202	127	232
06:15	*	240	227	261	196	225	204	203	185	237	86	219	53	180	158	224
06:30	*	249	233	207	227	220	240	244	218	223	134	217	54	203	184	223
06:45	*	201	263	223	280	230	271	217	248	211	103	220	67	161	205	209
07:00	*	202	341	242	279	201	291	222	275	202	134	209	63	185	230	209
07:15	*	213	375	253	376	218	376	209	366	228	159	227	80	199	289	221
07:30	*	186	433	210	447	194	410	205	420	217	191	187	97	189	333	198
07:45	*	167	353	181	341	157	368	163	361	204	204	203	100	169	288	178
08:00	*	171	379	193	390	146	378	189	341	151	169	191	136	164	299	172
08:15	*	164	355	143	383	155	343	153	333	136	219	170	107	197	290	160
08:30	*	157	366	156	365	166	357	143	315	132	242	171	122	152	294	154
08:45	*	138	304	142	280	128	342	148	261	136	197	173	152	128	256	142
09:00	*	154	256	144	268	136	209	152	263	168	202	167	148	127	224	150
09:15	*	128	238	144	254	153	235	153	244	143	242	164	132	135	224	146
09:30	*	104	252	137	241	134	225	115	250	138	198	160	180	129	224	131
09:45	*	103	255	125	250	113	223	129	210	131	249	174	185	128	229	129
10:00	*	112	205	126	195	112	231	95	233	128	199	152	182	109	208	119
10:15	*	90	243	131	216	93	213	119	255	104	238	180	199	129	227	121
10:30	*	107	225	80	229	91	251	102	235	96	257	158	224	89	237	103
10:45	*	83	217	75	232	66	270	85	229	92	262	130	263	75	246	87
11:00	*	58	225	73	259	79	230	66	217	96	263	103	256	72	242	78
11:15	*	57	214	80	242	62	276	52	241	77	255	99	209	50	240	68
11:30	*	62	246	57	248	59	226	69	273	93	241	124	260	64	249	75
11:45	*	40	236	53	254	32	239	36	223	81	242	104	238	39	239	55
Total	0	7640	7565	9861	7546	9670	7558	9807	7354	9638	5591	10419	4453	8573	6679	9661
Day																
Total	7640		17426		17216		17365		16992		16010		13026		16340	
%																
Splits	0.0%	100.0%	43.4%	56.6%	43.8%	56.2%	43.5%	56.5%	43.3%	56.7%	34.9%	65.1%	34.2%	65.8%	40.9%	59.1%
Peak	02:00		07:15	04:30	07:30	03:15	07:15	03:30	07:15	02:45	10:30	00:15	10:45	00:30	07:30	02:00
Vol.	1125		1540	1069	1561	1136	1532	1162	1488	1093	1037	1188	988	997	1210	1060
P.H.F.	0.919		0.889	0.958	0.873	0.928	0.934	0.905	0.886	0.933	0.986	0.974	0.939	0.974	0.908	0.967

ADT ADT 16,469 AADT 16,469

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: SB

Start	01-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	73	258	84	255	70	278	84	288	114	295	111	262	89	273
12:15	*	*	77	296	61	285	60	263	69	266	89	295	131	237	81	274
12:30	*	*	55	253	54	273	54	271	60	250	93	323	78	267	66	273
12:45	*	*	53	292	63	263	57	286	44	272	65	309	95	254	63	279
01:00	*	*	39	262	43	312	34	297	37	269	61	305	74	275	48	287
01:15	*	*	37	273	35	248	42	251	45	247	63	333	73	316	49	278
01:30	*	*	29	314	36	287	29	242	34	296	44	229	67	365	40	289
01:45	*	*	26	326	28	284	36	296	27	312	43	194	53	321	36	289
02:00	*	273	21	313	38	320	26	288	34	306	36	319	50	275	34	299
02:15	*	328	19	322	28	315	36	293	32	344	32	297	36	257	30	308
02:30	*	304	25	321	23	317	15	320	27	367	28	321	49	264	28	316
02:45	*	382	20	439	18	384	25	321	26	329	26	304	32	262	24	346
03:00	*	341	19	375	23	354	19	344	15	336	26	293	42	293	24	334
03:15	*	398	15	369	17	399	15	402	25	386	25	279	31	313	21	364
03:30	*	366	17	366	15	397	15	392	16	348	13	271	26	245	17	341
03:45	*	329	13	374	21	360	34	367	26	371	15	322	27	242	23	338
04:00	*	353	14	361	14	423	30	380	32	370	28	256	28	218	24	337
04:15	*	409	24	392	19	407	24	396	29	373	11	299	23	217	22	356
04:30	*	392	32	381	26	379	22	411	33	340	24	287	24	244	27	348
04:45	*	383	32	341	18	372	28	375	41	347	21	297	23	224	27	334
05:00	*	424	42	440	44	358	34	421	32	351	31	307	16	230	33	362
05:15	*	416	36	414	32	414	45	385	36	418	25	299	23	228	33	368
05:30	*	358	58	397	55	380	49	490	60	352	20	286	31	254	46	360
05:45	*	394	46	434	42	398	60	454	73	342	39	278	26	199	48	357
06:00	*	381	94	404	73	366	62	414	57	333	34	268	38	252	60	345
06:15	*	307	97	349	71	350	83	323	78	358	37	301	30	204	66	313
06:30	*	340	129	371	151	304	127	336	133	287	57	308	40	187	106	305
06:45	*	329	162	303	179	301	164	282	165	262	85	266	50	202	134	278
07:00	*	319	168	247	173	273	176	286	165	257	94	267	45	208	137	265
07:15	*	260	188	248	172	263	159	297	176	272	125	228	60	208	147	254
07:30	*	288	193	226	217	292	193	233	182	240	118	245	77	223	163	250
07:45	*	250	201	265	230	238	220	211	217	241	197	225	98	210	194	234
08:00	*	234	264	247	238	221	211	237	230	220	140	208	81	208	194	225
08:15	*	244	226	243	230	235	213	228	216	191	128	207	102	192	186	220
08:30	*	185	247	236	272	220	216	234	214	180	176	198	93	186	203	206
08:45	*	188	226	231	244	222	219	205	218	196	213	182	142	180	210	201
09:00	*	200	251	179	241	171	209	182	246	165	179	182	105	174	205	179
09:15	*	203	236	192	227	190	266	188	255	168	209	204	145	186	223	190
09:30	*	160	229	180	231	192	249	196	232	179	198	175	148	173	214	179
09:45	*	162	229	184	258	159	284	168	245	174	217	188	165	144	233	168
10:00	*	151	232	161	234	158	210	153	225	155	226	197	180	116	218	156
10:15	*	127	242	165	231	117	224	150	226	161	237	174	240	128	233	146
10:30	*	96	222	130	257	115	227	147	210	147	285	185	207	101	235	132
10:45	*	102	214	126	233	119	248	130	236	135	244	162	208	82	230	122
11:00	*	104	233	107	224	119	230	106	252	168	243	143	201	79	230	118
11:15	*	105	254	97	263	101	249	104	252	147	282	146	228	81	255	112
11:30	*	61	259	81	215	89	245	64	253	111	296	138	250	83	253	90
11:45	*	91	267	100	276	78	236	78	281	118	327	135	246	65	272	95
Total	0	10737	5885	13385	5977	13077	5779	13175	5901	12745	5319	11930	4348	10134	5534	12493
Day																
Total	10737		19270		19054		18954		18646		17249		14482		18027	
%																
Splits	0.0%	100.0%	30.5%	69.5%	31.4%	68.6%	30.5%	69.5%	31.6%	68.4%	30.8%	69.2%	30.0%	70.0%	30.7%	69.3%
Peak		04:30	11:00	05:00	08:15	03:30	09:15	05:00	11:00	03:15	11:00	00:30	11:00	01:00	11:00	05:00
Vol.		1615	1013	1685	987	1587	1009	1750	1038	1475	1148	1270	925	1277	1010	1447
P.H.F.		0.952	0.949	0.957	0.894	0.938	0.888	0.893	0.923	0.882	0.878	0.953	0.925	0.875	0.928	0.983

ADT ADT 18,451 AADT 18,451

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Site:
Monday, 4/23/2007, 4:00:00 PM -
Tuesday, 5/1/2007, 11:00:00 AM

Volume Grand Totals

Average Hourly Volumes			
	SB	NB	Combined
12:00 AM	83.6	102.0	185.6
1:00 AM	46.0	61.8	107.8
2:00 AM	28.6	37.8	66.4
3:00 AM	37.5	36.9	74.4
4:00 AM	60.2	37.1	97.4
5:00 AM	160.9	79.4	240.2
6:00 AM	295.6	223.2	518.9
7:00 AM	479.0	360.6	839.6
8:00 AM	437.6	397.5	835.1
9:00 AM	414.9	280.2	695.1
10:00 AM	340.4	295.1	635.5
11:00 AM	346.0	311.7	657.7
12:00 PM	366.6	319.9	686.4
1:00 PM	363.6	318.4	682.0
2:00 PM	403.3	394.3	797.6
3:00 PM	491.7	399.6	891.3
4:00 PM	469.4	436.5	905.9
5:00 PM	496.0	470.2	966.2
6:00 PM	414.0	476.8	890.8
7:00 PM	337.1	396.5	733.6
8:00 PM	264.8	311.0	575.8
9:00 PM	220.0	245.8	465.8
10:00 PM	178.6	216.4	395.0
11:00 PM	141.2	172.2	313.5
ADT	6876.6	6380.9	13257.5

Study Grand Totals

SB	NB	Combined
53042	49303	102345
51.8 %	48.2 %	

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Site:

Volume (2 Ch/pg., 60 Min., 7 Days)

Interval Begin	Mon 4/23/2007		Tue 4/24/2007		Wed 4/25/2007		Thu 4/26/2007		Fri 4/27/2007		Sat 4/28/2007		Sun 4/29/2007		Weekday Average		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	64	76	72	76	62	61	81	98	104	156	160	177	69	77	90	107
1:00 AM	*	*	27	46	28	37	29	42	34	64	80	117	121	98	29	47	53	67
2:00 AM	*	*	22	25	17	27	18	25	24	41	43	60	66	68	20	29	31	41
3:00 AM	*	*	28	27	32	24	22	28	40	50	30	53	78	58	30	32	38	40
4:00 AM	*	*	57	35	63	33	64	32	68	40	63	50	31	40	63	35	57	38
5:00 AM	*	*	208	92	197	87	189	93	184	91	77	63	43	31	194	90	149	76
6:00 AM	*	*	390	258	371	263	363	269	332	241	108	128	57	78	364	257	270	206
7:00 AM	*	*	596	432	572	426	608	422	594	391	195	243	113	131	592	417	446	340
8:00 AM	*	*	473	470	502	461	530	490	492	441	286	235	170	189	499	465	408	381
9:00 AM	*	*	478	279	441	292	446	307	412	296	334	253	234	182	444	293	390	268
10:00 AM	*	*	334	291	339	294	332	300	343	269	363	305	319	268	337	288	338	287
11:00 AM	*	*	337	294	344	298	356	310	372	306	354	323	335	312	352	302	349	307
12:00 PM	*	*	364	301	377	306	349	316	354	331	430	357	314	292	361	313	364	317
1:00 PM	*	*	360	327	354	337	336	346	362	326	357	326	402	248	353	334	361	318
2:00 PM	*	*	424	416	432	418	393	433	458	411	378	346	327	329	426	419	402	392
3:00 PM	*	*	564	437	549	435	564	384	548	427	389	342	316	320	556	420	488	390
4:00 PM	483	463	515	512	510	457	525	461	510	453	359	337	333	302	508	469	462	426
5:00 PM	536	541	577	510	582	497	551	539	491	518	407	327	317	284	547	521	494	459
6:00 PM	443	532	447	526	459	496	419	579	462	527	368	325	268	269	446	532	409	464
7:00 PM	355	463	371	439	289	460	349	394	354	429	336	290	274	271	343	437	332	392
8:00 PM	282	356	254	321	217	307	275	353	275	269	273	279	254	276	260	321	261	308
9:00 PM	200	249	257	267	206	238	251	246	205	238	229	252	177	211	223	247	217	243
10:00 PM	155	177	164	193	144	180	192	281	230	273	220	234	142	149	177	220	178	212
11:00 PM	108	109	109	113	126	140	142	211	180	295	200	197	124	115	133	173	141	168
Totals	2562	2890	7420	6687	7223	6589	7365	6922	7405	6825	5983	5598	4975	4698	7326	6738	6728	6247
Combined Split (%)	5452 47.0	53.0	14107 52.6	47.4	13812 52.3	47.7	14287 51.6	48.4	14230 52.0	48.0	11581 51.7	48.3	9673 51.4	48.6	14064 52.1	47.9	12975 51.9	48.1
AM Peak Volume	* *	* *	7:00 AM 596	8:00 AM 470	7:00 AM 572	8:00 AM 461	7:00 AM 608	8:00 AM 490	7:00 AM 594	8:00 AM 441	10:00 AM 363	11:00 AM 323	11:00 AM 335	11:00 AM 312	7:00 AM 592	8:00 AM 465	7:00 AM 446	8:00 AM 381
PM Peak Volume	5:00 PM 536	5:00 PM 541	5:00 PM 577	6:00 PM 526	5:00 PM 582	5:00 PM 497	3:00 PM 564	6:00 PM 579	3:00 PM 548	6:00 PM 527	12:00 PM 430	12:00 PM 357	1:00 PM 402	2:00 PM 329	3:00 PM 556	6:00 PM 532	5:00 PM 494	6:00 PM 464

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Site:

Volume (2 Ch/pg., 60 Min., 7 Days)

Interval Begin	Mon 4/30/2007		Tue 5/1/2007		Wed 5/2/2007		Thu 5/3/2007		Fri 5/4/2007		Sat 5/5/2007		Sun 5/6/2007		Weekday Average		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	50	82	76	90	*	*	*	*	*	*	*	*	*	*	63	86	63	86
1:00 AM	25	47	24	43	*	*	*	*	*	*	*	*	*	*	24	45	24	45
2:00 AM	22	26	17	30	*	*	*	*	*	*	*	*	*	*	19	28	19	28
3:00 AM	36	19	34	36	*	*	*	*	*	*	*	*	*	*	35	27	35	27
4:00 AM	56	30	80	37	*	*	*	*	*	*	*	*	*	*	68	33	68	33
5:00 AM	191	80	198	98	*	*	*	*	*	*	*	*	*	*	194	89	194	89
6:00 AM	357	288	387	261	*	*	*	*	*	*	*	*	*	*	372	274	372	274
7:00 AM	595	409	559	431	*	*	*	*	*	*	*	*	*	*	577	420	577	420
8:00 AM	485	439	563	455	*	*	*	*	*	*	*	*	*	*	524	447	524	447
9:00 AM	496	297	478	336	*	*	*	*	*	*	*	*	*	*	487	316	487	316
10:00 AM	354	328	339	306	*	*	*	*	*	*	*	*	*	*	346	317	346	317
11:00 AM	324	339	*	*	*	*	*	*	*	*	*	*	*	*	324	339	324	339
12:00 PM	378	336	*	*	*	*	*	*	*	*	*	*	*	*	378	336	378	336
1:00 PM	374	319	*	*	*	*	*	*	*	*	*	*	*	*	374	319	374	319
2:00 PM	411	407	*	*	*	*	*	*	*	*	*	*	*	*	411	407	411	407
3:00 PM	512	452	*	*	*	*	*	*	*	*	*	*	*	*	512	452	512	452
4:00 PM	520	507	*	*	*	*	*	*	*	*	*	*	*	*	520	507	520	507
5:00 PM	507	546	*	*	*	*	*	*	*	*	*	*	*	*	507	546	507	546
6:00 PM	446	560	*	*	*	*	*	*	*	*	*	*	*	*	446	560	446	560
7:00 PM	369	426	*	*	*	*	*	*	*	*	*	*	*	*	369	426	369	426
8:00 PM	288	327	*	*	*	*	*	*	*	*	*	*	*	*	288	327	288	327
9:00 PM	235	265	*	*	*	*	*	*	*	*	*	*	*	*	235	265	235	265
10:00 PM	182	244	*	*	*	*	*	*	*	*	*	*	*	*	182	244	182	244
11:00 PM	141	198	*	*	*	*	*	*	*	*	*	*	*	*	141	198	141	198
Totals	7354	6971	2755	2123	*	*	*	*	*	*	*	*	*	*	7396	7008	7396	7008
Combined Split (%)	14325 51.3	48.7	4878 56.5	43.5	*	*	*	*	*	*	*	*	*	*	14404 51.3	48.7	14404 51.3	48.7
AM Peak Volume	7:00 AM 595	8:00 AM 439	8:00 AM 563	8:00 AM 455	*	*	*	*	*	*	*	*	*	*	7:00 AM 577	8:00 AM 447	7:00 AM 577	8:00 AM 447
PM Peak Volume	4:00 PM 520	6:00 PM 560	*	*	*	*	*	*	*	*	*	*	*	*	4:00 PM 520	6:00 PM 560	4:00 PM 520	6:00 PM 560

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date:

4/23/2007
Monday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	SB	NB	Combined
12:00 AM	*	*	*
1:00 AM	*	*	*
2:00 AM	*	*	*
3:00 AM	*	*	*
4:00 AM	*	*	*
5:00 AM	*	*	*
6:00 AM	*	*	*
7:00 AM	*	*	*
8:00 AM	*	*	*
9:00 AM	*	*	*
10:00 AM	*	*	*
11:00 AM	*	*	*
12:00 PM	*	*	*
1:00 PM	*	*	*
2:00 PM	*	*	*
3:00 PM	*	*	*
4:00 PM	483	463	946
5:00 PM	536	541	1077
6:00 PM	443	532	975
7:00 PM	355	463	818
8:00 PM	282	356	638
9:00 PM	200	249	449
10:00 PM	155	177	332
11:00 PM	108	109	217
Totals	2562 47.0 %	2890 53.0 %	5452
Peak Hours			
AM	*	*	*
Volume	*	*	*
PM	5:00 PM	5:00 PM	5:00 PM
Volume	536	541	1077

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/24/2007
Tuesday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	SB	NB	Combined
12:00 AM	64	76	140
1:00 AM	27	46	73
2:00 AM	22	25	47
3:00 AM	28	27	55
4:00 AM	57	35	92
5:00 AM	208	92	300
6:00 AM	390	258	648
7:00 AM	596	432	1028
8:00 AM	473	470	943
9:00 AM	478	279	757
10:00 AM	334	291	625
11:00 AM	337	294	631
12:00 PM	364	301	665
1:00 PM	360	327	687
2:00 PM	424	416	840
3:00 PM	564	437	1001
4:00 PM	515	512	1027
5:00 PM	577	510	1087
6:00 PM	447	526	973
7:00 PM	371	439	810
8:00 PM	254	321	575
9:00 PM	257	267	524
10:00 PM	164	193	357
11:00 PM	109	113	222
Totals	7420 52.6 %	6687 47.4 %	14107
Peak Hours			
AM	7:00 AM	8:00 AM	7:00 AM
Volume	596	470	1028
PM	5:00 PM	6:00 PM	5:00 PM
Volume	577	526	1087

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	SB	NB	Combined
12:00 AM	72	76	148
1:00 AM	28	37	65
2:00 AM	17	27	44
3:00 AM	32	24	56
4:00 AM	63	33	96
5:00 AM	197	87	284
6:00 AM	371	263	634
7:00 AM	572	426	998
8:00 AM	502	461	963
9:00 AM	441	292	733
10:00 AM	339	294	633
11:00 AM	344	298	642
12:00 PM	377	306	683
1:00 PM	354	337	691
2:00 PM	432	418	850
3:00 PM	549	435	984
4:00 PM	510	457	967
5:00 PM	582	497	1079
6:00 PM	459	496	955
7:00 PM	289	460	749
8:00 PM	217	307	524
9:00 PM	206	238	444
10:00 PM	144	180	324
11:00 PM	126	140	266
Totals	7223 52.3 %	6589 47.7 %	13812
Peak Hours			
AM	7:00 AM	8:00 AM	7:00 AM
Volume	572	461	998
PM	5:00 PM	5:00 PM	5:00 PM
Volume	582	497	1079

The RBA Group
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Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	SB	NB	Combined
12:00 AM	62	61	123
1:00 AM	29	42	71
2:00 AM	18	25	43
3:00 AM	22	28	50
4:00 AM	64	32	96
5:00 AM	189	93	282
6:00 AM	363	269	632
7:00 AM	608	422	1030
8:00 AM	530	490	1020
9:00 AM	446	307	753
10:00 AM	332	300	632
11:00 AM	356	310	666
12:00 PM	349	316	665
1:00 PM	336	346	682
2:00 PM	393	433	826
3:00 PM	564	384	948
4:00 PM	525	461	986
5:00 PM	551	539	1090
6:00 PM	419	579	998
7:00 PM	349	394	743
8:00 PM	275	353	628
9:00 PM	251	246	497
10:00 PM	192	281	473
11:00 PM	142	211	353
Totals	7365 51.6 %	6922 48.4 %	14287
Peak Hours			
AM	7:00 AM	8:00 AM	7:00 AM
Volume	608	490	1030
PM	3:00 PM	6:00 PM	5:00 PM
Volume	564	579	1090

The RBA Group
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Town : Wyandanch

Date: 4/27/2007
Friday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	SB	NB	Combined
12:00 AM	81	98	179
1:00 AM	34	64	98
2:00 AM	24	41	65
3:00 AM	40	50	90
4:00 AM	68	40	108
5:00 AM	184	91	275
6:00 AM	332	241	573
7:00 AM	594	391	985
8:00 AM	492	441	933
9:00 AM	412	296	708
10:00 AM	343	269	612
11:00 AM	372	306	678
12:00 PM	354	331	685
1:00 PM	362	326	688
2:00 PM	458	411	869
3:00 PM	548	427	975
4:00 PM	510	453	963
5:00 PM	491	518	1009
6:00 PM	462	527	989
7:00 PM	354	429	783
8:00 PM	275	269	544
9:00 PM	205	238	443
10:00 PM	230	273	503
11:00 PM	180	295	475
Totals	7405 52.0 %	6825 48.0 %	14230
Peak Hours			
AM	7:00 AM	8:00 AM	7:00 AM
Volume	594	441	985
PM	3:00 PM	6:00 PM	5:00 PM
Volume	548	527	1009

The RBA Group
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Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/28/2007
Saturday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	SB	NB	Combined
12:00 AM	104	156	260
1:00 AM	80	117	197
2:00 AM	43	60	103
3:00 AM	30	53	83
4:00 AM	63	50	113
5:00 AM	77	63	140
6:00 AM	108	128	236
7:00 AM	195	243	438
8:00 AM	286	235	521
9:00 AM	334	253	587
10:00 AM	363	305	668
11:00 AM	354	323	677
12:00 PM	430	357	787
1:00 PM	357	326	683
2:00 PM	378	346	724
3:00 PM	389	342	731
4:00 PM	359	337	696
5:00 PM	407	327	734
6:00 PM	368	325	693
7:00 PM	336	290	626
8:00 PM	273	279	552
9:00 PM	229	252	481
10:00 PM	220	234	454
11:00 PM	200	197	397
Totals	5983 51.7 %	5598 48.3 %	11581
Peak Hours			
AM	10:00 AM	11:00 AM	11:00 AM
Volume	363	323	677
PM	12:00 PM	12:00 PM	12:00 PM
Volume	430	357	787

The RBA Group
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Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/29/2007
Sunday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	SB	NB	Combined
12:00 AM	160	177	337
1:00 AM	121	98	219
2:00 AM	66	68	134
3:00 AM	78	58	136
4:00 AM	31	40	71
5:00 AM	43	31	74
6:00 AM	57	78	135
7:00 AM	113	131	244
8:00 AM	170	189	359
9:00 AM	234	182	416
10:00 AM	319	268	587
11:00 AM	335	312	647
12:00 PM	314	292	606
1:00 PM	402	248	650
2:00 PM	327	329	656
3:00 PM	316	320	636
4:00 PM	333	302	635
5:00 PM	317	284	601
6:00 PM	268	269	537
7:00 PM	274	271	545
8:00 PM	254	276	530
9:00 PM	177	211	388
10:00 PM	142	149	291
11:00 PM	124	115	239
Totals	4975 51.4 %	4698 48.6 %	9673
Peak Hours			
AM	11:00 AM	11:00 AM	11:00 AM
Volume	335	312	647
PM	1:00 PM	2:00 PM	2:00 PM
Volume	402	329	656

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/30/2007
Monday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	SB	NB	Combined
12:00 AM	50	82	132
1:00 AM	25	47	72
2:00 AM	22	26	48
3:00 AM	36	19	55
4:00 AM	56	30	86
5:00 AM	191	80	271
6:00 AM	357	288	645
7:00 AM	595	409	1004
8:00 AM	485	439	924
9:00 AM	496	297	793
10:00 AM	354	328	682
11:00 AM	324	339	663
12:00 PM	378	336	714
1:00 PM	374	319	693
2:00 PM	411	407	818
3:00 PM	512	452	964
4:00 PM	520	507	1027
5:00 PM	507	546	1053
6:00 PM	446	560	1006
7:00 PM	369	426	795
8:00 PM	288	327	615
9:00 PM	235	265	500
10:00 PM	182	244	426
11:00 PM	141	198	339
Totals	7354 51.3 %	6971 48.7 %	14325
Peak Hours			
AM	7:00 AM	8:00 AM	7:00 AM
Volume	595	439	1004
PM	4:00 PM	6:00 PM	5:00 PM
Volume	520	560	1053

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 5/1/2007
Tuesday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	SB	NB	Combined
12:00 AM	76	90	166
1:00 AM	24	43	67
2:00 AM	17	30	47
3:00 AM	34	36	70
4:00 AM	80	37	117
5:00 AM	198	98	296
6:00 AM	387	261	648
7:00 AM	559	431	990
8:00 AM	563	455	1018
9:00 AM	478	336	814
10:00 AM	339	306	645
Totals	2755 56.5 %	2123 43.5 %	4878
Peak Hours			
AM	8:00 AM	8:00 AM	8:00 AM
Volume	563	455	1018
PM	*	*	*
Volume	*	*	*

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Site: Monday, 4/23/2007, 4:00:00 PM -
Tuesday, 5/1/2007, 11:00:00 AM

Classification Grand Totals
SB

Hourly Averages														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	83.6	0.0	76.8	4.6	0.1	2.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
1:00 AM	46.0	0.0	42.0	2.4	0.0	1.5	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
2:00 AM	28.6	0.0	24.4	3.1	0.2	0.6	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3:00 AM	37.5	0.0	30.4	3.2	0.5	2.8	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	60.2	0.1	48.5	6.2	0.2	2.9	1.2	0.0	0.2	0.8	0.0	0.0	0.0	0.0
5:00 AM	160.9	0.5	133.2	16.9	0.6	7.4	0.6	0.0	1.2	0.4	0.0	0.0	0.0	0.0
6:00 AM	295.6	0.9	238.6	33.4	5.5	8.9	0.6	0.0	6.6	1.0	0.0	0.1	0.0	0.0
7:00 AM	479.0	2.9	373.2	49.0	13.9	21.1	1.4	0.0	16.0	1.0	0.0	0.2	0.0	0.2
8:00 AM	437.6	2.8	326.1	56.0	14.1	22.5	1.6	0.1	12.8	1.2	0.0	0.1	0.0	0.2
9:00 AM	414.9	2.4	299.4	58.9	8.0	34.6	3.4	0.1	6.0	1.2	0.2	0.5	0.0	0.1
10:00 AM	340.4	2.0	261.4	46.1	5.2	16.9	2.4	0.4	5.4	0.6	0.0	0.0	0.0	0.0
11:00 AM	346.0	1.3	247.1	51.6	9.9	23.1	4.3	0.9	6.6	1.0	0.0	0.3	0.0	0.0
12:00 PM	366.6	1.9	269.3	52.4	11.4	21.0	3.3	0.1	6.3	0.6	0.1	0.1	0.0	0.0
1:00 PM	363.6	2.0	279.1	47.1	4.6	18.4	4.1	0.1	6.9	0.7	0.4	0.0	0.0	0.0
2:00 PM	403.3	1.7	301.0	54.4	11.0	26.1	2.7	0.1	5.0	1.1	0.0	0.0	0.0	0.0
3:00 PM	491.7	3.7	366.4	73.0	12.3	23.1	2.4	0.1	9.1	1.1	0.0	0.3	0.0	0.0
4:00 PM	469.4	2.1	362.9	57.4	7.6	26.9	1.5	0.0	9.9	0.8	0.1	0.2	0.0	0.0
5:00 PM	496.0	3.2	399.1	55.8	7.5	18.5	1.2	0.0	9.9	0.5	0.1	0.1	0.0	0.0
6:00 PM	414.0	1.9	345.2	42.1	4.0	11.9	0.5	0.0	7.9	0.4	0.1	0.0	0.0	0.0
7:00 PM	337.1	1.8	290.9	29.0	3.4	6.6	0.1	0.0	5.1	0.1	0.0	0.1	0.0	0.0
8:00 PM	264.8	0.4	233.5	22.4	1.5	3.5	0.0	0.0	3.2	0.2	0.0	0.0	0.0	0.0
9:00 PM	220.0	0.4	198.8	16.4	0.4	2.2	0.0	0.0	1.8	0.0	0.1	0.0	0.0	0.0
10:00 PM	178.6	0.4	162.8	12.4	0.6	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0
11:00 PM	141.2	0.2	129.0	8.1	0.4	2.1	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0
ADT	6876.6	32.4	5439.1	801.9	123.0	306.0	32.2	2.1	122.7	12.9	1.3	2.2	0.0	0.6

Study Grand Totals														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
SB	53042	249	42050	6137	935	2336	241	15	948	99	10	17	0	5
		0.5%	79.3%	11.6%	1.8%	4.4%	0.5%	0.0%	1.8%	0.2%	0.0%	0.0%	0.0%	0.0%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Site: Monday, 4/23/2007, 4:00:00 PM -
Tuesday, 5/1/2007, 11:00:00 AM

Classification Grand Totals
NB

Hourly Averages														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	102.0	0.2	68.9	28.4	0.1	4.0	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0
1:00 AM	61.8	0.0	39.2	19.5	0.1	2.8	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
2:00 AM	37.8	0.1	20.5	13.5	0.0	2.4	1.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
3:00 AM	36.9	0.0	18.9	14.0	0.9	2.2	0.8	0.0	0.0	0.1	0.0	0.0	0.0	0.0
4:00 AM	37.1	0.0	21.2	9.9	0.6	4.4	0.6	0.0	0.2	0.1	0.0	0.0	0.0	0.0
5:00 AM	79.4	0.2	40.6	25.8	3.1	8.0	0.9	0.0	0.4	0.4	0.0	0.0	0.0	0.0
6:00 AM	223.2	0.8	124.2	61.9	6.2	25.5	0.8	0.0	3.4	0.4	0.0	0.1	0.0	0.0
7:00 AM	360.6	2.8	193.4	97.1	14.8	37.6	1.6	0.1	12.5	0.2	0.0	0.5	0.0	0.0
8:00 AM	397.5	2.9	214.2	110.6	14.5	40.5	1.2	0.2	12.0	0.6	0.0	0.5	0.1	0.0
9:00 AM	280.2	1.9	138.6	91.4	9.0	31.5	1.4	0.0	6.0	0.4	0.1	0.0	0.0	0.0
10:00 AM	295.1	1.2	153.5	91.1	11.8	30.9	1.5	0.4	4.5	0.1	0.0	0.1	0.0	0.0
11:00 AM	311.7	1.4	163.3	95.9	10.4	34.0	2.3	0.6	3.4	0.3	0.0	0.1	0.0	0.0
12:00 PM	319.9	3.1	179.0	96.4	6.6	27.6	2.1	0.1	3.6	1.0	0.1	0.0	0.0	0.1
1:00 PM	318.4	1.6	174.4	99.0	7.0	30.1	1.3	0.3	4.6	0.0	0.1	0.0	0.0	0.0
2:00 PM	394.3	2.0	202.0	124.9	13.1	44.9	1.0	0.3	5.6	0.6	0.0	0.0	0.0	0.0
3:00 PM	399.6	2.4	224.6	120.1	9.3	36.3	1.3	0.1	5.0	0.4	0.0	0.0	0.0	0.0
4:00 PM	436.5	2.5	246.8	138.5	10.5	31.2	0.1	0.1	5.6	0.8	0.0	0.2	0.0	0.1
5:00 PM	470.2	3.5	280.6	140.2	8.2	31.0	0.1	0.0	6.0	0.1	0.0	0.4	0.0	0.0
6:00 PM	476.8	3.5	293.1	143.0	7.0	21.5	0.4	0.0	7.9	0.1	0.0	0.2	0.0	0.0
7:00 PM	396.5	3.0	257.2	113.6	4.1	14.2	0.1	0.0	4.0	0.1	0.0	0.0	0.0	0.0
8:00 PM	311.0	1.5	205.8	89.5	3.0	8.4	0.0	0.0	2.6	0.1	0.0	0.1	0.0	0.0
9:00 PM	245.8	1.4	159.1	76.9	1.2	5.6	0.0	0.0	1.4	0.1	0.0	0.0	0.0	0.0
10:00 PM	216.4	1.4	144.0	62.9	1.6	4.9	0.1	0.0	1.5	0.0	0.0	0.0	0.0	0.0
11:00 PM	172.2	0.4	118.4	49.0	0.4	2.4	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0
ADT	6380.9	37.8	3681.7	1913.0	143.7	481.9	18.6	2.3	92.3	6.4	0.4	2.4	0.1	0.3

Study Grand Totals														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
NB	49303	292	28510	14768	1103	3682	141	17	716	49	3	19	1	2
		0.6%	57.8%	30.0%	2.2%	7.5%	0.3%	0.0%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Site: Monday, 4/23/2007, 4:00:00 PM -
Tuesday, 5/1/2007, 11:00:00 AM

Classification Grand Totals
Combined

Hourly Averages														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	185.6	0.2	145.6	33.0	0.2	6.0	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.0
1:00 AM	107.8	0.0	81.2	21.9	0.1	4.2	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
2:00 AM	66.4	0.1	44.9	16.6	0.2	3.0	1.1	0.0	0.1	0.2	0.0	0.0	0.0	0.0
3:00 AM	74.4	0.0	49.2	17.2	1.4	5.0	1.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0
4:00 AM	97.4	0.1	69.8	16.1	0.9	7.2	1.9	0.0	0.5	0.9	0.0	0.0	0.0	0.0
5:00 AM	240.2	0.8	173.9	42.6	3.8	15.4	1.5	0.0	1.6	0.8	0.0	0.0	0.0	0.0
6:00 AM	518.9	1.6	362.9	95.2	11.8	34.4	1.4	0.0	10.0	1.4	0.0	0.2	0.0	0.0
7:00 AM	839.6	5.6	566.6	146.1	28.6	58.8	3.0	0.1	28.5	1.2	0.0	0.8	0.0	0.2
8:00 AM	835.1	5.6	540.4	166.6	28.6	63.0	2.9	0.4	24.8	1.9	0.0	0.6	0.1	0.2
9:00 AM	695.1	4.2	438.0	150.2	17.0	66.1	4.8	0.1	12.0	1.6	0.4	0.5	0.0	0.1
10:00 AM	635.5	3.2	414.9	137.2	17.0	47.8	3.9	0.8	9.9	0.8	0.0	0.1	0.0	0.0
11:00 AM	657.7	2.7	410.4	147.4	20.3	57.1	6.6	1.4	10.0	1.3	0.0	0.4	0.0	0.0
12:00 PM	686.4	5.0	448.3	148.9	18.0	48.6	5.4	0.3	9.9	1.6	0.3	0.1	0.0	0.1
1:00 PM	682.0	3.6	453.6	146.1	11.6	48.6	5.4	0.4	11.4	0.7	0.6	0.0	0.0	0.0
2:00 PM	797.6	3.7	503.0	179.3	24.1	71.0	3.7	0.4	10.6	1.7	0.0	0.0	0.0	0.0
3:00 PM	891.3	6.1	591.0	193.1	21.6	59.4	3.7	0.3	14.1	1.6	0.0	0.3	0.0	0.0
4:00 PM	905.9	4.6	609.6	195.9	18.1	58.1	1.6	0.1	15.5	1.5	0.1	0.5	0.0	0.1
5:00 PM	966.2	6.8	679.8	196.0	15.8	49.5	1.4	0.0	15.9	0.6	0.1	0.5	0.0	0.0
6:00 PM	890.8	5.4	638.4	185.1	11.0	33.4	0.9	0.0	15.8	0.5	0.1	0.2	0.0	0.0
7:00 PM	733.6	4.8	548.1	142.6	7.5	20.9	0.2	0.0	9.1	0.2	0.0	0.1	0.0	0.0
8:00 PM	575.8	1.9	439.2	111.9	4.5	11.9	0.0	0.0	5.9	0.4	0.0	0.1	0.0	0.0
9:00 PM	465.8	1.8	357.9	93.2	1.6	7.9	0.0	0.0	3.1	0.1	0.1	0.0	0.0	0.0
10:00 PM	395.0	1.8	306.8	75.2	2.2	6.1	0.1	0.0	2.8	0.0	0.0	0.0	0.0	0.0
11:00 PM	313.5	0.6	247.4	57.1	0.8	4.5	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0
ADT	13257.5	70.3	9120.8	2715.0	266.7	787.8	50.9	4.4	215.0	19.4	1.7	4.6	0.1	0.9

Study Grand Totals														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
SB	53042	249	42050	6137	935	2336	241	15	948	99	10	17	0	5
		0.5%	79.3%	11.6%	1.8%	4.4%	0.5%	0.0%	1.8%	0.2%	0.0%	0.0%	0.0%	0.0%
NB	49303	292	28510	14768	1103	3682	141	17	716	49	3	19	1	2
		0.6%	57.8%	30.0%	2.2%	7.5%	0.3%	0.0%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%
Combined	102345	541	70560	20905	2038	6018	382	32	1664	148	13	36	1	7
		0.5%	68.9%	20.4%	2.0%	5.9%	0.4%	0.0%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/23/2007
Monday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 PM	483	4	354	61	10	37	0	0	14	2	1	0	0	0
5:00 PM	536	3	429	59	6	23	1	0	15	0	0	0	0	0
6:00 PM	443	4	371	46	4	15	0	0	2	0	1	0	0	0
7:00 PM	355	1	306	37	1	5	0	0	4	0	0	1	0	0
8:00 PM	282	1	243	22	2	6	0	0	7	1	0	0	0	0
9:00 PM	200	0	176	19	1	1	0	0	3	0	0	0	0	0
10:00 PM	155	0	143	11	0	1	0	0	0	0	0	0	0	0
11:00 PM	108	0	102	3	0	1	0	0	2	0	0	0	0	0
Total	2562	13	2124	258	24	89	1	0	47	3	2	1	0	0
%		0.5	82.9	10.1	0.9	3.5	0.0	0.0	1.8	0.1	0.1	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/24/2007
Tuesday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	64	0	57	5	0	2	0	0	0	0	0	0	0	0
1:00 AM	27	0	25	1	0	1	0	0	0	0	0	0	0	0
2:00 AM	22	0	17	5	0	0	0	0	0	0	0	0	0	0
3:00 AM	28	0	20	4	0	2	2	0	0	0	0	0	0	0
4:00 AM	57	0	46	6	1	3	0	0	1	0	0	0	0	0
5:00 AM	208	2	171	21	1	9	0	0	3	1	0	0	0	0
6:00 AM	390	3	311	48	9	11	2	0	6	0	0	0	0	0
7:00 AM	596	3	466	50	18	37	1	0	19	2	0	0	0	0
8:00 AM	473	3	355	59	20	22	1	0	10	3	0	0	0	0
9:00 AM	478	2	330	75	13	41	6	0	7	2	1	1	0	0
10:00 AM	334	4	244	47	6	20	5	0	8	0	0	0	0	0
11:00 AM	337	1	221	58	12	30	4	1	9	0	0	1	0	0
12:00 PM	364	2	252	61	17	18	4	0	8	1	1	0	0	0
1:00 PM	360	2	271	50	2	24	5	0	6	0	0	0	0	0
2:00 PM	424	4	293	67	14	31	5	0	8	2	0	0	0	0
3:00 PM	564	4	402	96	13	30	3	0	14	2	0	0	0	0
4:00 PM	515	1	389	76	10	30	2	0	6	1	0	0	0	0
5:00 PM	577	6	440	76	10	25	4	0	15	1	0	0	0	0
6:00 PM	447	1	371	40	5	14	0	0	15	1	0	0	0	0
7:00 PM	371	1	322	28	5	6	0	0	9	0	0	0	0	0
8:00 PM	254	0	225	22	2	1	0	0	4	0	0	0	0	0
9:00 PM	257	0	222	24	1	5	0	0	5	0	0	0	0	0
10:00 PM	164	1	144	16	0	3	0	0	0	0	0	0	0	0
11:00 PM	109	1	99	5	0	2	0	0	2	0	0	0	0	0
Total	7420	41	5693	940	159	367	44	1	155	16	2	2	0	0
%		0.6	76.7	12.7	2.1	4.9	0.6	0.0	2.1	0.2	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	72	0	61	9	0	2	0	0	0	0	0	0	0	0
1:00 AM	28	0	24	2	0	2	0	0	0	0	0	0	0	0
2:00 AM	17	0	12	3	1	1	0	0	0	0	0	0	0	0
3:00 AM	32	0	25	1	1	3	2	0	0	0	0	0	0	0
4:00 AM	63	0	46	12	0	3	1	0	0	1	0	0	0	0
5:00 AM	197	1	162	21	0	10	0	0	3	0	0	0	0	0
6:00 AM	371	1	281	44	8	20	0	0	14	3	0	0	0	0
7:00 AM	572	7	445	69	13	15	3	0	19	0	0	0	0	1
8:00 AM	502	5	375	53	14	30	2	1	19	3	0	0	0	0
9:00 AM	441	3	325	55	4	40	3	0	9	2	0	0	0	0
10:00 AM	339	1	249	51	6	22	1	0	7	2	0	0	0	0
11:00 AM	344	1	230	48	13	32	7	0	11	2	0	0	0	0
12:00 PM	377	3	257	60	15	25	5	0	8	3	0	1	0	0
1:00 PM	354	0	260	50	6	21	6	0	11	0	0	0	0	0
2:00 PM	432	0	305	66	8	41	4	0	7	1	0	0	0	0
3:00 PM	549	2	390	97	17	24	5	1	13	0	0	0	0	0
4:00 PM	510	2	387	66	7	32	3	0	12	1	0	0	0	0
5:00 PM	582	2	461	74	8	21	2	0	13	1	0	0	0	0
6:00 PM	459	3	379	46	6	13	2	0	10	0	0	0	0	0
7:00 PM	289	1	240	30	7	8	0	0	3	0	0	0	0	0
8:00 PM	217	1	191	15	2	4	0	0	4	0	0	0	0	0
9:00 PM	206	0	190	13	0	1	0	0	1	0	1	0	0	0
10:00 PM	144	0	134	10	0	0	0	0	0	0	0	0	0	0
11:00 PM	126	0	110	11	0	3	0	0	2	0	0	0	0	0
Total	7223	33	5539	906	136	373	46	2	166	19	1	1	0	1
%		0.5	76.7	12.5	1.9	5.2	0.6	0.0	2.3	0.3	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	62	0	52	6	1	2	0	0	1	0	0	0	0	0
1:00 AM	29	0	27	2	0	0	0	0	0	0	0	0	0	0
2:00 AM	18	0	13	3	0	0	1	0	0	1	0	0	0	0
3:00 AM	22	0	16	2	1	3	0	0	0	0	0	0	0	0
4:00 AM	64	0	50	7	0	4	3	0	0	0	0	0	0	0
5:00 AM	189	0	158	18	1	7	2	0	3	0	0	0	0	0
6:00 AM	363	0	286	40	8	14	1	0	12	2	0	0	0	0
7:00 AM	608	2	477	55	22	27	3	0	20	2	0	0	0	0
8:00 AM	530	4	388	65	21	32	4	0	14	1	0	0	0	1
9:00 AM	446	2	319	64	6	42	5	0	5	2	0	1	0	0
10:00 AM	332	2	239	49	8	21	1	2	8	2	0	0	0	0
11:00 AM	356	0	243	64	13	23	7	0	6	0	0	0	0	0
12:00 PM	349	3	246	49	16	21	6	0	8	0	0	0	0	0
1:00 PM	336	3	248	42	5	25	5	0	5	1	2	0	0	0
2:00 PM	393	2	280	58	13	28	5	0	6	1	0	0	0	0
3:00 PM	564	6	409	80	22	29	3	0	10	3	0	2	0	0
4:00 PM	525	1	394	66	8	43	1	0	11	1	0	0	0	0
5:00 PM	551	2	439	61	10	25	2	0	12	0	0	0	0	0
6:00 PM	419	3	330	58	2	12	0	0	14	0	0	0	0	0
7:00 PM	349	2	287	36	3	13	0	0	8	0	0	0	0	0
8:00 PM	275	1	240	28	2	2	0	0	2	0	0	0	0	0
9:00 PM	251	0	230	18	1	2	0	0	0	0	0	0	0	0
10:00 PM	192	0	176	12	2	0	0	0	2	0	0	0	0	0
11:00 PM	142	0	130	2	1	6	0	0	3	0	0	0	0	0
Total	7365	33	5677	885	166	381	49	2	150	16	2	3	0	1
%		0.4	77.1	12.0	2.3	5.2	0.7	0.0	2.0	0.2	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	81	0	76	3	0	2	0	0	0	0	0	0	0	0
1:00 AM	34	0	28	3	0	3	0	0	0	0	0	0	0	0
2:00 AM	24	0	20	3	0	1	0	0	0	0	0	0	0	0
3:00 AM	40	0	34	3	0	3	0	0	0	0	0	0	0	0
4:00 AM	68	0	52	5	1	6	3	0	0	1	0	0	0	0
5:00 AM	184	0	156	19	0	8	1	0	0	0	0	0	0	0
6:00 AM	332	0	279	36	3	7	0	0	6	1	0	0	0	0
7:00 AM	594	5	454	61	21	25	1	0	24	2	0	1	0	0
8:00 AM	492	3	366	67	18	24	1	0	12	0	0	1	0	0
9:00 AM	412	2	286	59	13	38	3	0	7	0	1	2	0	1
10:00 AM	343	1	248	58	6	23	2	0	4	1	0	0	0	0
11:00 AM	372	1	249	70	12	24	3	0	8	5	0	0	0	0
12:00 PM	354	1	254	51	11	30	4	0	3	0	0	0	0	0
1:00 PM	362	1	258	52	10	24	6	0	9	2	0	0	0	0
2:00 PM	458	2	331	59	18	37	4	0	6	1	0	0	0	0
3:00 PM	548	5	403	85	13	29	3	0	9	1	0	0	0	0
4:00 PM	510	4	399	59	6	27	3	0	10	1	0	1	0	0
5:00 PM	491	3	406	52	10	16	0	0	4	0	0	0	0	0
6:00 PM	462	1	399	36	4	15	0	0	6	1	0	0	0	0
7:00 PM	354	4	306	27	6	7	0	0	4	0	0	0	0	0
8:00 PM	275	0	242	22	1	6	0	0	3	1	0	0	0	0
9:00 PM	205	0	184	17	0	3	0	0	1	0	0	0	0	0
10:00 PM	230	1	205	19	1	1	0	0	3	0	0	0	0	0
11:00 PM	180	0	165	12	1	0	0	0	2	0	0	0	0	0
Total	7405	34	5800	878	155	359	34	0	121	17	1	5	0	1
%		0.5	78.3	11.9	2.1	4.8	0.5	0.0	1.6	0.2	0.0	0.1	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/28/2007
Saturday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	104	0	98	4	0	2	0	0	0	0	0	0	0	0
1:00 AM	80	0	74	3	0	3	0	0	0	0	0	0	0	0
2:00 AM	43	0	39	3	1	0	0	0	0	0	0	0	0	0
3:00 AM	30	0	23	4	0	3	0	0	0	0	0	0	0	0
4:00 AM	63	1	56	3	0	3	0	0	0	0	0	0	0	0
5:00 AM	77	0	58	11	1	5	1	0	1	0	0	0	0	0
6:00 AM	108	0	89	15	2	2	0	0	0	0	0	0	0	0
7:00 AM	195	1	148	20	1	15	2	0	8	0	0	0	0	0
8:00 AM	286	0	230	34	2	11	1	0	6	2	0	0	0	0
9:00 AM	334	4	249	49	5	14	4	0	9	0	0	0	0	0
10:00 AM	363	3	302	42	3	9	2	0	2	0	0	0	0	0
11:00 AM	354	3	272	43	5	22	3	0	6	0	0	0	0	0
12:00 PM	430	1	344	50	2	25	1	0	7	0	0	0	0	0
1:00 PM	357	6	294	38	4	6	2	0	7	0	0	0	0	0
2:00 PM	378	2	316	42	3	13	0	0	1	1	0	0	0	0
3:00 PM	389	3	323	37	5	17	1	0	3	0	0	0	0	0
4:00 PM	359	2	296	37	5	9	1	0	8	0	0	1	0	0
5:00 PM	407	3	330	42	7	13	0	0	9	2	0	1	0	0
6:00 PM	368	2	302	45	5	10	1	0	3	0	0	0	0	0
7:00 PM	336	1	300	27	0	4	1	0	3	0	0	0	0	0
8:00 PM	273	0	246	20	3	4	0	0	0	0	0	0	0	0
9:00 PM	229	2	208	17	0	1	0	0	1	0	0	0	0	0
10:00 PM	220	0	202	10	2	3	0	0	3	0	0	0	0	0
11:00 PM	200	1	184	13	1	1	0	0	0	0	0	0	0	0
Total	5983	35	4983	609	57	195	20	0	77	5	0	2	0	0
%		0.6	83.3	10.2	1.0	3.3	0.3	0.0	1.3	0.1	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/29/2007
Sunday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	160	0	154	5	0	1	0	0	0	0	0	0	0	0
1:00 AM	121	0	114	3	0	3	0	0	1	0	0	0	0	0
2:00 AM	66	0	62	3	0	1	0	0	0	0	0	0	0	0
3:00 AM	78	0	73	2	1	2	0	0	0	0	0	0	0	0
4:00 AM	31	0	28	3	0	0	0	0	0	0	0	0	0	0
5:00 AM	43	0	40	3	0	0	0	0	0	0	0	0	0	0
6:00 AM	57	0	50	5	0	1	0	0	1	0	0	0	0	0
7:00 AM	113	0	99	10	0	3	0	0	0	1	0	0	0	0
8:00 AM	170	0	152	15	0	1	0	0	2	0	0	0	0	0
9:00 AM	234	1	197	25	0	7	1	0	3	0	0	0	0	0
10:00 AM	319	2	271	31	2	7	0	0	6	0	0	0	0	0
11:00 AM	335	3	287	36	2	3	0	1	2	0	0	1	0	0
12:00 PM	314	2	270	32	0	6	0	0	4	0	0	0	0	0
1:00 PM	402	1	354	33	2	5	0	0	7	0	0	0	0	0
2:00 PM	327	1	293	26	1	4	0	0	2	0	0	0	0	0
3:00 PM	316	0	274	28	1	7	0	0	6	0	0	0	0	0
4:00 PM	333	0	295	24	2	9	0	0	3	0	0	0	0	0
5:00 PM	317	2	285	24	2	1	1	0	2	0	0	0	0	0
6:00 PM	268	0	240	20	1	5	0	0	2	0	0	0	0	0
7:00 PM	274	1	245	19	4	2	0	0	2	1	0	0	0	0
8:00 PM	254	0	226	26	0	1	0	0	1	0	0	0	0	0
9:00 PM	177	0	162	10	0	3	0	0	2	0	0	0	0	0
10:00 PM	142	0	136	5	0	0	0	0	1	0	0	0	0	0
11:00 PM	124	0	113	9	0	2	0	0	0	0	0	0	0	0
Total	4975	13	4420	397	18	74	2	1	47	2	0	1	0	0
%		0.3	88.8	8.0	0.4	1.5	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/30/2007
Monday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	50	0	46	2	0	2	0	0	0	0	0	0	0	0
1:00 AM	25	0	21	4	0	0	0	0	0	0	0	0	0	0
2:00 AM	22	0	18	3	0	1	0	0	0	0	0	0	0	0
3:00 AM	36	0	25	6	0	4	1	0	0	0	0	0	0	0
4:00 AM	56	0	46	6	0	2	1	0	0	1	0	0	0	0
5:00 AM	191	1	152	23	1	11	1	0	0	2	0	0	0	0
6:00 AM	357	2	296	36	5	8	0	0	8	2	0	0	0	0
7:00 AM	595	4	454	74	20	23	0	0	18	1	0	0	0	1
8:00 AM	485	2	349	70	15	30	3	0	16	0	0	0	0	0
9:00 AM	496	2	356	70	11	50	3	0	3	1	0	0	0	0
10:00 AM	354	1	263	51	6	20	5	1	7	0	0	0	0	0
11:00 AM	324	0	228	42	12	28	6	4	4	0	0	0	0	0
12:00 PM	378	1	262	64	19	22	3	1	6	0	0	0	0	0
1:00 PM	374	1	269	65	3	24	5	1	3	2	1	0	0	0
2:00 PM	411	1	289	63	20	29	1	1	5	2	0	0	0	0
3:00 PM	512	6	364	88	15	26	2	0	9	2	0	0	0	0
4:00 PM	520	3	389	70	13	28	2	0	15	0	0	0	0	0
5:00 PM	507	5	403	58	7	24	0	0	9	0	1	0	0	0
6:00 PM	446	1	370	46	5	11	1	0	11	1	0	0	0	0
7:00 PM	369	3	321	28	1	8	0	0	8	0	0	0	0	0
8:00 PM	288	0	255	24	0	4	0	0	5	0	0	0	0	0
9:00 PM	235	1	218	13	0	2	0	0	1	0	0	0	0	0
10:00 PM	182	1	162	16	0	2	0	0	1	0	0	0	0	0
11:00 PM	141	0	129	10	0	2	0	0	0	0	0	0	0	0
Total	7354	35	5685	932	153	361	34	8	129	14	2	0	0	1
%		0.5	77.3	12.7	2.1	4.9	0.5	0.1	1.8	0.2	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 5/1/2007
Tuesday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	76	0	70	3	0	3	0	0	0	0	0	0	0	0
1:00 AM	24	0	23	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	17	0	14	2	0	1	0	0	0	0	0	0	0	0
3:00 AM	34	0	27	4	1	2	0	0	0	0	0	0	0	0
4:00 AM	80	0	64	8	0	2	2	0	1	3	0	0	0	0
5:00 AM	198	0	169	19	1	9	0	0	0	0	0	0	0	0
6:00 AM	387	1	317	43	9	8	2	0	6	0	0	1	0	0
7:00 AM	559	1	443	53	16	24	1	0	20	0	0	1	0	0
8:00 AM	563	5	394	85	23	30	1	0	23	1	0	0	0	1
9:00 AM	478	3	333	74	12	45	2	1	5	3	0	0	0	0
10:00 AM	339	2	275	40	5	13	3	0	1	0	0	0	0	0
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2755	12	2129	332	67	137	11	1	56	7	0	2	0	1
%		0.4	77.3	12.1	2.4	5.0	0.4	0.0	2.0	0.3	0.0	0.1	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/23/2007
Monday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 PM	463	5	260	130	18	37	1	0	9	1	0	2	0	0
5:00 PM	541	7	318	162	11	36	0	0	6	0	0	1	0	0
6:00 PM	532	3	293	196	7	25	0	0	7	0	0	1	0	0
7:00 PM	463	6	288	138	5	19	0	0	7	0	0	0	0	0
8:00 PM	356	1	238	99	5	11	0	0	2	0	0	0	0	0
9:00 PM	249	3	158	78	3	6	0	0	0	1	0	0	0	0
10:00 PM	177	2	121	49	1	3	0	0	1	0	0	0	0	0
11:00 PM	109	0	69	37	0	2	0	0	1	0	0	0	0	0
Total	2890	27	1745	889	50	139	1	0	33	2	0	4	0	0
%		0.9	60.4	30.8	1.7	4.8	0.0	0.0	1.1	0.1	0.0	0.1	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/24/2007
Tuesday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	76	0	46	23	0	6	0	0	0	1	0	0	0	0
1:00 AM	46	0	21	21	0	4	0	0	0	0	0	0	0	0
2:00 AM	25	0	11	11	0	1	2	0	0	0	0	0	0	0
3:00 AM	27	0	12	12	1	2	0	0	0	0	0	0	0	0
4:00 AM	35	0	17	9	1	7	0	0	1	0	0	0	0	0
5:00 AM	92	2	48	27	3	9	2	0	1	0	0	0	0	0
6:00 AM	258	2	143	64	8	33	1	0	7	0	0	0	0	0
7:00 AM	432	3	232	96	20	54	2	0	24	0	0	1	0	0
8:00 AM	470	6	239	135	18	43	3	0	22	2	0	2	0	0
9:00 AM	279	1	129	94	9	37	2	0	6	1	0	0	0	0
10:00 AM	291	4	144	90	14	31	2	0	6	0	0	0	0	0
11:00 AM	294	2	142	97	12	32	6	0	2	1	0	0	0	0
12:00 PM	301	3	157	97	8	30	1	0	5	0	0	0	0	0
1:00 PM	327	2	170	115	10	26	1	0	3	0	0	0	0	0
2:00 PM	416	1	213	123	16	56	1	0	5	1	0	0	0	0
3:00 PM	437	3	243	130	8	46	1	0	5	1	0	0	0	0
4:00 PM	512	2	277	182	10	35	0	1	4	1	0	0	0	0
5:00 PM	510	4	299	149	12	36	0	0	9	0	0	1	0	0
6:00 PM	526	7	317	151	14	24	0	0	12	0	0	1	0	0
7:00 PM	439	2	289	124	7	12	0	0	5	0	0	0	0	0
8:00 PM	321	1	210	96	2	9	0	0	3	0	0	0	0	0
9:00 PM	267	2	169	88	1	4	0	0	3	0	0	0	0	0
10:00 PM	193	1	124	60	1	6	0	0	1	0	0	0	0	0
11:00 PM	113	0	72	38	0	0	0	0	3	0	0	0	0	0
Total	6687	48	3724	2032	175	543	24	1	127	8	0	5	0	0
%		0.7	55.7	30.4	2.6	8.1	0.4	0.0	1.9	0.1	0.0	0.1	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	76	0	49	22	0	5	0	0	0	0	0	0	0	0
1:00 AM	37	0	23	12	0	2	0	0	0	0	0	0	0	0
2:00 AM	27	1	10	9	0	5	1	0	1	0	0	0	0	0
3:00 AM	24	0	9	10	1	2	2	0	0	0	0	0	0	0
4:00 AM	33	0	18	10	0	2	3	0	0	0	0	0	0	0
5:00 AM	87	0	47	27	4	8	0	0	1	0	0	0	0	0
6:00 AM	263	0	149	79	7	22	2	0	3	1	0	0	0	0
7:00 AM	426	1	220	122	23	44	1	0	13	0	0	2	0	0
8:00 AM	461	4	232	135	25	43	1	0	20	1	0	0	0	0
9:00 AM	292	3	145	95	11	31	2	0	5	0	0	0	0	0
10:00 AM	294	0	152	83	15	35	2	0	7	0	0	0	0	0
11:00 AM	298	0	153	97	14	30	1	1	2	0	0	0	0	0
12:00 PM	306	3	157	101	3	33	4	0	4	1	0	0	0	0
1:00 PM	337	1	172	101	9	42	4	2	6	0	0	0	0	0
2:00 PM	418	6	189	129	24	58	2	2	7	1	0	0	0	0
3:00 PM	435	2	235	122	11	47	2	1	14	1	0	0	0	0
4:00 PM	457	3	251	145	11	37	0	0	8	1	0	0	0	1
5:00 PM	497	3	300	141	10	37	0	0	6	0	0	0	0	0
6:00 PM	496	6	312	143	9	22	1	0	3	0	0	0	0	0
7:00 PM	460	5	291	135	6	19	0	0	3	1	0	0	0	0
8:00 PM	307	1	210	84	3	8	0	0	1	0	0	0	0	0
9:00 PM	238	0	150	81	1	5	0	0	1	0	0	0	0	0
10:00 PM	180	0	113	62	1	4	0	0	0	0	0	0	0	0
11:00 PM	140	1	90	44	0	3	0	0	2	0	0	0	0	0
Total	6589	40	3677	1989	188	544	28	6	107	7	0	2	0	1
%		0.6	55.8	30.2	2.9	8.3	0.4	0.1	1.6	0.1	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	61	0	36	21	0	4	0	0	0	0	0	0	0	0
1:00 AM	42	0	20	20	0	1	0	0	0	1	0	0	0	0
2:00 AM	25	0	14	8	0	0	2	0	0	1	0	0	0	0
3:00 AM	28	0	13	10	1	4	0	0	0	0	0	0	0	0
4:00 AM	32	0	14	9	0	8	1	0	0	0	0	0	0	0
5:00 AM	93	0	43	36	5	7	1	0	0	1	0	0	0	0
6:00 AM	269	2	133	76	10	39	2	0	7	0	0	0	0	0
7:00 AM	422	7	213	118	13	54	1	1	14	0	0	1	0	0
8:00 AM	490	1	257	144	22	48	0	2	14	1	0	0	1	0
9:00 AM	307	1	145	106	10	38	2	0	5	0	0	0	0	0
10:00 AM	300	1	150	92	14	35	1	2	5	0	0	0	0	0
11:00 AM	310	0	154	88	11	47	2	3	5	0	0	0	0	0
12:00 PM	316	3	149	109	16	30	3	0	3	1	1	0	0	1
1:00 PM	346	2	186	101	8	40	3	0	5	0	1	0	0	0
2:00 PM	433	1	211	124	18	66	3	0	10	0	0	0	0	0
3:00 PM	384	2	195	123	8	45	3	0	8	0	0	0	0	0
4:00 PM	461	0	239	163	14	35	0	0	9	1	0	0	0	0
5:00 PM	539	1	314	174	12	32	0	0	5	0	0	1	0	0
6:00 PM	579	3	360	165	7	28	1	0	15	0	0	0	0	0
7:00 PM	394	1	255	115	1	19	0	0	3	0	0	0	0	0
8:00 PM	353	1	229	100	6	10	0	0	7	0	0	0	0	0
9:00 PM	246	0	155	74	3	12	0	0	2	0	0	0	0	0
10:00 PM	281	1	186	77	5	5	1	0	6	0	0	0	0	0
11:00 PM	211	0	144	64	0	2	0	0	1	0	0	0	0	0
Total	6922	27	3815	2117	184	609	26	8	124	6	2	2	1	1
%		0.4	55.1	30.6	2.7	8.8	0.4	0.1	1.8	0.1	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	98	0	63	31	0	4	0	0	0	0	0	0	0	0
1:00 AM	64	0	38	20	1	5	0	0	0	0	0	0	0	0
2:00 AM	41	0	19	15	0	6	1	0	0	0	0	0	0	0
3:00 AM	50	0	28	16	2	3	1	0	0	0	0	0	0	0
4:00 AM	40	0	24	8	2	6	0	0	0	0	0	0	0	0
5:00 AM	91	0	51	23	6	10	1	0	0	0	0	0	0	0
6:00 AM	241	1	140	61	5	33	0	0	1	0	0	0	0	0
7:00 AM	391	2	209	123	20	28	0	0	9	0	0	0	0	0
8:00 AM	441	1	276	108	10	37	2	0	7	0	0	0	0	0
9:00 AM	296	2	141	97	14	31	2	0	9	0	0	0	0	0
10:00 AM	269	0	142	77	18	27	3	1	1	0	0	0	0	0
11:00 AM	306	1	154	84	13	47	3	0	4	0	0	0	0	0
12:00 PM	331	1	199	97	3	25	1	0	2	3	0	0	0	0
1:00 PM	326	2	175	99	7	37	1	0	5	0	0	0	0	0
2:00 PM	411	2	201	142	15	46	1	0	3	1	0	0	0	0
3:00 PM	427	2	224	135	15	48	1	0	2	0	0	0	0	0
4:00 PM	453	0	286	120	8	32	0	0	6	1	0	0	0	0
5:00 PM	518	2	313	154	9	35	0	0	5	0	0	0	0	0
6:00 PM	527	1	349	144	9	18	1	0	5	0	0	0	0	0
7:00 PM	429	4	290	110	4	11	0	0	10	0	0	0	0	0
8:00 PM	269	0	185	74	3	4	0	0	2	1	0	0	0	0
9:00 PM	238	0	172	58	0	6	0	0	2	0	0	0	0	0
10:00 PM	273	1	190	71	3	7	0	0	1	0	0	0	0	0
11:00 PM	295	1	209	74	3	4	0	0	4	0	0	0	0	0
Total	6825	23	4078	1941	170	510	18	1	78	6	0	0	0	0
%		0.3	59.8	28.4	2.5	7.5	0.3	0.0	1.1	0.1	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/28/2007
Saturday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	156	0	112	37	1	5	0	0	1	0	0	0	0	0
1:00 AM	117	0	76	38	0	3	0	0	0	0	0	0	0	0
2:00 AM	60	0	33	25	0	2	0	0	0	0	0	0	0	0
3:00 AM	53	0	27	24	0	2	0	0	0	0	0	0	0	0
4:00 AM	50	0	25	20	1	4	0	0	0	0	0	0	0	0
5:00 AM	63	0	32	20	2	8	0	0	1	0	0	0	0	0
6:00 AM	128	0	73	38	3	13	0	0	1	0	0	0	0	0
7:00 AM	243	0	131	64	4	31	4	0	8	1	0	0	0	0
8:00 AM	235	1	132	57	7	32	1	0	4	1	0	0	0	0
9:00 AM	253	1	139	75	5	26	1	0	6	0	0	0	0	0
10:00 AM	305	2	171	98	4	26	2	0	2	0	0	0	0	0
11:00 AM	323	2	184	101	3	28	0	0	5	0	0	0	0	0
12:00 PM	357	3	221	94	5	29	1	0	4	0	0	0	0	0
1:00 PM	326	1	196	94	6	23	0	0	6	0	0	0	0	0
2:00 PM	346	3	206	109	2	17	0	0	9	0	0	0	0	0
3:00 PM	342	1	228	91	0	16	1	0	5	0	0	0	0	0
4:00 PM	337	4	204	103	8	16	0	0	2	0	0	0	0	0
5:00 PM	327	5	185	111	3	20	0	0	3	0	0	0	0	0
6:00 PM	325	1	196	101	2	20	0	0	5	0	0	0	0	0
7:00 PM	290	3	192	84	2	8	0	0	1	0	0	0	0	0
8:00 PM	279	3	167	95	2	10	0	0	2	0	0	0	0	0
9:00 PM	252	5	165	76	0	3	0	0	3	0	0	0	0	0
10:00 PM	234	4	155	68	1	4	0	0	2	0	0	0	0	0
11:00 PM	197	0	136	58	0	1	0	0	2	0	0	0	0	0
Total	5598	39	3386	1681	61	347	10	0	72	2	0	0	0	0
%		0.7	60.5	30.0	1.1	6.2	0.2	0.0	1.3	0.0	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/29/2007
Sunday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	177	2	122	49	0	3	0	0	1	0	0	0	0	0
1:00 AM	98	0	73	23	0	2	0	0	0	0	0	0	0	0
2:00 AM	68	0	42	25	0	1	0	0	0	0	0	0	0	0
3:00 AM	58	0	37	19	1	1	0	0	0	0	0	0	0	0
4:00 AM	40	0	28	12	0	0	0	0	0	0	0	0	0	0
5:00 AM	31	0	18	11	0	2	0	0	0	0	0	0	0	0
6:00 AM	78	0	45	29	1	3	0	0	0	0	0	0	0	0
7:00 AM	131	0	79	42	1	6	0	0	3	0	0	0	0	0
8:00 AM	189	0	112	65	0	9	0	0	3	0	0	0	0	0
9:00 AM	182	4	110	54	1	9	0	0	4	0	0	0	0	0
10:00 AM	268	0	155	93	1	17	0	0	2	0	0	0	0	0
11:00 AM	312	1	202	92	5	9	2	0	1	0	0	0	0	0
12:00 PM	292	5	183	82	5	13	0	0	4	0	0	0	0	0
1:00 PM	248	1	149	81	2	11	0	0	4	0	0	0	0	0
2:00 PM	329	0	184	124	3	17	0	0	1	0	0	0	0	0
3:00 PM	320	1	201	102	5	11	0	0	0	0	0	0	0	0
4:00 PM	302	1	179	108	1	13	0	0	0	0	0	0	0	0
5:00 PM	284	1	181	85	1	13	0	0	3	0	0	0	0	0
6:00 PM	269	1	172	81	3	10	0	0	2	0	0	0	0	0
7:00 PM	271	1	165	90	4	9	0	0	2	0	0	0	0	0
8:00 PM	276	2	184	80	2	4	0	0	4	0	0	0	0	0
9:00 PM	211	1	136	69	1	4	0	0	0	0	0	0	0	0
10:00 PM	149	0	109	37	0	2	0	0	1	0	0	0	0	0
11:00 PM	115	0	89	25	0	1	0	0	0	0	0	0	0	0
Total	4698	21	2955	1478	37	170	2	0	35	0	0	0	0	0
%		0.4	62.9	31.5	0.8	3.6	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/30/2007
Monday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	82	0	58	22	0	2	0	0	0	0	0	0	0	0
1:00 AM	47	0	30	13	0	4	0	0	0	0	0	0	0	0
2:00 AM	26	0	16	6	0	3	1	0	0	0	0	0	0	0
3:00 AM	19	0	6	11	0	1	1	0	0	0	0	0	0	0
4:00 AM	30	0	20	4	1	4	0	0	1	0	0	0	0	0
5:00 AM	80	0	37	28	2	10	1	0	0	2	0	0	0	0
6:00 AM	288	1	162	76	9	33	0	0	5	1	0	1	0	0
7:00 AM	409	4	222	103	19	39	2	0	19	1	0	0	0	0
8:00 AM	439	7	229	117	13	59	2	0	11	0	0	1	0	0
9:00 AM	297	1	132	103	12	39	2	0	6	1	1	0	0	0
10:00 AM	328	2	164	106	15	35	1	0	5	0	0	0	0	0
11:00 AM	339	4	154	112	15	45	2	0	5	1	0	1	0	0
12:00 PM	336	4	187	95	6	33	5	1	3	2	0	0	0	0
1:00 PM	319	2	173	102	7	32	0	0	3	0	0	0	0	0
2:00 PM	407	1	210	123	14	54	0	0	4	1	0	0	0	0
3:00 PM	452	6	246	138	18	41	1	0	1	1	0	0	0	0
4:00 PM	507	5	278	157	14	45	0	0	7	1	0	0	0	0
5:00 PM	546	5	335	146	8	39	1	0	11	1	0	0	0	0
6:00 PM	560	6	346	163	5	25	0	0	14	1	0	0	0	0
7:00 PM	426	2	288	113	4	17	1	0	1	0	0	0	0	0
8:00 PM	327	3	223	88	1	11	0	0	0	0	0	1	0	0
9:00 PM	265	0	168	91	1	5	0	0	0	0	0	0	0	0
10:00 PM	244	2	154	79	1	8	0	0	0	0	0	0	0	0
11:00 PM	198	1	138	52	0	6	0	0	1	0	0	0	0	0
Total	6971	56	3976	2048	165	590	20	1	97	13	1	4	0	0
%		0.8	57.0	29.4	2.4	8.5	0.3	0.0	1.4	0.2	0.0	0.1	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 5/1/2007
Tuesday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	90	0	65	22	0	3	0	0	0	0	0	0	0	0
1:00 AM	43	0	33	9	0	1	0	0	0	0	0	0	0	0
2:00 AM	30	0	19	9	0	1	1	0	0	0	0	0	0	0
3:00 AM	36	0	19	10	1	3	2	0	0	1	0	0	0	0
4:00 AM	37	0	24	7	0	4	1	0	0	1	0	0	0	0
5:00 AM	98	0	49	34	3	10	2	0	0	0	0	0	0	0
6:00 AM	261	0	149	72	7	28	1	0	3	1	0	0	0	0
7:00 AM	431	5	241	109	18	45	3	0	10	0	0	0	0	0
8:00 AM	455	3	237	124	21	53	1	0	15	0	0	1	0	0
9:00 AM	336	2	168	107	10	41	0	0	7	1	0	0	0	0
10:00 AM	306	1	150	90	13	41	1	0	8	1	0	1	0	0
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2123	11	1154	593	73	230	12	0	43	5	0	2	0	0
%		0.5	54.4	27.9	3.4	10.8	0.6	0.0	2.0	0.2	0.0	0.1	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Site: Monday, 4/23/2007, 4:00:00 PM -
Tuesday, 5/1/2007, 11:00:00 AM

Speed Grand Totals
SB

mph	Hourly Averages													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	83.6	0.0	0.1	0.5	2.5	12.0	26.5	22.9	12.5	4.8	1.4	0.5	0.0	0.0
1:00 AM	46.0	0.0	0.0	0.4	2.2	9.0	9.1	12.1	7.9	3.6	1.0	0.5	0.1	0.0
2:00 AM	28.6	0.0	0.1	0.4	1.1	4.2	6.6	7.8	4.6	2.4	0.8	0.5	0.1	0.0
3:00 AM	37.5	0.0	0.0	0.0	1.5	5.2	8.6	9.8	7.2	3.5	1.2	0.4	0.0	0.0
4:00 AM	60.2	0.0	0.0	0.2	1.8	7.4	12.4	15.5	13.5	6.9	2.0	0.2	0.2	0.1
5:00 AM	160.9	0.5	0.1	0.2	3.2	17.6	41.8	49.4	28.0	12.2	5.0	2.0	0.4	0.4
6:00 AM	295.6	3.4	1.4	1.0	9.1	38.0	89.1	84.4	45.9	17.9	3.9	1.4	0.2	0.0
7:00 AM	479.0	12.6	6.1	3.9	15.6	88.1	152.5	127.4	55.9	11.9	3.6	1.0	0.1	0.2
8:00 AM	437.6	10.1	3.6	3.6	25.6	96.8	139.4	103.2	41.2	11.4	1.6	0.5	0.1	0.4
9:00 AM	414.9	5.8	3.0	4.0	27.2	95.5	149.2	91.5	31.5	5.4	1.2	0.5	0.0	0.0
10:00 AM	340.4	3.8	1.4	2.1	13.9	73.4	118.9	86.9	30.8	7.5	1.6	0.1	0.0	0.1
11:00 AM	346.0	4.3	2.4	3.7	18.3	73.4	122.3	82.1	31.1	6.6	1.6	0.1	0.0	0.0
12:00 PM	366.6	4.3	3.0	3.3	17.0	82.4	122.6	95.1	31.7	6.0	0.6	0.3	0.1	0.1
1:00 PM	363.6	5.0	1.6	1.6	19.9	73.6	124.4	102.1	28.0	6.4	0.6	0.3	0.0	0.1
2:00 PM	403.3	5.7	3.0	6.0	22.4	90.3	131.7	96.7	37.6	7.9	1.1	0.4	0.1	0.3
3:00 PM	491.7	9.0	4.0	7.3	33.6	122.6	167.9	108.0	32.0	6.9	0.4	0.1	0.0	0.0
4:00 PM	469.4	6.5	4.4	6.2	28.8	107.9	161.2	109.8	35.0	8.0	1.4	0.1	0.1	0.0
5:00 PM	496.0	7.6	3.4	3.5	20.0	102.6	175.2	135.2	39.2	8.0	0.6	0.2	0.1	0.1
6:00 PM	414.0	5.0	2.4	4.5	19.4	84.5	145.6	106.5	38.6	6.2	1.2	0.0	0.0	0.0
7:00 PM	337.1	3.6	2.4	1.4	13.9	85.0	122.8	72.9	28.5	5.8	0.9	0.1	0.0	0.0
8:00 PM	264.8	1.2	1.0	1.2	12.0	66.9	95.2	58.4	21.0	6.0	1.5	0.2	0.0	0.0
9:00 PM	220.0	0.5	0.8	1.4	8.1	49.9	72.6	55.6	25.4	4.5	0.9	0.4	0.0	0.0
10:00 PM	178.6	0.4	0.4	0.5	8.1	32.2	63.5	48.8	18.0	5.1	1.5	0.0	0.1	0.0
11:00 PM	141.2	0.0	0.4	1.4	5.4	30.4	47.9	33.0	16.2	4.6	1.6	0.1	0.0	0.2
ADT	6876.6	89.3	44.9	58.4	330.6	1448.9	2307.1	1715.0	661.4	169.3	37.3	10.2	2.0	2.2

Percentile Speeds
(mph)

<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
31.0	32.4	38.2	44.3	46.0

10 mph Pace Speed
Number in pace

32.8 - 42.8	Average	38.1 mph
33284 (62.8 %)	Minimum	5.0 mph
	Maximum	94.3 mph

Speeds Exceeded

40 mph	55 mph	65 mph
37.9 %	0.8 %	0.1 %
Count	20095	407
		33

mph	Study Grand Totals													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
SB	53042	686	345	445	2534	11149	17788	13236	5131	1321	294	80	16	17
		1.3%	0.7%	0.8%	4.8%	21.0%	33.5%	25.0%	9.7%	2.5%	0.6%	0.2%	0.0%	0.0%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Site: Monday, 4/23/2007, 4:00:00 PM -
Tuesday, 5/1/2007, 11:00:00 AM

Speed Grand Totals
NB

		Hourly Averages												
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	102.0	0.1	0.0	1.6	2.9	10.1	17.4	26.9	22.5	11.6	5.6	1.9	0.8	0.6
1:00 AM	61.8	0.0	0.0	0.1	1.0	4.8	12.9	15.4	11.6	8.6	4.6	1.9	0.8	0.1
2:00 AM	37.8	0.0	0.0	0.4	1.5	2.4	6.0	9.1	8.0	5.5	2.8	1.2	0.4	0.5
3:00 AM	36.9	0.0	0.0	0.1	0.4	1.5	7.2	7.1	7.8	5.4	4.9	1.6	0.6	0.2
4:00 AM	37.1	0.0	0.0	0.6	0.4	2.2	3.6	9.2	8.1	5.6	3.8	2.5	0.5	0.5
5:00 AM	79.4	0.0	0.5	0.8	1.2	4.2	9.9	16.1	21.4	11.0	7.4	4.9	1.6	0.4
6:00 AM	223.2	3.2	1.9	3.0	8.0	14.8	36.9	55.1	48.4	26.2	15.6	7.1	2.0	1.0
7:00 AM	360.6	14.8	11.2	13.1	26.8	60.9	83.5	77.0	47.2	16.1	6.9	1.9	0.9	0.4
8:00 AM	397.5	15.0	10.0	13.0	29.4	65.0	98.4	91.8	49.9	16.6	6.5	1.6	0.4	0.0
9:00 AM	280.2	5.4	4.5	2.9	5.4	25.5	61.4	88.8	57.1	19.9	5.8	2.5	0.8	0.5
10:00 AM	295.1	3.0	1.6	2.9	6.9	33.4	66.2	88.6	57.5	23.8	7.1	3.8	0.1	0.2
11:00 AM	311.7	3.0	3.3	4.6	8.9	31.0	69.7	92.4	61.1	28.0	6.6	2.3	0.3	0.6
12:00 PM	319.9	3.3	2.4	3.3	8.0	35.0	84.6	95.0	59.7	20.9	5.7	1.6	0.3	0.1
1:00 PM	318.4	3.3	0.7	3.3	9.3	33.9	77.4	101.6	59.7	22.6	4.6	1.6	0.4	0.1
2:00 PM	394.3	5.6	2.4	4.9	11.1	46.1	100.6	118.6	69.0	25.4	8.1	2.0	0.4	0.0
3:00 PM	399.6	6.0	4.3	4.3	12.7	43.9	104.0	121.4	69.3	24.4	7.7	0.9	0.7	0.0
4:00 PM	436.5	8.6	6.1	6.4	12.0	41.5	103.6	136.6	79.6	30.5	8.2	2.2	0.8	0.2
5:00 PM	470.2	7.2	3.6	6.9	13.1	39.8	97.6	154.2	103.8	30.8	10.2	1.9	0.9	0.2
6:00 PM	476.8	10.5	9.2	8.9	16.0	44.5	102.1	137.5	96.0	36.9	10.6	3.4	0.8	0.4
7:00 PM	396.5	5.1	4.9	7.0	18.9	47.8	90.5	109.5	76.1	27.9	5.8	2.1	0.6	0.4
8:00 PM	311.0	2.4	2.1	5.1	15.1	47.9	86.0	84.4	47.2	15.9	2.8	1.4	0.5	0.2
9:00 PM	245.8	0.5	1.0	2.5	12.0	39.9	67.5	61.5	39.4	14.2	4.6	2.0	0.4	0.2
10:00 PM	216.4	1.6	1.0	3.5	11.8	29.2	50.2	57.4	38.8	14.8	5.4	1.9	0.4	0.5
11:00 PM	172.2	0.4	0.8	2.2	11.5	26.9	38.6	39.8	29.2	13.8	6.4	1.6	0.4	0.8
ADT	6380.9	99.0	71.6	101.3	244.1	732.0	1475.9	1795.0	1168.5	456.3	157.6	55.7	15.5	8.4

Percentile Speeds
(mph)

<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
31.3	33.5	41.1	48.7	50.7

10 mph Pace Speed
Number in pace

36.9 - 46.9	Average	40.8 mph
26127 (53.0 %)	Minimum	5.0 mph
	Maximum	99.3 mph

Speeds Exceeded

40 mph	55 mph	65 mph
57.3 %	3.8 %	0.4 %
Count	28242	1853
		188

		Study Grand Totals												
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
NB	49303	771	560	790	1903	5666	11371	13831	9029	3529	1228	437	122	66
		1.6%	1.1%	1.6%	3.9%	11.5%	23.1%	28.1%	18.3%	7.2%	2.5%	0.9%	0.2%	0.1%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Site: Monday, 4/23/2007, 4:00:00 PM -
Tuesday, 5/1/2007, 11:00:00 AM

Speed Grand Totals
Combined

		Hourly Averages												
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	185.6	0.1	0.1	2.1	5.4	22.1	43.9	49.8	35.0	16.4	7.0	2.4	0.8	0.6
1:00 AM	107.8	0.0	0.0	0.5	3.2	13.8	22.0	27.5	19.5	12.2	5.6	2.4	0.9	0.1
2:00 AM	66.4	0.0	0.1	0.8	2.6	6.6	12.6	16.9	12.6	7.9	3.5	1.8	0.5	0.5
3:00 AM	74.4	0.0	0.0	0.1	1.9	6.8	15.9	16.9	15.0	8.9	6.1	2.0	0.6	0.2
4:00 AM	97.4	0.0	0.0	0.9	2.1	9.6	16.0	24.8	21.6	12.5	5.8	2.8	0.8	0.6
5:00 AM	240.2	0.5	0.6	1.0	4.5	21.9	51.6	65.5	49.4	23.2	12.4	6.9	2.0	0.8
6:00 AM	518.9	6.6	3.2	4.0	17.1	52.8	126.0	139.5	94.2	44.1	19.5	8.5	2.2	1.0
7:00 AM	839.6	27.4	17.4	17.0	42.4	149.0	236.0	204.4	103.1	28.0	10.5	2.9	1.0	0.6
8:00 AM	835.1	25.1	13.6	16.6	55.0	161.8	237.8	195.0	91.1	28.0	8.1	2.1	0.5	0.4
9:00 AM	695.1	11.1	7.5	6.9	32.6	121.0	210.6	180.2	88.6	25.2	7.0	3.0	0.8	0.5
10:00 AM	635.5	6.8	3.0	5.0	20.8	106.8	185.1	175.5	88.2	31.2	8.8	3.9	0.1	0.4
11:00 AM	657.7	7.3	5.7	8.3	27.1	104.4	192.0	174.6	92.3	34.6	8.1	2.4	0.3	0.6
12:00 PM	686.4	7.6	5.4	6.6	25.0	117.4	207.1	190.1	91.4	26.9	6.3	1.9	0.4	0.3
1:00 PM	682.0	8.3	2.3	4.9	29.1	107.4	201.9	203.7	87.7	29.0	5.1	1.9	0.4	0.3
2:00 PM	797.6	11.3	5.4	10.9	33.6	136.4	232.3	215.3	106.6	33.3	9.3	2.4	0.6	0.3
3:00 PM	891.3	15.0	8.3	11.6	46.3	166.4	271.9	229.4	101.3	31.3	8.1	1.0	0.7	0.0
4:00 PM	905.9	15.1	10.5	12.6	40.8	149.4	264.9	246.4	114.6	38.5	9.6	2.4	0.9	0.2
5:00 PM	966.2	14.9	7.0	10.4	33.1	142.4	272.9	289.5	143.0	38.8	10.9	2.1	1.0	0.4
6:00 PM	890.8	15.5	11.6	13.4	35.4	129.0	247.8	244.0	134.6	43.1	11.9	3.4	0.8	0.4
7:00 PM	733.6	8.8	7.2	8.4	32.8	132.8	213.2	182.4	104.6	33.6	6.6	2.2	0.6	0.4
8:00 PM	575.8	3.6	3.1	6.4	27.1	114.8	181.2	142.8	68.2	21.9	4.2	1.6	0.5	0.2
9:00 PM	465.8	1.0	1.8	3.9	20.1	89.8	140.1	117.1	64.8	18.8	5.5	2.4	0.4	0.2
10:00 PM	395.0	2.0	1.4	4.0	19.9	61.5	113.8	106.1	56.8	19.9	6.9	1.9	0.5	0.5
11:00 PM	313.5	0.4	1.1	3.6	16.9	57.2	86.5	72.8	45.5	18.4	8.0	1.8	0.4	1.0
ADT	13257.5	188.3	116.5	159.6	574.8	2180.9	3783.0	3510.0	1829.9	625.6	194.9	65.8	17.6	10.6

Percentile Speeds	<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
(mph)	31.0	32.8	39.4	46.5	48.4

10 mph Pace Speed	33.9 - 43.9	Average	39.4 mph
Number in pace	57490 (56.2 %)	Minimum	5.0 mph
		Maximum	99.3 mph

Speeds Exceeded	40 mph	55 mph	65 mph
	47.2 %	2.2 %	0.2 %
Count	48337	2260	221

		Study Grand Totals												
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
SB	53042	686	345	445	2534	11149	17788	13236	5131	1321	294	80	16	17
		1.3%	0.7%	0.8%	4.8%	21.0%	33.5%	25.0%	9.7%	2.5%	0.6%	0.2%	0.0%	0.0%
NB	49303	771	560	790	1903	5666	11371	13831	9029	3529	1228	437	122	66
		1.6%	1.1%	1.6%	3.9%	11.5%	23.1%	28.1%	18.3%	7.2%	2.5%	0.9%	0.2%	0.1%
Combined	102345	1457	905	1235	4437	16815	29159	27067	14160	4850	1522	517	138	83
		1.4%	0.9%	1.2%	4.3%	16.4%	28.5%	26.4%	13.8%	4.7%	1.5%	0.5%	0.1%	0.1%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/23/2007
Monday

Daily Speed (60 Min.)

Channel: SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 PM	483	8	6	12	33	112	160	115	31	5	1	0	0	0
5:00 PM	536	8	3	2	14	115	170	174	40	10	0	0	0	0
6:00 PM	443	7	1	2	5	75	164	146	38	5	0	0	0	0
7:00 PM	355	3	4	1	21	94	131	69	26	5	1	0	0	0
8:00 PM	282	4	1	1	9	68	108	75	12	4	0	0	0	0
9:00 PM	200	1	1	0	12	41	62	60	20	2	0	1	0	0
10:00 PM	155	0	0	1	5	22	51	58	14	3	1	0	0	0
11:00 PM	108	0	0	1	2	18	41	31	10	4	1	0	0	0
Total	2562	31	16	20	101	545	887	728	191	38	4	1	0	0
%		1.2	0.6	0.8	3.9	21.3	34.6	28.4	7.5	1.5	0.2	0.0	0.0	0.0

Percentile Speeds
(mph)

10 %	15 %	50 %	85 %	90 %
31.2	32.7	38.2	43.6	44.6

10 mph Pace Speed
Number in pace

33.4 - 43.4	Average	37.8 mph
1726 (67.4 %)	Minimum	5.0 mph
	Maximum	60.5 mph

Speeds Exceeded

40 mph	55 mph	65 mph
37.5 %	0.2 %	0.0 %
Count	962	5
		0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/24/2007
Tuesday

		Daily Speed (60 Min.)													
		Channel: SB													
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	64	0	0	2	5	3	21	16	7	6	3	1	0	0	
1:00 AM	27	0	0	0	2	6	4	7	5	2	1	0	0	0	
2:00 AM	22	0	1	0	0	4	3	7	2	3	0	2	0	0	
3:00 AM	28	0	0	0	1	3	10	7	1	5	1	0	0	0	
4:00 AM	57	0	0	0	4	7	5	10	23	6	1	1	0	0	
5:00 AM	208	1	0	1	4	19	50	71	38	18	4	2	0	0	
6:00 AM	390	7	1	0	19	49	121	118	59	10	2	2	2	0	
7:00 AM	596	18	8	8	15	86	174	181	94	10	2	0	0	0	
8:00 AM	473	14	4	1	31	93	136	140	44	7	3	0	0	0	
9:00 AM	478	10	6	2	11	109	193	103	38	5	1	0	0	0	
10:00 AM	334	6	2	4	10	60	124	91	29	6	2	0	0	0	
11:00 AM	337	5	3	6	17	70	112	100	17	5	2	0	0	0	
12:00 PM	364	4	3	5	9	56	134	106	39	7	1	0	0	0	
1:00 PM	360	2	2	2	16	83	116	106	31	2	0	0	0	0	
2:00 PM	424	9	7	7	23	76	147	105	42	7	0	0	1	0	
3:00 PM	564	12	5	6	46	121	194	134	36	9	0	1	0	0	
4:00 PM	515	6	6	3	18	99	197	143	34	7	2	0	0	0	
5:00 PM	577	16	7	1	24	107	208	146	54	12	2	0	0	0	
6:00 PM	447	4	3	7	20	81	149	121	53	7	2	0	0	0	
7:00 PM	371	2	4	0	11	118	144	60	28	4	0	0	0	0	
8:00 PM	254	1	2	3	17	66	88	56	12	7	2	0	0	0	
9:00 PM	257	1	2	1	6	82	81	53	27	3	0	1	0	0	
10:00 PM	164	0	0	1	5	26	69	41	16	5	1	0	0	0	
11:00 PM	109	0	1	0	2	22	38	32	10	4	0	0	0	0	
Total	7420	118	67	60	316	1446	2518	1954	739	157	32	10	3	0	
%		1.6	0.9	0.8	4.3	19.5	33.9	26.3	10.0	2.1	0.4	0.1	0.0	0.0	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
31.2	32.7	38.4	44.3	45.7

10 mph Pace Speed
Number in pace

33.1 - 43.1	Average	38.1 mph
4753 (64.1 %)	Minimum	5.1 mph
	Maximum	67.1 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
39.0 %	0.6 %	0.0 %
Count	2895	45
		3

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Speed (60 Min.) Channel: SB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	72	0	0	1	1	6	31	15	13	5	0	0	0	0	
1:00 AM	28	0	0	0	1	4	4	10	4	4	1	0	0	0	
2:00 AM	17	0	0	0	0	1	0	7	6	1	2	0	0	0	
3:00 AM	32	0	0	0	0	3	5	10	11	1	2	0	0	0	
4:00 AM	63	0	0	0	3	5	14	16	17	4	3	0	0	1	
5:00 AM	197	1	0	1	4	20	54	55	38	14	8	1	1	0	
6:00 AM	371	3	5	2	7	51	106	105	57	25	7	3	0	0	
7:00 AM	572	14	8	5	16	89	168	178	63	21	7	3	0	0	
8:00 AM	502	9	5	2	21	102	186	116	42	16	2	1	0	0	
9:00 AM	441	5	1	4	42	110	156	100	18	4	1	0	0	0	
10:00 AM	339	4	1	1	11	63	118	98	30	10	3	0	0	0	
11:00 AM	344	3	3	1	15	79	122	85	28	6	2	0	0	0	
12:00 PM	377	3	1	5	22	110	108	95	27	6	0	0	0	0	
1:00 PM	354	8	3	3	31	74	113	90	27	5	0	0	0	0	
2:00 PM	432	8	1	4	28	136	141	91	21	2	0	0	0	0	
3:00 PM	549	10	5	6	53	143	190	111	25	5	1	0	0	0	
4:00 PM	510	11	7	10	55	138	166	82	33	6	1	0	1	0	
5:00 PM	582	6	3	5	31	166	219	117	32	3	0	0	0	0	
6:00 PM	459	3	4	4	23	161	149	85	25	5	0	0	0	0	
7:00 PM	289	4	1	3	17	71	120	57	11	5	0	0	0	0	
8:00 PM	217	1	1	0	16	57	72	43	20	5	1	1	0	0	
9:00 PM	206	0	0	0	6	45	83	45	20	5	1	1	0	0	
10:00 PM	144	0	0	1	3	20	47	43	20	6	3	0	1	0	
11:00 PM	126	0	1	0	2	26	43	34	13	4	2	0	0	1	
Total	7223	93	50	58	408	1680	2415	1688	601	168	47	10	3	2	
%		1.3	0.7	0.8	5.6	23.3	33.4	23.4	8.3	2.3	0.7	0.1	0.0	0.0	

Percentile Speeds
(mph)

10 %	15 %	50 %	85 %	90 %
30.5	32.0	37.8	43.8	45.4

10 mph Pace Speed
Number in pace

32.8 - 42.8	Average	37.7 mph
4577 (63.4 %)	Minimum	5.0 mph
	Maximum	75.2 mph

Speeds Exceeded

40 mph	55 mph	65 mph
34.9 %	0.9 %	0.1 %
Count	2519	62
		5

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Speed (60 Min.)
Channel: SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	62	0	0	0	1	11	16	19	7	6	1	1	0	0
1:00 AM	29	0	0	0	1	8	4	6	6	2	0	2	0	0
2:00 AM	18	0	0	0	0	1	3	5	5	4	0	0	0	0
3:00 AM	22	0	0	0	0	1	2	6	11	1	1	0	0	0
4:00 AM	64	0	0	0	0	9	7	19	16	12	1	0	0	0
5:00 AM	189	1	0	0	5	11	50	67	32	10	5	6	0	2
6:00 AM	363	1	2	1	9	53	120	93	62	18	3	1	0	0
7:00 AM	608	17	7	4	14	110	223	154	63	11	5	0	0	0
8:00 AM	530	14	4	4	39	117	188	100	47	13	3	0	0	1
9:00 AM	446	7	4	3	40	128	171	70	20	2	0	1	0	0
10:00 AM	332	5	1	3	16	49	120	89	38	11	0	0	0	0
11:00 AM	356	5	0	5	12	93	121	77	38	4	0	1	0	0
12:00 PM	349	5	3	2	13	58	123	103	34	7	0	0	0	1
1:00 PM	336	4	0	1	11	65	117	94	32	10	1	1	0	0
2:00 PM	393	6	1	6	33	107	126	70	36	5	2	1	0	0
3:00 PM	564	17	9	20	36	145	208	99	26	4	0	0	0	0
4:00 PM	525	7	7	8	43	128	178	115	34	5	0	0	0	0
5:00 PM	551	11	4	3	24	110	197	155	33	13	1	0	0	0
6:00 PM	419	7	4	5	22	82	157	112	27	3	0	0	0	0
7:00 PM	349	1	3	2	12	78	131	82	34	5	1	0	0	0
8:00 PM	275	1	3	0	17	65	108	50	26	5	0	0	0	0
9:00 PM	251	1	1	2	9	73	74	66	22	3	0	0	0	0
10:00 PM	192	0	0	0	11	47	62	54	13	4	1	0	0	0
11:00 PM	142	0	0	3	10	24	46	30	18	6	5	0	0	0
Total	7365	110	53	72	378	1573	2552	1735	680	164	30	14	0	4
%		1.5	0.7	1.0	5.1	21.4	34.7	23.6	9.2	2.2	0.4	0.2	0.0	0.1

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
30.6	32.2	38.0	44.1	45.7

10 mph Pace Speed
Number in pace

32.8 - 42.8	Average	37.8 mph
4648 (63.1 %)	Minimum	5.1 mph
	Maximum	75.2 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
35.7 %	0.7 %	0.1 %
Count	2627	48
		4

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Speed (60 Min.) Channel: SB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	81	0	1	0	2	10	20	23	18	4	2	1	0	0	
1:00 AM	34	0	0	0	1	9	5	7	7	4	1	0	0	0	
2:00 AM	24	0	0	1	1	3	7	6	5	0	1	0	0	0	
3:00 AM	40	0	0	0	3	4	11	12	5	4	1	0	0	0	
4:00 AM	68	0	0	0	1	10	14	17	16	7	2	0	1	0	
5:00 AM	184	0	0	0	6	32	53	54	26	8	3	1	1	0	
6:00 AM	332	6	1	0	12	61	110	82	41	16	3	0	0	0	
7:00 AM	594	25	12	3	26	152	180	138	40	13	3	1	0	1	
8:00 AM	492	11	3	3	48	153	158	81	30	3	1	0	1	0	
9:00 AM	412	10	6	13	52	124	142	50	11	3	1	0	0	0	
10:00 AM	343	3	2	2	22	89	129	73	19	1	2	0	0	1	
11:00 AM	372	3	3	4	33	108	134	63	20	3	1	0	0	0	
12:00 PM	354	5	3	3	27	121	126	54	12	2	1	0	0	0	
1:00 PM	362	4	3	4	26	101	142	61	16	4	0	0	0	1	
2:00 PM	458	6	5	13	36	133	179	62	15	6	2	1	0	0	
3:00 PM	548	10	3	13	64	192	159	83	22	2	0	0	0	0	
4:00 PM	510	5	3	5	40	153	168	105	21	7	3	0	0	0	
5:00 PM	491	10	4	5	25	110	176	112	43	4	0	2	0	0	
6:00 PM	462	9	3	5	32	92	153	115	48	5	0	0	0	0	
7:00 PM	354	9	5	0	13	101	134	67	21	4	0	0	0	0	
8:00 PM	275	1	0	0	7	86	100	47	27	5	2	0	0	0	
9:00 PM	205	1	1	1	2	41	63	59	27	8	2	0	0	0	
10:00 PM	230	2	1	1	9	39	89	56	22	8	3	0	0	0	
11:00 PM	180	0	1	4	16	51	58	24	19	5	2	0	0	0	
Total	7405	120	60	80	504	1975	2510	1451	531	126	36	6	3	3	
%		1.6	0.8	1.1	6.8	26.7	33.9	19.6	7.2	1.7	0.5	0.1	0.0	0.0	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
29.8	31.3	36.7	43.0	44.9

10 mph Pace Speed
Number in pace

31.7 - 41.7	Average	36.8 mph
4708 (63.6 %)	Minimum	5.0 mph
	Maximum	94.3 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
29.1 %	0.6 %	0.1 %
Count	2156	48
		6

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/28/2007
Saturday

Daily Speed (60 Min.) Channel: SB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	104	0	0	0	5	14	31	27	16	9	1	1	0	0	
1:00 AM	80	0	0	0	3	12	16	23	14	10	2	0	0	0	
2:00 AM	43	0	0	1	3	5	11	13	6	2	1	1	0	0	
3:00 AM	30	0	0	0	0	4	9	7	5	5	0	0	0	0	
4:00 AM	63	0	0	1	0	9	13	13	16	6	4	1	0	0	
5:00 AM	77	0	0	0	2	12	23	12	14	7	6	1	0	0	
6:00 AM	108	1	0	0	2	11	25	22	25	16	3	3	0	0	
7:00 AM	195	1	2	3	3	17	41	54	51	17	4	0	1	1	
8:00 AM	286	0	2	5	4	41	73	79	62	17	3	0	0	0	
9:00 AM	334	6	1	1	9	62	89	94	52	18	2	0	0	0	
10:00 AM	363	4	1	3	12	66	130	107	27	13	0	0	0	0	
11:00 AM	354	7	3	6	22	51	138	83	35	7	2	0	0	0	
12:00 PM	430	8	7	2	21	91	153	113	27	5	2	1	0	0	
1:00 PM	357	9	1	1	24	68	113	111	24	5	1	0	0	0	
2:00 PM	378	0	1	0	15	75	104	126	50	5	2	0	0	0	
3:00 PM	389	1	2	2	15	87	145	92	35	9	1	0	0	0	
4:00 PM	359	4	3	8	8	53	141	105	25	10	1	1	0	0	
5:00 PM	407	4	3	2	21	88	143	113	30	2	0	0	0	1	
6:00 PM	368	4	2	3	15	71	122	104	38	6	3	0	0	0	
7:00 PM	336	3	1	2	10	73	118	83	37	6	2	1	0	0	
8:00 PM	273	1	1	2	12	78	98	58	20	3	0	0	0	0	
9:00 PM	229	0	1	3	8	30	79	65	34	8	1	0	0	0	
10:00 PM	220	1	0	0	11	37	80	60	26	4	1	0	0	0	
11:00 PM	200	0	0	0	4	38	79	52	21	4	0	1	0	1	
Total	5983	54	31	45	229	1093	1974	1616	690	194	42	11	1	3	
%		0.9	0.5	0.8	3.8	18.3	33.0	27.0	11.5	3.2	0.7	0.2	0.0	0.1	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
31.7	33.1	38.8	45.1	46.8

10 mph Pace Speed
Number in pace

33.9 - 43.9	Average	38.9 mph
3744 (62.6 %)	Minimum	5.0 mph
	Maximum	86.6 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
42.7 %	1.0 %	0.1 %
Count	2557	57
		4

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/29/2007
Sunday

Daily Speed (60 Min.) Channel: SB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	160	0	0	0	2	25	53	53	21	4	2	0	0	0	
1:00 AM	121	0	0	2	5	25	32	38	14	3	1	1	0	0	
2:00 AM	66	0	0	1	5	13	21	14	5	4	1	1	1	0	
3:00 AM	78	0	0	0	6	16	16	17	12	6	3	2	0	0	
4:00 AM	31	0	0	0	1	4	10	5	3	5	3	0	0	0	
5:00 AM	43	0	0	0	2	8	14	10	5	2	1	1	0	0	
6:00 AM	57	0	0	0	3	6	11	10	15	8	3	1	0	0	
7:00 AM	113	0	0	2	3	17	40	24	20	3	4	0	0	0	
8:00 AM	170	0	0	0	7	17	42	52	30	20	1	1	0	0	
9:00 AM	234	0	0	1	8	18	80	71	46	5	3	2	0	0	
10:00 AM	319	0	1	0	15	67	107	75	38	12	3	1	0	0	
11:00 AM	335	4	1	1	9	58	113	87	45	14	3	0	0	0	
12:00 PM	314	1	2	1	4	47	95	95	54	13	0	1	1	0	
1:00 PM	402	4	2	0	8	52	146	139	37	12	1	1	0	0	
2:00 PM	327	4	1	2	7	49	89	109	49	13	1	1	0	2	
3:00 PM	316	2	0	3	2	50	109	103	38	9	0	0	0	0	
4:00 PM	333	1	0	1	14	62	107	97	36	13	2	0	0	0	
5:00 PM	317	2	1	2	11	41	112	109	26	11	2	0	0	0	
6:00 PM	268	2	1	4	17	45	83	74	29	9	4	0	0	0	
7:00 PM	274	2	0	0	7	52	79	76	45	11	2	0	0	0	
8:00 PM	254	0	0	1	7	39	87	78	30	9	2	1	0	0	
9:00 PM	177	0	0	1	10	36	51	51	24	2	2	0	0	0	
10:00 PM	142	0	0	0	13	22	43	39	18	6	1	0	0	0	
11:00 PM	124	0	0	3	5	25	33	28	22	6	2	0	0	0	
Total	4975	22	9	25	171	794	1573	1454	662	200	47	14	2	2	
%		0.4	0.2	0.5	3.4	16.0	31.6	29.2	13.3	4.0	0.9	0.3	0.0	0.0	

Percentile Speeds	<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
(mph)	32.5	33.9	39.6	46.0	47.7

10 mph Pace Speed	34.2 - 44.2	Average	39.8 mph
Number in pace	3077 (61.8 %)	Minimum	5.1 mph
		Maximum	76.8 mph

Speeds Exceeded	<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
	47.9 %	1.3 %	0.1 %
Count	2381	65	4

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/30/2007
Monday

Daily Speed (60 Min.) Channel: SB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	50	0	0	0	0	8	16	14	9	3	0	0	0	0	
1:00 AM	25	0	0	1	4	5	3	4	4	1	1	1	1	0	
2:00 AM	22	0	0	0	0	2	6	6	5	3	0	0	0	0	
3:00 AM	36	0	0	0	1	4	7	10	7	4	2	1	0	0	
4:00 AM	56	0	0	1	2	6	12	18	7	7	2	0	1	0	
5:00 AM	191	1	0	0	2	17	45	59	35	24	8	0	0	0	
6:00 AM	357	5	0	3	14	34	89	123	57	26	5	1	0	0	
7:00 AM	595	15	6	4	32	114	214	156	41	10	2	1	0	0	
8:00 AM	485	13	5	9	24	120	159	120	28	5	0	1	0	1	
9:00 AM	496	4	3	0	39	117	188	116	28	0	1	0	0	0	
10:00 AM	354	5	0	2	13	112	114	79	27	1	1	0	0	0	
11:00 AM	324	3	4	3	20	55	116	80	35	7	1	0	0	0	
12:00 PM	378	4	2	5	23	94	119	100	29	2	0	0	0	0	
1:00 PM	374	4	0	0	23	72	124	114	29	7	1	0	0	0	
2:00 PM	411	7	5	10	15	56	136	114	50	17	1	0	0	0	
3:00 PM	512	11	4	1	19	120	170	134	42	10	1	0	0	0	
4:00 PM	520	10	3	3	19	118	173	116	66	11	1	0	0	0	
5:00 PM	507	4	2	8	10	84	177	156	56	9	0	0	1	0	
6:00 PM	446	4	1	6	21	69	188	95	51	10	1	0	0	0	
7:00 PM	369	5	1	3	20	93	125	89	26	6	1	0	0	0	
8:00 PM	288	1	0	3	11	76	101	60	21	10	5	0	0	0	
9:00 PM	235	0	0	3	12	51	88	46	29	5	1	0	0	0	
10:00 PM	182	0	2	0	8	45	67	39	15	5	1	0	0	0	
11:00 PM	141	0	0	0	2	39	45	33	17	4	1	0	0	0	
Total	7354	96	38	65	334	1511	2482	1881	714	187	37	5	3	1	
%		1.3	0.5	0.9	4.5	20.5	33.8	25.6	9.7	2.5	0.5	0.1	0.0	0.0	

Percentile Speeds
(mph)

10 %	15 %	50 %	85 %	90 %
31.0	32.5	38.2	44.3	46.0

10 mph Pace Speed
Number in pace

32.8 - 42.8	Average	38.2 mph
4627 (62.9 %)	Minimum	5.0 mph
	Maximum	91.9 mph

Speeds Exceeded

40 mph	55 mph	65 mph
38.5 %	0.6 %	0.1 %
Count	2828	46
		4

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 5/1/2007
Tuesday

Daily Speed (60 Min.) Channel: SB																
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200		
12:00 AM	76	0	0	1	4	19	24	16	9	1	2	0	0	0		
1:00 AM	24	0	0	0	1	3	5	2	9	3	1	0	0	0		
2:00 AM	17	0	0	0	0	5	2	4	3	2	1	0	0	0		
3:00 AM	34	0	0	0	1	7	9	9	6	2	0	0	0	0		
4:00 AM	80	0	0	0	3	9	24	26	10	8	0	0	0	0		
5:00 AM	198	0	1	0	1	22	45	67	36	15	5	4	1	1		
6:00 AM	387	4	2	2	7	39	131	122	51	24	5	0	0	0		
7:00 AM	559	11	6	2	16	120	180	134	75	10	2	3	0	0		
8:00 AM	563	20	6	5	31	131	173	138	47	10	0	1	0	1		
9:00 AM	478	4	3	8	17	96	175	128	39	6	1	1	0	0		
10:00 AM	339	3	3	2	12	81	109	83	38	6	2	0	0	0		
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
4:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
5:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
6:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
7:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
8:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
9:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
10:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
11:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
Total	2755	42	21	20	93	532	877	729	323	87	19	9	1	2		
%		1.5	0.8	0.7	3.4	19.3	31.8	26.5	11.7	3.2	0.7	0.3	0.0	0.1		

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
31.4	32.8	38.8	45.1	46.8

10 mph Pace Speed
Number in pace

34.6 - 44.6	Average	38.7 mph
1639 (59.5 %)	Minimum	5.0 mph
	Maximum	74.5 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
42.5 %	1.1 %	0.1 %
Count	1170	31
		3

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/23/2007
Monday

Daily Speed (60 Min.)
Channel: NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 PM	463	13	14	10	13	61	111	122	83	24	8	4	0	0
5:00 PM	541	6	8	6	13	34	87	192	134	40	13	6	2	0
6:00 PM	532	8	10	7	20	43	85	150	117	61	23	6	1	1
7:00 PM	463	7	5	3	15	58	111	124	88	37	9	3	2	1
8:00 PM	356	4	2	2	30	60	91	94	50	21	1	1	0	0
9:00 PM	249	1	4	2	11	48	76	43	40	16	5	3	0	0
10:00 PM	177	0	1	0	11	20	29	50	38	17	8	3	0	0
11:00 PM	109	0	0	4	6	12	20	24	16	15	7	2	2	1
Total	2890	39	44	34	119	336	610	799	566	231	74	28	7	3
%		1.3	1.5	1.2	4.1	11.6	21.1	27.6	19.6	8.0	2.6	1.0	0.2	0.1

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
31.2	33.2	41.6	49.0	51.0

10 mph Pace Speed
Number in pace

36.9 - 46.9	Average	41.0 mph
1462 (50.6 %)	Minimum	5.2 mph
	Maximum	95.5 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
59.1 %	3.9 %	0.3 %
Count	1708	112
		10

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/24/2007
Tuesday

Daily Speed (60 Min.) Channel: NB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	76	1	0	1	4	6	13	21	14	9	5	1	1	0	
1:00 AM	46	0	0	0	1	4	8	7	9	11	4	2	0	0	
2:00 AM	25	0	0	0	3	1	5	4	4	6	1	1	0	0	
3:00 AM	27	0	0	0	1	0	5	4	6	4	4	2	1	0	
4:00 AM	35	0	0	0	1	1	1	11	6	5	6	2	2	0	
5:00 AM	92	0	2	2	1	4	8	20	23	18	5	7	2	0	
6:00 AM	258	8	6	4	8	28	58	59	39	24	20	2	1	1	
7:00 AM	432	21	20	19	32	65	101	102	53	9	6	1	2	1	
8:00 AM	470	29	17	40	53	87	98	101	35	9	1	0	0	0	
9:00 AM	279	2	6	7	6	23	53	89	67	20	4	1	0	1	
10:00 AM	291	4	1	4	8	44	77	84	44	14	8	3	0	0	
11:00 AM	294	4	5	2	8	28	68	102	46	23	5	2	1	0	
12:00 PM	301	4	5	3	7	20	69	99	53	30	9	2	0	0	
1:00 PM	327	2	1	4	9	41	88	112	49	14	6	1	0	0	
2:00 PM	416	8	3	1	17	61	100	130	63	25	7	1	0	0	
3:00 PM	437	6	5	6	16	49	134	135	64	19	2	1	0	0	
4:00 PM	512	7	1	2	15	52	132	167	96	25	11	4	0	0	
5:00 PM	510	12	2	7	16	51	103	152	116	41	7	2	1	0	
6:00 PM	526	22	21	24	18	29	101	139	121	35	12	2	2	0	
7:00 PM	439	6	2	6	39	46	82	127	97	26	5	1	1	1	
8:00 PM	321	1	2	14	29	66	64	74	51	14	3	3	0	0	
9:00 PM	267	0	0	7	20	54	70	60	36	11	5	2	2	0	
10:00 PM	193	0	0	1	4	25	50	60	38	9	4	2	0	0	
11:00 PM	113	0	0	0	3	16	21	28	24	12	6	0	0	3	
Total	6687	137	99	154	319	801	1509	1887	1154	413	146	45	16	7	
%		2.0	1.5	2.3	4.8	12.0	22.6	28.2	17.3	6.2	2.2	0.7	0.2	0.1	

Percentile Speeds
(mph)

10 %	15 %	50 %	85 %	90 %
29.6	32.4	40.7	48.0	50.0

10 mph Pace Speed
Number in pace

36.9 - 46.9	Average	40.0 mph
3514 (52.5 %)	Minimum	5.0 mph
	Maximum	83.7 mph

Speeds Exceeded

40 mph	55 mph	65 mph
54.9 %	3.2 %	0.3 %
Count	3668	214
		23

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Speed (60 Min.) Channel: NB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	76	0	0	5	0	7	11	20	16	10	4	2	0	1	
1:00 AM	37	0	0	0	0	1	4	9	10	4	8	1	0	0	
2:00 AM	27	0	0	0	1	1	5	5	7	6	1	1	0	0	
3:00 AM	24	0	0	0	0	0	7	5	4	2	3	1	2	0	
4:00 AM	33	0	0	1	1	1	5	6	9	5	3	2	0	0	
5:00 AM	87	0	0	1	1	4	9	16	24	9	11	9	2	1	
6:00 AM	263	3	3	6	12	14	43	60	61	29	20	5	3	4	
7:00 AM	426	23	8	4	39	60	119	98	49	21	3	2	0	0	
8:00 AM	461	24	16	26	46	70	107	93	52	19	7	1	0	0	
9:00 AM	292	4	6	2	10	27	47	95	69	24	6	0	1	1	
10:00 AM	294	3	1	3	3	29	61	87	58	34	9	6	0	0	
11:00 AM	298	0	1	3	9	34	62	83	63	31	4	7	0	1	
12:00 PM	306	2	1	0	5	39	67	77	85	22	6	2	0	0	
1:00 PM	337	6	1	4	10	37	92	106	57	15	6	2	1	0	
2:00 PM	418	10	7	18	24	65	117	94	56	18	7	2	0	0	
3:00 PM	435	8	1	8	13	77	115	108	65	27	10	2	1	0	
4:00 PM	457	14	15	16	17	54	105	138	71	18	7	0	1	1	
5:00 PM	497	10	3	11	24	43	119	160	89	27	9	2	0	0	
6:00 PM	496	13	10	8	23	71	137	121	76	27	7	2	1	0	
7:00 PM	460	7	12	20	42	62	127	101	63	24	1	1	0	0	
8:00 PM	307	1	1	3	11	50	88	90	46	12	3	0	1	1	
9:00 PM	238	1	0	0	14	46	56	49	47	17	7	1	0	0	
10:00 PM	180	1	0	2	14	27	38	48	27	16	4	2	1	0	
11:00 PM	140	0	0	0	5	19	33	43	24	11	3	2	0	0	
Total	6589	130	86	141	324	838	1574	1712	1128	428	149	55	14	10	
%		2.0	1.3	2.1	4.9	12.7	23.9	26.0	17.1	6.5	2.3	0.8	0.2	0.2	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
29.7	32.5	40.5	48.0	50.0

10 mph Pace Speed
Number in pace

36.0 - 46.0	Average	40.0 mph
3394 (51.5 %)	Minimum	5.0 mph
	Maximum	95.5 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
53.1 %	3.5 %	0.4 %
Count	3496	228
		24

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Speed (60 Min.) Channel: NB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	61	0	0	0	1	3	5	13	15	12	8	2	1	1	
1:00 AM	42	0	0	0	1	1	13	7	8	6	2	2	2	0	
2:00 AM	25	0	0	0	0	4	5	4	5	4	2	0	0	1	
3:00 AM	28	0	0	0	0	1	2	7	4	6	7	0	1	0	
4:00 AM	32	0	0	1	0	2	0	8	11	4	5	1	0	0	
5:00 AM	93	0	0	0	0	6	12	18	23	16	10	5	3	0	
6:00 AM	269	5	3	2	15	15	44	70	56	29	15	14	1	0	
7:00 AM	422	9	18	18	27	63	113	97	63	8	5	1	0	0	
8:00 AM	490	21	15	10	36	70	128	120	62	20	7	1	0	0	
9:00 AM	307	5	2	7	8	33	84	90	50	17	7	3	0	1	
10:00 AM	300	4	1	0	9	26	60	94	75	23	5	3	0	0	
11:00 AM	310	1	1	0	5	43	74	95	57	25	8	1	0	0	
12:00 PM	316	2	2	9	9	37	70	91	65	23	7	0	0	1	
1:00 PM	346	2	1	4	11	40	71	115	68	24	7	2	1	0	
2:00 PM	433	8	2	2	4	48	129	139	69	22	4	4	2	0	
3:00 PM	384	10	2	5	20	34	97	99	81	28	6	1	1	0	
4:00 PM	461	16	6	3	8	50	106	142	85	30	10	4	1	0	
5:00 PM	539	8	6	8	21	51	107	176	112	35	10	4	1	0	
6:00 PM	579	18	13	18	30	53	123	166	94	45	11	7	1	0	
7:00 PM	394	1	1	7	14	55	97	118	64	29	3	5	0	0	
8:00 PM	353	3	5	12	19	57	103	99	41	9	3	2	0	0	
9:00 PM	246	0	3	1	14	23	83	64	40	10	5	3	0	0	
10:00 PM	281	7	2	13	31	52	57	58	37	17	6	0	0	1	
11:00 PM	211	0	3	2	10	36	45	45	41	13	10	5	0	1	
Total	6922	120	86	122	293	803	1628	1935	1226	455	163	70	15	6	
%		1.7	1.2	1.8	4.2	11.6	23.5	28.0	17.7	6.6	2.4	1.0	0.2	0.1	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
30.8	33.2	40.9	48.4	50.3

10 mph Pace Speed
Number in pace

36.0 - 46.0	Average	40.5 mph
3696 (53.4 %)	Minimum	5.0 mph
	Maximum	99.3 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
55.9 %	3.7 %	0.3 %
Count	3870	254
		21

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Speed (60 Min.)
Channel: NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	98	0	0	2	3	8	27	20	14	13	8	1	1	1
1:00 AM	64	0	0	0	0	7	13	15	9	10	6	1	3	0
2:00 AM	41	0	0	0	1	3	10	10	4	8	3	2	0	0
3:00 AM	50	0	0	0	0	5	11	6	8	7	9	4	0	0
4:00 AM	40	0	0	0	0	4	8	9	6	6	2	3	1	1
5:00 AM	91	0	1	1	4	4	19	25	29	3	3	2	0	0
6:00 AM	241	4	2	1	7	12	44	83	53	20	8	6	1	0
7:00 AM	391	24	19	22	24	91	90	63	38	15	5	0	0	0
8:00 AM	441	13	6	7	33	98	139	84	45	9	6	1	0	0
9:00 AM	296	10	8	2	5	40	88	96	30	15	1	0	1	0
10:00 AM	269	5	3	3	5	30	64	84	50	18	4	3	0	0
11:00 AM	306	2	3	3	9	31	96	83	48	21	9	0	0	1
12:00 PM	331	6	3	3	9	48	115	90	45	11	1	0	0	0
1:00 PM	326	4	0	2	11	49	93	92	51	22	2	0	0	0
2:00 PM	411	7	1	4	8	63	119	125	54	20	9	1	0	0
3:00 PM	427	11	8	3	19	53	146	124	48	12	3	0	0	0
4:00 PM	453	6	3	4	18	35	131	139	72	37	7	0	1	0
5:00 PM	518	10	6	9	11	48	123	183	102	17	8	0	0	1
6:00 PM	527	13	6	7	19	52	119	160	112	31	4	3	0	1
7:00 PM	429	7	10	9	15	62	102	107	82	23	10	2	0	0
8:00 PM	269	5	1	0	4	44	80	77	40	14	3	1	0	0
9:00 PM	238	0	0	3	12	44	64	57	35	13	7	3	0	0
10:00 PM	273	3	3	8	14	48	63	87	36	7	2	2	0	0
11:00 PM	295	3	3	9	35	63	78	50	35	15	3	1	0	0
Total	6825	133	86	102	266	942	1842	1869	1046	367	123	36	8	5
%		1.9	1.3	1.5	3.9	13.8	27.0	27.4	15.3	5.4	1.8	0.5	0.1	0.1

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
31.0	33.1	40.0	47.1	49.0

10 mph Pace Speed
Number in pace

34.6 - 44.6	Average	39.6 mph
3780 (55.4 %)	Minimum	5.0 mph
	Maximum	77.6 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
50.6 %	2.5 %	0.2 %
Count	3454	172
		13

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/28/2007
Saturday

Daily Speed (60 Min.) Channel: NB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	156	0	0	4	4	11	26	51	38	13	6	2	0	1	
1:00 AM	117	0	0	0	1	10	22	42	17	16	7	2	0	0	
2:00 AM	60	0	0	2	5	3	6	10	14	8	9	0	1	2	
3:00 AM	53	0	0	0	0	0	10	12	14	9	5	1	1	1	
4:00 AM	50	0	0	0	0	2	6	11	13	7	5	4	0	2	
5:00 AM	63	0	0	0	0	2	5	17	18	8	8	3	1	1	
6:00 AM	128	0	0	0	3	3	9	20	35	27	22	8	1	0	
7:00 AM	243	1	0	1	7	23	47	56	58	32	11	2	3	2	
8:00 AM	235	0	0	0	5	8	37	70	68	22	16	8	1	0	
9:00 AM	253	2	2	1	1	23	50	70	76	15	6	6	0	1	
10:00 AM	305	1	1	5	4	25	50	102	72	31	7	6	0	1	
11:00 AM	323	5	1	8	16	26	63	96	73	29	4	1	1	0	
12:00 PM	357	3	2	3	4	48	103	113	59	14	7	0	1	0	
1:00 PM	326	4	1	1	12	26	83	89	63	40	3	3	1	0	
2:00 PM	346	0	1	7	12	35	66	102	73	32	14	4	0	0	
3:00 PM	342	2	3	0	9	22	65	109	75	41	13	1	2	0	
4:00 PM	337	5	5	5	1	14	52	114	83	47	9	0	2	0	
5:00 PM	327	3	0	2	1	28	68	98	91	25	8	0	3	0	
6:00 PM	325	1	0	1	3	35	82	97	60	35	7	3	0	1	
7:00 PM	290	3	2	0	6	22	48	99	80	25	4	0	1	0	
8:00 PM	279	0	2	3	9	26	72	94	44	20	6	1	1	1	
9:00 PM	252	1	1	6	7	31	63	78	41	16	5	0	1	2	
10:00 PM	234	2	1	3	9	18	57	62	54	16	6	4	1	1	
11:00 PM	197	0	0	1	6	22	55	56	35	17	5	0	0	0	
Total	5598	33	22	53	125	463	1145	1668	1254	545	193	59	22	16	
%		0.6	0.4	0.9	2.2	8.3	20.5	29.8	22.4	9.7	3.4	1.1	0.4	0.3	

Percentile Speeds	<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
(mph)	34.0	36.0	42.8	50.0	52.1

10 mph Pace Speed	36.9 - 46.9	Average	42.9 mph
Number in pace	3107 (55.5 %)	Minimum	5.0 mph
		Maximum	94.3 mph

Speeds Exceeded	<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
	67.1 %	5.2 %	0.7 %
Count	3757	290	38

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/29/2007
Sunday

Daily Speed (60 Min.)
Channel: NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	177	0	0	1	7	27	24	52	37	16	8	3	2	0
1:00 AM	98	0	0	0	2	6	26	27	20	11	3	3	0	0
2:00 AM	68	0	0	1	1	6	9	26	16	5	1	2	1	0
3:00 AM	58	0	0	0	1	4	9	16	15	6	6	1	0	0
4:00 AM	40	0	0	1	0	4	3	12	5	9	2	3	0	1
5:00 AM	31	0	0	1	1	2	3	7	8	5	2	1	1	0
6:00 AM	78	0	0	1	1	3	6	12	18	19	9	5	2	2
7:00 AM	131	0	0	0	2	15	23	16	28	22	15	8	2	0
8:00 AM	189	0	0	0	6	12	18	64	41	37	8	1	2	0
9:00 AM	182	2	1	0	2	5	37	58	44	21	9	2	1	0
10:00 AM	268	2	1	0	3	39	54	71	56	28	8	4	1	1
11:00 AM	312	4	5	8	2	16	53	87	81	44	8	4	0	0
12:00 PM	292	3	2	1	8	16	62	93	71	26	5	4	1	0
1:00 PM	248	0	1	2	1	21	54	87	57	18	5	2	0	0
2:00 PM	329	3	0	1	0	20	55	116	89	34	10	0	1	0
3:00 PM	320	1	3	2	4	25	60	134	60	19	11	1	0	0
4:00 PM	302	2	0	0	7	19	50	112	71	31	5	4	1	0
5:00 PM	284	1	0	2	4	17	69	81	65	34	9	1	0	1
6:00 PM	269	1	4	0	3	16	65	86	61	25	6	1	1	0
7:00 PM	271	0	3	3	3	14	49	92	59	35	11	1	1	0
8:00 PM	276	0	2	2	4	25	89	71	58	22	0	2	1	0
9:00 PM	211	0	0	0	8	20	41	69	49	20	3	1	0	0
10:00 PM	149	0	0	0	3	13	38	39	34	14	5	1	0	2
11:00 PM	115	0	0	1	4	9	21	34	22	14	9	1	0	0
Total	4698	19	22	27	77	354	918	1462	1065	515	158	56	18	7
%		0.4	0.5	0.6	1.6	7.5	19.5	31.1	22.7	11.0	3.4	1.2	0.4	0.1

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
34.8	36.5	43.0	50.7	52.4

10 mph Pace Speed
Number in pace

37.8 - 47.8	Average	43.2 mph
2682 (57.1 %)	Minimum	5.7 mph
	Maximum	82.7 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
69.8 %	5.1 %	0.5 %
3281	239	25

Count

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/30/2007
Monday

Daily Speed (60 Min.) Channel: NB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	82	0	0	0	0	7	19	17	25	11	2	1	0	0	
1:00 AM	47	0	0	0	0	2	8	10	12	8	5	1	1	0	
2:00 AM	26	0	0	0	0	0	5	7	5	4	3	2	0	0	
3:00 AM	19	0	0	0	1	0	3	2	6	4	0	2	0	1	
4:00 AM	30	0	0	2	0	3	3	6	5	2	4	4	1	0	
5:00 AM	80	0	0	0	2	4	11	8	22	14	13	5	1	0	
6:00 AM	288	4	0	8	15	20	41	69	67	39	17	5	2	1	
7:00 AM	409	16	10	27	41	84	89	83	43	11	4	1	0	0	
8:00 AM	439	15	17	9	18	85	108	105	66	11	5	0	0	0	
9:00 AM	297	6	6	2	4	24	58	95	57	27	10	5	3	0	
10:00 AM	328	4	2	1	13	46	86	93	49	20	13	1	0	0	
11:00 AM	339	5	7	8	13	39	72	101	60	23	8	1	0	2	
12:00 PM	336	3	2	4	14	37	106	102	40	20	5	3	0	0	
1:00 PM	319	5	0	6	11	23	61	110	73	25	3	1	0	1	
2:00 PM	407	3	3	1	13	31	118	124	79	27	6	2	0	0	
3:00 PM	452	4	8	6	8	47	111	141	92	25	9	0	1	0	
4:00 PM	507	6	5	11	17	47	142	159	76	32	9	2	0	1	
5:00 PM	546	8	4	10	15	46	105	192	121	27	18	0	0	0	
6:00 PM	560	8	10	6	12	57	105	181	127	36	15	3	0	0	
7:00 PM	426	10	4	8	17	63	108	108	76	24	3	4	0	1	
8:00 PM	327	5	2	5	15	55	101	76	48	15	3	1	1	0	
9:00 PM	265	1	0	1	10	53	87	72	27	11	0	3	0	0	
10:00 PM	244	0	1	1	8	31	70	55	46	22	8	1	1	0	
11:00 PM	198	0	0	1	23	38	36	38	37	13	8	2	1	1	
Total	6971	103	81	117	270	842	1653	1954	1259	451	171	50	12	8	
%		1.5	1.2	1.7	3.9	12.1	23.7	28.0	18.1	6.5	2.5	0.7	0.2	0.1	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
31.0	33.2	40.9	48.4	50.0

10 mph Pace Speed
Number in pace

36.0 - 46.0	Average	40.6 mph
3736 (53.6 %)	Minimum	5.0 mph
	Maximum	80.1 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
56.0 %	3.5 %	0.3 %
Count	3905	241
		20

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 5/1/2007
Tuesday

Daily Speed (60 Min.) Channel: NB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	90	0	0	0	4	12	14	21	21	9	4	3	1	1	
1:00 AM	43	0	0	1	3	7	9	6	8	3	2	3	0	1	
2:00 AM	30	0	0	0	1	1	3	7	9	3	2	2	1	1	
3:00 AM	36	0	0	1	0	2	11	5	5	5	5	2	0	0	
4:00 AM	37	0	0	0	1	1	3	11	10	7	3	1	0	0	
5:00 AM	98	0	1	1	1	8	12	18	24	15	7	7	3	1	
6:00 AM	261	2	1	2	3	23	50	68	58	23	14	12	5	0	
7:00 AM	431	24	15	14	42	86	86	101	46	11	6	0	0	0	
8:00 AM	455	18	9	12	38	90	152	97	30	6	2	1	0	0	
9:00 AM	336	12	5	2	7	29	74	117	64	20	3	3	0	0	
10:00 AM	306	1	3	7	10	28	78	94	56	22	3	4	0	0	
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
4:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
5:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
6:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
7:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
8:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
9:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Total	2123	57	34	40	110	287	492	545	331	124	51	38	10	4	
%		2.7	1.6	1.9	5.2	13.5	23.2	25.7	15.6	5.8	2.4	1.8	0.5	0.2	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
29.0	32.1	40.3	48.4	50.7

10 mph Pace Speed
Number in pace

35.0 - 45.0	Average	39.9 mph
1051 (49.5 %)	Minimum	5.0 mph
	Maximum	86.6 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
52.0 %	4.9 %	0.7 %
Count	1103	103
		14

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Site:
Monday, 4/23/2007, 12:00:00 PM -
Friday, 4/27/2007, 8:00:00 AM

Volume Grand Totals

Average Hourly Volumes			
	NB	SB	Combined
12:00 AM	145.8	127.5	273.2
1:00 AM	92.8	69.2	162.0
2:00 AM	55.8	43.2	99.0
3:00 AM	60.0	47.0	107.0
4:00 AM	79.5	69.5	149.0
5:00 AM	240.2	183.8	424.0
6:00 AM	535.5	345.5	881.0
7:00 AM	753.0	463.0	1216.0
8:00 AM	729.7	516.0	1245.7
9:00 AM	582.7	488.7	1071.3
10:00 AM	546.7	584.0	1130.7
11:00 AM	556.0	581.7	1137.7
12:00 PM	588.8	682.5	1271.2
1:00 PM	642.5	625.5	1268.0
2:00 PM	644.2	697.8	1342.0
3:00 PM	655.8	783.0	1438.8
4:00 PM	698.5	672.5	1371.0
5:00 PM	690.2	757.0	1447.2
6:00 PM	639.2	650.5	1289.8
7:00 PM	602.8	507.5	1110.2
8:00 PM	502.5	437.2	939.8
9:00 PM	404.5	338.8	743.2
10:00 PM	354.2	275.2	629.5
11:00 PM	252.0	188.8	440.8
ADT	11052.8	10135.3	21188.1

Study Grand Totals		
NB	SB	Combined
41796	38371	80167
52.1 %	47.9 %	

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Site:

Volume (2 Ch/pg., 60 Min., 7 Days)

Interval Begin	Mon 4/23/2007		Tue 4/24/2007		Wed 4/25/2007		Thu 4/26/2007		Fri 4/27/2007		Sat 4/28/2007		Sun 4/29/2007		Weekday Average		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	119	139	148	40	143	148	173	183	*	*	*	*	145	127	145	127
1:00 AM	*	*	87	80	80	8	82	79	122	110	*	*	*	*	92	69	92	69
2:00 AM	*	*	38	46	44	13	50	50	91	64	*	*	*	*	55	43	55	43
3:00 AM	*	*	45	57	61	11	54	52	80	68	*	*	*	*	60	47	60	47
4:00 AM	*	*	83	81	69	9	79	91	87	97	*	*	*	*	79	69	79	69
5:00 AM	*	*	234	234	242	38	259	228	226	235	*	*	*	*	240	183	240	183
6:00 AM	*	*	520	452	565	69	541	441	516	420	*	*	*	*	535	345	535	345
7:00 AM	*	*	730	583	826	111	736	585	720	573	*	*	*	*	753	463	753	463
8:00 AM	*	*	728	657	763	204	698	687	61	69	*	*	*	*	562	404	562	404
9:00 AM	*	*	561	650	613	158	574	658	1	1	*	*	*	*	437	366	437	366
10:00 AM	*	*	571	604	538	576	531	572	0	3	*	*	*	*	410	438	410	438
11:00 AM	*	*	574	600	559	590	535	555	0	0	*	*	*	*	417	436	417	436
12:00 PM	593	680	574	707	588	708	600	635	*	*	*	*	*	*	588	682	588	682
1:00 PM	658	617	618	618	654	639	640	628	*	*	*	*	*	*	642	625	642	625
2:00 PM	634	706	669	685	635	690	639	710	*	*	*	*	*	*	644	697	644	697
3:00 PM	629	796	709	669	663	837	622	830	*	*	*	*	*	*	655	783	655	783
4:00 PM	739	798	728	299	659	813	668	780	*	*	*	*	*	*	698	672	698	672
5:00 PM	704	890	728	297	638	911	691	930	*	*	*	*	*	*	690	757	690	757
6:00 PM	659	814	656	205	600	783	642	800	*	*	*	*	*	*	639	650	639	650
7:00 PM	649	643	619	171	520	586	623	630	*	*	*	*	*	*	602	507	602	507
8:00 PM	467	511	564	148	428	517	551	573	*	*	*	*	*	*	502	437	502	437
9:00 PM	403	415	407	128	371	369	437	443	*	*	*	*	*	*	404	338	404	338
10:00 PM	308	334	368	76	303	308	438	383	*	*	*	*	*	*	354	275	354	275
11:00 PM	201	219	231	53	218	223	358	260	*	*	*	*	*	*	252	188	252	188
Totals	6644	7423	11161	8239	10785	9211	11191	11748	2077	1823	*	*	*	*	10455	9601	10455	9601
Combined Split (%)	14067 47.2	52.8	19400 57.5	42.5	19996 53.9	46.1	22939 48.8	51.2	3900 53.3	46.7	*	*	*	*	20056 52.1	47.9	20056 52.1	47.9
AM Peak Volume	* *	* *	7:00 AM 730	8:00 AM 657	7:00 AM 826	11:00 AM 590	7:00 AM 736	8:00 AM 687	7:00 AM 720	7:00 AM 573	*	*	*	*	7:00 AM 753	7:00 AM 463	7:00 AM 753	7:00 AM 463
PM Peak Volume	4:00 PM 739	5:00 PM 890	4:00 PM 728	12:00 PM 707	3:00 PM 663	5:00 PM 911	5:00 PM 691	5:00 PM 930	*	*	*	*	*	*	4:00 PM 698	3:00 PM 783	4:00 PM 698	3:00 PM 783

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date:

4/23/2007
Monday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	NB	SB	Combined
12:00 AM	*	*	*
1:00 AM	*	*	*
2:00 AM	*	*	*
3:00 AM	*	*	*
4:00 AM	*	*	*
5:00 AM	*	*	*
6:00 AM	*	*	*
7:00 AM	*	*	*
8:00 AM	*	*	*
9:00 AM	*	*	*
10:00 AM	*	*	*
11:00 AM	*	*	*
12:00 PM	593	680	1273
1:00 PM	658	617	1275
2:00 PM	634	706	1340
3:00 PM	629	796	1425
4:00 PM	739	798	1537
5:00 PM	704	890	1594
6:00 PM	659	814	1473
7:00 PM	649	643	1292
8:00 PM	467	511	978
9:00 PM	403	415	818
10:00 PM	308	334	642
11:00 PM	201	219	420
Totals	6644 47.2 %	7423 52.8 %	14067
Peak Hours			
AM	*	*	*
Volume	*	*	*
PM	4:00 PM	5:00 PM	5:00 PM
Volume	739	890	1594

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date:

4/24/2007
Tuesday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	NB	SB	Combined
12:00 AM	119	139	258
1:00 AM	87	80	167
2:00 AM	38	46	84
3:00 AM	45	57	102
4:00 AM	83	81	164
5:00 AM	234	234	468
6:00 AM	520	452	972
7:00 AM	730	583	1313
8:00 AM	728	657	1385
9:00 AM	561	650	1211
10:00 AM	571	604	1175
11:00 AM	574	600	1174
12:00 PM	574	707	1281
1:00 PM	618	618	1236
2:00 PM	669	685	1354
3:00 PM	709	669	1378
4:00 PM	728	299	1027
5:00 PM	728	297	1025
6:00 PM	656	205	861
7:00 PM	619	171	790
8:00 PM	564	148	712
9:00 PM	407	128	535
10:00 PM	368	76	444
11:00 PM	231	53	284
Totals	11161 57.5 %	8239 42.5 %	19400
Peak Hours			
AM	7:00 AM	8:00 AM	8:00 AM
Volume	730	657	1385
PM	4:00 PM	12:00 PM	3:00 PM
Volume	728	707	1378

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	NB	SB	Combined
12:00 AM	148	40	188
1:00 AM	80	8	88
2:00 AM	44	13	57
3:00 AM	61	11	72
4:00 AM	69	9	78
5:00 AM	242	38	280
6:00 AM	565	69	634
7:00 AM	826	111	937
8:00 AM	763	204	967
9:00 AM	613	158	771
10:00 AM	538	576	1114
11:00 AM	559	590	1149
12:00 PM	588	708	1296
1:00 PM	654	639	1293
2:00 PM	635	690	1325
3:00 PM	663	837	1500
4:00 PM	659	813	1472
5:00 PM	638	911	1549
6:00 PM	600	783	1383
7:00 PM	520	586	1106
8:00 PM	428	517	945
9:00 PM	371	369	740
10:00 PM	303	308	611
11:00 PM	218	223	441
Totals	10785 53.9 %	9211 46.1 %	19996
Peak Hours			
AM	7:00 AM	11:00 AM	11:00 AM
Volume	826	590	1149
PM	3:00 PM	5:00 PM	5:00 PM
Volume	663	911	1549

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	NB	SB	Combined
12:00 AM	143	148	291
1:00 AM	82	79	161
2:00 AM	50	50	100
3:00 AM	54	52	106
4:00 AM	79	91	170
5:00 AM	259	228	487
6:00 AM	541	441	982
7:00 AM	736	585	1321
8:00 AM	698	687	1385
9:00 AM	574	658	1232
10:00 AM	531	572	1103
11:00 AM	535	555	1090
12:00 PM	600	635	1235
1:00 PM	640	628	1268
2:00 PM	639	710	1349
3:00 PM	622	830	1452
4:00 PM	668	780	1448
5:00 PM	691	930	1621
6:00 PM	642	800	1442
7:00 PM	623	630	1253
8:00 PM	551	573	1124
9:00 PM	437	443	880
10:00 PM	438	383	821
11:00 PM	358	260	618
Totals	11191 48.8 %	11748 51.2 %	22939
Peak Hours			
AM	7:00 AM	8:00 AM	8:00 AM
Volume	736	687	1385
PM	5:00 PM	5:00 PM	5:00 PM
Volume	691	930	1621

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	NB	SB	Combined
12:00 AM	173	183	356
1:00 AM	122	110	232
2:00 AM	91	64	155
3:00 AM	80	68	148
4:00 AM	87	97	184
5:00 AM	226	235	461
6:00 AM	516	420	936
7:00 AM	720	573	1293
8:00 AM	61	69	130
9:00 AM	1	1	2
10:00 AM	0	3	3
11:00 AM	0	0	0
Totals	2077 53.3 %	1823 46.7 %	3900
Peak Hours			
AM	7:00 AM	7:00 AM	7:00 AM
Volume	720	573	1293
PM	*	*	*
Volume	*	*	*

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Site: Monday, 4/23/2007, 12:00:00 PM -
Friday, 4/27/2007, 8:00:00 AM

Classification Grand Totals
NB

	Hourly Averages													
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	145.8	0.8	121.2	20.5	0.5	2.5	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
1:00 AM	92.8	0.2	78.2	13.2	0.0	0.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	55.8	0.2	42.0	7.8	0.5	1.8	2.5	0.0	0.2	0.5	0.2	0.0	0.0	0.0
3:00 AM	60.0	0.5	46.2	8.8	1.8	1.0	1.5	0.0	0.0	0.2	0.0	0.0	0.0	0.0
4:00 AM	79.5	0.0	53.5	14.2	2.2	2.5	6.5	0.0	0.0	0.2	0.0	0.2	0.0	0.0
5:00 AM	240.2	0.0	174.8	33.2	9.0	5.8	5.2	0.2	7.2	4.2	0.0	0.5	0.0	0.0
6:00 AM	535.5	5.2	347.0	89.8	21.0	34.8	7.8	0.0	22.8	3.5	0.0	2.8	0.0	1.0
7:00 AM	753.0	7.2	453.5	118.2	51.8	44.8	5.0	0.5	53.2	2.2	0.2	12.2	0.8	3.2
8:00 AM	729.7	13.3	437.3	114.0	42.7	41.0	6.0	0.0	56.0	2.3	0.3	9.0	0.0	7.7
9:00 AM	582.7	10.7	358.0	102.0	35.7	33.7	4.0	1.0	30.0	3.0	0.3	3.0	0.3	1.0
10:00 AM	546.7	7.0	333.0	93.7	33.7	33.0	7.0	0.3	27.3	4.3	0.7	5.0	0.3	1.3
11:00 AM	556.0	9.3	339.7	95.3	29.0	37.7	10.7	0.0	24.7	4.7	0.0	4.7	0.0	0.3
12:00 PM	588.8	10.5	377.0	99.2	26.8	35.0	8.5	0.2	24.8	3.0	0.0	3.0	0.0	0.8
1:00 PM	642.5	10.2	398.0	113.5	29.8	38.2	6.2	0.0	35.5	4.5	0.2	4.0	0.5	1.8
2:00 PM	644.2	13.0	349.8	115.2	45.8	47.2	5.5	1.0	46.5	4.0	0.2	10.8	0.8	4.5
3:00 PM	655.8	15.0	370.0	103.8	50.8	32.8	4.0	1.0	48.8	5.0	0.2	15.2	1.0	8.2
4:00 PM	698.5	16.5	388.5	103.0	58.5	31.5	4.0	2.2	63.8	3.2	1.2	12.8	1.5	11.8
5:00 PM	690.2	15.5	416.5	95.5	49.5	25.5	4.5	1.0	57.0	2.8	0.0	11.2	0.8	10.5
6:00 PM	639.2	9.0	431.5	81.0	34.0	18.0	1.8	0.0	46.5	1.8	0.0	10.5	1.0	4.2
7:00 PM	602.8	8.0	437.8	82.2	22.5	18.2	2.0	0.0	27.0	0.8	0.2	3.8	0.0	0.2
8:00 PM	502.5	4.8	386.2	61.5	13.5	8.2	0.2	0.0	24.2	1.0	0.0	2.8	0.0	0.0
9:00 PM	404.5	3.2	320.0	52.8	5.5	6.0	0.0	0.0	15.5	0.2	0.0	1.0	0.0	0.2
10:00 PM	354.2	3.8	289.0	40.0	5.2	6.2	0.0	0.0	9.0	0.2	0.0	0.8	0.0	0.0
11:00 PM	252.0	0.2	216.8	29.5	0.8	1.8	0.0	0.0	2.8	0.2	0.0	0.0	0.0	0.0
ADT	11052.8	164.3	7165.5	1688.0	570.2	507.8	93.2	7.6	623.0	52.1	4.1	113.2	6.9	56.8

	Study Grand Totals													
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
NB	41796	617	27194	6347	2140	1886	345	29	2354	194	15	431	27	217
		1.5%	65.1%	15.2%	5.1%	4.5%	0.8%	0.1%	5.6%	0.5%	0.0%	1.0%	0.1%	0.5%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Site:
Monday, 4/23/2007, 12:00:00 PM -
Friday, 4/27/2007, 8:00:00 AM

Classification Grand Totals
SB

Hourly Averages														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	127.5	0.0	105.8	17.5	0.2	3.5	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0
1:00 AM	69.2	0.0	60.8	6.0	0.0	2.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
2:00 AM	43.2	0.0	35.5	6.8	0.2	0.5	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3:00 AM	47.0	0.0	34.5	4.0	1.5	5.0	1.8	0.0	0.0	0.2	0.0	0.0	0.0	0.0
4:00 AM	69.5	0.2	47.8	10.2	1.5	7.0	2.2	0.0	0.2	0.2	0.0	0.0	0.0	0.0
5:00 AM	183.8	1.2	130.8	27.5	6.5	12.5	2.0	0.0	2.0	1.2	0.0	0.0	0.0	0.0
6:00 AM	345.5	2.5	243.0	57.2	14.2	16.8	1.8	0.0	8.2	1.5	0.0	0.0	0.0	0.2
7:00 AM	463.0	6.2	285.0	83.5	34.2	27.2	3.2	1.5	19.0	1.2	0.0	1.2	0.0	0.5
8:00 AM	516.0	7.7	303.0	82.0	43.7	41.0	3.7	1.3	28.0	2.3	0.3	1.3	0.3	1.3
9:00 AM	488.7	7.0	277.7	91.3	29.7	47.3	6.3	1.0	22.7	4.3	0.0	0.7	0.0	0.7
10:00 AM	584.0	5.3	380.0	103.3	25.7	39.7	4.3	0.7	19.3	4.3	0.3	0.7	0.0	0.3
11:00 AM	581.7	6.0	363.0	102.0	28.0	41.7	9.7	1.7	24.0	4.0	0.0	0.7	0.3	0.7
12:00 PM	682.5	8.2	442.8	118.5	34.2	37.0	8.2	0.8	26.2	5.5	0.2	0.8	0.0	0.0
1:00 PM	625.5	10.0	407.8	100.5	28.0	42.0	7.0	0.5	23.0	4.8	0.8	1.2	0.0	0.0
2:00 PM	697.8	13.5	423.5	125.2	40.2	42.5	8.2	0.8	35.8	5.0	0.8	2.0	0.0	0.2
3:00 PM	783.0	12.8	490.8	135.2	54.2	43.2	5.2	0.8	32.0	3.8	0.0	4.2	0.0	0.8
4:00 PM	672.5	15.2	409.5	106.5	48.0	40.2	3.5	1.2	40.2	3.5	0.2	3.2	0.0	1.0
5:00 PM	757.0	13.5	508.5	105.0	40.2	32.5	3.8	1.8	45.0	2.8	0.5	2.2	0.0	1.2
6:00 PM	650.5	9.0	476.0	85.0	29.5	18.0	2.0	0.5	26.2	2.2	0.2	1.2	0.0	0.5
7:00 PM	507.5	8.2	382.5	70.0	14.8	12.0	1.5	0.2	17.0	0.8	0.0	0.2	0.0	0.2
8:00 PM	437.2	5.2	343.0	55.2	10.0	11.2	1.0	0.0	10.0	0.8	0.0	0.8	0.0	0.0
9:00 PM	338.8	2.2	267.8	50.5	5.8	7.0	0.5	0.0	4.8	0.2	0.0	0.0	0.0	0.0
10:00 PM	275.2	2.5	229.5	30.2	4.0	4.2	0.2	0.0	4.0	0.2	0.0	0.2	0.0	0.0
11:00 PM	188.8	0.2	160.2	21.8	1.0	4.2	0.0	0.0	1.0	0.2	0.0	0.0	0.0	0.0
ADT	10135.3	137.0	6808.4	1595.2	495.5	538.7	76.5	12.7	389.2	49.5	3.4	20.8	0.7	7.8

Study Grand Totals														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
SB	38371	522	25910	6002	1855	1985	282	46	1463	183	13	80	2	28
		1.4%	67.5%	15.6%	4.8%	5.2%	0.7%	0.1%	3.8%	0.5%	0.0%	0.2%	0.0%	0.1%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Site:
Monday, 4/23/2007, 12:00:00 PM -
Friday, 4/27/2007, 8:00:00 AM

Classification Grand Totals
Combined

Hourly Averages														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	273.2	0.8	227.0	38.0	0.8	6.0	0.2	0.0	0.5	0.0	0.0	0.0	0.0	0.0
1:00 AM	162.0	0.2	139.0	19.2	0.0	3.0	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0
2:00 AM	99.0	0.2	77.5	14.5	0.8	2.2	2.5	0.0	0.2	0.8	0.2	0.0	0.0	0.0
3:00 AM	107.0	0.5	80.8	12.8	3.2	6.0	3.2	0.0	0.0	0.5	0.0	0.0	0.0	0.0
4:00 AM	149.0	0.2	101.2	24.5	3.8	9.5	8.8	0.0	0.2	0.5	0.0	0.2	0.0	0.0
5:00 AM	424.0	1.2	305.5	60.8	15.5	18.2	7.2	0.2	9.2	5.5	0.0	0.5	0.0	0.0
6:00 AM	881.0	7.8	590.0	147.0	35.2	51.5	9.5	0.0	31.0	5.0	0.0	2.8	0.0	1.2
7:00 AM	1216.0	13.5	738.5	201.8	86.0	72.0	8.2	2.0	72.2	3.5	0.2	13.5	0.8	3.8
8:00 AM	1245.7	21.0	740.3	196.0	86.3	82.0	9.7	1.3	84.0	4.7	0.7	10.3	0.3	9.0
9:00 AM	1071.3	17.7	635.7	193.3	65.3	81.0	10.3	2.0	52.7	7.3	0.3	3.7	0.3	1.7
10:00 AM	1130.7	12.3	713.0	197.0	59.3	72.7	11.3	1.0	46.7	8.7	1.0	5.7	0.3	1.7
11:00 AM	1137.7	15.3	702.7	197.3	57.0	79.3	20.3	1.7	48.7	8.7	0.0	5.3	0.3	1.0
12:00 PM	1271.2	18.8	819.8	217.8	61.0	72.0	16.8	1.0	51.0	8.5	0.2	3.8	0.0	0.8
1:00 PM	1268.0	20.2	805.8	214.0	57.8	80.2	13.2	0.5	58.5	9.2	1.0	5.2	0.5	1.8
2:00 PM	1342.0	26.5	773.2	240.5	86.0	89.8	13.8	1.8	82.2	9.0	1.0	12.8	0.8	4.8
3:00 PM	1438.8	27.8	860.8	239.0	105.0	76.0	9.2	1.8	80.8	8.8	0.2	19.5	1.0	9.0
4:00 PM	1371.0	31.8	798.0	209.5	106.5	71.8	7.5	3.5	104.0	6.8	1.5	16.0	1.5	12.8
5:00 PM	1447.2	29.0	925.0	200.5	89.8	58.0	8.2	2.8	102.0	5.5	0.5	13.5	0.8	11.8
6:00 PM	1289.8	18.0	907.5	166.0	63.5	36.0	3.8	0.5	72.8	4.0	0.2	11.8	1.0	4.8
7:00 PM	1110.2	16.2	820.2	152.2	37.2	30.2	3.5	0.2	44.0	1.5	0.2	4.0	0.0	0.5
8:00 PM	939.8	10.0	729.2	116.8	23.5	19.5	1.2	0.0	34.2	1.8	0.0	3.5	0.0	0.0
9:00 PM	743.2	5.5	587.8	103.2	11.2	13.0	0.5	0.0	20.2	0.5	0.0	1.0	0.0	0.2
10:00 PM	629.5	6.2	518.5	70.2	9.2	10.5	0.2	0.0	13.0	0.5	0.0	1.0	0.0	0.0
11:00 PM	440.8	0.5	377.0	51.2	1.8	6.0	0.0	0.0	3.8	0.5	0.0	0.0	0.0	0.0
ADT	21188.1	301.3	13973.9	3283.2	1065.8	1046.5	169.7	20.2	1012.2	101.6	7.5	134.0	7.6	64.6

Study Grand Totals														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
NB	41796	617	27194	6347	2140	1886	345	29	2354	194	15	431	27	217
		1.5%	65.1%	15.2%	5.1%	4.5%	0.8%	0.1%	5.6%	0.5%	0.0%	1.0%	0.1%	0.5%
SB	38371	522	25910	6002	1855	1985	282	46	1463	183	13	80	2	28
		1.4%	67.5%	15.6%	4.8%	5.2%	0.7%	0.1%	3.8%	0.5%	0.0%	0.2%	0.0%	0.1%
Combined	80167	1139	53104	12349	3995	3871	627	75	3817	377	28	511	29	245
		1.4%	66.2%	15.4%	5.0%	4.8%	0.8%	0.1%	4.8%	0.5%	0.0%	0.6%	0.0%	0.3%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/23/2007
Monday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	593	10	379	101	23	35	5	0	34	1	0	4	0	1
1:00 PM	658	8	409	111	39	33	8	0	37	3	1	5	2	2
2:00 PM	634	17	328	114	49	47	6	0	53	5	0	11	0	4
3:00 PM	629	11	373	111	39	25	4	1	37	6	0	11	3	8
4:00 PM	739	17	441	100	47	43	5	3	61	3	0	7	1	11
5:00 PM	704	16	437	105	41	15	3	1	66	4	0	9	1	6
6:00 PM	659	7	434	84	35	21	2	0	53	2	0	11	2	8
7:00 PM	649	5	459	97	29	18	3	0	34	0	0	4	0	0
8:00 PM	467	6	353	63	12	6	0	0	23	1	0	3	0	0
9:00 PM	403	4	318	51	6	6	0	0	17	0	0	1	0	0
10:00 PM	308	4	262	28	4	3	0	0	6	0	0	1	0	0
11:00 PM	201	0	174	24	1	1	0	0	1	0	0	0	0	0
Total	6644	105	4367	989	325	253	36	5	422	25	1	67	9	40
%		1.6	65.7	14.9	4.9	3.8	0.5	0.1	6.4	0.4	0.0	1.0	0.1	0.6

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/24/2007
Tuesday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	119	0	97	19	0	3	0	0	0	0	0	0	0	0
1:00 AM	87	0	68	19	0	0	0	0	0	0	0	0	0	0
2:00 AM	38	0	30	5	0	0	3	0	0	0	0	0	0	0
3:00 AM	45	0	34	8	1	1	1	0	0	0	0	0	0	0
4:00 AM	83	0	53	16	1	3	8	0	0	1	0	1	0	0
5:00 AM	234	0	170	30	11	5	6	1	7	4	0	0	0	0
6:00 AM	520	9	315	98	19	39	4	0	27	1	0	6	0	2
7:00 AM	730	8	440	112	53	42	6	0	51	5	0	10	0	3
8:00 AM	728	7	445	99	49	48	8	0	51	3	1	9	0	8
9:00 AM	561	8	340	107	30	27	6	1	33	5	0	3	0	1
10:00 AM	571	9	342	102	33	39	10	1	23	4	0	6	1	1
11:00 AM	574	10	347	109	35	30	8	0	27	4	0	3	0	1
12:00 PM	574	16	370	87	25	37	12	0	19	4	0	4	0	0
1:00 PM	618	12	384	119	21	34	7	0	35	4	0	0	0	2
2:00 PM	669	12	371	120	44	48	6	2	48	4	0	9	1	4
3:00 PM	709	22	372	116	69	35	5	1	55	3	1	18	0	12
4:00 PM	728	20	387	102	77	27	1	1	76	4	2	15	3	13
5:00 PM	728	25	389	94	67	34	5	1	71	5	0	16	1	20
6:00 PM	656	16	431	81	48	17	1	0	42	3	0	14	1	2
7:00 PM	619	11	441	70	27	18	1	0	42	1	1	6	0	1
8:00 PM	564	7	415	77	23	11	1	0	27	2	0	1	0	0
9:00 PM	407	5	305	59	9	6	0	0	21	0	0	1	0	1
10:00 PM	368	6	289	47	8	8	0	0	8	1	0	1	0	0
11:00 PM	231	0	196	30	0	2	0	0	3	0	0	0	0	0
Total	11161	203	7031	1726	650	514	99	8	666	58	5	123	7	71
%		1.8	63.0	15.5	5.8	4.6	0.9	0.1	6.0	0.5	0.0	1.1	0.1	0.6

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	148	2	119	23	1	2	0	0	1	0	0	0	0	0
1:00 AM	80	1	65	13	0	0	1	0	0	0	0	0	0	0
2:00 AM	44	1	27	11	1	2	1	0	0	0	1	0	0	0
3:00 AM	61	1	43	11	2	2	1	0	0	1	0	0	0	0
4:00 AM	69	0	46	12	2	1	8	0	0	0	0	0	0	0
5:00 AM	242	0	173	43	8	2	5	0	6	4	0	1	0	0
6:00 AM	565	6	367	91	28	33	9	0	21	5	0	4	0	1
7:00 AM	826	11	473	135	65	52	4	1	68	1	0	14	0	2
8:00 AM	763	22	434	135	44	37	6	0	69	1	0	8	0	7
9:00 AM	613	21	372	104	44	34	2	1	28	2	0	3	1	1
10:00 AM	538	6	328	92	35	26	6	0	31	6	2	5	0	1
11:00 AM	559	10	354	88	29	39	16	0	15	5	0	3	0	0
12:00 PM	588	7	385	103	27	34	7	1	18	3	0	3	0	0
1:00 PM	654	12	405	120	31	37	7	0	34	4	0	3	0	1
2:00 PM	635	14	342	108	59	41	5	0	45	4	0	11	2	4
3:00 PM	663	14	381	96	50	37	2	1	58	7	0	14	0	3
4:00 PM	659	12	342	114	66	30	7	2	61	2	3	11	1	8
5:00 PM	638	10	392	100	40	37	4	1	46	0	0	3	1	4
6:00 PM	600	8	413	85	21	18	2	0	43	1	0	7	0	2
7:00 PM	520	8	377	80	15	19	3	0	14	2	0	2	0	0
8:00 PM	428	4	346	48	5	7	0	0	16	0	0	2	0	0
9:00 PM	371	3	306	48	1	5	0	0	8	0	0	0	0	0
10:00 PM	303	1	250	41	4	3	0	0	4	0	0	0	0	0
11:00 PM	218	0	186	29	0	0	0	0	3	0	0	0	0	0
Total	10785	174	6926	1730	578	498	96	7	589	48	6	94	5	34
%		1.6	64.2	16.0	5.4	4.6	0.9	0.1	5.5	0.4	0.1	0.9	0.0	0.3

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	143	1	119	20	0	3	0	0	0	0	0	0	0	0
1:00 AM	82	0	69	11	0	2	0	0	0	0	0	0	0	0
2:00 AM	50	0	41	5	0	0	3	0	0	1	0	0	0	0
3:00 AM	54	0	45	7	1	0	1	0	0	0	0	0	0	0
4:00 AM	79	0	53	16	2	4	4	0	0	0	0	0	0	0
5:00 AM	259	0	196	34	6	4	7	0	7	5	0	0	0	0
6:00 AM	541	4	369	82	20	31	8	0	23	2	0	1	0	1
7:00 AM	736	3	457	116	42	41	5	1	47	2	0	16	2	4
8:00 AM	698	11	433	108	35	38	4	0	48	3	0	10	0	8
9:00 AM	574	3	362	95	33	40	4	1	29	2	1	3	0	1
10:00 AM	531	6	329	87	33	34	5	0	28	3	0	4	0	2
11:00 AM	535	8	318	89	23	44	8	0	32	5	0	8	0	0
12:00 PM	600	9	374	106	32	34	10	0	28	4	0	1	0	2
1:00 PM	640	9	394	104	28	49	3	0	36	7	0	8	0	2
2:00 PM	639	9	358	119	31	53	5	2	40	3	1	12	0	6
3:00 PM	622	13	354	92	45	34	5	1	45	4	0	18	1	10
4:00 PM	668	17	384	96	44	26	3	3	57	4	0	18	1	15
5:00 PM	691	11	448	83	50	16	6	1	45	2	0	17	0	12
6:00 PM	642	5	448	74	32	16	2	0	48	1	0	10	1	5
7:00 PM	623	8	474	82	19	18	1	0	18	0	0	3	0	0
8:00 PM	551	2	431	58	14	9	0	0	31	1	0	5	0	0
9:00 PM	437	1	351	53	6	7	0	0	16	1	0	2	0	0
10:00 PM	438	4	355	44	5	11	0	0	18	0	0	1	0	0
11:00 PM	358	1	311	35	2	4	0	0	4	1	0	0	0	0
Total	11191	125	7473	1616	503	518	84	9	600	51	2	137	5	68
%		1.1	66.8	14.4	4.5	4.6	0.8	0.1	5.4	0.5	0.0	1.2	0.0	0.6

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	173	0	150	20	1	2	0	0	0	0	0	0	0	0
1:00 AM	122	0	111	10	0	1	0	0	0	0	0	0	0	0
2:00 AM	91	0	70	10	1	5	3	0	1	1	0	0	0	0
3:00 AM	80	1	63	9	3	1	3	0	0	0	0	0	0	0
4:00 AM	87	0	62	13	4	2	6	0	0	0	0	0	0	0
5:00 AM	226	0	160	26	11	12	3	0	9	4	0	1	0	0
6:00 AM	516	2	337	88	17	36	10	0	20	6	0	0	0	0
7:00 AM	720	7	444	110	47	44	5	0	47	1	1	9	1	4
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2015	10	1397	286	84	103	30	0	77	12	1	10	1	4
%		0.5	69.3	14.2	4.2	5.1	1.5	0.0	3.8	0.6	0.0	0.5	0.0	0.2

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/23/2007
Monday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	680	9	452	109	37	33	8	0	29	3	0	0	0	0
1:00 PM	617	9	397	92	36	41	4	0	31	3	1	3	0	0
2:00 PM	706	14	439	124	39	41	6	2	34	5	2	0	0	0
3:00 PM	796	10	529	150	39	32	10	0	21	3	0	2	0	0
4:00 PM	798	26	495	127	49	47	6	1	41	3	0	2	0	1
5:00 PM	890	15	600	125	43	38	5	2	51	6	2	3	0	0
6:00 PM	814	14	598	98	36	22	3	1	36	2	0	2	0	2
7:00 PM	643	10	492	93	19	8	0	0	21	0	0	0	0	0
8:00 PM	511	10	387	68	11	18	0	0	17	0	0	0	0	0
9:00 PM	415	7	339	48	7	8	1	0	5	0	0	0	0	0
10:00 PM	334	4	286	33	4	3	0	0	4	0	0	0	0	0
11:00 PM	219	1	184	29	2	2	0	0	1	0	0	0	0	0
Total	7423	129	5198	1096	322	293	43	6	291	25	5	12	0	3
%		1.7	70.0	14.8	4.3	3.9	0.6	0.1	3.9	0.3	0.1	0.2	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/24/2007
Tuesday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	139	0	123	14	0	1	0	0	1	0	0	0	0	0
1:00 AM	80	0	71	7	0	1	0	0	1	0	0	0	0	0
2:00 AM	46	0	37	9	0	0	0	0	0	0	0	0	0	0
3:00 AM	57	0	47	5	0	3	2	0	0	0	0	0	0	0
4:00 AM	81	0	57	15	1	8	0	0	0	0	0	0	0	0
5:00 AM	234	3	177	28	5	15	2	0	2	2	0	0	0	0
6:00 AM	452	4	314	78	19	20	2	0	13	2	0	0	0	0
7:00 AM	583	7	351	114	37	33	4	2	29	2	0	3	0	1
8:00 AM	657	11	408	99	41	45	6	2	36	4	0	2	0	3
9:00 AM	650	8	390	113	35	53	10	2	31	6	0	1	0	1
10:00 AM	604	7	410	106	19	37	7	1	14	3	0	0	0	0
11:00 AM	600	8	348	105	36	50	12	3	31	4	0	1	0	2
12:00 PM	707	8	470	116	33	34	9	2	24	10	1	0	0	0
1:00 PM	618	9	405	107	19	44	10	0	19	5	0	0	0	0
2:00 PM	685	13	411	122	41	47	11	0	33	6	0	1	0	0
3:00 PM	669	10	405	115	64	35	3	0	33	2	0	1	0	1
4:00 PM	299	7	135	49	54	30	2	0	16	1	1	3	0	1
5:00 PM	297	6	161	46	41	17	3	2	18	2	0	1	0	0
6:00 PM	205	5	115	34	28	12	0	0	8	2	1	0	0	0
7:00 PM	171	9	89	35	14	14	4	0	6	0	0	0	0	0
8:00 PM	148	4	98	21	11	10	1	0	3	0	0	0	0	0
9:00 PM	128	1	75	35	7	8	1	0	1	0	0	0	0	0
10:00 PM	76	1	51	15	3	6	0	0	0	0	0	0	0	0
11:00 PM	53	0	36	11	0	6	0	0	0	0	0	0	0	0
Total	8239	121	5184	1399	508	529	89	14	319	51	3	13	0	9
%		1.5	62.9	17.0	6.2	6.4	1.1	0.2	3.9	0.6	0.0	0.2	0.0	0.1

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	40	0	24	11	0	4	1	0	0	0	0	0	0	0
1:00 AM	8	0	6	0	0	2	0	0	0	0	0	0	0	0
2:00 AM	13	0	9	2	1	1	0	0	0	0	0	0	0	0
3:00 AM	11	0	3	0	2	5	1	0	0	0	0	0	0	0
4:00 AM	9	1	5	1	0	1	1	0	0	0	0	0	0	0
5:00 AM	38	1	19	7	3	7	0	0	0	1	0	0	0	0
6:00 AM	69	1	39	11	6	10	0	0	2	0	0	0	0	0
7:00 AM	111	1	55	24	13	13	0	0	5	0	0	0	0	0
8:00 AM	204	3	86	35	39	26	1	2	12	0	0	0	0	0
9:00 AM	158	6	71	30	18	22	6	0	4	1	0	0	0	0
10:00 AM	576	5	370	98	31	39	2	0	26	4	0	1	0	0
11:00 AM	590	6	382	92	25	43	10	1	22	7	0	1	1	0
12:00 PM	708	9	457	128	32	43	8	1	23	6	0	1	0	0
1:00 PM	639	10	421	110	29	38	8	1	19	2	0	1	0	0
2:00 PM	690	15	397	135	42	47	5	1	38	5	0	4	0	1
3:00 PM	837	16	511	134	63	49	5	1	43	7	0	7	0	1
4:00 PM	813	17	506	141	42	38	4	4	49	4	0	7	0	1
5:00 PM	911	13	651	116	32	31	3	3	55	1	0	3	0	3
6:00 PM	783	13	580	115	21	17	2	0	30	3	0	2	0	0
7:00 PM	586	7	457	79	8	12	0	0	21	2	0	0	0	0
8:00 PM	517	3	425	65	5	11	1	0	5	0	0	2	0	0
9:00 PM	369	1	297	55	6	5	0	0	5	0	0	0	0	0
10:00 PM	308	0	259	37	2	5	0	0	4	0	0	1	0	0
11:00 PM	223	0	197	20	0	4	0	0	2	0	0	0	0	0
Total	9211	128	6227	1446	420	473	58	14	365	43	0	30	1	6
%		1.4	67.6	15.7	4.6	5.1	0.6	0.2	4.0	0.5	0.0	0.3	0.0	0.1

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	148	0	120	24	0	4	0	0	0	0	0	0	0	0
1:00 AM	79	0	71	6	0	2	0	0	0	0	0	0	0	0
2:00 AM	50	0	42	8	0	0	0	0	0	0	0	0	0	0
3:00 AM	52	0	34	5	3	7	2	0	0	1	0	0	0	0
4:00 AM	91	0	62	14	1	9	4	0	1	0	0	0	0	0
5:00 AM	228	0	160	41	7	14	3	0	2	1	0	0	0	0
6:00 AM	441	1	315	66	20	21	3	0	13	1	0	0	0	1
7:00 AM	585	6	369	110	49	30	2	1	15	1	0	1	0	1
8:00 AM	687	9	415	112	51	52	4	0	36	3	1	2	1	1
9:00 AM	658	7	372	131	36	67	3	1	33	6	0	1	0	1
10:00 AM	572	4	360	106	27	43	4	1	18	6	1	1	0	1
11:00 AM	555	4	359	109	23	32	7	1	19	1	0	0	0	0
12:00 PM	635	7	392	121	35	38	8	0	29	3	0	2	0	0
1:00 PM	628	12	408	93	28	45	6	1	23	9	2	1	0	0
2:00 PM	710	12	447	120	39	35	11	0	38	4	1	3	0	0
3:00 PM	830	15	518	142	51	57	3	2	31	3	0	7	0	1
4:00 PM	780	11	502	109	47	46	2	0	55	6	0	1	0	1
5:00 PM	930	20	622	133	45	44	4	0	56	2	0	2	0	2
6:00 PM	800	4	611	93	33	21	3	1	31	2	0	1	0	0
7:00 PM	630	7	492	73	18	14	2	1	20	1	0	1	0	1
8:00 PM	573	4	462	67	13	6	2	0	15	3	0	1	0	0
9:00 PM	443	0	360	64	3	7	0	0	8	1	0	0	0	0
10:00 PM	383	5	322	36	7	3	1	0	8	1	0	0	0	0
11:00 PM	260	0	224	27	2	5	0	0	1	1	0	0	0	0
Total	11748	128	8039	1810	538	602	74	9	452	56	5	24	1	10
%		1.1	68.4	15.4	4.6	5.1	0.6	0.1	3.8	0.5	0.0	0.2	0.0	0.1

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	183	0	156	21	1	5	0	0	0	0	0	0	0	0
1:00 AM	110	0	95	11	0	4	0	0	0	0	0	0	0	0
2:00 AM	64	0	54	8	0	1	0	0	0	1	0	0	0	0
3:00 AM	68	0	54	6	1	5	2	0	0	0	0	0	0	0
4:00 AM	97	0	67	11	4	10	4	0	0	1	0	0	0	0
5:00 AM	235	1	167	34	11	14	3	0	4	1	0	0	0	0
6:00 AM	420	4	304	74	12	16	2	0	5	3	0	0	0	0
7:00 AM	573	11	365	86	38	33	7	3	27	2	0	1	0	0
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1750	16	1262	251	67	88	18	3	36	8	0	1	0	0
%		0.9	72.1	14.3	3.8	5.0	1.0	0.2	2.1	0.5	0.0	0.1	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Site: Monday, 4/23/2007, 12:00:00 PM -
Friday, 4/27/2007, 8:00:00 AM

Speed Grand Totals
NB

		Hourly Averages												
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	145.8	1.0	2.0	2.5	17.2	34.0	37.2	32.5	15.2	3.2	0.5	0.2	0.0	0.0
1:00 AM	92.8	1.5	2.5	2.2	11.0	21.2	21.0	18.0	9.0	4.8	1.2	0.2	0.0	0.0
2:00 AM	55.8	0.8	0.8	1.5	6.0	15.0	14.2	8.5	6.8	2.2	0.0	0.0	0.0	0.0
3:00 AM	60.0	1.0	1.8	2.2	6.0	10.2	13.0	13.5	7.0	4.2	1.0	0.0	0.0	0.0
4:00 AM	79.5	1.5	1.2	1.5	4.0	13.5	20.5	19.0	11.0	5.8	0.8	0.5	0.2	0.0
5:00 AM	240.2	0.8	1.2	5.2	23.8	53.8	62.2	53.5	27.8	7.5	3.5	1.0	0.0	0.0
6:00 AM	535.5	18.5	7.0	12.5	76.5	136.5	128.2	93.2	41.5	17.0	3.5	0.5	0.5	0.0
7:00 AM	752.8	67.5	38.8	66.0	157.2	199.2	124.0	70.0	20.2	6.0	2.8	0.5	0.2	0.2
8:00 AM	729.7	83.0	45.7	84.7	158.3	189.7	103.0	45.0	14.0	3.7	1.0	0.7	0.3	0.7
9:00 AM	582.7	47.0	25.0	48.3	130.7	166.0	99.7	46.7	15.0	3.3	0.7	0.3	0.0	0.0
10:00 AM	546.7	27.0	20.0	47.3	125.7	160.3	112.3	40.7	10.7	1.3	0.3	0.3	0.3	0.3
11:00 AM	556.0	31.7	20.0	43.7	129.7	170.7	101.3	45.3	11.3	1.3	1.0	0.0	0.0	0.0
12:00 PM	588.8	39.0	23.5	47.8	126.5	182.8	113.2	40.2	12.8	1.5	0.2	0.0	0.5	0.8
1:00 PM	642.5	43.2	28.8	67.5	154.8	184.2	118.5	32.0	11.0	2.2	0.0	0.0	0.0	0.2
2:00 PM	644.2	80.8	49.5	95.0	162.8	141.0	73.0	30.2	7.8	2.5	0.8	0.5	0.2	0.2
3:00 PM	655.8	109.5	58.0	87.8	152.2	151.8	60.2	24.2	8.8	1.8	0.8	0.0	0.2	0.5
4:00 PM	698.5	153.8	81.8	101.2	152.0	119.8	58.2	23.2	4.5	0.8	1.2	0.8	0.2	1.0
5:00 PM	690.2	118.0	74.8	86.8	176.8	133.0	66.2	24.0	5.8	2.2	0.8	0.0	0.2	1.8
6:00 PM	639.2	72.5	43.0	79.0	165.5	157.5	76.0	32.0	9.8	1.8	1.0	0.5	0.0	0.8
7:00 PM	602.8	31.2	21.2	43.5	148.8	179.0	120.5	45.8	10.0	1.8	0.2	0.0	0.0	0.8
8:00 PM	502.5	24.0	12.8	46.0	129.0	149.5	87.2	40.5	9.8	2.5	0.0	0.5	0.5	0.2
9:00 PM	404.5	9.8	5.0	24.8	94.2	128.8	89.0	39.5	9.8	2.8	1.0	0.0	0.0	0.0
10:00 PM	354.2	7.8	6.0	19.5	64.0	113.8	76.8	47.8	13.5	4.2	0.8	0.0	0.0	0.2
11:00 PM	252.0	2.0	1.5	6.0	34.8	74.0	65.0	43.5	17.2	6.0	2.0	0.0	0.0	0.0
ADT	11052.5	972.7	571.7	1022.5	2407.3	2885.2	1840.8	908.9	310.0	90.4	25.0	6.6	3.7	7.8

Percentile Speeds
(mph)

<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
16.1	20.8	30.9	39.0	40.9

10 mph Pace Speed
Number in pace

26.7 - 36.7	Average	30.1 mph
20558 (49.2 %)	Minimum	5.0 mph
	Maximum	99.3 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
12.4 %	0.4 %	0.1 %
Count	5165	166
		44

		Study Grand Totals												
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
NB	41795	3702	2176	3866	9085	10854	6947	3458	1189	352	97	25	14	30
		8.9%	5.2%	9.2%	21.7%	26.0%	16.6%	8.3%	2.8%	0.8%	0.2%	0.1%	0.0%	0.1%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Site: Monday, 4/23/2007, 12:00:00 PM -
Friday, 4/27/2007, 8:00:00 AM

Speed Grand Totals
SB

mph	Hourly Averages													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	127.5	12.0	7.0	2.2	15.0	34.5	31.2	17.5	4.8	2.2	0.5	0.5	0.0	0.0
1:00 AM	69.2	9.2	1.8	3.0	12.2	13.8	13.8	9.0	4.2	1.2	1.0	0.0	0.0	0.0
2:00 AM	43.2	2.5	1.8	2.5	7.5	9.5	9.0	5.5	3.0	1.5	0.2	0.2	0.0	0.0
3:00 AM	47.0	4.2	2.2	1.5	4.2	7.2	11.0	9.8	5.0	1.5	0.0	0.0	0.0	0.2
4:00 AM	69.5	3.8	2.2	1.2	4.5	14.2	14.2	14.5	10.8	3.8	0.0	0.2	0.0	0.0
5:00 AM	183.8	6.5	4.8	5.0	13.5	34.5	40.5	42.8	23.0	10.8	2.0	0.5	0.0	0.0
6:00 AM	345.5	25.2	9.5	7.5	30.5	77.0	98.2	67.2	25.0	3.8	0.8	0.8	0.0	0.0
7:00 AM	463.0	55.5	22.5	19.5	56.2	111.8	114.2	62.0	17.8	2.0	0.8	0.2	0.2	0.2
8:00 AM	516.0	66.0	31.3	41.3	86.7	120.3	114.7	46.7	7.0	0.7	0.7	0.3	0.0	0.3
9:00 AM	488.7	47.3	31.7	34.3	82.7	130.3	108.3	39.7	11.3	1.7	0.3	0.0	0.3	0.7
10:00 AM	584.0	48.7	32.3	50.3	108.7	166.7	117.0	47.7	9.7	2.0	0.0	0.7	0.0	0.3
11:00 AM	581.7	45.7	21.7	40.3	131.3	177.3	113.7	38.0	11.7	1.0	1.0	0.0	0.0	0.0
12:00 PM	682.5	59.8	30.0	55.0	157.5	203.2	124.5	44.2	6.0	1.2	0.5	0.0	0.0	0.5
1:00 PM	625.5	59.0	30.8	44.0	119.8	192.8	122.8	44.8	9.2	1.5	0.8	0.2	0.0	0.0
2:00 PM	697.8	87.8	50.0	68.0	129.8	186.0	128.8	36.5	9.0	0.8	0.5	0.5	0.0	0.2
3:00 PM	783.0	111.5	67.2	93.2	151.2	182.5	122.8	42.2	8.8	0.8	0.8	0.5	1.0	0.5
4:00 PM	672.5	103.8	53.0	66.2	146.8	163.5	102.8	29.5	4.0	1.0	0.2	1.0	0.2	0.5
5:00 PM	757.0	91.0	62.2	75.2	160.2	205.5	128.2	27.0	4.2	0.5	0.8	0.2	0.2	1.5
6:00 PM	650.5	77.0	35.2	55.8	113.8	184.8	132.0	42.8	7.5	0.8	0.8	0.2	0.0	0.0
7:00 PM	507.5	44.8	22.5	29.5	97.8	164.8	102.2	37.2	7.0	1.0	0.0	0.0	0.2	0.5
8:00 PM	437.2	38.2	17.8	28.5	85.8	133.8	91.2	32.5	7.2	1.5	0.5	0.0	0.0	0.2
9:00 PM	338.8	27.8	14.0	15.5	49.5	100.0	81.2	36.8	11.5	1.8	0.2	0.2	0.0	0.2
10:00 PM	275.2	22.2	13.8	13.5	45.5	81.5	63.0	24.8	8.5	1.8	0.5	0.0	0.2	0.0
11:00 PM	188.8	12.2	8.2	4.0	25.8	51.5	50.5	25.0	7.2	3.2	1.0	0.0	0.0	0.0
ADT	10135.3	1061.7	573.5	757.3	1836.3	2746.9	2035.9	823.5	223.4	47.8	13.8	6.5	2.6	6.1

Percentile Speeds
(mph)

<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
14.7	18.7	31.6	38.8	40.3

10 mph Pace Speed
Number in pace

28.0 - 38.0	Average	30.1 mph
19216 (50.1 %)	Minimum	5.0 mph
	Maximum	99.3 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
11.1 %	0.3 %	0.1 %
Count	4273	111
		33

mph	Study Grand Totals													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
SB	38371	4039	2177	2863	6936	10393	7690	3122	854	186	53	25	10	23
		10.5%	5.7%	7.5%	18.1%	27.1%	20.0%	8.1%	2.2%	0.5%	0.1%	0.1%	0.0%	0.1%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Site:
Monday, 4/23/2007, 12:00:00 PM -
Friday, 4/27/2007, 8:00:00 AM

Speed Grand Totals
Combined

mph	Hourly Averages													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	273.2	13.0	9.0	4.8	32.2	68.5	68.5	50.0	20.0	5.5	1.0	0.8	0.0	0.0
1:00 AM	162.0	10.8	4.2	5.2	23.2	35.0	34.8	27.0	13.2	6.0	2.2	0.2	0.0	0.0
2:00 AM	99.0	3.2	2.5	4.0	13.5	24.5	23.2	14.0	9.8	3.8	0.2	0.2	0.0	0.0
3:00 AM	107.0	5.2	4.0	3.8	10.2	17.5	24.0	23.2	12.0	5.8	1.0	0.0	0.0	0.2
4:00 AM	149.0	5.2	3.5	2.8	8.5	27.8	34.8	33.5	21.8	9.5	0.8	0.8	0.2	0.0
5:00 AM	424.0	7.2	6.0	10.2	37.2	88.2	102.8	96.2	50.8	18.2	5.5	1.5	0.0	0.0
6:00 AM	881.0	43.8	16.5	20.0	107.0	213.5	226.5	160.5	66.5	20.8	4.2	1.2	0.5	0.0
7:00 AM	1215.8	123.0	61.2	85.5	213.5	311.0	238.2	132.0	38.0	8.0	3.5	0.8	0.5	0.5
8:00 AM	1245.7	149.0	77.0	126.0	245.0	310.0	217.7	91.7	21.0	4.3	1.7	1.0	0.3	1.0
9:00 AM	1071.3	94.3	56.7	82.7	213.3	296.3	208.0	86.3	26.3	5.0	1.0	0.3	0.3	0.7
10:00 AM	1130.7	75.7	52.3	97.7	234.3	327.0	229.3	88.3	20.3	3.3	0.3	1.0	0.3	0.7
11:00 AM	1137.7	77.3	41.7	84.0	261.0	348.0	215.0	83.3	23.0	2.3	2.0	0.0	0.0	0.0
12:00 PM	1271.2	98.8	53.5	102.8	284.0	386.0	237.8	84.5	18.8	2.8	0.8	0.0	0.5	1.2
1:00 PM	1268.0	102.2	59.5	111.5	274.5	377.0	241.2	76.8	20.2	3.8	0.8	0.2	0.0	0.2
2:00 PM	1342.0	168.5	99.5	163.0	292.5	327.0	201.8	66.8	16.8	3.2	1.2	1.0	0.2	0.5
3:00 PM	1438.8	221.0	125.2	181.0	303.5	334.2	183.0	66.5	17.5	2.5	1.5	0.5	1.2	1.0
4:00 PM	1371.0	257.5	134.8	167.5	298.8	283.2	161.0	52.8	8.5	1.8	1.5	1.8	0.5	1.5
5:00 PM	1447.2	209.0	137.0	162.0	337.0	338.5	194.5	51.0	10.0	2.8	1.5	0.2	0.5	3.2
6:00 PM	1289.8	149.5	78.2	134.8	279.2	342.2	208.0	74.8	17.2	2.5	1.8	0.8	0.0	0.8
7:00 PM	1110.2	76.0	43.8	73.0	246.5	343.8	222.8	83.0	17.0	2.8	0.2	0.0	0.2	1.2
8:00 PM	939.8	62.2	30.5	74.5	214.8	283.2	178.5	73.0	17.0	4.0	0.5	0.5	0.5	0.5
9:00 PM	743.2	37.5	19.0	40.2	143.8	228.8	170.2	76.2	21.2	4.5	1.2	0.2	0.0	0.2
10:00 PM	629.5	30.0	19.8	33.0	109.5	195.2	139.8	72.5	22.0	6.0	1.2	0.0	0.2	0.2
11:00 PM	440.8	14.2	9.8	10.0	60.5	125.5	115.5	68.5	24.5	9.2	3.0	0.0	0.0	0.0
ADT	21187.8	2034.3	1145.2	1779.8	4243.7	5632.1	3876.8	1732.4	533.4	138.2	38.8	13.1	6.2	13.8

Percentile Speeds	<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
(mph)	15.3	19.9	31.2	38.8	40.7

10 mph Pace Speed	26.7 - 36.7	Average	30.1 mph
Number in pace	39491 (49.3 %)	Minimum	5.0 mph
		Maximum	99.3 mph

Speeds Exceeded	<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
	11.8 %	0.3 %	0.1 %
Count	9438	277	77

mph	Study Grand Totals													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
NB	41795	3702	2176	3866	9085	10854	6947	3458	1189	352	97	25	14	30
		8.9%	5.2%	9.2%	21.7%	26.0%	16.6%	8.3%	2.8%	0.8%	0.2%	0.1%	0.0%	0.1%
SB	38371	4039	2177	2863	6936	10393	7690	3122	854	186	53	25	10	23
		10.5%	5.7%	7.5%	18.1%	27.1%	20.0%	8.1%	2.2%	0.5%	0.1%	0.1%	0.0%	0.1%
Combined	80166	7741	4353	6729	16021	21247	14637	6580	2043	538	150	50	24	53
		9.7%	5.4%	8.4%	20.0%	26.5%	18.3%	8.2%	2.5%	0.7%	0.2%	0.1%	0.0%	0.1%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/23/2007
Monday

Daily Speed (60 Min.)
Channel: NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	593	41	16	71	146	189	95	28	4	0	1	0	1	1
1:00 PM	658	55	38	77	162	196	102	19	8	1	0	0	0	0
2:00 PM	634	89	55	86	159	127	67	36	13	2	0	0	0	0
3:00 PM	629	86	44	71	132	178	68	33	14	2	0	0	1	0
4:00 PM	739	142	52	113	159	169	73	21	8	1	0	0	0	1
5:00 PM	704	103	54	69	194	169	75	25	9	2	2	0	1	1
6:00 PM	659	71	50	76	168	170	77	28	13	3	1	1	0	1
7:00 PM	649	38	18	38	162	204	119	46	21	3	0	0	0	0
8:00 PM	467	43	26	48	114	128	65	28	10	4	0	0	1	0
9:00 PM	403	10	5	16	98	125	83	47	12	6	1	0	0	0
10:00 PM	308	3	9	10	44	96	72	48	19	6	1	0	0	0
11:00 PM	201	3	2	5	22	59	53	35	16	4	2	0	0	0
Total	6644	684	369	680	1560	1810	949	394	147	34	8	1	4	4
%		10.3	5.6	10.2	23.5	27.2	14.3	5.9	2.2	0.5	0.1	0.0	0.1	0.1

Percentile Speeds
(mph)

10 %	15 %	50 %	85 %	90 %
14.6	19.3	30.0	37.2	39.4

10 mph Pace Speed
Number in pace

25.5 - 35.5	Average	28.9 mph
3435 (51.7 %)	Minimum	5.0 mph
	Maximum	85.6 mph

Speeds Exceeded

40 mph	55 mph	65 mph
8.9 %	0.3 %	0.1 %
Count	592	17
		8

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/24/2007
Tuesday

Daily Speed (60 Min.)
Channel: NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	119	1	2	0	5	29	39	27	15	1	0	0	0	0
1:00 AM	87	1	6	4	10	19	21	17	5	3	1	0	0	0
2:00 AM	38	0	1	2	2	7	10	8	7	1	0	0	0	0
3:00 AM	45	0	1	4	7	10	11	4	6	1	1	0	0	0
4:00 AM	83	1	1	3	3	15	20	19	11	6	2	1	1	0
5:00 AM	234	1	1	3	18	47	63	57	30	8	5	1	0	0
6:00 AM	520	24	12	12	72	130	121	99	36	10	3	0	1	0
7:00 AM	730	59	32	70	160	196	119	75	11	6	2	0	0	0
8:00 AM	728	102	54	75	149	204	92	35	13	2	1	0	0	1
9:00 AM	561	43	26	50	132	158	93	37	15	4	2	1	0	0
10:00 AM	571	32	20	52	140	172	106	39	10	0	0	0	0	0
11:00 AM	574	42	20	44	115	184	103	51	13	2	0	0	0	0
12:00 PM	574	44	25	29	105	163	134	54	18	1	0	0	0	1
1:00 PM	618	27	13	66	151	184	118	46	12	1	0	0	0	0
2:00 PM	669	70	44	71	174	180	81	33	8	5	1	2	0	0
3:00 PM	709	118	94	119	173	134	51	12	3	1	2	0	0	2
4:00 PM	728	180	96	92	154	107	63	25	1	1	4	3	1	1
5:00 PM	728	146	78	105	167	128	66	21	8	4	1	0	0	4
6:00 PM	656	92	44	80	161	148	81	35	11	1	0	1	0	2
7:00 PM	619	28	26	63	158	159	119	60	3	2	1	0	0	0
8:00 PM	564	27	11	61	159	156	93	45	8	3	0	0	0	1
9:00 PM	407	12	7	40	111	125	71	28	8	4	1	0	0	0
10:00 PM	368	13	10	30	83	104	75	43	6	2	1	0	0	1
11:00 PM	231	1	1	5	31	64	72	36	16	4	1	0	0	0
Total	11161	1064	625	1080	2440	2823	1822	906	274	73	29	9	3	13
%		9.5	5.6	9.7	21.9	25.3	16.3	8.1	2.5	0.7	0.3	0.1	0.0	0.1

Percentile Speeds
(mph)

10 %	15 %	50 %	85 %	90 %
15.5	19.9	30.5	38.8	40.7

10 mph Pace Speed
Number in pace

26.7 - 36.7	Average	29.7 mph
5434 (48.7 %)	Minimum	5.0 mph
	Maximum	91.9 mph

Speeds Exceeded

40 mph	55 mph	65 mph
11.7 %	0.5 %	0.1 %
Count	1307	54
		16

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Speed (60 Min.) Channel: NB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	148	1	4	4	19	36	40	30	8	4	2	0	0	0	
1:00 AM	80	0	2	1	9	17	17	17	11	5	0	1	0	0	
2:00 AM	44	1	1	2	5	10	12	5	5	3	0	0	0	0	
3:00 AM	61	3	3	5	6	11	15	13	1	2	2	0	0	0	
4:00 AM	69	0	0	0	2	10	18	18	14	7	0	0	0	0	
5:00 AM	242	0	0	1	23	44	70	63	25	10	4	2	0	0	
6:00 AM	565	22	4	15	80	142	128	101	44	23	4	1	1	0	
7:00 AM	826	68	39	76	176	221	118	81	32	8	4	2	0	1	
8:00 AM	763	88	53	105	178	181	97	40	17	3	0	0	1	0	
9:00 AM	613	60	38	61	149	151	87	53	11	3	0	0	0	0	
10:00 AM	538	28	19	56	123	151	110	33	14	2	1	1	0	0	
11:00 AM	559	28	22	33	142	168	93	59	12	1	1	0	0	0	
12:00 PM	588	29	21	40	128	208	108	34	16	2	0	0	1	1	
1:00 PM	654	41	29	65	177	192	107	29	10	3	0	0	0	1	
2:00 PM	635	100	57	104	132	135	76	23	4	2	0	0	1	1	
3:00 PM	663	132	42	94	153	142	61	25	11	2	1	0	0	0	
4:00 PM	659	149	101	108	127	103	45	18	5	1	0	0	0	2	
5:00 PM	638	100	72	74	166	128	70	22	3	2	0	0	0	1	
6:00 PM	600	55	42	85	154	149	72	33	6	2	2	0	0	0	
7:00 PM	520	25	20	44	137	147	106	34	5	2	0	0	0	0	
8:00 PM	428	11	6	38	100	140	89	35	6	1	0	1	1	0	
9:00 PM	371	5	1	13	72	121	100	46	11	1	1	0	0	0	
10:00 PM	303	2	0	11	42	106	74	51	13	4	0	0	0	0	
11:00 PM	218	0	2	5	26	62	58	39	20	6	0	0	0	0	
Total	10785	948	578	1040	2326	2775	1771	902	304	99	22	8	5	7	
%		8.8	5.4	9.6	21.6	25.7	16.4	8.4	2.8	0.9	0.2	0.1	0.0	0.1	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
16.2	20.6	30.8	39.0	41.1

10 mph Pace Speed
Number in pace

26.7 - 36.7	Average	30.1 mph
5233 (48.5 %)	Minimum	5.0 mph
	Maximum	99.3 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
12.5 %	0.4 %	0.1 %
Count	1347	42
		12

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Speed (60 Min.)
Channel: NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	143	2	1	3	20	40	27	31	17	2	0	0	0	0
1:00 AM	82	5	2	3	11	20	17	13	7	4	0	0	0	0
2:00 AM	50	2	0	0	6	17	11	7	5	2	0	0	0	0
3:00 AM	54	0	1	0	5	9	12	14	7	5	1	0	0	0
4:00 AM	79	1	1	2	6	14	19	17	11	7	1	0	0	0
5:00 AM	259	0	0	9	22	58	59	59	37	10	4	1	0	0
6:00 AM	541	19	8	5	74	117	128	106	53	24	6	1	0	0
7:00 AM	736	78	48	54	117	183	143	80	22	8	3	0	0	0
8:00 AM	698	59	30	74	148	184	120	60	12	6	2	2	0	1
9:00 AM	574	38	11	34	111	189	119	50	19	3	0	0	0	0
10:00 AM	531	21	21	34	114	158	121	50	8	2	0	0	1	1
11:00 AM	535	25	18	54	132	160	108	26	9	1	2	0	0	0
12:00 PM	600	42	32	51	127	171	116	45	13	3	0	0	0	0
1:00 PM	640	50	35	62	129	165	147	34	14	4	0	0	0	0
2:00 PM	639	64	42	119	186	122	68	29	6	1	2	0	0	0
3:00 PM	622	102	52	67	151	153	61	27	7	2	0	0	0	0
4:00 PM	668	144	78	92	168	100	52	29	4	0	1	0	0	0
5:00 PM	691	123	95	99	180	107	54	28	3	1	0	0	0	1
6:00 PM	642	72	36	75	179	163	74	32	9	1	1	0	0	0
7:00 PM	623	34	21	29	138	206	138	43	11	0	0	0	0	3
8:00 PM	551	15	8	37	143	174	102	54	15	2	0	1	0	0
9:00 PM	437	12	7	30	96	144	102	37	8	0	1	0	0	0
10:00 PM	438	13	5	27	87	149	86	49	16	5	1	0	0	0
11:00 PM	358	4	1	9	60	111	77	64	17	10	5	0	0	0
Total	11191	925	553	969	2410	2914	1961	984	330	103	30	5	1	6
%		8.3	4.9	8.7	21.5	26.0	17.5	8.8	2.9	0.9	0.3	0.0	0.0	0.1

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
17.0	21.5	31.2	39.2	41.1

10 mph Pace Speed
Number in pace

26.7 - 36.7	Average	30.5 mph
5530 (49.4 %)	Minimum	5.0 mph
	Maximum	91.9 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
13.0 %	0.4 %	0.1 %
1459	42	7

Count

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Speed (60 Min.) Channel: NB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	173	0	1	3	25	31	43	42	21	6	0	1	0	0	
1:00 AM	122	0	0	1	14	29	29	25	13	7	4	0	0	0	
2:00 AM	91	0	1	2	11	26	24	14	10	3	0	0	0	0	
3:00 AM	80	1	2	0	6	11	14	23	14	9	0	0	0	0	
4:00 AM	87	4	3	1	5	15	25	22	8	3	0	1	0	0	
5:00 AM	226	2	4	8	32	66	57	35	19	2	1	0	0	0	
6:00 AM	516	9	4	18	80	157	136	67	33	11	1	0	0	0	
7:00 AM	719	65	36	64	176	197	116	44	16	2	2	0	1	0	
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
4:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
5:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
6:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
7:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
8:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
9:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Total	2014	81	51	97	349	532	444	272	134	43	8	2	1	0	
%		4.0	2.5	4.8	17.3	26.4	22.0	13.5	6.7	2.1	0.4	0.1	0.0	0.0	

Percentile Speeds
(mph)

10 %	15 %	50 %	85 %	90 %
24.2	26.6	34.0	42.6	44.6

10 mph Pace Speed
Number in pace

28.4 - 38.4	Average	33.9 mph
1018 (50.5 %)	Minimum	5.0 mph
	Maximum	67.1 mph

Speeds Exceeded

40 mph	55 mph	65 mph
22.8 %	0.5 %	0.0 %
Count	460	11
		1

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/23/2007
Monday

Daily Speed (60 Min.) Channel: SB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	680	59	34	39	131	210	144	54	6	1	2	0	0	0	
1:00 PM	617	71	39	52	130	166	125	24	8	2	0	0	0	0	
2:00 PM	706	83	59	66	135	191	122	37	10	1	1	1	0	0	
3:00 PM	796	89	46	59	162	221	158	55	5	1	0	0	0	0	
4:00 PM	798	105	48	63	181	190	152	52	4	1	0	1	0	1	
5:00 PM	890	99	71	75	188	239	185	31	1	0	0	0	1	0	
6:00 PM	814	103	44	74	153	207	169	55	7	0	1	1	0	0	
7:00 PM	643	43	25	31	125	203	144	59	10	3	0	0	0	0	
8:00 PM	511	51	22	40	88	154	107	38	7	4	0	0	0	0	
9:00 PM	415	27	20	18	64	130	95	43	15	3	0	0	0	0	
10:00 PM	334	29	15	15	58	90	85	28	10	4	0	0	0	0	
11:00 PM	219	19	5	4	33	47	66	32	9	4	0	0	0	0	
Total	7423	778	428	536	1448	2048	1552	508	92	24	4	3	1	1	
%		10.5	5.8	7.2	19.5	27.6	20.9	6.8	1.2	0.3	0.1	0.0	0.0	0.0	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
14.7	18.7	31.3	38.0	39.4

10 mph Pace Speed
Number in pace

27.5 - 37.5	Average	29.7 mph
3894 (52.5 %)	Minimum	5.0 mph
	Maximum	84.6 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
8.5 %	0.1 %	0.0 %
Count 633	9	2

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/24/2007
Tuesday

Daily Speed (60 Min.) Channel: SB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	139	11	8	2	14	44	32	18	4	6	0	0	0	0	
1:00 AM	80	7	3	3	17	13	20	8	9	0	0	0	0	0	
2:00 AM	46	2	1	6	6	15	7	4	3	2	0	0	0	0	
3:00 AM	57	5	2	2	6	6	13	15	5	3	0	0	0	0	
4:00 AM	81	7	0	1	5	15	19	19	10	5	0	0	0	0	
5:00 AM	234	8	2	3	11	40	47	60	42	17	4	0	0	0	
6:00 AM	452	39	11	7	32	85	138	91	38	8	2	1	0	0	
7:00 AM	583	67	24	26	68	146	145	80	21	4	0	1	1	0	
8:00 AM	657	75	39	39	108	159	163	62	7	2	1	1	0	1	
9:00 AM	650	58	34	42	111	167	155	59	20	2	0	0	1	1	
10:00 AM	604	48	32	50	115	178	120	48	10	3	0	0	0	0	
11:00 AM	600	49	24	54	149	169	111	30	10	1	3	0	0	0	
12:00 PM	707	62	26	64	186	215	112	33	7	1	0	0	0	1	
1:00 PM	618	56	21	37	112	200	128	47	12	2	2	1	0	0	
2:00 PM	685	78	43	68	129	192	133	32	9	1	0	0	0	0	
3:00 PM	669	91	67	102	135	144	82	28	11	1	1	2	4	1	
4:00 PM	299	70	36	41	56	56	25	6	3	2	1	2	1	0	
5:00 PM	297	64	38	49	47	57	27	12	0	0	1	0	0	2	
6:00 PM	205	48	20	30	30	43	28	4	2	0	0	0	0	0	
7:00 PM	171	31	15	15	35	43	22	6	1	1	0	0	1	1	
8:00 PM	148	25	11	15	34	39	11	10	1	0	1	0	0	1	
9:00 PM	128	18	13	11	19	37	16	11	1	0	1	1	0	0	
10:00 PM	76	10	10	5	14	23	7	6	1	0	0	0	0	0	
11:00 PM	53	6	10	2	8	14	10	2	0	0	1	0	0	0	
Total	8239	935	490	674	1447	2100	1571	691	227	61	18	9	8	8	
%		11.3	5.9	8.2	17.6	25.5	19.1	8.4	2.8	0.7	0.2	0.1	0.1	0.1	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
14.1	17.7	31.4	39.0	40.9

10 mph Pace Speed
Number in pace

28.0 - 38.0	Average	29.9 mph
3912 (47.5 %)	Minimum	5.0 mph
	Maximum	95.5 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
12.4 %	0.5 %	0.2 %
Count	1022	43
		16

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Speed (60 Min.) Channel: SB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	40	12	8	0	6	5	5	3	0	0	0	1	0	0	
1:00 AM	8	1	0	0	2	3	2	0	0	0	0	0	0	0	
2:00 AM	13	0	3	0	0	3	2	3	1	1	0	0	0	0	
3:00 AM	11	0	2	0	2	4	1	1	1	0	0	0	0	0	
4:00 AM	9	1	2	0	0	2	3	1	0	0	0	0	0	0	
5:00 AM	38	1	3	3	2	8	7	10	3	1	0	0	0	0	
6:00 AM	69	6	4	3	9	13	16	11	6	0	0	1	0	0	
7:00 AM	111	20	10	7	15	30	16	10	2	1	0	0	0	0	
8:00 AM	204	51	17	35	38	30	22	7	3	0	1	0	0	0	
9:00 AM	158	33	21	16	22	41	19	4	1	0	0	0	0	1	
10:00 AM	576	58	44	63	101	142	107	47	8	3	0	2	0	1	
11:00 AM	590	36	19	21	120	186	144	50	13	1	0	0	0	0	
12:00 PM	708	68	26	74	164	179	125	59	9	3	0	0	0	1	
1:00 PM	639	53	31	48	106	211	124	56	9	1	0	0	0	0	
2:00 PM	690	78	51	74	131	189	124	33	8	0	0	1	0	1	
3:00 PM	837	142	82	126	138	185	119	36	9	0	0	0	0	0	
4:00 PM	813	132	60	66	179	217	120	33	3	1	0	1	0	1	
5:00 PM	911	92	62	80	217	286	134	24	8	2	1	1	0	4	
6:00 PM	783	76	31	52	120	253	180	56	12	3	0	0	0	0	
7:00 PM	586	53	17	45	116	207	106	35	7	0	0	0	0	0	
8:00 PM	517	32	18	30	107	171	115	34	9	1	0	0	0	0	
9:00 PM	369	31	11	9	44	95	109	54	15	0	0	0	0	1	
10:00 PM	308	19	13	13	35	95	82	35	14	1	1	0	0	0	
11:00 PM	223	12	10	3	28	73	56	29	8	1	3	0	0	0	
Total	9211	1007	545	768	1702	2628	1738	631	149	20	6	7	0	10	
%		10.9	5.9	8.3	18.5	28.5	18.9	6.9	1.6	0.2	0.1	0.1	0.0	0.1	

Percentile Speeds	<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
(mph)	14.5	18.3	31.2	38.0	39.6

10 mph Pace Speed	26.7 - 36.7	Average	29.5 mph
Number in pace	4710 (51.1 %)	Minimum	5.0 mph
		Maximum	99.3 mph

Speeds Exceeded	<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
	8.9 %	0.2 %	0.1 %
Count	823	23	10

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Speed (60 Min.)
Channel: SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	148	7	5	4	23	35	41	24	6	1	1	1	0	0
1:00 AM	79	14	3	5	11	14	12	10	2	4	4	0	0	0
2:00 AM	50	2	2	2	8	8	13	6	7	2	0	0	0	0
3:00 AM	52	5	2	2	4	9	12	8	8	2	0	0	0	0
4:00 AM	91	3	6	2	5	17	17	19	17	4	0	1	0	0
5:00 AM	228	9	5	6	17	32	46	56	34	19	4	0	0	0
6:00 AM	441	25	15	12	39	108	125	89	24	3	1	0	0	0
7:00 AM	585	69	20	19	54	135	158	96	29	1	3	0	0	1
8:00 AM	687	72	38	50	114	172	159	71	11	0	0	0	0	0
9:00 AM	658	51	40	45	115	183	151	56	13	3	1	0	0	0
10:00 AM	572	40	21	38	110	180	124	48	11	0	0	0	0	0
11:00 AM	555	52	22	46	125	177	86	34	12	1	0	0	0	0
12:00 PM	635	50	34	43	149	209	117	31	2	0	0	0	0	0
1:00 PM	628	56	32	39	131	194	114	52	8	1	1	0	0	0
2:00 PM	710	112	47	64	124	172	136	44	9	1	1	0	0	0
3:00 PM	830	124	74	86	170	180	132	50	10	1	2	0	0	1
4:00 PM	780	108	68	95	171	191	114	27	6	0	0	0	0	0
5:00 PM	930	109	78	97	189	240	167	41	8	0	1	0	0	0
6:00 PM	800	81	46	67	152	236	151	56	9	0	2	0	0	0
7:00 PM	630	52	33	27	115	206	137	49	10	0	0	0	0	1
8:00 PM	573	45	20	29	114	171	132	48	12	1	1	0	0	0
9:00 PM	443	35	12	24	71	138	105	39	15	4	0	0	0	0
10:00 PM	383	31	17	21	75	118	78	30	9	2	1	0	1	0
11:00 PM	260	12	8	7	34	72	70	37	12	8	0	0	0	0
Total	11748	1164	648	830	2120	3197	2397	1021	284	58	23	2	1	3
%		9.9	5.5	7.1	18.0	27.2	20.4	8.7	2.4	0.5	0.2	0.0	0.0	0.0

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
15.0	19.5	31.8	39.0	40.7

10 mph Pace Speed
Number in pace

28.2 - 38.2	Average	30.3 mph
5912 (50.3 %)	Minimum	5.0 mph
	Maximum	98.0 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
11.8 %	0.2 %	0.0 %
Count	1392	29
		4

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Speed (60 Min.)
Channel: SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	183	18	7	3	17	54	47	25	9	2	1	0	0	0
1:00 AM	110	15	1	4	19	25	21	18	6	1	0	0	0	0
2:00 AM	64	6	1	2	16	12	14	9	1	1	1	1	0	0
3:00 AM	68	7	3	2	5	10	18	15	6	1	0	0	0	1
4:00 AM	97	4	1	2	8	23	18	19	16	6	0	0	0	0
5:00 AM	235	8	9	8	24	58	62	45	13	6	0	2	0	0
6:00 AM	420	31	8	8	42	102	114	78	32	4	0	1	0	0
7:00 AM	573	66	36	26	88	136	138	62	19	2	0	0	0	0
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1750	155	66	55	219	420	432	271	102	23	2	4	0	1
%		8.9	3.8	3.1	12.5	24.0	24.7	15.5	5.8	1.3	0.1	0.2	0.0	0.1

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
15.7	24.1	34.6	41.8	43.6

10 mph Pace Speed
Number in pace

30.3 - 40.3	Average	33.2 mph
882 (50.4 %)	Minimum	5.2 mph
	Maximum	94.3 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
23.0 %	0.4 %	0.1 %
Count	403	7
		1

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Site:
Wednesday, 4/25/2007, 11:00:00 AM -
Tuesday, 5/1/2007, 12:00:00 PM

Volume Grand Totals

Average Hourly Volumes			
	EB	WB	Combined
12:00 AM	35.5	36.3	71.8
1:00 AM	25.7	25.5	51.2
2:00 AM	17.0	13.7	30.7
3:00 AM	21.0	17.3	38.3
4:00 AM	29.5	29.8	59.3
5:00 AM	45.7	75.3	121.0
6:00 AM	110.7	123.8	234.5
7:00 AM	150.5	187.3	337.8
8:00 AM	143.5	170.3	313.8
9:00 AM	154.2	154.7	308.8
10:00 AM	149.3	152.0	301.3
11:00 AM	160.1	172.6	332.7
12:00 PM	182.2	192.0	374.2
1:00 PM	172.2	182.7	354.8
2:00 PM	178.0	185.2	363.2
3:00 PM	194.8	200.2	395.0
4:00 PM	228.8	207.0	435.8
5:00 PM	230.5	214.3	444.8
6:00 PM	204.5	190.0	394.5
7:00 PM	166.3	156.8	323.2
8:00 PM	116.2	122.0	238.2
9:00 PM	96.0	100.7	196.7
10:00 PM	75.7	81.0	156.7
11:00 PM	53.7	55.3	109.0
ADT	2941.5	3045.9	5987.4

Study Grand Totals		
EB	WB	Combined
17809	18448	36257
49.1 %	50.9 %	

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Site:

Volume (2 Ch/pg., 60 Min., 7 Days)

Interval Begin	Mon 4/23/2007		Tue 4/24/2007		Wed 4/25/2007		Thu 4/26/2007		Fri 4/27/2007		Sat 4/28/2007		Sun 4/29/2007		Weekday Average		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	28	20	40	35	53	61	46	47	34	27	41	40
1:00 AM	*	*	*	*	*	*	20	14	20	27	41	36	45	37	20	20	31	28
2:00 AM	*	*	*	*	*	*	9	13	15	15	24	19	30	20	12	14	19	16
3:00 AM	*	*	*	*	*	*	14	17	20	23	25	17	27	13	17	20	21	17
4:00 AM	*	*	*	*	*	*	27	30	40	35	30	29	22	10	33	32	29	26
5:00 AM	*	*	*	*	*	*	55	106	56	99	41	34	17	12	55	102	42	62
6:00 AM	*	*	*	*	*	*	151	162	150	160	74	67	29	28	150	161	101	104
7:00 AM	*	*	*	*	*	*	208	255	198	244	112	94	37	39	203	249	138	158
8:00 AM	*	*	*	*	*	*	161	224	183	197	122	103	64	51	172	210	132	143
9:00 AM	*	*	*	*	*	*	155	152	201	208	168	122	75	75	178	180	149	139
10:00 AM	*	*	*	*	*	*	152	144	177	151	187	163	127	112	164	147	160	142
11:00 AM	*	*	*	*	183	159	152	134	183	195	181	226	152	127	172	162	170	168
12:00 PM	*	*	*	*	177	228	154	171	223	217	193	195	155	144	184	205	180	191
1:00 PM	*	*	*	*	203	192	185	191	208	197	173	211	123	132	198	193	178	184
2:00 PM	*	*	*	*	199	204	203	197	197	217	159	168	150	139	199	206	181	185
3:00 PM	*	*	*	*	192	217	245	186	249	231	172	186	143	139	228	211	200	191
4:00 PM	*	*	*	*	308	234	263	249	273	241	170	166	120	136	281	241	226	205
5:00 PM	*	*	*	*	276	256	307	250	301	231	173	183	124	117	294	245	236	207
6:00 PM	*	*	*	*	250	229	266	242	240	188	120	153	121	131	252	219	199	188
7:00 PM	*	*	*	*	201	163	205	178	206	175	140	124	106	111	204	172	171	150
8:00 PM	*	*	*	*	113	113	134	153	128	123	122	107	106	100	125	129	120	119
9:00 PM	*	*	*	*	100	98	123	113	100	102	115	94	80	81	107	104	103	97
10:00 PM	*	*	*	*	79	69	72	71	95	97	85	92	70	62	82	79	80	78
11:00 PM	*	*	*	*	55	53	52	47	68	69	65	65	42	35	58	56	56	53
Totals	*	*	*	*	2336	2215	3341	3319	3571	3477	2745	2715	2011	1898	3422	3384	2963	2891
Combined Split (%)	*	*	*	*	4551		6660		7048		5460		3909		6806		5854	
	*	*	*	*	51.3	48.7	50.2	49.8	50.7	49.3	50.3	49.7	51.4	48.6	50.3	49.7	50.6	49.4
AM Peak Volume	*	*	*	*	11:00 AM	11:00 AM	7:00 AM	7:00 AM	9:00 AM	7:00 AM	10:00 AM	11:00 AM	11:00 AM	11:00 AM	7:00 AM	7:00 AM	11:00 AM	11:00 AM
	*	*	*	*	183	159	208	255	201	244	187	226	152	127	203	249	170	168
PM Peak Volume	*	*	*	*	4:00 PM	5:00 PM	5:00 PM	5:00 PM	5:00 PM	4:00 PM	12:00 PM	1:00 PM	12:00 PM	12:00 PM	5:00 PM	5:00 PM	5:00 PM	5:00 PM
	*	*	*	*	308	256	307	250	301	241	193	211	155	144	294	245	236	207

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Site:

Volume (2 Ch/pg., 60 Min., 7 Days)

Interval Begin	Mon 4/30/2007		Tue 5/1/2007		Wed 5/2/2007		Thu 5/3/2007		Fri 5/4/2007		Sat 5/5/2007		Sun 5/6/2007		Weekday Average		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	20	27	26	28	*	*	*	*	*	*	*	*	*	*	23	27	23	27
1:00 AM	7	14	21	25	*	*	*	*	*	*	*	*	*	*	14	19	14	19
2:00 AM	9	10	15	5	*	*	*	*	*	*	*	*	*	*	12	7	12	7
3:00 AM	20	13	20	21	*	*	*	*	*	*	*	*	*	*	20	17	20	17
4:00 AM	29	35	29	40	*	*	*	*	*	*	*	*	*	*	29	37	29	37
5:00 AM	62	84	43	117	*	*	*	*	*	*	*	*	*	*	52	100	52	100
6:00 AM	155	167	105	159	*	*	*	*	*	*	*	*	*	*	130	163	130	163
7:00 AM	187	245	161	247	*	*	*	*	*	*	*	*	*	*	174	246	174	246
8:00 AM	196	219	135	228	*	*	*	*	*	*	*	*	*	*	165	223	165	223
9:00 AM	181	196	145	175	*	*	*	*	*	*	*	*	*	*	163	185	163	185
10:00 AM	133	168	120	174	*	*	*	*	*	*	*	*	*	*	126	171	126	171
11:00 AM	142	171	128	196	*	*	*	*	*	*	*	*	*	*	135	183	135	183
12:00 PM	191	197	*	*	*	*	*	*	*	*	*	*	*	*	191	197	191	197
1:00 PM	141	173	*	*	*	*	*	*	*	*	*	*	*	*	141	173	141	173
2:00 PM	160	186	*	*	*	*	*	*	*	*	*	*	*	*	160	186	160	186
3:00 PM	168	242	*	*	*	*	*	*	*	*	*	*	*	*	168	242	168	242
4:00 PM	239	216	*	*	*	*	*	*	*	*	*	*	*	*	239	216	239	216
5:00 PM	202	249	*	*	*	*	*	*	*	*	*	*	*	*	202	249	202	249
6:00 PM	230	197	*	*	*	*	*	*	*	*	*	*	*	*	230	197	230	197
7:00 PM	140	190	*	*	*	*	*	*	*	*	*	*	*	*	140	190	140	190
8:00 PM	94	136	*	*	*	*	*	*	*	*	*	*	*	*	94	136	94	136
9:00 PM	58	116	*	*	*	*	*	*	*	*	*	*	*	*	58	116	58	116
10:00 PM	53	95	*	*	*	*	*	*	*	*	*	*	*	*	53	95	53	95
11:00 PM	40	63	*	*	*	*	*	*	*	*	*	*	*	*	40	63	40	63
Totals	2857	3409	948	1415	*	*	*	*	*	*	*	*	*	*	2759	3438	2759	3438
Combined Split (%)	6266 45.6	54.4	2363 40.1	59.9	*	*	*	*	*	*	*	*	*	*	6197 44.5	55.5	6197 44.5	55.5
AM Peak Volume	8:00 AM 196	7:00 AM 245	7:00 AM 161	7:00 AM 247	*	*	*	*	*	*	*	*	*	*	7:00 AM 174	7:00 AM 246	7:00 AM 174	7:00 AM 246
PM Peak Volume	4:00 PM 239	5:00 PM 249	*	*	*	*	*	*	*	*	*	*	*	*	4:00 PM 239	5:00 PM 249	4:00 PM 239	5:00 PM 249

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	EB	WB	Combined
12:00 AM	*	*	*
1:00 AM	*	*	*
2:00 AM	*	*	*
3:00 AM	*	*	*
4:00 AM	*	*	*
5:00 AM	*	*	*
6:00 AM	*	*	*
7:00 AM	*	*	*
8:00 AM	*	*	*
9:00 AM	*	*	*
10:00 AM	*	*	*
11:00 AM	183	159	342
12:00 PM	177	228	405
1:00 PM	203	192	395
2:00 PM	199	204	403
3:00 PM	192	217	409
4:00 PM	308	234	542
5:00 PM	276	256	532
6:00 PM	250	229	479
7:00 PM	201	163	364
8:00 PM	113	113	226
9:00 PM	100	98	198
10:00 PM	79	69	148
11:00 PM	55	53	108
Totals	2336 51.3 %	2215 48.7 %	4551
Peak Hours			
AM	11:00 AM	11:00 AM	11:00 AM
Volume	183	159	342
PM	4:00 PM	5:00 PM	4:00 PM
Volume	308	256	542

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	EB	WB	Combined
12:00 AM	28	20	48
1:00 AM	20	14	34
2:00 AM	9	13	22
3:00 AM	14	17	31
4:00 AM	27	30	57
5:00 AM	55	106	161
6:00 AM	151	162	313
7:00 AM	208	255	463
8:00 AM	161	224	385
9:00 AM	155	152	307
10:00 AM	152	144	296
11:00 AM	152	134	286
12:00 PM	154	171	325
1:00 PM	185	191	376
2:00 PM	203	197	400
3:00 PM	245	186	431
4:00 PM	263	249	512
5:00 PM	307	250	557
6:00 PM	266	242	508
7:00 PM	205	178	383
8:00 PM	134	153	287
9:00 PM	123	113	236
10:00 PM	72	71	143
11:00 PM	52	47	99
Totals	3341 50.2 %	3319 49.8 %	6660
Peak Hours			
AM	7:00 AM	7:00 AM	7:00 AM
Volume	208	255	463
PM	5:00 PM	5:00 PM	5:00 PM
Volume	307	250	557

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	EB	WB	Combined
12:00 AM	40	35	75
1:00 AM	20	27	47
2:00 AM	15	15	30
3:00 AM	20	23	43
4:00 AM	40	35	75
5:00 AM	56	99	155
6:00 AM	150	160	310
7:00 AM	198	244	442
8:00 AM	183	197	380
9:00 AM	201	208	409
10:00 AM	177	151	328
11:00 AM	183	195	378
12:00 PM	223	217	440
1:00 PM	208	197	405
2:00 PM	197	217	414
3:00 PM	249	231	480
4:00 PM	273	241	514
5:00 PM	301	231	532
6:00 PM	240	188	428
7:00 PM	206	175	381
8:00 PM	128	123	251
9:00 PM	100	102	202
10:00 PM	95	97	192
11:00 PM	68	69	137
Totals	3571 50.7 %	3477 49.3 %	7048
Peak Hours			
AM	9:00 AM	7:00 AM	7:00 AM
Volume	201	244	442
PM	5:00 PM	4:00 PM	5:00 PM
Volume	301	241	532

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/28/2007
Saturday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	EB	WB	Combined
12:00 AM	53	61	114
1:00 AM	41	36	77
2:00 AM	24	19	43
3:00 AM	25	17	42
4:00 AM	30	29	59
5:00 AM	41	34	75
6:00 AM	74	67	141
7:00 AM	112	94	206
8:00 AM	122	103	225
9:00 AM	168	122	290
10:00 AM	187	163	350
11:00 AM	181	226	407
12:00 PM	193	195	388
1:00 PM	173	211	384
2:00 PM	159	168	327
3:00 PM	172	186	358
4:00 PM	170	166	336
5:00 PM	173	183	356
6:00 PM	120	153	273
7:00 PM	140	124	264
8:00 PM	122	107	229
9:00 PM	115	94	209
10:00 PM	85	92	177
11:00 PM	65	65	130
Totals	2745 50.3 %	2715 49.7 %	5460
Peak Hours			
AM	10:00 AM	11:00 AM	11:00 AM
Volume	187	226	407
PM	12:00 PM	1:00 PM	12:00 PM
Volume	193	211	388

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/29/2007
Sunday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	EB	WB	Combined
12:00 AM	46	47	93
1:00 AM	45	37	82
2:00 AM	30	20	50
3:00 AM	27	13	40
4:00 AM	22	10	32
5:00 AM	17	12	29
6:00 AM	29	28	57
7:00 AM	37	39	76
8:00 AM	64	51	115
9:00 AM	75	75	150
10:00 AM	127	112	239
11:00 AM	152	127	279
12:00 PM	155	144	299
1:00 PM	123	132	255
2:00 PM	150	139	289
3:00 PM	143	139	282
4:00 PM	120	136	256
5:00 PM	124	117	241
6:00 PM	121	131	252
7:00 PM	106	111	217
8:00 PM	106	100	206
9:00 PM	80	81	161
10:00 PM	70	62	132
11:00 PM	42	35	77
Totals	2011 51.4 %	1898 48.6 %	3909
Peak Hours			
AM	11:00 AM	11:00 AM	11:00 AM
Volume	152	127	279
PM	12:00 PM	12:00 PM	12:00 PM
Volume	155	144	299

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date:

4/30/2007
Monday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	EB	WB	Combined
12:00 AM	20	27	47
1:00 AM	7	14	21
2:00 AM	9	10	19
3:00 AM	20	13	33
4:00 AM	29	35	64
5:00 AM	62	84	146
6:00 AM	155	167	322
7:00 AM	187	245	432
8:00 AM	196	219	415
9:00 AM	181	196	377
10:00 AM	133	168	301
11:00 AM	142	171	313
12:00 PM	191	197	388
1:00 PM	141	173	314
2:00 PM	160	186	346
3:00 PM	168	242	410
4:00 PM	239	216	455
5:00 PM	202	249	451
6:00 PM	230	197	427
7:00 PM	140	190	330
8:00 PM	94	136	230
9:00 PM	58	116	174
10:00 PM	53	95	148
11:00 PM	40	63	103
Totals	2857 45.6 %	3409 54.4 %	6266
Peak Hours			
AM	8:00 AM	7:00 AM	7:00 AM
Volume	196	245	432
PM	4:00 PM	5:00 PM	4:00 PM
Volume	239	249	455

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 5/1/2007
Tuesday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	EB	WB	Combined
12:00 AM	26	28	54
1:00 AM	21	25	46
2:00 AM	15	5	20
3:00 AM	20	21	41
4:00 AM	29	40	69
5:00 AM	43	117	160
6:00 AM	105	159	264
7:00 AM	161	247	408
8:00 AM	135	228	363
9:00 AM	145	175	320
10:00 AM	120	174	294
11:00 AM	128	196	324
Totals	948 40.1 %	1415 59.9 %	2363
Peak Hours			
AM	7:00 AM	7:00 AM	7:00 AM
Volume	161	247	408
PM	*	*	*
Volume	*	*	*

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Site:
Wednesday, 4/25/2007, 11:00:00 AM -
Tuesday, 5/1/2007, 12:00:00 PM

Classification Grand Totals
EB

Hourly Averages														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	35.5	0.0	22.3	8.2	0.0	3.5	0.0	0.0	0.2	1.3	0.0	0.0	0.0	0.0
1:00 AM	25.7	0.0	16.0	6.5	0.3	1.7	0.2	0.0	0.2	0.8	0.0	0.0	0.0	0.0
2:00 AM	17.0	0.2	9.7	4.3	0.2	1.3	0.2	0.0	0.2	1.0	0.0	0.0	0.0	0.0
3:00 AM	21.0	0.0	10.8	6.2	0.0	2.3	0.7	0.0	0.3	0.7	0.0	0.0	0.0	0.0
4:00 AM	29.5	0.0	14.7	7.2	1.5	4.3	0.8	0.0	0.0	0.8	0.2	0.0	0.0	0.0
5:00 AM	45.7	0.0	23.2	9.8	5.2	5.3	1.0	0.0	0.2	1.0	0.0	0.0	0.0	0.0
6:00 AM	110.7	0.5	55.2	22.0	12.3	16.2	1.2	0.0	2.0	1.3	0.0	0.0	0.0	0.0
7:00 AM	150.5	0.8	75.0	30.2	9.2	29.2	1.2	0.2	4.0	0.7	0.0	0.2	0.0	0.0
8:00 AM	143.5	0.7	66.3	37.3	9.8	22.8	1.5	0.2	2.5	2.2	0.2	0.0	0.0	0.0
9:00 AM	154.2	0.3	71.2	37.5	9.8	25.5	1.8	0.2	5.5	1.8	0.2	0.3	0.0	0.0
10:00 AM	149.3	1.5	70.5	33.2	10.7	23.3	2.2	0.2	4.5	3.0	0.2	0.2	0.0	0.0
11:00 AM	160.1	0.9	79.0	33.0	10.1	26.9	2.6	0.0	3.4	4.3	0.0	0.0	0.0	0.0
12:00 PM	182.2	1.0	88.2	45.3	9.5	29.5	1.3	0.0	4.5	2.8	0.0	0.0	0.0	0.0
1:00 PM	172.2	0.2	85.7	41.0	9.5	28.0	2.0	0.0	2.5	3.3	0.0	0.0	0.0	0.0
2:00 PM	178.0	0.7	86.3	41.7	9.7	32.2	1.7	0.0	2.8	2.8	0.2	0.0	0.0	0.0
3:00 PM	194.8	0.7	98.8	47.3	8.7	32.3	1.0	0.0	3.0	2.7	0.3	0.0	0.0	0.0
4:00 PM	228.8	0.3	116.8	51.5	6.3	43.7	0.7	0.0	4.8	4.0	0.7	0.0	0.0	0.0
5:00 PM	230.5	1.0	133.3	48.5	4.7	35.2	0.8	0.0	5.5	0.8	0.7	0.0	0.0	0.0
6:00 PM	204.5	0.5	121.7	39.3	3.7	36.3	0.2	0.0	2.5	0.3	0.0	0.0	0.0	0.0
7:00 PM	166.3	0.2	104.8	34.8	1.8	22.0	0.5	0.0	1.5	0.7	0.0	0.0	0.0	0.0
8:00 PM	116.2	0.0	73.5	27.0	1.2	13.3	0.2	0.0	0.7	0.3	0.0	0.0	0.0	0.0
9:00 PM	96.0	0.0	63.3	22.0	0.5	9.0	0.0	0.0	0.3	0.8	0.0	0.0	0.0	0.0
10:00 PM	75.7	0.2	49.2	19.0	0.2	6.8	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
11:00 PM	53.7	0.0	31.5	14.5	0.5	5.8	0.0	0.0	0.3	1.0	0.0	0.0	0.0	0.0
ADT	2941.5	9.5	1567.0	667.3	125.3	456.5	21.6	0.7	51.4	39.0	2.5	0.7	0.0	0.0

Study Grand Totals														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
EB	17809	58	9481	4037	762	2766	132	4	312	238	15	4	0	0
		0.3%	53.2%	22.7%	4.3%	15.5%	0.7%	0.0%	1.8%	1.3%	0.1%	0.0%	0.0%	0.0%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Site:
Wednesday, 4/25/2007, 11:00:00 AM -
Tuesday, 5/1/2007, 12:00:00 PM

Classification Grand Totals
WB

Hourly Averages														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	36.3	0.2	31.2	1.8	0.3	0.2	0.8	0.0	0.5	1.3	0.0	0.0	0.0	0.0
1:00 AM	25.5	0.2	22.5	0.8	0.0	0.7	0.0	0.0	0.2	1.2	0.0	0.0	0.0	0.0
2:00 AM	13.7	0.0	11.0	1.0	0.2	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0
3:00 AM	17.3	0.0	10.3	1.5	0.2	3.3	0.8	0.0	0.2	1.0	0.0	0.0	0.0	0.0
4:00 AM	29.8	0.0	17.2	3.3	1.2	6.2	0.7	0.0	0.7	0.7	0.0	0.0	0.0	0.0
5:00 AM	75.3	0.2	51.0	6.7	3.5	10.2	2.0	0.0	0.7	1.2	0.0	0.0	0.0	0.0
6:00 AM	123.8	0.3	88.5	14.7	4.8	9.5	1.3	0.0	2.7	2.0	0.0	0.0	0.0	0.0
7:00 AM	187.3	0.5	135.0	18.0	3.8	15.5	4.2	0.0	7.3	2.5	0.2	0.2	0.0	0.2
8:00 AM	170.3	0.7	106.7	23.5	5.0	19.0	5.7	0.0	5.5	3.7	0.7	0.0	0.0	0.0
9:00 AM	154.7	0.2	95.7	25.5	4.2	13.0	3.3	0.0	8.2	4.0	0.7	0.0	0.0	0.0
10:00 AM	152.0	0.8	99.7	22.8	3.5	12.5	3.0	0.5	4.8	3.3	1.0	0.0	0.0	0.0
11:00 AM	172.6	0.6	119.6	25.6	5.0	9.9	3.9	0.1	4.1	3.0	0.7	0.0	0.0	0.1
12:00 PM	192.0	1.2	139.0	23.7	3.7	10.8	3.5	0.0	6.7	3.5	0.0	0.0	0.0	0.0
1:00 PM	182.7	0.8	134.3	22.8	4.8	8.0	3.3	0.2	5.3	3.0	0.0	0.0	0.0	0.0
2:00 PM	185.2	0.3	133.5	26.3	3.8	8.3	3.3	0.0	6.0	3.3	0.2	0.0	0.0	0.0
3:00 PM	200.2	1.7	148.8	27.5	4.0	8.5	3.8	0.2	3.8	1.8	0.0	0.0	0.0	0.0
4:00 PM	207.0	0.3	162.0	25.0	3.7	6.7	1.5	0.2	6.0	1.5	0.2	0.0	0.0	0.0
5:00 PM	214.3	1.0	181.8	16.3	3.0	4.7	1.2	0.0	5.2	1.0	0.2	0.0	0.0	0.0
6:00 PM	190.0	0.7	163.8	14.5	2.0	4.7	0.7	0.0	3.2	0.5	0.0	0.0	0.0	0.0
7:00 PM	156.8	0.8	138.3	9.8	2.3	2.0	0.2	0.0	2.3	1.0	0.0	0.0	0.0	0.0
8:00 PM	122.0	0.3	106.2	10.0	0.5	3.0	0.2	0.0	1.3	0.5	0.0	0.0	0.0	0.0
9:00 PM	100.7	0.8	88.3	8.7	0.0	0.7	0.3	0.0	1.0	0.8	0.0	0.0	0.0	0.0
10:00 PM	81.0	0.3	72.7	5.5	0.0	1.2	0.3	0.0	0.2	0.8	0.0	0.0	0.0	0.0
11:00 PM	55.3	0.0	49.8	3.7	0.2	0.5	0.2	0.0	0.3	0.7	0.0	0.0	0.0	0.0
ADT	3045.9	11.9	2306.9	339.1	59.7	158.9	44.2	1.1	76.6	43.3	3.7	0.2	0.0	0.3

Study Grand Totals														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
WB	18448	72	13961	2060	363	963	269	7	464	263	23	1	0	2
		0.4%	75.7%	11.2%	2.0%	5.2%	1.5%	0.0%	2.5%	1.4%	0.1%	0.0%	0.0%	0.0%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Site:
Wednesday, 4/25/2007, 11:00:00 AM -
Tuesday, 5/1/2007, 12:00:00 PM

Classification Grand Totals
Combined

Hourly Averages														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	71.8	0.2	53.5	10.0	0.3	3.7	0.8	0.0	0.7	2.7	0.0	0.0	0.0	0.0
1:00 AM	51.2	0.2	38.5	7.3	0.3	2.3	0.2	0.0	0.3	2.0	0.0	0.0	0.0	0.0
2:00 AM	30.7	0.2	20.7	5.3	0.3	1.3	0.2	0.0	0.7	2.0	0.0	0.0	0.0	0.0
3:00 AM	38.3	0.0	21.2	7.7	0.2	5.7	1.5	0.0	0.5	1.7	0.0	0.0	0.0	0.0
4:00 AM	59.3	0.0	31.8	10.5	2.7	10.5	1.5	0.0	0.7	1.5	0.2	0.0	0.0	0.0
5:00 AM	121.0	0.2	74.2	16.5	8.7	15.5	3.0	0.0	0.8	2.2	0.0	0.0	0.0	0.0
6:00 AM	234.5	0.8	143.7	36.7	17.2	25.7	2.5	0.0	4.7	3.3	0.0	0.0	0.0	0.0
7:00 AM	337.8	1.3	210.0	48.2	13.0	44.7	5.3	0.2	11.3	3.2	0.2	0.3	0.0	0.2
8:00 AM	313.8	1.3	173.0	60.8	14.8	41.8	7.2	0.2	8.0	5.8	0.8	0.0	0.0	0.0
9:00 AM	308.8	0.5	166.8	63.0	14.0	38.5	5.2	0.2	13.7	5.8	0.8	0.3	0.0	0.0
10:00 AM	301.3	2.3	170.2	56.0	14.2	35.8	5.2	0.7	9.3	6.3	1.2	0.2	0.0	0.0
11:00 AM	332.7	1.4	198.6	58.6	15.1	36.7	6.4	0.1	7.6	7.3	0.7	0.0	0.0	0.1
12:00 PM	374.2	2.2	227.2	69.0	13.2	40.3	4.8	0.0	11.2	6.3	0.0	0.0	0.0	0.0
1:00 PM	354.8	1.0	220.0	63.8	14.3	36.0	5.3	0.2	7.8	6.3	0.0	0.0	0.0	0.0
2:00 PM	363.2	1.0	219.8	68.0	13.5	40.5	5.0	0.0	8.8	6.2	0.3	0.0	0.0	0.0
3:00 PM	395.0	2.3	247.7	74.8	12.7	40.8	4.8	0.2	6.8	4.5	0.3	0.0	0.0	0.0
4:00 PM	435.8	0.7	278.8	76.5	10.0	50.3	2.2	0.2	10.8	5.5	0.8	0.0	0.0	0.0
5:00 PM	444.8	2.0	315.2	64.8	7.7	39.8	2.0	0.0	10.7	1.8	0.8	0.0	0.0	0.0
6:00 PM	394.5	1.2	285.5	53.8	5.7	41.0	0.8	0.0	5.7	0.8	0.0	0.0	0.0	0.0
7:00 PM	323.2	1.0	243.2	44.7	4.2	24.0	0.7	0.0	3.8	1.7	0.0	0.0	0.0	0.0
8:00 PM	238.2	0.3	179.7	37.0	1.7	16.3	0.3	0.0	2.0	0.8	0.0	0.0	0.0	0.0
9:00 PM	196.7	0.8	151.7	30.7	0.5	9.7	0.3	0.0	1.3	1.7	0.0	0.0	0.0	0.0
10:00 PM	156.7	0.5	121.8	24.5	0.2	8.0	0.3	0.0	0.2	1.2	0.0	0.0	0.0	0.0
11:00 PM	109.0	0.0	81.3	18.2	0.7	6.3	0.2	0.0	0.7	1.7	0.0	0.0	0.0	0.0
ADT	5987.4	21.4	3873.9	1006.4	185.0	615.4	65.8	1.8	128.1	82.3	6.2	0.8	0.0	0.3

Study Grand Totals														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
EB	17809	58	9481	4037	762	2766	132	4	312	238	15	4	0	0
		0.3%	53.2%	22.7%	4.3%	15.5%	0.7%	0.0%	1.8%	1.3%	0.1%	0.0%	0.0%	0.0%
WB	18448	72	13961	2060	363	963	269	7	464	263	23	1	0	2
		0.4%	75.7%	11.2%	2.0%	5.2%	1.5%	0.0%	2.5%	1.4%	0.1%	0.0%	0.0%	0.0%
Combined	36257	130	23442	6097	1125	3729	401	11	776	501	38	5	0	2
		0.4%	64.7%	16.8%	3.1%	10.3%	1.1%	0.0%	2.1%	1.4%	0.1%	0.0%	0.0%	0.0%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Vehicle Classification (60 Min.)

Channel: EB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	183	2	93	34	9	20	5	0	4	16	0	0	0	0
12:00 PM	177	1	86	51	7	22	3	0	5	2	0	0	0	0
1:00 PM	203	0	113	54	8	18	3	0	4	3	0	0	0	0
2:00 PM	199	0	94	56	14	18	3	0	5	9	0	0	0	0
3:00 PM	192	0	105	52	11	12	2	0	5	5	0	0	0	0
4:00 PM	308	0	184	75	8	21	3	0	7	8	2	0	0	0
5:00 PM	276	0	185	66	3	11	0	0	9	1	1	0	0	0
6:00 PM	250	0	188	47	2	6	0	0	5	2	0	0	0	0
7:00 PM	201	0	158	36	1	2	2	0	2	0	0	0	0	0
8:00 PM	113	0	87	23	0	2	0	0	0	1	0	0	0	0
9:00 PM	100	0	76	20	0	3	0	0	0	1	0	0	0	0
10:00 PM	79	0	56	19	0	3	0	0	0	1	0	0	0	0
11:00 PM	55	0	35	17	1	1	0	0	0	1	0	0	0	0
Total	2336	3	1460	550	64	139	21	0	46	50	3	0	0	0
%		0.1	62.5	23.5	2.7	6.0	0.9	0.0	2.0	2.1	0.1	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Vehicle Classification (60 Min.)

Channel: EB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	28	0	16	8	0	2	0	0	0	2	0	0	0	0
1:00 AM	20	0	14	4	0	0	1	0	1	0	0	0	0	0
2:00 AM	9	0	5	1	0	0	0	0	0	3	0	0	0	0
3:00 AM	14	0	7	4	0	1	1	0	1	0	0	0	0	0
4:00 AM	27	0	13	8	2	2	1	0	0	1	0	0	0	0
5:00 AM	55	0	27	15	7	3	2	0	0	1	0	0	0	0
6:00 AM	151	0	86	33	17	8	2	0	3	2	0	0	0	0
7:00 AM	208	2	120	42	10	20	4	1	8	0	0	1	0	0
8:00 AM	161	0	76	47	11	17	1	0	6	3	0	0	0	0
9:00 AM	155	0	80	36	7	16	1	1	10	3	0	1	0	0
10:00 AM	152	1	59	38	15	19	5	0	6	8	0	1	0	0
11:00 AM	152	0	79	28	7	24	4	0	4	6	0	0	0	0
12:00 PM	154	1	71	34	10	28	1	0	4	5	0	0	0	0
1:00 PM	185	0	99	38	16	17	2	0	4	9	0	0	0	0
2:00 PM	203	1	106	46	6	26	6	0	7	5	0	0	0	0
3:00 PM	245	1	143	60	11	14	3	0	5	7	1	0	0	0
4:00 PM	263	1	160	62	7	18	0	0	4	9	2	0	0	0
5:00 PM	307	1	214	60	3	14	3	0	9	1	2	0	0	0
6:00 PM	266	0	188	61	3	11	0	0	3	0	0	0	0	0
7:00 PM	205	0	138	53	2	4	1	0	5	2	0	0	0	0
8:00 PM	134	0	90	36	1	5	0	0	1	1	0	0	0	0
9:00 PM	123	0	83	34	0	2	0	0	1	3	0	0	0	0
10:00 PM	72	0	52	18	0	2	0	0	0	0	0	0	0	0
11:00 PM	52	0	33	12	0	3	0	0	2	2	0	0	0	0
Total	3341	8	1959	778	135	256	38	2	84	73	5	3	0	0
%		0.2	58.6	23.3	4.0	7.7	1.1	0.1	2.5	2.2	0.1	0.1	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Vehicle Classification (60 Min.)

Channel: EB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	40	0	26	11	0	0	0	0	0	3	0	0	0	0
1:00 AM	20	0	11	8	0	0	0	0	0	1	0	0	0	0
2:00 AM	15	0	7	4	0	0	1	0	0	3	0	0	0	0
3:00 AM	20	0	12	5	0	0	2	0	0	1	0	0	0	0
4:00 AM	40	0	21	9	2	3	2	0	0	2	1	0	0	0
5:00 AM	56	0	33	12	5	3	2	0	0	1	0	0	0	0
6:00 AM	150	0	78	35	20	8	3	0	4	2	0	0	0	0
7:00 AM	198	0	132	35	9	16	0	0	4	2	0	0	0	0
8:00 AM	183	0	93	52	11	17	3	1	2	4	0	0	0	0
9:00 AM	201	0	108	58	9	15	4	0	3	4	0	0	0	0
10:00 AM	177	0	97	46	6	16	2	0	6	4	0	0	0	0
11:00 AM	183	0	103	41	9	22	0	0	4	4	0	0	0	0
12:00 PM	223	0	116	54	13	22	3	0	9	6	0	0	0	0
1:00 PM	208	0	95	55	16	28	2	0	6	6	0	0	0	0
2:00 PM	197	1	113	49	5	24	1	0	1	3	0	0	0	0
3:00 PM	249	0	144	62	5	27	1	0	5	4	1	0	0	0
4:00 PM	273	0	163	67	8	21	1	0	10	3	0	0	0	0
5:00 PM	301	1	183	85	7	14	0	0	7	3	1	0	0	0
6:00 PM	240	1	177	42	1	16	0	0	3	0	0	0	0	0
7:00 PM	206	0	152	40	1	11	0	0	2	0	0	0	0	0
8:00 PM	128	0	89	36	0	2	0	0	1	0	0	0	0	0
9:00 PM	100	0	70	25	0	4	0	0	1	0	0	0	0	0
10:00 PM	95	0	72	23	0	0	0	0	0	0	0	0	0	0
11:00 PM	68	0	47	19	1	0	0	0	0	1	0	0	0	0
Total	3571	3	2142	873	128	269	27	1	68	57	3	0	0	0
%		0.1	60.0	24.4	3.6	7.5	0.8	0.0	1.9	1.6	0.1	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/28/2007
Saturday

Daily Vehicle Classification (60 Min.)

Channel: EB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	53	0	39	13	0	0	0	0	0	1	0	0	0	0
1:00 AM	41	0	27	11	0	1	0	0	0	2	0	0	0	0
2:00 AM	24	0	16	6	0	2	0	0	0	0	0	0	0	0
3:00 AM	25	0	15	8	0	0	1	0	0	1	0	0	0	0
4:00 AM	30	0	19	6	0	3	1	0	0	1	0	0	0	0
5:00 AM	41	0	27	8	0	5	0	0	0	1	0	0	0	0
6:00 AM	74	0	51	13	4	5	0	0	1	0	0	0	0	0
7:00 AM	112	0	64	24	4	14	1	0	3	2	0	0	0	0
8:00 AM	122	0	66	37	3	11	1	0	1	2	1	0	0	0
9:00 AM	168	1	93	52	6	12	3	0	1	0	0	0	0	0
10:00 AM	187	0	107	54	3	16	5	0	2	0	0	0	0	0
11:00 AM	181	0	109	46	8	13	1	0	4	0	0	0	0	0
12:00 PM	193	0	122	47	4	14	0	0	3	3	0	0	0	0
1:00 PM	173	0	117	42	5	2	4	0	1	2	0	0	0	0
2:00 PM	159	0	103	41	4	8	0	0	2	0	1	0	0	0
3:00 PM	172	2	105	52	2	10	0	0	1	0	0	0	0	0
4:00 PM	170	0	112	40	1	10	0	0	5	2	0	0	0	0
5:00 PM	173	0	119	43	0	8	0	0	3	0	0	0	0	0
6:00 PM	120	0	87	25	1	6	1	0	0	0	0	0	0	0
7:00 PM	140	0	101	32	0	7	0	0	0	0	0	0	0	0
8:00 PM	122	0	92	24	0	5	0	0	1	0	0	0	0	0
9:00 PM	115	0	82	29	0	4	0	0	0	0	0	0	0	0
10:00 PM	85	0	62	22	0	1	0	0	0	0	0	0	0	0
11:00 PM	65	0	43	22	0	0	0	0	0	0	0	0	0	0
Total	2745	3	1778	697	45	157	18	0	28	17	2	0	0	0
%		0.1	64.8	25.4	1.6	5.7	0.7	0.0	1.0	0.6	0.1	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/29/2007
Sunday

Daily Vehicle Classification (60 Min.)

Channel: EB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	46	0	40	6	0	0	0	0	0	0	0	0	0	0
1:00 AM	45	0	36	9	0	0	0	0	0	0	0	0	0	0
2:00 AM	30	0	21	8	0	1	0	0	0	0	0	0	0	0
3:00 AM	27	0	17	9	0	1	0	0	0	0	0	0	0	0
4:00 AM	22	0	10	10	0	2	0	0	0	0	0	0	0	0
5:00 AM	17	0	13	4	0	0	0	0	0	0	0	0	0	0
6:00 AM	29	0	23	3	0	3	0	0	0	0	0	0	0	0
7:00 AM	37	0	18	13	0	5	0	0	1	0	0	0	0	0
8:00 AM	64	0	44	19	0	0	1	0	0	0	0	0	0	0
9:00 AM	75	0	45	25	0	5	0	0	0	0	0	0	0	0
10:00 AM	127	0	86	34	0	6	0	0	1	0	0	0	0	0
11:00 AM	152	0	102	39	1	8	1	0	1	0	0	0	0	0
12:00 PM	155	1	101	43	0	9	0	0	1	0	0	0	0	0
1:00 PM	123	0	82	37	2	2	0	0	0	0	0	0	0	0
2:00 PM	150	0	99	47	0	3	0	0	1	0	0	0	0	0
3:00 PM	143	0	91	49	0	3	0	0	0	0	0	0	0	0
4:00 PM	120	0	74	39	1	4	0	0	0	2	0	0	0	0
5:00 PM	124	0	90	27	0	4	0	0	3	0	0	0	0	0
6:00 PM	121	0	79	38	0	2	0	0	2	0	0	0	0	0
7:00 PM	106	0	70	32	0	2	0	0	0	2	0	0	0	0
8:00 PM	106	0	78	27	0	1	0	0	0	0	0	0	0	0
9:00 PM	80	0	63	16	0	0	0	0	0	1	0	0	0	0
10:00 PM	70	1	49	19	0	0	0	0	0	1	0	0	0	0
11:00 PM	42	0	27	12	0	1	0	0	0	2	0	0	0	0
Total	2011	2	1358	565	4	62	2	0	10	8	0	0	0	0
%		0.1	67.5	28.1	0.2	3.1	0.1	0.0	0.5	0.4	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/30/2007
Monday

Daily Vehicle Classification (60 Min.)

Channel: EB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	20	0	12	6	0	0	0	0	0	2	0	0	0	0
1:00 AM	7	0	4	1	0	0	0	0	0	2	0	0	0	0
2:00 AM	9	0	7	2	0	0	0	0	0	0	0	0	0	0
3:00 AM	20	0	13	2	0	3	0	0	0	2	0	0	0	0
4:00 AM	29	0	19	6	1	1	1	0	0	1	0	0	0	0
5:00 AM	62	0	32	16	6	2	2	0	1	3	0	0	0	0
6:00 AM	155	0	88	35	12	10	2	0	4	4	0	0	0	0
7:00 AM	187	1	109	46	7	16	2	0	6	0	0	0	0	0
8:00 AM	196	1	105	57	10	15	2	0	2	4	0	0	0	0
9:00 AM	181	0	91	42	13	14	3	0	12	4	1	1	0	0
10:00 AM	133	5	64	20	10	18	1	1	7	6	1	0	0	0
11:00 AM	142	1	54	35	12	26	6	0	4	4	0	0	0	0
12:00 PM	191	3	33	43	23	82	1	0	5	1	0	0	0	0
1:00 PM	141	1	8	20	10	101	1	0	0	0	0	0	0	0
2:00 PM	160	2	3	11	29	114	0	0	1	0	0	0	0	0
3:00 PM	168	1	5	9	23	128	0	0	2	0	0	0	0	0
4:00 PM	239	1	8	26	13	188	0	0	3	0	0	0	0	0
5:00 PM	202	4	9	10	15	160	2	0	2	0	0	0	0	0
6:00 PM	230	2	11	23	15	177	0	0	2	0	0	0	0	0
7:00 PM	140	1	10	16	7	106	0	0	0	0	0	0	0	0
8:00 PM	94	0	5	16	6	65	1	0	1	0	0	0	0	0
9:00 PM	58	0	6	8	3	41	0	0	0	0	0	0	0	0
10:00 PM	53	0	4	13	1	35	0	0	0	0	0	0	0	0
11:00 PM	40	0	4	5	1	30	0	0	0	0	0	0	0	0
Total	2857	23	704	468	217	1332	24	1	52	33	2	1	0	0
%		0.8	24.6	16.4	7.6	46.6	0.8	0.0	1.8	1.2	0.1	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 5/1/2007
Tuesday

Daily Vehicle Classification (60 Min.)

Channel: EB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	26	0	1	5	0	19	0	0	1	0	0	0	0	0
1:00 AM	21	0	4	6	2	9	0	0	0	0	0	0	0	0
2:00 AM	15	1	2	5	1	5	0	0	1	0	0	0	0	0
3:00 AM	20	0	1	9	0	9	0	0	1	0	0	0	0	0
4:00 AM	29	0	6	4	4	15	0	0	0	0	0	0	0	0
5:00 AM	43	0	7	4	13	19	0	0	0	0	0	0	0	0
6:00 AM	105	3	5	13	21	63	0	0	0	0	0	0	0	0
7:00 AM	161	2	7	21	25	104	0	0	2	0	0	0	0	0
8:00 AM	135	3	14	12	24	77	1	0	4	0	0	0	0	0
9:00 AM	145	1	10	12	24	91	0	0	7	0	0	0	0	0
10:00 AM	120	3	10	7	30	65	0	0	5	0	0	0	0	0
11:00 AM	128	3	13	8	25	75	1	0	3	0	0	0	0	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	948	16	80	106	169	551	2	0	24	0	0	0	0	0
%		1.7	8.4	11.2	17.8	58.1	0.2	0.0	2.5	0.0	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Vehicle Classification (60 Min.)

Channel: WB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	159	0	78	37	8	16	6	0	6	8	0	0	0	0
12:00 PM	228	4	149	29	4	18	7	0	13	4	0	0	0	0
1:00 PM	192	2	122	37	5	12	5	1	6	2	0	0	0	0
2:00 PM	204	0	131	30	5	13	9	0	10	6	0	0	0	0
3:00 PM	217	0	156	25	8	11	11	0	6	0	0	0	0	0
4:00 PM	234	0	173	32	7	8	2	1	9	2	0	0	0	0
5:00 PM	256	2	215	21	4	7	0	0	7	0	0	0	0	0
6:00 PM	229	0	191	27	2	4	2	0	3	0	0	0	0	0
7:00 PM	163	0	146	9	3	1	0	0	3	1	0	0	0	0
8:00 PM	113	0	98	10	0	5	0	0	0	0	0	0	0	0
9:00 PM	98	0	92	4	0	1	0	0	1	0	0	0	0	0
10:00 PM	69	0	65	2	0	0	0	0	1	1	0	0	0	0
11:00 PM	53	0	47	3	0	0	1	0	1	1	0	0	0	0
Total	2215	8	1663	266	46	96	43	2	66	25	0	0	0	0
%		0.4	75.1	12.0	2.1	4.3	1.9	0.1	3.0	1.1	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Vehicle Classification (60 Min.)

Channel: WB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	20	0	16	1	0	1	1	0	0	1	0	0	0	0
1:00 AM	14	0	14	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	13	0	9	0	0	0	0	0	2	2	0	0	0	0
3:00 AM	17	0	6	2	0	4	4	0	0	1	0	0	0	0
4:00 AM	30	0	18	2	2	8	0	0	0	0	0	0	0	0
5:00 AM	106	0	75	9	4	13	2	0	1	2	0	0	0	0
6:00 AM	162	0	122	19	6	11	1	0	1	2	0	0	0	0
7:00 AM	255	2	171	21	8	26	7	0	15	5	0	0	0	0
8:00 AM	224	2	128	33	9	23	9	0	12	7	1	0	0	0
9:00 AM	152	0	73	28	11	23	5	0	5	7	0	0	0	0
10:00 AM	144	1	74	26	3	17	6	2	8	7	0	0	0	0
11:00 AM	134	1	90	19	6	8	3	0	3	3	0	0	0	1
12:00 PM	171	2	107	27	3	10	9	0	6	7	0	0	0	0
1:00 PM	191	0	132	23	7	13	3	0	4	9	0	0	0	0
2:00 PM	197	0	141	25	6	8	5	0	5	7	0	0	0	0
3:00 PM	186	3	125	29	5	11	2	0	8	3	0	0	0	0
4:00 PM	249	1	188	27	4	11	3	0	13	1	1	0	0	0
5:00 PM	250	1	206	21	6	5	2	0	7	1	1	0	0	0
6:00 PM	242	1	202	18	3	11	0	0	5	2	0	0	0	0
7:00 PM	178	0	161	9	2	2	0	0	3	1	0	0	0	0
8:00 PM	153	1	126	15	2	3	0	0	3	3	0	0	0	0
9:00 PM	113	0	98	10	0	0	1	0	2	2	0	0	0	0
10:00 PM	71	0	62	5	0	1	2	0	0	1	0	0	0	0
11:00 PM	47	0	42	2	0	0	0	0	1	2	0	0	0	0
Total	3319	15	2386	371	87	209	65	2	104	76	3	0	0	1
%		0.5	71.9	11.2	2.6	6.3	2.0	0.1	3.1	2.3	0.1	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Vehicle Classification (60 Min.)

Channel: WB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	35	0	29	2	1	0	1	0	1	1	0	0	0	0
1:00 AM	27	0	21	2	0	1	0	0	0	3	0	0	0	0
2:00 AM	15	0	9	1	1	0	0	0	1	3	0	0	0	0
3:00 AM	23	0	16	1	0	5	1	0	0	0	0	0	0	0
4:00 AM	35	0	18	6	1	7	3	0	0	0	0	0	0	0
5:00 AM	99	0	69	7	4	14	4	0	1	0	0	0	0	0
6:00 AM	160	0	111	18	6	13	3	0	4	5	0	0	0	0
7:00 AM	244	0	189	18	5	17	3	0	10	2	0	0	0	0
8:00 AM	197	0	132	23	3	25	7	0	4	3	0	0	0	0
9:00 AM	208	0	136	32	6	12	4	0	14	4	0	0	0	0
10:00 AM	151	0	94	31	5	13	4	0	3	1	0	0	0	0
11:00 AM	195	1	136	29	2	13	3	0	7	3	1	0	0	0
12:00 PM	217	1	155	31	5	15	1	0	6	3	0	0	0	0
1:00 PM	197	0	140	29	6	8	2	0	9	3	0	0	0	0
2:00 PM	217	0	147	34	8	12	4	0	5	6	1	0	0	0
3:00 PM	231	0	172	34	3	13	3	0	4	2	0	0	0	0
4:00 PM	241	0	185	30	8	8	2	0	6	2	0	0	0	0
5:00 PM	231	0	191	15	6	8	2	0	7	2	0	0	0	0
6:00 PM	188	0	168	9	2	2	2	0	4	1	0	0	0	0
7:00 PM	175	2	152	12	5	2	0	0	2	0	0	0	0	0
8:00 PM	123	0	116	2	0	4	0	0	1	0	0	0	0	0
9:00 PM	102	1	93	7	0	0	0	0	1	0	0	0	0	0
10:00 PM	97	0	88	7	0	1	0	0	0	1	0	0	0	0
11:00 PM	69	0	66	1	1	1	0	0	0	0	0	0	0	0
Total	3477	5	2633	381	78	194	49	0	90	45	2	0	0	0
%		0.1	75.7	11.0	2.2	5.6	1.4	0.0	2.6	1.3	0.1	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/28/2007
Saturday

Daily Vehicle Classification (60 Min.)

Channel: WB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	61	0	55	4	0	0	1	0	0	1	0	0	0	0
1:00 AM	36	0	35	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	19	0	17	1	0	0	0	0	0	1	0	0	0	0
3:00 AM	17	0	12	3	0	1	0	0	0	1	0	0	0	0
4:00 AM	29	0	19	3	1	6	0	0	0	0	0	0	0	0
5:00 AM	34	0	22	0	4	7	0	0	0	1	0	0	0	0
6:00 AM	67	0	42	8	5	7	2	0	2	1	0	0	0	0
7:00 AM	94	0	58	18	1	11	2	0	3	1	0	0	0	0
8:00 AM	103	0	74	13	3	8	2	0	3	0	0	0	0	0
9:00 AM	122	0	89	22	0	7	1	0	3	0	0	0	0	0
10:00 AM	163	0	133	17	1	5	2	0	5	0	0	0	0	0
11:00 AM	226	1	191	20	2	6	3	0	3	0	0	0	0	0
12:00 PM	195	0	165	15	3	3	2	0	6	1	0	0	0	0
1:00 PM	211	3	182	13	2	5	3	0	3	0	0	0	0	0
2:00 PM	168	2	135	22	0	4	1	0	4	0	0	0	0	0
3:00 PM	186	1	159	20	0	2	1	0	1	2	0	0	0	0
4:00 PM	166	0	145	16	0	2	0	0	2	1	0	0	0	0
5:00 PM	183	0	160	15	1	3	1	0	2	1	0	0	0	0
6:00 PM	153	0	134	14	0	3	0	0	2	0	0	0	0	0
7:00 PM	124	1	114	5	1	3	0	0	0	0	0	0	0	0
8:00 PM	107	0	88	16	0	1	0	0	2	0	0	0	0	0
9:00 PM	94	2	82	9	0	1	0	0	0	0	0	0	0	0
10:00 PM	92	0	83	7	0	2	0	0	0	0	0	0	0	0
11:00 PM	65	0	54	11	0	0	0	0	0	0	0	0	0	0
Total	2715	10	2248	273	24	87	21	0	41	11	0	0	0	0
%		0.4	82.8	10.1	0.9	3.2	0.8	0.0	1.5	0.4	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/29/2007
Sunday

Daily Vehicle Classification (60 Min.)

Channel: WB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	47	1	44	2	0	0	0	0	0	0	0	0	0	0
1:00 AM	37	0	35	2	0	0	0	0	0	0	0	0	0	0
2:00 AM	20	0	19	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	13	0	13	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	10	0	10	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	12	0	9	3	0	0	0	0	0	0	0	0	0	0
6:00 AM	28	0	20	3	1	2	0	0	1	1	0	0	0	0
7:00 AM	39	0	34	1	0	3	0	0	1	0	0	0	0	0
8:00 AM	51	0	41	8	0	1	1	0	0	0	0	0	0	0
9:00 AM	75	0	64	7	1	2	0	0	1	0	0	0	0	0
10:00 AM	112	1	95	14	0	1	0	0	0	1	0	0	0	0
11:00 AM	127	0	107	18	0	0	0	0	1	1	0	0	0	0
12:00 PM	144	0	128	14	0	1	0	0	1	0	0	0	0	0
1:00 PM	132	0	114	15	1	1	0	0	1	0	0	0	0	0
2:00 PM	139	0	116	20	0	1	0	0	1	1	0	0	0	0
3:00 PM	139	1	124	12	1	0	0	0	1	0	0	0	0	0
4:00 PM	136	0	119	12	0	2	0	0	1	2	0	0	0	0
5:00 PM	117	1	107	7	0	0	0	0	1	1	0	0	0	0
6:00 PM	131	0	120	9	1	0	0	0	1	0	0	0	0	0
7:00 PM	111	0	100	7	0	2	0	0	0	2	0	0	0	0
8:00 PM	100	0	92	6	0	0	1	0	1	0	0	0	0	0
9:00 PM	81	0	72	6	0	1	0	0	0	2	0	0	0	0
10:00 PM	62	1	55	3	0	1	0	0	0	2	0	0	0	0
11:00 PM	35	0	33	0	0	1	0	0	0	1	0	0	0	0
Total	1898	5	1671	170	5	19	2	0	12	14	0	0	0	0
%		0.3	88.0	9.0	0.3	1.0	0.1	0.0	0.6	0.7	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/30/2007
Monday

Daily Vehicle Classification (60 Min.)

Channel: WB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	27	0	21	2	1	0	1	0	0	2	0	0	0	0
1:00 AM	14	0	11	0	0	2	0	0	0	1	0	0	0	0
2:00 AM	10	0	8	2	0	0	0	0	0	0	0	0	0	0
3:00 AM	13	0	5	1	1	4	0	0	1	1	0	0	0	0
4:00 AM	35	0	19	5	1	6	0	0	3	1	0	0	0	0
5:00 AM	84	0	52	7	6	13	3	0	1	2	0	0	0	0
6:00 AM	167	0	128	22	3	8	1	0	4	1	0	0	0	0
7:00 AM	245	1	180	26	3	20	4	0	9	2	0	0	0	0
8:00 AM	219	0	139	37	8	23	3	0	6	3	0	0	0	0
9:00 AM	196	1	104	41	3	20	5	0	14	6	2	0	0	0
10:00 AM	168	1	100	26	3	20	2	0	9	5	2	0	0	0
11:00 AM	171	1	108	23	12	13	5	0	6	3	0	0	0	0
12:00 PM	197	0	130	26	7	18	2	0	8	6	0	0	0	0
1:00 PM	173	0	116	20	8	9	7	0	9	4	0	0	0	0
2:00 PM	186	0	131	27	4	12	1	0	11	0	0	0	0	0
3:00 PM	242	5	157	45	7	14	6	1	3	4	0	0	0	0
4:00 PM	216	1	162	33	3	9	2	0	5	1	0	0	0	0
5:00 PM	249	2	212	19	1	5	2	0	7	1	0	0	0	0
6:00 PM	197	3	168	10	4	8	0	0	4	0	0	0	0	0
7:00 PM	190	2	157	17	3	2	1	0	6	2	0	0	0	0
8:00 PM	136	1	117	11	1	5	0	0	1	0	0	0	0	0
9:00 PM	116	2	93	16	0	1	1	0	2	1	0	0	0	0
10:00 PM	95	1	83	9	0	2	0	0	0	0	0	0	0	0
11:00 PM	63	0	57	5	0	1	0	0	0	0	0	0	0	0
Total	3409	21	2458	430	79	215	46	1	109	46	4	0	0	0
%		0.6	72.1	12.6	2.3	6.3	1.3	0.0	3.2	1.3	0.1	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 5/1/2007
Tuesday

Daily Vehicle Classification (60 Min.)

Channel: WB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	28	0	22	0	0	0	1	0	2	3	0	0	0	0
1:00 AM	25	1	19	0	0	1	0	0	1	3	0	0	0	0
2:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	21	0	10	2	0	6	0	0	0	3	0	0	0	0
4:00 AM	40	0	19	4	2	10	1	0	1	3	0	0	0	0
5:00 AM	117	1	79	14	3	14	3	0	1	2	0	0	0	0
6:00 AM	159	2	108	18	8	16	1	0	4	2	0	0	0	0
7:00 AM	247	0	178	24	6	16	9	0	6	5	1	1	0	1
8:00 AM	228	2	126	27	7	34	12	0	8	9	3	0	0	0
9:00 AM	175	0	108	23	4	14	5	0	12	7	2	0	0	0
10:00 AM	174	2	102	23	9	19	4	1	4	6	4	0	0	0
11:00 AM	196	0	127	33	5	13	7	1	3	3	4	0	0	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1415	8	902	169	44	143	43	2	42	46	14	1	0	1
%		0.6	63.7	11.9	3.1	10.1	3.0	0.1	3.0	3.3	1.0	0.1	0.0	0.1

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Site:
Wednesday, 4/25/2007, 11:00:00 AM -
Tuesday, 5/1/2007, 12:00:00 PM

Speed Grand Totals
EB

		Hourly Averages												
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	35.5	0.0	0.0	0.2	0.8	2.3	5.7	10.2	7.0	4.2	2.3	2.0	0.2	0.7
1:00 AM	25.7	0.0	0.2	0.3	0.8	2.0	2.3	6.5	5.8	3.2	1.7	1.8	0.8	0.2
2:00 AM	17.0	0.0	0.0	0.0	0.5	1.5	1.8	3.8	3.8	2.3	1.2	0.8	0.3	0.8
3:00 AM	21.0	0.0	0.0	0.2	0.5	2.8	4.5	3.2	4.2	2.2	1.3	1.2	0.2	0.8
4:00 AM	29.5	0.2	0.2	0.3	1.0	2.7	6.7	7.3	4.0	2.7	2.5	0.8	0.7	0.5
5:00 AM	45.7	0.3	0.0	0.2	1.5	6.5	10.7	9.8	5.2	4.5	2.8	1.7	1.2	1.3
6:00 AM	110.7	0.2	0.2	0.5	1.0	9.3	21.2	28.7	19.7	12.2	7.7	3.8	2.2	4.2
7:00 AM	150.5	8.8	4.7	3.0	5.0	14.2	26.0	31.0	22.3	13.0	7.7	5.0	3.0	6.8
8:00 AM	143.5	4.7	1.3	3.3	8.8	14.2	24.0	29.5	22.8	14.3	8.7	3.8	1.8	6.2
9:00 AM	154.2	2.2	4.3	4.8	15.3	21.0	24.7	28.8	19.7	13.5	5.2	4.8	4.2	5.7
10:00 AM	149.3	4.5	1.8	6.7	16.3	23.5	24.3	29.8	17.5	8.8	5.3	4.0	2.3	4.3
11:00 AM	160.1	4.9	4.6	9.3	14.7	23.7	26.0	33.4	19.1	10.0	5.7	4.1	0.9	3.7
12:00 PM	182.2	2.0	2.8	7.8	12.8	21.7	29.7	45.8	27.8	15.3	10.3	3.2	1.5	1.3
1:00 PM	172.2	1.8	2.2	3.2	7.3	15.8	30.2	40.2	34.3	15.7	9.5	5.0	2.8	4.2
2:00 PM	178.0	0.5	0.5	2.2	5.7	16.8	35.7	41.8	33.0	17.2	9.8	7.3	4.3	3.2
3:00 PM	194.8	0.7	0.5	1.8	6.8	18.7	35.3	50.5	36.0	17.5	9.3	7.2	3.5	7.0
4:00 PM	228.8	0.5	0.7	1.2	3.0	20.7	37.2	58.2	46.0	20.3	14.7	10.5	7.8	8.2
5:00 PM	230.5	0.7	1.0	0.8	2.7	19.0	43.7	55.8	48.7	20.2	11.2	8.0	8.0	10.8
6:00 PM	204.5	0.5	0.2	1.0	1.5	11.5	35.7	52.3	43.0	20.2	10.7	8.2	6.2	13.7
7:00 PM	166.3	0.3	0.3	0.3	2.0	12.2	26.3	48.0	34.2	16.8	8.5	5.0	3.5	8.8
8:00 PM	116.2	0.0	0.3	0.2	0.7	8.7	21.0	37.5	20.7	11.5	5.8	3.3	2.2	4.3
9:00 PM	96.0	0.0	0.2	0.2	1.5	7.8	21.2	23.3	22.2	9.8	3.0	2.5	2.2	2.2
10:00 PM	75.7	0.0	0.0	0.0	1.7	3.5	11.7	21.2	17.5	10.3	3.8	2.0	1.3	2.7
11:00 PM	53.7	0.0	0.0	0.3	0.8	3.3	7.8	12.5	12.5	7.3	3.7	3.0	1.3	1.0
ADT	2941.5	32.7	25.9	47.8	112.9	283.4	513.2	709.3	527.0	273.0	152.4	99.1	62.4	102.5

Percentile Speeds
(mph)

<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
31.8	34.2	43.0	54.4	58.6

10 mph Pace Speed
Number in pace

36.9 - 46.9	Average	44.2 mph
7887 (44.3 %)	Minimum	5.0 mph
	Maximum	99.3 mph

Speeds Exceeded

40 mph	55 mph	65 mph
65.3 %	14.1 %	5.6 %
Count	11631	2513
		994

		Study Grand Totals												
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
EB	17809	201	160	296	692	1724	3105	4289	3181	1648	920	599	375	619
		1.1%	0.9%	1.7%	3.9%	9.7%	17.4%	24.1%	17.9%	9.3%	5.2%	3.4%	2.1%	3.5%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Site:
Wednesday, 4/25/2007, 11:00:00 AM -
Tuesday, 5/1/2007, 12:00:00 PM

Speed Grand Totals
WB

		Hourly Averages												
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	36.3	0.3	0.3	0.8	2.2	6.7	12.0	10.3	2.7	0.5	0.3	0.0	0.2	0.0
1:00 AM	25.5	0.0	0.0	0.0	2.8	7.2	6.7	5.3	1.7	1.2	0.7	0.0	0.0	0.0
2:00 AM	13.7	0.0	0.0	0.8	0.5	3.3	3.7	3.7	1.2	0.3	0.2	0.0	0.0	0.0
3:00 AM	17.3	0.0	0.3	1.7	0.5	3.8	4.2	3.5	2.0	1.2	0.2	0.0	0.0	0.0
4:00 AM	29.8	0.2	0.3	2.3	3.2	5.5	6.0	7.2	3.8	1.3	0.0	0.0	0.0	0.0
5:00 AM	75.3	0.0	0.7	4.0	7.3	10.8	20.3	18.0	9.5	3.2	1.3	0.2	0.0	0.0
6:00 AM	123.8	0.3	0.0	4.5	6.8	11.5	36.7	40.0	17.8	4.3	1.5	0.3	0.0	0.0
7:00 AM	187.3	2.8	2.0	6.8	25.2	31.7	51.0	47.8	14.7	3.7	1.3	0.2	0.0	0.2
8:00 AM	170.3	4.5	3.7	7.3	12.7	35.0	51.7	38.0	13.2	3.5	0.3	0.3	0.2	0.0
9:00 AM	154.7	5.5	5.7	9.0	17.5	34.0	43.5	27.3	9.7	2.2	0.3	0.0	0.0	0.0
10:00 AM	152.0	2.7	5.3	11.0	15.7	38.2	39.3	26.2	11.8	1.3	0.5	0.0	0.0	0.0
11:00 AM	172.6	2.7	4.3	7.9	23.4	38.1	49.9	34.0	10.0	1.9	0.3	0.0	0.0	0.1
12:00 PM	192.0	2.3	3.0	7.8	21.8	48.0	64.0	33.5	9.2	2.2	0.0	0.0	0.0	0.2
1:00 PM	182.7	2.2	2.8	7.7	13.7	44.7	56.3	40.5	11.8	2.0	1.0	0.0	0.0	0.0
2:00 PM	185.2	1.7	1.2	2.3	11.0	48.3	63.5	41.5	12.2	2.8	0.7	0.0	0.0	0.0
3:00 PM	200.2	1.0	0.5	0.7	11.3	50.0	68.0	48.7	16.8	2.5	0.5	0.2	0.0	0.0
4:00 PM	207.0	0.3	0.7	2.7	8.8	44.0	77.0	53.2	15.7	3.8	0.8	0.0	0.0	0.0
5:00 PM	214.3	0.8	0.8	1.3	6.3	38.8	82.2	59.0	20.7	3.2	0.8	0.2	0.0	0.2
6:00 PM	190.0	1.0	0.8	0.5	7.8	37.2	62.7	55.0	19.8	4.5	0.7	0.0	0.0	0.0
7:00 PM	156.8	0.2	1.0	1.3	7.0	29.0	60.8	39.2	14.0	3.5	0.8	0.0	0.0	0.0
8:00 PM	122.0	0.2	0.3	0.7	8.5	31.8	40.8	27.0	9.3	2.7	0.5	0.0	0.0	0.2
9:00 PM	100.7	0.2	0.3	1.5	8.0	25.8	31.8	22.0	8.8	1.8	0.2	0.2	0.0	0.0
10:00 PM	81.0	0.3	0.0	1.0	3.8	19.0	26.3	20.7	5.5	3.5	0.3	0.2	0.2	0.2
11:00 PM	55.3	0.3	0.2	0.2	2.5	14.0	15.2	13.2	8.0	0.5	1.0	0.3	0.0	0.0
ADT	3045.9	29.5	34.3	83.9	228.4	656.5	973.5	714.7	249.8	57.5	14.3	2.0	0.5	1.0

Percentile Speeds
(mph)

<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
28.9	30.8	37.6	43.6	45.1

10 mph Pace Speed
Number in pace

32.8 - 42.8	Average	37.1 mph
11050 (59.9 %)	Minimum	5.2 mph
	Maximum	82.7 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
34.1 %	0.6 %	0.0 %
Count	6285	107
		9

		Study Grand Totals												
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
WB	18448	180	210	511	1394	3977	5891	4322	1509	347	86	12	3	6
		1.0%	1.1%	2.8%	7.6%	21.6%	31.9%	23.4%	8.2%	1.9%	0.5%	0.1%	0.0%	0.0%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Site:
Wednesday, 4/25/2007, 11:00:00 AM -
Tuesday, 5/1/2007, 12:00:00 PM

Speed Grand Totals
Combined

		Hourly Averages												
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	71.8	0.3	0.3	1.0	3.0	9.0	17.7	20.5	9.7	4.7	2.7	2.0	0.3	0.7
1:00 AM	51.2	0.0	0.2	0.3	3.7	9.2	9.0	11.8	7.5	4.3	2.3	1.8	0.8	0.2
2:00 AM	30.7	0.0	0.0	0.8	1.0	4.8	5.5	7.5	5.0	2.7	1.3	0.8	0.3	0.8
3:00 AM	38.3	0.0	0.3	1.8	1.0	6.7	8.7	6.7	6.2	3.3	1.5	1.2	0.2	0.8
4:00 AM	59.3	0.3	0.5	2.7	4.2	8.2	12.7	14.5	7.8	4.0	2.5	0.8	0.7	0.5
5:00 AM	121.0	0.3	0.7	4.2	8.8	17.3	31.0	27.8	14.7	7.7	4.2	1.8	1.2	1.3
6:00 AM	234.5	0.5	0.2	5.0	7.8	20.8	57.8	68.7	37.5	16.5	9.2	4.2	2.2	4.2
7:00 AM	337.8	11.7	6.7	9.8	30.2	45.8	77.0	78.8	37.0	16.7	9.0	5.2	3.0	7.0
8:00 AM	313.8	9.2	5.0	10.7	21.5	49.2	75.7	67.5	36.0	17.8	9.0	4.2	2.0	6.2
9:00 AM	308.8	7.7	10.0	13.8	32.8	55.0	68.2	56.2	29.3	15.7	5.5	4.8	4.2	5.7
10:00 AM	301.3	7.2	7.2	17.7	32.0	61.7	63.7	56.0	29.3	10.2	5.8	4.0	2.3	4.3
11:00 AM	332.7	7.6	8.9	17.1	38.1	61.9	75.9	67.4	29.1	11.9	6.0	4.1	0.9	3.9
12:00 PM	374.2	4.3	5.8	15.7	34.7	69.7	93.7	79.3	37.0	17.5	10.3	3.2	1.5	1.5
1:00 PM	354.8	4.0	5.0	10.8	21.0	60.5	86.5	80.7	46.2	17.7	10.5	5.0	2.8	4.2
2:00 PM	363.2	2.2	1.7	4.5	16.7	65.2	99.2	83.3	45.2	20.0	10.5	7.3	4.3	3.2
3:00 PM	395.0	1.7	1.0	2.5	18.2	68.7	103.3	99.2	52.8	20.0	9.8	7.3	3.5	7.0
4:00 PM	435.8	0.8	1.3	3.8	11.8	64.7	114.2	111.3	61.7	24.2	15.5	10.5	7.8	8.2
5:00 PM	444.8	1.5	1.8	2.2	9.0	57.8	125.8	114.8	69.3	23.3	12.0	8.2	8.0	11.0
6:00 PM	394.5	1.5	1.0	1.5	9.3	48.7	98.3	107.3	62.8	24.7	11.3	8.2	6.2	13.7
7:00 PM	323.2	0.5	1.3	1.7	9.0	41.2	87.2	87.2	48.2	20.3	9.3	5.0	3.5	8.8
8:00 PM	238.2	0.2	0.7	0.8	9.2	40.5	61.8	64.5	30.0	14.2	6.3	3.3	2.2	4.5
9:00 PM	196.7	0.2	0.5	1.7	9.5	33.7	53.0	45.3	31.0	11.7	3.2	2.7	2.2	2.2
10:00 PM	156.7	0.3	0.0	1.0	5.5	22.5	38.0	41.8	23.0	13.8	4.2	2.2	1.5	2.8
11:00 PM	109.0	0.3	0.2	0.5	3.3	17.3	23.0	25.7	20.5	7.8	4.7	3.3	1.3	1.0
ADT	5987.4	62.2	60.2	131.6	341.3	939.9	1486.7	1423.9	776.8	330.5	166.7	101.1	62.9	103.5

Percentile Speeds (mph)	<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
	29.9	32.1	39.8	49.0	52.1

10 mph Pace Speed	33.9 - 43.9	Average	40.6 mph
Number in pace	18007 (49.7 %)	Minimum	5.0 mph
		Maximum	99.3 mph

Speeds Exceeded	40 mph	55 mph	65 mph
	49.4 %	7.2 %	2.8 %
Count	17916	2620	1003

		Study Grand Totals												
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
EB	17809	201	160	296	692	1724	3105	4289	3181	1648	920	599	375	619
		1.1%	0.9%	1.7%	3.9%	9.7%	17.4%	24.1%	17.9%	9.3%	5.2%	3.4%	2.1%	3.5%
WB	18448	180	210	511	1394	3977	5891	4322	1509	347	86	12	3	6
		1.0%	1.1%	2.8%	7.6%	21.6%	31.9%	23.4%	8.2%	1.9%	0.5%	0.1%	0.0%	0.0%
Combined	36257	381	370	807	2086	5701	8996	8611	4690	1995	1006	611	378	625
		1.1%	1.0%	2.2%	5.8%	15.7%	24.8%	23.7%	12.9%	5.5%	2.8%	1.7%	1.0%	1.7%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Speed (60 Min.)

Channel: EB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	183	3	5	7	23	30	40	37	23	10	3	1	0	1
12:00 PM	177	0	0	0	4	18	32	61	34	15	11	2	0	0
1:00 PM	203	1	1	0	6	21	37	53	54	20	8	1	1	0
2:00 PM	199	1	0	6	16	24	44	54	39	12	3	0	0	0
3:00 PM	192	0	2	3	19	37	38	51	23	13	5	1	0	0
4:00 PM	308	0	1	1	6	22	69	110	59	24	11	2	2	1
5:00 PM	276	0	0	1	10	31	49	74	69	28	10	2	2	0
6:00 PM	250	0	0	1	0	13	55	80	58	28	12	1	2	0
7:00 PM	201	0	0	0	2	15	40	67	51	16	5	3	1	1
8:00 PM	113	0	0	0	3	13	25	39	20	10	2	0	1	0
9:00 PM	100	0	0	0	3	9	29	25	18	12	0	3	1	0
10:00 PM	79	0	0	0	4	2	10	34	15	7	4	1	2	0
11:00 PM	55	0	0	1	0	8	8	16	12	7	2	1	0	0
Total	2336	5	9	20	96	243	476	701	475	202	76	18	12	3
%		0.2	0.4	0.9	4.1	10.4	20.4	30.0	20.3	8.6	3.3	0.8	0.5	0.1

Percentile Speeds
(mph)

10 %	15 %	50 %	85 %	90 %
33.0	34.8	42.3	49.6	51.4

10 mph Pace Speed
Number in pace

36.9 - 46.9	Average	42.2 mph
1264 (54.1 %)	Minimum	7.0 mph
	Maximum	76.8 mph

Speeds Exceeded

40 mph	55 mph	65 mph
63.7 %	4.7 %	0.6 %
Count 1487	109	15

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Speed (60 Min.)
Channel: EB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	28	0	0	0	1	1	3	13	3	5	2	0	0	0
1:00 AM	20	0	0	0	2	1	1	5	7	1	1	2	0	0
2:00 AM	9	0	0	0	0	3	2	1	2	1	0	0	0	0
3:00 AM	14	0	0	0	0	1	6	0	3	1	3	0	0	0
4:00 AM	27	0	0	1	0	1	6	6	5	5	2	0	1	0
5:00 AM	55	0	0	0	2	8	15	13	7	6	3	0	1	0
6:00 AM	151	0	0	0	2	19	29	39	34	17	7	1	2	1
7:00 AM	208	45	25	13	20	32	32	25	11	4	1	0	0	0
8:00 AM	161	21	4	19	43	40	21	11	0	2	0	0	0	0
9:00 AM	155	4	9	16	46	47	22	11	0	0	0	0	0	0
10:00 AM	152	11	5	24	44	34	23	9	2	0	0	0	0	0
11:00 AM	152	19	15	35	43	32	8	0	0	0	0	0	0	0
12:00 PM	154	3	13	40	43	37	10	4	3	1	0	0	0	0
1:00 PM	185	5	10	19	18	38	45	28	15	6	1	0	0	0
2:00 PM	203	0	1	2	11	25	52	55	36	13	5	2	1	0
3:00 PM	245	1	0	5	4	29	64	80	51	8	3	0	0	0
4:00 PM	263	1	2	0	4	46	55	63	67	14	9	2	0	0
5:00 PM	307	1	2	0	1	31	88	93	66	13	9	2	1	0
6:00 PM	266	0	1	2	2	25	45	81	80	22	5	3	0	0
7:00 PM	205	0	1	1	4	23	33	84	42	13	1	2	0	1
8:00 PM	134	0	0	0	0	15	31	47	18	17	6	0	0	0
9:00 PM	123	0	0	0	3	12	30	38	26	9	2	1	2	0
10:00 PM	72	0	0	0	2	8	9	18	20	13	1	1	0	0
11:00 PM	52	0	0	0	1	5	11	10	11	7	3	3	1	0
Total	3341	111	88	177	296	513	641	734	509	178	64	19	9	2
%		3.3	2.6	5.3	8.9	15.4	19.2	22.0	15.2	5.3	1.9	0.6	0.3	0.1

Percentile Speeds
(mph)

10 %	15 %	50 %	85 %	90 %
23.8	27.3	38.8	47.4	49.3

10 mph Pace Speed
Number in pace

36.0 - 46.0	Average	37.7 mph
1423 (42.6 %)	Minimum	5.0 mph
	Maximum	73.7 mph

Speeds Exceeded

40 mph	55 mph	65 mph
45.3 %	2.8 %	0.3 %
Count	1515	94
		11

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/27/2007
Friday

		Daily Speed (60 Min.)													
		Channel: EB													
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	40	0	0	0	2	3	7	12	6	6	3	1	0	0	
1:00 AM	20	0	0	0	0	2	2	5	3	3	4	0	1	0	
2:00 AM	15	0	0	0	1	2	0	5	5	1	0	0	1	0	
3:00 AM	20	0	0	1	1	4	5	2	4	3	0	0	0	0	
4:00 AM	40	0	0	0	5	6	10	11	4	2	2	0	0	0	
5:00 AM	56	0	0	1	5	15	18	9	3	2	2	1	0	0	
6:00 AM	150	0	0	1	2	14	47	41	27	11	4	2	1	0	
7:00 AM	198	0	0	1	5	21	54	63	33	15	6	0	0	0	
8:00 AM	183	0	0	0	5	25	45	47	39	14	5	3	0	0	
9:00 AM	201	1	0	1	7	28	58	66	29	10	1	0	0	0	
10:00 AM	177	0	1	3	7	21	47	50	35	7	5	1	0	0	
11:00 AM	183	1	0	3	3	23	49	62	22	11	7	2	0	0	
12:00 PM	223	0	1	3	9	35	57	71	32	11	3	1	0	0	
1:00 PM	208	2	0	0	6	18	43	68	50	16	4	1	0	0	
2:00 PM	197	0	0	3	3	33	48	53	28	20	7	0	1	1	
3:00 PM	249	2	0	0	12	30	57	73	56	14	5	0	0	0	
4:00 PM	273	1	0	0	5	33	58	92	55	17	8	3	1	0	
5:00 PM	301	0	2	2	1	24	69	78	77	32	10	5	1	0	
6:00 PM	240	1	0	1	1	12	60	70	50	25	8	8	2	2	
7:00 PM	206	1	1	0	1	22	41	58	46	24	8	3	1	0	
8:00 PM	128	0	0	0	0	8	33	40	30	8	8	0	0	1	
9:00 PM	100	0	0	1	2	10	21	25	27	9	4	1	0	0	
10:00 PM	95	0	0	0	4	6	21	25	25	9	3	1	0	1	
11:00 PM	68	0	0	0	1	2	11	23	14	8	7	2	0	0	
Total	3571	9	5	21	88	397	861	1049	700	278	114	35	9	5	
%		0.3	0.1	0.6	2.5	11.1	24.1	29.4	19.6	7.8	3.2	1.0	0.3	0.1	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
33.5	35.1	41.8	49.3	51.4

10 mph Pace Speed
Number in pace

36.0 - 46.0	Average	42.2 mph
1985 (55.6 %)	Minimum	5.1 mph
	Maximum	88.7 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
61.3 %	4.6 %	0.4 %
Count	2190	163
		14

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/28/2007
Saturday

Daily Speed (60 Min.)

Channel: EB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	53	0	0	0	0	6	7	16	13	7	2	2	0	0
1:00 AM	41	0	0	0	1	3	5	11	12	5	1	1	2	0
2:00 AM	24	0	0	0	1	0	3	6	6	3	2	1	0	2
3:00 AM	25	0	0	0	0	4	6	6	4	3	1	1	0	0
4:00 AM	30	0	1	1	0	2	7	10	3	2	4	0	0	0
5:00 AM	41	0	0	0	2	2	5	10	9	8	3	1	1	0
6:00 AM	74	0	0	2	1	8	10	24	11	9	5	2	0	2
7:00 AM	112	0	0	0	1	7	10	36	32	17	4	4	0	1
8:00 AM	122	0	0	0	0	4	16	30	25	35	9	2	0	1
9:00 AM	168	1	0	0	1	9	26	45	46	24	9	7	0	0
10:00 AM	187	0	1	0	6	19	34	65	28	20	11	3	0	0
11:00 AM	181	0	0	2	5	13	32	65	37	16	7	3	0	1
12:00 PM	193	0	0	1	2	18	35	56	34	27	16	2	1	1
1:00 PM	173	0	0	0	5	8	30	55	33	29	10	2	0	1
2:00 PM	159	0	1	0	1	8	30	45	37	19	12	4	2	0
3:00 PM	172	1	0	1	5	9	33	41	44	27	8	2	1	0
4:00 PM	170	0	0	0	2	13	24	45	42	30	10	3	0	1
5:00 PM	173	0	0	0	1	16	36	36	40	26	12	2	3	1
6:00 PM	120	0	0	0	1	10	30	39	23	5	6	4	1	1
7:00 PM	140	0	0	0	2	3	26	38	37	22	8	4	0	0
8:00 PM	122	0	1	0	0	9	16	48	29	11	5	2	0	1
9:00 PM	115	0	0	0	0	6	27	28	36	13	3	1	1	0
10:00 PM	85	0	0	0	0	1	13	31	21	14	4	1	0	0
11:00 PM	65	0	0	1	1	4	7	14	20	11	4	1	2	0
Total	2745	2	4	8	38	182	468	800	622	383	156	55	14	13
%		0.1	0.1	0.3	1.4	6.6	17.0	29.1	22.7	14.0	5.7	2.0	0.5	0.5

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
35.6	37.2	44.1	52.4	54.0

10 mph Pace Speed
Number in pace

39.4 - 49.4	Average	44.7 mph
1433 (52.2 %)	Minimum	11.6 mph
	Maximum	80.9 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
74.4 %	8.7 %	1.0 %
Count	2043	238
		27

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/29/2007
Sunday

Daily Speed (60 Min.) Channel: EB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	46	0	0	1	0	1	12	14	11	3	2	2	0	0	
1:00 AM	45	0	0	1	0	5	5	11	8	6	3	4	1	1	
2:00 AM	30	0	0	0	0	2	2	10	6	3	4	3	0	0	
3:00 AM	27	0	0	0	0	4	4	3	9	1	2	3	1	0	
4:00 AM	22	0	0	0	0	1	2	7	2	2	4	2	2	0	
5:00 AM	17	0	0	0	0	0	3	4	7	2	1	0	0	0	
6:00 AM	29	0	0	0	0	3	4	10	4	5	2	1	0	0	
7:00 AM	37	0	0	0	0	4	5	9	7	4	3	5	0	0	
8:00 AM	64	0	0	0	2	7	13	16	14	5	4	3	0	0	
9:00 AM	75	0	0	0	0	9	13	18	19	11	2	2	0	1	
10:00 AM	127	2	0	0	2	14	21	43	29	8	2	5	1	0	
11:00 AM	152	0	0	1	4	7	28	46	32	19	9	3	1	2	
12:00 PM	155	0	1	0	8	4	20	54	35	19	10	3	0	1	
1:00 PM	123	0	0	0	7	7	19	27	38	10	7	6	0	2	
2:00 PM	150	0	0	0	1	10	34	34	38	23	7	2	1	0	
3:00 PM	143	0	0	0	1	6	18	48	30	22	14	2	0	2	
4:00 PM	120	0	0	4	0	10	13	29	32	16	13	3	0	0	
5:00 PM	124	0	0	0	3	7	18	47	31	11	3	2	2	0	
6:00 PM	121	1	0	1	5	9	15	33	32	17	4	3	1	0	
7:00 PM	106	0	0	0	2	8	16	33	23	16	8	0	0	0	
8:00 PM	106	0	0	0	0	7	20	44	16	13	4	2	0	0	
9:00 PM	80	0	0	0	1	9	17	19	17	14	2	1	0	0	
10:00 PM	70	0	0	0	0	3	16	16	16	13	5	1	0	0	
11:00 PM	42	0	0	0	2	1	8	11	15	4	1	0	0	0	
Total	2011	3	1	8	38	138	326	586	471	247	116	58	10	9	
%		0.1	0.0	0.4	1.9	6.9	16.2	29.1	23.4	12.3	5.8	2.9	0.5	0.4	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
35.3	37.1	44.3	52.4	54.8

10 mph Pace Speed
Number in pace

39.4 - 49.4	Average	44.7 mph
1071 (53.3 %)	Minimum	5.1 mph
	Maximum	83.7 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
74.4 %	9.6 %	0.9 %
Count	1497	193
		19

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/30/2007
Monday

Daily Speed (60 Min.) Channel: EB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	20	0	0	0	1	3	5	5	3	1	2	0	0	0	
1:00 AM	7	0	0	0	1	1	1	2	1	0	0	1	0	0	
2:00 AM	9	0	0	0	1	1	2	1	1	2	0	1	0	0	
3:00 AM	20	0	0	0	2	1	5	4	2	2	1	2	0	1	
4:00 AM	29	0	0	0	1	4	14	4	5	0	1	0	0	0	
5:00 AM	62	1	0	0	0	11	18	18	3	6	3	1	1	0	
6:00 AM	155	0	0	0	1	12	33	48	35	19	6	1	0	0	
7:00 AM	187	0	1	1	4	19	52	44	38	20	6	2	0	0	
8:00 AM	196	1	0	0	1	6	44	62	49	19	9	2	3	0	
9:00 AM	181	3	17	10	38	30	26	23	14	16	1	2	1	0	
10:00 AM	133	7	3	12	39	50	16	5	1	0	0	0	0	0	
11:00 AM	142	5	7	14	20	56	19	15	4	1	1	0	0	0	
12:00 PM	191	9	2	3	11	18	24	29	29	19	22	11	8	6	
1:00 PM	141	3	2	0	2	3	7	10	16	13	27	20	16	22	
2:00 PM	160	2	1	2	2	1	6	10	20	16	25	36	21	18	
3:00 PM	168	0	1	2	0	1	2	10	12	21	21	38	20	40	
4:00 PM	239	1	1	2	1	0	4	10	21	21	37	50	44	47	
5:00 PM	202	3	2	2	0	5	2	7	9	11	23	35	39	64	
6:00 PM	230	1	0	1	0	0	9	11	15	24	29	30	31	79	
7:00 PM	140	1	0	1	1	2	2	8	6	10	21	18	19	51	
8:00 PM	94	0	1	1	1	0	1	7	11	10	10	16	12	24	
9:00 PM	58	0	1	0	0	1	3	5	9	2	7	8	9	13	
10:00 PM	53	0	0	0	0	1	1	3	8	6	6	7	6	15	
11:00 PM	40	0	0	0	0	0	2	1	3	7	5	11	5	6	
Total	2857	37	39	51	127	226	298	342	315	246	263	292	235	386	
%		1.3	1.4	1.8	4.4	7.9	10.4	12.0	11.0	8.6	9.2	10.2	8.2	13.5	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
30.9	33.9	50.0	69.0	73.0

10 mph Pace Speed
Number in pace

36.9 - 46.9	Average	51.1 mph
685 (24.0 %)	Minimum	5.3 mph
	Maximum	99.3 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
72.8 %	41.2 %	21.7 %
Count	2079	1176
		621

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 5/1/2007
Tuesday

Daily Speed (60 Min.) Channel: EB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	26	0	0	0	1	0	0	1	6	3	3	7	1	4	
1:00 AM	21	0	1	1	1	0	0	5	4	4	1	3	1	0	
2:00 AM	15	0	0	0	0	1	2	0	3	4	1	0	1	3	
3:00 AM	20	0	0	0	0	3	1	4	3	3	1	1	0	4	
4:00 AM	29	1	0	0	0	2	1	6	5	5	2	3	1	3	
5:00 AM	43	1	0	0	0	3	5	5	2	3	5	7	4	8	
6:00 AM	105	1	1	0	0	0	4	10	7	12	22	16	10	22	
7:00 AM	161	8	2	3	0	2	3	9	13	18	26	19	18	40	
8:00 AM	135	6	4	1	2	3	5	11	10	11	25	13	8	36	
9:00 AM	145	4	0	2	0	3	3	10	10	20	18	18	24	33	
10:00 AM	120	7	1	1	0	3	5	7	10	18	14	15	13	26	
11:00 AM	128	6	5	3	5	5	6	9	16	13	13	20	5	22	
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
4:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
5:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
6:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
7:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
8:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
9:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Total	948	34	14	11	9	25	35	77	89	114	131	122	86	201	
%		3.6	1.5	1.2	0.9	2.6	3.7	8.1	9.4	12.0	13.8	12.9	9.1	21.2	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
35.1	41.1	57.7	73.0	78.4

10 mph Pace Speed
Number in pace

50.7 - 60.7	Average	56.5 mph
269 (28.4 %)	Minimum	5.1 mph
	Maximum	99.3 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
86.5 %	57.0 %	30.3 %
Count	820	540
		287

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Speed (60 Min.) Channel: WB														
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	159	5	8	7	23	36	45	27	4	4	0	0	0	0
12:00 PM	228	2	3	3	16	60	73	51	15	5	0	0	0	0
1:00 PM	192	2	0	7	23	58	55	33	11	1	2	0	0	0
2:00 PM	204	4	2	7	21	79	69	17	4	1	0	0	0	0
3:00 PM	217	0	1	1	38	99	44	25	9	0	0	0	0	0
4:00 PM	234	0	1	10	21	62	83	49	6	2	0	0	0	0
5:00 PM	256	0	0	1	12	64	107	57	13	2	0	0	0	0
6:00 PM	229	1	0	0	15	53	86	57	16	1	0	0	0	0
7:00 PM	163	1	0	1	10	43	68	31	8	1	0	0	0	0
8:00 PM	113	0	0	3	9	34	40	20	4	2	1	0	0	0
9:00 PM	98	0	1	1	4	29	40	15	6	2	0	0	0	0
10:00 PM	69	1	0	1	4	23	24	13	1	2	0	0	0	0
11:00 PM	53	0	0	0	4	17	8	12	10	2	0	0	0	0
Total	2215	16	16	42	200	657	742	407	107	25	3	0	0	0
%		0.7	0.7	1.9	9.0	29.7	33.5	18.4	4.8	1.1	0.1	0.0	0.0	0.0

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
29.1	30.5	36.2	41.8	43.3

10 mph Pace Speed
Number in pace

31.7 - 41.7	Average	36.1 mph
1435 (64.8 %)	Minimum	5.2 mph
	Maximum	59.6 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
24.5 %	0.1 %	0.0 %
Count	542	3
		0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Speed (60 Min.) Channel: WB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	20	0	0	2	4	3	6	3	2	0	0	0	0	0	0
1:00 AM	14	0	0	0	1	7	3	2	0	1	0	0	0	0	0
2:00 AM	13	0	0	1	2	4	2	3	1	0	0	0	0	0	0
3:00 AM	17	0	1	1	0	5	2	7	0	1	0	0	0	0	0
4:00 AM	30	0	0	4	3	5	3	5	8	2	0	0	0	0	0
5:00 AM	106	0	1	4	9	16	21	32	16	4	2	1	0	0	0
6:00 AM	162	0	0	5	7	13	49	54	29	2	2	1	0	0	0
7:00 AM	255	8	8	22	102	60	33	22	0	0	0	0	0	0	0
8:00 AM	224	25	17	27	45	67	25	18	0	0	0	0	0	0	0
9:00 AM	152	24	15	24	27	32	24	6	0	0	0	0	0	0	0
10:00 AM	144	7	11	33	22	41	15	13	2	0	0	0	0	0	0
11:00 AM	134	4	14	21	54	14	19	7	1	0	0	0	0	0	0
12:00 PM	171	10	12	27	50	47	20	5	0	0	0	0	0	0	0
1:00 PM	191	6	14	34	32	40	36	20	7	2	0	0	0	0	0
2:00 PM	197	1	2	2	13	51	73	37	12	4	2	0	0	0	0
3:00 PM	186	4	0	1	10	45	63	45	16	2	0	0	0	0	0
4:00 PM	249	1	0	3	6	61	98	61	16	3	0	0	0	0	0
5:00 PM	250	2	1	2	4	45	105	68	21	2	0	0	0	0	0
6:00 PM	242	1	2	2	14	61	74	73	11	3	1	0	0	0	0
7:00 PM	178	0	1	3	12	43	64	41	14	0	0	0	0	0	0
8:00 PM	153	1	2	1	10	45	57	27	7	3	0	0	0	0	0
9:00 PM	113	0	0	1	6	32	31	29	11	2	0	1	0	0	0
10:00 PM	71	0	0	0	4	14	25	19	7	1	0	1	0	0	0
11:00 PM	47	0	0	0	2	18	9	13	3	0	1	1	0	0	0
Total	3319	94	101	220	439	769	857	610	184	32	8	5	0	0	0
%		2.8	3.0	6.6	13.2	23.2	25.8	18.4	5.5	1.0	0.2	0.2	0.0	0.0	0.0

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
23.6	26.1	35.3	42.1	43.6

10 mph Pace Speed
Number in pace

31.4 - 41.4	Average	34.3 mph
1712 (51.6 %)	Minimum	5.2 mph
	Maximum	63.7 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
25.3 %	0.4 %	0.0 %
Count	839	13
		0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Speed (60 Min.) Channel: WB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	35	0	1	1	1	7	12	11	1	1	0	0	0	0	
1:00 AM	27	0	0	0	6	5	9	5	1	1	0	0	0	0	
2:00 AM	15	0	0	4	0	6	4	0	1	0	0	0	0	0	
3:00 AM	23	0	0	4	1	7	7	4	0	0	0	0	0	0	
4:00 AM	35	0	1	2	3	5	10	11	3	0	0	0	0	0	
5:00 AM	99	0	0	8	8	23	42	14	3	1	0	0	0	0	
6:00 AM	160	0	0	4	12	18	54	45	23	4	0	0	0	0	
7:00 AM	244	1	1	8	15	37	90	67	18	5	2	0	0	0	
8:00 AM	197	0	1	5	9	43	82	39	17	1	0	0	0	0	
9:00 AM	208	0	0	0	18	71	60	48	9	2	0	0	0	0	
10:00 AM	151	0	2	3	13	43	50	27	10	2	1	0	0	0	
11:00 AM	195	1	1	1	2	60	72	39	17	1	1	0	0	0	
12:00 PM	217	0	2	3	16	68	91	29	5	2	0	0	0	1	
1:00 PM	197	1	2	1	4	62	58	50	13	4	2	0	0	0	
2:00 PM	217	2	2	1	16	67	75	39	15	0	0	0	0	0	
3:00 PM	231	1	1	0	7	72	89	48	10	2	1	0	0	0	
4:00 PM	241	0	2	0	9	61	98	54	12	5	0	0	0	0	
5:00 PM	231	1	3	0	10	49	93	54	15	5	1	0	0	0	
6:00 PM	188	1	1	0	3	32	73	54	17	6	1	0	0	0	
7:00 PM	175	0	3	0	7	30	65	47	16	7	0	0	0	0	
8:00 PM	123	0	0	0	9	32	45	25	10	2	0	0	0	0	
9:00 PM	102	0	1	5	7	25	31	23	8	2	0	0	0	0	
10:00 PM	97	0	0	2	2	16	40	25	7	5	0	0	0	0	
11:00 PM	69	0	0	0	2	16	18	20	13	0	0	0	0	0	
Total	3477	8	24	52	180	855	1268	778	244	58	9	0	0	1	
%		0.2	0.7	1.5	5.2	24.6	36.5	22.4	7.0	1.7	0.3	0.0	0.0	0.0	

Percentile Speeds	<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
(mph)	30.8	32.1	37.4	43.3	44.6

10 mph Pace Speed	32.1 - 42.1	Average	37.5 mph
Number in pace	2303 (66.2 %)	Minimum	6.9 mph
		Maximum	73.0 mph

Speeds Exceeded	<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
	31.3 %	0.3 %	0.0 %
Count	1090	10	1

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/28/2007
Saturday

Daily Speed (60 Min.)
Channel: WB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	61	0	0	0	6	13	20	16	5	1	0	0	0	0
1:00 AM	36	0	0	0	3	7	8	12	4	1	1	0	0	0
2:00 AM	19	0	0	0	0	4	4	7	3	1	0	0	0	0
3:00 AM	17	0	1	0	1	3	5	3	3	0	1	0	0	0
4:00 AM	29	1	0	3	4	6	8	4	2	1	0	0	0	0
5:00 AM	34	0	1	2	5	4	14	3	3	1	1	0	0	0
6:00 AM	67	0	0	6	7	6	14	22	10	1	1	0	0	0
7:00 AM	94	2	0	3	5	12	33	28	9	2	0	0	0	0
8:00 AM	103	0	0	3	3	16	25	31	19	4	1	1	0	0
9:00 AM	122	0	0	1	9	27	41	30	12	2	0	0	0	0
10:00 AM	163	1	0	2	6	19	58	54	19	2	2	0	0	0
11:00 AM	226	0	0	2	15	34	83	72	18	2	0	0	0	0
12:00 PM	195	1	0	8	14	38	73	45	13	3	0	0	0	0
1:00 PM	211	2	1	1	3	44	86	57	14	2	1	0	0	0
2:00 PM	168	0	1	0	5	36	50	56	16	3	1	0	0	0
3:00 PM	186	0	0	0	6	27	73	57	17	5	1	0	0	0
4:00 PM	166	0	0	1	6	25	67	47	16	4	0	0	0	0
5:00 PM	183	0	1	2	4	27	76	54	16	2	1	0	0	0
6:00 PM	153	0	0	1	4	27	46	47	25	3	0	0	0	0
7:00 PM	124	0	0	0	6	15	50	31	14	7	1	0	0	0
8:00 PM	107	0	0	0	10	33	28	28	5	2	1	0	0	0
9:00 PM	94	0	0	0	6	28	30	18	9	2	1	0	0	0
10:00 PM	92	0	0	2	5	25	26	17	9	7	0	0	1	0
11:00 PM	65	0	1	0	2	17	27	9	8	1	0	0	0	0
Total	2715	7	6	37	135	493	945	748	269	59	14	1	1	0
%		0.3	0.2	1.4	5.0	18.2	34.8	27.6	9.9	2.2	0.5	0.0	0.0	0.0

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
31.4	33.0	38.6	44.3	46.0

10 mph Pace Speed
Number in pace

33.9 - 43.9	Average	38.6 mph
1757 (64.7 %)	Minimum	6.5 mph
	Maximum	67.7 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
40.2 %	0.6 %	0.0 %
Count	1092	16
		1

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/29/2007
Sunday

		Daily Speed (60 Min.) Channel: WB													
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	47	0	0	1	1	8	22	11	2	1	1	0	0	0	
1:00 AM	37	0	0	0	1	13	13	7	0	1	2	0	0	0	
2:00 AM	20	0	0	0	0	6	7	4	2	1	0	0	0	0	
3:00 AM	13	0	0	0	0	2	3	1	3	4	0	0	0	0	
4:00 AM	10	0	0	0	0	1	1	5	2	1	0	0	0	0	
5:00 AM	12	0	0	0	2	2	2	4	1	1	0	0	0	0	
6:00 AM	28	0	0	0	2	3	9	7	3	3	1	0	0	0	
7:00 AM	39	0	0	0	3	3	9	12	9	3	0	0	0	0	
8:00 AM	51	0	1	0	2	12	13	20	3	0	0	0	0	0	
9:00 AM	75	0	1	0	3	11	31	15	10	2	2	0	0	0	
10:00 AM	112	0	1	2	9	26	28	26	18	2	0	0	0	0	
11:00 AM	127	0	0	0	8	27	36	38	11	6	1	0	0	0	
12:00 PM	144	0	0	0	3	22	62	42	13	2	0	0	0	0	
1:00 PM	132	1	0	1	8	26	45	39	10	2	0	0	0	0	
2:00 PM	139	0	0	3	4	29	49	38	12	4	0	0	0	0	
3:00 PM	139	0	1	0	5	24	50	34	22	2	1	0	0	0	
4:00 PM	136	0	0	1	8	14	52	40	16	4	1	0	0	0	
5:00 PM	117	2	0	0	4	13	39	39	16	2	2	0	0	0	
6:00 PM	131	0	0	0	8	25	37	36	17	6	2	0	0	0	
7:00 PM	111	0	0	1	3	19	38	32	10	4	4	0	0	0	
8:00 PM	100	0	0	0	9	24	32	19	10	5	1	0	0	0	
9:00 PM	81	0	0	2	10	17	29	15	7	1	0	0	0	0	
10:00 PM	62	1	0	1	2	13	18	19	7	1	0	0	0	0	
11:00 PM	35	0	0	0	1	8	10	9	5	0	1	1	0	0	
Total	1898	4	4	12	96	348	635	512	209	58	19	1	0	0	
%		0.2	0.2	0.6	5.1	18.3	33.5	27.0	11.0	3.1	1.0	0.1	0.0	0.0	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
31.4	33.0	38.8	45.1	46.5

10 mph Pace Speed
Number in pace

33.7 - 43.7	Average	39.0 mph
1184 (62.4 %)	Minimum	5.6 mph
	Maximum	63.7 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
42.1 %	1.1 %	0.0 %
Count	799	20
		0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/30/2007
Monday

Daily Speed (60 Min.)

Channel: WB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	27	2	1	0	1	4	7	7	5	0	0	0	0	0
1:00 AM	14	0	0	0	2	2	4	3	2	1	0	0	0	0
2:00 AM	10	0	0	0	0	0	5	5	0	0	0	0	0	0
3:00 AM	13	0	0	3	0	3	2	1	2	2	0	0	0	0
4:00 AM	35	0	0	4	3	7	6	10	4	1	0	0	0	0
5:00 AM	84	0	0	5	10	10	22	26	9	0	2	0	0	0
6:00 AM	167	0	0	3	6	13	53	62	21	7	2	0	0	0
7:00 AM	245	1	1	4	16	48	83	71	16	2	3	0	0	0
8:00 AM	219	1	1	5	7	40	94	52	14	4	0	0	1	0
9:00 AM	196	9	17	29	45	32	38	19	6	1	0	0	0	0
10:00 AM	168	5	17	24	32	56	23	6	4	1	0	0	0	0
11:00 AM	171	7	6	21	55	46	27	9	0	0	0	0	0	0
12:00 PM	197	1	1	6	32	53	65	29	9	1	0	0	0	0
1:00 PM	173	1	0	2	12	38	58	44	16	1	1	0	0	0
2:00 PM	186	3	0	1	7	28	65	62	14	5	1	0	0	0
3:00 PM	242	1	0	2	2	33	89	83	27	4	0	1	0	0
4:00 PM	216	1	1	1	3	41	64	68	28	5	4	0	0	0
5:00 PM	249	0	0	3	4	35	73	82	43	6	1	1	0	1
6:00 PM	197	3	2	0	3	25	60	63	33	8	0	0	0	0
7:00 PM	190	0	2	3	4	24	80	53	22	2	0	0	0	0
8:00 PM	136	0	0	0	4	23	43	43	20	2	0	0	0	1
9:00 PM	116	1	0	0	15	24	30	32	12	2	0	0	0	0
10:00 PM	95	0	0	0	6	23	25	31	2	5	2	0	0	1
11:00 PM	63	2	0	1	4	8	19	16	9	0	4	0	0	0
Total	3409	38	49	117	273	616	1035	877	318	60	20	2	1	3
%		1.1	1.4	3.4	8.0	18.1	30.4	25.7	9.3	1.8	0.6	0.1	0.0	0.1

Percentile Speeds	<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
(mph)	28.1	30.4	38.0	44.1	45.4

10 mph Pace Speed	33.9 - 43.9	Average	37.3 mph
Number in pace	1984 (58.2 %)	Minimum	5.2 mph
		Maximum	81.8 mph

Speeds Exceeded	<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
	37.6 %	0.8 %	0.1 %
Count	1281	26	4

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 5/1/2007
Tuesday

Daily Speed (60 Min.)

Channel: WB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	28	0	0	1	0	5	5	14	1	0	1	0	1	0
1:00 AM	25	0	0	0	4	9	3	3	3	2	1	0	0	0
2:00 AM	5	0	0	0	1	0	0	3	0	0	1	0	0	0
3:00 AM	21	0	0	2	1	3	6	5	4	0	0	0	0	0
4:00 AM	40	0	1	1	6	9	8	8	4	3	0	0	0	0
5:00 AM	117	0	2	5	10	10	21	29	25	12	3	0	0	0
6:00 AM	159	2	0	9	7	16	41	50	21	9	3	1	0	0
7:00 AM	247	5	2	4	10	30	58	87	36	10	3	1	0	1
8:00 AM	228	1	2	4	10	32	71	68	26	12	1	1	0	0
9:00 AM	175	0	1	0	3	31	67	46	21	6	0	0	0	0
10:00 AM	174	3	1	2	12	44	62	31	18	1	0	0	0	0
11:00 AM	196	2	1	3	7	50	67	46	19	0	0	0	0	1
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1415	13	10	31	71	239	409	390	178	55	13	3	1	2
%		0.9	0.7	2.2	5.0	16.9	28.9	27.6	12.6	3.9	0.9	0.2	0.1	0.1

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
30.6	32.5	39.2	45.7	47.4

10 mph Pace Speed
Number in pace

33.9 - 43.9	Average	39.0 mph
828 (58.5 %)	Minimum	6.1 mph
	Maximum	82.7 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
45.4 %	1.3 %	0.2 %
Count	642	19
		3

Turning Movement Counts

Turning Movement Count Summary

Intersection: Deer Park Avenue and Acorn Street/Long Island Avenue
Date: Tuesday, June 2, 2009
Time Period: Weekday AM Peak

Time	Volume	Acorn Street				Long Island Avenue					Deer Park Avenue (SR 231)										Hourly Intersection Volume
		Eastbound				Westbound					Northbound					Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total				
7:00 to 7:15	Auto	33	13	48	94	16	35	16	67	65	328	12	405	19	113	30	162				
	Light Truck	6	4	2	12	1	1	1	3	6	7	4	17	2	7	2	11				
	Heavy Truck	0	3	1	4	0	1	2	3	7	8	1	16	1	3	1	5				
	Bus	4	7	13	24	1	1	0	2	6	9	2	17	1	4	0	5				
	Total	43	27	64	134	18	38	19	75	84	352	19	455	23	127	33	183				
7:15 to 7:30	Auto	34	17	41	92	15	21	10	46	77	339	24	440	19	167	33	219				
	Light Truck	6	3	7	16	1	1	1	3	2	6	1	9	1	6	1	8				
	Heavy Truck	3	1	2	6	1	2	1	4	4	3	0	7	1	3	2	6				
	Bus	3	1	4	8	2	1	2	5	2	7	0	9	2	4	0	6				
	Total	46	22	54	122	19	25	14	58	85	355	25	465	23	180	36	239				
7:30 to 7:45	Auto	18	20	32	70	15	17	24	56	92	344	19	455	26	165	18	209				
	Light Truck	2	6	8	16	1	1	1	3	7	6	1	14	3	2	0	5				
	Heavy Truck	2	4	1	7	1	2	2	5	2	9	0	11	1	3	1	5				
	Bus	1	3	2	6	0	1	2	3	3	21	0	24	1	6	0	7				
	Total	23	33	43	99	17	21	29	67	104	380	20	504	31	176	19	226				
7:45 to 8:00	Auto	22	29	39	90	15	26	22	63	115	326	18	459	27	205	32	264	3,601			
	Light Truck	1	3	6	10	1	2	2	5	3	10	4	17	2	4	2	8				
	Heavy Truck	1	1	4	6	0	3	3	6	1	2	1	4	0	4	1	5				
	Bus	2	3	10	15	1	1	0	2	2	4	1	7	0	11	2	13				
	Total	26	36	59	121	17	32	27	76	121	342	24	487	29	224	37	290				
8:00 to 8:15	Auto	17	29	49	95	15	25	8	48	137	329	22	488	26	204	21	251	3,736			
	Light Truck	4	2	3	9	2	3	2	7	6	8	2	16	4	6	3	13				
	Heavy Truck	4	2	1	7	0	2	2	4	1	6	0	7	3	5	2	10				
	Bus	1	0	1	2	0	2	1	3	3	6	0	9	2	11	0	13				
	Total	26	33	54	113	17	32	13	62	147	349	24	520	35	226	26	287				
8:15 to 8:30	Auto	8	29	32	69	13	16	13	42	68	356	3	427	31	195	31	257	3,734			
	Light Truck	4	7	1	12	0	2	4	6	6	7	3	16	1	7	2	10				
	Heavy Truck	0	2	2	4	2	2	3	7	0	3	2	5	2	4	2	8				
	Bus	1	1	3	5	0	0	0	0	1	4	1	6	0	8	0	8				
	Total	13	39	38	90	15	20	20	55	75	370	9	454	34	214	35	283				
8:30 to 8:45	Auto	21	24	27	72	10	14	12	36	52	331	12	395	14	210	19	243	3,665			
	Light Truck	5	2	2	9	0	2	1	3	2	6	2	10	1	10	1	12				
	Heavy Truck	1	1	2	4	1	3	2	6	1	4	1	6	2	3	4	9				
	Bus	0	0	3	3	0	0	0	0	0	2	0	2	2	14	1	17				
	Total	27	27	34	88	11	19	15	45	55	343	15	413	19	237	25	281				
8:45 to 9:00	Auto	20	29	28	77	9	30	10	49	42	342	9	393	34	215	16	265	3,566			
	Light Truck	6	2	2	10	2	0	3	5	4	15	3	22	3	6	0	9				
	Heavy Truck	3	2	1	6	0	3	3	6	2	2	2	6	1	4	2	7				
	Bus	0	0	0	0	0	0	0	0	3	6	1	10	1	9	0	10				
	Total	29	33	31	93	11	33	16	60	51	365	15	431	0	234	18	291				

Analysis Hour		Acorn Street				Long Island Avenue				Deer Park Avenue (SR 231)							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
7:30 to 8:30	Volumes	88	141	194	423	66	105	89	260	447	1,441	77	1,965	129	840	117	1,086
	% Light Trucks	12.5%	12.8%	9.3%	11.1%	6.1%	7.6%	10.1%	8.1%	4.9%	2.2%	13.0%	3.2%	7.8%	2.3%	6.0%	3.3%
	% Heavy Trucks	8.0%	6.4%	4.1%	5.7%	4.5%	8.6%	11.2%	8.5%	0.9%	1.4%	3.9%	1.4%	4.7%	1.9%	5.1%	2.6%
	% Buses	5.7%	5.0%	8.2%	6.6%	1.5%	3.8%	3.4%	3.1%	2.0%	2.4%	2.6%	2.3%	2.3%	4.3%	1.7%	3.8%
	% HVs	26.1%	24.1%	21.6%	23.4%	12.1%	20.0%	24.7%	19.6%	7.8%	6.0%	19.5%	6.9%	14.7%	8.5%	12.8%	9.7%
PHF		0.85	0.90	0.82	0.87	0.97	0.82	0.77	0.86	0.76	0.95	0.80	0.94	0.92	0.93	0.79	0.94

Turning Movement Count Summary

Intersection: Deer Park Avenue and Acorn Street/Long Island Avenue
Date: Tuesday, June 2, 2009
Time Period: Weekday PM Peak

Time	Volume	Acorn Street Eastbound				Long Island Avenue Westbound				Deer Park Avenue (SR 231)								Hourly Intersection Volume
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	
4:30 to 4:45	Auto	15	43	27	85	20	17	20	57	44	308	10	362	32	371	13	416	
	Light Truck	1	2	1	4	3	4	2	9	2	4	1	7	0	8	0	8	
	Heavy Truck	0	1	1	2	0	0	0	0	4	6	1	11	0	1	2	3	
	Bus	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	
	Total	16	46	29	91	23	21	22	66	51	318	12	381	32	382	15	429	
4:45 to 5:00	Auto	12	41	55	108	19	28	10	57	63	239	23	325	13	381	16	410	
	Light Truck	1	5	3	9	1	3	0	4	3	3	3	9	4	3	0	7	
	Heavy Truck	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	
	Bus	0	0	2	2	0	0	0	0	0	1	0	1	1	2	1	4	
	Total	13	47	60	120	20	31	10	61	66	245	26	337	18	386	17	421	
5:00 to 5:15	Auto	16	34	32	82	19	17	9	45	52	318	12	382	23	388	12	423	
	Light Truck	1	1	2	4	1	2	2	5	0	4	0	4	4	3	1	8	
	Heavy Truck	1	2	0	3	0	1	0	1	0	1	0	1	0	0	0	0	
	Bus	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	
	Total	18	37	34	89	20	20	11	51	53	324	12	389	27	391	13	431	
5:15 to 5:30	Auto	14	42	45	101	17	20	19	56	54	356	20	430	17	343	10	370	
	Light Truck	1	1	1	3	0	0	1	1	2	4	2	8	1	5	4	10	
	Heavy Truck	0	0	0	0	0	0	0	0	1	1	0	2	3	4	1	8	
	Bus	0	0	0	0	0	0	0	0	2	1	0	3	0	1	0	1	
	Total	15	43	46	104	17	20	20	57	59	362	22	443	21	353	15	389	3,859
5:30 to 5:45	Auto	11	22	28	61	11	23	12	46	61	312	24	397	23	380	10	413	
	Light Truck	4	2	1	7	1	1	1	3	0	4	1	5	5	4	1	10	
	Heavy Truck	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	2	
	Bus	0	0	4	4	0	0	0	0	0	0	0	0	0	1	0	1	
	Total	15	24	33	72	12	24	13	49	63	316	25	404	30	385	11	426	3,843
5:45 to 6:00	Auto	22	44	35	101	16	31	11	58	50	327	18	395	12	408	7	427	
	Light Truck	1	2	0	3	0	1	0	1	1	4	0	5	1	7	0	8	
	Heavy Truck	0	1	0	1	0	2	0	2	0	0	0	0	1	2	1	4	
	Bus	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	
	Total	23	47	36	106	16	34	11	61	51	331	18	400	14	418	8	440	3,911
6:00 to 6:15	Auto	23	33	49	105	17	34	25	76	38	330	15	383	25	412	4	441	
	Light Truck	0	0	0	0	0	1	0	1	0	2	0	2	4	3	1	8	
	Heavy Truck	0	1	0	1	1	0	1	2	0	4	0	4	1	2	0	3	
	Bus	0	0	1	1	0	0	0	0	0	1	0	1	0	2	0	2	
	Total	23	34	50	107	18	35	26	79	38	337	15	390	30	419	5	454	3,981
6:15 to 6:30	Auto	13	24	26	63	19	29	18	66	64	277	28	369	22	346	16	384	
	Light Truck	1	0	1	2	1	2	2	5	1	1	0	2	0	4	1	5	
	Heavy Truck	0	1	0	1	0	0	0	0	0	2	0	2	2	0	1	3	
	Bus	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	
	Total	14	25	28	67	20	31	20	71	65	281	28	374	0	350	18	392	3,892

Analysis Hour		Acorn Street Eastbound				Long Island Avenue Westbound				Deer Park Avenue (SR 231)							
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
5:00 to 6:00	Volumes	71	151	149	371	65	98	55	218	226	1,333	77	1,636	92	1,547	47	1,686
	% Light Trucks	9.9%	4.0%	2.7%	4.6%	3.1%	4.1%	7.3%	4.6%	1.3%	1.2%	3.9%	1.3%	12.0%	1.2%	12.8%	2.1%
	% Heavy Trucks	1.4%	2.0%	0.0%	1.1%	0.0%	3.1%	0.0%	1.4%	1.3%	0.2%	0.0%	0.3%	6.5%	0.4%	4.3%	0.8%
	% Buses	0.0%	0.0%	3.4%	1.3%	0.0%	0.0%	0.0%	0.0%	1.3%	0.2%	0.0%	0.3%	0.0%	0.2%	0.0%	0.2%
	% HVs	11.3%	6.0%	6.0%	7.0%	3.1%	7.1%	7.3%	6.0%	4.0%	1.5%	3.9%	2.0%	18.5%	1.8%	17.0%	3.1%
PHF		0.77	0.80	0.81	0.88	0.81	0.72	0.69	0.89	0.90	0.92	0.77	0.92	0.77	0.93	0.78	0.96

Turning Movement Count Summary

Intersection: Deer Park Avenue and Long Island Avenue

Date: Tuesday, June 2, 2009

Time Period: Weekday AM Peak

Time	Volume	Long Island Avenue				Parking Lot					Deer Park Avenue (SR 231)										Hourly Intersection Volume
		Eastbound				Westbound					Northbound					Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total				
7:00 to 7:15	Auto	46	1	1	48	1	0	0	1	5	351	1	357	0	166	43	209				
	Light Truck	1	0	0	1	0	0	0	0	0	18	1	19	0	10	0	10				
	Heavy Truck	0	0	0	0	0	0	0	0	1	9	0	10	0	3	1	4				
	Bus	0	0	0	0	0	0	0	0	0	16	1	17	0	17	0	17				
	Total	47	1	1	49	1	0	0	1	6	394	3	403	0	196	44	240				
7:15 to 7:30	Auto	36	0	0	36	0	0	0	0	2	381	2	385	0	209	38	247				
	Light Truck	0	0	1	1	0	0	0	0	1	9	0	10	0	14	1	15				
	Heavy Truck	0	0	0	0	0	0	0	0	0	8	0	8	0	5	1	6				
	Bus	1	0	0	1	0	0	0	0	0	9	0	9	0	9	1	10				
	Total	37	0	1	38	0	0	0	0	3	407	2	412	0	237	41	278				
7:30 to 7:45	Auto	36	2	2	40	2	0	1	3	7	416	2	425	0	171	36	207				
	Light Truck	0	0	3	3	0	0	0	0	2	15	0	17	0	11	0	11				
	Heavy Truck	0	0	0	0	0	0	0	0	0	11	0	11	0	4	0	4				
	Bus	3	0	0	3	0	0	0	0	0	23	0	23	0	8	0	8				
	Total	39	2	5	46	2	0	1	3	9	465	2	476	0	194	36	230				
7:45 to 8:00	Auto	44	1	3	48	0	0	0	0	6	426	2	434	0	175	44	219				
	Light Truck	2	0	2	4	0	0	0	0	0	15	0	15	0	14	2	16				
	Heavy Truck	0	0	0	0	0	0	0	0	1	3	0	4	0	5	0	5				
	Bus	2	0	0	2	0	0	0	0	0	6	0	6	0	25	0	25				
	Total	48	1	5	54	0	0	0	0	7	450	2	459	0	219	46	265				
8:00 to 8:15	Auto	35	0	1	36	0	0	0	0	8	438	2	448	0	220	31	251	2,954			
	Light Truck	0	0	0	0	0	0	0	0	1	16	0	17	0	13	1	14				
	Heavy Truck	0	0	1	1	0	0	0	0	0	6	0	6	0	3	0	3				
	Bus	0	0	0	0	0	0	0	0	1	9	0	10	0	11	1	12				
	Total	35	0	2	37	0	0	0	0	10	469	2	481	0	247	33	280				
8:15 to 8:30	Auto	27	3	4	34	1	0	1	2	9	385	4	398	0	236	30	266	3,059			
	Light Truck	2	0	0	2	0	0	0	0	1	15	0	16	0	8	0	8				
	Heavy Truck	0	0	0	0	0	0	0	0	0	5	0	5	0	7	0	7				
	Bus	0	0	0	0	0	0	0	0	0	5	0	5	0	14	0	14				
	Total	29	3	4	36	1	0	1	2	10	410	4	424	0	265	30	295				
8:30 to 8:45	Auto	25	2	5	32	1	0	0	1	9	367	4	380	0	199	21	220	3,088			
	Light Truck	3	0	0	3	0	0	0	0	0	11	0	11	0	12	0	12				
	Heavy Truck	0	0	0	0	0	0	0	0	0	7	0	7	0	2	0	2				
	Bus	0	0	0	0	0	0	0	0	0	4	0	4	0	19	0	19				
	Total	28	2	5	35	1	0	0	1	9	389	4	402	0	232	21	253				
8:45 to 9:00	Auto	25	0	3	28	1	0	0	1	10	359	1	370	0	243	26	269	3,024			
	Light Truck	1	0	0	1	0	0	0	0	0	21	0	21	0	9	0	9				
	Heavy Truck	1	0	0	1	0	0	0	0	0	5	0	5	0	5	0	5				
	Bus	0	0	0	0	0	0	0	0	0	10	0	10	0	9	1	10				
	Total	27	0	3	30	1	0	0	1	10	395	1	406	0	266	27	293				
																		2,976			

Analysis Hour		Long Island Avenue				Parking Lot				Deer Park Avenue (SR 231)							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
7:30 to 8:30	Volumes	151	6	16	173	3	0	2	5	36	1,794	10	1,840	0	925	145	1,070
	% Light Trucks	2.6%	0.0%	31.3%	5.2%	0.0%	#DIV/0!	0.0%	0.0%	11.1%	3.4%	0.0%	3.5%	#DIV/0!	5.0%	2.1%	4.6%
	% Heavy Trucks	0.0%	0.0%	6.3%	0.6%	0.0%	#DIV/0!	0.0%	0.0%	2.8%	1.4%	0.0%	1.4%	#DIV/0!	2.1%	0.0%	1.8%
	% Buses	3.3%	0.0%	0.0%	2.9%	0.0%	#DIV/0!	0.0%	0.0%	2.8%	2.4%	0.0%	2.4%	#DIV/0!	6.3%	0.7%	5.5%
	% HVs	6.0%	0.0%	37.5%	8.7%	0.0%	#DIV/0!	0.0%	0.0%	16.7%	7.2%	0.0%	7.3%	#DIV/0!	13.3%	2.8%	11.9%
	PHF	0.79	0.50	0.80	0.80	0.38	#DIV/0!	0.50	0.42	0.90	0.96	0.63	0.96	#DIV/0!	0.87	0.79	0.91

Turning Movement Count Summary

Intersection: Deer Park Avenue and Long Island Avenue

Date: Tuesday, June 2, 2009

Time Period: Weekday PM Peak

Time	Volume	Long Island Avenue				Parking Lot					Deer Park Avenue (SR 231)										Hourly Intersection Volume
		Eastbound				Westbound					Northbound					Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total				
4:30 to 4:45	Auto	37	1	9	47	0	0	1	1	8	324	8	340	0	385	42	427				
	Light Truck	1	0	0	1	0	0	0	0	0	7	0	7	0	13	1	14				
	Heavy Truck	0	0	0	0	0	0	0	0	0	11	0	11	0	0	0	0				
	Bus	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	4				
	Total	38	1	9	48	0	0	1	1	8	343	8	359	0	402	43	445				
4:45 to 5:00	Auto	34	0	15	49	1	0	0	1	5	311	1	317	0	423	37	460				
	Light Truck	2	0	0	2	0	0	0	0	1	7	0	8	0	10	0	10				
	Heavy Truck	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1				
	Bus	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	4				
	Total	36	0	15	51	1	0	0	1	6	321	1	328	0	438	37	475				
5:00 to 5:15	Auto	29	0	6	35	2	1	1	4	9	354	3	366	0	421	41	462				
	Light Truck	0	0	0	0	0	0	0	0	0	4	0	4	0	14	2	16				
	Heavy Truck	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3				
	Bus	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1				
	Total	29	0	6	35	2	1	1	4	9	361	3	373	0	439	43	482				
5:15 to 5:30	Auto	23	2	11	36	2	1	1	4	7	389	9	405	0	362	31	393	3,468			
	Light Truck	0	0	0	0	0	0	0	0	0	6	0	6	0	11	0	11				
	Heavy Truck	1	0	0	1	0	0	0	0	0	1	0	1	0	4	0	4				
	Bus	0	0	0	0	0	0	0	0	0	3	0	3	0	2	0	2				
	Total	24	2	11	37	2	1	1	4	7	399	9	415	0	379	31	410				
5:30 to 5:45	Auto	38	0	14	52	2	2	1	5	11	369	6	386	0	442	44	486	3,560			
	Light Truck	0	0	0	0	0	0	0	0	0	3	0	3	0	2	0	2				
	Heavy Truck	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1				
	Bus	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	6				
	Total	38	0	14	52	2	2	1	5	11	376	6	393	0	451	44	495				
5:45 to 6:00	Auto	35	2	10	47	1	2	2	5	1	360	4	365	0	398	45	443	3,575			
	Light Truck	0	0	0	0	0	0	0	0	0	3	0	3	0	4	0	4				
	Heavy Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1				
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2				
	Total	35	2	10	47	1	2	2	5	1	363	4	368	0	405	45	450				
6:00 to 6:15	Auto	44	0	7	51	3	1	1	5	2	339	4	345	0	374	29	403	3,506			
	Light Truck	0	0	0	0	0	0	0	0	0	2	0	2	0	9	1	10				
	Heavy Truck	0	0	0	0	0	0	0	0	0	4	1	5	0	2	0	2				
	Bus	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1				
	Total	44	0	7	51	3	1	1	5	2	346	5	353	0	386	30	416				
6:15 to 6:30	Auto	31	2	8	41	1	1	1	3	2	343	7	352	0	418	33	451	3,500			
	Light Truck	0	0	0	0	0	0	0	0	0	2	0	2	0	5	0	5				
	Heavy Truck	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1				
	Bus	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2				
	Total	31	2	8	41	1	1	1	3	2	348	7	357	0	426	33	459				

Analysis Hour		Long Island Avenue				Parking Lot				Deer Park Avenue (SR 231)							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
5:00 to 6:00	Volumes	126	4	41	171	7	6	5	18	28	1,499	22	1,549	0	1,674	163	1,837
	% Light Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	1.0%	#DIV/0!	1.9%	1.2%	1.8%
	% Heavy Trucks	0.8%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.3%	#DIV/0!	0.5%	0.0%	0.5%
	% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.4%	#DIV/0!	0.7%	0.0%	0.6%
	% HVs	0.8%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	1.7%	#DIV/0!	3.0%	1.2%	2.9%
	PHF	0.83	0.50	0.73	0.82	0.88	0.75	0.63	0.90	0.64	0.94	0.61	0.93	#DIV/0!	0.93	0.91	0.93

Turning Movement Count Summary

Intersection: Deer Park Avenue and Seaman Neck Road

Date: Tuesday, June 2, 2009

Time Period: Weekday AM Peak

Time	Volume	Seaman Neck Road (CR 2)				Parking Lot					Deer Park Avenue (SR 231)								Hourly Intersection Volume
		Eastbound				Westbound					Northbound				Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total		
7:00 to 7:15	Auto	88	0	1	89	0	0	0	0	2	295	0	297	0	141	78	219		
	Light Truck	7	0	0	7	0	0	0	0	0	11	0	11	0	4	6	10		
	Heavy Truck	1	0	0	1	0	0	0	0	0	12	0	12	0	7	1	8		
	Bus	3	0	0	3	0	0	0	0	0	4	0	4	0	4	1	5		
	Total	99	0	1	100	0	0	0	0	2	322	0	324	0	156	86	242		
7:15 to 7:30	Auto	98	0	1	99	0	0	0	0	1	340	1	342	0	203	91	294		
	Light Truck	5	0	0	5	0	0	0	0	0	19	0	19	0	10	3	13		
	Heavy Truck	2	0	0	2	0	0	0	0	0	12	0	12	0	5	6	11		
	Bus	5	0	0	5	0	0	0	0	0	3	0	3	0	3	2	5		
	Total	110	0	1	111	0	0	0	0	1	374	1	376	0	221	102	323		
7:30 to 7:45	Auto	108	3	1	112	0	0	0	0	0	361	0	361	0	189	123	312		
	Light Truck	3	0	0	3	0	0	0	0	1	20	0	21	0	9	11	20		
	Heavy Truck	7	0	0	7	0	0	0	0	0	12	0	12	0	6	10	16		
	Bus	2	0	0	2	0	0	0	0	0	9	0	9	0	6	3	9		
	Total	120	3	1	124	0	0	0	0	1	402	0	403	0	210	147	357		
7:45 to 8:00	Auto	104	1	0	105	4	9	1	14	3	345	0	348	0	215	150	365	3,294	
	Light Truck	6	0	0	6	0	0	0	0	1	21	0	22	0	8	1	9		
	Heavy Truck	2	0	0	2	0	0	0	0	0	9	0	9	0	6	5	11		
	Bus	10	0	0	10	7	4	2	13	0	6	0	6	0	4	10	14		
	Total	122	1	0	123	11	13	3	27	4	381	0	385	0	233	166	399		
8:00 to 8:15	Auto	130	1	1	132	1	3	1	5	1	346	0	347	0	267	125	392	3,600	
	Light Truck	6	0	0	6	0	0	0	0	0	16	0	16	0	13	2	15		
	Heavy Truck	2	0	0	2	0	0	0	0	0	6	0	6	0	11	7	18		
	Bus	2	0	0	2	0	0	0	0	0	5	0	5	0	12	14	26		
	Total	140	1	1	142	1	3	1	5	1	373	0	374	0	303	148	451		
8:15 to 8:30	Auto	101	0	1	102	2	1	1	4	3	321	0	324	0	219	137	356	3,659	
	Light Truck	6	0	0	6	0	0	0	0	0	20	0	20	0	11	2	13		
	Heavy Truck	1	0	0	1	0	0	0	0	0	7	0	7	0	10	8	18		
	Bus	3	0	0	3	0	0	0	0	0	3	0	3	0	7	5	12		
	Total	111	0	1	112	2	1	1	4	3	351	0	354	0	247	152	399		
8:30 to 8:45	Auto	102	1	8	111	1	1	0	2	5	336	1	342	0	227	147	374	3,691	
	Light Truck	6	0	0	6	0	0	0	0	1	11	0	12	0	9	3	12		
	Heavy Truck	3	0	0	3	0	0	0	0	0	9	0	9	0	11	7	18		
	Bus	2	0	0	2	0	2	0	2	0	3	0	3	0	13	7	20		
	Total	113	1	8	122	1	3	0	4	6	359	1	366	0	260	164	424		
8:45 to 9:00	Auto	109	3	4	116	0	1	1	2	2	264	0	266	0	234	113	347	3,570	
	Light Truck	5	0	0	5	0	0	0	0	0	13	0	13	0	8	2	10		
	Heavy Truck	0	0	0	0	0	0	0	0	0	12	0	12	0	13	11	24		
	Bus	2	0	0	2	0	0	0	0	0	1	0	1	0	12	3	15		
	Total	116	3	4	123	0	1	1	2	2	290	0	292	0	267	129	396		

Analysis Hour		Seaman Neck Road (CR 2)				Parking Lot				Deer Park Avenue (SR 231)							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
7:30 to 8:30	Volumes	493	5	3	501	14	17	5	36	9	1,507	0	1,516	0	993	613	1,606
	% Light Trucks	4.3%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	0.0%	22.2%	5.1%	#DIV/0!	5.2%	#DIV/0!	4.1%	2.6%	3.5%
	% Heavy Trucks	2.4%	0.0%	0.0%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	2.3%	#DIV/0!	2.2%	#DIV/0!	3.3%	4.9%	3.9%
	% Buses	3.4%	0.0%	0.0%	3.4%	50.0%	23.5%	40.0%	36.1%	0.0%	1.5%	#DIV/0!	1.5%	#DIV/0!	2.9%	5.2%	3.8%
	% HVs	10.1%	0.0%	0.0%	10.0%	50.0%	23.5%	40.0%	36.1%	22.2%	8.9%	#DIV/0!	9.0%	#DIV/0!	10.4%	12.7%	11.3%
	PHF	0.88	0.42	0.75	0.88	0.32	0.33	0.42	0.33	0.56	0.94	#DIV/0!	0.94	#DIV/0!	0.82	0.92	0.89

Turning Movement Count Summary

Intersection: Deer Park Avenue and Seaman Neck Road

Date: Tuesday, June 2, 2009

Time Period: Weekday PM Peak

Time	Volume	Seaman Neck Road (CR 2)				Parking Lot					Deer Park Avenue (SR 231)										Hourly Intersection Volume
		Eastbound				Westbound					Northbound					Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total				
4:30 to 4:45	Auto	91	2	6	99	3	5	5	13	3	258	0	261	0	360	117	477				
	Light Truck	2	0	0	2	0	0	0	0	0	6	0	6	0	12	2	14				
	Heavy Truck	2	0	0	2	0	0	0	0	1	0	0	1	0	7	8	15				
	Bus	0	1	0	1	0	0	0	0	1	3	0	4	0	2	1	3				
	Total	95	3	6	104	3	5	5	13	5	267	0	272	0	381	128	509				
4:45 to 5:00	Auto	81	0	2	83	1	4	0	5	5	222	0	227	0	377	199	576				
	Light Truck	3	0	0	3	0	0	0	0	0	4	0	4	0	2	1	3				
	Heavy Truck	4	0	0	4	0	0	0	0	0	6	0	6	0	10	6	16				
	Bus	1	0	0	1	0	0	0	0	0	0	0	0	0	1	2	3				
	Total	89	0	2	91	1	4	0	5	5	232	0	237	0	390	208	598				
5:00 to 5:15	Auto	119	1	6	126	1	1	2	4	3	237	3	243	0	396	211	607				
	Light Truck	3	0	1	4	0	0	0	0	0	5	0	5	0	9	1	10				
	Heavy Truck	0	0	0	0	0	0	0	0	0	1	0	1	0	11	2	13				
	Bus	0	0	0	0	0	0	0	0	0	1	0	1	0	5	1	6				
	Total	122	1	7	130	1	1	2	4	3	244	3	250	0	421	215	636				
5:15 to 5:30	Auto	90	3	3	96	2	1	1	4	3	233	2	238	0	475	240	715	3,947			
	Light Truck	2	0	0	2	0	0	0	0	0	6	0	6	0	8	1	9				
	Heavy Truck	0	0	0	0	0	0	0	0	0	2	0	2	0	12	5	17				
	Bus	1	0	0	1	0	0	0	0	0	3	0	3	0	3	2	5				
	Total	93	3	3	99	2	1	1	4	3	244	2	249	0	498	248	746				
5:30 to 5:45	Auto	105	0	2	107	4	4	3	11	0	257	2	259	0	557	261	818	4,269			
	Light Truck	0	0	0	0	0	0	0	0	0	2	0	2	0	5	0	5				
	Heavy Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7	13				
	Bus	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2	4				
	Total	105	0	2	107	4	4	3	11	0	260	2	262	0	570	270	840				
5:45 to 6:00	Auto	113	2	3	118	5	1	0	6	5	239	2	246	0	495	193	688	4,422			
	Light Truck	0	0	1	1	0	0	0	0	0	5	0	5	0	7	2	9				
	Heavy Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	7	3	10				
	Bus	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0				
	Total	113	2	4	119	5	1	0	6	5	245	2	252	0	509	198	707				
6:00 to 6:15	Auto	112	2	10	124	2	5	1	8	5	214	1	220	0	570	198	768	4,547			
	Light Truck	1	0	0	1	0	0	0	0	0	0	0	0	0	5	2	7				
	Heavy Truck	1	0	0	1	0	0	0	0	0	2	0	2	0	10	3	13				
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1				
	Total	114	2	10	126	2	5	1	8	5	216	1	222	0	585	204	789				
6:15 to 6:30	Auto	97	3	6	106	2	1	1	4	7	256	0	263	0	401	157	558	4,399			
	Light Truck	0	0	0	0	0	0	0	0	0	2	0	2	0	2	2	4				
	Heavy Truck	0	0	0	0	0	0	0	0	0	4	0	4	0	4	1	5				
	Bus	1	0	0	1	0	0	0	0	0	0	0	0	0	1	2	3				
	Total	98	3	6	107	2	1	1	4	7	262	0	269	0	408	162	570				

Analysis Hour		Seaman Neck Road (CR 2)				Parking Lot				Deer Park Avenue (SR 231)							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
5:00 to 6:00	Volumes	433	6	16	455	12	7	6	25	11	993	9	1,013	0	1,998	931	2,929
	% Light Trucks	1.2%	0.0%	12.5%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	1.8%	#DIV/0!	1.5%	0.4%	1.1%
	% Heavy Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.3%	#DIV/0!	1.8%	1.8%	1.8%
	% Buses	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.6%	#DIV/0!	0.5%	0.5%	0.5%
	% HVs	1.4%	0.0%	12.5%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	0.0%	2.7%	#DIV/0!	3.8%	2.8%	3.4%
	PHF	0.89	0.50	0.57	0.88	0.60	0.44	0.50	0.57	0.55	0.95	0.75	0.97	#DIV/0!	0.88	0.86	0.87

Turning Movement Count Summary

Intersection: Straight Path and Long Island Avenue

Date: Tuesday, June 2, 2009

Time Period: Weekday AM Peak

Time	Volume	Long Island Avenue										Straight Path (CR 2)										Hourly Intersection Volume
		Eastbound					Westbound					Northbound					Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total					
7:00 to 7:15	Auto	6	9	2	17	14	55	30	99	0	166	6	172	12	85	14	111					
	Light Truck	2	0	0	2	0	1	0	1	0	9	0	9	0	4	8	12					
	Heavy Truck	1	0	1	2	0	1	0	1	0	4	0	4	1	2	2	5					
	Bus	0	1	1	2	0	3	2	5	0	12	1	13	0	1	1	2					
	Total	9	10	4	23	14	60	32	106	0	191	7	198	13	92	25	130					
7:15 to 7:30	Auto	9	17	1	27	9	61	21	91	0	124	8	132	6	75	11	92					
	Light Truck	0	1	0	1	2	4	0	6	0	4	1	5	1	6	4	11					
	Heavy Truck	0	0	0	0	0	0	1	1	0	0	0	0	1	3	2	6					
	Bus	1	0	0	1	2	1	2	5	0	5	2	7	0	2	0	2					
	Total	10	18	1	29	13	66	24	103	0	133	11	144	8	86	17	111					
7:30 to 7:45	Auto	2	23	0	25	13	81	27	121	5	114	8	127	6	98	0	104					
	Light Truck	1	2	0	3	1	0	1	2	0	5	3	8	0	11	2	13					
	Heavy Truck	1	0	0	1	1	0	1	2	0	1	1	2	0	2	2	4					
	Bus	1	0	0	1	0	0	1	1	1	16	1	18	0	1	0	1					
	Total	5	25	0	30	15	81	30	126	6	136	13	155	6	112	4	122					
7:45 to 8:00	Auto	8	27	4	39	22	79	29	130	0	127	0	127	10	117	19	146	1,782				
	Light Truck	0	3	3	6	2	3	4	9	0	5	0	5	1	2	2	5					
	Heavy Truck	0	0	1	1	2	1	0	3	0	1	0	1	1	1	1	3					
	Bus	0	1	0	1	0	2	2	4	0	11	2	13	0	9	3	12					
	Total	8	31	8	47	26	85	35	146	0	144	2	146	12	129	25	166					
8:00 to 8:15	Auto	14	28	2	44	16	75	27	118	0	130	8	138	8	92	22	122	1,826				
	Light Truck	2	2	0	4	1	6	1	8	0	4	2	6	1	8	0	9					
	Heavy Truck	0	0	0	0	1	0	0	1	0	2	1	3	0	5	14	19					
	Bus	0	0	0	0	0	2	0	2	1	10	1	12	1	14	0	15					
	Total	16	30	2	48	18	83	28	129	1	146	12	159	10	119	36	165					
8:15 to 8:30	Auto	7	18	3	28	10	85	17	112	0	118	15	133	3	116	23	142	1,915				
	Light Truck	1	1	1	3	2	2	0	4	0	4	0	4	1	8	5	14					
	Heavy Truck	1	0	1	2	1	1	0	2	0	5	1	6	0	4	0	4					
	Bus	0	2	0	2	1	1	0	2	0	8	1	9	0	9	0	9					
	Total	9	21	5	35	14	89	17	120	0	135	17	152	4	137	28	169					
8:30 to 8:45	Auto	11	19	1	31	26	54	11	91	0	147	14	161	6	90	12	108	1,935				
	Light Truck	0	3	0	3	1	3	0	4	0	9	1	10	2	5	4	11					
	Heavy Truck	1	0	0	1	1	0	0	1	0	6	1	7	0	3	0	3					
	Bus	2	0	0	2	2	0	1	3	0	6	0	6	0	11	0	11					
	Total	14	22	1	37	30	57	12	99	0	168	16	184	8	109	16	133					
8:45 to 9:00	Auto	10	16	2	28	32	90	17	139	1	110	16	127	7	131	18	156	1,937				
	Light Truck	0	1	1	2	3	4	1	8	0	9	0	9	1	8	2	11					
	Heavy Truck	2	2	1	5	0	0	0	0	0	2	1	3	0	2	1	3					
	Bus	0	1	0	1	1	1	0	2	0	7	0	7	1	4	1	6					
	Total	12	20	4	36	36	95	18	149	1	128	17	146	0	145	22	176					

Analysis Hour		Long Island Avenue								Straight Path (CR 2)							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
7:30 to 8:30	Volumes	38	107	15	160	73	338	110	521	7	561	44	612	32	497	93	622
	% Light Trucks	10.5%	7.5%	26.7%	10.0%	8.2%	3.3%	5.5%	4.4%	0.0%	3.2%	11.4%	3.8%	9.4%	5.8%	9.7%	6.6%
	% Heavy Trucks	5.3%	0.0%	13.3%	2.5%	6.8%	0.6%	0.9%	1.5%	0.0%	1.6%	6.8%	2.0%	3.1%	2.4%	18.3%	4.8%
	% Buses	2.6%	2.8%	0.0%	2.5%	1.4%	1.5%	2.7%	1.7%	28.6%	8.0%	11.4%	8.5%	3.1%	6.6%	3.2%	5.9%
	% HVs	18.4%	10.3%	40.0%	15.0%	16.4%	5.3%	9.1%	7.7%	28.6%	12.8%	29.5%	14.2%	15.6%	14.9%	31.2%	17.4%
	PHF	0.59	0.86	0.47	0.83	0.70	0.95	0.79	0.89	0.29	0.96	0.65	0.96	0.67	0.91	0.65	0.92

Turning Movement Count Summary

Intersection: Straight Path and Long Island Avenue

Date: Tuesday, June 2, 2009

Time Period: Weekday PM Peak

Time	Volume	Long Island Avenue										Straight Path (CR 2)										Hourly Intersection Volume
		Eastbound				Westbound				Northbound				Southbound								
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total					
4:30 to 4:45	Auto	23	97	3	123	13	30	20	63	1	134	19	154	20	154	11	185	2,390				
	Light Truck	1	0	0	1	1	4	0	5	0	4	1	5	0	6	0	6					
	Heavy Truck	1	3	0	4	0	0	1	1	0	4	0	4	0	6	1	7					
	Bus	1	0	3	4	1	0	0	1	0	3	0	3	0	4	1	5					
	Total	26	100	6	132	15	34	21	70	1	145	20	166	20	170	13	203					
4:45 to 5:00	Auto	11	69	2	82	8	31	8	47	0	150	20	170	15	163	18	196					
	Light Truck	1	0	0	1	1	1	0	2	0	5	0	5	0	8	0	8					
	Heavy Truck	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1					
	Bus	0	0	1	1	0	2	0	2	0	2	1	3	0	0	0	0					
	Total	12	69	3	84	9	34	8	51	0	158	21	179	15	172	18	205					
5:00 to 5:15	Auto	21	95	1	117	21	45	19	85	0	164	14	178	25	178	22	225					
	Light Truck	2	2	1	5	1	3	1	5	0	6	0	6	0	4	1	5					
	Heavy Truck	1	1	0	2	0	0	0	0	0	1	0	1	1	0	1	2					
	Bus	1	1	0	2	1	0	1	2	0	1	0	1	0	3	0	3					
	Total	25	99	2	126	23	48	21	92	0	172	14	186	26	185	24	235					
5:15 to 5:30	Auto	31	128	3	162	7	20	16	43	2	189	21	212	19	181	23	223					
	Light Truck	2	0	0	2	0	1	0	1	0	3	0	3	0	5	1	6					
	Heavy Truck	0	0	0	0	0	0	0	0	0	1	0	1	0	2	1	3					
	Bus	1	0	0	1	0	0	0	0	0	1	0	1	0	2	1	3					
	Total	34	128	3	165	7	21	16	44	2	194	21	217	19	190	26	235					
5:30 to 5:45	Auto	10	52	1	63	7	41	16	64	0	135	11	146	28	179	21	228					
	Light Truck	0	0	0	0	1	1	0	2	0	4	0	4	1	5	1	7					
	Heavy Truck	0	2	0	2	1	0	0	1	0	0	0	0	0	0	0	0					
	Bus	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0					
	Total	11	54	1	66	9	42	16	67	0	139	12	151	29	184	22	235					
5:45 to 6:00	Auto	26	73	2	101	18	43	26	87	0	143	12	155	21	154	15	190					
	Light Truck	3	1	0	4	1	0	0	1	0	2	0	2	0	5	1	6					
	Heavy Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2					
	Bus	1	0	0	1	1	1	1	3	0	1	0	1	1	0	0	1					
	Total	30	74	2	106	20	44	27	91	0	146	12	158	22	160	17	199					
6:00 to 6:15	Auto	28	62	5	95	10	21	14	45	1	161	18	180	30	181	12	223					
	Light Truck	0	1	1	2	1	3	0	4	0	1	0	1	0	3	2	5					
	Heavy Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2					
	Bus	0	0	0	0	1	0	1	2	0	3	0	3	0	0	0	0					
	Total	28	63	6	97	12	24	15	51	1	165	18	184	30	186	14	230					
6:15 to 6:30	Auto	27	59	3	89	4	21	32	57	0	159	15	174	31	148	20	199					
	Light Truck	2	1	0	3	0	3	1	4	0	2	0	2	0	4	0	4					
	Heavy Truck	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0					
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2					
	Total	29	61	3	93	4	24	33	61	0	162	15	177	0	154	20	205					
																		2,171				

Analysis Hour		Long Island Avenue								Straight Path (CR 2)							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
5:00 to 6:00	Volumes	100	355	8	463	59	155	80	294	2	651	59	712	96	719	89	904
	% Light Trucks	7.0%	0.8%	12.5%	2.4%	5.1%	3.2%	1.3%	3.1%	0.0%	2.3%	0.0%	2.1%	1.0%	2.6%	4.5%	2.7%
	% Heavy Trucks	1.0%	0.8%	0.0%	0.9%	1.7%	0.0%	0.0%	0.3%	0.0%	0.3%	0.0%	0.3%	1.0%	0.4%	3.4%	0.8%
	% Buses	4.0%	0.3%	0.0%	1.1%	3.4%	0.6%	2.5%	1.7%	0.0%	0.5%	1.7%	0.6%	1.0%	0.7%	1.1%	0.8%
	% HVs	12.0%	2.0%	12.5%	4.3%	10.2%	3.9%	3.8%	5.1%	0.0%	3.1%	1.7%	2.9%	3.1%	3.8%	9.0%	4.2%
	PHF	0.74	0.69	0.67	0.70	0.64	0.81	0.74	0.80	0.25	0.84	0.70	0.82	0.83	0.95	0.86	0.96

Turning Movement Count Summary

Intersection: Straight Path and Merritt Avenue/N 14th Street/Acorn Street
Date: Tuesday, June 2, 2009
Time Period: Weekday AM Peak

Time	Volume	Merritt Avenue						Acorn Street						Straight Path (CR 2)										Hourly Intersection Volume
		Eastbound						Westbound						Northbound					Southbound					
		Left-N14	Left-SP	Through	Right	Total	Left	Through	Right-N14	Right-SP	Total	Left-M	Left-N14	Through	Right	Total	Left	Through	Right-N14	Right-M	Total			
7:00 to 7:15	Auto	3	3	22	3	31	24	23	3	5	55	8	4	96	47	155	5	88	2	0	95			
	Light Truck	0	1	5	1	7	3	2	0	1	6	0	0	5	2	7	1	7	0	0	8			
	Heavy Truck	0	0	0	0	0	4	0	0	0	4	0	0	2	4	6	1	0	0	0	1			
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	0			
	Total	3	4	27	4	38	31	25	3	6	65	8	4	107	54	173	7	95	2	0	104			
7:15 to 7:30	Auto	4	5	28	4	41	19	14	5	3	41	7	5	75	36	123	7	85	1	0	93			
	Light Truck	0	0	3	0	3	2	2	0	0	4	0	0	2	0	2	1	6	0	0	7			
	Heavy Truck	0	0	0	0	0	3	3	0	0	6	0	0	5	1	6	0	0	0	0	0			
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0			
	Total	4	5	31	4	44	24	19	5	3	51	7	5	87	37	136	8	91	1	0	100			
7:30 to 7:45	Auto	2	3	17	8	30	17	5	0	2	24	11	6	99	35	151	5	110	7	1	123			
	Light Truck	0	0	0	1	1	3	1	0	0	4	0	0	5	1	6	0	6	0	0	6			
	Heavy Truck	0	0	0	0	0	1	0	0	1	2	0	0	5	1	6	0	0	0	0	0			
	Bus	0	0	0	0	0	1	0	0	0	1	0	0	7	0	7	0	0	0	0	0			
	Total	2	3	17	9	31	22	6	0	3	31	11	6	116	37	170	5	116	7	1	129			
7:45 to 8:00	Auto	2	5	11	4	22	20	17	0	4	41	8	5	116	18	147	3	93	12	1	109	1,427		
	Light Truck	0	0	0	0	0	1	1	0	1	3	1	0	6	3	10	0	1	2	0	3			
	Heavy Truck	0	0	1	0	1	2	2	0	0	4	0	0	0	1	1	0	0	0	0	0			
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	10	1	11	0	3	0	0	3			
	Total	2	5	12	4	23	23	20	0	5	48	9	5	132	23	169	3	97	14	1	115			
8:00 to 8:15	Auto	1	2	4	3	10	24	11	2	2	39	13	11	107	25	156	2	96	8	2	108	1,400		
	Light Truck	0	1	0	1	2	2	1	0	0	3	0	0	3	1	4	0	4	4	0	8			
	Heavy Truck	0	0	0	0	0	2	1	0	0	3	0	0	3	1	4	0	7	0	0	7			
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9			
	Total	1	3	4	4	12	28	13	2	2	45	13	11	113	27	164	2	116	12	2	132			
8:15 to 8:30	Auto	3	5	4	2	14	21	9	0	1	31	9	5	103	22	139	1	84	3	1	89	1,375		
	Light Truck	0	0	2	0	2	2	2	0	0	4	0	0	4	2	6	0	5	1	0	6			
	Heavy Truck	0	0	0	0	0	2	2	0	0	4	0	0	0	4	4	0	0	0	0	0			
	Bus	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	0	3	0	0	3			
	Total	3	7	6	2	18	25	14	0	1	40	9	5	108	28	150	1	92	4	1	98			
8:30 to 8:45	Auto	1	1	6	4	12	24	10	0	2	36	5	13	98	23	139	3	63	4	1	71	1,300		
	Light Truck	0	1	1	1	3	2	0	0	0	2	0	1	3	3	7	0	3	0	0	3			
	Heavy Truck	1	0	2	0	3	1	0	0	0	1	0	0	3	0	3	0	1	0	0	1			
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	1	0	0	1			
	Total	2	2	9	5	18	27	10	0	2	39	5	14	107	27	153	3	68	4	1	76			
8:45 to 9:00	Auto	3	3	16	8	30	47	23	1	5	76	4	7	112	32	155	1	122	3	1	127	1,370		
	Light Truck	0	0	0	1	1	3	1	0	0	4	0	0	6	6	12	1	3	0	0	4			
	Heavy Truck	0	0	3	0	3	3	1	0	0	4	0	0	3	1	4	0	2	0	0	2			
	Bus	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1			
	Total	3	3	19	9	34	53	26	1	5	85	4	7	122	39	172	0	128	3	1	134			

Analysis Hour		Merritt Avenue					Acorn Street					Straight Path (CR 2)									
		Eastbound					Westbound					Northbound					Southbound				
		Left-N14	Left-SP	Through	Right	Total	Left	Through	Right-N14	Right-SP	Total	Left-M	Left-N14	Through	Right	Total	Left	Through	Right-N14	Right-M	Total
7:30 to 8:30	Volumes	8	18	39	19	84	98	53	2	11	164	42	27	469	115	653	11	421	37	5	474
	% Light Trucks	0.0%	5.6%	5.1%	10.5%	6.0%	8.2%	9.4%	0.0%	9.1%	8.5%	2.4%	0.0%	3.8%	6.1%	4.0%	0.0%	3.8%	18.9%	0.0%	4.9%
	% Heavy Trucks	0.0%	0.0%	2.6%	0.0%	1.2%	7.1%	9.4%	0.0%	9.1%	7.9%	0.0%	0.0%	1.7%	6.1%	2.3%	0.0%	1.7%	0.0%	0.0%	1.5%
	% Buses	0.0%	11.1%	0.0%	0.0%	2.4%	1.0%	1.9%	0.0%	0.0%	1.2%	0.0%	0.0%	3.8%	0.9%	2.9%	0.0%	3.6%	0.0%	0.0%	3.2%
	% HVs	0.0%	16.7%	7.7%	10.5%	9.5%	16.3%	20.8%	0.0%	18.2%	17.7%	2.4%	0.0%	9.4%	13.0%	9.2%	0.0%	9.0%	18.9%	0.0%	9.5%
	PHF	0.67	0.64	0.57	0.53	0.68	0.88	0.66	0.25	0.55	0.85	0.81	0.61	0.89	0.78	0.96	0.55	0.91	0.66	0.63	0.90

Turning Movement Count Summary

Intersection: Straight Path and Merritt Avenue/N 14th Street/Acorn Street
 Date: Tuesday, June 2, 2009
 Time Period: Weekday PM Peak

Time	Volume	Merritt Avenue						Acorn Street						Straight Path (CR 2)										Hourly Intersection Volume
		Eastbound						Westbound						Northbound					Southbound					
		Left-N14	Left-SP	Through	Right	Total	Left	Through	Right-N14	Right-SP	Total	Left-M	Left-N14	Through	Right	Total	Left	Through	Right-N14	Right-M	Total			
4:30 to 4:45	Auto		11	17	6	34		26	15		45		20		132	37	189	2	132		13	147		
	Light Truck		1	1	0	2		2	2		4		0		2	2	4	0	2		0	2		
	Heavy Truck		1	0	0	1		0	0		0		0		1	5	6	0	1		0	1		
	Bus		0	0	0	0		0	0		0		0		2	0	2	0	2		0	2		
	Total	0	13	18	6	37	28	17	0	4	49	20	0	137	44	201	2	137	0	13	152			
4:45 to 5:00	Auto		5	15	5	25		27	15		45		16		108	32	156	3	124		2	129		
	Light Truck		0	0	1	1		1	0		2		0		2	2	4	1	5		0	6		
	Heavy Truck		0	0	0	0		1	0		0		0		1	0	1	0	1		0	1		
	Bus		0	0	0	0		1	0		0		1		1	1	2	0	0		1	1		
	Total	0	5	15	6	26	30	15	0	4	49	16	0	112	35	163	4	130	0	3	137			
5:00 to 5:15	Auto		8	14	3	25		53	18		78		17		129	27	173	4	121		4	129		
	Light Truck		0	1	0	1		2	0		2		0		7	1	8	0	2		0	2		
	Heavy Truck		0	1	0	1		1	0		1		0		1	1	2	0	1		0	1		
	Bus		0	1	0	1		1	0		1		0		1	1	2	0	1		0	1		
	Total	0	8	17	3	28	57	18	0	7	82	17	0	138	30	185	4	125	0	4	133			
5:15 to 5:30	Auto		6	19	2	27		31	15		49		21		110	42	173	6	155		3	164	1,672	
	Light Truck		0	2	0	2		2	1		3		0		1	0	1	0	3		0	3		
	Heavy Truck		0	0	0	0		3	0		3		1		1	1	3	0	2		0	2		
	Bus		0	0	0	0		0	0		0		0		0	0	0	0	0		0	0		
	Total	0	6	21	2	29	36	16	0	3	55	22	0	112	43	177	6	160	0	3	169			
5:30 to 5:45	Auto		3	11	2	16		25	10		37		21		132	24	177	2	126		6	134	1,611	
	Light Truck		0	1	0	1		1	0		1		0		2	2	4	0	3		1	4		
	Heavy Truck		0	1	0	1		1	0		1		0		0	0	0	0	0		1	1		
	Bus		0	0	0	0		0	0		0		0		0	1	1	0	0		0	0		
	Total	0	3	13	2	18	27	10	0	2	39	21	0	134	27	182	2	129	0	8	139			
5:45 to 6:00	Auto		6	15	4	25		52	16		70		16		133	31	180	4	127		4	135	1,667	
	Light Truck		0	2	0	2		1	0		1		0		3	3	6	0	3		0	3		
	Heavy Truck		0	0	0	0		2	1		3		0		0	1	1	0	2		0	2		
	Bus		0	0	0	0		1	0		1		0		1	1	2	0	0		0	0		
	Total	0	6	17	4	27	56	17	0	2	75	16	0	137	36	189	4	132	0	4	140			
6:00 to 6:15	Auto		7	7	7	21		41	19		62		15		128	28	171	2	122		4	128	1,632	
	Light Truck		0	0	0	0		0	0		0		0		0	1	1	0	1		1	2		
	Heavy Truck		0	1	0	1		0	0		0		0		0	0	0	0	2		1	3		
	Bus		0	0	0	0		0	0		0		0		2	1	3	0	1		0	1		
	Total	0	7	8	7	22	41	19	0	2	62	15	0	130	30	175	2	126	0	6	134			
6:15 to 6:30	Auto		4	15	2	21		41	19		64		21		123	40	184	2	107		2	111	1,591	
	Light Truck		0	0	0	0		1	1		2		0		1	3	4	0	1		0	1		
	Heavy Truck		0	0	0	0		0	0		0		0		0	1	1	0	0		0	0		
	Bus		0	0	0	0		0	0		0		0		0	0	0	1		0	1			
	Total	0	4	15	2	21	42	20	0	4	66	21	0	124	44	189	0	109	0	2	113			

Analysis Hour		Merritt Avenue						Acorn Street						Straight Path (CR 2)									
		Eastbound						Westbound						Northbound					Southbound				
		Left-N14	Left-SP	Through	Right	Total	Left	Through	Right-N14	Right-SP	Total	Left-M	Left-N14	Through	Right	Total	Left	Through	Right-N14	Right-M	Total		
5:00 to 6:00	Volumes	0	23	68	11	102	176	61	0	14	251	76	0	521	136	733	16	546	0	19	581		
	% Light Trucks	#DIV/0!	0.0%	8.8%	0.0%	5.9%	3.4%	1.6%	#DIV/0!	0.0%	2.8%	0.0%	#DIV/0!	2.5%	4.4%	2.6%	0.0%	2.0%	#DIV/0!	5.3%	2.1%		
	% Heavy Trucks	#DIV/0!	0.0%	2.9%	0.0%	2.0%	4.0%	1.6%	#DIV/0!	0.0%	3.2%	1.3%	#DIV/0!	0.4%	2.2%	0.8%	0.0%	0.9%	#DIV/0!	5.3%	1.0%		
	% Buses	#DIV/0!	0.0%	1.5%	0.0%	1.0%	1.1%	0.0%	#DIV/0!	0.0%	0.8%	0.0%	#DIV/0!	0.4%	2.2%	0.7%	0.0%	0.2%	#DIV/0!	0.0%	0.2%		
	% HVs	#DIV/0!	0.0%	13.2%	0.0%	8.8%	8.5%	3.3%	#DIV/0!	0.0%	6.8%	1.3%	#DIV/0!	3.3%	8.8%	4.1%	0.0%	3.1%	#DIV/0!	10.5%	3.3%		
PHF		#DIV/0!	0.72	0.81	0.69	0.88	0.77	0.85	#DIV/0!	0.50	0.77	0.86	#DIV/0!	0.94	0.79	0.97	0.67	0.85	#DIV/0!	0.59	0.86		

Turning Movement Count Summary

Intersection: Straight Path and Mount Avenue

Date: Tuesday, June 2, 2009

Time Period: Weekday AM Peak

Time	Volume					Mount Avenue				Straight Path (CR 2)								Hourly Intersection Volume
		Eastbound				Westbound				Northbound				Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	
7:00 to 7:15	Auto				0	19		31	50		135	13	148	16	119		135	
	Light Truck				0	0		0	0		9	0	9	0	3		3	
	Heavy Truck				0	0		1	1		2	0	2	0	2		2	
	Bus				0	3		2	5		1	0	1	4	0		4	
	Total	0	0	0	0	22	0	34	56	0	147	13	160	20	124	0	144	
7:15 to 7:30	Auto				0	13		39	52		146	9	155	29	131		160	
	Light Truck				0	1		1	2		13	1	14	0	6		6	
	Heavy Truck				0	1		0	1		1	0	1	0	6		6	
	Bus				0	2		5	7		5	0	5	2	4		6	
	Total	0	0	0	0	17	0	45	62	0	165	10	175	31	147	0	178	
7:30 to 7:45	Auto				0	21		27	48		170	20	190	21	115		136	
	Light Truck				0	2		1	3		11	0	11	1	7		8	
	Heavy Truck				0	0		0	0		4	0	4	0	4		4	
	Bus				0	4		4	8		9	2	11	2	2		4	
	Total	0	0	0	0	27	0	32	59	0	194	22	216	24	128	0	152	
7:45 to 8:00	Auto				0	16		33	49		170	22	192	34	134		168	1,663
	Light Truck				0	0		0	0		10	0	10	1	4		5	
	Heavy Truck				0	0		0	0		1	0	1	1	6		7	
	Bus				0	0		5	5		14	0	14	6	4		10	
	Total	0	0	0	0	16	0	38	54	0	195	22	217	42	148	0	190	
8:00 to 8:15	Auto				0	16		32	48		167	18	185	29	127		156	1,748
	Light Truck				0	0		0	0		7	1	8	0	7		7	
	Heavy Truck				0	0		2	2		1	0	1	2	7		9	
	Bus				0	1		0	1		7	2	9	10	9		19	
	Total	0	0	0	0	17	0	34	51	0	182	21	203	41	150	0	191	
8:15 to 8:30	Auto				0	18		30	48		163	17	180	31	136		167	1,781
	Light Truck				0	1		0	1		8	0	8	3	6		9	
	Heavy Truck				0	0		0	0		8	0	8	0	9		9	
	Bus				0	1		3	4		1	0	1	3	10		13	
	Total	0	0	0	0	20	0	33	53	0	180	17	197	37	161	0	198	
8:30 to 8:45	Auto				0	12		41	53		160	23	183	44	129		173	1,813
	Light Truck				0	0		0	0		16	0	16	3	5		8	
	Heavy Truck				0	0		0	0		4	0	4	1	5		6	
	Bus				0	0		3	3		2	0	2	9	2		11	
	Total	0	0	0	0	12	0	44	56	0	182	23	205	57	141	0	198	
8:45 to 9:00	Auto				0	18		37	55		160	12	172	48	134		182	1,827
	Light Truck				0	1		2	3		12	0	12	4	6		10	
	Heavy Truck				0	0		0	0		5	0	5	1	4		5	
	Bus				0	2		4	6		6	0	6	14	5		19	
	Total	0	0	0	0	21	0	43	64	0	183	12	195	0	149	0	216	

Analysis Hour		Eastbound				Mount Avenue Westbound				Straight Path (CR 2)							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
7:30 to 8:30	Volumes	0	0	0	0	80	0	137	217	0	751	82	833	144	587	0	731
	% Light Trucks	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	3.8%	#DIV/0!	0.7%	1.8%	#DIV/0!	4.8%	1.2%	4.4%	3.5%	4.1%	#DIV/0!	4.0%
	% Heavy Trucks	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	#DIV/0!	1.5%	0.9%	#DIV/0!	1.9%	0.0%	1.7%	2.1%	4.4%	#DIV/0!	4.0%
	% Buses	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	7.5%	#DIV/0!	8.8%	8.3%	#DIV/0!	4.1%	4.9%	4.2%	14.6%	4.3%	#DIV/0!	6.3%
	% HVs	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	11.3%	#DIV/0!	10.9%	11.1%	#DIV/0!	10.8%	6.1%	10.3%	20.1%	12.8%	#DIV/0!	14.2%
	PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.74	#DIV/0!	0.90	0.92	#DIV/0!	0.96	0.93	0.96	0.86	0.91	#DIV/0!	0.92

Turning Movement Count Summary

Intersection: Straight Path and Mount Avenue

Date: Tuesday, June 2, 2009

Time Period: Weekday PM Peak

Time	Volume					Mount Avenue				Straight Path (CR 2)								Hourly Intersection Volume
		Eastbound				Westbound				Northbound				Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	
4:30 to 4:45	Auto				0	21		37	58		215	19	234	55	169		224	
	Light Truck				0	1		0	1		7	1	8	0	3		3	
	Heavy Truck				0	0		0	0		5	0	5	0	2		2	
	Bus				0	0		1	1		3	0	3	4	8		12	
	Total	0	0	0	0	22	0	38	60	0	230	20	250	59	182	0	241	
4:45 to 5:00	Auto				0	19		38	57		173	11	184	49	167		216	
	Light Truck				0	0		0	0		3	0	3	1	2		3	
	Heavy Truck				0	0		0	0		2	0	2	0	6		6	
	Bus				0	0		2	2		1	0	1	0	1		1	
	Total	0	0	0	0	19	0	40	59	0	179	11	190	50	176	0	226	
5:00 to 5:15	Auto				0	8		37	45		183	7	190	66	200		266	
	Light Truck				0	0		1	1		4	0	4	0	3		3	
	Heavy Truck				0	0		1	1		2	0	2	1	1		2	
	Bus				0	1		2	3		1	1	2	5	3		8	
	Total	0	0	0	0	9	0	41	50	0	190	8	198	72	207	0	279	
5:15 to 5:30	Auto				0	17		30	47		185	10	195	64	197		261	2,073
	Light Truck				0	0		0	0		2	0	2	0	1		1	
	Heavy Truck				0	0		0	0		1	0	1	0	3		3	
	Bus				0	0		1	1		2	0	2	5	2		7	
	Total	0	0	0	0	17	0	31	48	0	190	10	200	69	203	0	272	
5:30 to 5:45	Auto				0	18		43	61		196	16	212	53	184		237	2,052
	Light Truck				0	0		1	1		6	0	6	3	0		3	
	Heavy Truck				0	0		1	1		0	0	0	0	6		6	
	Bus				0	0		0	0		1	0	1	1	1		2	
	Total	0	0	0	0	18	0	45	63	0	203	16	219	57	191	0	248	
5:45 to 6:00	Auto				0	14		29	43		173	10	183	50	166		216	2,034
	Light Truck				0	0		2	2		1	0	1	0	4		4	
	Heavy Truck				0	0		0	0		1	0	1	0	5		5	
	Bus				0	0		0	0		0	0	0	1	1		2	
	Total	0	0	0	0	14	0	31	45	0	175	10	185	51	176	0	227	
6:00 to 6:15	Auto				0	17		33	50		176	12	188	41	145		186	1,944
	Light Truck				0	1		0	1		2	1	3	0	2		2	
	Heavy Truck				0	0		0	0		1	0	1	0	3		3	
	Bus				0	0		0	0		2	0	2	0	1		1	
	Total	0	0	0	0	18	0	33	51	0	181	13	194	41	151	0	192	
6:15 to 6:30	Auto				0	10		29	39		160	13	173	32	104		136	1,792
	Light Truck				0	1		0	1		5	1	6	0	4		4	
	Heavy Truck				0	0		0	0		3	0	3	0	1		1	
	Bus				0	0		0	0		0	0	0	3	2		5	
	Total	0	0	0	0	11	0	29	40	0	168	14	182	0	111	0	146	

Analysis Hour		Eastbound				Mount Avenue Westbound				Straight Path (CR 2)							
		Eastbound				Mount Avenue Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
5:00 to 6:00	Volumes	0	0	0	0	58	0	148	206	0	758	44	802	249	777	0	1,026
	% Light Trucks	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	#DIV/0!	2.7%	1.9%	#DIV/0!	1.7%	0.0%	1.6%	1.2%	1.0%	#DIV/0!	1.1%
	% Heavy Trucks	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	#DIV/0!	1.4%	1.0%	#DIV/0!	0.5%	0.0%	0.5%	0.4%	1.9%	#DIV/0!	1.6%
	% Buses	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	1.7%	#DIV/0!	2.0%	1.9%	#DIV/0!	0.5%	2.3%	0.6%	4.8%	0.9%	#DIV/0!	1.9%
	% HVs	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	1.7%	#DIV/0!	6.1%	4.9%	#DIV/0!	2.8%	2.3%	2.7%	6.4%	3.9%	#DIV/0!	4.5%
	PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.81	#DIV/0!	0.82	0.82	#DIV/0!	0.93	0.69	0.92	0.86	0.94	#DIV/0!	0.92

Turning Movement Count Summary

Intersection: Straight Path and Nicolls Road

Date: Tuesday, June 2, 2009

Time Period: Weekday AM Peak

Time	Volume	Nicolls Road										Straight Path (CR 2)										Hourly Intersection Volume
		Eastbound				Westbound				Northbound				Southbound								
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total					
7:00 to 7:15	Auto	4	0	1	5	15	14	1	30	4	85	7	96	3	178	0	181					
	Light Truck	0	0	0	0	2	1	1	4	0	7	0	7	0	6	0	6					
	Heavy Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Bus	0	1	0	1	0	0	0	0	1	1	0	2	0	1	0	1					
	Total	4	1	1	6	17	15	2	34	5	93	7	105	3	185	0	188					
7:15 to 7:30	Auto	2	2	1	5	5	5	1	11	2	85	6	93	0	145	0	145					
	Light Truck	0	0	0	0	0	1	0	1	0	6	2	8	0	5	0	5					
	Heavy Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1					
	Bus	0	1	0	1	0	0	1	1	0	5	2	7	0	1	0	1					
	Total	2	3	1	6	5	6	2	13	2	96	10	108	0	152	0	152					
7:30 to 7:45	Auto	2	4	2	8	5	17	0	22	0	105	14	119	0	167	0	167					
	Light Truck	0	1	0	1	0	1	0	1	0	8	0	8	0	4	0	4					
	Heavy Truck	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1					
	Bus	1	0	0	1	2	3	0	5	0	9	4	13	0	1	0	1					
	Total	3	5	2	10	7	21	0	28	0	124	18	142	0	173	0	173					
7:45 to 8:00	Auto	1	5	1	7	12	21	1	34	2	122	11	135	0	181	1	182	1,356				
	Light Truck	0	0	1	1	1	0	0	1	0	5	1	6	0	1	0	1					
	Heavy Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Bus	0	2	1	3	1	2	0	3	1	12	0	13	0	5	0	5					
	Total	1	7	3	11	14	23	1	38	3	139	12	154	0	187	1	188					
8:00 to 8:15	Auto	3	2	0	5	15	15	1	31	0	110	8	118	1	121	1	123	1,331				
	Light Truck	0	0	0	0	0	0	0	0	0	4	0	4	0	6	0	6					
	Heavy Truck	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0					
	Bus	0	1	0	1	0	1	0	1	0	5	0	5	0	12	0	12					
	Total	3	3	0	6	15	16	1	32	0	121	8	129	1	139	1	141					
8:15 to 8:30	Auto	3	2	0	5	10	27	0	37	0	122	13	135	0	110	0	110	1,360				
	Light Truck	0	0	0	0	1	0	0	1	0	4	0	4	0	6	0	6					
	Heavy Truck	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2					
	Bus	0	0	0	0	1	0	0	1	0	2	0	2	0	4	0	4					
	Total	3	2	0	5	12	27	0	39	0	129	13	142	0	122	0	122					
8:30 to 8:45	Auto	2	2	1	5	10	4	1	15	1	121	4	126	0	95	0	95	1,283				
	Light Truck	0	0	1	1	0	0	0	0	0	7	0	7	0	4	0	4					
	Heavy Truck	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0					
	Bus	0	1	0	1	0	0	0	0	0	5	2	7	0	11	0	11					
	Total	2	3	2	7	10	4	1	15	1	135	8	144	0	110	0	110					
8:45 to 9:00	Auto	0	3	0	3	5	8	1	14	1	105	6	112	0	142	1	143	1,195				
	Light Truck	1	0	1	2	0	0	0	0	0	6	1	7	0	8	0	8					
	Heavy Truck	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1					
	Bus	2	1	1	4	0	0	0	0	0	5	2	7	0	1	0	1					
	Total	3	4	2	9	5	8	1	14	1	117	9	127	0	152	1	153					

Analysis Hour		Nicolls Road								Straight Path (CR 2)							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
7:30 to 8:30	Volumes	10	17	5	32	48	87	2	137	3	513	51	567	1	621	2	624
	% Light Trucks	0.0%	5.9%	20.0%	6.3%	4.2%	1.1%	0.0%	2.2%	0.0%	4.1%	2.0%	3.9%	0.0%	2.7%	0.0%	2.7%
	% Heavy Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.9%	0.0%	0.5%	0.0%	0.5%
	% Buses	10.0%	17.6%	20.0%	15.6%	8.3%	6.9%	0.0%	7.3%	33.3%	5.5%	7.8%	5.8%	0.0%	3.5%	0.0%	3.5%
	% HVs	10.0%	23.5%	40.0%	21.9%	12.5%	8.0%	0.0%	9.5%	33.3%	10.5%	9.8%	10.6%	0.0%	6.8%	0.0%	6.7%
	PHF	0.83	0.61	0.42	0.73	0.80	0.81	0.50	0.88	0.25	0.92	0.71	0.92	0.25	0.83	0.50	0.83

Turning Movement Count Summary

Intersection: Straight Path and Nicolls Road

Date: Tuesday, June 2, 2009

Time Period: Weekday PM Peak

Time	Volume	Nicolls Road										Straight Path (CR 2)								Hourly Intersection Volume
		Eastbound				Westbound				Northbound				Southbound						
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total			
4:30 to 4:45	Auto	3	5	2	10	3	6	1	10	0	115	19	134	0	102	0	102			
	Light Truck	0	1	0	1	0	1	0	1	0	3	0	3	0	6	0	6			
	Heavy Truck	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1			
	Bus	0	1	0	1	0	0	0	0	0	4	1	5	0	3	0	3			
	Total	3	7	2	12	3	7	1	11	0	124	20	144	0	112	0	112			
4:45 to 5:00	Auto	5	13	2	20	8	6	1	15	3	97	15	115	1	128	1	130			
	Light Truck	1	0	0	1	1	0	0	1	0	1	0	1	0	8	0	8			
	Heavy Truck	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1			
	Bus	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0			
	Total	6	13	3	22	9	6	1	16	3	101	15	119	1	137	1	139			
5:00 to 5:15	Auto	4	16	5	25	8	4	3	15	5	149	16	170	0	120	0	120			
	Light Truck	0	1	0	1	1	0	0	1	0	5	0	5	0	2	0	2			
	Heavy Truck	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0			
	Bus	0	2	0	2	0	0	0	0	1	1	0	2	0	1	0	1			
	Total	4	19	5	28	9	4	3	16	6	156	16	178	0	123	0	123			
5:15 to 5:30	Auto	1	18	3	22	22	8	1	31	2	141	18	161	2	187	1	190	1,340		
	Light Truck	0	0	0	0	2	1	0	3	0	1	0	1	0	5	0	5			
	Heavy Truck	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1			
	Bus	0	0	0	0	1	0	0	1	0	1	0	1	0	3	0	3			
	Total	1	18	3	22	25	9	1	35	2	144	18	164	2	196	1	199			
5:30 to 5:45	Auto	3	11	8	22	19	4	2	25	0	160	12	172	1	125	0	126	1,411		
	Light Truck	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2			
	Heavy Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1			
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Total	3	11	8	22	19	4	2	25	0	162	12	174	1	128	0	129			
5:45 to 6:00	Auto	6	11	3	20	14	6	2	22	3	157	22	182	5	101	0	106	1,459		
	Light Truck	1	0	0	1	0	0	0	0	0	3	1	4	0	5	0	5			
	Heavy Truck	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2			
	Bus	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0			
	Total	7	11	4	22	14	6	2	22	3	160	24	187	6	107	0	113			
6:00 to 6:15	Auto	6	9	0	15	5	3	0	8	1	161	18	180	0	92	0	92	1,417		
	Light Truck	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1			
	Heavy Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3			
	Bus	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0			
	Total	6	9	0	15	5	4	0	9	2	162	19	183	0	96	0	96			
6:15 to 6:30	Auto	3	22	0	25	7	4	1	12	3	158	20	181	2	84	0	86	1,307		
	Light Truck	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	2			
	Heavy Truck	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0			
	Bus	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1			
	Total	3	22	0	25	8	4	1	13	3	160	20	183	0	86	0	89			

Analysis Hour		Nicolls Road								Straight Path (CR 2)							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
5:00 to 6:00	Volumes	15	59	20	94	67	23	8	98	11	622	70	703	9	554	1	564
	% Light Trucks	6.7%	1.7%	0.0%	2.1%	4.5%	4.3%	0.0%	4.1%	0.0%	1.8%	1.4%	1.7%	0.0%	2.5%	0.0%	2.5%
	% Heavy Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.3%	11.1%	0.5%	0.0%	0.7%
	% Buses	0.0%	3.4%	5.0%	3.2%	1.5%	0.0%	0.0%	1.0%	9.1%	0.3%	1.4%	0.6%	0.0%	0.7%	0.0%	0.7%
	% HVs	6.7%	5.1%	5.0%	5.3%	6.0%	4.3%	0.0%	5.1%	9.1%	2.4%	2.9%	2.6%	11.1%	3.8%	0.0%	3.9%
	PHF	0.54	0.78	0.63	0.84	0.67	0.64	0.67	0.70	0.46	0.96	0.73	0.94	0.38	0.71	0.25	0.71

Turning Movement Count Summary

Intersection: Straight Path and Washington Avenue

Date: Tuesday, June 2, 2009

Time Period: Weekday AM Peak

Time	Volume	Washington Avenue										Straight Path (CR 2)										Hourly Intersection Volume
		Eastbound					Westbound					Northbound					Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total					
7:00 to 7:15	Auto	2	2	7	11	0	0	0	0	2	99	13	114	4	180	2	186					
	Light Truck	0	0	0	0	0	0	0	0	0	11	0	11	0	3	0	3					
	Heavy Truck	0	0	0	0	10	0	0	10	0	0	1	1	0	2	0	2					
	Bus	0	0	0	0	0	0	0	0	0	9	0	9	0	2	0	2					
	Total	2	2	7	11	10	0	0	10	2	119	14	135	4	187	2	193					
7:15 to 7:30	Auto	3	1	3	7	0	0	0	0	2	78	10	90	4	107	0	111					
	Light Truck	0	0	0	0	0	0	0	0	0	7	0	7	0	4	0	4					
	Heavy Truck	0	0	0	0	6	0	0	6	0	1	2	3	0	3	0	3					
	Bus	0	0	0	0	0	0	0	0	1	6	0	7	0	0	1	1					
	Total	3	1	3	7	6	0	0	6	3	92	12	107	4	114	1	119					
7:30 to 7:45	Auto	1	0	5	6	2	0	0	2	1	111	3	115	0	160	0	160					
	Light Truck	0	0	0	0	0	0	0	0	0	9	1	10	0	2	0	2					
	Heavy Truck	0	0	0	0	7	2	1	10	0	4	1	5	1	3	0	4					
	Bus	0	0	0	0	0	0	0	0	0	12	0	12	0	3	1	4					
	Total	1	0	5	6	9	2	1	12	1	136	5	142	1	168	1	170					
7:45 to 8:00	Auto	1	1	3	5	1	0	3	4	2	134	6	142	4	140	1	145	1,256				
	Light Truck	0	0	0	0	0	0	0	0	0	10	0	10	0	3	0	3					
	Heavy Truck	0	0	0	0	3	0	0	3	0	0	0	0	1	3	0	4					
	Bus	0	0	0	0	0	0	0	0	0	10	0	10	0	12	0	12					
	Total	1	1	3	5	4	0	3	7	2	154	6	162	5	158	1	164					
8:00 to 8:15	Auto	2	2	3	7	2	0	3	5	2	121	6	129	2	118	0	120	1,206				
	Light Truck	0	0	0	0	0	0	0	0	0	4	0	4	0	5	1	6					
	Heavy Truck	0	0	0	0	1	0	0	1	0	2	0	2	0	7	0	7					
	Bus	0	0	0	0	0	0	0	0	0	5	0	5	0	13	0	13					
	Total	2	2	3	7	3	0	3	6	2	132	6	140	2	143	1	146					
8:15 to 8:30	Auto	1	0	3	4	1	0	1	2	4	117	6	127	3	105	1	109	1,239				
	Light Truck	0	0	0	0	0	0	0	0	0	5	0	5	0	4	0	4					
	Heavy Truck	0	0	0	0	2	0	0	2	0	2	0	2	0	9	0	9					
	Bus	0	0	0	0	0	0	0	0	0	1	0	1	0	7	0	7					
	Total	1	0	3	4	3	0	1	4	4	125	6	135	3	125	1	129					
8:30 to 8:45	Auto	2	0	5	7	5	0	0	5	3	125	5	133	1	90	1	92	1,194				
	Light Truck	0	0	0	0	2	0	0	2	0	9	1	10	0	6	0	6					
	Heavy Truck	0	0	0	0	1	0	0	1	0	3	1	4	0	5	0	5					
	Bus	0	0	0	0	0	0	0	0	1	5	0	6	0	13	1	14					
	Total	2	0	5	7	8	0	0	8	4	142	7	153	1	114	2	117					
8:45 to 9:00	Auto	2	0	10	12	3	0	1	4	1	108	4	113	0	110	1	111	1,136				
	Light Truck	0	0	0	0	2	0	0	2	0	7	2	9	0	5	0	5					
	Heavy Truck	0	0	0	0	2	0	0	2	0	2	0	2	0	9	0	9					
	Bus	0	0	0	0	0	0	0	0	0	6	0	6	0	4	1	5					
	Total	2	0	10	12	7	0	1	8	1	123	6	130	0	128	2	130					

Analysis Hour		Washington Avenue								Straight Path (CR 2)							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
7:30 to 8:30	Volumes	5	3	14	22	19	2	8	29	9	547	23	579	11	594	4	609
	% Light Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.1%	4.3%	5.0%	0.0%	2.4%	25.0%	2.5%
	% Heavy Trucks	0.0%	0.0%	0.0%	0.0%	68.4%	100.0%	12.5%	55.2%	0.0%	1.5%	4.3%	1.6%	18.2%	3.7%	0.0%	3.9%
	% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.1%	0.0%	4.8%	0.0%	5.9%	25.0%	5.9%
	% HVs	0.0%	0.0%	0.0%	0.0%	68.4%	100.0%	12.5%	55.2%	0.0%	11.7%	8.7%	11.4%	18.2%	12.0%	50.0%	12.3%
	PHF	0.63	0.38	0.70	0.79	0.53	0.25	0.67	0.60	0.56	0.89	0.96	0.89	0.55	0.88	1.00	0.90

Turning Movement Count Summary

Intersection: Straight Path and Washington Avenue

Date: Tuesday, June 2, 2009

Time Period: Weekday PM Peak

Time	Volume	Washington Avenue										Straight Path (CR 2)										Hourly Intersection Volume
		Eastbound				Westbound				Northbound				Southbound								
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total					
4:30 to 4:45	Auto	1	0	3	4	11	2	1	14	0	128	2	130	2	118	3	123					
	Light Truck	0	0	1	1	0	0	0	0	0	1	0	1	0	12	0	12					
	Heavy Truck	0	0	0	0	1	2	0	3	0	3	0	3	0	6	0	6					
	Bus	0	0	0	0	0	0	0	0	0	3	0	3	0	5	0	5					
	Total	1	0	4	5	12	4	1	17	0	135	2	137	2	141	3	146					
4:45 to 5:00	Auto	1	0	7	8	7	0	1	8	3	112	3	118	1	116	0	117					
	Light Truck	1	0	0	1	0	0	0	0	0	3	1	4	0	4	0	4					
	Heavy Truck	0	0	0	0	1	0	0	1	0	1	0	1	0	5	0	5					
	Bus	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1					
	Total	2	0	7	9	8	0	1	9	4	116	4	124	1	126	0	127					
5:00 to 5:15	Auto	1	0	5	6	4	1	3	8	5	145	0	150	0	110	1	111					
	Light Truck	0	0	0	0	0	0	0	0	0	6	0	6	0	3	0	3					
	Heavy Truck	0	0	0	0	0	0	0	0	0	0	1	1	0	3	3	6					
	Bus	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2					
	Total	1	0	5	6	4	1	3	8	5	152	1	158	0	118	4	122					
5:15 to 5:30	Auto	2	0	4	6	7	0	4	11	5	134	0	139	0	181	0	181	1,221				
	Light Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5					
	Heavy Truck	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	6					
	Bus	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3					
	Total	2	0	4	6	7	0	4	11	5	136	0	141	0	195	0	195					
5:30 to 5:45	Auto	2	0	7	9	1	0	1	2	4	155	2	161	2	127	2	131	1,232				
	Light Truck	0	0	0	0	0	0	0	0	0	3	0	3	0	7	0	7					
	Heavy Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3					
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Total	2	0	7	9	1	0	1	2	4	158	2	164	2	137	2	141					
5:45 to 6:00	Auto	8	1	6	15	2	1	1	4	8	167	4	179	2	128	0	130	1,310				
	Light Truck	0	0	0	0	0	0	0	0	0	6	0	6	0	3	0	3					
	Heavy Truck	0	0	0	0	0	0	0	0	0	1	1	2	0	6	0	6					
	Bus	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1					
	Total	8	1	6	15	2	1	1	4	8	175	5	188	2	138	0	140					
6:00 to 6:15	Auto	3	1	4	8	11	0	1	12	4	185	0	189	1	112	1	114	1,353				
	Light Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4					
	Heavy Truck	0	0	0	0	0	0	1	1	0	0	0	0	1	4	0	5					
	Bus	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1					
	Total	3	1	4	8	11	0	2	13	4	188	0	192	2	121	1	124					
6:15 to 6:30	Auto	2	0	8	10	2	0	0	2	1	159	0	160	1	86	3	90	1,272				
	Light Truck	0	0	1	1	0	0	0	0	0	2	0	2	0	2	0	2					
	Heavy Truck	0	0	0	0	0	0	1	1	0	1	1	2	0	0	0	0					
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2					
	Total	2	0	9	11	2	0	1	3	1	162	1	164	0	90	3	94					

Analysis Hour		Washington Avenue								Straight Path (CR 2)							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
5:00 to 6:00	Volumes	13	1	22	36	14	2	9	25	22	621	8	651	4	588	6	598
	% Light Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	0.0%	2.3%	0.0%	3.1%	0.0%	3.0%
	% Heavy Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	25.0%	0.6%	0.0%	3.1%	50.0%	3.5%
	% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.5%	0.0%	1.0%	0.0%	1.0%
	% HVs	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	25.0%	3.4%	0.0%	7.1%	50.0%	7.5%
	PHF	0.41	0.25	0.79	0.60	0.50	0.50	0.56	0.57	0.69	0.89	0.40	0.87	0.50	0.75	0.38	0.77

DATE: 4/18/2007

TIME PERIOD: AM Peak Period

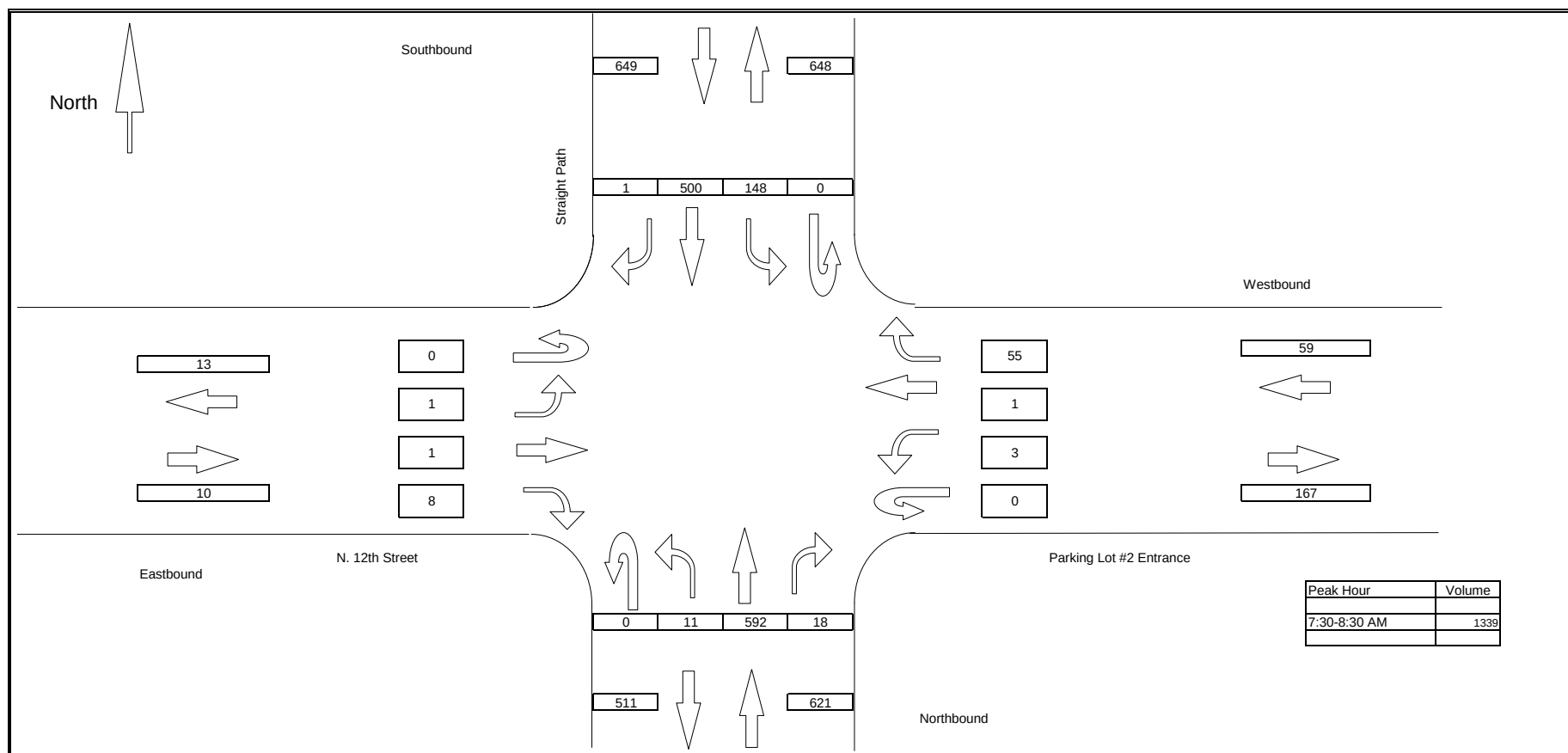
INTERSECTION: Straight Path & Parking Lot #2 Entrance

EAST-WEST STREET: Parking Lot #2 Entrance/N. 12th Street

NORTH-SOUTH STREET: Straight Path



Start Time	EASTBOUND					WESTBOUND					NORTHBOUND					SOUTHBOUND					TOTAL	Cum. Hourly
	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total		
7:00 AM	0	1	1		2	1	1	15		17	1	90	17		108	103	93	0		196	323	
7:15 AM	0	2	2		4	2	1	21		24	4	122	7		133	79	109	0		188	349	
7:30 AM	0	0	2		2	0	1	11		12	3	166	3		172	22	133	0		155	341	
7:45 AM	1	0	1		2	1	0	18		19	2	146	9		157	79	116	0		195	373	1386
8:00 AM	0	1	2		3	1	0	13		14	2	156	4		162	33	120	0		153	332	1395
8:15 AM	0	0	3		3	1	0	13		14	4	124	2		130	14	131	1		146	293	1339
8:30 AM	0	1	4		5	1	0	5		6	4	100	0		104	8	135	0		143	258	1256
8:45 AM	0	0	4		4	0	1	6		7	1	107	2		110	15	105	0		120	241	1124
Peak Hour																						
7:00-8:00 AM	1	3	19		10	4	3	65	0	72	10	524	36	0	570	283	451	0		734	1386	
7:15-8:15 AM	1	3	7		11	4	2	63	0	69	11	590	23	0	624	213	478	0		691	1395	
7:30-8:30 AM	1	1	8		10	3	1	55	0	59	11	592	18	0	621	148	500	1		649	1339	Peak Hour
7:45- 8:45 AM	1	2	10		13	4	0	49	0	53	12	526	15	0	553	134	502	1		637	1256	
8:00-9:00 AM	0	2	13		15	3	1	37	0	41	11	487	8	0	506	70	491	1		562	1124	
7:30-8:30 AM	1	1	8	0	10	3	1	55	0	59	11	592	18	0	621	148	500	1	0	694	1339	Peak Hour



DATE: 4/18/2007

TIME PERIOD: PM Peak Period

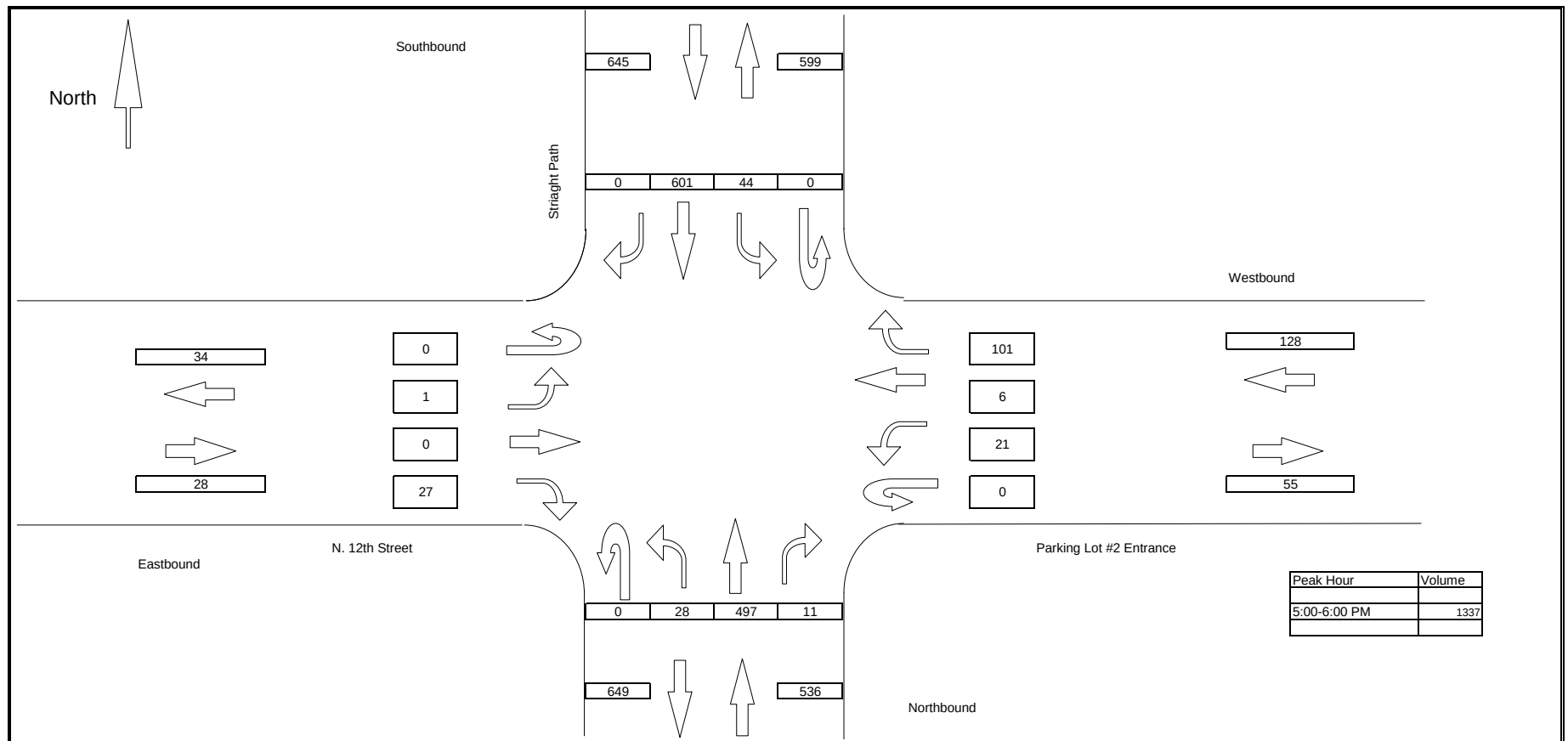
INTERSECTION: Straight Path & Parking Lot #2 Entrance

WEST-EAST STREET: Parking Lot #2 Entrance/N. 12th Street

NORTH-SOUTH STREET: Striaght Path



Start Time	EASTBOUND					WESTBOUND					NORTHBOUND					SOUTHBOUND					TOTAL	Cum. Hourly
	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total		
4:00 PM	1	0	13		14	7	0	19		26	7	95	1		103	12	126	0		138	281	
4:15 PM	0	1	3		4	3	0	14		17	5	131	0		136	11	127	4		142	299	
4:30 PM	0	0	1		1	0	1	5		6	5	109	1		115	4	115	13		132	254	
4:45 PM	0	0	5		5	7	3	31		41	3	120	3		126	12	135	0		147	319	1153
5:00 PM	0	0	7		7	5	1	14		20	6	113	1		120	14	158	0		172	319	1191
5:15 PM	0	0	7		7	6	3	31		40	10	124	2		136	9	169	0		178	361	1253
5:30 PM	1	0	7		8	3	0	15		18	5	129	2		136	12	139	0		151	313	1312
5:45 PM	0	0	6		6	7	2	41		50	7	131	6		144	9	135	0		144	344	1337
Peak Hour																						
4:00-5:00 PM	2	1	22	0	24	38	10	170	0	90	20	952	16	0	480	39	503	17	0	559	1153	
4:15-5:15 PM	0	1	16	0	17	15	5	64	0	84	19	473	5	0	497	41	535	17	0	593	1191	
4:30-5:30 PM	0	0	20	0	20	18	8	81	0	107	24	466	7	0	497	39	577	13	0	629	1253	
4:45-5:45 PM	1	0	26	0	27	21	7	91	0	119	24	486	8	0	518	47	601	0	0	648	1312	
5:00-6:00 PM	1	0	27	0	28	21	6	101	0	128	28	497	11	0	536	44	601	0	0	645	1337	Peak Hour
5:00-6:00 PM	1	0	27	0	28	21	6	101	0	128	28	497	11	0	536	44	601	0	0	645	1337	Peak Hour



DATE: 4/18/2007

TIME PERIOD: AM Peak Period

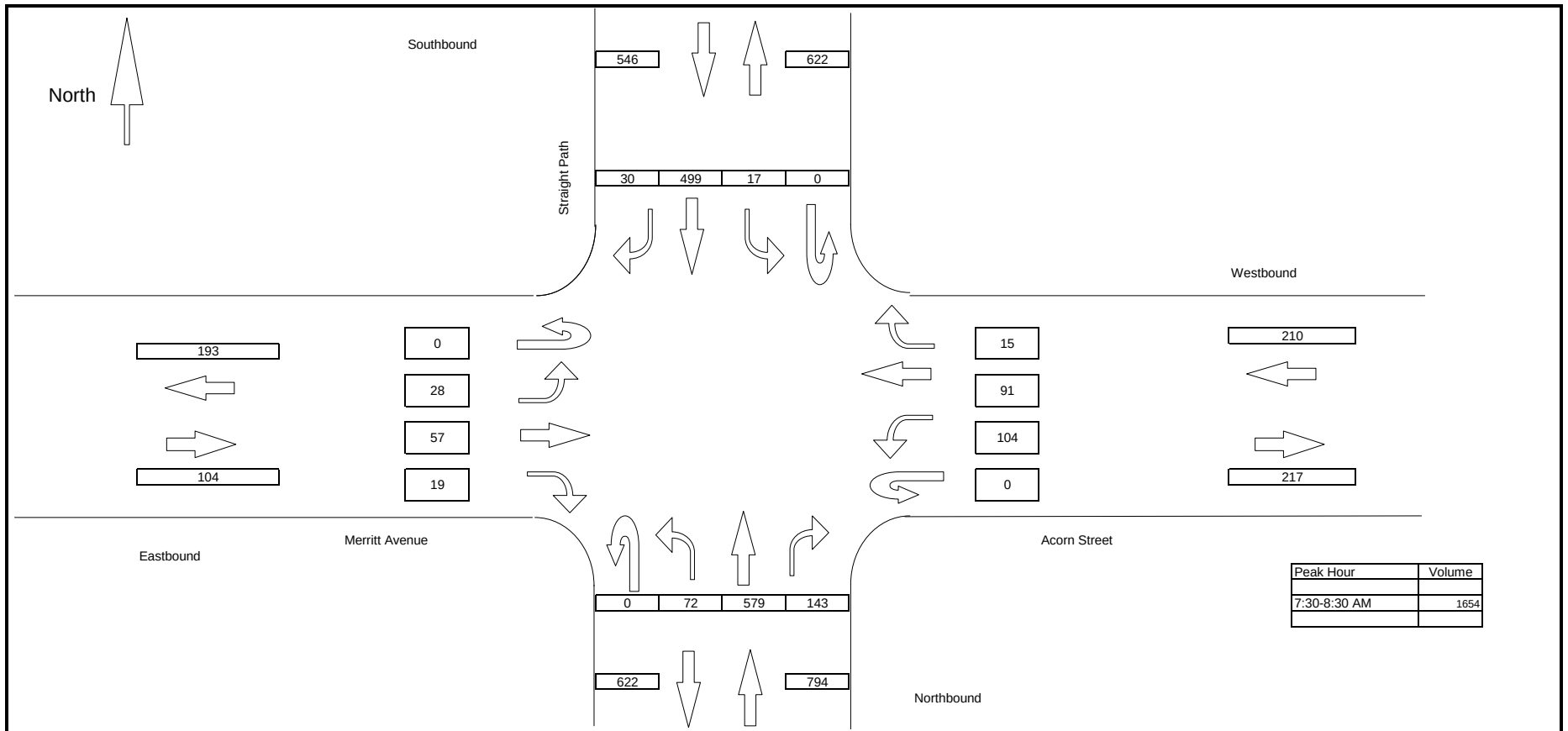
INTERSECTION: Straight Path & Merritt Avenue

EAST-WEST STREET: Merritt Avenue/Acorn Street

NORTH-SOUTH STREET: Straight Path



Start Time	EASTBOUND					WESTBOUND					NORTHBOUND					SOUTHBOUND					TOTAL	Cum. Hourly
	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total		
7:00 AM	10	14	3		27	17	13	2		32	8	92	54		154	2	43	1		46	259	
7:15 AM	7	14	8		29	26	17	7		50	14	124	27		165	2	73	8		83	327	
7:30 AM	9	14	2		25	23	20	3		46	19	154	38		211	2	148	8		158	440	
7:45 AM	7	26	2		35	31	21	1		53	16	141	34		191	9	115	10		134	413	1439
8:00 AM	4	11	10		25	17	18	6		41	21	163	38		222	2	110	4		116	404	1584
8:15 AM	8	6	5		19	33	32	5		70	16	121	33		170	4	126	8		138	397	1654
8:30 AM	4	6	0		10	31	13	6		50	17	84	27		128	3	129	5		137	325	1539
8:45 AM	6	18	11		35	39	17	2		58	15	107	42		164	2	113	11		126	383	1509
Peak Hour																						
7:00-8:00 AM	33	68	15	0	116	97	71	13	0	181	57	511	153	0	721	15	379	27	0	421	1439	
7:15-8:15 AM	27	65	22	0	114	97	76	17	0	190	70	582	137	0	789	15	446	30	0	491	1584	
7:30-8:30 AM	28	57	19	0	104	104	91	15	0	210	72	579	143	0	794	17	499	30	0	546	1654	Peak Hour
7:45-8:45 AM	23	49	17	0	89	112	84	18	0	214	70	509	132	0	711	18	480	27	0	525	1539	
8:00-9:00 AM	22	41	26	0	89	120	80	19	0	219	69	475	140	0	684	11	478	28	0	517	1509	
7:30-8:30 AM	28	57	19	0	104	104	91	15	0	210	72	579	143	0	794	17	499	30	0	546	1654	Peak Hour



DATE: 4/18/2007

TIME PERIOD: PM Peak Period

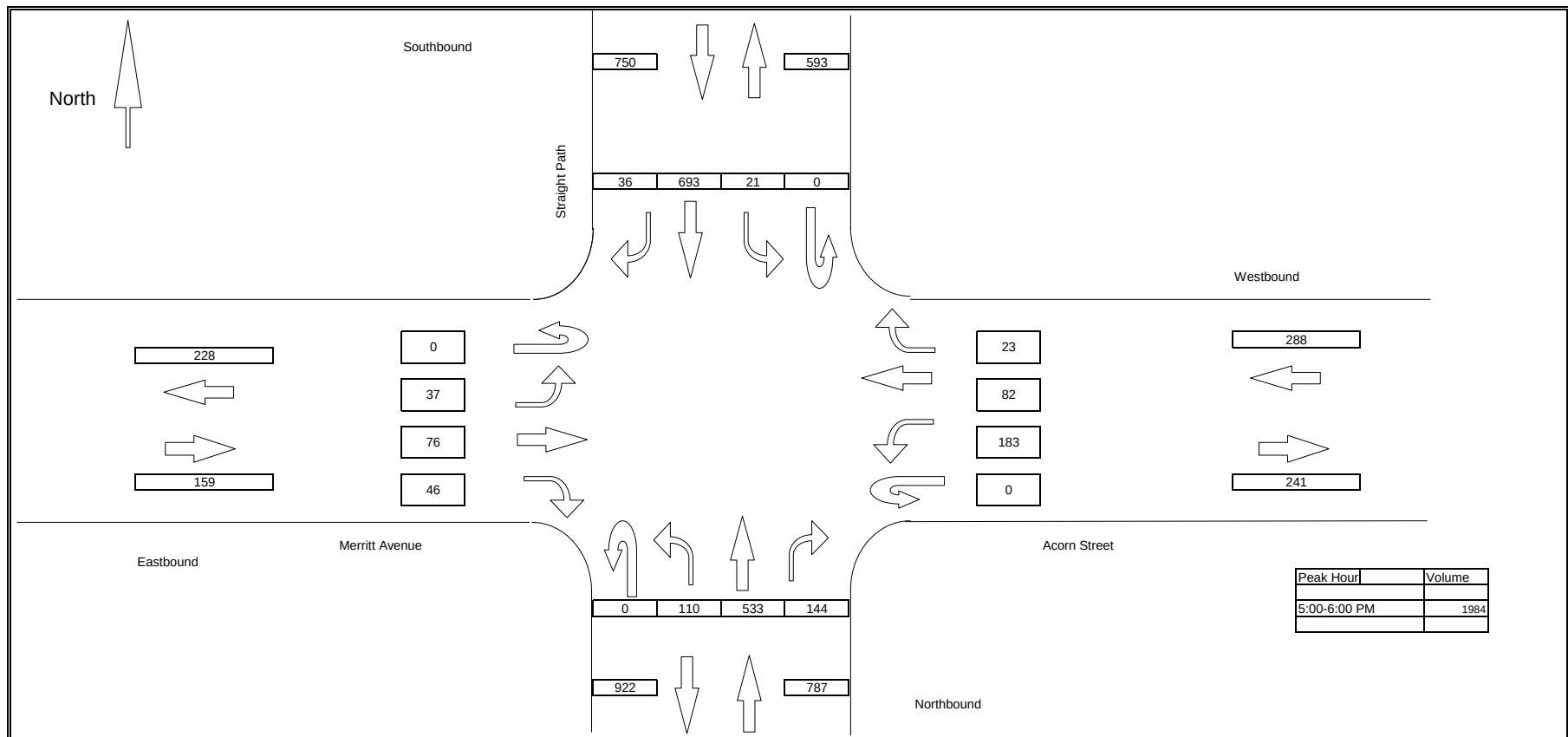
INTERSECTION: Straight Path & Merritt Avenue

WEST-EAST STREET: Merritt Avenue/Acorn Street

NORTH-SOUTH STREET: Straight Path



Start Time	EASTBOUND					WESTBOUND					NORTHBOUND					SOUTHBOUND					TOTAL	Cum. Hourly
	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total		
4:00 PM	11	14	10		35	29	7	1		37	11	104	18		133	5	89	5		99	304	1679
4:15 PM	9	21	8		38	30	14	3		47	19	143	32		194	13	175	3		191	470	
4:30 PM	6	16	9		31	38	16	5		59	23	131	43		197	4	149	6		159	446	
4:45 PM	7	29	11		47	32	15	4		51	21	107	53		181	10	164	6		180	459	
5:00 PM	11	20	7		38	68	23	2		93	33	132	39		204	9	161	8		178	513	
5:15 PM	9	22	13		44	32	15	8		55	26	121	33		180	4	187	5		196	475	
5:30 PM	12	20	12		44	43	23	5		71	25	135	33		193	4	156	13		173	481	
5:45 PM	5	14	14		33	40	21	8		69	26	145	39		210	4	189	10		203	515	
6:00 PM	7	16	10		33	41	28	4		73	30	133	32		195	4	136	4		144	445	
6:15 PM	8	18	7		33	50	19	9		78	27	93	32		152	9	157	8		174	437	
Peak Hour																						
4:00-5:00 PM	85	80	38	0	151	129	52	13	0	194	74	485	146	0	705	32	577	20	0	629	1679	Peak Hour
4:15-5:15 PM	33	86	35	0	154	168	68	14	0	250	96	513	167	0	776	36	649	23	0	708	1888	
4:30-5:30 PM	33	87	40	0	160	170	69	19	0	258	103	491	168	0	762	27	661	25	0	713	1893	
4:45-5:45 PM	39	91	43	0	173	175	76	19	0	270	105	495	158	0	758	27	668	32	0	727	1928	
5:00-6:00 PM	37	76	46	0	159	183	82	23	0	288	110	533	144	0	787	21	693	36	0	750	1984	
5:15-6:15 PM	33	72	49	0	154	156	87	25	0	268	107	534	137	0	778	16	668	32	0	716	1916	
5:30-6:30 PM	32	68	43	0	143	174	91	26	0	291	108	506	136	0	750	21	638	35	0	694	1878	
5:00-6:00 PM	37	76	46	0	159	183	82	23	0	288	110	533	144	0	787	21	693	36	0	750	1984	Peak Hour



The RBA Group
One Huntington Quadrangle, Suite 4C20
Melville, NY 11747

Highway : Straight Path & Merritt Avenue
Location : Intersection of Straight Path (NB) & Merritt Ave (EB)
Town : Wyandanch

Site: Y3938.00
Date: 4/18/2007
Wednesday

Peak Hour Detail

San Pedro Station														
Interval Begin	Southbound Straight Path			Westbound Acorn Street			Northbound Straight Path			Eastbound Merritt Ave			Total	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
7:30 AM	0	0	0	0	0	0	38	154	19	2	14	9	236	
7:45 AM	0	0	0	0	0	0	34	141	16	2	26	7	226	
8:00 AM	0	0	0	0	0	0	38	163	21	10	11	4	247	
8:15 AM	0	0	0	0	0	0	33	121	16	5	6	8	189	
Movement Total	0	0	0	0	0	0	143	579	72	19	57	28	898	
Enter Total	0			0			794			104				
Exit Total	607			200			19			72				
Vehicle Totals														
No Shift	0	0	0	0	0	0	125 87.4%	540 93.3%	68 94.4%	18 94.7%	51 89.5%	23 82.1%	825 91.9%	
Bus/Truck	0	0	0	0	0	0	18 12.6%	39 6.7%	4 5.6%	1 5.3%	6 10.5%	5 17.9%	73 8.1%	

Pedestrians North 0 East 0 South 48 West 23 71

Peak Hour: 7:30 AM - 8:30 AM

Interval Begin	Southbound Straight Path			Westbound Acorn Street			Northbound Straight Path			Eastbound Merritt Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Movement Total	0	0	0	0	0	0	143	579	72	19	57	28	898
Factor							0.94	0.89	0.86	0.48	0.55	0.78	0.91
Enter Total	0			0			794			104			
Factor							0.89			0.74			
Exit Total	607			200			19			72			
Factor	0.91			0.83			0.48			0.86			
Peak Vehicles													
No Shift	0	0	0	0	0	0	125	540	68	18	51	23	825
							87.4%	93.3%	94.4%	94.7%	89.5%	82.1%	91.9%
Bus/Truck	0	0	0	0	0	0	18	39	4	1	6	5	73
							12.6%	6.7%	5.6%	5.3%	10.5%	17.9%	8.1%

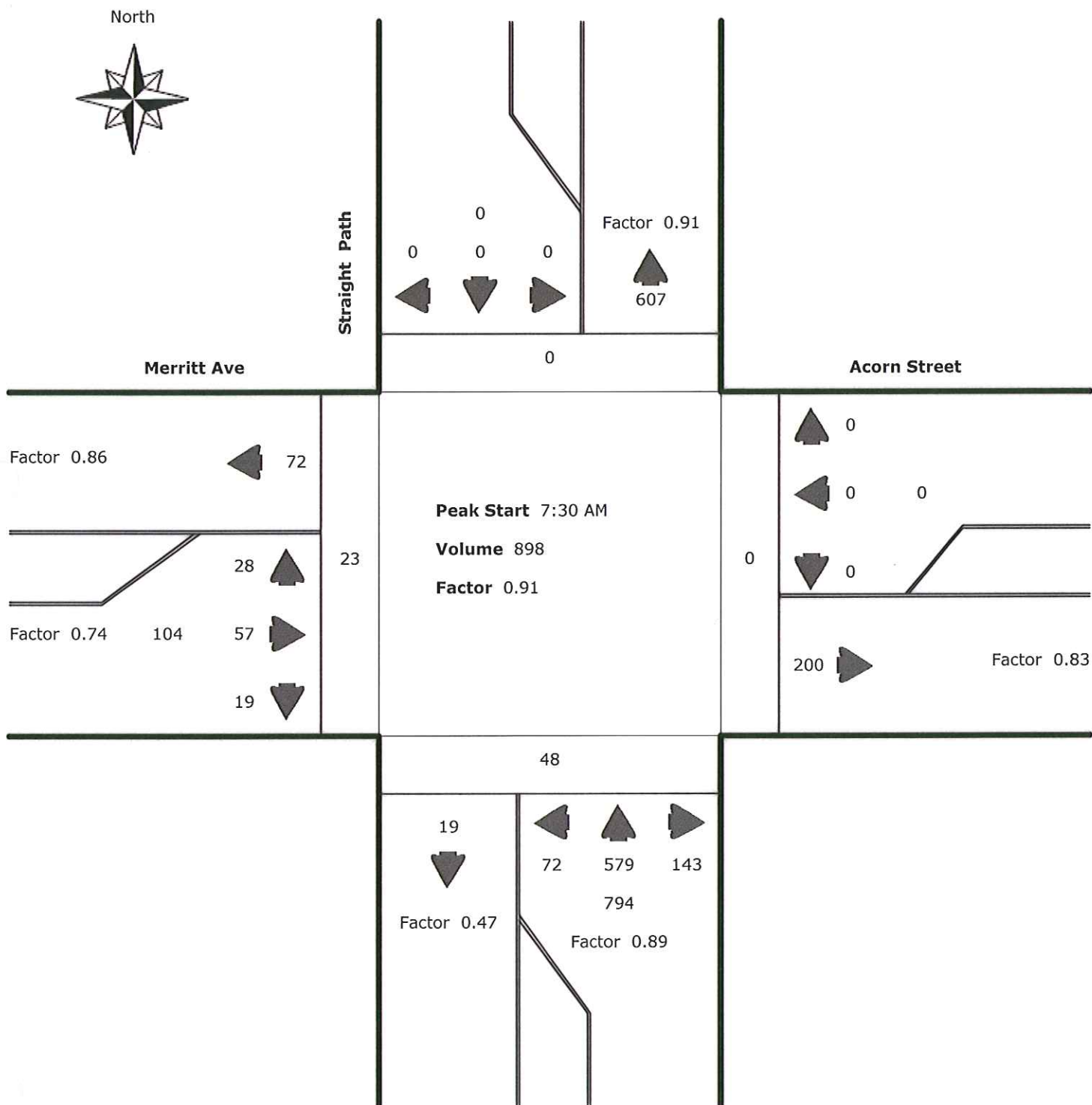
Pedestrians North 0 East 0 South 48 West 23 71

Location
Town

Site:
Date:

Y3938.00
4/18/2007
Wednesday

Peak Hour Diagram



The RBA Group
One Huntington Quadrangle, Suite 4C20
Melville, NY 11747

Way : **Straight Path & Merritt Ave**
Location : Intersection of Straight Path (SB) & Merritt Ave (WB)
Town : Wyandanch

Site: Y3938.00
Date: 4/18/2007
Wednesday

Peak Hour Detail

Interval Begin	Southbound Straight Path			Westbound Acorn Street			Northbound Straight Path			Eastbound Merritt Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:04 AM	1	43	2	2	13	17	0	0	0	0	0	0	78
7:15 AM	8	73	2	7	17	26	0	0	0	0	0	0	133
7:30 AM	8	148	2	3	20	23	0	0	0	0	0	0	204
7:45 AM	10	115	9	1	21	31	0	0	0	0	0	0	187
8:00 AM	4	110	2	6	18	17	0	0	0	0	0	0	157
8:15 AM	8	126	4	5	32	33	0	0	0	0	0	0	208
8:30 AM	5	129	3	6	13	31	0	0	0	0	0	0	187
8:45 AM	11	113	2	2	17	39	0	0	0	0	0	0	184
9:00 AM	1	87	1	1	10	22	0	0	0	0	0	0	122
Movement Total	56	944	27	33	161	239	0	0	0	0	0	0	1460
Enter Total	1027			433			0			0			
Exit Total	33			27			1183			217			

Vehicle Totals

No Shift	47	853	22	29	131	186	0	0	0	0	0	0	1268
	83.9%	90.4%	81.5%	87.9%	81.4%	77.8%							86.8%
Bus/Truck	9	91	5	4	30	53	0	0	0	0	0	0	192
	16.1%	9.6%	18.5%	12.1%	18.6%	22.2%							13.2%

Pedestrians	North	East	South	West	
	11	92	0	0	103

Peak Hour: 7:30 AM - 8:30 AM

Interval Begin	Southbound Straight Path			Westbound Acorn Street			Northbound Straight Path			Eastbound Merritt Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Movement Total	30	499	17	15	91	104	0	0	0	0	0	0	756
Factor	0.75	0.84	0.47	0.62	0.71	0.79							0.91
Enter Total	546			210			0			0			
Factor	0.86			0.75									
Exit Total	15			17			603			121			
Factor	0.62			0.47			0.88			0.76			

Peak Vehicles

No Shift	26	455	15	14	72	91	0	0	0	0	0	0	673
	86.7%	91.2%	88.2%	93.3%	79.1%	87.5%							89.0%
Bus/Truck	4	44	2	1	19	13	0	0	0	0	0	0	83
	13.3%	8.8%	11.8%	6.7%	20.9%	12.5%							11.0%

Pedestrians	North	East	South	West	
	6	43	0	0	49

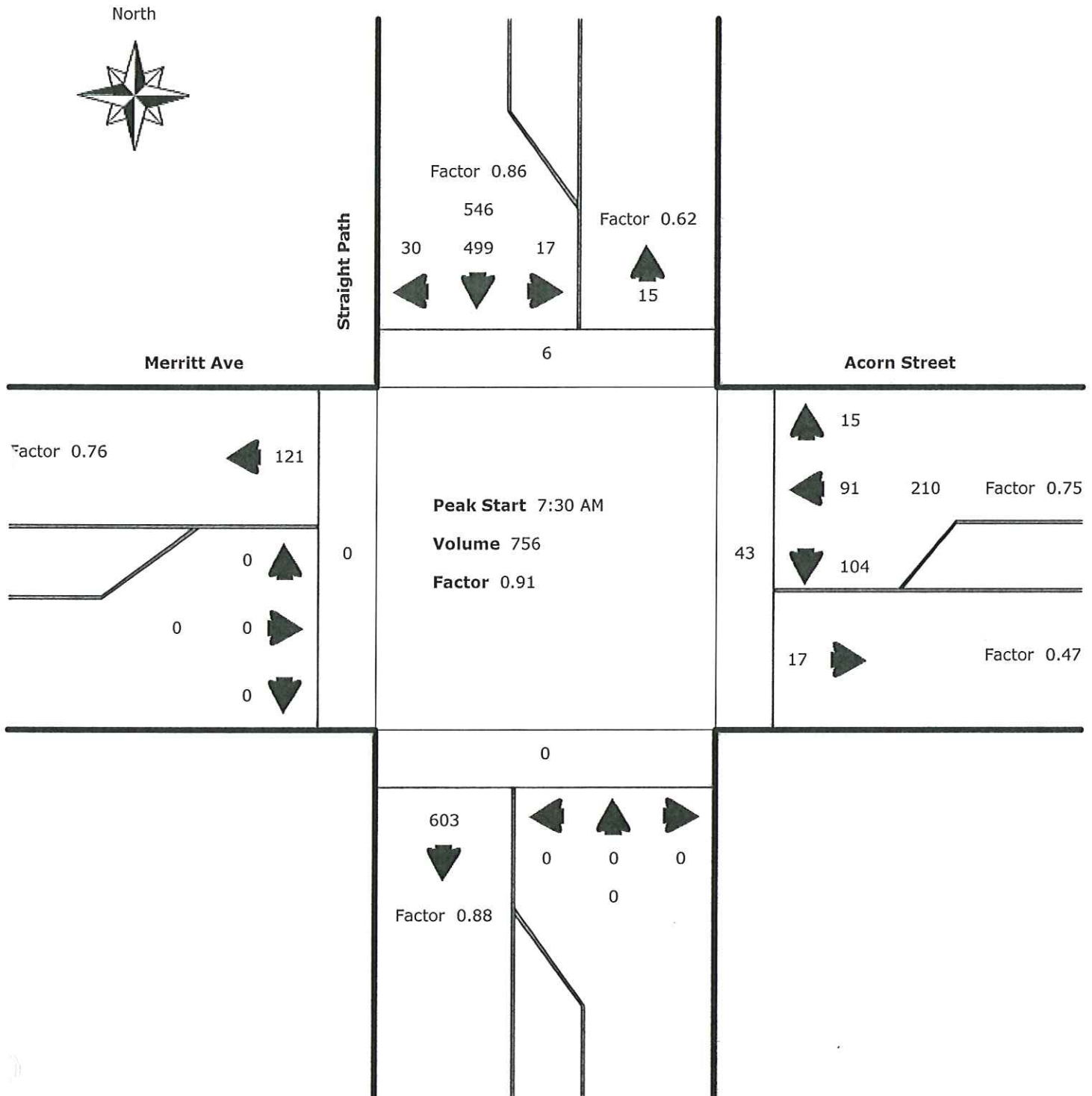
The RBA Group
One Huntington Quadrangle, Suite 4C20
Melville, NY 11747

Adway : Straight Path & Merritt Ave
Location : Intersection of Straight Path (SB) & Merritt Ave (WB)
Town : Wyandanch

Site: Y3938.00
Date: 4/18/2007
Wednesday

Peak Hour Detail

Peak Hour Diagram



The RBA Group
One Huntington Quadrangle, Suite 4C20
Melville, NY 11747

Way : **Straight Path & Merritt Ave**
Location : Intersection of Straight Path (NB) & Merritt Ave (EB)
Town : Wyandanch

Site: Y3938.00
Date: 4/18/2007
Wednesday

Peak Hour Detail

Interval Begin	Southbound Straight Path			Westbound Acorn Street			Northbound Straight Path			Eastbound Merritt Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:01 PM	0	0	0	0	0	0	18	104	11	10	14	11	168
4:15 PM	0	0	0	0	0	0	32	143	19	8	21	9	232
4:30 PM	0	0	0	0	0	0	43	131	23	9	16	6	228
4:45 PM	0	0	0	0	0	0	53	107	21	11	29	7	228
5:00 PM	0	0	0	0	0	0	39	132	33	7	20	11	242
5:15 PM	0	0	1	0	0	0	33	121	26	13	22	9	225
5:30 PM	0	0	0	0	0	0	33	135	25	12	20	12	237
5:45 PM	1	0	0	0	0	0	39	145	26	14	14	5	244
6:00 PM	0	0	0	0	0	0	32	133	30	10	16	7	228
6:15 PM	0	0	0	0	0	0	32	93	27	7	18	8	185
6:30 PM	0	0	0	0	0	0	3	4	3	2	1	1	14
Movement Total	1	0	1	0	0	0	357	1248	244	103	191	86	2231
Enter Total	2			0			1849			380			
Exit Total	1334			549			103			245			

Vehicle Totals

No Shift	1	0	1	0	0	0	326	1229	244	103	182	80	2166
	100.0%		100.0%				91.3%	98.5%	100.0%	100.0%	95.3%	93.0%	97.1%
Bus/Truck	0	0	0	0	0	0	31	19	0	0	9	6	65
	0.0%		0.0%				8.7%	1.5%	0.0%	0.0%	4.7%	7.0%	2.9%

Pedestrians	North 0	East 0	South 84	West 69	153

Peak Hour: 5:00 PM - 6:00 PM

Interval Begin	Southbound Straight Path			Westbound Acorn Street			Northbound Straight Path			Eastbound Merritt Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Movement Total	1	0	1	0	0	0	144	533	110	46	76	37	948
Factor	0.25		0.25				0.92	0.92	0.83	0.82	0.86	0.77	0.97
Enter Total	2			0			787			159			
Factor	0.50						0.94			0.90			
Exit Total	570			221			46			111			
Factor	0.95			0.94			0.82			0.84			

Peak Vehicles

No Shift	1	0	1	0	0	0	132	529	110	46	75	35	929
	100.0%		100.0%				91.7%	99.2%	100.0%	100.0%	98.7%	94.6%	98.0%
Bus/Truck	0	0	0	0	0	0	12	4	0	0	1	2	19
	0.0%		0.0%				8.3%	0.8%	0.0%	0.0%	1.3%	5.4%	2.0%

Pedestrians	North 0	East 0	South 20	West 33	53

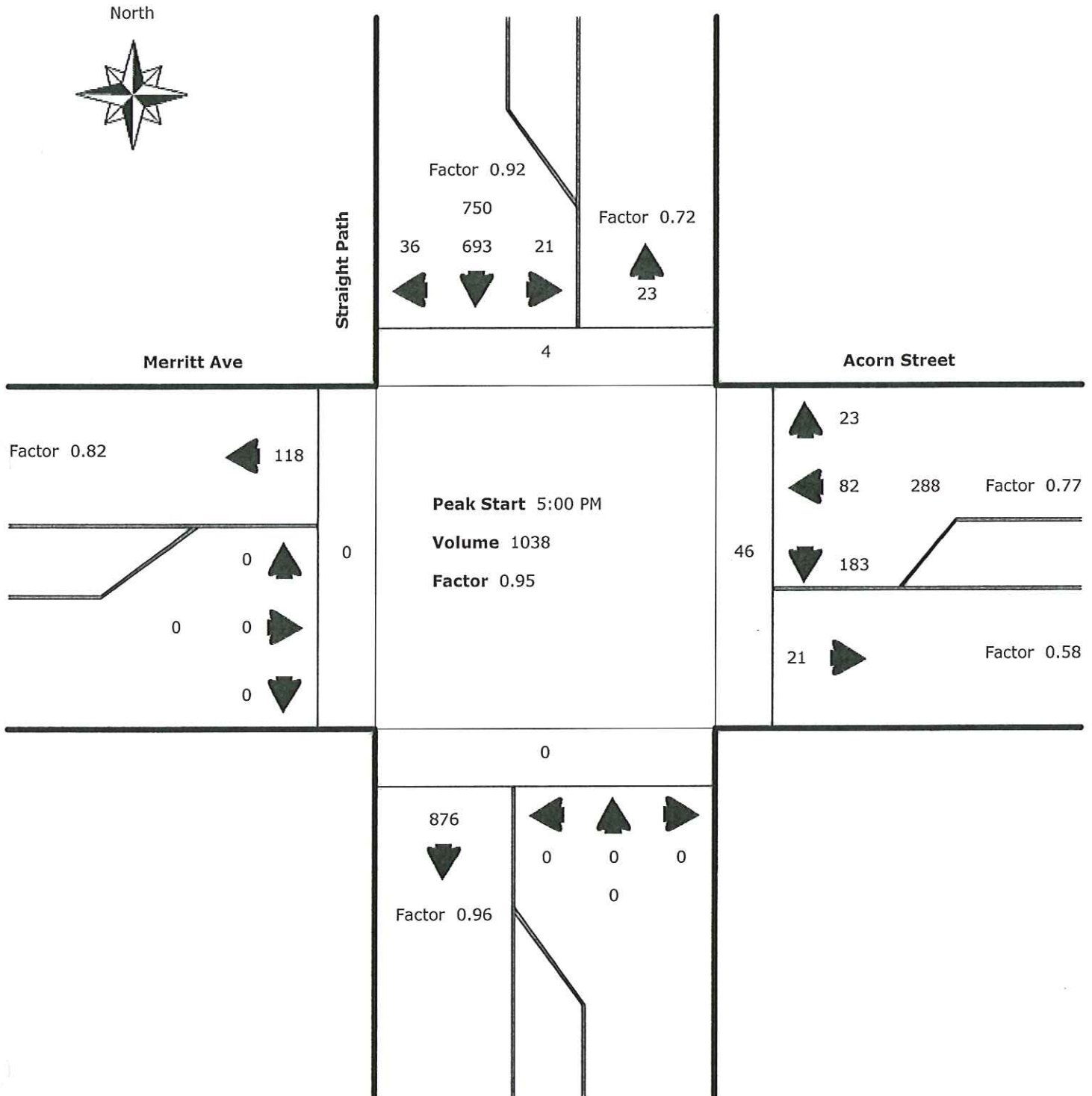
The RBA Group
One Huntington Quadrangle, Suite 4C20
Melville, NY 11747

Addressway : **Straight Path & Merritt Avenue**
Location : Intersection of Straight (SB) & Merritt Ave (WB)
Town : Wyandanch

Site: Y3938.00
Date: 4/18/2007
Wednesday

Peak Hour Detail

Peak Hour Diagram



The RBA Group
One Huntington Quadrangle, Suite 4C20
Melville, NY 11747

Way : **Straight Path & Merritt Avenue**
Location : Intersection of Straight (SB) & Merritt Ave (WB)
Town : Wyandanch

Site: Y3938.00
Date: 4/18/2007
Wednesday

Peak Hour Detail

Interval Begin	Southbound Straight Path			Westbound Acorn Street			Northbound Straight Path			Eastbound Merritt Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:05 PM	5	89	5	1	7	29	0	0	0	0	0	0	136
4:15 PM	3	175	13	3	14	30	0	0	0	0	0	0	238
4:30 PM	6	149	4	5	16	38	0	0	0	0	0	0	218
4:45 PM	6	164	10	4	15	32	0	0	0	0	0	0	231
5:00 PM	8	161	9	2	23	68	0	0	0	0	0	0	271
5:15 PM	5	187	4	8	15	32	0	0	0	0	0	0	251
5:30 PM	13	156	4	5	23	43	0	0	0	0	0	0	244
5:45 PM	10	189	4	8	21	40	0	0	0	0	0	0	272
6:00 PM	4	136	4	4	28	41	0	0	0	0	0	0	217
6:15 PM	8	157	9	9	19	50	0	0	0	0	0	0	252
6:30 PM	2	46	2	3	11	19	0	0	0	0	0	0	83
Movement Total	70	1609	68	52	192	422	0	0	0	0	0	0	2413
Enter Total	1747			666			0			0			
Exit Total	52			68			2031			262			

Vehicle Totals

No Shift	68	1540	65	48	180	395	0	0	0	0	0	0	2296
	97.1%	95.7%	95.6%	92.3%	93.8%	93.6%							95.2%
Bus/Truck	2	69	3	4	12	27	0	0	0	0	0	0	117
	2.9%	4.3%	4.4%	7.7%	6.2%	6.4%							4.8%

Pedestrians	North 8	East 113	South 0	West 0	121

Peak Hour: 5:00 PM - 6:00 PM

Interval Begin	Southbound Straight Path			Westbound Acorn Street			Northbound Straight Path			Eastbound Merritt Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Movement Total	36	693	21	23	82	183	0	0	0	0	0	0	1038
Factor	0.69	0.92	0.58	0.72	0.89	0.67							0.95
Enter Total	750			288			0			0			
Factor	0.92			0.77									
Exit Total	23			21			876			118			
Factor	0.72			0.58			0.96			0.82			

Peak Vehicles

No Shift	36	665	21	19	78	174	0	0	0	0	0	0	993
	100.0%	96.0%	100.0%	82.6%	95.1%	95.1%							95.7%
Bus/Truck	0	28	0	4	4	9	0	0	0	0	0	0	45
	0.0%	4.0%	0.0%	17.4%	4.9%	4.9%							4.3%

Pedestrians	North 4	East 46	South 0	West 0	50

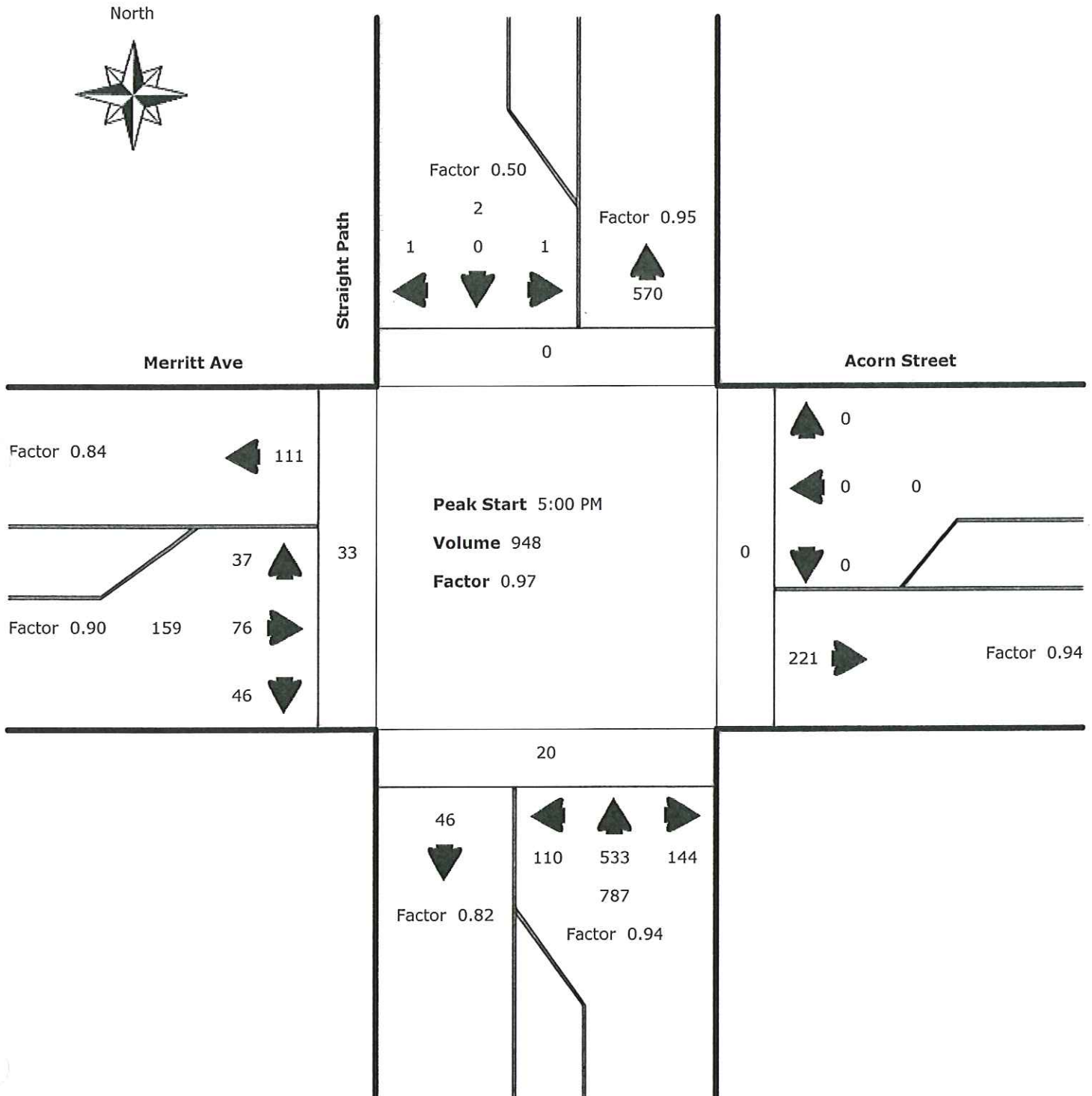
The RBA Group
One Huntington Quadrangle, Suite 4C20
Melville, NY 11747

Roadway : **Straight Path & Merritt Ave**
Location : Intersection of Straight Path (NB) & Merritt Ave (EB)
Town : Wyandanch

Site: Y3938.00
Date: 4/18/2007
Wednesday

Peak Hour Detail

Peak Hour Diagram



The RBA Group
One Huntington Quadrangle, Suite 4C20
Melville, NY 11747

Highway : **Straight Path & Long Island Avenue**
Location : Intersection of Straight Path (NB) & Long Island Avenue (WB)
Town : Wyandanch

Site: Y3938.00
Date: 4/18/2007
Wednesday

Peak Hour Detail

Interval Begin	Southbound Straight Path			Westbound Long Island Ave			Northbound Straight Path			Eastbound Long Island Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:30 AM	0	0	0	29	78	15	6	177	0	0	0	0	305
7:45 AM	0	0	0	31	94	21	6	129	0	0	0	0	281
8:00 AM	0	0	0	27	98	20	10	162	0	0	0	0	317
8:15 AM	0	0	0	30	102	11	9	120	0	0	0	0	272
Movement Total	0	0	0	117	372	67	31	588	0	0	0	0	1175
Enter Total	0			556			619			0			
Exit Total	705			31			67			372			

Vehicle Totals

No Shift	0	0	0	109	357	64	23	505	0	0	0	0	1058
				93.2%	96.0%	95.5%	74.2%	85.9%					90.0%
Bus/Truck	0	0	0	8	15	3	8	83	0	0	0	0	117
				6.8%	4.0%	4.5%	25.8%	14.1%					10.0%

Pedestrians	North	East	South	West	
	0	5	34	0	39

Peak Hour: 7:30 AM - 8:30 AM

Interval Begin	Southbound Straight Path			Westbound Long Island Ave			Northbound Straight Path			Eastbound Long Island Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Movement Total	0	0	0	117	372	67	31	588	0	0	0	0	1175
Factor				0.94	0.91	0.80	0.78	0.83					0.93
Enter Total	0			556			619			0			
Factor				0.95			0.85						
Exit Total	705			31			67			372			
Factor	0.86			0.78			0.80			0.91			

Peak Vehicles

No Shift	0	0	0	109	357	64	23	505	0	0	0	0	1058
				93.2%	96.0%	95.5%	74.2%	85.9%					90.0%
Bus/Truck	0	0	0	8	15	3	8	83	0	0	0	0	117
				6.8%	4.0%	4.5%	25.8%	14.1%					10.0%

Pedestrians	North	East	South	West	
	0	5	34	0	39

The RBA Group
One Huntington Quadrangle, Suite 4C20
Melville, NY 11747

Highway : **Straight Path & Long Island Avenue**
Location : Intersection of Straight Path (SB) & Long Island Ave (EB)
Town : Wyandanch

Site: Y3938.00
Date: 4/18/2007
Wednesday

Peak Hour Detail

Interval Begin	Southbound Straight Path			Westbound Long Island Avenue			Northbound Straight Path			Eastbound Long Island Avenue			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	22	117	2	0	0	0	0	0	0	3	15	6	165
7:05 AM	16	104	11	0	0	0	0	0	0	5	21	8	165
7:10 AM	18	135	10	0	0	0	0	0	0	4	18	15	200
7:15 AM	18	134	14	0	0	0	0	0	0	3	34	8	211
Movement Total	74	490	37	0	0	0	0	0	0	15	88	37	741
Enter Total	601			0			0			140			
Exit Total	37			125			505			74			

Vehicle Totals

No Shift	67	456	35	0	0	0	0	0	0	14	83	30	685
	90.5%	93.1%	94.6%							93.3%	94.3%	81.1%	92.4%
Bus/Truck	7	34	2	0	0	0	0	0	0	1	5	7	56
	9.5%	6.9%	5.4%							6.7%	5.7%	18.9%	7.6%

Pedestrians	North 11	East 0	South 0	West 21	32

7:30 AM - 8:30 AM

Peak Hour: 6:30 AM - 7:30 AM

Interval Begin	Southbound Straight Path			Westbound Long Island Avenue			Northbound Straight Path			Eastbound Long Island Avenue			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Movement Total	74	490	37	0	0	0	0	0	0	15	88	37	741
Factor	0.84	0.91	0.66							0.75	0.65	0.62	0.88
Enter Total	601			0			0			140			
Factor	0.91									0.78			
Exit Total	37			125			505			74			
Factor	0.62			0.65			0.91			0.84			

Peak Vehicles

No Shift	67	456	35	0	0	0	0	0	0	14	83	30	685
	90.5%	93.1%	94.6%							93.3%	94.3%	81.1%	92.4%
Bus/Truck	7	34	2	0	0	0	0	0	0	1	5	7	56
	9.5%	6.9%	5.4%							6.7%	5.7%	18.9%	7.6%

Pedestrians	North 11	East 0	South 0	West 21	32

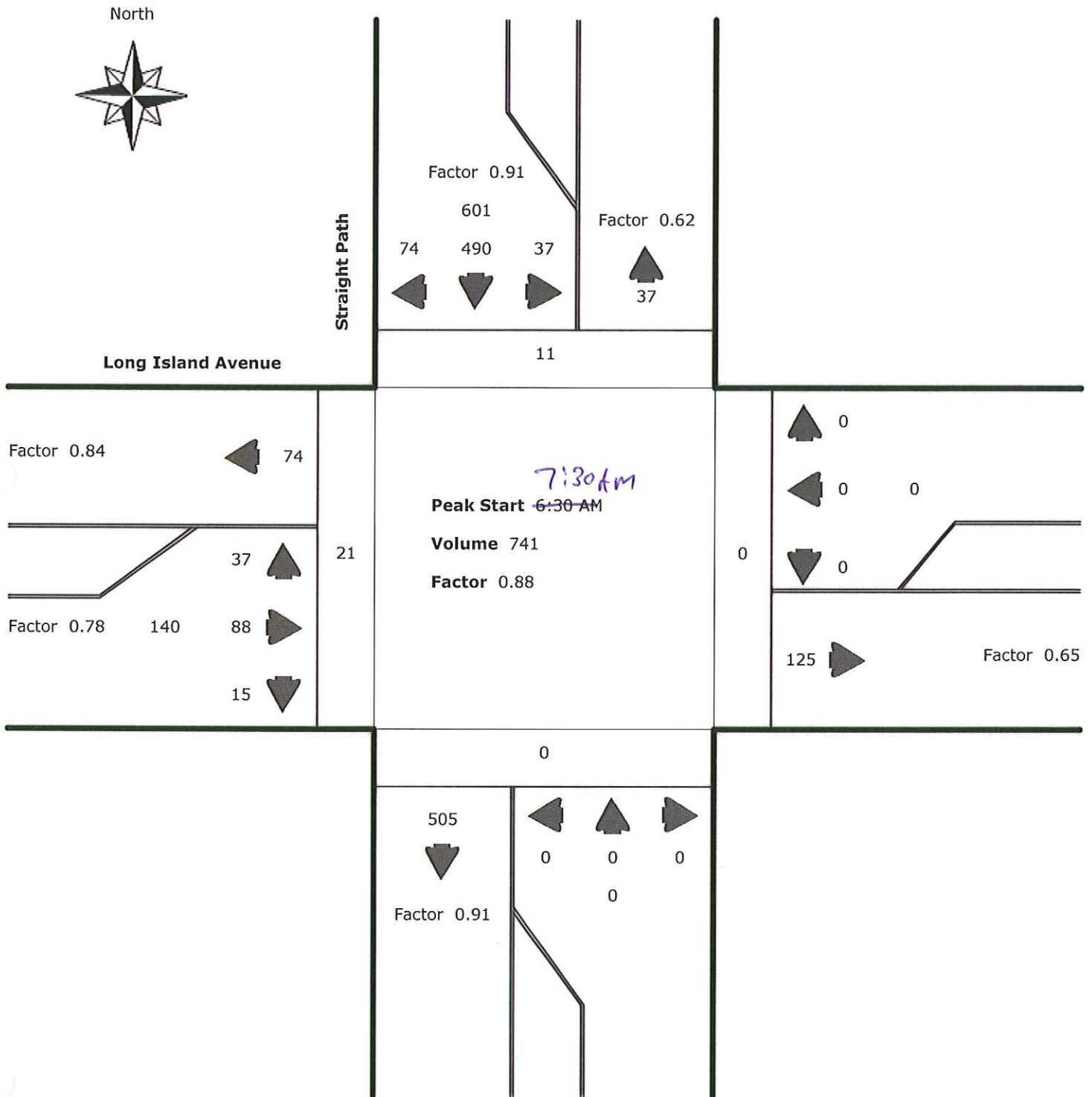
The RBA Group
One Huntington Quadrangle, Suite 4C20
Melville, NY 11747

Highway : Straight Path & Long Island Avenue
Location : Intersection of Straight Path (SB) & Long Island Ave (EB)
Town : Wyandanch

Site: Y3938.00
Date: 4/18/2007
Wednesday

Peak Hour Detail

Peak Hour Diagram



The RBA Group
One Huntington Quadrangle, Suite 4C20
Melville, NY 11747

Highway : **Straight Path & Long Island Avenue**
Location : Intersection of Straight Path (NB) & Long Island Ave (WB)
Town : Wyandanch

Site: Y3938.00
Date: 4/18/2007
Wednesday

Peak Hour Detail

Interval Begin	Southbound Straight Path			Westbound Long Island Ave			Northbound Straight Path			Eastbound Long Island Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
5:00 PM	0	0	0	10	23	10	21	151	0	0	0	0	215
5:15 PM	0	0	0	21	47	4	12	129	0	0	0	0	213
5:30 PM	0	0	0	20	41	16	10	131	0	0	0	0	218
5:45 PM	0	0	0	19	60	13	14	103	0	0	0	0	209
Movement Total	0	0	0	70	171	43	57	514	0	0	0	0	855
Enter Total	0			284			571			0			
Exit Total	584			57			43			171			
Vehicle Totals													
No Shift	0	0	0	69 98.6%	166 97.1%	41 95.3%	54 94.7%	500 97.3%	0	0	0	0	830 97.1%
Bus/Truck	0	0	0	1 1.4%	5 2.9%	2 4.7%	3 5.3%	14 2.7%	0	0	0	0	25 2.9%

Pedestrians North 0 East 4 South 15 West 0 19

Peak Hour: 5:00 PM - 6:00 PM

Interval Begin	Southbound Straight Path			Westbound Long Island Ave			Northbound Straight Path			Eastbound Long Island Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Movement Total	0	0	0	70	171	43	57	514	0	0	0	0	855
Factor				0.83	0.71	0.67	0.68	0.85					0.98
Enter Total	0			284			571			0			
Factor				0.77			0.83						
Exit Total	584			57			43			171			
Factor	0.91			0.68			0.67			0.71			
Peak Vehicles													
No Shift	0	0	0	69	166	41	54	500	0	0	0	0	830
				98.6%	97.1%	95.3%	94.7%	97.3%					97.1%
Bus/Truck	0	0	0	1	5	2	3	14	0	0	0	0	25
				1.4%	2.9%	4.7%	5.3%	2.7%					2.9%

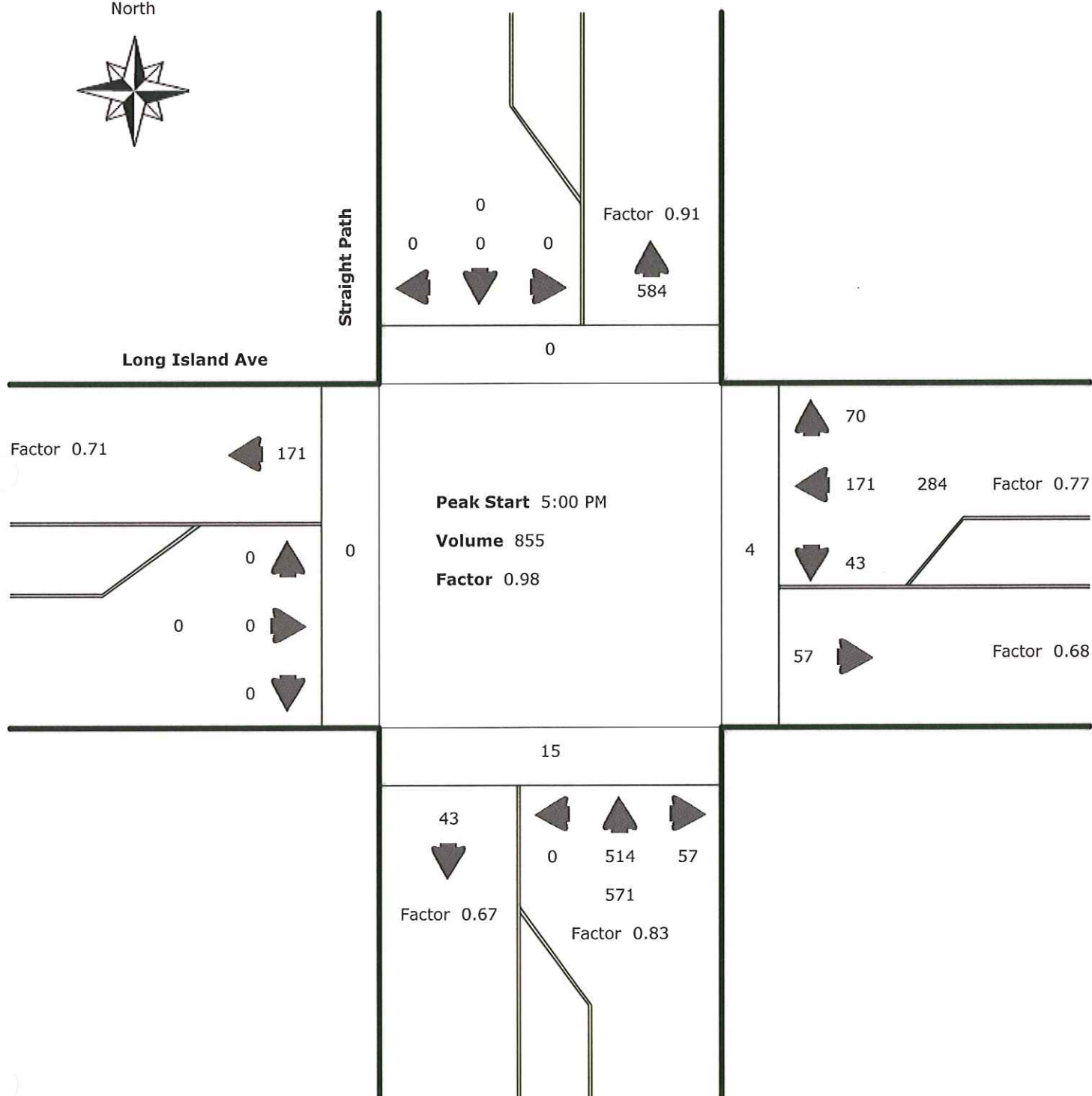
Pedestrians North 0 East 4 South 15 West 0 19

Midway
Location
Town

Site:
Date:

Peak Hour Detail

North



The RBA Group
One Huntington Quadrangle, Suite 4C20
Melville, NY 11747

Highway : Straight Path & Long Island Avenue
Location : Intersection of Straight Path (SB) & Long Island Ave (EB)
Town : Wyandanch

Site: Y3938.00
Date: 4/18/2007
Wednesday

Peak Hour Detail

Interval Begin	Southbound Straight Path			Westbound Long Island Ave			Northbound Straight Path			Eastbound Long Island Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	28	189	25	0	0	0	0	0	0	7	104	33	386
4:15 PM	18	201	10	0	0	0	0	0	0	10	118	19	376
4:30 PM	12	176	30	0	0	0	0	0	0	12	107	10	347
4:45 PM	20	166	32	0	0	0	0	0	0	17	75	22	332
Movement Total	78	732	97	0	0	0	0	0	0	46	404	84	1441
Enter Total	907			0			0			534			
Exit Total	84			501			778			78			

Vehicle Totals

No Shift	76	705	95	0	0	0	0	0	0	42	399	79	1396
	97.4%	96.3%	97.9%							91.3%	98.8%	94.0%	96.9%
Bus/Truck	2	27	2	0	0	0	0	0	0	4	5	5	45
	2.6%	3.7%	2.1%							8.7%	1.2%	6.0%	3.1%

Pedestrians	North 24	East 0	South 0	West 34	58

5:00 - 6:00 PM

Peak Hour: ~~4:00 PM - 5:00 PM~~

Interval Begin	Southbound Straight Path			Westbound Long Island Ave			Northbound Straight Path			Eastbound Long Island Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Movement Total	78	732	97	0	0	0	0	0	0	46	404	84	1441
Factor	0.70	0.91	0.76							0.68	0.86	0.64	0.93
Enter Total	907			0			0			534			
Factor	0.94									0.91			
Exit Total	84			501			778			78			
Factor	0.64			0.91			0.92			0.70			

Peak Vehicles

No Shift	76	705	95	0	0	0	0	0	0	42	399	79	1396
	97.4%	96.3%	97.9%							91.3%	98.8%	94.0%	96.9%
Bus/Truck	2	27	2	0	0	0	0	0	0	4	5	5	45
	2.6%	3.7%	2.1%							8.7%	1.2%	6.0%	3.1%

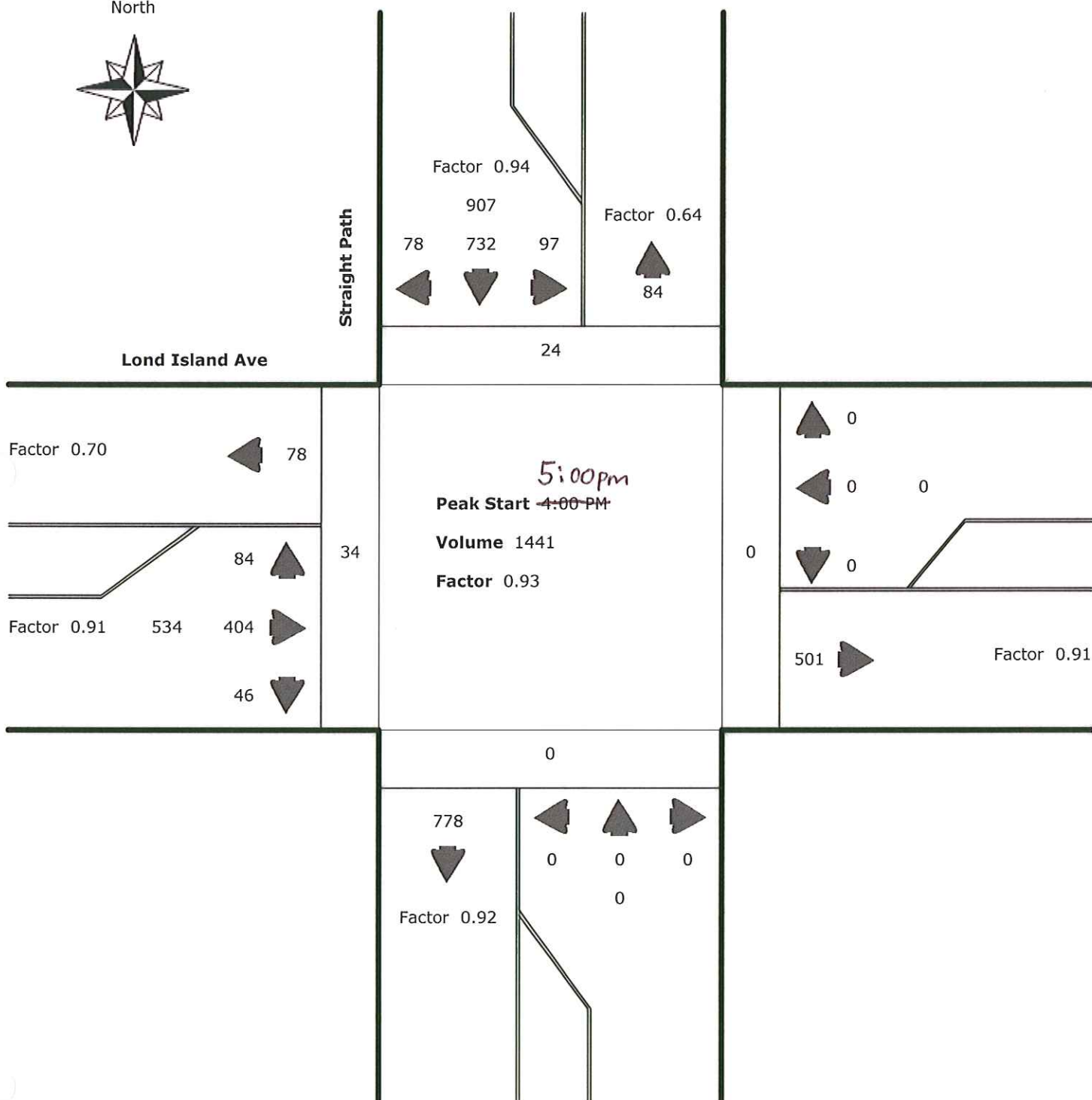
Pedestrians	North 24	East 0	South 0	West 34	58

Midway
Location
Town

Site:
Date:

Peak Hour Detail

North



DATE: 4/18/2007

TIME PERIOD: AM Peak Period (Adjusted Volumes)

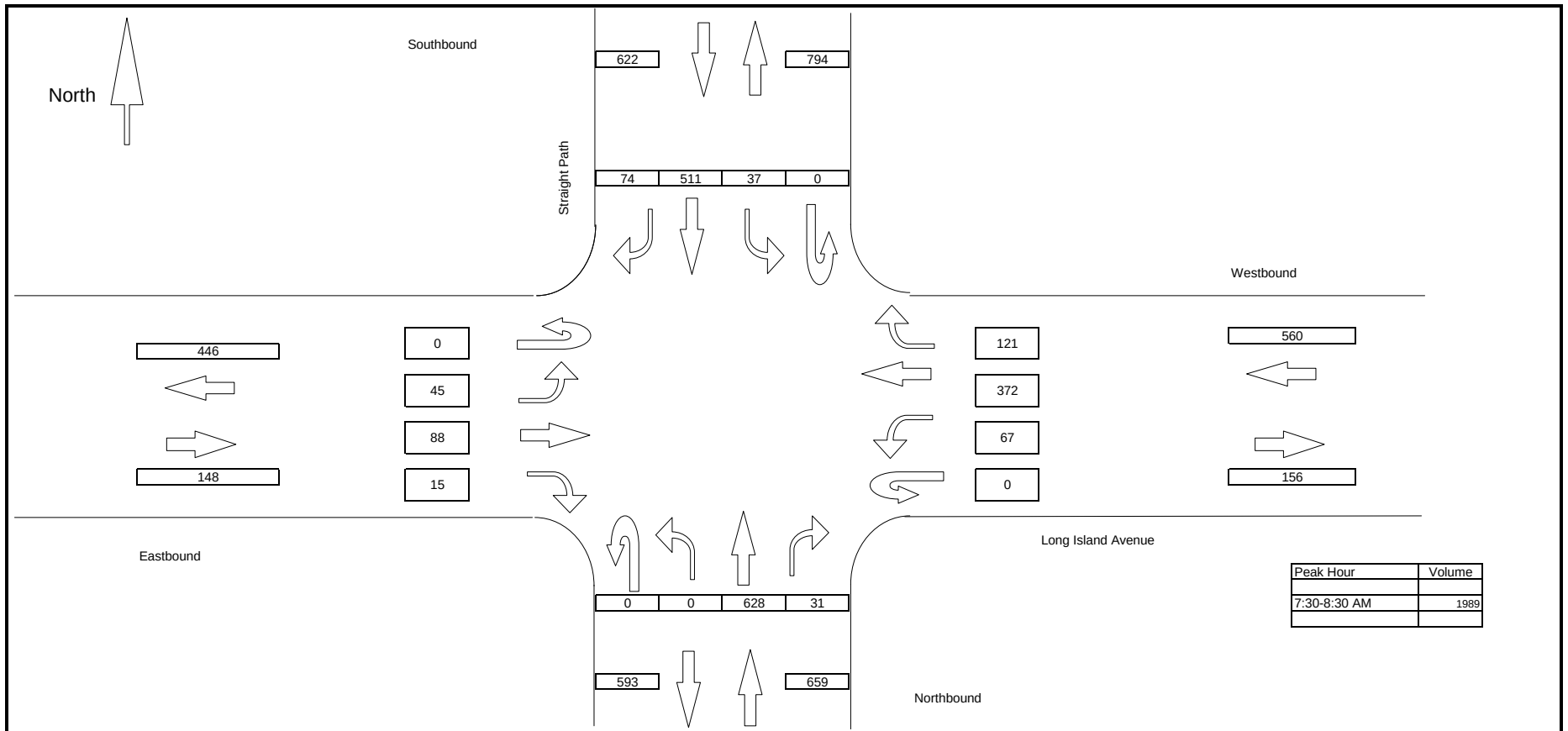
INTERSECTION: Straight Path & Long Island Avenue

EAST-WEST STREET: Long Island Avenue

NORTH-SOUTH STREET: Straight Path



Start Time	EASTBOUND					WESTBOUND					NORTHBOUND					SOUTHBOUND					TOTAL	Cum. Hourly
	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total		
7:00 AM	9	19	4		32	9	109	21		139	0	58	7		65	6	92	15		113	349	
7:15 AM	10	14	3		27	25	84	21		130	0	135	10		145	10	105	22		137	439	
7:30 AM	14	15	3		32	15	78	29		122	0	177	6		183	2	117	22		141	478	
7:45 AM	8	21	5		34	21	94	31		146	0	139	6		145	11	125	16		152	477	1743
8:00 AM	15	18	4		37	20	98	31		149	0	162	10		172	10	135	18		163	521	1915
8:15 AM	8	34	3		45	11	102	30		143	0	150	9		159	14	134	18		166	513	1989
8:30 AM	7	24	4		35	17	77	15		109	0	102	7		109	6	134	20		160	413	1924
8:45 AM	13	34	4		51	20	71	18		109	0	128	11		139	23	123	16		162	461	1908
Peak Hour																						
7:00-8:00 AM	41	69	15	0	125	70	365	102	0	537	0	509	29	0	538	29	439	75	0	543	1743	
7:15-8:15 AM	47	68	15	0	130	81	354	112	0	547	0	613	32	0	645	33	482	78	0	593	1915	
7:30-8:30 AM	45	88	15	0	148	67	372	121	0	560	0	628	31	0	659	37	511	74	0	622	1989	Peak Hour
7:45-8:45 AM	38	97	16	0	151	69	371	107	0	547	0	553	32	0	585	41	528	72	0	641	1924	
8:00-9:00 AM	43	110	15	0	168	68	348	94	0	510	0	542	37	0	579	53	526	72	0	651	1908	
7:30-8:30 AM	45	88	15	0	148	67	372	121	0	560	0	628	31	0	659	37	511	74	0	622	1989	Peak Hour



DATE: 4/18/2007

TIME PERIOD: PM Peak Period (Adjusted Volumes)

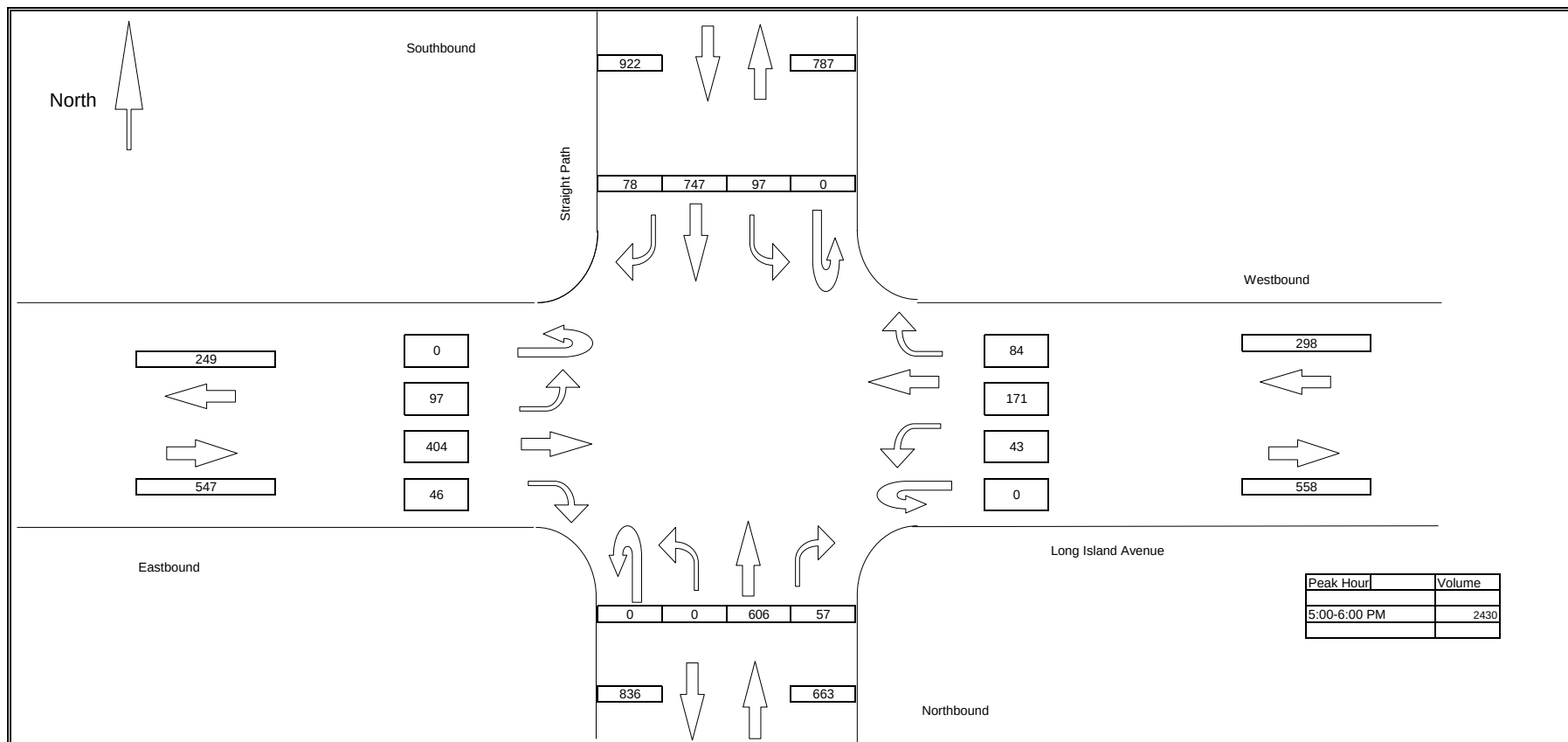
INTERSECTION: Straight Path & Long Island Avenue

WEST-EAST STREET: Long Island Avenue

NORTH-SOUTH STREET: Straight Path



Start Time	EASTBOUND					WESTBOUND					NORTHBOUND					SOUTHBOUND					TOTAL	Cum. Hourly
	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total		
4:00 PM	18	52	9		79	15	16	11		42	0	113	15		128	15	124	18		157	406	2080
4:15 PM	27	82	9		118	16	34	21		71	0	148	25		173	25	166	21		212	574	
4:30 PM	17	74	13		104	13	33	13		59	0	153	27		180	16	176	12		204	547	
4:45 PM	21	90	10		121	11	36	16		63	0	125	18		143	30	179	17		226	553	
5:00 PM	33	104	7		144	10	23	24		57	0	174	21		195	25	189	28		242	638	
5:15 PM	19	118	10		147	4	47	21		72	0	152	12		164	10	201	18		229	612	
5:30 PM	23	107	12		142	16	41	20		77	0	154	10		164	30	176	12		218	601	
5:45 PM	22	75	17		114	13	60	19		92	0	126	14		140	32	181	20		233	579	
6:00 PM	26	71	10		107	15	34	15		64	0	155	19		174	22	159	28		209	554	
6:15 PM	17	82	10		109	16	34	24		74	0	133	10		143	24	173	18		215	541	
Peak Hour																						
4:00-5:00 PM	83	298	41	0	422	55	119	61	0	235	0	539	85	0	624	86	645	68	0	799	2080	Peak Hour
4:15-5:15 PM	98	350	39	0	487	50	126	74	0	250	0	600	91	0	691	96	710	78	0	884	2312	
4:30-5:30 PM	90	386	40	0	516	38	139	74	0	251	0	604	78	0	682	81	745	75	0	901	2350	
4:45-5:45 PM	96	419	39	0	554	41	147	81	0	269	0	605	61	0	666	95	745	75	0	915	2404	
5:00-6:00 PM	97	404	46	0	547	43	171	84	0	298	0	606	57	0	663	97	747	78	0	922	2430	
5:15-6:15 PM	90	371	49	0	510	48	182	75	0	305	0	587	55	0	642	94	717	78	0	889	2346	
5:30-6:30 PM	88	335	49	0	472	60	169	78	0	307	0	568	53	0	621	108	689	78	0	875	2275	
5:00-6:00 PM	97	404	46	0	547	43	171	84	0	298	0	606	57	0	663	97	747	78	0	922	2430	Peak Hour



DATE: 4/18/2007

TIME PERIOD: AM Peak Period

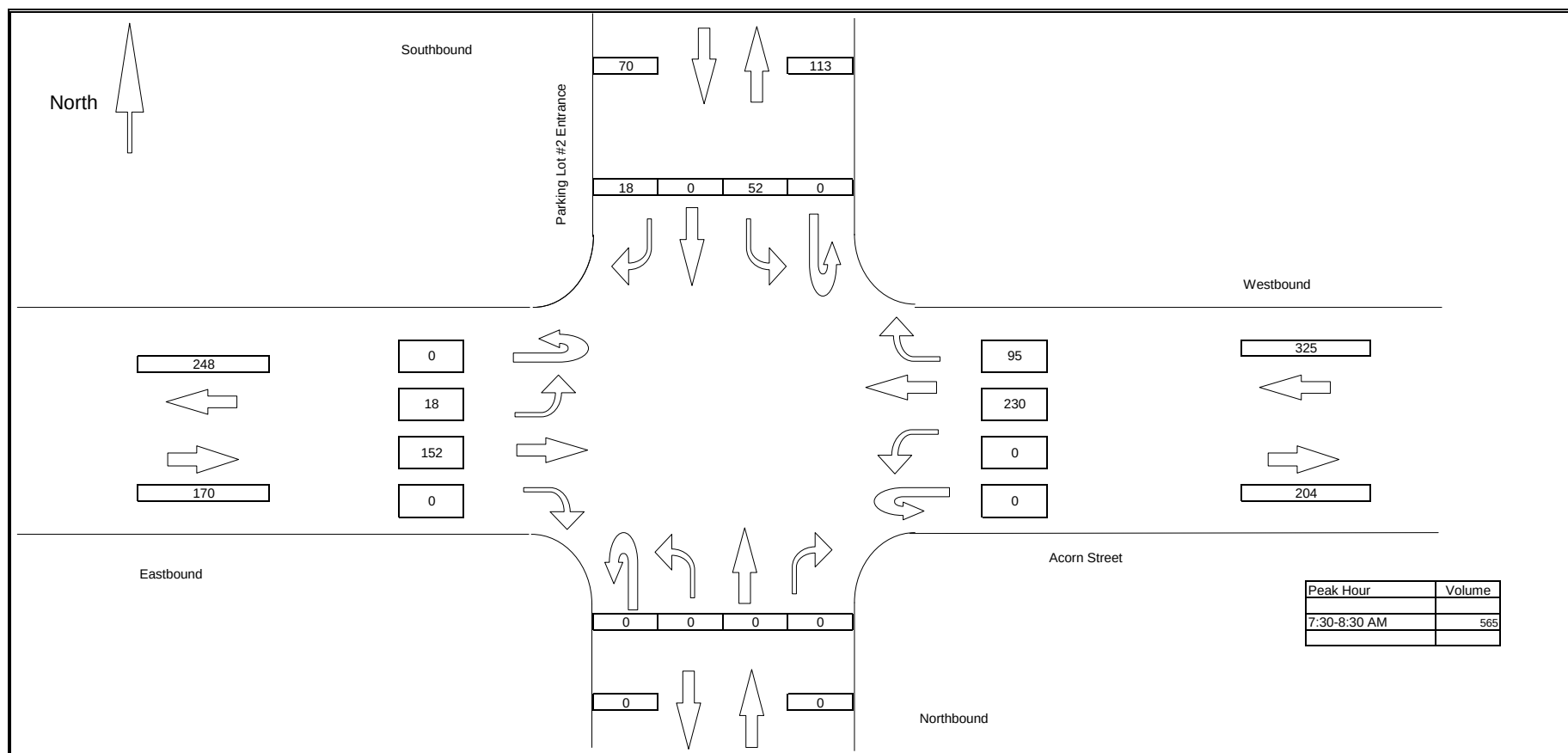
INTERSECTION: Acorn Street & Parking Lot #2 Entrance

EAST-WEST STREET: Acorn Street

NORTH-SOUTH STREET: Parking Lot #2 Entrance



Start Time	EASTBOUND					WESTBOUND					NORTHBOUND					SOUTHBOUND					TOTAL	Cum. Hourly
	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total		
7:00 AM	16	21	0		37	0	22	19		41						6	0	3		9	87	
7:15 AM	11	24	0		35	0	61	41		102						15	0	16		31	168	
7:30 AM	5	40	0		45	0	48	21		69						12	0	2		14	128	
7:45 AM	9	42	0		51	0	70	32		102						12	0	3		15	168	551
8:00 AM	1	31	0		32	0	50	25		75						15	0	3		18	125	589
8:15 AM	3	39	0		42	0	62	17		79						13	0	10		23	144	565
8:30 AM	0	35	0		35	0	51	5		56						7	0	2		9	100	537
8:45 AM	3	44	0		47	0	53	10		63						9	0	5		14	124	493
Peak Hour																						
7:00-8:00 AM	41	127	0		168	0	201	113	0	314						45	0	24		69	551	
7:15-8:15 AM	26	137	0		163	0	229	119	0	348						54	0	24		78	589	
7:30-8:30 AM	18	152	0		170	0	230	95	0	325						52	0	18		70	565	Peak Hour
7:45- 8:45 AM	13	147	0		160	0	233	79	0	312						47	0	18		65	537	
8:00-9:00 AM	7	149	0		156	0	216	57	0	273						44	0	20		64	493	
7:30-8:30 AM	18	152	0	0	170	0	230	95	0	325						52	0	18	0	70	565	Peak Hour



DATE: 4/18/2007

TIME PERIOD: PM Peak Period

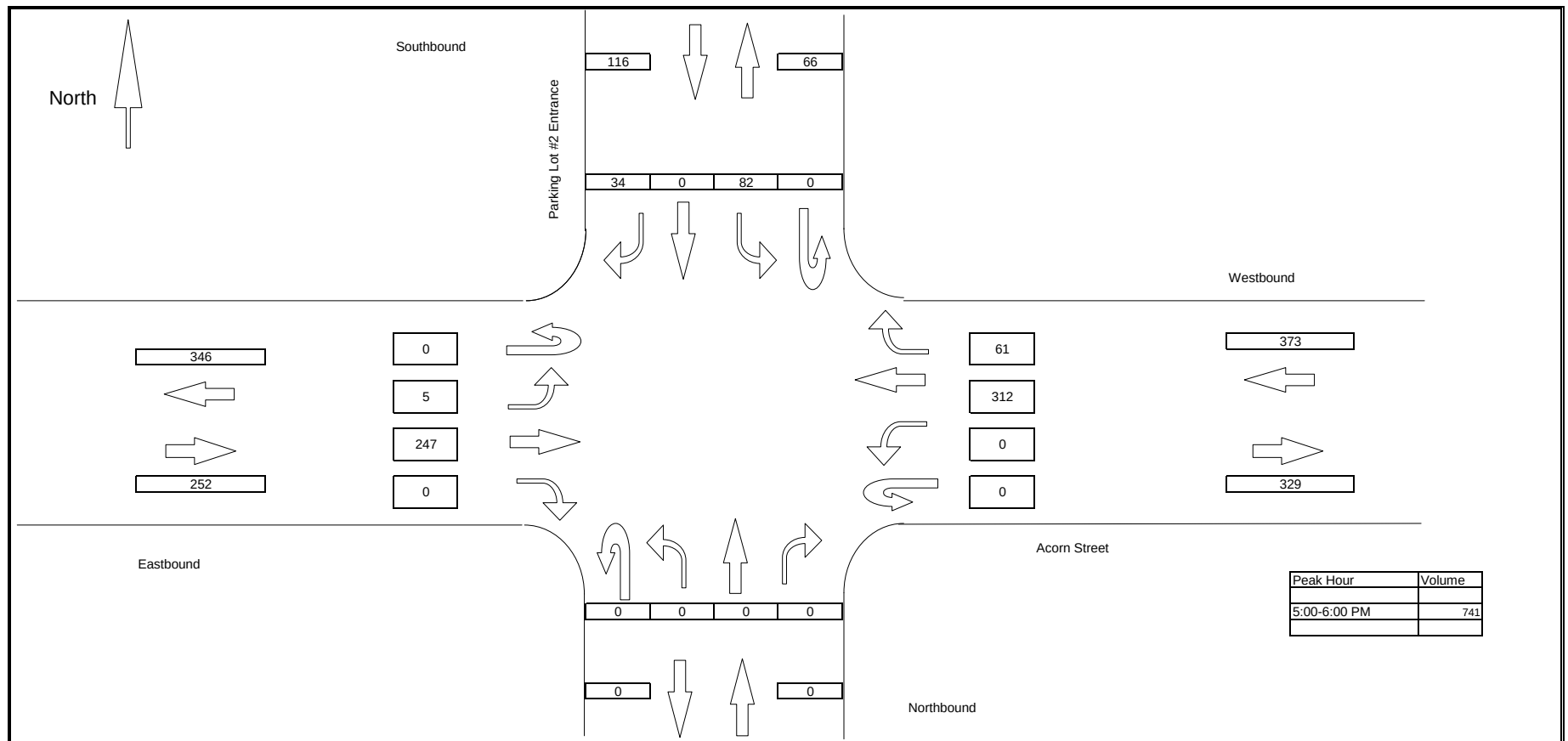
INTERSECTION: Acorn Street & Parking Lot #2 Entrance

WEST-EAST STREET: Acorn Street

NORTH-SOUTH STREET: Parking Lot #2 Entrance



Start Time	EASTBOUND					WESTBOUND					NORTHBOUND					SOUTHBOUND					TOTAL	Cum. Hourly
	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total		
4:00 PM	0	29	0		29	0	29	4		33						14	0	2		16	78	
4:15 PM	2	47	0		49	0	44	9		53						10	0	7		17	119	
4:30 PM	2	60	0		62	0	59	7		66						9	0	1		10	138	
4:45 PM	0	68	0		68	0	60	5		65						7	0	1		8	141	476
5:00 PM	4	64	0		68	0	90	17		107						18	0	13		31	206	604
5:15 PM	0	51	0		51	0	71	15		86						14	0	2		16	153	638
5:30 PM	0	74	0		74	0	80	11		91						17	0	2		19	184	684
5:45 PM	1	58	0		59	0	71	18		89						33	0	17		50	198	741
Peak Hour																						
4:00-5:00 PM	9	204	0	0	208	0	504	86	0	217						40	0	11	0	51	476	
4:15-5:15 PM	8	239	0	0	247	0	253	38	0	291						44	0	22	0	66	604	
4:30-5:30 PM	6	243	0	0	249	0	280	44	0	324						48	0	17	0	65	638	
4:45-5:45 PM	4	257	0	0	261	0	301	48	0	349						56	0	18	0	74	684	
5:00-6:00 PM	5	247	0	0	252	0	312	61	0	373						82	0	34	0	116	741	Peak Hour
5:00-6:00 PM	5	247	0	0	252	0	312	61	0	373						82	0	34	0	116	741	Peak Hour



Travel Time Runs

TRAVEL TIME RUN FIELD SHEET

Date: 5/20/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Seaman Neck Rd / Straight Path

Direction: Northbound

Start Time: 7:08 a.m.

Run No.: 1

Checkpoint		Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Route 27 / Sunrise Highway	Signal	0.00	0.00	00 : 00	01 : 07	01 : 40	:	:	:	:	:	Signal	0.55		
2	North Wellwood Avenue	Signal	0.75	0.75	01 : 45	:	:	:	:	:	:	:		0.00	25.71	37.50
3	Colonial Road	Signal	0.19	0.94	02 : 07	02 : 58	03 : 23	:	:	:	:	:	Signal	0.42	31.09	31.09
4	Route 109	Signal	0.55	1.49	03 : 34	:	:	:	:	:	:	:		0.00	22.76	31.94
5	Herzel Boulevard	Signal	0.23	1.72	04 : 00	:	:	:	:	:	:	:		0.00	31.85	31.85
6	15th Steet	Signal	0.46	2.18	04 : 41	:	:	:	:	:	:	:		0.00	40.39	40.39
7	Commander Avenue	Signal	0.50	2.68	05 : 23	05 : 56	06 : 21	:	:	:	:	:	Signal	0.42	42.86	42.86
8	Edison Avenue / Hilltop Avenue	Signal	0.39	3.07	06 : 25	:	:	:	:	:	:	:		0.00	22.65	37.95
9	Little East Neck Road	Signal	0.06	3.13	06 : 34	:	:	:	:	:	:	:		0.00	24.00	24.00
10	Lincoln Avenue / Wyandanch Ave	Signal	0.39	3.52	07 : 10	:	:	:	:	:	:	:		0.00	39.00	39.00
11	Levey Boulevard	Signal	0.29	3.81	07 : 35	:	:	:	:	:	:	:		0.00	41.76	41.76
12	Mount Avenue	Signal	0.23	4.04	08 : 01	:	:	:	:	:	:	:		0.00	31.85	31.85
13	South 18th Street	Signal	0.19	4.23	08 : 14	08 : 21	08 : 23	:	:	:	:	:	Congestion	0.03	52.62	52.62
14	Irving Avenue	Signal	0.08	4.31	08 : 34	:	:	:	:	:	:	:		0.00	14.40	16.00
15	Commonwealth Drive	Signal	0.10	4.41	08 : 47	08 : 56	09 : 35	:	:	:	:	:	Train Crossing	0.65	27.69	27.69
16	Long Island Avenue	Signal	0.10	4.51	09 : 57	:	:	:	:	:	:	:		0.00	5.14	11.61
17	Merritt Avenue / Acorn Street	Signal	0.04	4.55	10 : 06	:	:	:	:	:	:	:		0.00	16.00	16.00
18	Nicolls Road	Signal	0.40	4.95	10 : 51	:	:	:	:	:	:	:		0.00	32.00	32.00
19	Main Avenue / Brown Boulevard	Signal	0.24	5.19	11 : 15	:	:	:	:	:	:	:		0.00	36.00	36.00
20	Burrs Lane	Signal	0.31	5.50	11 : 49	:	:	:	:	:	:	:		0.00	32.82	32.82
21	Paumanok Elementary School	Signal	0.64	6.14	13 : 04	:	:	:	:	:	:	:		0.00	30.72	30.72
22	Clarendon St / Trescott St	Signal	0.19	6.33	13 : 32	:	:	:	:	:	:	:		0.00	24.43	24.43
23	Deer Park Avenue	Signal	0.53	6.86	14 : 39	:	:	:	:	:	:	:		0.00	28.48	28.48
Total			6.86	6.86	14 : 39									2.07	28.10	32.71

TRAVEL TIME RUN FIELD SHEET

Date: 5/20/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Seaman Neck Rd / Straight Path

Direction: Northbound

Start Time: 7:43 a.m.

Run No.: 2

Checkpoint		Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Route 27 / Sunrise Highway	Signal	0.00	0.00	00 : 00	01 : 10	01 : 44	:	:	:	:	:	Signal	0.57		
2	North Wellwood Avenue	Signal	0.75	0.75	01 : 51	:	:	:	:	:	:	:		0.00	24.32	35.06
3	Colonial Road	Signal	0.19	0.94	02 : 13	02 : 42	02 : 48	3 : 25	5 : 21	:	:	:	Train, Congestion, Signal	2.03	31.09	31.09
4	Route 109	Signal	0.55	1.49	05 : 27	:	:	:	:	:	:	:		0.00	10.21	27.50
5	Herzel Boulevard	Signal	0.23	1.72	05 : 52	06 : 35	06 : 41	:	:	:	:	:	Signal	0.10	33.12	33.12
6	15th Steet	Signal	0.46	2.18	06 : 46	:	:	:	:	:	:	:		0.00	30.67	34.50
7	Commander Avenue	Signal	0.50	2.68	07 : 30	:	:	:	:	:	:	:		0.00	40.91	40.91
8	Edison Avenue / Hilltop Avenue	Signal	0.39	3.07	08 : 03	:	:	:	:	:	:	:		0.00	42.55	42.55
9	Little East Neck Road	Signal	0.06	3.13	08 : 10	:	:	:	:	:	:	:		0.00	30.86	30.86
10	Lincoln Avenue / Wyandanch Ave	Signal	0.39	3.52	08 : 50	:	:	:	:	:	:	:		0.00	35.10	35.10
11	Levey Boulevard	Signal	0.29	3.81	09 : 15	09 : 47	09 : 58	:	:	:	:	:	Signal	0.18	41.76	41.76
12	Mount Avenue	Signal	0.23	4.04	10 : 02	:	:	:	:	:	:	:		0.00	17.62	23.00
13	South 18th Street	Signal	0.19	4.23	10 : 16	10 : 26	10 : 40	:	:	:	:	:	Signal	0.23	48.86	48.86
14	Irving Avenue	Signal	0.08	4.31	10 : 44	:	:	:	:	:	:	:		0.00	10.29	20.57
15	Commonwealth Drive	Signal	0.10	4.41	10 : 57	11 : 04	12 : 46	:	:	:	:	:	Signal, Train Crossing	1.70	27.69	27.69
16	Long Island Avenue	Signal	0.10	4.51	13 : 05	:	:	:	:	:	:	:		0.00	2.81	13.85
17	Merritt Avenue / Acorn Street	Signal	0.04	4.55	13 : 14	13 : 56	14 : 01	:	:	:	:	:	Signal	0.08	16.00	16.00
18	Nicolls Road	Signal	0.40	4.95	14 : 10	14 : 36	14 : 38	:	:	:	:	:	Signal	0.03	25.71	28.24
19	Main Avenue / Brown Boulevard	Signal	0.24	5.19	14 : 47	:	:	:	:	:	:	:		0.00	23.35	24.69
20	Burrs Lane	Signal	0.31	5.50	15 : 19	:	:	:	:	:	:	:		0.00	34.88	34.88
21	Paumanok Elementary School	Signal	0.64	6.14	16 : 17	:	:	:	:	:	:	:		0.00	39.72	39.72
22	Clarendon St / Trescott St	Signal	0.19	6.33	16 : 35	17 : 17	17 : 36	:	:	:	:	:	Signal	0.32	38.00	38.00
23	Deer Park Avenue	Signal	0.53	6.86	17 : 56	:	:	:	:	:	:	:		0.00	23.56	30.77
Total			6.86	6.86	17 : 56									5.25	22.95	32.45

TRAVEL TIME RUN FIELD SHEET

Date: 5/20/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Seaman Neck Rd / Straight Path

Direction: Northbound

Start Time: _____

Run No.: 3

Checkpoint		Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Route 27 / Sunrise Highway	Signal	0.00	0.00	00 : 00	01 : 13	01 : 44	:	:	:	:	:	Signal	0.52		
2	North Wellwood Avenue	Signal	0.75	0.75	01 : 49	:	:	:	:	:	:	:		0.00	24.77	34.62
3	Colonial Road	Signal	0.19	0.94	02 : 09	03 : 04	03 : 45	:	:	:	:	:	Signal	0.68	34.20	34.20
4	Route 109	Signal	0.55	1.49	05 : 02	:	:	:	:	:	:	:		0.00	11.45	15.00
5	Herzel Boulevard	Signal	0.23	1.72	05 : 24	:	:	:	:	:	:	:		0.00	37.64	37.64
6	15th Steet	Signal	0.46	2.18	06 : 06	:	:	:	:	:	:	:		0.00	39.43	39.43
7	Commander Avenue	Signal	0.50	2.68	06 : 47	:	:	:	:	:	:	:		0.00	43.90	43.90
8	Edison Avenue / Hilltop Avenue	Signal	0.39	3.07	07 : 18	:	:	:	:	:	:	:	Signal	0.00	45.29	45.29
9	Little East Neck Road	Signal	0.06	3.13	07 : 23	08 : 00	08 : 06	:	:	:	:	:		0.10	43.20	43.20
10	Lincoln Avenue / Wyandanch Ave	Signal	0.39	3.52	08 : 10	:	:	:	:	:	:	:		0.00	29.87	34.24
11	Levey Boulevard	Signal	0.29	3.81	08 : 38	:	:	:	:	:	:	:		0.00	37.29	37.29
12	Mount Avenue	Signal	0.23	4.04	09 : 00	:	:	:	:	:	:	:		0.00	37.64	37.64
13	South 18th Street	Signal	0.19	4.23	09 : 12	:	:	:	:	:	:	:		0.00	57.00	57.00
14	Irving Avenue	Signal	0.08	4.31	09 : 22	:	:	:	:	:	:	:	Signal	0.00	28.80	28.80
15	Commonwealth Drive	Signal	0.10	4.41	09 : 34	09 : 46	10 : 04	:	:	:	:	:		0.30	30.00	30.00
16	Long Island Avenue	Signal	0.10	4.51	10 : 13	:	:	:	:	:	:	:		0.00	9.23	17.14
17	Merritt Avenue / Acorn Street	Signal	0.04	4.55	10 : 21	:	:	:	:	:	:	:		0.00	18.00	18.00
18	Nicolls Road	Signal	0.40	4.95	11 : 00	11 : 22	11 : 33	:	:	:	:	:		0.18	36.92	36.92
19	Main Avenue / Brown Boulevard	Signal	0.24	5.19	11 : 37	:	:	:	:	:	:	:		0.00	23.35	33.23
20	Burrs Lane	Signal	0.31	5.50	12 : 09	:	:	:	:	:	:	:		0.00	34.88	34.88
21	Paumanok Elementary School	Signal	0.64	6.14	13 : 00	:	:	:	:	:	:	:		0.00	45.18	45.18
22	Clarendon St / Trescott St	Signal	0.19	6.33	13 : 18	14 : 14	15 : 20	:	:	:	:	:	Signal	1.10	38.00	38.00
23	Deer Park Avenue	Signal	0.53	6.86	15 : 40	:	:	:	:	:	:	:		0.00	13.44	25.11
Total			6.86	6.86	15 : 40									2.88	26.27	32.20

TRAVEL TIME RUN FIELD SHEET

Date: 5/19/2009 & 5/20/09
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Seaman Neck Rd / Straight Path

Direction: Northbound

Start Time: 4:30 p.m.

Run No.: 1

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Route 27 / Sunrise Highway	Signal	0.00	0.00	00 : 00	01 : 16	02 : 09	:	:	:	:	:	Signal	0.88		
2 North Wellwood Avenue	Signal	0.75	0.75	02 : 11	:	:	:	:	:	:	:		0.00	20.61	34.62
3 Colonial Road	Signal	0.19	0.94	02 : 31	03 : 17	04 : 03	:	:	:	:	:	Signal	0.77	34.20	34.20
4 Route 109	Signal	0.55	1.49	04 : 21	:	:	:	:	:	:	:		0.00	18.00	30.94
5 Herzel Boulevard	Signal	0.23	1.72	04 : 57	:	:	:	:	:	:	:		0.00	23.00	23.00
6 15th Steet	Signal	0.46	2.18	06 : 04	:	:	:	:	:	:	:	Construction	0.00	24.72	24.72
7 Commander Avenue	Signal	0.50	2.68	06 : 48	:	:	:	:	:	:	:		0.00	40.91	40.91
8 Edison Avenue / Hilltop Avenue	Signal	0.39	3.07	:	:	:	:	:	:	:	:		0.00		
9 Little East Neck Road	Signal	0.06	3.13	07 : 31	:	:	:	:	:	:	:		0.00	37.67	37.67
10 Lincoln Avenue / Wyandanch Ave	Signal	0.39	3.52	08 : 11	:	:	:	:	:	:	:		0.00	35.10	35.10
11 Levey Boulevard	Signal	0.29	3.81	08 : 39	:	:	:	:	:	:	:		0.00	37.29	37.29
12 Mount Avenue	Signal	0.23	4.04	09 : 10	:	:	:	:	:	:	:		0.00	26.71	26.71
13 South 18th Street	Signal	0.19	4.23	09 : 28	:	:	:	:	:	:	:		0.00	38.00	38.00
14 Irving Avenue	Signal	0.08	4.31	09 : 38	09 : 53	10 : 34	:	:	:	:	:	Train Crossing, Signal	0.68	28.80	28.80
15 Commonwealth Drive	Signal	0.10	4.41	10 : 42	:	:	:	:	:	:	:		0.00	5.62	15.65
16 Long Island Avenue	Signal	0.10	4.51	11 : 00	:	:	:	:	:	:	:		0.00	20.00	20.00
17 Merritt Avenue / Acorn Street	Signal	0.04	4.55	11 : 07	12 : 13	12 : 19	:	:	:	:	:	Signal	0.10	20.57	20.57
18 Nicolls Road	Signal	0.40	4.95	12 : 27	:	:	:	:	:	:	:		0.00	18.00	19.46
19 Main Avenue / Brown Boulevard	Signal	0.24	5.19	12 : 51	:	:	:	:	:	:	:		0.00	36.00	36.00
20 Burrs Lane	Signal	0.31	5.50	13 : 22	:	:	:	:	:	:	:		0.00	36.00	36.00
21 Paumanok Elementary School	Signal	0.64	6.14	14 : 21	:	:	:	:	:	:	:		0.00	39.05	39.05
22 Clarendon St / Trescott St	Signal	0.19	6.33	14 : 45	15 : 42	15 : 46	:	:	:	:	:	Signal	0.07	28.50	28.50
23 Deer Park Avenue	Signal	0.53	6.86	15 : 48	:	:	:	:	:	:	:		0.00	30.29	32.34
Total		6.86	6.86	15 : 48									2.50	26.05	30.95

TRAVEL TIME RUN FIELD SHEET

Date: 5/19/2009 & 5/20/09
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Seaman Neck Rd / Straight Path

Direction: Northbound

Start Time: 5:35 p.m.

Run No.: 2

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Route 27 / Sunrise Highway	Signal	0.00	0.00	00 : 00	01 : 16	01 : 38	:	:	:	:	:	Signal	0.37		
2 North Wellwood Avenue	Signal	0.75	0.75	01 : 43	:	:	:	:	:	:	:		0.00	26.21	33.33
3 Colonial Road	Signal	0.19	0.94	02 : 07	03 : 12	03 : 26	:	:	:	:	:	Signal	0.23	28.50	28.50
4 Route 109	Signal	0.55	1.49	03 : 35	:	:	:	:	:	:	:		0.00	22.50	26.76
5 Herzel Boulevard	Signal	0.23	1.72	04 : 00	:	:	:	:	:	:	:		0.00	33.12	33.12
6 15th Steet	Signal	0.46	2.18	04 : 45	:	:	:	:	:	:	:		0.00	36.80	36.80
7 Commander Avenue	Signal	0.50	2.68	05 : 30	:	:	:	:	:	:	:		0.00	40.00	40.00
8 Edison Avenue / Hilltop Avenue	Signal	0.39	3.07	06 : 01	:	:	:	:	:	:	:		0.00	45.29	45.29
9 Little East Neck Road	Signal	0.06	3.13	06 : 07	06 : 45	07 : 04	:	:	:	:	:	Signal	0.32	36.00	36.00
10 Lincoln Avenue / Wyandanch Ave	Signal	0.39	3.52	07 : 08	:	:	:	:	:	:	:		0.00	23.02	33.43
11 Levey Boulevard	Signal	0.29	3.81	07 : 39	:	:	:	:	:	:	:		0.00	33.68	33.68
12 Mount Avenue	Signal	0.23	4.04	08 : 02	:	:	:	:	:	:	:		0.00	36.00	36.00
13 South 18th Street	Signal	0.19	4.23	08 : 14	:	:	:	:	:	:	:		0.00	57.00	57.00
14 Irving Avenue	Signal	0.08	4.31	08 : 23	08 : 38	08 : 39	:	:	:	:	:	Signal	0.02	32.00	32.00
15 Commonwealth Drive	Signal	0.10	4.41	08 : 42	08 : 57	09 : 08	:	:	:	:	:	Signal	0.18	18.95	20.00
16 Long Island Avenue	Signal	0.10	4.51	09 : 21	:	:	:	:	:	:	:		0.00	9.23	12.86
17 Merritt Avenue / Acorn Street	Signal	0.04	4.55	09 : 29	10 : 19	10 : 25	:	:	:	:	:	Signal	0.10	18.00	18.00
18 Nicolls Road	Signal	0.40	4.95	10 : 34	:	:	:	:	:	:	:		0.00	22.15	24.41
19 Main Avenue / Brown Boulevard	Signal	0.24	5.19	11 : 00	:	:	:	:	:	:	:		0.00	33.23	33.23
20 Burrs Lane	Signal	0.31	5.50	11 : 36	:	:	:	:	:	:	:		0.00	31.00	31.00
21 Paumanok Elementary School	Signal	0.64	6.14	12 : 39	:	:	:	:	:	:	:		0.00	36.57	36.57
22 Clarendon St / Trescott St	Signal	0.19	6.33	13 : 00	:	:	:	:	:	:	:		0.00	32.57	32.57
23 Deer Park Avenue	Signal	0.53	6.86	14 : 01	:	:	:	:	:	:	:		0.00	31.28	31.28
Total		6.86	6.86	14 : 01									1.22	29.37	32.16

TRAVEL TIME RUN FIELD SHEET

Date: 5/19/2009 & 5/20/09
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Seaman Neck Rd / Straight Path

Direction: Northbound

Start Time: 6:07 p.m.

Run No.: 3

Checkpoint		Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Route 27 / Sunrise Highway	Signal	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2	North Wellwood Avenue	Signal	0.75	0.75	01 : 13	:	:	:	:	:	:	:		0.00	36.99	36.99
3	Colonial Road	Signal	0.19	0.94	01 : 37	02 : 28	03 : 17	:	:	:	:	:	Signal	0.82	28.50	28.50
4	Route 109	Signal	0.55	1.49	03 : 27	03 : 57	04 : 02	:	:	:	:	:	Signal	0.08	18.00	32.46
5	Herzel Boulevard	Signal	0.23	1.72	04 : 10	:	:	:	:	:	:	:		0.00	19.26	21.79
6	15th Steet	Signal	0.46	2.18	04 : 53	:	:	:	:	:	:	:		0.00	38.51	38.51
7	Commander Avenue	Signal	0.50	2.68	05 : 39	06 : 13	06 : 22	:	:	:	:	:	Signal	0.15	39.13	39.13
8	Edison Avenue / Hilltop Avenue	Signal	0.39	3.07	06 : 35	:	:	:	:	:	:	:		0.00	25.07	29.87
9	Little East Neck Road	Signal	0.06	3.13	06 : 41	:	:	:	:	:	:	:		0.00	36.00	36.00
10	Lincoln Avenue / Wyandanch Ave	Signal	0.39	3.52	07 : 21	:	:	:	:	:	:	:		0.00	35.10	35.10
11	Levey Boulevard	Signal	0.29	3.81	07 : 51	08 : 23	08 : 29	:	:	:	:	:		0.10	34.80	34.80
12	Mount Avenue	Signal	0.23	4.04	08 : 31	:	:	:	:	:	:	:		0.00	20.70	24.35
13	South 18th Street	Signal	0.19	4.23	08 : 50	:	:	:	:	:	:	:		0.00	36.00	36.00
14	Irving Avenue	Signal	0.08	4.31	08 : 57	09 : 11	09 : 22	:	:	:	:	:	Signal	0.18	41.14	41.14
15	Commonwealth Drive	Signal	0.10	4.41	09 : 25	:	:	:	:	:	:	:		0.00	12.86	21.18
16	Long Island Avenue	Signal	0.10	4.51	09 : 50	:	:	:	:	:	:	:		0.00	14.40	14.40
17	Merritt Avenue / Acorn Street	Signal	0.04	4.55	10 : 01	10 : 44	11 : 04	:	:	:	:	:	Signal	0.33	13.09	13.09
18	Nicolls Road	Signal	0.40	4.95	11 : 07	:	:	:	:	:	:	:		0.00	21.82	31.30
19	Main Avenue / Brown Boulevard	Signal	0.24	5.19	11 : 31	:	:	:	:	:	:	:		0.00	36.00	36.00
20	Burrs Lane	Signal	0.31	5.50	11 : 59	:	:	:	:	:	:	:		0.00	39.86	39.86
21	Paumanok Elementary School	Signal	0.64	6.14	12 : 56	:	:	:	:	:	:	:		0.00	40.42	40.42
22	Clarendon St / Trescott St	Signal	0.19	6.33	13 : 16	:	:	:	:	:	:	:		0.00	34.20	34.20
23	Deer Park Avenue	Signal	0.53	6.86	14 : 12	:	:	:	:	:	:	:		0.00	34.07	34.07
Total			6.86	6.86	14 : 12									1.67	28.99	32.84

TRAVEL TIME RUN
FIELD SHEET

Date: 5/20/09
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments:

Location: Seaman Neck Rd / Straight Path

Direction: Southbound

Start Time: 7:26 a.m.

Run No.: 1

Checkpoint		Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Deer Park Avenue	Signal	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2	Clarendon St / Trescott St	Signal	0.53	0.53	00 : 56	:	:	:	:	:	:	:		0.00	34.07	34.07
3	Paumanok Elementary School	Signal	0.19	0.72	01 : 14	:	:	:	:	:	:	:		0.00	38.00	38.00
4	Burrs Lane	Signal	0.64	1.36	02 : 12	02 : 43	02 : 55	:	:	:	:	:	Signal	0.20	39.72	39.72
5	Main Avenue / Brown Boulevard	Signal	0.31	1.67	02 : 59	:	:	:	:	:	:	:		0.00	23.74	31.89
6	Nicolls Road	Signal	0.24	1.91	03 : 27	04 : 08	04 : 28	:	:	:	:	:	Signal	0.33	30.86	30.86
7	Merritt Avenue / Acorn Street	Signal	0.40	2.31	04 : 34	:	:	:	:	:	:	:		0.00	21.49	30.64
8	Long Island Avenue	Signal	0.04	2.35	04 : 43	:	:	:	:	:	:	:		0.00	16.00	16.00
9	Commonwealth Drive	Signal	0.10	2.45	04 : 57	:	:	:	:	:	:	:		0.00	25.71	25.71
10	Irving Avenue	Signal	0.10	2.55	05 : 09	:	:	:	:	:	:	:		0.00	30.00	30.00
11	South 18th Street	Signal	0.08	2.63	05 : 18	:	:	:	:	:	:	:		0.00	32.00	32.00
12	Mount Avenue	Signal	0.19	2.82	05 : 33	:	:	:	:	:	:	:		0.00	45.60	45.60
13	Levey Boulevard	Signal	0.23	3.05	05 : 56	:	:	:	:	:	:	:		0.00	36.00	36.00
14	Lincoln Avenue / Wyandanch Ave	Signal	0.29	3.34	06 : 23	07 : 02	07 : 31	:	:	:	:	:	Signal	0.48	38.67	38.67
15	Little East Neck Road	Signal	0.39	3.73	07 : 35	:	:	:	:	:	:	:		0.00	19.50	32.65
16	Edison Avenue / Hilltop Avenue	Signal	0.06	3.79	07 : 46	:	:	:	:	:	:	:		0.00	19.64	19.64
17	Commander Avenue	Signal	0.39	4.18	08 : 20	:	:	:	:	:	:	:		0.00	41.29	41.29
18	15th Steet	Signal	0.50	4.68	09 : 04	09 : 46	09 : 52	:	:	:	:	:	Signal	0.10	40.91	40.91
19	Herzel Boulevard	Signal	0.46	5.14	09 : 56	10 : 22	10 : 50	:	:	:	:	:	Signal	0.47	31.85	36.00
20	Route 109	Signal	0.23	5.37	11 : 00	:	:	:	:	:	:	:		0.00	12.94	23.00
21	Colonial Road	Signal	0.55	5.92	11 : 56	:	:	:	:	:	:	:		0.00	35.36	35.36
22	North Wellwood Avenue	Signal	0.19	6.11	12 : 20	13 : 36	14 : 12	:	:	:	:	:	Signal	0.60	28.50	28.50
23	Route 27 / Sunrise Highway	Signal	0.75	6.86	14 : 18	:	:	:	:	:	:	:		0.00	22.88	32.93
Total			6.86	6.86	14 : 18									2.18	28.78	33.97

TRAVEL TIME RUN
FIELD SHEET

Date: 5/20/09
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments:

Location: Seaman Neck Rd / Straight Path

Direction: Southbound

Start Time: 8:03 a.m.

Run No.: 2

Checkpoint		Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Deer Park Avenue	Signal	0.00	0.00	00 : 00	00 : 56	01 : 03	:	:	:	:	:	Signal	0.12		
2	Clarendon St / Trescott St	Signal	0.53	0.53	01 : 06	:	:	:	:	:	:	:		0.00	28.91	32.34
3	Paumanok Elementary School	Signal	0.19	0.72	01 : 26	:	:	:	:	:	:	:		0.00	34.20	34.20
4	Burrs Lane	Signal	0.64	1.36	02 : 20	:	:	:	:	:	:	:		0.00	42.67	42.67
5	Main Avenue / Brown Boulevard	Signal	0.31	1.67	02 : 48	03 : 11	03 : 16	:	:	:	:	:	Signal	0.08	39.86	39.86
6	Nicolls Road	Signal	0.24	1.91	03 : 20	04 : 05	04 : 40	:	:	:	:	:	Signal	0.58	27.00	32.00
7	Merritt Avenue / Acorn Street	Signal	0.40	2.31	04 : 45	:	:	:	:	:	:	:		0.00	16.94	28.80
8	Long Island Avenue	Signal	0.04	2.35	04 : 55	:	:	:	:	:	:	:		0.00	14.40	14.40
9	Commonwealth Drive	Signal	0.10	2.45	05 : 07	:	:	:	:	:	:	:		0.00	30.00	30.00
10	Irving Avenue	Signal	0.10	2.55	05 : 18	:	:	:	:	:	:	:		0.00	32.73	32.73
11	South 18th Street	Signal	0.08	2.63	05 : 27	:	:	:	:	:	:	:		0.00	32.00	32.00
12	Mount Avenue	Signal	0.19	2.82	05 : 52	:	:	:	:	:	:	:		0.00	27.36	27.36
13	Levey Boulevard	Signal	0.23	3.05	06 : 17	:	:	:	:	:	:	:		0.00	33.12	33.12
14	Lincoln Avenue / Wyandanch Ave	Signal	0.29	3.34	06 : 42	07 : 21	07 : 31	:	:	:	:	:	Signal	0.17	41.76	41.76
15	Little East Neck Road	Signal	0.39	3.73	07 : 35	:	:	:	:	:	:	:		0.00	26.49	32.65
16	Edison Avenue / Hilltop Avenue	Signal	0.06	3.79	07 : 44	:	:	:	:	:	:	:		0.00	24.00	24.00
17	Commander Avenue	Signal	0.39	4.18	08 : 22	:	:	:	:	:	:	:		0.00	36.95	36.95
18	15th Steet	Signal	0.50	4.68	09 : 08	:	:	:	:	:	:	:		0.00	39.13	39.13
19	Herzel Boulevard	Signal	0.46	5.14	09 : 54	10 : 22	10 : 49	:	:	:	:	:	Signal	0.45	36.00	36.00
20	Route 109	Signal	0.23	5.37	10 : 58	:	:	:	:	:	:	:		0.00	12.94	22.38
21	Colonial Road	Signal	0.55	5.92	11 : 58	12 : 16	13 : 14	:	:	:	:	:	Signal	0.97	33.00	33.00
22	North Wellwood Avenue	Signal	0.19	6.11	13 : 18	14 : 36	16 : 32	:	:	:	:	:		1.93	8.55	31.09
23	Route 27 / Sunrise Highway	Signal	0.75	6.86	16 : 41	:	:	:	:	:	:	:		0.00	13.30	31.03
Total			6.86	6.86	16 : 41									4.30	24.67	33.24

TRAVEL TIME RUN FIELD SHEET

Date: 5/20/09
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Seaman Neck Rd / Straight Path

Direction: Southbound

Start Time: 8:40 a.m.

Run No.: 3

Checkpoint		Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Deer Park Avenue	Signal	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2	Clarendon St / Trescott St	Signal	0.53	0.53	00 : 56	01 : 17	01 : 24	:	:	:	:	:	Signal	0.12	34.07	34.07
3	Paumanok Elementary School	Signal	0.19	0.72	01 : 28	02 : 30	01 : 41	:	:	:	:	:	Signal	-0.82	21.38	27.36
4	Burrs Lane	Signal	0.64	1.36	02 : 46	03 : 22	03 : 27	:	:	:	:	:		0.08	29.54	18.14
5	Main Avenue / Brown Boulevard	Signal	0.31	1.67	03 : 32	:	:	:	:	:	:	:		0.00	24.26	27.22
6	Nicolls Road	Signal	0.24	1.91	03 : 57	04 : 37	05 : 02	:	:	:	:	:	Signal	0.42	34.56	34.56
7	Merritt Avenue / Acorn Street	Signal	0.40	2.31	05 : 14	:	:	:	:	:	:	:		0.00	18.70	27.69
8	Long Island Avenue	Signal	0.04	2.35	05 : 23	:	:	:	:	:	:	:		0.00	16.00	16.00
9	Commonwealth Drive	Signal	0.10	2.45	05 : 34	:	:	:	:	:	:	:		0.00	32.73	32.73
10	Irving Avenue	Signal	0.10	2.55	05 : 47	:	:	:	:	:	:	:		0.00	27.69	27.69
11	South 18th Street	Signal	0.08	2.63	05 : 58	:	:	:	:	:	:	:		0.00	26.18	26.18
12	Mount Avenue	Signal	0.19	2.82	06 : 14	:	:	:	:	:	:	:		0.00	42.75	42.75
13	Levey Boulevard	Signal	0.23	3.05	06 : 38	07 : 11	07 : 33	:	:	:	:	:	Signal	0.37	34.50	34.50
14	Lincoln Avenue / Wyandanch Ave	Signal	0.29	3.34	07 : 37	:	:	:	:	:	:	:		0.00	17.69	28.22
15	Little East Neck Road	Signal	0.39	3.73	08 : 18	:	:	:	:	:	:	:		0.00	34.24	34.24
16	Edison Avenue / Hilltop Avenue	Signal	0.06	3.79	08 : 26	:	:	:	:	:	:	:		0.00	27.00	27.00
17	Commander Avenue	Signal	0.39	4.18	09 : 07	09 : 55	10 : 01	:	:	:	:	:	Signal	0.10	34.24	34.24
18	15th Steet	Signal	0.50	4.68	10 : 08	:	:	:	:	:	:	:		0.00	29.51	32.73
19	Herzel Boulevard	Signal	0.46	5.14	10 : 49	:	:	:	:	:	:	:		0.00	40.39	40.39
20	Route 109	Signal	0.23	5.37	11 : 14	:	:	:	:	:	:	:		0.00	33.12	33.12
21	Colonial Road	Signal	0.55	5.92	12 : 03	12 : 24	13 : 11	:	:	:	:	:	Signal	0.78	40.41	40.41
22	North Wellwood Avenue	Signal	0.19	6.11	13 : 17	14 : 27	16 : 12	:	:	:	:	:	Signal	1.75	9.24	25.33
23	Route 27 / Sunrise Highway	Signal	0.75	6.86	16 : 18	:	:	:	:	:	:	:		0.00	14.92	35.53
Total			6.86	6.86	16 : 18									2.80	25.25	30.49

TRAVEL TIME RUN FIELD SHEET

Date: 5/20/09
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Seaman Neck Rd / Straight Path

Direction: Southbound

Start Time: 4:48 p.m.

Run No.: 1

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Deer Park Avenue	Signal	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2 Clarendon St / Trescott St	Signal	0.53	0.53	00 : 55	:	:	:	:	:	:	:		0.00	34.69	34.69
3 Paumanok Elementary School	Signal	0.19	0.72	01 : 17	:	:	:	:	:	:	:		0.00	31.09	31.09
4 Burrs Lane	Signal	0.64	1.36	02 : 18	02 : 50	02 : 56	:	:	:	:	:	Signal	0.10	37.77	37.77
5 Main Avenue / Brown Boulevard	Signal	0.31	1.67	02 : 59	:	:	:	:	:	:	:		0.00	27.22	31.89
6 Nicolls Road	Signal	0.24	1.91	03 : 25	04 : 08	04 : 45	:	:	:	:	:	Signal	0.62	33.23	33.23
7 Merritt Avenue / Acorn Street	Signal	0.40	2.31	04 : 53	:	:	:	:	:	:	:		0.00	16.36	28.24
8 Long Island Avenue	Signal	0.04	2.35	05 : 02	:	:	:	:	:	:	:		0.00	16.00	16.00
9 Commonwealth Drive	Signal	0.10	2.45	05 : 14	:	:	:	:	:	:	:		0.00	30.00	30.00
10 Irving Avenue	Signal	0.10	2.55	05 : 25	:	:	:	:	:	:	:		0.00	32.73	32.73
11 South 18th Street	Signal	0.08	2.63	05 : 37	05 : 52	06 : 05	:	:	:	:	:	Signal	0.22	24.00	24.00
12 Mount Avenue	Signal	0.19	2.82	06 : 12	:	:	:	:	:	:	:		0.00	19.54	31.09
13 Levey Boulevard	Signal	0.23	3.05	06 : 39	07 : 10	07 : 35	:	:	:	:	:	Signal	0.42	30.67	30.67
14 Lincoln Avenue / Wyandanch Ave	Signal	0.29	3.34	07 : 39	:	:	:	:	:	:	:		0.00	17.40	29.83
15 Little East Neck Road	Signal	0.39	3.73	08 : 20	08 : 29	08 : 57	:	:	:	:	:	Signal	0.47	34.24	34.24
16 Edison Avenue / Hilltop Avenue	Signal	0.06	3.79	09 : 02	:	:	:	:	:	:	:		0.00	5.14	15.43
17 Commander Avenue	Signal	0.39	4.18	09 : 39	10 : 26	10 : 38	:	:	:	:	:	Signal	0.20	37.95	37.95
18 15th Steet	Signal	0.50	4.68	10 : 42	:	:	:	:	:	:	:		0.00	28.57	35.29
19 Herzel Boulevard	Signal	0.46	5.14	11 : 26	:	:	:	:	:	:	:		0.00	37.64	37.64
20 Route 109	Signal	0.23	5.37	11 : 48	:	:	:	:	:	:	:		0.00	37.64	37.64
21 Colonial Road	Signal	0.55	5.92	12 : 39	13 : 00	13 : 33	:	:	:	:	:	Signal	0.55	38.82	38.82
22 North Wellwood Avenue	Signal	0.19	6.11	13 : 42	14 : 57	15 : 05	15 : 20	17 : 6	17 : 27	19 : 46	:	Signal, Signal, Signal	4.22	10.86	22.80
23 Route 27 / Sunrise Highway	Signal	0.75	6.86	19 : 53	:	:	:	:	:	:	:		0.00	7.28	22.88
Total		6.86	6.86	19 : 53									6.78	20.70	31.42

TRAVEL TIME RUN FIELD SHEET

Date: 5/20/09
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Seaman Neck Rd / Straight Path

Direction: Southbound

Start Time: 5:13 p.m.

Run No.: 2

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Deer Park Avenue	Signal	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2 Clarendon St / Trescott St	Signal	0.53	0.53	00 : 52	:	:	:	:	:	:	:		0.00	36.69	36.69
3 Paumanok Elementary School	Signal	0.19	0.72	01 : 07	:	:	:	:	:	:	:		0.00	45.60	45.60
4 Burrs Lane	Signal	0.64	1.36	02 : 03	:	:	:	:	:	:	:		0.00	41.14	41.14
5 Main Avenue / Brown Boulevard	Signal	0.31	1.67	02 : 36	:	:	:	:	:	:	:		0.00	33.82	33.82
6 Nicolls Road	Signal	0.24	1.91	03 : 00	03 : 41	04 : 07	:	:	:	:	:	Signal	0.43	36.00	36.00
7 Merritt Avenue / Acorn Street	Signal	0.40	2.31	04 : 16	:	:	:	:	:	:	:		0.00	18.95	28.80
8 Long Island Avenue	Signal	0.04	2.35	04 : 27	:	:	:	:	:	:	:		0.00	13.09	13.09
9 Commonwealth Drive	Signal	0.10	2.45	04 : 40	04 : 55	05 : 06	:	:	:	:	:	Signal	0.18	27.69	27.69
10 Irving Avenue	Signal	0.10	2.55	05 : 12	05 : 21	05 : 28	:	:	:	:	:	Signal	0.12	11.25	17.14
11 South 18th Street	Signal	0.08	2.63	05 : 36	:	:	:	:	:	:	:		0.00	12.00	16.94
12 Mount Avenue	Signal	0.19	2.82	05 : 50	:	:	:	:	:	:	:		0.00	48.86	48.86
13 Levey Boulevard	Signal	0.23	3.05	06 : 15	06 : 48	07 : 01	:	:	:	:	:	Signal	0.22	33.12	33.12
14 Lincoln Avenue / Wyandanch Ave	Signal	0.29	3.34	07 : 10	07 : 51	08 : 33	:	:	:	:	:	Signal	0.70	18.98	24.86
15 Little East Neck Road	Signal	0.39	3.73	08 : 38	:	:	:	:	:	:	:		0.00	15.95	30.52
16 Edison Avenue / Hilltop Avenue	Signal	0.06	3.79	08 : 50	:	:	:	:	:	:	:		0.00	18.00	18.00
17 Commander Avenue	Signal	0.39	4.18	09 : 25	:	:	:	:	:	:	:		0.00	40.11	40.11
18 15th Steet	Signal	0.50	4.68	10 : 14	:	:	:	:	:	:	:		0.00	36.73	36.73
19 Herzel Boulevard	Signal	0.46	5.14	10 : 56	11 : 22	12 : 41	:	:	:	:	:	Signal	1.32	39.43	39.43
20 Route 109	Signal	0.23	5.37	12 : 48	:	:	:	:	:	:	:		0.00	7.39	25.09
21 Colonial Road	Signal	0.55	5.92	13 : 44	14 : 06	14 : 30	:	:	:	:	:	Signal	0.40	35.36	35.36
22 North Wellwood Avenue	Signal	0.19	6.11	14 : 38	:	:	:	:	:	:	:		0.00	12.67	22.80
23 Route 27 / Sunrise Highway	Signal	0.75	6.86	15 : 51	:	:	:	:	:	:	:		0.00	36.99	36.99
Total		6.86	6.86	15 : 51									3.37	25.97	32.97

TRAVEL TIME RUN FIELD SHEET

Date: 5/20/09
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Seaman Neck Rd / Straight Path

Direction: Southbound

Start Time: 5:50 p.m.

Run No.: 3

	Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Deer Park Avenue	Signal	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2	Clarendon St / Trescott St	Signal	0.53	0.53	00 : 51	:	:	:	:	:	:	:		0.00	37.41	37.41
3	Paumanok Elementary School	Signal	0.19	0.72	01 : 08	:	:	:	:	:	:	:		0.00	40.24	40.24
4	Burrs Lane	Signal	0.64	1.36	02 : 01	02 : 32	02 : 45	:	:	:	:	:	Signal	0.22	43.47	43.47
5	Main Avenue / Brown Boulevard	Signal	0.31	1.67	02 : 47	:	:	:	:	:	:	:		0.00	24.26	33.82
6	Nicolls Road	Signal	0.24	1.91	03 : 12	03 : 49	04 : 32	:	:	:	:	:	Signal	0.72	34.56	34.56
7	Merritt Avenue / Acorn Street	Signal	0.40	2.31	04 : 36	:	:	:	:	:	:	:		0.00	17.14	35.12
8	Long Island Avenue	Signal	0.04	2.35	04 : 44	:	:	:	:	:	:	:		0.00	18.00	18.00
9	Commonwealth Drive	Signal	0.10	2.45	04 : 56	:	:	:	:	:	:	:		0.00	30.00	30.00
10	Irving Avenue	Signal	0.10	2.55	05 : 14	:	:	:	:	:	:	:		0.00	20.00	20.00
11	South 18th Street	Signal	0.08	2.63	05 : 26	05 : 46	05 : 52	:	:	:	:	:	Signal	0.10	24.00	24.00
12	Mount Avenue	Signal	0.19	2.82	05 : 57	:	:	:	:	:	:	:		0.00	22.06	27.36
13	Levey Boulevard	Signal	0.23	3.05	06 : 24	:	:	:	:	:	:	:		0.00	30.67	30.67
14	Lincoln Avenue / Wyandanch Ave	Signal	0.29	3.34	06 : 52	07 : 30	07 : 39	:	:	:	:	:	Signal	0.15	37.29	37.29
15	Little East Neck Road	Signal	0.39	3.73	07 : 49	:	:	:	:	:	:	:		0.00	24.63	29.25
16	Edison Avenue / Hilltop Avenue	Signal	0.06	3.79	07 : 56	08 : 31	08 : 44	:	:	:	:	:	Signal	0.22	30.86	30.86
17	Commander Avenue	Signal	0.39	4.18	08 : 54	:	:	:	:	:	:	:		0.00	24.21	31.20
18	15th Steet	Signal	0.50	4.68	09 : 48	:	:	:	:	:	:	:		0.00	33.33	33.33
19	Herzel Boulevard	Signal	0.46	5.14	10 : 32	11 : 04	12 : 44	:	:	:	:	:	Signal	1.67	37.64	37.64
20	Route 109	Signal	0.23	5.37	12 : 53	13 : 43	13 : 55	:	:	:	:	:		0.20	5.87	20.20
21	Colonial Road	Signal	0.55	5.92	13 : 56	14 : 20	15 : 05	:	:	:	:	:		0.75	31.43	38.82
22	North Wellwood Avenue	Signal	0.19	6.11	15 : 08	:	:	:	:	:	:	:		0.00	9.50	25.33
23	Route 27 / Sunrise Highway	Signal	0.75	6.86	16 : 19	:	:	:	:	:	:	:		0.00	38.03	38.03
Total			6.86	6.86	16 : 19									4.02	25.23	33.46

TRAVEL TIME RUN FIELD SHEET

Date: 5/19/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Deer Park Avenue

Direction: Northbound

Start Time: 7:05 a.m.

Run No.: 1

Checkpoint		Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Route 27 / Sunrise Highway	Overpass	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2	Hunter Avenue	Signal	0.68	0.68	00 : 51	00 : 58	01 : 24	:	:	:	:	:	Signal	0.43	48.00	48.00
3	Hale Road	Signal	0.08	0.76	01 : 37	:	:	:	:	:	:	:		0.00	6.26	14.40
4	Deer Park Ave / Ellsworth Ave	Signal	0.17	0.93	01 : 52	:	:	:	:	:	:	:		0.00	40.80	40.80
5	Sylvan Road	Signal	0.08	1.01	01 : 58	:	:	:	:	:	:	:		0.00	48.00	48.00
6	August Road / Parkdale Drive	Signal	0.26	1.27	02 : 14	:	:	:	:	:	:	:		0.00	58.50	58.50
7	Woods Road	Signal	0.21	1.48	02 : 31	:	:	:	:	:	:	:		0.00	44.47	44.47
8	Ryder Avenue / Weeks Road	Signal	0.12	1.60	02 : 41	:	:	:	:	:	:	:		0.00	43.20	43.20
9	Garnet Street / Commack Road	Signal	0.22	1.82	03 : 00	:	:	:	:	:	:	:		0.00	41.68	41.68
10	Lombard Street / Prairie Drive	Signal	0.33	2.15	03 : 25	03 : 48	04 : 13	:	:	:	:	:	Signal	0.42	47.52	47.52
11	Fairview Avenue / Bayshore Avenue	Signal	0.20	2.35	04 : 17	05 : 08	05 : 25	:	:	:	:	:	Signal	0.28	13.85	26.67
12	Grand Boulevard	Signal	0.52	2.87	05 : 32	05 : 41	06 : 22	:	:	:	:	:	Garbage Truck	0.68	24.96	32.28
13	Joseph Vigiano II Memorial Ave	Signal	0.13	3.00	06 : 29	06 : 45	06 : 55	:	:	:	:	:	Signal	0.17	8.21	29.25
14	Long Island Avenue	Signal	0.13	3.13	07 : 00	07 : 07	07 : 37	:	:	:	:	:	Signal	0.50	15.10	22.29
15	Acorn St / Long Island Ave North	Signal	0.07	3.20	07 : 45	:	:	:	:	:	:	:		0.00	5.60	16.80
16	Waldbaum's Shopping Center Dwy	Signal	0.19	3.39	08 : 05	:	:	:	:	:	:	:		0.00	34.20	34.20
17	Nicolls Road	Signal	0.07	3.46	08 : 11	:	:	:	:	:	:	:		0.00	42.00	42.00
18	Old Country Road	Signal	0.48	3.94	08 : 45	:	:	:	:	:	:	:		0.00	50.82	50.82
19	Kenmore Street	Signal	0.24	4.18	09 : 03	:	:	:	:	:	:	:		0.00	48.00	48.00
20	New Jersey Street	Signal	0.38	4.56	09 : 30	09 : 46	09 : 57	:	:	:	:	:	Signal	0.18	50.67	50.67
21	Seaman Neck Road	Signal	0.16	4.72	10 : 02	:	:	:	:	:	:	:		0.00	18.00	27.43
22	Half Hollow Road	Signal	0.41	5.13	10 : 37	11 : 18	11 : 50	:	:	:	:	:	Signal	0.53	42.17	42.17
23	Macniece Place	Signal	0.51	5.64	12 : 02	:	:	:	:	:	:	:		0.00	21.60	34.64
24	LIE South Service Road	Signal	0.06	5.70	12 : 10	12 : 20	12 : 28	:	:	:	:	:	Signal	0.13	27.00	27.00
25	LIE North Service Road	Signal	0.07	5.77	12 : 30	:	:	:	:	:	:	:		0.00	12.60	21.00
26	Landview Drive	None	0.08	5.85	12 : 39	:	:	:	:	:	:	:		0.00	32.00	32.00
Total			5.85	5.85	12 : 39									3.33	27.75	37.67

TRAVEL TIME RUN FIELD SHEET

Date: 5/19/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Deer Park Avenue

Direction: Northbound

Start Time: 7:32 a.m.

Run No.: 2

Checkpoint		Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays¹		Average	Running
1	Route 27 / Sunrise Highway	Overpass	0.00	0.00	00 : 00	:	:	:	:	:	:	:	:	0.00		
2	Hunter Avenue	Signal	0.68	0.68	00 : 51	:	:	:	:	:	:	:	:	0.00	48.00	48.00
3	Hale Road	Signal	0.08	0.76	00 : 59	:	:	:	:	:	:	:	:	0.00	36.00	36.00
4	Deer Park Ave / Ellsworth Ave	Signal	0.17	0.93	01 : 11	:	:	:	:	:	:	:	:	0.00	51.00	51.00
5	Sylvan Road	Signal	0.08	1.01	01 : 18	01 : 43	02 : 13	:	:	:	:	:	:	0.50	41.14	41.14
6	August Road / Parkdale Drive	Signal	0.26	1.27	02 : 22	:	:	:	:	:	:	:	:	0.00	14.63	27.53
7	Woods Road	Signal	0.21	1.48	02 : 44	:	:	:	:	:	:	:	:	0.00	34.36	34.36
8	Ryder Avenue / Weeks Road	Signal	0.12	1.60	02 : 55	:	:	:	:	:	:	:	:	0.00	39.27	39.27
9	Garnet Street / Commack Road	Signal	0.22	1.82	03 : 14	:	:	:	:	:	:	:	:	0.00	41.68	41.68
10	Lombard Street / Prairie Drive	Signal	0.33	2.15	03 : 41	:	:	:	:	:	:	:	:	0.00	44.00	44.00
11	Fairview Avenue / Bayshore Avenue	Signal	0.20	2.35	04 : 01	:	:	:	:	:	:	:	:	0.00	36.00	36.00
12	Grand Boulevard	Signal	0.52	2.87	04 : 52	:	:	:	:	:	:	:	:	0.00	36.71	36.71
13	Joseph Vigiano II Memorial Ave	Signal	0.13	3.00	05 : 06	05 : 20	05 : 36	:	:	:	:	:	:	0.27	33.43	33.43
14	Long Island Avenue	Signal	0.13	3.13	05 : 41	05 : 51	06 : 08	:	:	:	:	:	:	0.28	13.37	24.63
15	Acorn St / Long Island Ave North	Signal	0.07	3.20	06 : 16	:	:	:	:	:	:	:	:	0.00	7.20	14.00
16	Waldbaum's Shopping Center Dwy	Signal	0.19	3.39	06 : 38	:	:	:	:	:	:	:	:	0.00	31.09	31.09
17	Nicolls Road	Signal	0.07	3.46	06 : 45	:	:	:	:	:	:	:	:	0.00	36.00	36.00
18	Old Country Road	Signal	0.48	3.94	07 : 25	:	:	:	:	:	:	:	:	0.00	43.20	43.20
19	Kenmore Street	Signal	0.24	4.18	07 : 44	:	:	:	:	:	:	:	:	0.00	45.47	45.47
20	New Jersey Street	Signal	0.38	4.56	08 : 16	:	:	:	:	:	:	:	:	0.00	42.75	42.75
21	Seaman Neck Road	Signal	0.16	4.72	08 : 31	:	:	:	:	:	:	:	:	0.00	38.40	38.40
22	Half Hollow Road	Signal	0.41	5.13	09 : 08	09 : 20	09 : 26	10 : 53	11 : 10	11 : 40	12 : 11	:	Congestion, Congestion, Signal	0.90	39.89	39.89
23	Macniece Place	Signal	0.51	5.64	12 : 29	12 : 35	13 : 10	:	:	:	:	:	:	0.58	9.13	12.49
24	LIE South Service Road	Signal	0.06	5.70	13 : 17	13 : 23	13 : 41	:	:	:	:	:	:	0.30	4.50	16.62
25	LIE North Service Road	Signal	0.07	5.77	13 : 50	:	:	:	:	:	:	:	:	0.00	7.64	16.80
26	Landview Drive	None	0.08	5.85	13 : 58	:	:	:	:	:	:	:	:	0.00	36.00	36.00
Total			5.85	5.85	13 : 58									2.83	25.13	31.53

TRAVEL TIME RUN FIELD SHEET

Date: 5/19/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Deer Park Avenue

Direction: Northbound

Start Time: 8:09 a.m.

Run No.: 3

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Route 27 / Sunrise Highway	Overpass	0.00	0.00	00 : 00	00 : 57	01 : 22	:	:	:	:	:	Signal	0.42	
2	Hunter Avenue	Signal	0.68	0.68	01 : 27	:	:	:	:	:	:	:		0.00	28.14
3	Hale Road	Signal	0.08	0.76	01 : 36	:	:	:	:	:	:	:		0.00	32.00
4	Deer Park Ave / Ellsworth Ave	Signal	0.17	0.93	01 : 49	:	:	:	:	:	:	:		0.00	47.08
5	Sylvan Road	Signal	0.08	1.01	01 : 56	:	:	:	:	:	:	:		0.00	41.14
6	August Road / Parkdale Drive	Signal	0.26	1.27	02 : 16	:	:	:	:	:	:	:		0.00	46.80
7	Woods Road	Signal	0.21	1.48	02 : 36	:	:	:	:	:	:	:		0.00	37.80
8	Ryder Avenue / Weeks Road	Signal	0.12	1.60	02 : 47	:	:	:	:	:	:	:		0.00	39.27
9	Garnet Street / Commack Road	Signal	0.22	1.82	03 : 07	:	:	:	:	:	:	:		0.00	39.60
10	Lombard Street / Prairie Drive	Signal	0.33	2.15	03 : 36	03 : 59	04 : 24	:	:	:	:	:	Signal	0.42	40.97
11	Fairview Avenue / Bayshore Avenue	Signal	0.20	2.35	04 : 29	05 : 28	05 : 37	:	:	:	:	:	Signal	0.15	13.58
12	Grand Boulevard	Signal	0.52	2.87	05 : 46	:	:	:	:	:	:	:		0.00	24.31
13	Joseph Vigiano II Memorial Ave	Signal	0.13	3.00	06 : 03	06 : 16	06 : 49	:	:	:	:	:	Signal	0.55	27.53
14	Long Island Avenue	Signal	0.13	3.13	06 : 50	:	:	:	:	:	:	:		0.00	9.96
15	Acorn St / Long Island Ave North	Signal	0.07	3.20	07 : 10	:	:	:	:	:	:	:		0.00	12.60
16	Waldbaum's Shopping Center Dwy	Signal	0.19	3.39	07 : 33	:	:	:	:	:	:	:		0.00	29.74
17	Nicolls Road	Signal	0.07	3.46	07 : 40	:	:	:	:	:	:	:		0.00	36.00
18	Old Country Road	Signal	0.48	3.94	08 : 29	:	:	:	:	:	:	:		0.00	35.27
19	Kenmore Street	Signal	0.24	4.18	08 : 52	09 : 21	09 : 40	:	:	:	:	:	Signal	0.32	37.57
20	New Jersey Street	Signal	0.38	4.56	09 : 55	:	:	:	:	:	:	:		0.00	21.71
21	Seaman Neck Road	Signal	0.16	4.72	10 : 09	:	:	:	:	:	:	:		0.00	41.14
22	Half Hollow Road	Signal	0.41	5.13	10 : 38	11 : 04	11 : 14	11 : 54	12 : 1	13 : 23	13 : 30	0 : 29	Congestion, Congestion, Signal	0.88	50.90
23	Macniece Place	Signal	0.51	5.64	14 : 29	14 : 41	15 : 17	:	:	:	:	:	Signal	0.60	7.95
24	LIE South Service Road	Signal	0.06	5.70	15 : 20	15 : 26	15 : 44	:	:	:	:	:		0.30	4.24
25	LIE North Service Road	Signal	0.07	5.77	15 : 50	:	:	:	:	:	:	:		0.00	8.40
26	Landview Drive	None	0.08	5.85	15 : 58	:	:	:	:	:	:	:		0.00	36.00
Total		5.85	5.85	15 : 58									3.63	21.98	28.46

TRAVEL TIME RUN FIELD SHEET

Date: 5/18/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Deer Park Avenue

Direction: Northbound

Start Time: 4:00 p.m.

Run No.: 1

Checkpoint		Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Route 27 / Sunrise Highway	Overpass	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2	Hunter Avenue	Signal	0.68	0.68	01 : 12	:	:	:	:	:	:	:		0.00	34.00	34.00
3	Hale Road	Signal	0.08	0.76	01 : 17	:	:	:	:	:	:	:		0.00	57.60	57.60
4	Deer Park Ave / Ellsworth Ave	Signal	0.17	0.93	01 : 31	01 : 39	02 : 16	:	:	:	:	:	Signal	0.62	43.71	43.71
5	Sylvan Road	Signal	0.08	1.01	02 : 16	02 : 49	03 : 12	:	:	:	:	:	Signal	0.38	6.40	36.00
6	August Road / Parkdale Drive	Signal	0.26	1.27	03 : 12	:	:	:	:	:	:	:		0.00	16.71	28.36
7	Woods Road	Signal	0.21	1.48	03 : 40	03 : 55	04 : 22	:	:	:	:	:	Signal	0.45	27.00	27.00
8	Ryder Avenue / Weeks Road	Signal	0.12	1.60	04 : 23	04 : 50	04 : 57	:	:	:	:	:	Signal	0.12	10.05	27.00
9	Garnet Street / Commack Road	Signal	0.22	1.82	05 : 05	05 : 41	05 : 42	:	:	:	:	:	Signal	0.02	18.86	22.63
10	Lombard Street / Prairie Drive	Signal	0.33	2.15	05 : 43	:	:	:	:	:	:	:		0.00	31.26	32.11
11	Fairview Avenue / Bayshore Avenue	Signal	0.20	2.35	06 : 13	07 : 06	07 : 25	:	:	:	:	:	Signal	0.32	24.00	24.00
12	Grand Boulevard	Signal	0.52	2.87	07 : 38	:	:	:	:	:	:	:		0.00	22.02	28.36
13	Joseph Vigiano II Memorial Ave	Signal	0.13	3.00	07 : 54	:	:	:	:	:	:	:		0.00	29.25	29.25
14	Long Island Avenue	Signal	0.13	3.13	08 : 12	08 : 23	09 : 09	:	:	:	:	:	Signal	0.77	26.00	26.00
15	Acorn St / Long Island Ave North	Signal	0.07	3.20	09 : 13	:	:	:	:	:	:	:		0.00	4.13	16.80
16	Waldbaum's Shopping Center Dwy	Signal	0.19	3.39	09 : 38	:	:	:	:	:	:	:		0.00	27.36	27.36
17	Nicolls Road	Signal	0.07	3.46	09 : 46	10 : 34	10 : 50	:	:	:	:	:	Signal	0.27	31.50	31.50
18	Old Country Road	Signal	0.48	3.94	11 : 00	:	:	:	:	:	:	:		0.00	23.35	29.79
19	Kenmore Street	Signal	0.24	4.18	11 : 24	:	:	:	:	:	:	:		0.00	36.00	36.00
20	New Jersey Street	Signal	0.38	4.56	11 : 54	12 : 11	12 : 31	:	:	:	:	:	Signal	0.33	45.60	45.60
21	Seaman Neck Road	Signal	0.16	4.72	12 : 38	13 : 15	13 : 31	:	:	:	:	:	Signal	0.27	13.09	24.00
22	Half Hollow Road	Signal	0.41	5.13	13 : 33	:	:	:	:	:	:	:		0.00	26.84	37.85
23	Macniece Place	Signal	0.51	5.64	14 : 20	14 : 29	14 : 45	:	:	:	:	:	Signal	0.27	39.06	39.06
24	LIE South Service Road	Signal	0.06	5.70	14 : 52	:	:	:	:	:	:	:		0.00	6.75	13.50
25	LIE North Service Road	Signal	0.07	5.77	15 : 02	:	:	:	:	:	:	:		0.00	25.20	25.20
26	Landview Drive	None	0.08	5.85	15 : 10	:	:	:	:	:	:	:		0.00	36.00	36.00
Total			5.85	5.85	15 : 10									3.80	23.14	30.88

TRAVEL TIME RUN FIELD SHEET

Date: 5/18/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Deer Park Avenue

Direction: Northbound

Start Time: 4:42 p.m.

Run No.: 2

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Route 27 / Sunrise Highway	Overpass	0.00	0.00	00 : 00	:	:	:	:	:	:	:	0.00		
2	Hunter Avenue	Signal	0.68	0.68	00 : 56	:	:	:	:	:	:	:	0.00	43.71	43.71
3	Hale Road	Signal	0.08	0.76	01 : 02	:	:	:	:	:	:	:	0.00	48.00	48.00
4	Deer Park Ave / Ellsworth Ave	Signal	0.17	0.93	01 : 14	01 : 24	02 : 05	:	:	:	:	:	0.68	51.00	51.00
5	Sylvan Road	Signal	0.08	1.01	02 : 06	02 : 37	03 : 09	:	:	:	:	:	0.53	5.54	26.18
6	August Road / Parkdale Drive	Signal	0.26	1.27	03 : 21	03 : 51	04 : 19	:	:	:	:	:	0.47	12.48	21.77
7	Woods Road	Signal	0.21	1.48	04 : 23	:	:	:	:	:	:	:	0.00	12.19	22.24
8	Ryder Avenue / Weeks Road	Signal	0.12	1.60	04 : 39	04 : 57	04 : 59	:	:	:	:	:	0.03	27.00	27.00
9	Garnet Street / Commack Road	Signal	0.22	1.82	05 : 02	05 : 41	05 : 52	:	:	:	:	:	0.18	34.43	37.71
10	Lombard Street / Prairie Drive	Signal	0.33	2.15	06 : 08	:	:	:	:	:	:	:	0.00	18.00	21.60
11	Fairview Avenue / Bayshore Avenue	Signal	0.20	2.35	06 : 33	:	:	:	:	:	:	:	0.00	28.80	28.80
12	Grand Boulevard	Signal	0.52	2.87	07 : 27	:	:	:	:	:	:	:	0.00	34.67	34.67
13	Joseph Vigiano II Memorial Ave	Signal	0.13	3.00	07 : 46	:	:	:	:	:	:	:	0.00	24.63	24.63
14	Long Island Avenue	Signal	0.13	3.13	08 : 00	08 : 08	08 : 42	:	:	:	:	:	0.57	33.43	33.43
15	Acorn St / Long Island Ave North	Signal	0.07	3.20	08 : 51	:	:	:	:	:	:	:	0.00	4.94	14.82
16	Waldbaum's Shopping Center Dwy	Signal	0.19	3.39	09 : 10	:	:	:	:	:	:	:	0.00	36.00	36.00
17	Nicolls Road	Signal	0.07	3.46	09 : 18	10 : 02	10 : 26	:	:	:	:	:	0.40	31.50	31.50
18	Old Country Road	Signal	0.48	3.94	10 : 31	:	:	:	:	:	:	:	0.00	23.67	35.27
19	Kenmore Street	Signal	0.24	4.18	10 : 54	:	:	:	:	:	:	:	0.00	37.57	37.57
20	New Jersey Street	Signal	0.38	4.56	11 : 27	11 : 40	12 : 35	:	:	:	:	:	0.92	41.45	41.45
21	Seaman Neck Road	Signal	0.16	4.72	12 : 36	:	:	:	:	:	:	:	0.00	8.35	41.14
22	Half Hollow Road	Signal	0.41	5.13	13 : 15	:	:	:	:	:	:	:	0.00	37.85	37.85
23	Macniece Place	Signal	0.51	5.64	14 : 01	:	:	:	:	:	:	:	0.00	39.91	39.91
24	LIE South Service Road	Signal	0.06	5.70	14 : 06	:	:	:	:	:	:	:	0.00	43.20	43.20
25	LIE North Service Road	Signal	0.07	5.77	14 : 13	:	:	:	:	:	:	:	0.00	36.00	36.00
26	Landview Drive	None	0.08	5.85	14 : 19	:	:	:	:	:	:	:	0.00	48.00	48.00
Total			5.85	5.85	14 : 19								3.78	24.52	33.32

TRAVEL TIME RUN FIELD SHEET

Date: 5/18/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Deer Park Avenue

Direction: Northbound

Start Time: 5:14 p.m.

Run No.: 3

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Route 27 / Sunrise Highway	Overpass	0.00	0.00	00 : 00	:	:	:	:	:	:	:	0.00		
2	Hunter Avenue	Signal	0.68	0.68	01 : 11	:	:	:	:	:	:	:	0.00	34.48	34.48
3	Hale Road	Signal	0.08	0.76	01 : 17	:	:	:	:	:	:	:	0.00	48.00	48.00
4	Deer Park Ave / Ellsworth Ave	Signal	0.17	0.93	01 : 30	01 : 42	01 : 49	:	:	:	:	:	0.12	47.08	47.08
5	Sylvan Road	Signal	0.08	1.01	01 : 53	02 : 23	02 : 51	:	:	:	:	:	0.47	12.52	18.00
6	August Road / Parkdale Drive	Signal	0.26	1.27	02 : 59	:	:	:	:	:	:	:	0.00	14.18	24.63
7	Woods Road	Signal	0.21	1.48	03 : 22	03 : 46	04 : 29	:	:	:	:	:	0.72	32.87	32.87
8	Ryder Avenue / Weeks Road	Signal	0.12	1.60	04 : 31	:	:	:	:	:	:	:	0.00	6.26	16.62
9	Garnet Street / Commack Road	Signal	0.22	1.82	04 : 55	05 : 27	05 : 36	:	:	:	:	:	0.15	33.00	33.00
10	Lombard Street / Prairie Drive	Signal	0.33	2.15	05 : 43	:	:	:	:	:	:	:	0.00	24.75	30.46
11	Fairview Avenue / Bayshore Avenue	Signal	0.20	2.35	06 : 09	07 : 01	07 : 28	:	:	:	:	:	0.45	27.69	27.69
12	Grand Boulevard	Signal	0.52	2.87	07 : 43	:	:	:	:	:	:	:	0.00	19.91	27.94
13	Joseph Vigiano II Memorial Ave	Signal	0.13	3.00	07 : 56	08 : 14	08 : 43	:	:	:	:	:	0.48	36.00	36.00
14	Long Island Avenue	Signal	0.13	3.13	08 : 52	08 : 56	09 : 02	:	:	:	:	:	0.10	8.36	17.33
15	Acorn St / Long Island Ave North	Signal	0.07	3.20	09 : 15	:	:	:	:	:	:	:	0.00	10.96	14.82
16	Waldbaum's Shopping Center Dwy	Signal	0.19	3.39	09 : 34	:	:	:	:	:	:	:	0.00	36.00	36.00
17	Nicolls Road	Signal	0.07	3.46	09 : 43	10 : 31	10 : 39	:	:	:	:	:	0.13	28.00	28.00
18	Old Country Road	Signal	0.48	3.94	10 : 50	:	:	:	:	:	:	:	0.00	25.79	29.29
19	Kenmore Street	Signal	0.24	4.18	11 : 15	:	:	:	:	:	:	:	0.00	34.56	34.56
20	New Jersey Street	Signal	0.38	4.56	11 : 47	:	:	:	:	:	:	:	0.00	42.75	42.75
21	Seaman Neck Road	Signal	0.16	4.72	11 : 58	12 : 35	12 : 43	:	:	:	:	:	0.13	52.36	52.36
22	Half Hollow Road	Signal	0.41	5.13	12 : 44	:	:	:	:	:	:	:	0.00	32.09	38.84
23	Macniece Place	Signal	0.51	5.64	13 : 33	13 : 41	13 : 59	:	:	:	:	:	0.30	37.47	37.47
24	LIE South Service Road	Signal	0.06	5.70	14 : 07	:	:	:	:	:	:	:	0.00	6.35	13.50
25	LIE North Service Road	Signal	0.07	5.77	14 : 17	:	:	:	:	:	:	:	0.00	25.20	25.20
26	Landview Drive	None	0.08	5.85	14 : 25	:	:	:	:	:	:	:	0.00	36.00	36.00
Total		5.85	5.85	14 : 25									3.05	24.35	30.88

TRAVEL TIME RUN FIELD SHEET

Date: 5/19/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Deer Park Avenue

Direction: Southbound

Start Time: 7:20 a.m.

Run No.: 1

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Landview Drive	None	0.00	0.00	00 : 00	00 : 09	01 : 00	:	:	:	:	:	Signal	0.85		
2 LIE North Service Road	Signal	0.08	0.08	01 : 05	:	:	:	:	:	:	:		0.00	4.43	20.57
3 LIE South Service Road	Signal	0.07	0.15	01 : 13	01 : 21	01 : 26	:	:	:	:	:	Signal	0.08	31.50	31.50
4 Macniece Place	Signal	0.06	0.21	01 : 31	:	:	:	:	:	:	:		0.00	12.00	16.62
5 Half Hollow Road	Signal	0.51	0.72	02 : 11	02 : 43	03 : 19	:	:	:	:	:	Signal	0.60	45.90	45.90
6 Seaman Neck Road	Signal	0.41	1.13	03 : 23	:	:	:	:	:	:	:		0.00	20.50	41.00
7 New Jersey Street	Signal	0.16	1.29	03 : 39	:	:	:	:	:	:	:		0.00	36.00	36.00
8 Kenmore Street	Signal	0.38	1.67	04 : 08	:	:	:	:	:	:	:		0.00	47.17	47.17
9 Old Country Road	Signal	0.24	1.91	04 : 25	05 : 09	05 : 23	:	:	:	:	:		0.23	50.82	50.82
10 Nicolls Road	Signal	0.48	2.39	05 : 29	:	:	:	:	:	:	:		0.00	27.00	34.56
11 Waldbaum's Shopping Center Dwy	Signal	0.07	2.46	05 : 40	:	:	:	:	:	:	:		0.00	22.91	22.91
12 Acorn St / Long Island Ave North	Signal	0.19	2.65	05 : 57	:	:	:	:	:	:	:		0.00	40.24	40.24
13 Long Island Avenue	Signal	0.07	2.72	06 : 04	06 : 18	06 : 35	:	:	:	:	:	Signal	0.28	36.00	36.00
14 Joseph Vigiano II Memorial Ave	Signal	0.13	2.85	06 : 39	06 : 56	07 : 18	:	:	:	:	:	Signal	0.37	13.37	26.00
15 Grand Boulevard	Signal	0.13	2.98	07 : 23	:	:	:	:	:	:	:		0.00	10.64	21.27
16 Fairview Avenue / Bayshore Avenue	Signal	0.52	3.50	08 : 09	:	:	:	:	:	:	:		0.00	40.70	40.70
17 Lombard Street / Prairie Drive	Signal	0.20	3.70	08 : 26	:	:	:	:	:	:	:		0.00	42.35	42.35
18 Garnet Street / Commack Road	Signal	0.33	4.03	08 : 53	09 : 16	09 : 26	:	:	:	:	:	Signal	0.17	44.00	44.00
19 Ryder Avenue / Weeks Road	Signal	0.22	4.25	09 : 31	:	:	:	:	:	:	:		0.00	20.84	28.29
20 Woods Road	Signal	0.12	4.37	09 : 46	:	:	:	:	:	:	:		0.00	28.80	28.80
21 August Road / Parkdale Drive	Signal	0.21	4.58	10 : 03	:	:	:	:	:	:	:		0.00	44.47	44.47
22 Sylvan Road	Signal	0.26	4.84	10 : 25	:	:	:	:	:	:	:		0.00	42.55	42.55
23 Deer Park Ave / Ellsworth Ave	Signal	0.08	4.92	10 : 32	:	:	:	:	:	:	:		0.00	41.14	41.14
24 Hale Road	Signal	0.17	5.09	10 : 50	10 : 57	11 : 12	:	:	:	:	:	Signal	0.25	34.00	34.00
25 Hunter Avenue	Signal	0.08	5.17	11 : 19	:	:	:	:	:	:	:		0.00	9.93	20.57
26 Route 27 / Sunrise Highway	Overpass	0.68	5.85	12 : 10	:	:	:	:	:	:	:		0.00	48.00	48.00
Total		5.85	5.85	12 : 10									2.83	28.85	37.61

TRAVEL TIME RUN FIELD SHEET

Date: 5/19/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Deer Park Avenue

Direction: Southbound

Start Time: 7:50 a.m.

Run No.: 2

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Landview Drive	None	0.00	0.00	00 : 00	00 : 07	00 : 29	:	:	:	:	:	Signal	0.37		
2 LIE North Service Road	Signal	0.08	0.08	00 : 38	:	:	:	:	:	:	:		0.00	7.58	18.00
3 LIE South Service Road	Signal	0.07	0.15	00 : 46	:	:	:	:	:	:	:		0.00	31.50	31.50
4 Macniece Place	Signal	0.06	0.21	00 : 53	:	:	:	:	:	:	:		0.00	30.86	30.86
5 Half Hollow Road	Signal	0.51	0.72	01 : 33	:	:	:	:	:	:	:		0.00	45.90	45.90
6 Seaman Neck Road	Signal	0.41	1.13	02 : 05	:	:	:	:	:	:	:		0.00	46.13	46.13
7 New Jersey Street	Signal	0.16	1.29	02 : 19	02 : 55	03 : 23	:	:	:	:	:	Signal	0.47	41.14	41.14
8 Kenmore Street	Signal	0.38	1.67	03 : 27	:	:	:	:	:	:	:		0.00	20.12	34.20
9 Old Country Road	Signal	0.24	1.91	03 : 52	04 : 35	04 : 57	:	:	:	:	:	Signal	0.37	34.56	34.56
10 Nicolls Road	Signal	0.48	2.39	05 : 07	:	:	:	:	:	:	:		0.00	23.04	32.60
11 Waldbaum's Shopping Center Dwy	Signal	0.07	2.46	05 : 17	05 : 39	06 : 32	:	:	:	:	:	Signal	0.88	25.20	25.20
12 Acorn St / Long Island Ave North	Signal	0.19	2.65	06 : 33	:	:	:	:	:	:	:		0.00	9.00	29.74
13 Long Island Avenue	Signal	0.07	2.72	06 : 48	:	:	:	:	:	:	:		0.00	16.80	16.80
14 Joseph Vigiano II Memorial Ave	Signal	0.13	2.85	07 : 00	:	:	:	:	:	:	:		0.00	39.00	39.00
15 Grand Boulevard	Signal	0.13	2.98	07 : 11	:	:	:	:	:	:	:		0.00	42.55	42.55
16 Fairview Avenue / Bayshore Avenue	Signal	0.52	3.50	07 : 57	:	:	:	:	:	:	:		0.00	40.70	40.70
17 Lombard Street / Prairie Drive	Signal	0.20	3.70	08 : 14	08 : 44	09 : 11	:	:	:	:	:	Signal	0.45	42.35	42.35
18 Garnet Street / Commack Road	Signal	0.33	4.03	09 : 16	:	:	:	:	:	:	:		0.00	19.16	33.94
19 Ryder Avenue / Weeks Road	Signal	0.22	4.25	09 : 39	:	:	:	:	:	:	:		0.00	34.43	34.43
20 Woods Road	Signal	0.12	4.37	09 : 50	10 : 13	10 : 22	:	:	:	:	:	Signal	0.15	39.27	39.27
21 August Road / Parkdale Drive	Signal	0.21	4.58	10 : 27	:	:	:	:	:	:	:		0.00	20.43	27.00
22 Sylvan Road	Signal	0.26	4.84	10 : 53	:	:	:	:	:	:	:		0.00	36.00	36.00
23 Deer Park Ave / Ellsworth Ave	Signal	0.08	4.92	11 : 00	:	:	:	:	:	:	:		0.00	41.14	41.14
24 Hale Road	Signal	0.17	5.09	11 : 13	:	:	:	:	:	:	:		0.00	47.08	47.08
25 Hunter Avenue	Signal	0.08	5.17	11 : 18	:	:	:	:	:	:	:		0.00	57.60	57.60
26 Route 27 / Sunrise Highway	Overpass	0.68	5.85	12 : 02	:	:	:	:	:	:	:		0.00	55.64	55.64
Total		5.85	5.85	12 : 02									2.68	29.17	37.54

TRAVEL TIME RUN FIELD SHEET

Date: 5/19/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Deer Park Avenue

Direction: Southbound

Start Time: 8:28 a.m.

Run No.: 3

	Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Landview Drive	None	0.00	0.00	00 : 00	00 : 04	00 : 22	0 : 36	1 : 42	:	:	:	Signal, Signal	1.40		
2	LIE North Service Road	Signal	0.08	0.08	01 : 48	:	:	:	:	:	:	:		0.00	2.67	12.00
3	LIE South Service Road	Signal	0.07	0.15	01 : 59	:	:	:	:	:	:	:		0.00	22.91	22.91
4	Macniece Place	Signal	0.06	0.21	02 : 03	02 : 46	03 : 08	:	:	:	:	:	Signal	0.37	54.00	54.00
5	Half Hollow Road	Signal	0.51	0.72	03 : 17	03 : 56	04 : 45	:	:	:	:	:	Signal	0.82	24.81	35.31
6	Seaman Neck Road	Signal	0.41	1.13	04 : 49	:	:	:	:	:	:	:		0.00	16.04	34.33
7	New Jersey Street	Signal	0.16	1.29	05 : 07	05 : 42	05 : 49	:	:	:	:	:	Signal	0.12	32.00	32.00
8	Kenmore Street	Signal	0.38	1.67	05 : 56	:	:	:	:	:	:	:		0.00	27.92	32.57
9	Old Country Road	Signal	0.24	1.91	06 : 19	07 : 00	07 : 07	:	:	:	:	:	Signal	0.12	37.57	37.57
10	Nicolls Road	Signal	0.48	2.39	07 : 14	:	:	:	:	:	:	:		0.00	31.42	36.00
11	Waldbaum's Shopping Center Dwy	Signal	0.07	2.46	07 : 24	:	:	:	:	:	:	:		0.00	25.20	25.20
12	Acorn St / Long Island Ave North	Signal	0.19	2.65	07 : 41	:	:	:	:	:	:	:		0.00	40.24	40.24
13	Long Island Avenue	Signal	0.07	2.72	07 : 45	08 : 01	08 : 27	:	:	:	:	:	Signal	0.43	63.00	63.00
14	Joseph Vigiano II Memorial Ave	Signal	0.13	2.85	08 : 35	08 : 48	08 : 51	:	:	:	:	:	Signal	0.05	9.36	19.50
15	Grand Boulevard	Signal	0.13	2.98	09 : 02	:	:	:	:	:	:	:		0.00	17.33	19.50
16	Fairview Avenue / Bayshore Avenue	Signal	0.52	3.50	09 : 57	:	:	:	:	:	:	:		0.00	34.04	34.04
17	Lombard Street / Prairie Drive	Signal	0.20	3.70	10 : 16	:	:	:	:	:	:	:		0.00	37.89	37.89
18	Garnet Street / Commack Road	Signal	0.33	4.03	10 : 45	11 : 03	11 : 07	:	:	:	:	:	Signal	0.07	40.97	40.97
19	Ryder Avenue / Weeks Road	Signal	0.22	4.25	11 : 16	:	:	:	:	:	:	:		0.00	25.55	29.33
20	Woods Road	Signal	0.12	4.37	11 : 34	12 : 00	12 : 54	:	:	:	:	:		0.90	24.00	24.00
21	August Road / Parkdale Drive	Signal	0.21	4.58	12 : 56	:	:	:	:	:	:	:		0.00	9.22	27.00
22	Sylvan Road	Signal	0.26	4.84	13 : 22	:	:	:	:	:	:	:		0.00	36.00	36.00
23	Deer Park Ave / Ellsworth Ave	Signal	0.08	4.92	13 : 31	:	:	:	:	:	:	:		0.00	32.00	32.00
24	Hale Road	Signal	0.17	5.09	13 : 44	:	:	:	:	:	:	:		0.00	47.08	47.08
25	Hunter Avenue	Signal	0.08	5.17	13 : 52	:	:	:	:	:	:	:		0.00	36.00	36.00
26	Route 27 / Sunrise Highway	Overpass	0.68	5.85	14 : 39	:	:	:	:	:	:	:		0.00	52.09	52.09
Total			5.85	5.85	14 : 39									4.27	23.96	33.80

TRAVEL TIME RUN FIELD SHEET

Date: 5/18/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Deer Park Avenue

Direction: Southbound

Start Time: 4:26 p.m.

Run No.: 1

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Landview Drive	None	0.00	0.00	00 : 00	00 : 12	00 : 24	:	:	:	:	:	Signal	0.20		
2 LIE North Service Road	Signal	0.08	0.08	00 : 34	:	:	:	:	:	:	:		0.00	8.47	13.09
3 LIE South Service Road	Signal	0.07	0.15	00 : 53	:	:	:	:	:	:	:		0.00	13.26	13.26
4 Macniece Place	Signal	0.06	0.21	00 : 59	01 : 39	01 : 51	:	:	:	:	:	Signal	0.20	36.00	36.00
5 Half Hollow Road	Signal	0.51	0.72	02 : 04	:	:	:	:	:	:	:		0.00	28.25	34.64
6 Seaman Neck Road	Signal	0.41	1.13	02 : 39	:	:	:	:	:	:	:		0.00	42.17	42.17
7 New Jersey Street	Signal	0.16	1.29	02 : 51	:	:	:	:	:	:	:		0.00	48.00	48.00
8 Kenmore Street	Signal	0.38	1.67	03 : 22	03 : 45	04 : 32	:	:	:	:	:	Signal	0.78	44.13	44.13
9 Old Country Road	Signal	0.24	1.91	04 : 35	:	:	:	:	:	:	:		0.00	11.84	33.23
10 Nicolls Road	Signal	0.48	2.39	05 : 27	:	:	:	:	:	:	:		0.00	33.23	33.23
11 Waldbaum's Shopping Center Dwy	Signal	0.07	2.46	05 : 43	05 : 47	06 : 00	:	:	:	:	:	Signal	0.22	15.75	15.75
12 Acorn St / Long Island Ave North	Signal	0.19	2.65	06 : 23	:	:	:	:	:	:	:		0.00	17.10	25.33
13 Long Island Avenue	Signal	0.07	2.72	06 : 31	06 : 36	06 : 39	:	:	:	:	:	Congestion	0.05	31.50	31.50
14 Joseph Vigiano II Memorial Ave	Signal	0.13	2.85	06 : 53	07 : 06	08 : 00	:	:	:	:	:	Signal	0.90	21.27	24.63
15 Grand Boulevard	Signal	0.13	2.98	08 : 13	:	:	:	:	:	:	:		0.00	5.85	18.00
16 Fairview Avenue / Bayshore Avenue	Signal	0.52	3.50	09 : 07	:	:	:	:	:	:	:		0.00	34.67	34.67
17 Lombard Street / Prairie Drive	Signal	0.20	3.70	09 : 25	09 : 53	10 : 15	:	:	:	:	:	Signal	0.37	40.00	40.00
18 Garnet Street / Commack Road	Signal	0.33	4.03	10 : 26	:	:	:	:	:	:	:		0.00	19.48	30.46
19 Ryder Avenue / Weeks Road	Signal	0.22	4.25	10 : 50	11 : 05	11 : 47	:	:	:	:	:	Signal	0.70	33.00	33.00
20 Woods Road	Signal	0.12	4.37	11 : 48	12 : 21	12 : 48	:	:	:	:	:	Signal	0.45	7.45	27.00
21 August Road / Parkdale Drive	Signal	0.21	4.58	13 : 00	13 : 28	14 : 18	:	:	:	:	:	Signal	0.83	10.50	16.80
22 Sylvan Road	Signal	0.26	4.84	14 : 19	:	:	:	:	:	:	:		0.00	11.85	32.28
23 Deer Park Ave / Ellsworth Ave	Signal	0.08	4.92	14 : 37	:	:	:	:	:	:	:		0.00	16.00	16.00
24 Hale Road	Signal	0.17	5.09	14 : 51	:	:	:	:	:	:	:		0.00	43.71	43.71
25 Hunter Avenue	Signal	0.08	5.17	14 : 59	:	:	:	:	:	:	:		0.00	36.00	36.00
26 Route 27 / Sunrise Highway	Overpass	0.68	5.85	16 : 17	:	:	:	:	:	:	:		0.00	31.38	31.38
Total		5.85	5.85	16 : 17									4.70	21.56	30.30

TRAVEL TIME RUN FIELD SHEET

Date: 5/18/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Deer Park Avenue

Direction: Southbound

Start Time: 4:58 p.m.

Run No.: 2

	Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Landview Drive	None	0.00	0.00	00 : 00	00 : 10	00 : 49	:	:	:	:	:	Signal	0.65		
2	LIE North Service Road	Signal	0.08	0.08	00 : 53	01 : 02	01 : 04	:	:	:	:	:		0.03	5.43	20.57
3	LIE South Service Road	Signal	0.07	0.15	01 : 17	01 : 25	01 : 30	:	:	:	:	:	Signal	0.08	10.50	11.45
4	Macniece Place	Signal	0.06	0.21	01 : 44	02 : 27	02 : 49	:	:	:	:	:	Signal	0.37	8.00	9.82
5	Half Hollow Road	Signal	0.51	0.72	02 : 55	03 : 36	03 : 45	:	:	:	:	:	Signal	0.15	25.86	37.47
6	Seaman Neck Road	Signal	0.41	1.13	03 : 51	:	:	:	:	:	:	:		0.00	26.36	31.40
7	New Jersey Street	Signal	0.16	1.29	04 : 07	:	:	:	:	:	:	:	Signal	0.00	36.00	36.00
8	Kenmore Street	Signal	0.38	1.67	04 : 37	04 : 58	05 : 34	:	:	:	:	:		0.60	45.60	45.60
9	Old Country Road	Signal	0.24	1.91	05 : 35	:	:	:	:	:	:	:		0.00	14.90	39.27
10	Nicolls Road	Signal	0.48	2.39	06 : 30	:	:	:	:	:	:	:		0.00	31.42	31.42
11	Waldbaum's Shopping Center Dwy	Signal	0.07	2.46	06 : 48	:	:	:	:	:	:	:		0.00	14.00	14.00
12	Acorn St / Long Island Ave North	Signal	0.19	2.65	07 : 07	:	:	:	:	:	:	:		0.00	36.00	36.00
13	Long Island Avenue	Signal	0.07	2.72	07 : 13	:	:	:	:	:	:	:		0.00	42.00	42.00
14	Joseph Vigiano II Memorial Ave	Signal	0.13	2.85	07 : 30	:	:	:	:	:	:	:		0.00	27.53	27.53
15	Grand Boulevard	Signal	0.13	2.98	07 : 45	08 : 29	08 : 31	8 : 50	9 : 40	:	:	:	Congestion, Signal	0.87	31.20	31.20
16	Fairview Avenue / Bayshore Avenue	Signal	0.52	3.50	09 : 44	:	:	:	:	:	:	:		0.00	15.73	27.94
17	Lombard Street / Prairie Drive	Signal	0.20	3.70	10 : 04	10 : 40	11 : 20	:	:	:	:	:	Signal	0.67	36.00	36.00
18	Garnet Street / Commack Road	Signal	0.33	4.03	11 : 24	:	:	:	:	:	:	:		0.00	14.85	29.70
19	Ryder Avenue / Weeks Road	Signal	0.22	4.25	11 : 51	:	:	:	:	:	:	:		0.00	29.33	29.33
20	Woods Road	Signal	0.12	4.37	12 : 04	:	:	:	:	:	:	:		0.00	33.23	33.23
21	August Road / Parkdale Drive	Signal	0.21	4.58	12 : 25	12 : 50	13 : 09	:	:	:	:	:	Signal	0.32	36.00	36.00
22	Sylvan Road	Signal	0.26	4.84	13 : 18	13 : 29	13 : 31	:	:	:	:	:	Congestion	0.03	17.66	27.53
23	Deer Park Ave / Ellsworth Ave	Signal	0.08	4.92	13 : 33	:	:	:	:	:	:	:		0.00	19.20	22.15
24	Hale Road	Signal	0.17	5.09	13 : 56	:	:	:	:	:	:	:		0.00	26.61	26.61
25	Hunter Avenue	Signal	0.08	5.17	14 : 02	:	:	:	:	:	:	:		0.00	48.00	48.00
26	Route 27 / Sunrise Highway	Overpass	0.68	5.85	14 : 51	:	:	:	:	:	:	:		0.00	49.96	49.96
Total			5.85	5.85	14 : 51									3.77	23.64	31.67

TRAVEL TIME RUN FIELD SHEET

Date: 5/18/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Deer Park Avenue

Direction: Southbound

Start Time: 5:30 p.m.

Run No.: 3

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Landview Drive	None	0.00	0.00	00 : 00	00 : 10	00 : 47	:	:	:	:	:	Signal	0.62		
2 LIE North Service Road	Signal	0.08	0.08	01 : 04	01 : 18	01 : 25	:	:	:	:	:	Congestion	0.12	4.50	10.67
3 LIE South Service Road	Signal	0.07	0.15	01 : 26	:	:	:	:	:	:	:		0.00	11.45	16.80
4 Macniece Place	Signal	0.06	0.21	01 : 35	02 : 25	02 : 51	:	:	:	:	:		0.43	24.00	24.00
5 Half Hollow Road	Signal	0.51	0.72	03 : 02	:	:	:	:	:	:	:		0.00	21.10	30.10
6 Seaman Neck Road	Signal	0.41	1.13	03 : 54	:	:	:	:	:	:	:		0.00	28.38	28.38
7 New Jersey Street	Signal	0.16	1.29	04 : 11	04 : 53	05 : 22	:	:	:	:	:	Signal	0.48	33.88	33.88
8 Kenmore Street	Signal	0.38	1.67	05 : 24	:	:	:	:	:	:	:		0.00	18.74	31.09
9 Old Country Road	Signal	0.24	1.91	05 : 53	:	:	:	:	:	:	:		0.00	29.79	29.79
10 Nicolls Road	Signal	0.48	2.39	06 : 43	:	:	:	:	:	:	:		0.00	34.56	34.56
11 Waldbaum's Shopping Center Dwy	Signal	0.07	2.46	06 : 54	:	:	:	:	:	:	:		0.00	22.91	22.91
12 Acorn St / Long Island Ave North	Signal	0.19	2.65	07 : 15	:	:	:	:	:	:	:		0.00	32.57	32.57
13 Long Island Avenue	Signal	0.07	2.72	07 : 22	07 : 33	07 : 42	:	:	:	:	:	Congestion	0.15	36.00	36.00
14 Joseph Vigiano II Memorial Ave	Signal	0.13	2.85	07 : 58	08 : 09	09 : 09	:	:	:	:	:	Signal	1.00	13.00	17.33
15 Grand Boulevard	Signal	0.13	2.98	09 : 28	:	:	:	:	:	:	:		0.00	5.20	15.60
16 Fairview Avenue / Bayshore Avenue	Signal	0.52	3.50	10 : 18	:	:	:	:	:	:	:		0.00	37.44	37.44
17 Lombard Street / Prairie Drive	Signal	0.20	3.70	10 : 35	11 : 01	11 : 15	:	:	:	:	:	Congestion	0.23	42.35	42.35
18 Garnet Street / Commack Road	Signal	0.33	4.03	11 : 31	12 : 06	13 : 02	:	:	:	:	:	Signal	0.93	21.21	28.29
19 Ryder Avenue / Weeks Road	Signal	0.22	4.25	13 : 03	:	:	:	:	:	:	:		0.00	8.61	22.00
20 Woods Road	Signal	0.12	4.37	13 : 20	13 : 43	14 : 03	:	:	:	:	:	Signal	0.33	25.41	25.41
21 August Road / Parkdale Drive	Signal	0.21	4.58	14 : 14	14 : 45	15 : 10	:	:	:	:	:	Signal	0.42	14.00	22.24
22 Sylvan Road	Signal	0.26	4.84	15 : 14	:	:	:	:	:	:	:		0.00	15.60	26.74
23 Deer Park Ave / Ellsworth Ave	Signal	0.08	4.92	15 : 39	:	:	:	:	:	:	:		0.00	11.52	11.52
24 Hale Road	Signal	0.17	5.09	15 : 56	:	:	:	:	:	:	:		0.00	36.00	36.00
25 Hunter Avenue	Signal	0.08	5.17	16 : 03	:	:	:	:	:	:	:		0.00	41.14	41.14
26 Route 27 / Sunrise Highway	Overpass	0.68	5.85	16 : 49	:	:	:	:	:	:	:		0.00	53.22	53.22
Total		5.85	5.85	16 : 49									4.72	20.87	29.01

TRAVEL TIME RUN
FIELD SHEETDate: 5/21/2009
Weather: _____Driver: A. Taiwo
Recorder: V. FriasComments: _____

_____Location: Bagatelle Road / Conklin Avenue / North 22nd Street / Washington AvenueDirection: Westbound / NorthboundStart Time: 7:11 a.m.Run No.: 1

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Straight Path	Stop Sign	0.00	0.00	00 : 00	00 : 18	00 : 27	:	:	:	:	:		0.15		
2 North 14th Street	Stop Sign	0.13	0.13	00 : 23	00 : 56	01 : 00	:	:	:	:	:		0.07	20.35	33.43
3 North 18th Street	Stop Sign	0.19	0.32	01 : 03	01 : 28	01 : 31	:	:	:	:	:		0.05	17.10	19.00
4 Washington Avenue	Stop Sign	0.19	0.51	01 : 34	01 : 51	01 : 59	:	:	:	:	:		0.13	22.06	24.43
5 Colonial Springs Rd / Main Ave	Stop Sign	0.18	0.69	02 : 02	02 : 26	02 : 29	:	:	:	:	:		0.05	23.14	32.40
6 Lee Avenue	Stop Sign	0.19	0.88	02 : 31	:	:	:	:	:	:	:		0.00	23.59	26.31
7 Wilmington Drive	Signal	1.66	2.54	05 : 17	05 : 51	06 : 27	:	:	:	:	:	Signal	0.60	36.00	36.00
8 LIE South Service Road	Signal	0.33	2.87	06 : 30	:	:	:	:	:	:	:		0.00	16.27	32.11
9 LIE North Service Road	Signal	0.12	2.99	06 : 45	:	:	:	:	:	:	:		0.00	28.80	28.80
10 Pettit Drive	None	0.09	3.08	06 : 54	:	:	:	:	:	:	:		0.00	36.00	36.00
Total		3.08	3.08	06 : 54									1.05	26.78	31.59

Start Time: 7:34 a.m.Run No.: 2

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Straight Path	Stop Sign	0.00	0.00	00 : 00	00 : 22	00 : 24	:	:	:	:	:		0.03		
2 North 14th Street	Stop Sign	0.13	0.13	00 : 26	00 : 53	00 : 58	1 : 28	1 : 40	:	:	:	School Bus	0.28	18.00	19.50
3 North 18th Street	Stop Sign	0.19	0.32	01 : 50	01 : 52	01 : 54	:	:	:	:	:		0.03	8.14	10.21
4 Washington Avenue	Stop Sign	0.19	0.51	01 : 55	02 : 21	02 : 30	:	:	:	:	:		0.15	136.80	228.00
5 Colonial Springs Rd / Main Ave	Stop Sign	0.18	0.69	02 : 33	03 : 00	03 : 03	:	:	:	:	:		0.05	17.05	22.34
6 Lee Avenue	Stop Sign	0.19	0.88	03 : 05	05 : 54	06 : 01	:	:	:	:	:	Signal	0.12	21.38	23.59
7 Wilmington Drive	Signal	1.66	2.54	06 : 02	:	:	:	:	:	:	:		0.00	33.76	35.15
8 LIE South Service Road	Signal	0.33	2.87	06 : 38	06 : 55	07 : 35	:	:	:	:	:		0.67	33.00	33.00
9 LIE North Service Road	Signal	0.12	2.99	07 : 38	:	:	:	:	:	:	:		0.00	7.20	21.60
10 Pettit Drive	None	0.09	3.08	07 : 50	:	:	:	:	:	:	:		0.00	27.00	27.00
Total		3.08	3.08	07 : 50									1.33	23.59	28.43

Start Time: 7:51 a.m.Run No.: 3

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Straight Path	Stop Sign	0.00	0.00	00 : 00	00 : 20	00 : 24	:	:	:	:	:		0.07		
2 North 14th Street	Stop Sign	0.13	0.13	00 : 26	00 : 53	00 : 55	:	:	:	:	:		0.03	18.00	21.27
3 North 18th Street	Stop Sign	0.19	0.32	00 : 59	01 : 23	01 : 26	:	:	:	:	:		0.05	20.73	22.06
4 Washington Avenue	Stop Sign	0.19	0.51	01 : 29	01 : 55	02 : 02	:	:	:	:	:		0.12	22.80	25.33
5 Colonial Springs Rd / Main Ave	Stop Sign	0.18	0.69	02 : 04	02 : 29	02 : 32	:	:	:	:	:		0.05	18.51	23.14
6 Lee Avenue	Stop Sign	0.19	0.88	02 : 34	05 : 24	05 : 26	:	:	:	:	:	Signal	0.03	22.80	25.33
7 Wilmington Drive	Signal	1.66	2.54	05 : 28	:	:	:	:	:	:	:		0.00	34.34	34.74
8 LIE South Service Road	Signal	0.33	2.87	06 : 04	:	:	:	:	:	:	:		0.00	33.00	33.00
9 LIE North Service Road	Signal	0.12	2.99	06 : 16	:	:	:	:	:	:	:		0.00	36.00	36.00
10 Pettit Drive	None	0.09	3.08	06 : 27	:	:	:	:	:	:	:		0.00	29.45	29.45
Total		3.08	3.08	06 : 27									0.35	28.65	30.30

TRAVEL TIME RUN
FIELD SHEETDate: 5/20/2009
Weather: _____Driver: A. Taiwo
Recorder: V. FriasComments: _____

_____Location: Bagatelle Road / Conklin Avenue / North 22nd Street / Washington AvenueDirection: Westbound / NorthboundStart Time: 5:21 p.m.Run No.: 1

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Straight Path	Stop Sign	0.00	0.00	00 : 00	00 : 21	00 : 24	:	:	:	:	:		0.05		
2 North 14th Street	Stop Sign	0.13	0.13	00 : 27	01 : 12	01 : 14	:	:	:	:	:		0.03	17.33	19.50
3 North 18th Street	Stop Sign	0.19	0.32	01 : 16	01 : 43	01 : 46	:	:	:	:	:		0.05	13.96	14.55
4 Washington Avenue	Stop Sign	0.19	0.51	01 : 51	02 : 17	02 : 22	:	:	:	:	:		0.08	19.54	21.38
5 Colonial Springs Rd / Main Ave	Stop Sign	0.18	0.69	02 : 24	02 : 49	02 : 52	:	:	:	:	:		0.05	19.64	23.14
6 Lee Avenue	Stop Sign	0.19	0.88	02 : 54	05 : 37	05 : 43	:	:	:	:	:		0.10	22.80	25.33
7 Wilmington Drive	Signal	1.66	2.54	05 : 47	06 : 25	07 : 10	:	:	:	:	:		0.75	34.54	35.78
8 LIE South Service Road	Signal	0.33	2.87	07 : 13	:	:	:	:	:	:	:		0.00	13.81	28.98
9 LIE North Service Road	Signal	0.12	2.99	07 : 28	:	:	:	:	:	:	:		0.00	28.80	28.80
10 Pettit Drive	None	0.09	3.08	07 : 38	:	:	:	:	:	:	:		0.00	32.40	32.40
Total		3.08	3.08	07 : 38									1.12	24.21	28.36

Start Time: _____

Run No.: 2

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Straight Path	Stop Sign	0.00	0.00	00 : 00	00 : 22	00 : 26	:	:	:	:	:		0.07		
2 North 14th Street	Stop Sign	0.13	0.13	00 : 27	00 : 55	00 : 59	:	:	:	:	:		0.07	17.33	20.35
3 North 18th Street	Stop Sign	0.19	0.32	01 : 02	01 : 26	01 : 29	:	:	:	:	:		0.05	19.54	22.06
4 Washington Avenue	Stop Sign	0.19	0.51	01 : 31	01 : 56	01 : 57	:	:	:	:	:		0.02	23.59	26.31
5 Colonial Springs Rd / Main Ave	Stop Sign	0.18	0.69	02 : 00	02 : 25	02 : 27	:	:	:	:	:		0.03	22.34	23.14
6 Lee Avenue	Stop Sign	0.19	0.88	02 : 31	:	:	:	:	:	:	:		0.00	22.06	23.59
7 Wilmington Drive	Signal	1.66	2.54	05 : 18	:	:	:	:	:	:	:		0.00	35.78	35.78
8 LIE South Service Road	Signal	0.33	2.87	05 : 50	:	:	:	:	:	:	:		0.00	37.13	37.13
9 LIE North Service Road	Signal	0.12	2.99	06 : 03	:	:	:	:	:	:	:		0.00	33.23	33.23
10 Pettit Drive	None	0.09	3.08	06 : 12	:	:	:	:	:	:	:		0.00	36.00	36.00
Total		3.08	3.08	06 : 12									0.23	29.81	30.97

Start Time: 5:52 p.m.Run No.: 3

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Straight Path	Stop Sign	0.00	0.00	00 : 00	00 : 22	00 : 24	:	:	:	:	:		0.03		
2 North 14th Street	Stop Sign	0.13	0.13	00 : 26	00 : 54	00 : 57	:	:	:	:	:		0.05	18.00	19.50
3 North 18th Street	Stop Sign	0.19	0.32	01 : 00	01 : 25	01 : 27	:	:	:	:	:		0.03	20.12	22.06
4 Washington Avenue	Stop Sign	0.19	0.51	01 : 30	01 : 58	02 : 00	:	:	:	:	:		0.03	22.80	24.43
5 Colonial Springs Rd / Main Ave	Stop Sign	0.18	0.69	02 : 03	02 : 32	02 : 34	:	:	:	:	:		0.03	19.64	20.90
6 Lee Avenue	Stop Sign	0.19	0.88	02 : 36	:	:	:	:	:	:	:		0.00	20.73	22.06
7 Wilmington Drive	Signal	1.66	2.54	05 : 32	06 : 10	06 : 47	:	:	:	:	:		0.62	33.95	33.95
8 LIE South Service Road	Signal	0.33	2.87	06 : 50	:	:	:	:	:	:	:		0.00	15.23	28.98
9 LIE North Service Road	Signal	0.12	2.99	07 : 04	:	:	:	:	:	:	:		0.00	30.86	30.86
10 Pettit Drive	None	0.09	3.08	07 : 13	:	:	:	:	:	:	:		0.00	36.00	36.00
Total		3.08	3.08	07 : 13									0.80	25.61	28.80

TRAVEL TIME RUN
FIELD SHEET

Date: 5/21/2009
Weather: _____

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: **Bagatelle Road / Conklin Avenue / North 22nd Street / Washington Avenue**

Direction: **Southbound / Eastbound**

Start Time: **7:19 a.m.**

Run No.: **1**

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Pettit Drive	None	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2 LIE North Service Road	Signal	0.09	0.09	00 : 13	:	:	:	:	:	:	:		0.00	24.92	24.92
3 LIE South Service Road	Signal	0.12	0.21	00 : 26	:	:	:	:	:	:	:		0.00	33.23	33.23
4 Wilmington Drive	Signal	0.33	0.54	00 : 57	03 : 40	03 : 42	:	:	:	:	:	Signal	0.03	38.32	38.32
5 Lee Avenue	Stop Sign	1.66	2.20	03 : 44	04 : 11	04 : 14	:	:	:	:	:		0.05	35.78	36.22
6 Colonial Springs Rd / Main Ave	Stop Sign	0.19	2.39	04 : 16	04 : 41	04 : 45	:	:	:	:	:		0.07	21.38	23.59
7 Washington Avenue	Stop Sign	0.18	2.57	04 : 48	05 : 14	05 : 16	:	:	:	:	:		0.03	20.25	23.14
8 North 18th Street	Stop Sign	0.19	2.76	05 : 18	05 : 47	05 : 50	:	:	:	:	:		0.05	22.80	24.43
9 North 14th Street	Stop Sign	0.19	2.95	05 : 53	:	:	:	:	:	:	:		0.00	19.54	21.38
10 Straight Path	Stop Sign	0.13	3.08	06 : 15	:	:	:	:	:	:	:		0.00	21.27	21.27
Total		3.08	3.08	06 : 15									0.23	29.57	30.71

Start Time: **7:43 a.m.**

Run No.: **2**

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Pettit Drive	None	0.00	0.00	00 : 00	00 : 13	00 : 20	:	:	:	:	:		0.12		
2 LIE North Service Road	Signal	0.09	0.09	00 : 27	:	:	:	:	:	:	:		0.00	12.00	16.20
3 LIE South Service Road	Signal	0.12	0.21	00 : 40	01 : 18	01 : 32	:	:	:	:	:		0.23	33.23	33.23
4 Wilmington Drive	Signal	0.33	0.54	01 : 39	04 : 21	04 : 24	:	:	:	:	:		0.05	20.14	26.40
5 Lee Avenue	Stop Sign	1.66	2.20	04 : 26	04 : 51	04 : 55	:	:	:	:	:		0.07	35.78	36.44
6 Colonial Springs Rd / Main Ave	Stop Sign	0.19	2.39	04 : 58	05 : 29	05 : 32	:	:	:	:	:		0.05	21.38	24.43
7 Washington Avenue	Stop Sign	0.18	2.57	05 : 35	06 : 02	06 : 05	:	:	:	:	:		0.05	17.51	19.06
8 North 18th Street	Stop Sign	0.19	2.76	06 : 07	06 : 35	06 : 37	:	:	:	:	:		0.03	21.38	23.59
9 North 14th Street	Stop Sign	0.19	2.95	06 : 39	:	:	:	:	:	:	:		0.00	21.38	22.80
10 Straight Path	Stop Sign	0.13	3.08	06 : 59	:	:	:	:	:	:	:		0.00	23.40	23.40
Total		3.08	3.08	06 : 59									0.60	26.46	28.95

Start Time: **7:59 a.m.**

Run No.: **3**

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Pettit Drive	None	0.00	0.00	00 : 00	00 : 12	00 : 27	:	:	:	:	:		0.25		
2 LIE North Service Road	Signal	0.09	0.09	00 : 29	:	:	:	:	:	:	:		0.00	11.17	23.14
3 LIE South Service Road	Signal	0.12	0.21	00 : 45	01 : 21	01 : 37	:	:	:	:	:		0.27	27.00	27.00
4 Wilmington Drive	Signal	0.33	0.54	01 : 40	04 : 37	04 : 41	:	:	:	:	:		0.07	21.60	30.46
5 Lee Avenue	Stop Sign	1.66	2.20	04 : 43	05 : 10	05 : 13	:	:	:	:	:		0.05	32.66	33.39
6 Colonial Springs Rd / Main Ave	Stop Sign	0.19	2.39	05 : 15	05 : 41	05 : 45	:	:	:	:	:		0.07	21.38	23.59
7 Washington Avenue	Stop Sign	0.18	2.57	05 : 48	06 : 15	06 : 19	:	:	:	:	:		0.07	19.64	22.34
8 North 18th Street	Stop Sign	0.19	2.76	06 : 21	06 : 50	06 : 57	:	:	:	:	:		0.12	20.73	23.59
9 North 14th Street	Stop Sign	0.19	2.95	07 : 01	:	:	:	:	:	:	:		0.00	17.10	20.73
10 Straight Path	Stop Sign	0.13	3.08	07 : 16	:	:	:	:	:	:	:		0.00	31.20	31.20
Total		3.08	3.08	07 : 16									0.88	25.43	28.95

TRAVEL TIME RUN FIELD SHEET

Date: 5/20/2009
Weather: _____

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: **Bagatelle Road / Conklin Avenue / North 22nd Street / Washington Avenue**

Direction: **Southbound / Eastbound**

Start Time: **5:30 p.m.**

Run No.: **1**

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Pettit Drive	None	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2 LIE North Service Road	Signal	0.09	0.09	00 : 08	:	:	:	:	:	:	:		0.00	40.50	40.50
3 LIE South Service Road	Signal	0.12	0.21	00 : 24	00 : 56	01 : 13	:	:	:	:	:	Signal	0.28	27.00	27.00
4 Wilmington Drive	Signal	0.33	0.54	01 : 15	03 : 54	03 : 57	:	:	:	:	:		0.05	23.29	34.94
5 Lee Avenue	Stop Sign	1.66	2.20	04 : 08	04 : 25	04 : 29	:	:	:	:	:		0.07	34.54	35.15
6 Colonial Springs Rd / Main Ave	Stop Sign	0.19	2.39	04 : 32	04 : 55	05 : 00	:	:	:	:	:		0.08	28.50	34.20
7 Washington Avenue	Stop Sign	0.18	2.57	05 : 03	05 : 32	05 : 34	:	:	:	:	:		0.03	20.90	24.92
8 North 18th Street	Stop Sign	0.19	2.76	05 : 36	06 : 04	06 : 06	:	:	:	:	:		0.03	20.73	22.06
9 North 14th Street	Stop Sign	0.19	2.95	06 : 09	06 : 32	06 : 34	:	:	:	:	:		0.03	20.73	22.06
10 Straight Path	Stop Sign	0.13	3.08	06 : 39	:	:	:	:	:	:	:		0.00	15.60	16.71
Total		3.08	3.08	06 : 39									0.58	27.79	30.46

Start Time: **5:46 p.m.**

Run No.: **2**

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Pettit Drive	None	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2 LIE North Service Road	Signal	0.09	0.09	00 : 11	:	:	:	:	:	:	:		0.00	29.45	29.45
3 LIE South Service Road	Signal	0.12	0.21	00 : 24	:	:	:	:	:	:	:		0.00	33.23	33.23
4 Wilmington Drive	Signal	0.33	0.54	00 : 56	03 : 38	03 : 40	:	:	:	:	:		0.03	37.13	37.13
5 Lee Avenue	Stop Sign	1.66	2.20	03 : 42	04 : 09	04 : 12	:	:	:	:	:		0.05	36.00	36.44
6 Colonial Springs Rd / Main Ave	Stop Sign	0.19	2.39	04 : 14	04 : 43	04 : 45	:	:	:	:	:		0.03	21.38	23.59
7 Washington Avenue	Stop Sign	0.18	2.57	04 : 48	05 : 18	05 : 23	:	:	:	:	:		0.08	19.06	20.25
8 North 18th Street	Stop Sign	0.19	2.76	05 : 25	05 : 53	05 : 56	:	:	:	:	:		0.05	18.49	21.38
9 North 14th Street	Stop Sign	0.19	2.95	05 : 58	06 : 19	06 : 22	:	:	:	:	:		0.05	20.73	22.80
10 Straight Path	Stop Sign	0.13	3.08	06 : 25	:	:	:	:	:	:	:		0.00	17.33	19.50
Total		3.08	3.08	06 : 25									0.30	28.80	30.21

Start Time: **6:00 p.m.**

Run No.: **3**

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Pettit Drive	None	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2 LIE North Service Road	Signal	0.09	0.09	00 : 12	:	:	:	:	:	:	:		0.00	27.00	27.00
3 LIE South Service Road	Signal	0.12	0.21	00 : 26	:	:	:	:	:	:	:		0.00	30.86	30.86
4 Wilmington Drive	Signal	0.33	0.54	01 : 00	03 : 43	03 : 51	:	:	:	:	:		0.13	34.94	34.94
5 Lee Avenue	Stop Sign	1.66	2.20	03 : 53	04 : 19	04 : 27	:	:	:	:	:		0.13	34.54	36.22
6 Colonial Springs Rd / Main Ave	Stop Sign	0.19	2.39	04 : 30	04 : 55	04 : 58	:	:	:	:	:		0.05	18.49	23.59
7 Washington Avenue	Stop Sign	0.18	2.57	05 : 01	05 : 30	05 : 44	:	:	:	:	:		0.23	20.90	23.14
8 North 18th Street	Stop Sign	0.19	2.76	05 : 46	06 : 18	06 : 21	:	:	:	:	:		0.05	15.20	22.06
9 North 14th Street	Stop Sign	0.19	2.95	06 : 23	:	:	:	:	:	:	:		0.00	18.49	20.12
10 Straight Path	Stop Sign	0.13	3.08	06 : 43	:	:	:	:	:	:	:		0.00	23.40	23.40
Total		3.08	3.08	06 : 43									0.60	27.51	30.21

TRAVEL TIME RUN
FIELD SHEETDate: 5/21/09 & 5/22/09
Weather: _____Driver: A. Taiwo
Recorder: V. FriasComments: _____

_____Location: Long Island AvenueDirection: EastboundStart Time: 8:03 a.m.Run No.: 1

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Wellwood Avenue	Signal	0.00	0.00	00 : 00	01 : 50	02 : 23	:	:	:	:	:	Signal	0.55		
2 Little East Neck Road	Signal	1.07	1.07	02 : 26	:	:	:	:	:	:	:		0.00	26.38	34.09
3 South 18th Street	Signal	0.96	2.03	04 : 01	04 : 20	04 : 57	:	:	:	:	:	Signal	0.62	36.38	36.38
4 MLK Blvd / Straight Path	Signal	0.17	2.20	05 : 02	:	:	:	:	:	:	:		0.00	10.03	25.50
5 Doe Street	Stop Sign	0.15	2.35	05 : 23	06 : 55	06 : 58	:	:	:	:	:	Stop Sign	0.05	25.71	25.71
6 West 13th Street	Stop Sign	0.93	3.28	07 : 00	07 : 36	07 : 39	:	:	:	:	:	Stop Sign	0.05	34.52	35.62
7 West 7th Street	Signal	0.29	3.57	07 : 42	08 : 22	08 : 29	:	:	:	:	:	Signal	0.12	24.86	26.77
8 Deer Park Avenue	Signal	0.35	3.92	08 : 45	:	:	:	:	:	:	:		0.00	20.00	22.50
Total		3.92	3.92	08 : 45									1.38	26.88	31.93

Start Time: 8:21 a.m.Run No.: 2

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Wellwood Avenue	Signal	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2 Little East Neck Road	Signal	1.07	1.07	01 : 43	03 : 13	03 : 41	:	:	:	:	:	Signal	0.47	37.40	37.40
3 South 18th Street	Signal	0.96	2.03	03 : 45	:	:	:	:	:	:	:		0.00	28.33	36.77
4 MLK Blvd / Straight Path	Signal	0.17	2.20	04 : 10	:	:	:	:	:	:	:		0.00	24.48	24.48
5 Doe Street	Stop Sign	0.15	2.35	04 : 38	06 : 13	06 : 15	:	:	:	:	:	Stop Sign	0.03	19.29	19.29
6 West 13th Street	Stop Sign	0.93	3.28	06 : 18	06 : 52	06 : 54	:	:	:	:	:		0.03	33.48	34.16
7 West 7th Street	Signal	0.29	3.57	06 : 56	07 : 40	09 : 00	:	:	:	:	:	Signal	1.33	27.47	29.00
8 Deer Park Avenue	Signal	0.35	3.92	09 : 07	:	:	:	:	:	:	:		0.00	9.62	24.71
Total		3.92	3.92	09 : 07									1.87	25.80	32.44

Start Time: 8:43 a.m.Run No.: 3

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Wellwood Avenue	Signal	0.00	0.00	00 : 00	01 : 45	02 : 18	:	:	:	:	:		0.55		
2 Little East Neck Road	Signal	1.07	1.07	02 : 22	:	:	:	:	:	:	:		0.00	27.13	35.34
3 South 18th Street	Signal	0.96	2.03	03 : 55	:	:	:	:	:	:	:		0.00	37.16	37.16
4 MLK Blvd / Straight Path	Signal	0.17	2.20	04 : 13	:	:	:	:	:	:	:		0.00	34.00	34.00
5 Doe Street	Stop Sign	0.15	2.35	04 : 31	06 : 02	06 : 06	:	:	:	:	:	Stop Sign	0.07	30.00	30.00
6 West 13th Street	Stop Sign	0.93	3.28	06 : 10	06 : 43	06 : 46	:	:	:	:	:	Stop Sign	0.05	33.82	35.24
7 West 7th Street	Signal	0.29	3.57	06 : 48	07 : 30	07 : 59	:	:	:	:	:	Signal	0.48	27.47	29.83
8 Deer Park Avenue	Signal	0.35	3.92	08 : 14	:	:	:	:	:	:	:		0.00	14.65	22.11
Total		3.92	3.92	08 : 14									1.15	28.57	33.20

TRAVEL TIME RUN
FIELD SHEETDate: 5/21/09 & 5/22/09
Weather: _____Driver: A. Taiwo
Recorder: V. FriasComments: _____

_____Location: Long Island AvenueDirection: EastboundStart Time: 4:31 p.m.Run No.: 1

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Wellwood Avenue	Signal	0.00	0.00	00 : 00	01 : 46	01 : 59	:	:	:	:	:	Signal	0.22		
2 Little East Neck Road	Signal	1.07	1.07	02 : 02	03 : 41	03 : 49	:	:	:	:	:	Signal	0.13	31.57	35.34
3 South 18th Street	Signal	0.96	2.03	03 : 53	04 : 12	05 : 58	:	:	:	:	:	Signal	1.77	31.14	33.55
4 MLK Blvd / Straight Path	Signal	0.17	2.20	06 : 08	:	:	:	:	:	:	:		0.00	4.53	21.10
5 Doe Street	Stop Sign	0.15	2.35	06 : 28	07 : 59	08 : 02	:	:	:	:	:		0.05	27.00	27.00
6 West 13th Street	Stop Sign	0.93	3.28	08 : 04	08 : 36	08 : 39	:	:	:	:	:		0.05	34.88	36.00
7 West 7th Street	Signal	0.29	3.57	08 : 41	09 : 25	10 : 26	:	:	:	:	:	Signal	1.02	28.22	30.71
8 Deer Park Avenue	Signal	0.35	3.92	10 : 34	:	:	:	:	:	:	:		0.00	11.15	24.23
Total		3.92	3.92	10 : 34									3.23	22.26	32.07

Start Time: 4:56 p.m.Run No.: 2

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Wellwood Avenue	Signal	0.00	0.00	00 : 00	01 : 46	01 : 56	:	:	:	:	:		0.17		
2 Little East Neck Road	Signal	1.07	1.07	02 : 01	03 : 53	04 : 22	:	:	:	:	:	Signal	0.48	31.83	34.70
3 South 18th Street	Signal	0.96	2.03	04 : 27	04 : 48	06 : 06	:	:	:	:	:		1.30	23.67	29.54
4 MLK Blvd / Straight Path	Signal	0.17	2.20	06 : 22	06 : 44	07 : 03	:	:	:	:	:		0.32	5.32	16.54
5 Doe Street	Stop Sign	0.15	2.35	07 : 07	08 : 41	08 : 44	:	:	:	:	:		0.05	12.00	20.77
6 West 13th Street	Stop Sign	0.93	3.28	08 : 46	09 : 20	09 : 29	:	:	:	:	:		0.15	33.82	34.88
7 West 7th Street	Signal	0.29	3.57	09 : 30	10 : 23	12 : 13	:	:	:	:	:	Signal	1.83	23.73	29.83
8 Deer Park Avenue	Signal	0.35	3.92	12 : 23	:	:	:	:	:	:	:		0.00	7.28	20.00
Total		3.92	3.92	12 : 23									4.30	18.99	29.10

Start Time: 5:25 p.m.Run No.: 3

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Wellwood Avenue	Signal	0.00	0.00	00 : 00	01 : 44	02 : 15	:	:	:	:	:	Signal	0.52		
2 Little East Neck Road	Signal	1.07	1.07	02 : 19	:	:	:	:	:	:	:		0.00	27.71	35.67
3 South 18th Street	Signal	0.96	2.03	03 : 55	04 : 18	05 : 06	:	:	:	:	:	Signal	0.80	36.00	36.00
4 MLK Blvd / Straight Path	Signal	0.17	2.20	05 : 11	:	:	:	:	:	:	:		0.00	8.05	21.86
5 Doe Street	Stop Sign	0.15	2.35	05 : 31	07 : 02	07 : 05	:	:	:	:	:		0.05	27.00	27.00
6 West 13th Street	Stop Sign	0.93	3.28	07 : 07	07 : 41	07 : 43	:	:	:	:	:		0.03	34.88	36.00
7 West 7th Street	Signal	0.29	3.57	07 : 45	08 : 25	09 : 11	:	:	:	:	:	Signal	0.77	27.47	29.00
8 Deer Park Avenue	Signal	0.35	3.92	09 : 21	:	:	:	:	:	:	:		0.00	13.13	25.20
Total		3.92	3.92	09 : 21									2.17	25.16	32.74

TRAVEL TIME RUN
FIELD SHEETDate: 5/21/2009 & 5/22/09
Weather: _____Driver: A. Taiwo
Recorder: V. FriasComments: _____

_____Location: Long Island AvenueDirection: WestboundStart Time: 8:15 a.m.Run No.: 1

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Deer Park Avenue	Signal	0.00	0.00	00 : 00	00 : 48	00 : 57	:	:	:	:	:	Stop Sign	0.15		
2 West 7th Street	Stop Sign	0.35	0.35	01 : 00	01 : 35	01 : 38	:	:	:	:	:	Stop Sign	0.05	21.00	24.71
3 West 13th Street	Stop Sign	0.29	0.64	01 : 40	02 : 24	03 : 25	:	:	:	:	:	Stop Sign	1.02	26.10	28.22
4 Doe Street	Stop Sign	0.93	1.57	03 : 31	:	:	:	:	:	:	:		0.00	30.16	66.96
5 MLK Blvd / Straight Path	Signal	0.15	1.72	03 : 51	:	:	:	:	:	:	:		0.00	27.00	27.00
6 South 18th Street	Signal	0.17	1.89	04 : 12	05 : 48	06 : 14	:	:	:	:	:	Signal	0.43	29.14	29.14
7 Little East Neck Road	Signal	0.96	2.85	06 : 22	08 : 10	10 : 28	:	:	:	:	:	Signal	2.30	26.58	33.23
8 Wellwood Avenue	Signal	1.07	3.92	10 : 33	:	:	:	:	:	:	:		0.00	15.35	34.09
Total		3.92	3.92	10 : 33									3.95	22.29	35.64

Start Time: 8:32 a.m.Run No.: 2

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Deer Park Avenue	Signal	0.00	0.00	00 : 00	00 : 45	00 : 48	:	:	:	:	:		0.05		
2 West 7th Street	Stop Sign	0.35	0.35	00 : 50	01 : 25	01 : 27	:	:	:	:	:		0.03	25.20	26.81
3 West 13th Street	Stop Sign	0.29	0.64	01 : 31	:	:	:	:	:	:	:		0.00	25.46	26.77
4 Doe Street	Stop Sign	0.93	1.57	03 : 08	03 : 15	03 : 20	:	:	:	:	:	Signal	0.08	34.52	34.52
5 MLK Blvd / Straight Path	Signal	0.15	1.72	03 : 25	03 : 47	04 : 06	:	:	:	:	:	Signal	0.32	31.76	45.00
6 South 18th Street	Signal	0.17	1.89	04 : 11	:	:	:	:	:	:	:		0.00	13.30	22.67
7 Little East Neck Road	Signal	0.96	2.85	05 : 48	07 : 36	09 : 27	:	:	:	:	:		1.85	35.63	35.63
8 Wellwood Avenue	Signal	1.07	3.92	09 : 38	:	:	:	:	:	:	:		0.00	16.75	32.37
Total		3.92	3.92	09 : 38									2.33	24.42	32.22

Start Time: 8:51 a.m.Run No.: 3

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Deer Park Avenue	Signal	0.00	0.00	00 : 00	00 : 46	00 : 48	:	:	:	:	:		0.03		
2 West 7th Street	Stop Sign	0.35	0.35	00 : 51	01 : 24	01 : 26	:	:	:	:	:		0.03	24.71	25.71
3 West 13th Street	Stop Sign	0.29	0.64	01 : 28	:	:	:	:	:	:	:		0.00	28.22	29.83
4 Doe Street	Stop Sign	0.93	1.57	03 : 01	:	:	:	:	:	:	:		0.00	36.00	36.00
5 MLK Blvd / Straight Path	Signal	0.15	1.72	03 : 18	:	:	:	:	:	:	:		0.00	31.76	31.76
6 South 18th Street	Signal	0.17	1.89	03 : 37	05 : 14	05 : 45	:	:	:	:	:	Signal	0.52	32.21	32.21
7 Little East Neck Road	Signal	0.96	2.85	05 : 48	:	:	:	:	:	:	:		0.00	26.38	34.56
8 Wellwood Avenue	Signal	1.07	3.92	07 : 43	:	:	:	:	:	:	:		0.00	33.50	33.50
Total		3.92	3.92	07 : 43									0.58	30.48	32.97

TRAVEL TIME RUN
FIELD SHEETDate: 5/21/2009
Weather: _____Driver: A. Taiwo
Recorder: V. FriasComments: _____

_____Location: Long Island AvenueDirection: WestboundStart Time: 4:42 p.m.Run No.: 1

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Deer Park Avenue	Signal	0.00	0.00	00 : 00	00 : 44	00 : 47	:	:	:	:	:		0.05		
2 West 7th Street	Stop Sign	0.35	0.35	00 : 48	01 : 23	01 : 25	:	:	:	:	:		0.03	26.25	28.00
3 West 13th Street	Stop Sign	0.29	0.64	01 : 27	:	:	:	:	:	:	:		0.00	26.77	28.22
4 Doe Street	Stop Sign	0.93	1.57	03 : 00	03 : 20	04 : 11	:	:	:	:	:	Signal	0.85	36.00	36.00
5 MLK Blvd / Straight Path	Signal	0.15	1.72	04 : 16	04 : 37	05 : 17	:	:	:	:	:	Signal	0.67	7.11	21.60
6 South 18th Street	Signal	0.17	1.89	05 : 20	:	:	:	:	:	:	:		0.00	9.56	25.50
7 Little East Neck Road	Signal	0.96	2.85	06 : 56	08 : 34	09 : 15	:	:	:	:	:	Signal	0.68	36.00	36.00
8 Wellwood Avenue	Signal	1.07	3.92	09 : 29	:	:	:	:	:	:	:		0.00	25.18	34.39
Total		3.92	3.92	09 : 29									2.28	24.80	32.67

Start Time: 5:10 p.m.Run No.: 2

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Deer Park Avenue	Signal	0.00	0.00	00 : 00	00 : 47	00 : 49	:	:	:	:	:		0.03		
2 West 7th Street	Stop Sign	0.35	0.35	00 : 52	01 : 27	01 : 29	:	:	:	:	:		0.03	24.23	25.20
3 West 13th Street	Stop Sign	0.29	0.64	01 : 31	:	:	:	:	:	:	:		0.00	26.77	28.22
4 Doe Street	Stop Sign	0.93	1.57	03 : 04	03 : 17	04 : 05	:	:	:	:	:	Signal	0.80	36.00	36.00
5 MLK Blvd / Straight Path	Signal	0.15	1.72	04 : 24	04 : 49	05 : 27	:	:	:	:	:	Signal	0.63	6.75	16.88
6 South 18th Street	Signal	0.17	1.89	05 : 31	07 : 07	07 : 31	:	:	:	:	:	Signal	0.40	9.13	21.10
7 Little East Neck Road	Signal	0.96	2.85	07 : 36	09 : 20	10 : 11	:	:	:	:	:	Signal	0.85	27.65	34.22
8 Wellwood Avenue	Signal	1.07	3.92	10 : 22	:	:	:	:	:	:	:		0.00	23.20	33.50
Total		3.92	3.92	10 : 22									2.75	22.69	30.88

Start Time: 5:34 p.m.Run No.: 3

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Deer Park Avenue	Signal	0.00	0.00	00 : 00	00 : 48	00 : 51	:	:	:	:	:		0.05		
2 West 7th Street	Stop Sign	0.35	0.35	00 : 53	01 : 25	01 : 28	:	:	:	:	:		0.05	23.77	25.20
3 West 13th Street	Stop Sign	0.29	0.64	01 : 30	03 : 07	03 : 42	:	:	:	:	:	Signal	0.58	28.22	30.71
4 Doe Street	Stop Sign	0.93	1.57	03 : 25	03 : 46	04 : 40	:	:	:	:	:	Signal	0.90	29.11	41.85
5 MLK Blvd / Straight Path	Signal	0.15	1.72	04 : 47	05 : 13	05 : 25	:	:	:	:	:	Signal	0.20	6.59	19.29
6 South 18th Street	Signal	0.17	1.89	05 : 29	07 : 06	07 : 15	:	:	:	:	:	Signal	0.15	14.57	20.40
7 Little East Neck Road	Signal	0.96	2.85	07 : 21	09 : 02	11 : 09	:	:	:	:	:	Signal	2.12	30.86	33.55
8 Wellwood Avenue	Signal	1.07	3.92	11 : 23	:	:	:	:	:	:	:		0.00	15.92	33.50
Total		3.92	3.92	11 : 23									4.05	20.66	32.07

TRAVEL TIME RUN
FIELD SHEETDate: 5/19/09 & 5/22/09
Weather: ClearDriver: A. Taiwo
Recorder: V. FriasComments: _____

_____Location: Acorn StreetDirection: EastboundStart Time: 8:33 a.m.Run No.: 1

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 North 18th Street	Signal	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2 MLK Blvd / Straight Path	Signal	0.20	0.20	00 : 28	02 : 14	02 : 16	:	:	:	:	:	Stop Sign	0.03	25.71	25.71
3 Ocean Avenue	Stop Sign	1.06	1.26	02 : 18	03 : 07	03 : 10	:	:	:	:	:		0.05	34.69	35.33
4 Half Hollow Road	Stop Sign	0.38	1.64	03 : 12	:	:	:	:	:	:	:		0.00	25.33	26.82
5 Deer Park Avenue	Signal	0.25	1.89	03 : 48	:	:	:	:	:	:	:		0.00	25.00	25.00
6 Glenda Drive	None	0.16	2.05	04 : 12	:	:	:	:	:	:	:		0.00	24.00	24.00
Total		2.05	2.05	04 : 12									0.08	29.29	29.88

Start Time: 8:43 a.m.Run No.: 2

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 North 18th Street	Signal	0.00	0.00	00 : 00	00 : 29	00 : 37	:	:	:	:	:	Signal	0.13		
2 MLK Blvd / Straight Path	Signal	0.20	0.20	00 : 43	02 : 30	02 : 31	:	:	:	:	:		0.02	16.74	20.57
3 Ocean Avenue	Stop Sign	1.06	1.26	02 : 34	03 : 20	03 : 22	:	:	:	:	:		0.03	34.38	34.69
4 Half Hollow Road	Stop Sign	0.38	1.64	03 : 24	03 : 57	04 : 26	:	:	:	:	:	Signal	0.48	27.36	28.50
5 Deer Park Avenue	Signal	0.25	1.89	04 : 34	:	:	:	:	:	:	:		0.00	12.86	21.95
6 Glenda Drive	None	0.16	2.05	04 : 58	:	:	:	:	:	:	:		0.00	24.00	24.00
Total		2.05	2.05	04 : 58									0.67	24.77	28.60

Start Time: 8:59 a.m.Run No.: 3

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 North 18th Street	Signal	0.00	0.00	00 : 00	00 : 29	00 : 32	:	:	:	:	:	Signal	0.05		
2 MLK Blvd / Straight Path	Signal	0.20	0.20	00 : 40	02 : 11	02 : 15	:	:	:	:	:	Stop Sign	0.07	18.00	19.46
3 Ocean Avenue	Stop Sign	1.06	1.26	02 : 19	03 : 03	03 : 12	:	:	:	:	:	Stop Sign	0.15	38.55	40.17
4 Half Hollow Road	Stop Sign	0.38	1.64	03 : 18	03 : 52	05 : 00	:	:	:	:	:	Signal	1.13	23.19	27.36
5 Deer Park Avenue	Signal	0.25	1.89	05 : 04	:	:	:	:	:	:	:		0.00	8.49	23.68
6 Glenda Drive	None	0.16	2.05	05 : 29	:	:	:	:	:	:	:		0.00	23.04	23.04
Total		2.05	2.05	05 : 29									1.40	22.43	30.12

TRAVEL TIME RUN
FIELD SHEETDate: 5/20/09 & 5/21/09
Weather: ClearDriver: A. Taiwo
Recorder: V. FriasComments: _____

_____Location: Acorn StreetDirection: EastboundStart Time: 6:08 p.m.Run No.: 1

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 North 18th Street	Signal	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2 MLK Blvd / Straight Path	Signal	0.20	0.20	00 : 36	02 : 19	02 : 21	:	:	:	:	:		0.03	20.00	20.00
3 Ocean Avenue	Stop Sign	1.06	1.26	02 : 25	03 : 06	03 : 09	:	:	:	:	:		0.05	35.01	35.66
4 Half Hollow Road	Stop Sign	0.38	1.64	03 : 11	03 : 43	05 : 08	:	:	:	:	:	Signal	1.42	29.74	31.81
5 Deer Park Avenue	Signal	0.25	1.89	05 : 15	:	:	:	:	:	:	:		0.00	7.26	23.08
6 Glenda Drive	None	0.16	2.05	05 : 37	:	:	:	:	:	:	:		0.00	26.18	26.18
Total		2.05	2.05	05 : 37									1.50	21.90	29.88

Start Time: 6:10 p.m.Run No.: 2

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 North 18th Street	Signal	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2 MLK Blvd / Straight Path	Signal	0.20	0.20	00 : 27	02 : 14	02 : 17	:	:	:	:	:		0.05	26.67	26.67
3 Ocean Avenue	Stop Sign	1.06	1.26	02 : 19	03 : 04	03 : 06	:	:	:	:	:		0.03	34.07	35.01
4 Half Hollow Road	Stop Sign	0.38	1.64	03 : 09	03 : 40	03 : 50	:	:	:	:	:		0.17	27.36	28.50
5 Deer Park Avenue	Signal	0.25	1.89	03 : 57	:	:	:	:	:	:	:		0.00	18.75	23.68
6 Glenda Drive	None	0.16	2.05	04 : 22	:	:	:	:	:	:	:		0.00	23.04	23.04
Total		2.05	2.05	04 : 22									0.25	28.17	29.88

Start Time: 6:23 p.m.Run No.: 3

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 North 18th Street	Signal	0.00	0.00	00 : 00	00 : 25	00 : 41	:	:	:	:	:	Signal	0.27		
2 MLK Blvd / Straight Path	Signal	0.20	0.20	00 : 51	02 : 42	02 : 44	:	:	:	:	:		0.03	14.12	20.57
3 Ocean Avenue	Stop Sign	1.06	1.26	02 : 46	03 : 34	03 : 38	:	:	:	:	:		0.07	33.18	33.77
4 Half Hollow Road	Stop Sign	0.38	1.64	03 : 42	04 : 12	04 : 19	:	:	:	:	:		0.12	24.43	26.31
5 Deer Park Avenue	Signal	0.25	1.89	04 : 31	:	:	:	:	:	:	:		0.00	18.37	21.43
6 Glenda Drive	None	0.16	2.05	04 : 57	:	:	:	:	:	:	:		0.00	22.15	22.15
Total		2.05	2.05	04 : 57									0.48	24.85	27.54

TRAVEL TIME RUN
FIELD SHEET

Date: 5/19/09 & 5/22/09
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: **Acorn Street**

Direction: **Westbound**

Start Time: **8:37 a.m.**

Run No.: **1**

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Glenda Drive	None	0.00	0.00	00 : 00	00 : 18	00 : 47	:	:	:	:	:	Signal	0.48		
2 Deer Park Avenue	Signal	0.16	0.16	00 : 59	01 : 35	01 : 45	:	:	:	:	:		0.17	9.76	19.20
3 Half Hollow Road	Stop Sign	0.25	0.41	01 : 47	02 : 31	02 : 37	:	:	:	:	:		0.10	18.75	23.68
4 Ocean Avenue	Stop Sign	0.38	0.79	02 : 37	:	:	:	:	:	:	:		0.00	27.36	31.09
5 MLK Blvd / Straight Path	Signal	1.06	1.85	04 : 22	04 : 48	04 : 59	:	:	:	:	:		0.18	36.34	36.34
6 North 18th Street	Signal	0.20	2.05	05 : 04	:	:	:	:	:	:	:		0.00	17.14	23.23
Total		2.05	2.05	05 : 04									0.93	24.28	29.76

Start Time: **8:49 a.m.**

Run No.: **2**

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Glenda Drive	None	0.00	0.00	00 : 00	00 : 24	00 : 39	:	:	:	:	:	Signal	0.25		
2 Deer Park Avenue	Signal	0.16	0.16	00 : 43	01 : 14	01 : 20	:	:	:	:	:	Stop Sign	0.10	13.40	20.57
3 Half Hollow Road	Stop Sign	0.25	0.41	01 : 22	02 : 09	02 : 11	:	:	:	:	:		0.03	23.08	27.27
4 Ocean Avenue	Stop Sign	0.38	0.79	02 : 12	:	:	:	:	:	:	:		0.00	27.36	28.50
5 MLK Blvd / Straight Path	Signal	1.06	1.85	04 : 05	:	:	:	:	:	:	:		0.00	33.77	33.77
6 North 18th Street	Signal	0.20	2.05	04 : 30	:	:	:	:	:	:	:		0.00	28.80	28.80
Total		2.05	2.05	04 : 30									0.38	27.33	29.88

Start Time: **8:51 a.m.**

Run No.: **3**

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Glenda Drive	None	0.00	0.00	00 : 00	00 : 27	01 : 15	:	:	:	:	:	Signal	0.80		
2 Deer Park Avenue	Signal	0.16	0.16	01 : 23	01 : 57	02 : 05	:	:	:	:	:	Stop Sign	0.13	6.94	16.46
3 Half Hollow Road	Stop Sign	0.25	0.41	02 : 07	02 : 46	02 : 51	:	:	:	:	:	Stop Sign	0.08	20.45	25.00
4 Ocean Avenue	Stop Sign	0.38	0.79	02 : 52	04 : 33	05 : 53	:	:	:	:	:	Signal	1.33	30.40	34.20
5 MLK Blvd / Straight Path	Signal	1.06	1.85	06 : 07	06 : 35	07 : 03	:	:	:	:	:	Signal	0.47	19.57	33.18
6 North 18th Street	Signal	0.20	2.05	07 : 04	:	:	:	:	:	:	:		0.00	12.63	24.83
Total		2.05	2.05	07 : 04									2.82	17.41	28.94

TRAVEL TIME RUN
FIELD SHEETDate: 5/20/09 & 5/21/09
Weather: ClearDriver: A. Taiwo
Recorder: V. FriasComments: _____

_____Location: Acorn StreetDirection: WestboundStart Time: 6:00 p.m.Run No.: 1

Checkpoint		Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Glenda Drive	None	0.00	0.00	00 : 00	00 : 15	00 : 23	0 : 35	2 : 16	:	:	:	Signal, Signal	1.82		
2	Deer Park Avenue	Signal	0.16	0.16	02 : 24	02 : 56	02 : 59	:	:	:	:	:		0.05	4.00	16.46
3	Half Hollow Road	Stop Sign	0.25	0.41	03 : 00	03 : 44	03 : 46	:	:	:	:	:	Signal	0.03	25.00	27.27
4	Ocean Avenue	Stop Sign	0.38	0.79	03 : 48	05 : 25	05 : 55	:	:	:	:	:	Signal	0.50	28.50	29.74
5	MLK Blvd / Straight Path	Signal	1.06	1.85	05 : 57	06 : 26	07 : 03	:	:	:	:	:	Signal	0.62	29.58	38.55
6	North 18th Street	Signal	0.20	2.05	07 : 07	:	:	:	:	:	:	:		0.00	10.29	21.82
Total			2.05	2.05	07 : 07									3.02	17.28	30.00

Start Time: 6:15 p.m.Run No.: 2

Checkpoint		Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Glenda Drive	None	0.00	0.00	00 : 00	00 : 21	01 : 20	:	:	:	:	:	Signal	0.98		
2	Deer Park Avenue	Signal	0.16	0.16	01 : 37	02 : 02	02 : 05	:	:	:	:	:		0.05	5.94	15.16
3	Half Hollow Road	Stop Sign	0.25	0.41	02 : 06	02 : 46	02 : 49	:	:	:	:	:		0.05	31.03	34.62
4	Ocean Avenue	Stop Sign	0.38	0.79	02 : 51	04 : 32	05 : 31	:	:	:	:	:		0.98	30.40	32.57
5	MLK Blvd / Straight Path	Signal	1.06	1.85	05 : 53	:	:	:	:	:	:	:		0.00	20.97	31.02
6	North 18th Street	Signal	0.20	2.05	06 : 19	:	:	:	:	:	:	:		0.00	27.69	27.69
Total			2.05	2.05	06 : 19									2.07	19.47	28.94

Start Time: 6:16 p.m.Run No.: 3

Checkpoint		Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Glenda Drive	None	0.00	0.00	00 : 00	00 : 33	02 : 17	:	:	:	:	:		1.73		
2	Deer Park Avenue	Signal	0.16	0.16	02 : 25	02 : 57	02 : 59	:	:	:	:	:		0.03	3.97	14.05
3	Half Hollow Road	Stop Sign	0.25	0.41	03 : 01	03 : 44	03 : 46	:	:	:	:	:		0.03	25.00	26.47
4	Ocean Avenue	Stop Sign	0.38	0.79	03 : 49	05 : 35	05 : 44	:	:	:	:	:	Signal	0.15	28.50	29.74
5	MLK Blvd / Straight Path	Signal	1.06	1.85	05 : 49	06 : 20	06 : 30	:	:	:	:	:	Signal	0.17	31.80	34.38
6	North 18th Street	Signal	0.20	2.05	06 : 34	:	:	:	:	:	:	:		0.00	16.00	20.57
Total			2.05	2.05	06 : 34									2.12	18.73	27.64

Existing Condition Level of Service Tables for Extended Study Area

2009 Existing Condition Signalized Intersection Analysis Results

Intersection Approach and Movement ¹		Weekday							
		AM Peak-Hour				PM Peak-Hour			
		v/c	Delay (secs/veh)	LOS	Queue ² (ft)	v/c	Delay (secs/veh)	LOS	Queue ² (ft)
Map ID# 1 - Straight Path and Nicolls Road									
EB	LTR	0.18	33.9	C	40	0.38	38.5	D	98
WB	LTR	0.60	45.4	D	137	0.66	52.3	D	101
NB	L	0.01	7.7	A	m3	0.03	1.7	A	m2
NB	TR	0.48	17.2	B	412	0.55	6.0	A	68
SB	L	0.00	4.0	A	1	0.03	4.1	A	6
SB	TR	0.57	7.3	A	231	0.58	7.9	A	205
Overall Intersection			15.7	B			12.4	B	
Map ID# 2 - Straight Path and Merritt Avenue/Acorn Street									
EB	LTR	0.29	23.6	C	72	0.25	22.9	C	85
WB	LTR	0.49	27.8	C	139	0.79	41.2	D	200
NB	L	0.16	5.2	A	m18	0.23	7.1	A	m22
NB	TR	0.39	5.0	A	62	0.41	6.2	A	70
SB	L	0.06	26.3	C	m13	0.10	16.7	B	m12
SB	TR	0.49	26.1	C	208	0.51	17.9	B	206
Overall Intersection			16.8	B			17.3	B	
Map ID# 3 - Straight Path and Long Island Avenue									
EB	L	0.75	82.8	F	#79	0.62	37.6	D	84
EB	TR	0.23	21.2	C	88	0.75	34.9	C	233
WB	L	0.26	23.8	C	66	0.78	84.6	F	#93
WB	TR	0.83	40.3	D	360	0.45	26.4	C	155
NB	TR	0.57	24.8	C	216	0.63	24.2	C	280
SB	L	0.08	5.5	A	m10	0.27	10.2	B	m28
SB	TR	0.37	5.5	A	56	0.40	6.6	A	85
Overall Intersection			23.6	C			23.0	C	
Map ID# 4 - Straight Path and Mount Avenue									
WB	L	0.49	46.0	D	91	0.43	47.4	D	74
WB	R	0.37	7.2	A	43	0.43	10.5	B	51
NB	TR	0.41	7.8	A	169	0.39	7.5	A	171
SB	L	0.39	5.3	A	34	0.58	7.5	A	54
SB	T	0.26	3.1	A	66	0.32	2.9	A	84
Overall Intersection			7.7	A			7.3	A	
Deer Park Avenue and Seaman Neck Road									
EB	LTR	1.03	78.6	E	#536	1.16	134.8	F	#593
WB	LTR	0.68	60.5	E	35	0.27	41.0	D	33
NB	L	0.09	40.0	D	21	0.11	49.9	D	26
NB	TR	0.98	41.9	D	#640	0.46	10.8	B	243
SB	T	0.74	25.0	C	#467	0.95	31.0	C	#1016
SB	R	0.66	5.3	A	82	0.81	9.6	A	303
Overall Intersection			36.7	D			32.0	C	

Notes:

- Intersection approaches: EB = eastbound, WB = westbound, NB = northbound and SB = southbound;
Movements: groups are L = left-turn, R = right-turn, T = through, LT = shared left-turn/through, TR = shared through/right-turn, LTR = shared left-turn/through/right-turn.
- Lane queue: # = 95th percentile queue volume exceeds capacity. Queue may be longer. Queue shown is maximum after two cycles.
m = Volume of 95th percentile queue is metered by upstream signal.

2009 Existing Condition Unsignalized Intersection Analysis Results

Intersection Approach and Movement ¹		Weekday							
		AM Peak-Hour				PM Peak-Hour			
		v/c	Delay (secs/veh)	LOS	Queue (ft)	v/c	Delay (secs/veh)	LOS	Queue (ft)
Map ID# 5 - Straight Path and Washington Avenue									
EB	LTR	0.07	14.1	B	5	0.18	17.6	C	16
WB	LTR	0.15	18.7	C	13	0.14	18.6	C	12
NB	L	0.01	9.0	A	1	0.03	9.7	A	2
NB	TR	0.38	0.0	A	0	0.43	0.0	A	0
SB	L	0.01	9.2	A	1	0.01	9.3	A	0
SB	TR	0.39	0.0	A	0	0.47	0.0	A	0
Overall Intersection			1.0	A			1.3	A	
Map ID# 6 - Straight Path and McCue Avenue/LIRR Main Parking Lot Driveway									
EB	LTR	0.03	14.9	B	2	0.08	14.5	B	6
WB	LTR	0.54	25.8	D	77	0.52	20.5	C	73
NB	L	0.01	9.1	A	1	0.03	9.3	A	3
NB	TR	0.34	0.0	A	0	0.34	0.0	A	0
SB	L	0.06	8.9	A	5	0.02	8.7	A	1
SB	TR	0.42	0.0	A	0	0.43	0.0	A	0
Overall Intersection			3.8	B			3.6	B	
Map ID# 7 - Acorn Street and LIRR Main Parking Lot Driveway									
EB	LT	0.02	1.2	A	1	0.01	0.2	A	0
WB	TR	0.16	0.0	A	0	0.22	0.0	A	0
SB	L	0.12	12.3	B	10	0.30	16.1	C	31
SB	R	0.06	9.7	A	5	0.03	10.2	B	2
Overall Intersection			2.6	A			3.2	A	

Notes:

1. Intersection approaches: EB = eastbound, WB = westbound, NB = northbound and SB = southbound;

Movements: groups are L = left-turn, R = right-turn, LT = shared left-turn/through, TR = shared through/right-turn, LTR = shared left-turn/through/right-turn.

Existing Condition Synchro Printouts for Extended Study Area

Lanes, Volumes, Timings
5: Nicolls Road & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	17	5	48	87	2	3	513	51	1	621	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	11	12	11	11	12
Storage Length (ft)	0		0	0		0	70		0	70		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.979			0.998			0.987				
Flt Protected		0.984			0.983		0.950			0.950		
Satd. Flow (prot)	0	1777	0	0	1954	0	1357	1679	0	1745	1733	0
Flt Permitted		0.894			0.870		0.318			0.389		
Satd. Flow (perm)	0	1615	0	0	1729	0	454	1679	0	714	1733	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								14				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		562			680			1058			2111	
Travel Time (s)		12.8			15.5			24.0			48.0	
Peak Hour Factor	0.73	0.73	0.73	0.88	0.88	0.88	0.92	0.92	0.92	0.83	0.83	0.83
Heavy Vehicles (%)	10%	18%	20%	8%	7%	0%	33%	7%	8%	0%	6%	0%
Bus Blockages (#/hr)	2	2	2	2	2	2	0	2	2	0	0	0
Adj. Flow (vph)	14	23	7	55	99	2	3	558	55	1	748	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	156	0	3	613	0	1	750	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	0.86	1.00	1.00	0.86	1.00	1.00	1.06	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	3		1	3		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	38		20	38		5	5		5	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		5	5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		16			16							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Detector 3 Position(ft)		32			32							

Lanes, Volumes, Timings
5: Nicolls Road & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Size(ft)		6			6							
Detector 3 Type		Cl+Ex			Cl+Ex							
Detector 3 Channel												
Detector 3 Extend (s)		0.0			0.0							
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		45.5	45.5		45.5	45.5	
Total Split (s)	21.0	21.0	0.0	21.0	21.0	0.0	69.0	69.0	0.0	69.0	69.0	0.0
Total Split (%)	23.3%	23.3%	0.0%	23.3%	23.3%	0.0%	76.7%	76.7%	0.0%	76.7%	76.7%	0.0%
Maximum Green (s)	16.5	16.5		16.5	16.5		63.5	63.5		63.5	63.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	-0.5	0.0	0.0	-0.5	0.0	-1.0	-1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.5	4.0	4.0	4.5	4.0	4.0	4.5	4.5	4.0	4.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		8.0	8.0		8.0	8.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		13.4			13.4		68.1	68.1		68.1	68.1	
Actuated g/C Ratio		0.15			0.15		0.76	0.76		0.76	0.76	
v/c Ratio		0.18			0.60		0.01	0.48		0.00	0.57	
Control Delay		33.9			45.4		7.7	17.2		4.0	7.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		33.9			45.4		7.7	17.2		4.0	7.3	
LOS		C			D		A	B		A	A	
Approach Delay		33.9			45.4			17.2			7.3	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)		22			84		1	312		0	150	
Queue Length 95th (ft)		40			137		m3	412		1	231	
Internal Link Dist (ft)		482			600			978			2031	
Turn Bay Length (ft)							70			70		
Base Capacity (vph)		305			327		343	1274		540	1311	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.14			0.48		0.01	0.48		0.00	0.57	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 68 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Lanes, Volumes, Timings 5: Nicolls Road & Straight Path

2010/02/02

Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 15.7
 Intersection Capacity Utilization 50.0%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Nicolls Road & Straight Path

 ø2	 ø4
69 s	21 s
 ø6	 ø8
69 s	21 s

Lanes, Volumes, Timings

2: Merritt Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	44	21	110	56	12	77	525	129	12	491	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	10	11	12	9	10	12
Storage Length (ft)	0		0	0		0	40		0	136		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.98			0.97		0.97	0.96		0.95	0.99	
Frt		0.970			0.991			0.970			0.987	
Flt Protected		0.985			0.970		0.950			0.950		
Satd. Flow (prot)	0	1697	0	0	1866	0	1685	3030	0	1624	3045	0
Flt Permitted		0.866			0.725		0.343			0.331		
Satd. Flow (perm)	0	1490	0	0	1361	0	593	3030	0	540	3045	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					4			51			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		367			389			234			400	
Travel Time (s)		8.3			8.8			5.3			9.1	
Confl. Peds. (#/hr)	6		48	48		6	23		43	43		23
Peak Hour Factor	0.68	0.68	0.68	0.85	0.85	0.85	0.96	0.96	0.96	0.90	0.90	0.90
Heavy Vehicles (%)	10%	2%	0%	12%	9%	8%	0%	8%	7%	0%	9%	0%
Parking (#/hr)	6	6	6									
Adj. Flow (vph)	43	65	31	129	66	14	80	547	134	13	546	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	139	0	0	209	0	80	681	0	13	598	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.02	1.00	1.00	0.85	1.00	1.09	1.04	1.00	1.14	1.09	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	50		5	5		5	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	20		20	20		5	5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		30			30							
Detector 2 Size(ft)		20			20							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lanes, Volumes, Timings

2: Merritt Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	custom			custom			custom			custom		
Protected Phases							7	7				
Permitted Phases	4	4		8	8		2	2		6	6	
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0		20.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		20.5	20.5		25.5	25.5	
Total Split (s)	37.0	37.0	0.0	37.0	37.0	0.0	17.0	17.0	0.0	36.0	36.0	0.0
Total Split (%)	41.1%	41.1%	0.0%	41.1%	41.1%	0.0%	18.9%	18.9%	0.0%	40.0%	40.0%	0.0%
Maximum Green (s)	32.5	32.5		32.5	32.5		12.5	12.5		30.5	30.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	1.0		2.0	2.0	
Lost Time Adjust (s)	0.0	-0.5	-0.5	0.0	0.0	-0.5	-1.0	1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.5	4.0	3.5	4.5	4.5	3.5	3.5	5.5	4.0	4.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0					0.0	0.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0					12.0	12.0	
Pedestrian Calls (#/hr)	0	0		0	0					15	15	
Act Effct Green (s)		28.7			28.2		50.3	51.8		35.8	35.8	
Actuated g/C Ratio		0.32			0.31		0.56	0.58		0.40	0.40	
v/c Ratio		0.29			0.49		0.16	0.39		0.06	0.49	
Control Delay		23.6			27.8		5.2	4.5		26.3	26.1	
Queue Delay		0.0			0.0		0.0	0.4		0.0	0.0	
Total Delay		23.6			27.8		5.2	5.0		26.3	26.1	
LOS		C			C		A	A		C	C	
Approach Delay		23.6			27.8			5.0			26.1	
Approach LOS		C			C			A			C	
Queue Length 50th (ft)		58			92		12	48		5	131	
Queue Length 95th (ft)		72			139		m18	62		m13	208	
Internal Link Dist (ft)		287			309			154			320	
Turn Bay Length (ft)							40			136		
Base Capacity (vph)		546			494		496	1767		215	1220	
Starvation Cap Reductn		0			0		0	582		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.25			0.42		0.16	0.57		0.06	0.49	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master Intersection
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83

Lane Group	ø2
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	20.0
Minimum Split (s)	25.5
Total Split (s)	36.0
Total Split (%)	40%
Maximum Green (s)	30.5
Yellow Time (s)	3.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	0.0
Flash Dont Walk (s)	12.0
Pedestrian Calls (#/hr)	15
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings

2: Merritt Avenue & Straight Path

2010/02/02

Intersection Signal Delay: 16.8

Intersection LOS: B

Intersection Capacity Utilization 65.5%

ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 2: Merritt Avenue & Straight Path

#1 #2 ø2		#1 #2 ø4
36 s		37 s
#1 #2 ø6	#1 #2 ø7	#1 #2 ø8
36 s	17 s	37 s

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	107	15	73	338	121	0	565	44	32	497	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	16	12	10	16	12	12	10	12	10	10	12
Storage Length (ft)	103		0	60		0	0		0	25		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99		0.97	0.99			1.00		0.99	0.98	
Frt		0.982			0.960			0.989			0.976	
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1546	2001	0	1560	1993	0	0	2883	0	1589	2958	0
Flt Permitted	0.142			0.640						0.327		
Satd. Flow (perm)	230	2001	0	1020	1993	0	0	2883	0	544	2958	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		9						10			37	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		401			550			626			234	
Travel Time (s)		9.1			12.5			14.2			5.3	
Confl. Peds. (#/hr)	11		34	34		11			5	5		21
Peak Hour Factor	0.83	0.83	0.83	0.89	0.89	0.89	0.96	0.96	0.96	0.92	0.92	0.92
Heavy Vehicles (%)	9%	3%	13%	8%	2%	3%	0%	8%	5%	6%	7%	20%
Bus Blockages (#/hr)	0	2	2	0	2	2	0	0	0	0	2	2
Parking (#/hr)								6	6			
Adj. Flow (vph)	54	129	18	82	380	136	0	589	46	35	540	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	147	0	82	516	0	0	635	0	35	641	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane												
Headway Factor	1.09	0.86	1.00	1.09	0.86	1.00	1.00	1.19	1.00	1.09	1.10	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2			1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50			5		5	5	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Detector 1 Position(ft)	0	0		0	0			0		0	0	
Detector 1 Size(ft)	20	20		20	20			5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 2 Position(ft)	30	30		30	30							
Detector 2 Size(ft)	20	20		20	20							
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex							

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0							
Turn Type	custom			custom						custom		
Protected Phases										7	7	
Permitted Phases	4	4		8	8			2		6	6	
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0			20.0		10.0	10.0	
Minimum Split (s)	13.5	13.5		13.5	13.5			25.5		20.5	20.5	
Total Split (s)	37.0	37.0	0.0	37.0	37.0	0.0	0.0	36.0	0.0	17.0	17.0	0.0
Total Split (%)	41.1%	41.1%	0.0%	41.1%	41.1%	0.0%	0.0%	40.0%	0.0%	18.9%	18.9%	0.0%
Maximum Green (s)	32.5	32.5		32.5	32.5			30.5		12.5	12.5	
Yellow Time (s)	3.0	3.0		3.0	3.0			3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5			2.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.0	5.5	4.0	4.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Recall Mode	None	None		None	None			C-Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			0.0				
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			12.0				
Pedestrian Calls (#/hr)	0	0		0	0			15				
Act Effct Green (s)	28.2	28.2		28.2	28.2			34.8		48.3	52.8	
Actuated g/C Ratio	0.31	0.31		0.31	0.31			0.39		0.54	0.59	
v/c Ratio	0.75	0.23		0.26	0.83			0.57		0.08	0.37	
Control Delay	82.8	21.2		23.8	40.3			24.8		5.5	5.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.3	
Total Delay	82.8	21.2		23.8	40.3			24.8		5.5	5.5	
LOS	F	C		C	D			C		A	A	
Approach Delay		37.8			38.0			24.8			5.5	
Approach LOS		D			D			C			A	
Queue Length 50th (ft)	27	56		34	265			146		5	43	
Queue Length 95th (ft)	#79	88		66	360			216		m10	56	
Internal Link Dist (ft)		321			470			546			154	
Turn Bay Length (ft)	103			60						25		
Base Capacity (vph)	83	728		368	720			1122		437	1752	
Starvation Cap Reductn	0	0		0	0			0		0	504	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.65	0.20		0.22	0.72			0.57		0.08	0.51	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master Intersection

Natural Cycle: 70

Control Type: Actuated-Coordinated

Lanes, Volumes, Timings
1: Long Island Avenue & Straight Path

2010/02/02

Lane Group 06

Detector 2 Channel
Detector 2 Extend (s)

Turn Type

Protected Phases 6

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s) 20.0

Minimum Split (s) 25.5

Total Split (s) 36.0

Total Split (%) 40%

Maximum Green (s) 30.5

Yellow Time (s) 3.5

All-Red Time (s) 2.0

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s) 3.0

Recall Mode C-Max

Walk Time (s) 0.0

Flash Dont Walk (s) 12.0

Pedestrian Calls (#/hr) 15

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Lanes, Volumes, Timings
 1: Long Island Avenue & Straight Path

2010/02/02

Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 23.6
 Intersection Capacity Utilization 68.3%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Long Island Avenue & Straight Path

#1 #2  #2 36 s		#1 #2  #4 37 s
#1 #2  #6 36 s	#1 #2  #7 17 s	#1 #2  #8 37 s

Lanes, Volumes, Timings
10: Mount Avenue & Straight Path

2010/02/02

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	80	137	751	82	144	587
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	8	10	12	9	10
Storage Length (ft)	50	0		0	250	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor	0.95		1.00		1.00	
Frt		0.850	0.985			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1504	1272	3110	0	1388	3091
Flt Permitted	0.950				0.282	
Satd. Flow (perm)	1432	1272	3110	0	411	3091
Right Turn on Red		Yes		No		
Satd. Flow (RTOR)		149				
Link Speed (mph)	30		30			30
Link Distance (ft)	1169		1139			595
Travel Time (s)	26.6		25.9			13.5
Confl. Peds. (#/hr)	25			20	20	
Peak Hour Factor	0.92	0.92	0.96	0.96	0.92	0.92
Heavy Vehicles (%)	8%	10%	6%	5%	17%	9%
Bus Blockages (#/hr)	0	0	2	2	0	0
Adj. Flow (vph)	87	149	782	85	157	638
Shared Lane Traffic (%)						
Lane Group Flow (vph)	87	149	867	0	157	638
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	9		9			9
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	1.20	1.10	1.00	1.14	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	1		2	1
Detector Template						
Leading Detector (ft)	25	29	5		50	5
Trailing Detector (ft)	5	5	0		0	0
Detector 1 Position(ft)	5	5	0		0	0
Detector 1 Size(ft)	20	24	5		20	5
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)					30	
Detector 2 Size(ft)					20	
Detector 2 Type					Cl+Ex	
Detector 2 Channel						

Lanes, Volumes, Timings
10: Mount Avenue & Straight Path

2010/02/02

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector 2 Extend (s)					0.0	
Turn Type		pt+ov			pm+pt	
Protected Phases	4	4 1	2		1	6
Permitted Phases					6	
Detector Phase	4	4 1			1	
Switch Phase						
Minimum Initial (s)	6.0		20.0		1.0	20.0
Minimum Split (s)	13.5		45.5		6.0	45.5
Total Split (s)	18.0	35.0	55.0	0.0	17.0	72.0
Total Split (%)	20.0%	38.9%	61.1%	0.0%	18.9%	80.0%
Maximum Green (s)	13.5		49.5		13.0	66.5
Yellow Time (s)	3.0		3.5		3.0	3.5
All-Red Time (s)	1.5		2.0		1.0	2.0
Lost Time Adjust (s)	-0.5	-0.5	-1.0	0.0	-0.5	-1.0
Total Lost Time (s)	4.0	4.0	4.5	4.0	3.5	4.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		8.0		1.0	8.0
Recall Mode	None		C-Max		None	C-Max
Act Effct Green (s)	10.6	20.6	60.9		71.9	70.9
Actuated g/C Ratio	0.12	0.23	0.68		0.80	0.79
v/c Ratio	0.49	0.37	0.41		0.39	0.26
Control Delay	46.0	7.2	7.8		5.3	3.1
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	46.0	7.2	7.8		5.3	3.1
LOS	D	A	A		A	A
Approach Delay	21.5		7.8			3.5
Approach LOS	C		A			A
Queue Length 50th (ft)	47	0	101		15	39
Queue Length 95th (ft)	91	43	169		34	66
Internal Link Dist (ft)	1089		1059			515
Turn Bay Length (ft)	50				250	
Base Capacity (vph)	234	485	2106		475	2436
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.37	0.31	0.41		0.33	0.26

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 58 (64%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 7.7
 Intersection Capacity Utilization 47.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 10: Mount Avenue & Straight Path

 ø1	 ø2	 ø4
17 s	55 s	18 s
 ø6		
72 s		

Lanes, Volumes, Timings

6: Seaman Neck Road & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	493	5	3	14	17	3	9	1507	0	0	993	613
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	10	11	12	12	11	12
Storage Length (ft)	0		0	0		0	250		0	0		300
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.999			0.988							0.850
Flt Protected		0.953			0.980		0.950					
Satd. Flow (prot)	0	1936	0	0	1463	0	1685	3355	0	0	3292	1468
Flt Permitted		0.953			0.980		0.950					
Satd. Flow (perm)	0	1936	0	0	1463	0	1685	3355	0	0	3292	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					4							689
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		547			197			3357			821	
Travel Time (s)		12.4			4.5			76.3			18.7	
Peak Hour Factor	0.88	0.88	0.88	0.33	0.33	0.33	0.94	0.94	0.94	0.89	0.89	0.89
Heavy Vehicles (%)	6%	0%	0%	50%	24%	67%	0%	4%	0%	0%	6%	10%
Adj. Flow (vph)	560	6	3	42	52	9	10	1603	0	0	1116	689
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	569	0	0	103	0	10	1603	0	0	1116	689
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.88	1.00	1.09	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		2	1			1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	27		50	5			5	5
Trailing Detector (ft)	0	0		0	5		0	0			0	0
Detector 1 Position(ft)	0	0		0	5		0	0			0	0
Detector 1 Size(ft)	20	20		20	6		20	5			5	5
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 2 Position(ft)		30			21		30					
Detector 2 Size(ft)		20			6		20					
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex					
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0					
Turn Type	Split			Split			Prot					Perm
Protected Phases	3	3		4	4		5	2			6	

Lanes, Volumes, Timings

6: Seaman Neck Road & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												6
Detector Phase	3	3		4	4		5					
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	20.0			20.0	20.0
Minimum Split (s)	13.5	13.5		13.5	13.5		12.0	30.0			30.0	30.0
Total Split (s)	29.1	29.1	0.0	13.5	13.5	0.0	12.0	46.4	0.0	0.0	34.4	34.4
Total Split (%)	32.7%	32.7%	0.0%	15.2%	15.2%	0.0%	13.5%	52.1%	0.0%	0.0%	38.7%	38.7%
Maximum Green (s)	23.6	23.6		8.0	8.0		7.0	40.4			28.4	28.4
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	4.0			4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	2.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	-1.0	-1.0	-0.5	-1.5	0.0	-1.5	-1.5	-1.5
Total Lost Time (s)	5.5	4.5	4.0	5.5	4.5	3.0	4.5	4.5	4.0	2.5	4.5	4.5
Lead/Lag	Lead	Lead		Lag	Lag		Lag				Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	6.0			6.0	6.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		2.0	4.0			4.0	4.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	3.0			3.0	3.0
Recall Mode	None	None		None	None		None	Max			Max	Max
Walk Time (s)				7.0	7.0							
Flash Dont Walk (s)				20.0	20.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)		24.7			8.7		6.0	42.1			39.8	39.8
Actuated g/C Ratio		0.29			0.10		0.07	0.49			0.46	0.46
v/c Ratio		1.03			0.68		0.09	0.98			0.74	0.66
Control Delay		78.6			60.5		40.0	41.9			25.0	5.3
Queue Delay		0.0			0.0		0.0	0.0			0.0	0.0
Total Delay		78.6			60.5		40.0	41.9			25.0	5.3
LOS		E			E		D	D			C	A
Approach Delay		78.6			60.5			41.9			17.5	
Approach LOS		E			E			D			B	
Queue Length 50th (ft)		~356			55		5	~474			253	0
Queue Length 95th (ft)		#536			35		21	#640			#467	82
Internal Link Dist (ft)		467			117			3277			741	
Turn Bay Length (ft)							250					300
Base Capacity (vph)		554			157		147	1636			1517	1048
Starvation Cap Reductn		0			0		0	0			0	0
Spillback Cap Reductn		0			0		0	0			0	0
Storage Cap Reductn		0			0		0	0			0	0
Reduced v/c Ratio		1.03			0.66		0.07	0.98			0.74	0.66

Intersection Summary

Area Type: Other

Cycle Length: 89

Actuated Cycle Length: 86.3

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 36.7

Intersection LOS: D

Lanes, Volumes, Timings

6: Seaman Neck Road & Deer Park Avenue

2010/02/02

Intersection Capacity Utilization 83.6%

ICU Level of Service E

Analysis Period (min) 15

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

Splits and Phases: 6: Seaman Neck Road & Deer Park Avenue

 ø2	 ø3	 ø4
46.4 s	29.1 s	13.5 s
 ø6	 ø5	
34.4 s	12 s	

Lanes, Volumes, Timings
7: Acorn Street & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	88	141	194	66	105	89	447	1441	77	129	840	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	15	12	16	12	9	10	8	8	11	10
Storage Length (ft)	105		85	0		0	0		75	225		75
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.954			0.992			0.982	
Flt Protected	0.950				0.987		0.950			0.950		
Satd. Flow (prot)	1583	1655	1586	0	1823	0	1577	3198	0	1462	3216	0
Flt Permitted	0.379				0.743		0.950			0.950		
Satd. Flow (perm)	632	1655	1586	0	1372	0	1577	3198	0	1462	3216	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			223		20			7			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		188			1420			383			3564	
Travel Time (s)		4.3			32.3			8.7			81.0	
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.99	0.94	0.94	0.99	0.94	0.94
Heavy Vehicles (%)	14%	11%	12%	5%	12%	15%	3%	4%	6%	7%	6%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	2	2
Adj. Flow (vph)	101	162	223	77	122	103	452	1533	82	130	894	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	162	223	0	302	0	452	1615	0	130	1018	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.04	0.88	1.00	0.85	1.00	1.14	1.10	1.20	1.20	1.05	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	1	2		2	1		2	1	
Detector Template				Left								
Leading Detector (ft)	50	50	5	20	50		50	5		50	5	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	20	5	20	20		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	30			30		30			30		
Detector 2 Size(ft)	20	20			20		20			20		
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0		0.0			0.0		
Turn Type	Perm		Perm	Perm			Prot			Prot		

Lanes, Volumes, Timings

7: Acorn Street & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4								
Detector Phase	8	8		4	4		5			1		
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	14.5	14.5	14.5	31.5	31.5		10.0	17.0		10.0	28.0	
Total Split (s)	32.0	32.0	32.0	32.0	32.0	0.0	35.0	71.0	0.0	17.0	53.0	0.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%	0.0%	29.2%	59.2%	0.0%	14.2%	44.2%	0.0%
Maximum Green (s)	26.5	26.5	26.5	26.5	26.5		30.0	65.0		12.0	47.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	0.0	-1.0	-2.0	-2.5	-1.5	0.0	-0.5	-1.5	-2.0
Total Lost Time (s)	4.5	4.5	4.5	5.5	4.5	2.0	2.5	4.5	4.0	4.5	4.5	2.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	1.0		2.0	1.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				19.0	19.0						15.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)	26.7	26.7	26.7		26.7		32.5	67.7		12.2	49.3	
Actuated g/C Ratio	0.22	0.22	0.22		0.22		0.27	0.56		0.10	0.41	
v/c Ratio	0.72	0.44	0.42		0.94		1.06	0.89		0.88	0.76	
Control Delay	71.6	44.3	7.6		80.7		91.4	17.6		100.6	34.8	
Queue Delay	0.0	0.0	0.0		0.0		38.2	21.0		0.0	0.0	
Total Delay	71.6	44.3	7.6		80.7		129.6	38.6		100.6	34.8	
LOS	E	D	A		F		F	D		F	C	
Approach Delay		33.1			80.7			58.5			42.2	
Approach LOS		C			F			E			D	
Queue Length 50th (ft)	72	108	0		216		~379	501		101	351	
Queue Length 95th (ft)	#152	169	56		#360		m#498	#570		#216	437	
Internal Link Dist (ft)		108			1340			303			3484	
Turn Bay Length (ft)	105		85							225		
Base Capacity (vph)	145	379	526		330		427	1806		152	1331	
Starvation Cap Reductn	0	0	0		0		36	248		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.70	0.43	0.42		0.92		1.16	1.04		0.86	0.76	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 72 (60%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 52.4
 Intersection Capacity Utilization 88.3%
 Intersection LOS: D
 ICU Level of Service E

Lanes, Volumes, Timings

7: Acorn Street & Deer Park Avenue

2010/02/02

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 7: Acorn Street & Deer Park Avenue

 ø1	 ø2	 ø4
17 s	71 s	32 s
 ø5	 ø6	 ø8
35 s	53 s	32 s

Lanes, Volumes, Timings

8: Long Island Avenue & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	152	6	117	3	0	2	36	1811	10	0	951	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	8	11	12	12	11	12
Storage Length (ft)	0		0	0		0	230		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.943			0.944			0.999			0.980	
Flt Protected		0.973			0.972		0.950					
Satd. Flow (prot)	0	1935	0	0	1918	0	1476	3135	0	0	3195	0
Flt Permitted		0.822			0.847		0.189					
Satd. Flow (perm)	0	1635	0	0	1671	0	294	3135	0	0	3195	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			5			1			32	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		221			111			867			383	
Travel Time (s)		5.0			2.5			19.7			8.7	
Peak Hour Factor	0.80	0.80	0.80	0.42	0.42	0.42	0.96	0.96	0.96	0.91	0.91	0.91
Heavy Vehicles (%)	3%	0%	1%	0%	0%	0%	6%	4%	0%	0%	8%	1%
Parking (#/hr)								6	6			
Adj. Flow (vph)	190	8	146	7	0	5	38	1886	10	0	1045	164
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	344	0	0	12	0	38	1896	0	0	1209	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			8			8	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.88	1.00	1.20	1.14	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	1		1	1			1	
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	5		5	5			5	
Trailing Detector (ft)	0	0		0	0		0	0			0	
Detector 1 Position(ft)	0	0		0	0		0	0			0	
Detector 1 Size(ft)	20	20		20	5		5	5			5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)		30										
Detector 2 Size(ft)		20										
Detector 2 Type		Cl+Ex										
Detector 2 Channel												
Detector 2 Extend (s)		0.0										
Turn Type	Perm			Perm			Perm					

Lanes, Volumes, Timings

8: Long Island Avenue & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4			2			6	
Permitted Phases	8			4			2					
Detector Phase	8	8		4								
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0			10.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		17.0	17.0			17.0	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	85.0	85.0	0.0	0.0	85.0	0.0
Total Split (%)	29.2%	29.2%	0.0%	29.2%	29.2%	0.0%	70.8%	70.8%	0.0%	0.0%	70.8%	0.0%
Maximum Green (s)	29.5	29.5		29.5	29.5		79.0	79.0			79.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0			4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	-1.0	0.0	-1.5	-1.5	0.0	-1.5	-1.5	0.0
Total Lost Time (s)	5.5	4.5	4.0	5.5	4.5	4.0	4.5	4.5	4.0	2.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		1.0	1.0			1.0	
Recall Mode	None	None		None	None		C-Max	C-Max			C-Max	
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				15.0	15.0						10.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)		27.6			27.6		83.4	83.4			83.4	
Actuated g/C Ratio		0.23			0.23		0.70	0.70			0.70	
v/c Ratio		0.86			0.03		0.19	0.87			0.54	
Control Delay		61.2			26.0		10.0	20.7			7.1	
Queue Delay		4.4			0.0		0.0	4.0			0.4	
Total Delay		65.6			26.0		10.0	24.7			7.6	
LOS		E			C		B	C			A	
Approach Delay		65.6			26.0			24.4			7.6	
Approach LOS		E			C			C			A	
Queue Length 50th (ft)		230			4		10	581			106	
Queue Length 95th (ft)		291			8		28	734			m201	
Internal Link Dist (ft)		141			31			787			303	
Turn Bay Length (ft)							230					
Base Capacity (vph)		438			388		204	2178			2230	
Starvation Cap Reductn		0			0		0	0			504	
Spillback Cap Reductn		47			0		0	214			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.88			0.03		0.19	0.97			0.70	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 68 (57%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 22.7

Intersection Capacity Utilization 76.5%

Intersection LOS: C

ICU Level of Service D

Lanes, Volumes, Timings

8: Long Island Avenue & Deer Park Avenue

2010/02/02

Analysis Period (min) 15

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

Splits and Phases: 8: Long Island Avenue & Deer Park Avenue

 ø2	 ø4
85 s	35 s
 ø6	 ø8
85 s	35 s

HCM Unsignalized Intersection Capacity Analysis

4: Washington Avenue & Straight Path

2010/02/02

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	3	14	18	2	8	9	547	23	11	594	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.60	0.60	0.60	0.89	0.89	0.89	0.90	0.90	0.90
Hourly flow rate (vph)	6	4	18	30	3	13	10	615	26	12	660	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh								2			2	
Upstream signal (ft)								983			1058	
pX, platoon unblocked	0.88	0.88	0.87	0.88	0.88	0.82	0.87			0.82		
vC, conflicting volume	1336	1347	662	1352	1337	628	664			640		
vC1, stage 1 conf vol	687	687		648	648							
vC2, stage 2 conf vol	650	661		704	689							
vCu, unblocked vol	987	999	538	1004	987	436	541			452		
tC, single (s)	7.1	6.5	6.2	7.8	7.5	6.3	4.1			4.2		
tC, 2 stage (s)	6.1	5.5		6.8	6.5							
tF (s)	3.5	4.0	3.3	4.1	4.9	3.4	2.2			2.3		
p0 queue free %	98	99	96	89	99	97	99			99		
cM capacity (veh/h)	350	355	476	269	262	490	904			880		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	28	47	10	640	12	664						
Volume Left	6	30	10	0	12	0						
Volume Right	18	13	0	26	0	4						
cSH	422	308	904	1700	880	1700						
Volume to Capacity	0.07	0.15	0.01	0.38	0.01	0.39						
Queue Length 95th (ft)	5	13	1	0	1	0						
Control Delay (s)	14.1	18.7	9.0	0.0	9.2	0.0						
Lane LOS	B	C	A		A							
Approach Delay (s)	14.1	18.7	0.1		0.2							
Approach LOS	B	C										
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utilization			42.0%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: McCue Avenue & Straight Path

2010/02/02

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	1	8	19	72	64	11	514	0	47	578	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.78	0.78	0.78	0.88	0.88	0.88	0.82	0.82	0.82
Hourly flow rate (vph)	1	1	10	24	92	82	12	584	0	57	705	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)								735			1306	
pX, platoon unblocked	0.85	0.85	0.94	0.85	0.85	0.82	0.94			0.82		
vC, conflicting volume	1557	1429	705	1439	1430	584	706			584		
vC1, stage 1 conf vol	820	820		609	609							
vC2, stage 2 conf vol	737	609		830	821							
vCu, unblocked vol	1404	1253	653	1264	1254	378	654			378		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	98	91	69	85	99			94		
cM capacity (veh/h)	193	298	442	283	302	550	885			973		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	12	199	12	584	57	706						
Volume Left	1	24	12	0	57	0						
Volume Right	10	82	0	0	0	1						
cSH	375	367	885	1700	973	1700						
Volume to Capacity	0.03	0.54	0.01	0.34	0.06	0.42						
Queue Length 95th (ft)	2	77	1	0	5	0						
Control Delay (s)	14.9	25.8	9.1	0.0	8.9	0.0						
Lane LOS	B	D	A		A							
Approach Delay (s)	14.9	25.8	0.2		0.7							
Approach LOS	B	D										
Intersection Summary												
Average Delay			3.8									
Intersection Capacity Utilization			56.1%		ICU Level of Service					B		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

9: Acorn Street & Parking Lot Entrance

2010/02/02

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	18	115	143	56	52	35
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.73	0.73	0.76	0.76
Hourly flow rate (vph)	25	160	196	77	68	46
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	273				444	234
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	273				444	234
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				88	94
cM capacity (veh/h)	1302				564	810
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	185	273	68	46		
Volume Left	25	0	68	0		
Volume Right	0	77	0	46		
cSH	1302	1700	564	810		
Volume to Capacity	0.02	0.16	0.12	0.06		
Queue Length 95th (ft)	1	0	10	5		
Control Delay (s)	1.2	0.0	12.3	9.7		
Lane LOS	A		B	A		
Approach Delay (s)	1.2	0.0	11.2			
Approach LOS			B			
Intersection Summary						
Average Delay			2.6			
Intersection Capacity Utilization			31.3%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
5: Nicolls Road & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	59	20	67	23	8	11	622	70	9	554	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	11	12	11	11	12
Storage Length (ft)	0		0	0		0	70		0	70		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971			0.989			0.985				
Flt Protected		0.992			0.967		0.950			0.950		
Satd. Flow (prot)	0	1999	0	0	2029	0	1656	1777	0	1572	1783	0
Flt Permitted		0.950			0.649		0.301			0.324		
Satd. Flow (perm)	0	1914	0	0	1362	0	525	1777	0	536	1783	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								14				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		562			680			1058			2111	
Travel Time (s)		12.8			15.5			24.0			48.0	
Peak Hour Factor	0.84	0.84	0.84	0.70	0.70	0.70	0.94	0.94	0.94	0.71	0.71	0.71
Heavy Vehicles (%)	0%	3%	5%	1%	0%	0%	9%	1%	1%	11%	3%	0%
Bus Blockages (#/hr)	2	2	2	2	2	2	0	2	2	0	0	0
Adj. Flow (vph)	18	70	24	96	33	11	12	662	74	13	780	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	112	0	0	140	0	12	736	0	13	781	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	0.86	1.00	1.00	0.86	1.00	1.00	1.06	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	3		1	3		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	38		20	38		5	5		5	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		5	5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		16			16					0.0	0.0	
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Detector 3 Position(ft)		32			32							

Lanes, Volumes, Timings
5: Nicolls Road & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Size(ft)		6			6							
Detector 3 Type		Ch+Ex			Ch+Ex							
Detector 3 Channel												
Detector 3 Extend (s)		0.0			0.0							
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		45.5	45.5		45.5	45.5	
Total Split (s)	24.0	24.0	0.0	24.0	24.0	0.0	71.0	71.0	0.0	71.0	71.0	0.0
Total Split (%)	25.3%	25.3%	0.0%	25.3%	25.3%	0.0%	74.7%	74.7%	0.0%	74.7%	74.7%	0.0%
Maximum Green (s)	19.5	19.5		19.5	19.5		65.5	65.5		65.5	65.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	-0.5	0.0	0.0	-0.5	0.0	-1.0	-1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.5	4.0	4.0	4.5	4.0	4.0	4.5	4.5	4.0	4.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		8.0	8.0		8.0	8.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		14.7			14.7		71.8	71.8		71.8	71.8	
Actuated g/C Ratio		0.15			0.15		0.76	0.76		0.76	0.76	
v/c Ratio		0.38			0.66		0.03	0.55		0.03	0.58	
Control Delay		38.5			52.3		1.7	6.0		4.1	7.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		38.5			52.3		1.7	6.0		4.1	7.9	
LOS		D			D		A	A		A	A	
Approach Delay		38.5			52.3			6.0			7.8	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)		61			80		1	137		2	168	
Queue Length 95th (ft)		98			101		m2	68		6	205	
Internal Link Dist (ft)		482			600			978			2031	
Turn Bay Length (ft)							70			70		
Base Capacity (vph)		403			287		397	1346		405	1348	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.28			0.49		0.03	0.55		0.03	0.58	

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 42 (44%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Lanes, Volumes, Timings

5: Nicolls Road & Straight Path

2010/02/02

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 12.4

Intersection LOS: B

Intersection Capacity Utilization 56.1%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 5: Nicolls Road & Straight Path

 Ø2	 Ø4
71 s	24 s
 Ø6	 Ø8
71 s	24 s

Lanes, Volumes, Timings
2: Merritt Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	77	12	195	61	14	86	591	154	18	624	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	10	11	12	9	10	12
Storage Length (ft)	0		0	0		0	40		0	136		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99			0.97			0.96		0.97	1.00	
Frt		0.986			0.993			0.969			0.995	
Flt Protected		0.989			0.965		0.950			0.950		
Satd. Flow (prot)	0	1767	0	0	1981	0	1668	3205	0	1624	3309	0
Flt Permitted		0.893			0.690		0.278			0.291		
Satd. Flow (perm)	0	1594	0	0	1372	0	488	3205	0	482	3309	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					4			45			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		367			389			234			400	
Travel Time (s)		8.3			8.8			5.3			9.1	
Confl. Peds. (#/hr)	6		48	48		6	23		43	43		23
Peak Hour Factor	0.88	0.88	0.88	0.77	0.77	0.77	0.97	0.97	0.97	0.86	0.86	0.86
Heavy Vehicles (%)	0%	4%	0%	5%	2%	0%	1%	1%	3%	0%	1%	0%
Parking (#/hr)	6	6	6									
Adj. Flow (vph)	30	88	14	253	79	18	89	609	159	21	726	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	0	0	350	0	89	768	0	21	750	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.02	1.00	1.00	0.85	1.00	1.09	1.04	1.00	1.14	1.09	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	50		5	5		5	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	20		20	20		5	5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		30			30							
Detector 2 Size(ft)		20			20							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lanes, Volumes, Timings
2: Merritt Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	custom			custom			custom			custom		
Protected Phases							7	7				
Permitted Phases	4	4		8	8		2	2		6	6	
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0		20.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		20.5	20.5		25.5	25.5	
Total Split (s)	46.0	46.0	0.0	46.0	46.0	0.0	13.0	13.0	0.0	36.0	36.0	0.0
Total Split (%)	48.4%	48.4%	0.0%	48.4%	48.4%	0.0%	13.7%	13.7%	0.0%	37.9%	37.9%	0.0%
Maximum Green (s)	41.5	41.5		41.5	41.5		8.5	8.5		30.5	30.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	1.0		2.0	2.0	
Lost Time Adjust (s)	0.0	-0.5	-0.5	0.0	0.0	-0.5	-1.0	1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.5	4.0	3.5	4.5	4.5	3.5	3.5	5.5	4.0	4.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0					0.0	0.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0					12.0	12.0	
Pedestrian Calls (#/hr)	0	0		0	0					15	15	
Act Effct Green (s)		31.1			30.6		52.9	54.4		42.4	42.4	
Actuated g/C Ratio		0.33			0.32		0.56	0.57		0.45	0.45	
v/c Ratio		0.25			0.79		0.23	0.41		0.10	0.51	
Control Delay		22.9			41.2		7.1	5.7		16.7	17.9	
Queue Delay		0.0			0.0		0.0	0.5		0.0	0.0	
Total Delay		22.9			41.2		7.1	6.2		16.7	17.9	
LOS		C			D		A	A		B	B	
Approach Delay		22.9			41.2			6.3			17.8	
Approach LOS		C			D			A			B	
Queue Length 50th (ft)		58			190		13	56		5	136	
Queue Length 95th (ft)		85			200		m22	70		m12	206	
Internal Link Dist (ft)		287			309			154			320	
Turn Bay Length (ft)							40			136		
Base Capacity (vph)		705			602		390	1855		215	1480	
Starvation Cap Reductn		0			0		0	595		0	0	
Spillback Cap Reductn		0			0		0	0		0	8	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.19			0.58		0.23	0.61		0.10	0.51	

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79

Lanes, Volumes, Timings
2: Merritt Avenue & Straight Path

2010/02/02

Lane Group ø2

Detector 2 Extend (s)

Turn Type

Protected Phases 2

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s) 20.0

Minimum Split (s) 25.5

Total Split (s) 36.0

Total Split (%) 38%

Maximum Green (s) 30.5

Yellow Time (s) 3.5

All-Red Time (s) 2.0

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s) 3.0

Recall Mode C-Max

Walk Time (s) 0.0

Flash Dont Walk (s) 12.0

Pedestrian Calls (#/hr) 15

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Lanes, Volumes, Timings

2: Merritt Avenue & Straight Path

2010/02/02

Intersection Signal Delay: 17.3

Intersection LOS: B

Intersection Capacity Utilization 72.3%

ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 2: Merritt Avenue & Straight Path

#1 #2 ø2		#1 #2 ø4
36 s		46 s
#1 #2 ø6	#1 #2 ø7	#1 #2 ø8
36 s	13 s	46 s

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	355	8	59	155	80	0	651	59	88	661	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	16	12	10	16	12	12	10	12	10	10	12
Storage Length (ft)	103		0	60		0	0		0	25		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	1.00		0.99	0.99			1.00			0.99	
Frt		0.997			0.949			0.988			0.984	
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1604	2107	0	1604	1977	0	0	3074	0	1636	3216	0
Flt Permitted	0.422			0.141						0.224		
Satd. Flow (perm)	708	2107	0	235	1977	0	0	3074	0	386	3216	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		1						11			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		401			550			626			234	
Travel Time (s)		9.1			12.5			14.2			5.3	
Confl. Peds. (#/hr)	11		34	34		11			5	5		21
Peak Hour Factor	0.70	0.70	0.70	0.99	0.80	0.80	0.82	0.82	0.82	0.96	0.96	0.96
Heavy Vehicles (%)	5%	1%	0%	5%	1%	3%	0%	1%	0%	3%	1%	6%
Bus Blockages (#/hr)	0	2	2	0	2	2	0	0	0	0	2	2
Parking (#/hr)								6	6			
Adj. Flow (vph)	143	507	11	60	194	100	0	794	72	92	689	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	518	0	60	294	0	0	866	0	92	774	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane												
Headway Factor	1.09	0.86	1.00	1.09	0.86	1.00	1.00	1.19	1.00	1.09	1.10	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2			1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50			5		5	5	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Detector 1 Position(ft)	0	0		0	0			0		0	0	
Detector 1 Size(ft)	20	20		20	20			5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 2 Position(ft)	30	30		30	30							
Detector 2 Size(ft)	20	20		20	20							
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex							

Lanes, Volumes, Timings
1: Long Island Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0							
Turn Type	custom			custom						custom		
Protected Phases										7	7	
Permitted Phases	4	4		8	8			2		6	6	
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0			20.0		10.0	10.0	
Minimum Split (s)	13.5	13.5		13.5	13.5			25.5		20.5	20.5	
Total Split (s)	46.0	46.0	0.0	46.0	46.0	0.0	0.0	36.0	0.0	13.0	13.0	0.0
Total Split (%)	48.4%	48.4%	0.0%	48.4%	48.4%	0.0%	0.0%	37.9%	0.0%	13.7%	13.7%	0.0%
Maximum Green (s)	41.5	41.5		41.5	41.5			30.5		8.5	8.5	
Yellow Time (s)	3.0	3.0		3.0	3.0			3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5			2.0		1.0	1.0	
Lost Time Adjust (s)	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-1.0	-1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.0	4.0	3.5	4.0	4.0	3.5	3.0	4.5	4.0	3.5	3.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Recall Mode	None	None		None	None			C-Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			0.0				
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			12.0				
Pedestrian Calls (#/hr)	0	0		0	0			15				
Act Effct Green (s)	31.1	31.1		31.1	31.1			42.4		52.9	56.4	
Actuated g/C Ratio	0.33	0.33		0.33	0.33			0.45		0.56	0.59	
v/c Ratio	0.62	0.75		0.78	0.45			0.63		0.27	0.40	
Control Delay	37.6	34.9		84.6	26.4			24.2		10.2	6.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.3	
Total Delay	37.6	34.9		84.6	26.4			24.2		10.2	6.6	
LOS	D	C		F	C			C		B	A	
Approach Delay		35.5			36.3			24.2			7.0	
Approach LOS		D			D			C			A	
Queue Length 50th (ft)	73	278		33	140			201		15	69	
Queue Length 95th (ft)	84	233		#93	155			280		m28	85	
Internal Link Dist (ft)		321			470			546			154	
Turn Bay Length (ft)	103			60						25		
Base Capacity (vph)	313	932		104	874			1379		340	1918	
Starvation Cap Reductn	0	0		0	0			0		0	532	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.46	0.56		0.58	0.34			0.63		0.27	0.56	

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings
1: Long Island Avenue & Straight Path

2010/02/02

Lane Group	ø6
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	20.0
Minimum Split (s)	25.5
Total Split (s)	36.0
Total Split (%)	38%
Maximum Green (s)	30.5
Yellow Time (s)	3.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	0.0
Flash Dont Walk (s)	12.0
Pedestrian Calls (#/hr)	15
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/02

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 23.0

Intersection LOS: C

Intersection Capacity Utilization 67.3%

ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 1: Long Island Avenue & Straight Path

#1 #2 ø2		#1 #2 ø4
36 s		46 s
#1 #2 ø6	#1 #2 ø7	#1 #2 ø8
36 s	13 s	46 s

Lanes, Volumes, Timings
10: Mount Avenue & Straight Path

2010/02/02

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	58	148	758	44	249	777
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	8	10	12	9	10
Storage Length (ft)	50	0		0	250	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor	0.95		1.00		1.00	
Frt		0.850	0.992			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1593	1359	3288	0	1547	3271
Flt Permitted	0.950				0.282	
Satd. Flow (perm)	1505	1359	3288	0	458	3271
Right Turn on Red		Yes		No		
Satd. Flow (RTOR)		150				
Link Speed (mph)	30		30			30
Link Distance (ft)	1169		1139			595
Travel Time (s)	26.6		25.9			13.5
Confl. Peds. (#/hr)	25			20	20	
Peak Hour Factor	0.82	0.82	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	1%	2%	5%	3%
Bus Blockages (#/hr)	0	0	2	2	0	0
Adj. Flow (vph)	71	180	824	48	271	845
Shared Lane Traffic (%)						
Lane Group Flow (vph)	71	180	872	0	271	845
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	9		9			9
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	1.20	1.10	1.00	1.14	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	1		2	1
Detector Template						
Leading Detector (ft)	25	29	5		50	5
Trailing Detector (ft)	5	5	0		0	0
Detector 1 Position(ft)	5	5	0		0	0
Detector 1 Size(ft)	20	24	5		20	5
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)					30	
Detector 2 Size(ft)					20	
Detector 2 Type					Cl+Ex	
Detector 2 Channel						

Lanes, Volumes, Timings
10: Mount Avenue & Straight Path

2010/02/02

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector 2 Extend (s)					0.0	
Turn Type		pt+ov			pm+pt	
Protected Phases	4	4 1	2		1	6
Permitted Phases					6	
Detector Phase	4	4 1			1	
Switch Phase						
Minimum Initial (s)	6.0		20.0		1.0	20.0
Minimum Split (s)	13.5		45.5		6.0	45.5
Total Split (s)	17.0	36.0	59.0	0.0	19.0	78.0
Total Split (%)	17.9%	37.9%	62.1%	0.0%	20.0%	82.1%
Maximum Green (s)	12.5		53.5		15.0	72.5
Yellow Time (s)	3.0		3.5		3.0	3.5
All-Red Time (s)	1.5		2.0		1.0	2.0
Lost Time Adjust (s)	-0.5	-0.5	-1.0	0.0	-0.5	-1.0
Total Lost Time (s)	4.0	4.0	4.5	4.0	3.5	4.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		8.0		1.0	8.0
Recall Mode	None		C-Max		None	C-Max
Act Effct Green (s)	9.8	21.2	65.3		77.7	76.7
Actuated g/C Ratio	0.10	0.22	0.69		0.82	0.81
v/c Ratio	0.43	0.43	0.39		0.58	0.32
Control Delay	47.4	10.5	7.5		7.5	2.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	47.4	10.5	7.5		7.5	2.9
LOS	D	B	A		A	A
Approach Delay	21.0		7.5			4.0
Approach LOS	C		A			A
Queue Length 50th (ft)	41	15	102		26	51
Queue Length 95th (ft)	74	51	171		54	84
Internal Link Dist (ft)	1089		1059			515
Turn Bay Length (ft)	50				250	
Base Capacity (vph)	218	508	2259		552	2640
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.33	0.35	0.39		0.49	0.32

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 45 (47%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 7.3
 Intersection Capacity Utilization 51.7%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Lanes, Volumes, Timings
 10: Mount Avenue & Straight Path

2010/02/02

Splits and Phases: 10: Mount Avenue & Straight Path

 ø1	 ø2	 ø4
19 s	59 s	17 s
 ø6		
78 s		

Lanes, Volumes, Timings
6: Seaman Neck Road & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	433	6	16	12	7	6	11	993	9	0	1998	931
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	10	11	12	12	11	12
Storage Length (ft)	0		0	0		0	250		0	0		300
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.995			0.966			0.999				0.850
Flt Protected		0.955			0.977		0.950					
Satd. Flow (prot)	0	2046	0	0	1973	0	1685	3452	0	0	3421	1583
Flt Permitted		0.955			0.977		0.950					
Satd. Flow (perm)	0	2046	0	0	1973	0	1685	3452	0	0	3421	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			11			1				873
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		547			197			3357			821	
Travel Time (s)		12.4			4.5			76.3			18.7	
Peak Hour Factor	0.99	0.99	0.99	0.57	0.57	0.57	0.97	0.97	0.97	0.87	0.99	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	2%
Adj. Flow (vph)	437	6	16	21	12	11	11	1024	9	0	2018	1070
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	459	0	0	44	0	11	1033	0	0	2018	1070
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.88	1.00	1.09	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		2	1			1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	27		50	5			5	5
Trailing Detector (ft)	0	0		0	5		0	0			0	0
Detector 1 Position(ft)	0	0		0	5		0	0			0	0
Detector 1 Size(ft)	20	20		20	6		20	5			5	5
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 2 Position(ft)		30			21			30				
Detector 2 Size(ft)		20			6			20				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Split			Split			Prot					Perm
Protected Phases	3	3		4	4		5	2			6	

Lanes, Volumes, Timings

6: Seaman Neck Road & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												6
Detector Phase	3	3		4	4		5					
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	20.0			20.0	20.0
Minimum Split (s)	13.5	13.5		13.5	13.5		12.0	30.0			30.0	30.0
Total Split (s)	24.0	24.0	0.0	13.5	13.5	0.0	12.0	69.5	0.0	0.0	57.5	57.5
Total Split (%)	22.4%	22.4%	0.0%	12.6%	12.6%	0.0%	11.2%	65.0%	0.0%	0.0%	53.7%	53.7%
Maximum Green (s)	18.5	18.5		8.0	8.0		7.0	63.5			51.5	51.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	4.0			4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	2.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	-1.0	-1.0	-0.5	-1.5	0.0	-1.5	-1.5	-1.5
Total Lost Time (s)	5.5	4.5	4.0	5.5	4.5	3.0	4.5	4.5	4.0	2.5	4.5	4.5
Lead/Lag	Lead	Lead		Lag	Lag		Lead				Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	6.0			6.0	6.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		2.0	4.0			4.0	4.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	3.0			3.0	3.0
Recall Mode	None	None		None	None		None	Max			Max	Max
Walk Time (s)				7.0	7.0							
Flash Dont Walk (s)				20.0	20.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)		19.6			7.9		6.0	65.3			63.0	63.0
Actuated g/C Ratio		0.19			0.08		0.06	0.64			0.62	0.62
v/c Ratio		1.16			0.27		0.11	0.46			0.95	0.81
Control Delay		134.8			41.0		49.9	10.8			31.0	9.6
Queue Delay		0.0			0.0		0.0	0.0			0.0	0.0
Total Delay		134.8			41.0		49.9	10.8			31.0	9.6
LOS		F			D		D	B			C	A
Approach Delay		134.8			41.0			11.2			23.6	
Approach LOS		F			D			B			C	
Queue Length 50th (ft)		~386			21		7	189			632	55
Queue Length 95th (ft)		#593			33		26	243			#1016	303
Internal Link Dist (ft)		467			117			3277			741	
Turn Bay Length (ft)							250					300
Base Capacity (vph)		396			186		125	2222			2127	1315
Starvation Cap Reductn		0			0		0	0			0	0
Spillback Cap Reductn		0			0		0	0			0	0
Storage Cap Reductn		0			0		0	0			0	0
Reduced v/c Ratio		1.16			0.24		0.09	0.46			0.95	0.81

Intersection Summary

Area Type: Other

Cycle Length: 107

Actuated Cycle Length: 101.4

Natural Cycle: 150

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.16

Intersection Signal Delay: 32.0

Intersection LOS: C

Lanes, Volumes, Timings

6: Seaman Neck Road & Deer Park Avenue

2010/02/02

Intersection Capacity Utilization 94.7%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 6: Seaman Neck Road & Deer Park Avenue

 ø2			 ø3			 ø4		
69.5 s			24 s			13.5 s		
 ø5			 ø6					
12 s			57.5 s					

Lanes, Volumes, Timings

7: Acorn Street & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	71	151	155	68	98	55	226	1333	77	92	1614	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	15	12	16	12	9	10	8	8	11	10
Storage Length (ft)	105		85	0		0	0		75	225		75
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.966			0.992			0.996	
Flt Protected	0.950				0.985		0.950			0.950		
Satd. Flow (prot)	1787	1801	1692	0	2022	0	1577	3329	0	1462	3425	0
Flt Permitted	0.424				0.629		0.950			0.950		
Satd. Flow (perm)	798	1801	1692	0	1291	0	1577	3329	0	1462	3425	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151		11			8			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		188			1420			383			3564	
Travel Time (s)		4.3			32.3			8.7			81.0	
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles (%)	1%	2%	5%	0%	3%	0%	3%	0%	0%	7%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	2	2
Adj. Flow (vph)	81	172	176	76	110	62	246	1449	84	96	1681	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	81	172	176	0	248	0	246	1533	0	96	1730	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.04	0.88	1.00	0.85	1.00	1.14	1.10	1.20	1.20	1.05	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	1	2		2	1		2	1	
Detector Template				Left								
Leading Detector (ft)	50	50	5	20	50		50	5		50	5	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	20	5	20	20		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	30			30		30			30		
Detector 2 Size(ft)	20	20			20		20			20		
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0		0.0			0.0		
Turn Type	Perm		Perm	Perm			Prot			Prot		

Lanes, Volumes, Timings
7: Acorn Street & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4								
Detector Phase	8	8		4	4		5			1		
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	14.5	14.5	14.5	31.5	31.5		10.0	17.0		10.0	28.0	
Total Split (s)	32.0	32.0	32.0	32.0	32.0	0.0	27.0	84.0	0.0	19.0	76.0	0.0
Total Split (%)	23.7%	23.7%	23.7%	23.7%	23.7%	0.0%	20.0%	62.2%	0.0%	14.1%	56.3%	0.0%
Maximum Green (s)	26.5	26.5	26.5	26.5	26.5		22.0	78.0		14.0	70.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	0.0	-1.0	-2.0	-0.5	-1.5	0.0	-0.5	-1.5	-2.0
Total Lost Time (s)	4.5	4.5	4.5	5.5	4.5	2.0	4.5	4.5	4.0	4.5	4.5	2.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	1.0		2.0	1.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				19.0	19.0						15.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)	26.6	26.6	26.6		26.6		22.4	82.5		12.4	72.5	
Actuated g/C Ratio	0.20	0.20	0.20		0.20		0.17	0.61		0.09	0.54	
v/c Ratio	0.52	0.48	0.39		0.94		0.94	0.75		0.72	0.94	
Control Delay	60.9	53.0	12.7		93.3		103.0	16.3		87.1	40.6	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.8		0.0	0.0	
Total Delay	60.9	53.0	12.7		93.3		103.0	17.1		87.1	40.6	
LOS	E	D	B		F		F	B		F	D	
Approach Delay		38.0			93.3			29.0			43.1	
Approach LOS		D			F			C			D	
Queue Length 50th (ft)	64	134	18		206		214	540		82	733	
Queue Length 95th (ft)	118	204	78		#365		#392	408		#150	#926	
Internal Link Dist (ft)		108			1340			303			3484	
Turn Bay Length (ft)	105		85							225		
Base Capacity (vph)	163	367	454		272		263	2038		157	1841	
Starvation Cap Reductn	0	0	0		0		0	229		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.50	0.47	0.39		0.91		0.94	0.85		0.61	0.94	

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 92 (68%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 39.6

Intersection Capacity Utilization 93.8%

Intersection LOS: D

ICU Level of Service F

Lanes, Volumes, Timings 7: Acorn Street & Deer Park Avenue

2010/02/02

Analysis Period (min) 15

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

Splits and Phases: 7: Acorn Street & Deer Park Avenue

 ø1	 ø2	 ø4
19 s	84 s	32 s
 ø5	 ø6	 ø8
27 s	76 s	32 s

Lanes, Volumes, Timings

8: Long Island Avenue & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	126	4	41	7	6	5	28	1505	22	0	1674	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	8	11	12	12	11	12
Storage Length (ft)	0		0	0		0	230		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.968			0.961			0.998			0.987	
Flt Protected		0.964			0.981		0.950					
Satd. Flow (prot)	0	1995	0	0	1970	0	1564	3225	0	0	3413	0
Flt Permitted		0.770			0.904		0.066					
Satd. Flow (perm)	0	1593	0	0	1816	0	109	3225	0	0	3413	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			6			3			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		221			111			867			383	
Travel Time (s)		5.0			2.5			19.7			8.7	
Peak Hour Factor	0.82	0.82	0.82	0.90	0.90	0.90	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Parking (#/hr)								6	6			
Adj. Flow (vph)	154	5	50	8	7	6	30	1618	24	0	1800	175
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	209	0	0	21	0	30	1642	0	0	1975	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			8			8	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.88	1.00	1.20	1.14	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	1		1	1			1	
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	5		5	5			5	
Trailing Detector (ft)	0	0		0	0		0	0			0	
Detector 1 Position(ft)	0	0		0	0		0	0			0	
Detector 1 Size(ft)	20	20		20	5		5	5			5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)		30										
Detector 2 Size(ft)		20										
Detector 2 Type		Cl+Ex										
Detector 2 Channel												
Detector 2 Extend (s)		0.0										
Turn Type	Perm			Perm			Perm					

Lanes, Volumes, Timings

8: Long Island Avenue & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4			2			6	
Permitted Phases	8			4	4		2					
Detector Phase	8	8										
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0			10.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		17.0	17.0			17.0	
Total Split (s)	34.0	34.0	0.0	34.0	34.0	0.0	101.0	101.0	0.0	0.0	101.0	0.0
Total Split (%)	25.2%	25.2%	0.0%	25.2%	25.2%	0.0%	74.8%	74.8%	0.0%	0.0%	74.8%	0.0%
Maximum Green (s)	28.5	28.5		28.5	28.5		95.0	95.0			95.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0			4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	-1.0	0.0	-1.5	-1.5	0.0	-1.5	-1.5	0.0
Total Lost Time (s)	5.5	4.5	4.0	5.5	4.5	4.0	4.5	4.5	4.0	2.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		1.0	1.0			1.0	
Recall Mode	None	None		None	None		C-Max	C-Max			C-Max	
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				15.0	15.0						10.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)		22.7			22.7		103.3	103.3			103.3	
Actuated g/C Ratio		0.17			0.17		0.77	0.77			0.77	
v/c Ratio		0.75			0.07		0.36	0.67			0.76	
Control Delay		66.9			35.1		21.1	10.0			4.9	
Queue Delay		0.0			0.0		0.0	0.2			0.2	
Total Delay		67.0			35.1		21.1	10.1			5.2	
LOS		E			D		C	B			A	
Approach Delay		67.0			35.1			10.3			5.2	
Approach LOS		E			D			B			A	
Queue Length 50th (ft)		167			11		8	319			68	
Queue Length 95th (ft)		217			34		42	475			m98	
Internal Link Dist (ft)		141			31			787			303	
Turn Bay Length (ft)							230					
Base Capacity (vph)		357			311		83	2468			2615	
Starvation Cap Reductn		0			0		0	0			132	
Spillback Cap Reductn		1			0		0	190			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.59			0.07		0.36	0.72			0.80	

Intersection Summary

Area Type: Other
 Cycle Length: 135
 Actuated Cycle Length: 135
 Offset: 105 (78%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 10.9
 Intersection Capacity Utilization 75.3%

Intersection LOS: B
 ICU Level of Service D

Lanes, Volumes, Timings

8: Long Island Avenue & Deer Park Avenue

2010/02/02

Analysis Period (min) 15

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

Splits and Phases: 8: Long Island Avenue & Deer Park Avenue

 ø2	 ø4
101 s	34 s
 ø6	 ø8
101 s	34 s

HCM Unsignalized Intersection Capacity Analysis

4: Washington Avenue & Straight Path

2010/02/02

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	1	23	14	2	9	22	621	8	4	603	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.60	0.60	0.60	0.57	0.57	0.57	0.87	0.87	0.87	0.77	0.77	0.77
Hourly flow rate (vph)	22	2	38	25	4	16	25	714	9	5	783	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)								983			1058	
pX, platoon unblocked	0.91	0.91	0.82	0.91	0.91	0.82	0.82			0.82		
vC, conflicting volume	1579	1571	787	1602	1570	718	791			723		
vC1, stage 1 conf vol	797	797		769	769							
vC2, stage 2 conf vol	782	774		833	801							
vCu, unblocked vol	1146	1137	632	1171	1136	547	637			553		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	92	99	90	91	99	96	97			99		
cM capacity (veh/h)	288	307	398	259	299	443	786			843		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	62	44	25	723	5	791						
Volume Left	22	25	25	0	5	0						
Volume Right	38	16	0	9	0	8						
cSH	348	308	786	1700	843	1700						
Volume to Capacity	0.18	0.14	0.03	0.43	0.01	0.47						
Queue Length 95th (ft)	16	12	2	0	0	0						
Control Delay (s)	17.6	18.6	9.7	0.0	9.3	0.0						
Lane LOS	C	C	A		A							
Approach Delay (s)	17.6	18.6	0.3		0.1							
Approach LOS	C	C										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			43.2%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: McCue Avenue & Straight Path

2010/02/02

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	0	27	26	7	124	28	526	11	14	626	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.64	0.64	0.64	0.94	0.94	0.94	0.86	0.86	0.86
Hourly flow rate (vph)	1	0	31	41	11	194	30	560	12	16	728	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)								735			1306	
pX, platoon unblocked	0.86	0.86	0.91	0.86	0.86	0.81	0.91			0.81		
vC, conflicting volume	1579	1391	728	1416	1385	565	728			571		
vC1, stage 1 conf vol	760	760		625	625							
vC2, stage 2 conf vol	818	631		791	760							
vCu, unblocked vol	1356	1137	652	1166	1130	348	652			355		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	93	86	97	66	97			98		
cM capacity (veh/h)	191	328	429	284	320	568	860			985		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	32	245	30	571	16	728						
Volume Left	1	41	30	0	16	0						
Volume Right	31	194	0	12	0	0						
cSH	411	473	860	1700	985	1700						
Volume to Capacity	0.08	0.52	0.03	0.34	0.02	0.43						
Queue Length 95th (ft)	6	73	3	0	1	0						
Control Delay (s)	14.5	20.5	9.3	0.0	8.7	0.0						
Lane LOS	B	C	A		A							
Approach Delay (s)	14.5	20.5	0.5		0.2							
Approach LOS	B	C										
Intersection Summary												
Average Delay			3.6									
Intersection Capacity Utilization			55.7%		ICU Level of Service					B		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

9: Acorn Street & Parking Lot Entrance

2010/02/02

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	5	211	259	49	81	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.84	0.84	0.58	0.58
Hourly flow rate (vph)	6	254	308	58	140	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	367				604	338
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	367				604	338
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				70	97
cM capacity (veh/h)	1203				463	709
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	260	367	140	19		
Volume Left	6	0	140	0		
Volume Right	0	58	0	19		
cSH	1203	1700	463	709		
Volume to Capacity	0.01	0.22	0.30	0.03		
Queue Length 95th (ft)	0	0	31	2		
Control Delay (s)	0.2	0.0	16.1	10.2		
Lane LOS	A		C	B		
Approach Delay (s)	0.2	0.0	15.4			
Approach LOS			C			
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			27.8%		ICU Level of Service	A
Analysis Period (min)			15			

Suffolk County Department of Public Works Accident Data and Analysis

CR 2, Straight Path from 24TH ST (Offset: 0) to SR231 (Offset: 0) From: 1/1/2004,00:00:00 to 9/28/2007,23:59:59
Date Prepared: 6/26/2009

Most Current Accident Data — SCPD: 9/28/2007; Other Police: 12/31/2008 4:18:00 PM; Fatal (all sources): 4/11/2009 4:36:00 PM

CC Number	Date/Time	Day	Number of Vehicles	Number Injured	Number Killed	Light	Weather	Roadway	Diagram Description	1st Event	Distance from Intersection	Direction	X Street	Milepost
07001641	1/1/2007 8:16:00 PM	Monday	3	0	0	Dark-Road Lighted	Rain	Wet	Rear End	Other Motor Vehicle	0	AT	24TH ST	28807
06192508	4/14/2006 6:50:00 PM	Friday	2	0	0	Dusk	Rain	Wet	Rear End	Other Motor Vehicle	-1000	S	21ST ST	28906
04305713	6/7/2004 8:05:00 AM	Monday	1	0	0	Daylight	Cloudy	Dry	Fixed Object	Tree	0	AT	LEVEY BLVD	29291
05108852	3/2/2005 8:45:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	LEVEY BLVD	29291
05177269	4/9/2005 1:25:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	LEVEY BLVD	29291
05361924	7/6/2005 12:50:00 PM	Wednesday	2	0	0	Unknown	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	LEVEY BLVD	29291
05393445	7/20/2005 12:38:00 PM	Wednesday	1	1	0	Daylight	Clear	Dry	Sketch	Pedestrian	0	AT	LEVEY BLVD	29291
06342348	6/24/2006 4:00:00 PM	Saturday	2	2	0	Daylight	Cloudy	Wet	Rear End	Other Motor Vehicle	0	AT	LEVEY BLVD	29291
06486957	8/25/2006 6:55:00 PM	Friday	2	0	0	Daylight	Cloudy	Dry	Right Angle	Other Motor Vehicle	0	AT	LEVEY BLVD	29291
06490686	8/27/2006 12:30:00 PM	Sunday	1	1	0	Daylight	Rain	Wet	Fixed Object	Light Support/Utility Pole	0	AT	LEVEY BLVD	29291
06648858	11/12/2006 7:30:00 AM	Sunday	2	0	0	Daylight	Unknown	Unknown	Rear End	Other Motor Vehicle	0	AT	LEVEY BLVD	29291
05390893	7/19/2005 9:18:00 AM	Tuesday	1	0	0	Daylight	Cloudy	Dry	Fixed Object	Light Support/Utility Pole	100	N	LEVEY BLVD	29391
04108577	2/28/2004 12:15:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	22ND ST	29534
05626016	11/5/2005 7:05:00 PM	Saturday	2	5	1	Dark-Road Lighted	Clear	Dry	Left Turn Opposing	Other Motor Vehicle	0	AT	22ND ST	29534

									Direction						
05672398	11/30/2005 7:50:00 AM	Wednesday	1	1	0	Daylight	Cloudy	Wet	Sketch	Bicyclist	0		AT	22ND ST	29534
06152940	3/25/2006 5:25:00 AM	Saturday	2	3	0	Dawn	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	22ND ST	29534
06317992	6/14/2006 2:36:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	22ND ST	29534
07186150	4/12/2007 6:45:00 AM	Thursday	2	0	0	Dawn	Rain	Wet	Right Angle	Other Motor Vehicle	0		AT	22ND ST	29534
07410876	7/26/2007 2:29:00 PM	Thursday	1	0	0	Daylight	Rain	Wet	Fixed Object	Light Support/Utility Pole	0		AT	22ND ST	29534
04550918	9/23/2004 2:40:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Sketch	Other Motor Vehicle	1000		N	24TH ST	29807
04364940	7/2/2004 10:00:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Non-fixed Object	Other Motor Vehicle	0		AT	21ST ST	29906
05006136	1/4/2005 3:21:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	21ST ST	29906
06071830	2/8/2006 7:40:00 PM	Wednesday	3	1	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	BROOKLYN AV	29906
06090525	2/18/2006 5:00:00 PM	Saturday	2	1	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	21ST ST	29906
06161746	3/29/2006 11:15:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	BROOKLYN AV	29906
06306794	6/9/2006 4:13:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	21ST ST	29906
06347631	6/26/2006 10:35:00 PM	Monday	2	0	0	Dark-Road Lighted	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	21ST ST	29906
07242768	5/10/2007 9:48:00 PM	Thursday	2	1	0	Dark-Road Lighted	Cloudy	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	0		AT	BROOKLYN AV	29906
04314906	6/11/2004 12:05:00 PM	Friday	3	1	0	Daylight	Not Applicable	Dry	Rear End	Other Motor Vehicle	100		N	21ST ST	30006
07517477	9/9/2007 4:26:00 PM	Sunday	2	0	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	-50		S	20TH ST	30263

05325625	6/21/2005 10:40:00 AM	Tuesday	2	1	0	Daylight	Clear	Dry	Rear End	Not Applicable	0		AT	20TH ST	30313
05360486	7/5/2005 6:26:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	20TH ST	30313
05377117	7/13/2005 8:10:00 AM	Wednesday	2	0	0	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	20TH ST	30313
06503369	9/2/2006 3:52:00 PM	Saturday	2	1	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	20TH ST	30313
07308322	6/9/2007 9:57:00 PM	Saturday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	20TH ST	30313
07534867	9/17/2007 4:25:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	20TH ST	30313
07252995	5/14/2007 6:00:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	-200		S	MOUNT AV	30352
04089564	2/17/2004 7:50:00 PM	Tuesday	2	0	0	Dark-Road Lighted	Cloudy	Dry	Unknown	Other Motor Vehicle	0		AT	MOUNT AV	30552
04097042	2/22/2004 12:30:00 AM	Sunday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	MOUNT AV	30552
04098484	2/22/2004 8:20:00 PM	Sunday	2	2	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	MOUNT AV	30552
04212307	4/23/2004 6:45:00 PM	Friday	2	0	0	Dusk	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	MOUNT AV	30552
04244830	5/9/2004 7:35:00 PM	Sunday	2	1	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	MOUNT AV	30552
04326331	6/16/2004 9:30:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	MOUNT AV	30552
04339789	6/21/2004 5:00:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	MOUNT AV	30552
04422306	7/27/2004 3:15:00 AM	Tuesday	2	0	0	Daylight	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	MOUNT AV	30552
04437787	8/3/2004 2:04:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	MOUNT AV	30552

04575587	10/5/2004 7:37:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	MOUNT AV	30552
04683960	11/29/2004 5:13:00 PM	Monday	3	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	MOUNT AV	30552
05000135	1/1/2005 1:10:00 AM	Saturday	2	0	0	Dark-Road Lighted	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	MOUNT AV	30552
05016965	1/10/2005 9:35:00 PM	Monday	2	1	0	Dark-Road Lighted	Clear	Dry	Head On	Other Motor Vehicle	0		AT	MOUNT AV	30552
05087010	2/18/2005 8:53:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	MOUNT AV	30552
05255671	5/20/2005 5:58:00 AM	Friday	1	1	0	Daylight	Clear	Dry	Sketch	Bicyclist	0		AT	MOUNT AV	30552
05587822	10/18/2005 6:02:00 AM	Tuesday	3	0	0	Dawn	Rain	Wet	Unknown	Other Motor Vehicle	0		AT	MOUNT AV	30552
06022576	1/13/2006 5:50:00 PM	Friday	2	0	0	Dark-Road Lighted	Cloudy	Wet	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	MOUNT AV	30552
06075660	2/10/2006 10:34:00 PM	Friday	1	1	0	Dark-Road Lighted	Clear	Dry	Head On	Bicyclist	0		AT	MOUNT AV	30552
06075674	2/10/2006 10:35:00 PM	Friday	2	0	0	Dark-Road Lighted	Cloudy	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	MOUNT AV	30552
06286714	5/30/2006 8:02:00 PM	Tuesday	2	4	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	MOUNT AV	30552
06312314	6/11/2006 9:20:00 PM	Sunday	1	1	0	Dark-Road Lighted	Clear	Dry	Sketch	Pedestrian	0		AT	MOUNT AV	30552
06408519	7/22/2006 11:40:00 AM	Saturday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	MOUNT AV	30552
06536484	9/19/2006 11:30:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	MOUNT AV	30552
06668300	11/22/2006 9:20:00 PM	Wednesday	1	0	0	Dark-Road Lighted	Rain	Wet	Fixed Object	Light Support/Utility Pole	0		AT	MOUNT AV	30552
06698702	12/8/2006 5:54:00 PM	Friday	2	4	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	MOUNT AV	30552
06702669	12/10/2006 5:50:00 PM	Sunday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	MOUNT AV	30552
06718720	12/19/2006 2:50:00 AM	Tuesday	1	1	0	Dark-Road Lighted	Clear	Dry	Sketch	Pedestrian	0		AT	MOUNT AV	30552
07104408	2/27/2007	Tuesday	2	0	0	Daylight	Rain	Wet	Left Turn	Other Motor	0		AT	MOUNT AV	30552

	7:50:00 AM								Opposing Direction	Vehicle				
07115860	3/5/2007 11:58:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	MOUNT AV 30552
07215383	4/27/2007 10:53:00 AM	Friday	2	0	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	MOUNT AV 30552
07296119	6/4/2007 10:48:00 AM	Monday	2	0	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	MOUNT AV 30552
07411821	7/23/2007 10:43:00 PM	Monday	1	1	0	Dark-Road Lighted	Clear	Dry	Fixed Object	Light Support/Utility Pole	0		AT	MOUNT AV 30552
07500642	9/1/2007 10:40:00 PM	Saturday	1	1	0	Dark-Road Lighted	Clear	Dry	Sketch	Bicyclist	0		AT	MOUNT AV 30552
07503599	9/3/2007 6:50:00 AM	Monday	2	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	MOUNT AV 30552
07552768	9/26/2007 8:09:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	MOUNT AV 30552
05301249	6/10/2005 7:15:00 PM	Friday	3	0	0	Daylight	Cloudy	Wet	Rear End	Other Motor Vehicle	50		N	MOUNT AV 30602
07509789	9/6/2007 8:40:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	100		N	MOUNT AV 30652
06438022	8/3/2006 4:00:00 PM	Thursday	1	1	0	Daylight	Clear	Dry	Sketch	Bicyclist	250		N	MOUNT AV 30802
05689726	12/9/2005 10:00:00 AM	Friday	2	0	0	Daylight	Rain	Wet	Sketch	Other Motor Vehicle	-70		S	JAMAICA AV 30833
04064836	2/4/2004 9:46:00 AM	Wednesday	1	1	0	Daylight	Clear	Wet	Sketch	Pedestrian	-40		S	JAMAICA AV 30863
04053663	1/29/2004 12:56:00 PM	Thursday	2	0	0	Daylight	Cloudy	Snow/Ice	Right Turn Same Direction / RTOR	Other Motor Vehicle	0		AT	JAMAICA AV 30903
04074320	2/9/2004 8:40:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	JAMAICA AV 30903
04310736	6/9/2004 1:55:00 PM	Wednesday	2	1	0	Daylight	Clear	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	0		AT	JAMAICA AV 30903
04525926	9/11/2004	Saturday	2	0	0	Daylight	Clear	Dry	Overtaking /	Other Motor	0		AT	JAMAICA AV 30903

	7:46:00 PM								Passing / Lane Change	Vehicle					
04565285	9/30/2004 8:05:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	JAMAICA AV	30903
04703113	12/9/2004 9:35:00 PM	Thursday	2	0	0	Dark-Road Lighted	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	JAMAICA AV	30903
05047768	1/27/2005 12:47:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	JAMAICA AV	30903
06142815	3/19/2006 12:55:00 PM	Sunday	2	0	0	Daylight	Clear	Dry	Sketch	Other Motor Vehicle	0		AT	JAMAICA AV	30903
06581347	10/11/2006 12:05:00 AM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	JAMAICA AV	30903
06696668	12/7/2006 7:40:00 PM	Thursday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	JAMAICA AV	30903
07030498	1/17/2007 6:00:00 PM	Wednesday	2	1	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	JAMAICA AV	30903
07178125	4/7/2007 12:44:00 PM	Saturday	2	0	0	Daylight	Cloudy	Dry	Sketch	Other Motor Vehicle	0		AT	JAMAICA AV	30903
05586018	10/17/2005 9:30:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	-100		S	S 18TH ST	31016
05294532	6/7/2005 8:20:00 PM	Tuesday	1	0	0	Dusk	Clear	Dry	Fixed Object	Building/Wall	500		N	MOUNT AV	31052
07266030	5/22/2007 5:40:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	-60		S	S 18TH ST	31056
04098322	2/22/2004 5:59:00 PM	Sunday	2	0	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	S 18TH ST	31116
04134187	3/13/2004 5:15:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
04253027	5/13/2004 4:15:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	S 18TH ST	31116
04397587	7/15/2004 5:15:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	S 18TH ST	31116
04406499	7/20/2004 12:05:00	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing /	Other Motor Vehicle	0		AT	S 18TH ST	31116

	PM								Lane Change						
04518739	9/8/2004 5:10:00 PM	Wednesday	3	1	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
04664095	11/18/2004 9:25:00 PM	Thursday	1	1	0	Dark-Road Lighted	Clear	Dry	Fixed Object	Sign Post	0		AT	S 18TH ST	31116
04674333	11/24/2004 4:15:00 PM	Wednesday	3	0	0	Dusk	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
04691830	12/3/2004 6:26:00 PM	Friday	2	0	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	S 18TH ST	31116
05046058	1/26/2005 2:20:00 PM	Wednesday	2	0	0	Daylight	Cloudy	Wet	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
05083985	2/16/2005 2:14:00 PM	Wednesday	2	0	0	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change	Not Applicable	0		AT	S 18TH ST	31116
05115182	3/6/2005 2:00:00 PM	Sunday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
05155177	3/28/2005 8:30:00 PM	Monday	2	0	0	Dark-Road Lighted	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	S 18TH ST	31116
05261571	5/23/2005 7:25:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	S 18TH ST	31116
05368688	7/9/2005 3:30:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	S 18TH ST	31116
05371736	7/10/2005 6:45:00 PM	Sunday	3	2	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	S 18TH ST	31116
05377920	7/13/2005 4:00:00 PM	Wednesday	2	0	0	Daylight	Cloudy	Dry	Sketch	Other Motor Vehicle	0		AT	S 18TH ST	31116
05477647	8/27/2005 3:40:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
05506139	9/9/2005 7:34:00 PM	Friday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
05546336	9/28/2005 8:28:00 PM	Wednesday	3	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
05569971	10/10/2005 8:50:00 AM	Monday	2	1	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
05622014	11/3/2005 9:45:00 PM	Thursday	1	1	0	Dark-Road Lighted	Clear	Dry	Sketch	Pedestrian	0		AT	S 18TH ST	31116
05722383	12/26/2005 1:40:00 PM	Monday	2	0	0	Daylight	Cloudy	Wet	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116

06153464	3/25/2006 12:44:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
06296214	6/4/2006 10:35:00 AM	Sunday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
06299465	6/5/2006 10:32:00 PM	Monday	2	0	0	Dark-Road Lighted	Clear	Dry	Sketch	Bicyclist	0		AT	S 18TH ST	31116
06327651	6/18/2006 12:30:00 PM	Sunday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
06395168	7/16/2006 10:10:00 PM	Sunday	2	1	0	Dark-Road Lighted	Clear	Dry	Sketch	Pedestrian	0		AT	S 18TH ST	31116
06415461	7/25/2006 3:40:00 PM	Tuesday	1	2	0	Daylight	Clear	Dry	Sketch	Pedestrian	0		AT	S 18TH ST	31116
06500753	9/1/2006 1:40:00 PM	Friday	3	1	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
06526342	9/14/2006 4:35:00 PM	Thursday	2	0	0	Daylight	Rain	Wet	Unknown	Other Motor Vehicle	0		AT	S 18TH ST	31116
06543354	9/22/2006 7:34:00 PM	Friday	3	3	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	S 18TH ST	31116
06563580	10/2/2006 1:00:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
06574173	10/7/2006 2:45:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	S 18TH ST	31116
06607403	10/23/2006 7:01:00 PM	Monday	2	2	0	Dark-Road Lighted	Clear	Dry	Sketch	Other Motor Vehicle	0		AT	S 18TH ST	31116
06635069	11/5/2006 3:15:00 PM	Sunday	2	0	0	Dusk	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
06656256	11/16/2006 4:43:00 PM	Thursday	2	0	0	Dusk	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
06676067	11/27/2006 10:00:00 AM	Monday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
06722306	12/20/2006 8:25:00 PM	Wednesday	2	1	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
07015762	1/9/2007 2:00:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	S 18TH ST	31116
07106160	2/28/2007 9:05:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Sketch	Other Motor Vehicle	0		AT	S 18TH ST	31116
07121901	3/8/2007	Thursday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor	0		AT	S 18TH ST	31116

	3:15:00 PM										Vehicle				
07124430	3/9/2007 8:40:00 PM	Friday	2	1	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
07228976	5/4/2007 8:30:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	S 18TH ST	31116
07255974	5/17/2007 6:50:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
07429136	7/31/2007 3:49:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
07453503	8/11/2007 10:00:00 AM	Saturday	2	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
07456734	8/12/2007 3:40:00 PM	Sunday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
07477538	8/22/2007 10:19:00 AM	Wednesday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
07478656	8/22/2007 8:42:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
07486167	8/26/2007 8:45:00 AM	Sunday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
07488477	8/27/2007 1:00:00 PM	Monday	1	1	0	Daylight	Clear	Dry	Sketch	Bicyclist	0		AT	S 18TH ST	31116
07525167	9/13/2007 7:00:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
05520861	9/16/2005 8:30:00 PM	Friday	2	0	0	Dark-Road Lighted	Cloudy	Dry	Sketch	Other Motor Vehicle	25		N	S 18TH ST	31141
07250705	5/14/2007 4:18:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	50		N	S 18TH ST	31166
06135819	3/15/2006 5:08:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	100		N	S 18TH ST	31216
05278058	5/31/2005 7:55:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	200		N	S 18TH ST	31316
07227670	5/3/2007 3:08:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	200		N	18TH ST 105	31316
06726267	12/22/2006 8:54:00 PM	Friday	1	1	0	Dark-Road Lighted	Rain	Wet	Sketch	Pedestrian	-75		S	IRVING AV	31461
04293369	6/1/2004 7:50:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Non-fixed Object	Other Motor Vehicle	-50		S	IRVING AV	31486

04623833	10/30/2004 9:30:00 AM	Saturday	2	0	0	Daylight	Rain	Wet	Non-fixed Object	Other Motor Vehicle	-50		S	IRVING AV	31486
04048397	1/26/2004 12:00:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
04054096	1/29/2004 4:25:00 PM	Thursday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
04116473	3/3/2004 5:00:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
04173973	4/4/2004 4:45:00 PM	Sunday	2	0	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
04368064	7/3/2004 10:00:00 AM	Saturday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	IRVING AV	31536
04423614	7/28/2004 8:55:00 AM	Wednesday	1	1	0	Daylight	Rain	Wet	Sketch	Pedestrian	0		AT	IRVING AV	31536
04528868	9/13/2004 7:15:00 AM	Monday	3	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
04549818	9/22/2004 9:42:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
04570925	10/2/2004 8:00:00 PM	Saturday	2	0	0	Dark-Road Lighted	Rain	Wet	Right Angle	Other Motor Vehicle	0		AT	IRVING AV	31536
04576901	10/5/2004 7:10:00 PM	Tuesday	2	2	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
05031235	1/19/2005 5:49:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	IRVING AV	31536
05057399	2/1/2005 4:47:00 PM	Tuesday	2	0	0	Dusk	Clear	Wet	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
05365811	7/8/2005 7:40:00 AM	Friday	3	1	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
05815698	8/20/2005 12:30:00 PM	Saturday	1	1	0	Daylight	Cloudy	Dry	Sketch	Bicyclist	0		AT	IRVING AV	31536
05550135	9/30/2005 5:38:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
05886044	10/23/2005 1:50:00 PM	Sunday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
05670497	11/29/2005 8:40:00 AM	Tuesday	2	0	0	Daylight	Cloudy	Wet	Unknown	Other Motor Vehicle	0		AT	IRVING AV	31536
05684123	12/6/2005 10:45:00 AM	Tuesday	2	1	0	Daylight	Cloudy	Wet	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
05703159	12/16/2005 7:45:00 AM	Friday	2	0	0	Daylight	Rain	Wet	Overtaking / Passing / Lane	Other Motor Vehicle	0		AT	IRVING AV	31536

													Change		
06004680	1/3/2006 6:33:00 PM	Tuesday	1	1	0	Dark-Road Lighted	Rain	Wet	Sketch	Pedestrian	0		AT	IRVING AV	31536
06368867	7/5/2006 9:10:00 AM	Wednesday	2	0	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
06418584	7/26/2006 11:22:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	IRVING AV	31536
06486632	8/25/2006 4:15:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	IRVING AV	31536
06667925	11/22/2006 5:35:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
06676935	11/27/2006 6:10:00 PM	Monday	3	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
06682878	12/1/2006 12:20:00 AM	Friday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	IRVING AV	31536
07336264	6/22/2007 2:10:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
07381873	7/11/2007 12:08:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
05699456	12/14/2005 12:30:00 PM	Wednesday	1	0	0	Daylight	Cloudy	Dry	Non-fixed Object	Other Object (Not Fixed)*	10		N	IRVING AV	31546
05144066	3/22/2005 2:05:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	20		N	IRVING AV	31556
06243515	5/10/2006 8:50:00 AM	Wednesday	2	0	0	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	-1000		S	LONG ISLAND AV	31587
06015259	1/9/2006 3:02:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	150		N	IRVING AV	31686
04035990	1/19/2004 4:04:00 PM	Monday	2	0	0	Daylight	Clear	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ARLINGTON AV	31789
04588848	10/11/2004 3:30:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ARLINGTON AV	31789
04685130	11/30/2004 11:23:00 AM	Tuesday	2	2	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	ARLINGTON AV	31789
04740983	12/29/2004	Wednesday	1	1	0	Dark-Road	Clear	Dry	Sketch	Pedestrian	0		AT	ARLINGTON AV	31789

	6:39:00 PM					Lighted										
04743499	12/31/2004 6:10:00 AM	Friday	2	0	0	Dark-Road Lighted	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	ARLINGTON AV	31789	
05086246	2/17/2005 5:45:00 PM	Thursday	2	0	0	Dark-Road Lighted	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	ARLINGTON AV	31789	
05360222	7/5/2005 5:10:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Non-fixed Object	Other Object (Not Fixed)*	0		AT	ARLINGTON AV	31789	
05416893	7/30/2005 1:00:00 PM	Saturday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	ARLINGTON AV	31789	
05668619	11/28/2005 8:43:00 AM	Monday	2	0	0	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ARLINGTON AV	31789	
06255785	5/16/2006 4:50:00 PM	Tuesday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	ARLINGTON AV	31789	
06315215	6/13/2006 9:30:00 AM	Tuesday	3	0	0	Daylight	Clear	Dry	Rear End	Not Applicable	0		AT	ARLINGTON AV	31789	
06625805	11/1/2006 4:50:00 AM	Wednesday	1	0	0	Dark-Road Lighted	Rain	Wet	Fixed Object	Light Support/Utility Pole	0		AT	ARLINGTON AV	31789	
07183146	4/10/2007 1:13:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ARLINGTON AV	31789	
07196801	4/17/2007 5:25:00 PM	Tuesday	3	0	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	ARLINGTON AV	31789	
07490381	8/28/2007 10:00:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	100		N	ARLINGTON AV	31889	
07449974	8/9/2007 3:55:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	800		N	S 18TH ST	31916	
06296507	6/4/2006 1:50:00 PM	Sunday	2	0	0	Daylight	Cloudy	Dry	Sketch	Other Motor Vehicle	-100		S	COMMONWEALTH DR	31956	
07045220	1/25/2007 10:30:00 PM	Thursday	2	0	0	Dark-Road Lighted	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	-100		S	COMMONWEALTH DR	31956	
06690237	12/4/2006 12:00:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Non-fixed Object	Other Object (Not Fixed)*	-30		S	COMMONWEALTH DR	32026	
04437854	8/3/2004 2:40:00 PM	Tuesday	3	0	0	Daylight	Clear	Dry	Rear End	Not Applicable	-20		S	COMMONWEALTH DR	32036	
04010031	1/6/2004 5:20:00 PM	Tuesday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056	
04078874	2/11/2004 5:50:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056	

04099964	2/23/2004 5:50:00 PM	Monday	1	0	0	Dusk	Clear	Dry	Fixed Object	Other Object (Not Fixed)*	0		AT	COMMONWEALTH DR	32056
04137108	3/15/2004 10:10:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
04252948	5/13/2004 3:45:00 PM	Thursday	2	2	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
04257549	5/15/2004 3:45:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
04269779	5/21/2004 10:15:00 AM	Friday	2	0	0	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
04374744	7/5/2004 4:20:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
04516920	9/7/2004 7:20:00 PM	Tuesday	2	0	0	Dark-Road Lighted	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
04614472	10/25/2004 10:40:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
05066750	2/6/2005 3:00:00 PM	Sunday	1	0	0	Daylight	Clear	Dry	Sketch	Pedestrian	0		AT	COMMONWEALTH DR	32056
05109659	3/3/2005 11:14:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
05184539	4/13/2005 8:55:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
05194571	4/18/2005 9:35:00 AM	Monday	2	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
05334841	6/25/2005 10:10:00 AM	Saturday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
05338598	6/26/2005 7:10:00 PM	Sunday	2	0	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
05472827	8/25/2005 1:22:00 PM	Thursday	2	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
05567817	10/9/2005 12:04:00 AM	Sunday	2	0	0	Dark-Road Lighted	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
05731253	12/31/2005 10:32:00 AM	Saturday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
06029512	1/16/2006 4:16:00 PM	Monday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056

06060020	2/2/2006 8:30:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
06087839	2/17/2006 1:10:00 PM	Friday	3	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
06100514	2/24/2006 11:35:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
06139400	3/17/2006 4:50:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Sideswipe	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
06161535	3/29/2006 8:00:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
06219481	4/28/2006 11:30:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
06270437	5/23/2006 4:09:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
06392396	7/15/2006 8:15:00 PM	Saturday	2	2	0	Dusk	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
06457392	8/12/2006 4:17:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
06594613	10/17/2006 5:00:00 PM	Tuesday	1	1	0	Daylight	Clear	Dry	Sketch	Bicyclist	0		AT	COMMONWEALTH DR	32056
07007481	1/5/2007 6:00:00 AM	Friday	2	0	0	Dark-Road Lighted	Clear	Wet	Right Angle	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
07038596	1/22/2007 8:40:00 AM	Monday	2	0	0	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
07229111	5/4/2007 9:58:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
07243425	5/11/2007 9:30:00 AM	Friday	2	0	0	Daylight	Cloudy	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
07319812	6/15/2007 11:50:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
04246349	5/10/2004 4:15:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	-500		S	LONG ISLAND AV	32087
05477484	8/27/2005	Saturday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor	50		N	COMMONWEALTH	32106

	2:10:00 PM									Vehicle			DR	
05330999	6/23/2005 6:20:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	100	N	COMMONWEALTH DR	32156
06391543	7/15/2006 12:25:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	100	N	COMMONWEALTH DR	32156
07264978	5/21/2007 3:45:00 PM	Monday	3	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	200	N	GARDEN CITY AV	32189
06327751	6/18/2006 1:34:00 PM	Sunday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	-300	S	LONG ISLAND AV	32287
07505673	9/4/2007 8:47:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Non-fixed Object	Other Object (Not Fixed)*	-300	S	LONG ISLAND AV	32287
05107510	3/2/2005 6:30:00 AM	Wednesday	1	0	0	Daylight	Clear	Snow/Ice	Fixed Object	Light Support/Utility Pole	500	N	ARLINGTON AV	32289
05730426	12/30/2005 9:00:00 PM	Friday	2	0	0	Dark-Road Lighted	Clear	Dry	Non-fixed Object	Other Object (Not Fixed)*	-200	S	LONG ISLAND AV	32387
07260475	5/19/2007 11:29:00 AM	Saturday	2	0	0	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	-150	S	LONG ISLAND AV	32437
06145673	3/21/2006 7:30:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	-120	S	LONG ISLAND AV	32467
05001859	1/1/2005 10:30:00 PM	Saturday	2	0	0	Dark-Road Lighted	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	-100	S	LONG ISLAND AV	32487
05672764	11/30/2005 12:04:00 PM	Wednesday	2	0	0	Daylight	Cloudy	Wet	Non-fixed Object	Other Object (Not Fixed)*	-100	S	LONG ISLAND AV	32487
06344487	6/25/2006 3:35:00 PM	Sunday	2	0	0	Daylight	Cloudy	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	-100	S	LONG ISLAND AV	32487
04107680	2/27/2004 10:07:00 PM	Friday	1	1	0	Dark-Road Unlighted	Clear	Dry	Sketch	Pedestrian	-50	S	LONG ISLAND AV	32537
04581948	10/8/2004 11:27:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	-50	S	LONG ISLAND AV	32537

04728418	12/23/2004 11:00:00 AM	Thursday	2	0	0	Daylight	Cloudy	Wet	Right Turn Same Direction / RTOR	Other Motor Vehicle	-50		S	LONG ISLAND AV	32537
06119195	3/6/2006 5:00:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	-50		S	LONG ISLAND AV	32537
04068773	2/6/2004 11:35:00 AM	Friday	2	0	0	Daylight	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
04105744	2/26/2004 11:19:00 PM	Thursday	1	1	0	Dark-Road Lighted	Clear	Dry	Sketch	Pedestrian	0		AT	LONG ISLAND AV	32587
04109445	2/28/2004 7:50:00 PM	Saturday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
04208631	4/21/2004 9:00:00 PM	Wednesday	1	1	0	Dark-Road Lighted	Cloudy	Dry	Sketch	Pedestrian	0		AT	LONG ISLAND AV	32587
04221718	4/28/2004 2:15:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
04247032	5/10/2004 4:30:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
04285194	5/28/2004 1:15:00 PM	Friday	2	0	0	Daylight	Cloudy	Wet	Unknown	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
04310136	6/9/2004 8:45:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
04342176	6/22/2004 6:35:00 PM	Tuesday	2	0	0	Daylight	Cloudy	Dry	Non-fixed Object	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
04350270	6/26/2004 4:20:00 AM	Saturday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
04541200	9/18/2004 7:25:00 PM	Saturday	2	0	0	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
04592068	10/13/2004 10:04:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
04614136	10/25/2004 6:20:00 AM	Monday	2	0	0	Dawn	Cloudy	Dry	Overtaking / Passing / Lane	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587

										Change					
04637326	11/5/2004 7:50:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
04653872	11/13/2004 7:30:00 PM	Saturday	2	0	0	Dark-Road Lighted	Clear	Dry	Non-fixed Object	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05005033	1/3/2005 9:45:00 PM	Monday	1	0	0	Dark-Road Lighted	Rain	Wet	Sketch	Pedestrian	0		AT	LONG ISLAND AV	32587
05048384	1/27/2005 6:00:00 PM	Thursday	3	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05050027	1/28/2005 3:47:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05087832	2/18/2005 5:00:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05134851	3/17/2005 7:55:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Sideswipe	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05210975	4/26/2005 6:30:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05286448	6/4/2005 9:01:00 AM	Saturday	2	0	0	Daylight	Cloudy	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05302874	6/11/2005 1:02:00 PM	Saturday	2	1	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05329832	6/23/2005 9:30:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05342421	6/28/2005 2:50:00 PM	Tuesday	2	0	0	Daylight	Cloudy	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05359708	7/5/2005 12:40:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05422974	8/2/2005 7:43:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05571043	10/10/2005 7:30:00 PM	Monday	2	0	0	Dark-Road Lighted	Rain	Wet	Unknown	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05644122	11/15/2005 8:03:00 AM	Tuesday	2	0	0	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05646323	11/16/2005 11:18:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05694403	12/11/2005 5:30:00 PM	Sunday	2	0	0	Dusk	Clear	Dry	Overtaking / Passing /	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587

									Lane Change							
06014571	1/9/2006 8:10:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587	
06043970	1/24/2006 10:40:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587	
06050942	1/27/2006 11:15:00 PM	Friday	2	0	0	Dark-Road Lighted	Clear	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587	
06111258	3/2/2006 12:30:00 PM	Thursday	2	0	0	Daylight	Snow	Snow/Ice	Unknown	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587	
06160647	3/29/2006 12:47:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587	
06174982	4/5/2006 6:00:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587	
06222242	4/29/2006 2:59:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587	
06229247	5/3/2006 7:08:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587	
06265280	5/21/2006 12:30:00 AM	Sunday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587	
06317271	6/14/2006 7:20:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587	
06422405	7/28/2006 5:30:00 PM	Friday	2	0	0	Daylight	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587	
06481358	8/23/2006 9:10:00 AM	Wednesday	1	1	0	Daylight	Clear	Dry	Sketch	Pedestrian	0		AT	LONG ISLAND AV	32587	
06500253	9/1/2006 8:05:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587	
06501903	9/1/2006 10:45:00 PM	Friday	1	1	0	Dark-Road Lighted	Rain	Wet	Sketch	Bicyclist	0		AT	LONG ISLAND AV	32587	
06564671	10/5/2006 10:21:00 PM	Thursday	2	0	0	Dark-Road Lighted	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587	

07068984	2/8/2007 3:40:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
07135274	3/15/2007 7:21:00 PM	Thursday	3	2	0	Dark-Road Lighted	Rain	Wet	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
07412338	7/24/2007 9:04:00 AM	Tuesday	2	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
07415324	7/25/2007 3:30:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
07520467	9/11/2007 9:00:00 AM	Tuesday	2	0	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
07529177	9/14/2007 10:11:00 PM	Friday	1	1	0	Dark-Road Lighted	Rain	Wet	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
07547264	9/23/2007 2:08:00 PM	Sunday	2	2	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05578217	10/14/2005 7:40:00 AM	Friday	2	0	0	Daylight	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	50		N	LONG ISLAND AV	32637
07143615	3/19/2007 4:14:00 PM	Monday	2	0	0	Daylight	Rain	Dry	Rear End	Other Motor Vehicle	0		AT	LIRR XING	32705
06711269	12/15/2006 10:05:00 AM	Friday	2	0	0	Daylight	Cloudy	Dry	Left Turn Same Direction	Other Motor Vehicle	-100		S	ACORN ST	32755
04061574	2/2/2004 6:00:00 PM	Monday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	MERRITT AV	32855
04120159	3/5/2004 5:55:00 PM	Friday	2	0	0	Dark-Road Lighted	Cloudy	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ACORN ST	32855
04133598	3/13/2004 12:22:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	MERRITT AV	32855
04231637	5/3/2004 1:20:00 PM	Monday	2	0	0	Daylight	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ACORN ST	32855
04263721	5/18/2004 1:04:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	ACORN ST	32855
04294422	6/1/2004 5:30:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	ACORN ST	32855
04495724	8/29/2004 10:30:00 AM	Sunday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane	Other Motor Vehicle	0		AT	MERRITT AV	32855

									Change						
04551175	9/23/2004 4:36:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	ACORN ST	32855
04597330	10/15/2004 11:38:00 PM	Friday	2	3	0	Dark-Road Lighted	Rain	Wet	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	MERRITT AV	32855
04600276	10/17/2004 1:30:00 PM	Sunday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ACORN ST	32855
04606224	10/20/2004 8:35:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	MERRITT AV	32855
04609840	10/22/2004 7:30:00 PM	Friday	2	0	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	MERRITT AV	32855
04636534	11/4/2004 6:45:00 PM	Thursday	2	0	0	Dark-Road Lighted	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ACORN ST	32855
04649240	11/11/2004 7:15:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	ANDREW ST	32855
04698078	12/7/2004 7:50:00 AM	Tuesday	2	0	0	Daylight	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ACORN ST	32855
04704646	12/10/2004 6:30:00 PM	Friday	2	0	0	Dark-Road Lighted	Rain	Wet	Unknown	Other Motor Vehicle	0		AT	ACORN ST	32855
04722440	12/20/2004 1:25:00 PM	Monday	2	0	0	Daylight	Clear	Snow/Ice	Rear End	Other Motor Vehicle	0		AT	ACORN ST	32855
05028029	1/17/2005 9:54:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	ACORN ST	32855
05049250	1/28/2005 7:35:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	ACORN ST	32855
05066171	2/6/2005 7:55:00 AM	Sunday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	ACORN ST	32855
05068027	2/7/2005 11:45:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ANDREW ST	32855
05129903	3/14/2005 10:20:00 AM	Monday	2	1	0	Daylight	Clear	Dry	Head On	Other Motor Vehicle	0		AT	N 14TH ST	32855
05161882	4/1/2005 3:00:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	0		AT	ACORN ST	32855

05194498	4/18/2005 8:45:00 AM	Monday	2	1	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0	AT	ACORN ST	32855
05256847	5/20/2005 5:45:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	ACORN ST	32855
05342756	6/28/2005 5:40:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	ACORN ST	32855
05379305	7/14/2005 9:30:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	MERRITT AV	32855
05389476	7/18/2005 4:40:00 PM	Monday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0	AT	MERRITT AV	32855
05548451	9/29/2005 8:56:00 PM	Thursday	2	2	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0	AT	ACORN ST	32855
05622927	11/4/2005 11:24:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0	AT	ACORN ST	32855
05623570	11/4/2005 4:53:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Sketch	Other Motor Vehicle	0	AT	ACORN ST	32855
05676839	12/2/2005 1:50:00 PM	Friday	2	1	0	Daylight	Clear	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	0	AT	ACORN ST	32855
05690127	12/9/2005 2:00:00 PM	Friday	2	0	0	Daylight	Clear	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	MERRITT AV	32855
06144892	3/20/2006 4:55:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	MERRITT AV	32855
06180956	4/8/2006 8:25:00 PM	Saturday	2	0	0	Dark-Road Lighted	Clear	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	MERRITT AV	32855
06198594	4/17/2006 12:55:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0	AT	MERRITT AV	32855
06246121	5/11/2006 4:57:00 PM	Thursday	1	0	0	Daylight	Cloudy	Dry	Sketch	Bicyclist	0	AT	MERRITT AV	32855
06334322	6/21/2006 9:59:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	ACORN ST	32855
06351205	6/28/2006 1:08:00 PM	Wednesday	2	0	0	Daylight	Cloudy	Dry	Left Turn Opposing	Other Motor Vehicle	0	AT	MERRITT AV	32855

													Direction					
06375780	7/8/2006 12:30:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	MERRITT AV	32855			
06509589	9/4/2006 8:18:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	MERRITT AV	32855			
06572444	10/6/2006 6:36:00 PM	Friday	2	1	0	Dark-Road Lighted	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	ACORN ST	32855			
06610997	10/25/2006 5:10:00 PM	Wednesday	2	0	0	Dusk	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	MERRITT AV	32855			
06613180	10/26/2006 7:00:00 PM	Thursday	1	1	0	Dark-Road Lighted	Clear	Dry	Sketch	Pedestrian	0		AT	ACORN ST	32855			
06622821	10/31/2006 8:30:00 AM	Tuesday	1	1	0	Daylight	Clear	Dry	Sketch	Pedestrian	0		AT	ACORN ST	32855			
07082755	2/15/2007 8:30:00 AM	Thursday	2	0	0	Daylight	Clear	Snow/Ice	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ACORN ST	32855			
07173066	4/4/2007 3:41:00 PM	Wednesday	2	0	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	ACORN ST	32855			
07184418	4/11/2007 7:03:00 AM	Wednesday	3	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ACORN ST	32855			
07293172	6/2/2007 10:35:00 PM	Saturday	2	1	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	ACORN ST	32855			
07316070	6/13/2007 4:11:00 PM	Wednesday	1	1	0	Daylight	Cloudy	Wet	Sketch	Pedestrian	0		AT	ACORN ST	32855			
07320433	6/15/2007 4:45:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	ACORN ST	32855			
07327701	6/18/2007 5:45:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	MERRITT AV	32855			
07398302	7/18/2007 10:33:00 AM	Wednesday	2	0	0	Daylight	Rain	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ACORN ST	32855			
07424901	7/29/2007 3:20:00 PM	Sunday	2	0	0	Daylight	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ACORN ST	32855			
05137076	3/18/2005 2:10:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane	Other Motor Vehicle	50		N	ANDREW ST	32905			

05022751	1/14/2005 9:57:00 AM	Friday	2	0	0	Daylight	Rain	Wet	Change Right Turn Same Direction / RTOR	Other Motor Vehicle	100	N	MERRITT AV	32955
05324483	6/20/2005 6:30:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	100	N	MERRITT AV	32955
06241606	5/9/2006 7:35:00 AM	Tuesday	2	0	0	Daylight	Cloudy	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	100	N	MERRITT AV	32955
05302786	6/11/2005 12:10:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	200	N	MERRITT AV	33055
04419623	7/26/2004 10:55:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	N 13TH ST	33166
04474858	8/20/2004 10:35:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	N 13TH ST	33166
04620241	10/28/2004 2:55:00 PM	Thursday	2	3	0	Daylight	Clear	Dry	Left Turn Same Direction	Other Motor Vehicle	0	AT	N 13TH ST	33166
04693185	12/4/2004 12:05:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0	AT	N 13TH ST	33166
05522318	9/17/2005 1:55:00 PM	Saturday	1	1	0	Daylight	Clear	Dry	Sketch	Bicyclist	0	AT	N 13TH ST	33166
06060616	2/2/2006 2:40:00 PM	Thursday	2	2	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0	AT	N 13TH ST	33166
06085336	2/16/2006 8:07:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	N 13TH ST	33166
06154081	3/25/2006 6:30:00 PM	Saturday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	N 13TH ST	33166
07016328	1/9/2007 7:25:00 PM	Tuesday	1	1	0	Dark-Road Lighted	Clear	Dry	Sketch	Pedestrian	0	AT	N 13TH ST	33166
07169836	4/2/2007 5:55:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	500	N	MERRITT AV	33355
05623537	11/4/2005 4:32:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0	AT	N 12TH ST	33564
07443442	8/6/2007	Monday	2	4	0	Daylight	Clear	Dry	Left Turn	Other Motor	58	N	MCCUE ST	33622

	6:55:00 PM								Same Direction	Vehicle					
04328674	6/17/2004 10:20:00 AM	Thursday	2	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	-100	S	WASHINGTON AV	33783	
04272165	5/22/2004 10:05:00 AM	Saturday	2	0	0	Daylight	Cloudy	Dry	Right Angle	Not Applicable	0	AT	WASHINGTON AV	33883	
04380211	7/7/2004 11:15:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	WASHINGTON AV	33883	
04484773	8/24/2004 1:55:00 PM	Tuesday	1	0	0	Daylight	Clear	Dry	Sketch	Bicyclist	0	AT	WASHINGTON AV	33883	
05544846	9/28/2005 6:30:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	0	AT	WASHINGTON AV	33883	
05660848	11/23/2005 7:27:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Head On	Other Motor Vehicle	0	AT	WASHINGTON AV	33883	
06346537	6/26/2006 2:35:00 PM	Monday	1	1	0	Daylight	Cloudy	Dry	Fixed Object	Tree	0	AT	WASHINGTON AV	33883	
07414928	7/25/2007 12:15:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Sketch	Other Motor Vehicle	0	AT	WASHINGTON AV	33883	
05608198	10/28/2005 7:50:00 PM	Friday	1	1	0	Dark-Road Lighted	Clear	Dry	Sketch	Bicyclist	0	AT	N 11TH ST	33962	
04657232	11/15/2004 8:15:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	100	N	N 11TH ST	34062	
07207654	4/23/2007 1:57:00 PM	Monday	2	1	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	-200	S	N 10TH ST	34164	
06653469	11/15/2006 7:00:00 AM	Wednesday	2	1	0	Daylight	Cloudy	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	-100	S	N 10TH ST	34264	
07134556	3/15/2007 12:20:00 PM	Thursday	2	1	0	Daylight	Cloudy	Dry	Non-fixed Object	Other Object (Not Fixed)*	-50	S	N 10TH ST	34314	
05339674	6/27/2005 8:50:00 AM	Monday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0	AT	9TH ST	34758	
04174886	4/5/2004 7:50:00 AM	Monday	1	0	0	Daylight	Clear	Dry	Fixed Object	Light Support/Utility Pole	0	AT	NICOLLS RD	34970	
04263895	5/18/2004 2:44:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0	AT	NICOLLS RD	34970	
06066184	2/5/2006 2:30:00 PM	Sunday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing /	Other Motor Vehicle	0	AT	NICOLLS RD	34970	

									Lane Change						
06184991	4/10/2006 10:45:00 PM	Monday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	NICOLLS RD	34970
07430709	8/1/2007 9:50:00 AM	Wednesday	1	0	0	Daylight	Clear	Dry	Fixed Object	Curbing	0		AT	NICOLLS RD	34970
05233164	5/8/2005 4:50:00 PM	Sunday	2	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	PORTLAND WAY	35030
05253803	5/19/2005 7:12:00 AM	Thursday	1	1	0	Daylight	Clear	Dry	Sketch	Bicyclist	0		AT	PORTLAND WAY	35030
07395265	7/17/2007 7:11:00 AM	Tuesday	1	1	0	Daylight	Clear	Dry	Sketch	Bicyclist	0		AT	PORTLAND WAY	35030
04375860	7/6/2004 7:10:00 PM	Tuesday	2	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	SPRING ST	35432
04223051	4/29/2004 7:58:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Sketch	Other Motor Vehicle	0		AT	MAIN AV	36219
05015097	1/9/2005 6:00:00 PM	Sunday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	MAIN AV	36219
05202439	4/22/2005 9:36:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	MAIN AV	36219
05247601	5/15/2005 9:20:00 PM	Sunday	2	0	0	Dark-Road Lighted	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	MAIN AV	36219
06287857	5/31/2006 12:11:00 PM	Wednesday	2	0	0	Daylight	Cloudy	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	MAIN AV	36219
06546366	9/24/2006 4:23:00 AM	Sunday	1	0	0	Dark-Road Lighted	Cloudy	Dry	Fixed Object	Tree	0		AT	MAIN AV	36219
04262035	5/17/2004 4:00:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Sketch	Other Motor Vehicle	0		AT	VENEDIA DR	36681
06495548	8/29/2006 9:45:00 PM	Tuesday	2	1	0	Dark-Road Lighted	Rain	Wet	Right Angle	Other Motor Vehicle	0		AT	VENEDIA DR	36681
06370811	7/6/2006 5:22:00 AM	Thursday	4	0	0	Dawn	Rain	Wet	Fixed Object	Other Motor Vehicle	-100		S	NAPOLI DR	36905
04478535	8/21/2004 7:37:00 PM	Saturday	2	2	0	Dark-Road Lighted	Cloudy	Wet	Head On	Other Motor Vehicle	0		AT	NAPOLI DR	37005
05556943	10/3/2005 10:30:00 PM	Monday	2	0	0	Dark-Road Lighted	Clear	Dry	Non-fixed Object	Other Object (Not Fixed)*	-100		S	OLD COUNTRY RD	37176
04431190	7/31/2004 4:30:00 PM	Saturday	3	0	0	Daylight	Clear	Dry	Left Turn Same Direction	Other Motor Vehicle	0		AT	OLD COUNTRY RD	37276
05421532	8/1/2005 2:56:00 PM	Monday	2	5	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	OLD COUNTRY RD	37276

05473736	8/25/2005 8:45:00 PM	Thursday	2	6	0	Dark-Road Lighted	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	OLD COUNTRY RD	37276
06170885	4/3/2006 1:36:00 PM	Monday	2	3	0	Daylight	Cloudy	Wet	Right Angle	Other Motor Vehicle	0		AT	OLD COUNTRY RD	37276
07066797	2/7/2007 11:19:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	OLD COUNTRY RD	37276
07225062	5/2/2007 6:15:00 AM	Wednesday	2	0	0	Daylight	Cloudy	Wet	Right Angle	Other Motor Vehicle	0		AT	OLD COUNTRY RD	37276
07302213	6/7/2007 8:38:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	OLD COUNTRY RD	37276
05072777	2/10/2005 8:02:00 AM	Thursday	1	0	0	Daylight	Rain	Wet	Fixed Object	Curbing	25		N	OLD COUNTRY RD	37301
05606722	10/28/2005 5:20:00 AM	Friday	1	0	0	Dark-Road Lighted	Clear	Dry	Fixed Object	Light Support/Utility Pole	0		AT	MORRIS DR	37823
04036210	1/19/2004 5:45:00 PM	Monday	2	0	0	Dark-Road Lighted	Clear	Snow/Ice	Rear End	Other Motor Vehicle	0		AT	BURRS LA	37900
04572025	10/3/2004 10:50:00 AM	Sunday	2	1	0	Daylight	Clear	Dry	Sketch	Bicyclist	0		AT	BURRS LA	37900
04662696	11/18/2004 7:45:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	BURRS LA	37900
05069417	2/8/2005 7:00:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	BURRS LA	37900
07201518	4/20/2007 7:37:00 AM	Friday	1	1	0	Daylight	Clear	Dry	Sketch	Bicyclist	0		AT	BURRS LA	37900
07443171	8/6/2007 4:56:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	ST MARKS PL	38084
06025505	1/15/2006 12:05:00 AM	Sunday	2	1	0	Dark-Road Lighted	Rain	Wet	Right Angle	Other Motor Vehicle	0		AT	HALF HOLLOWS RD	38507
07546470	9/23/2007 3:00:00 AM	Sunday	2	0	0	Dark-Road Lighted	Clear	Dry	Non-fixed Object	Other Object (Not Fixed)*	0		AT	HALF HOLLOWS RD	38507
05405049	7/25/2005 9:20:00 AM	Monday	1	0	0	Daylight	Cloudy	Dry	Fixed Object	Light Support/Utility Pole	150		N	HALF HOLLOWS RD	38657
04405982	7/20/2004 6:58:00 AM	Tuesday	1	1	0	Daylight	Clear	Dry	Sketch	Bicyclist	0		AT	SAGAMORE LA	39135
06598038	10/19/2006 1:10:00 PM	Thursday	1	0	0	Daylight	Clear	Dry	Fixed Object	Light Support/Utility Pole	-100		S	DARTMOUTH DR	39645
07224270	5/1/2007 5:38:00 PM	Tuesday	1	0	0	Daylight	Clear	Dry	Fixed Object	Fence	200		N	DARTMOUTH DR	39945
05185145	4/13/2005 3:20:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing /	Other Motor Vehicle	-50		S	BRUNO LA	40825

									Lane Change						
07020559	1/12/2007 5:35:00 AM	Friday	1	2	0	Dark-Road Lighted	Clear	Dry	Fixed Object	Light Support/Utility Pole	0		AT	BRUNO LA	40875
07291358	6/2/2007 6:40:00 AM	Saturday	2	2	0	Daylight	Clear	Dry	Sketch	Other Motor Vehicle	0		AT	BRUNO LA	40875
04075863	2/10/2004 7:05:00 AM	Tuesday	1	1	0	Daylight	Clear	Snow/Ice	Fixed Object	Other Object (Not Fixed)*	30		N	BRUNO LA	40905
05552554	10/1/2005 6:55:00 PM	Saturday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	SCOTT ST	41631
06570075	10/5/2006 3:12:00 PM	Thursday	2	1	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	SCOTT ST	41631
06606291	10/23/2006 8:40:00 AM	Monday	2	2	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	SCOTT ST	41631
05425666	8/3/2005 3:35:00 PM	Wednesday	2	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	UNDERSSET CT	41976
05267915	5/25/2005 4:00:00 PM	Wednesday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	-40		S	TRESCOTT ST	42179
04119892	3/5/2004 3:40:00 PM	Friday	2	0	0	Daylight	Rain	Wet	Right Angle	Other Motor Vehicle	0		AT	TRESCOTT ST	42219
04640230	11/6/2004 12:50:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	TRESCOTT ST	42219
04693533	12/4/2004 3:05:00 PM	Saturday	2	2	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	TRESCOTT ST	42219
05467429	8/22/2005 8:42:00 PM	Monday	2	0	0	Dark-Road Lighted	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	TRESCOTT ST	42219
05664317	11/25/2005 4:49:00 PM	Friday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	TRESCOTT ST	42219
06631108	11/3/2006 5:25:00 PM	Friday	2	0	0	Dusk	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	TRESCOTT ST	42219
06731919	12/25/2006 11:33:00 PM	Monday	2	0	0	Dark-Road Lighted	Rain	Wet	Sketch	Other Motor Vehicle	0		AT	TRESCOTT ST	42219
07527492	9/14/2007 8:11:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	TRESCOTT ST	42219
06447263	8/8/2006 8:30:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	CLARENDON ST	42239
04698986	12/7/2004 5:20:00 PM	Tuesday	2	0	0	Dark-Road Lighted	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	HASTINGS ST	42819
05644516	11/15/2005	Tuesday	1	1	0	Daylight	Cloudy	Wet	Fixed Object	Light	0		AT	HASTINGS ST	42819

	12:30:00 PM									Support/Utility Pole					
07240063	5/9/2007 4:20:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	HASTINGS ST	42819
05441227	8/10/2005 12:20:00 PM	Wednesday	2	2	0	Daylight	Clear	Dry	Non-fixed Object	Other Motor Vehicle	0		AT	FOOTHILL LA	43284
06144425	3/20/2006 1:02:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	FOOTHILL LA	43284
05237575	5/11/2005 5:50:00 AM	Wednesday	2	0	0	Daylight	Cloudy	Dry	Left Turn Same Direction	Other Motor Vehicle	0		AT	CONCORD ST	43580
07479977	8/23/2007 2:55:00 PM	Thursday	2	2	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	-200		S	WASHINGTON AV	43644
07423360	7/29/2007 12:12:00 AM	Sunday	3	0	0	Dark-Road Lighted	Clear	Dry	Non-fixed Object	Not Applicable	0		AT	YORKTOWN RD	43647
05503328	9/8/2005 1:45:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	MARYLAND ST	43844
05535484	9/23/2005 6:37:00 PM	Friday	2	0	0	Dusk	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	MARYLAND ST	43909
06027184	1/15/2006 2:15:00 PM	Sunday	1	1	0	Daylight	Clear	Snow/Ice	Fixed Object	Light Support/Utility Pole	0		AT	MARYLAND ST	43909
06723353	12/21/2006 12:39:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	NEW JERSEY ST	44097
07447674	8/8/2007 12:00:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	NEW JERSEY ST	44097
06198018	4/17/2006 2:15:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Sketch	Other Motor Vehicle	0		AT	NEW JERSEY (N/E SIDE) ST	44169
07006014	1/4/2007 10:30:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ILLINOIS ST	44430
07520432	9/11/2007 7:50:00 AM	Tuesday	2	0	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	ILLINOIS ST	44430
05257797	5/21/2005 6:25:00 AM	Saturday	1	0	0	Daylight	Clear	Dry	Fixed Object	Light Support/Utility Pole	50		N	ILLINOIS ST	44480
06617199	10/28/2006 1:45:00 PM	Saturday	2	4	0	Daylight	Rain	Wet	Right Angle	Other Motor Vehicle	-425		S	DEER PARK RD	44661

07450473	8/9/2007 7:46:00 PM	Thursday	2	2	0	Dusk	Clear	Dry	Rear End	Other Motor Vehicle	-75	S	SR231	45011
04074660	2/9/2004 12:30:00 PM	Monday	2	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	DEER PARK RD	45086
04126117	3/9/2004 11:35:00 AM	Tuesday	2	0	0	Daylight	Cloudy	Wet	Right Angle	Other Motor Vehicle	0	AT	DEER PARK RD	45086
04161711	3/28/2004 9:13:00 PM	Sunday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	SR231	45086
04181816	4/8/2004	Thursday	2	0	0	Daylight	Rain	Wet	Fixed Object	Light Support/Utility Pole	0	AT	SR231	45086
04212427	4/23/2004 7:45:00 PM	Friday	2	0	0	Dark-Road Lighted	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	DEER PARK RD	45086
04224541	4/29/2004 9:05:00 PM	Thursday	2	0	0	Dark-Road Lighted	Clear	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	0	AT	DEER PARK RD	45086
04352512	6/27/2004 12:05:00 AM	Sunday	3	1	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	SR231	45086
04424719	7/28/2004 7:20:00 PM	Wednesday	2	0	0	Dusk	Cloudy	Dry	Rear End	Other Motor Vehicle	0	AT	SR231	45086
04460851	8/13/2004 7:50:00 PM	Friday	2	0	0	Dark-Road Lighted	Rain	Wet	Rear End	Other Motor Vehicle	0	AT	SR231	45086
04587782	10/11/2004 12:09:00 AM	Monday	2	1	0	Dark-Road Lighted	Cloudy	Dry	Sketch	Other Motor Vehicle	0	AT	DEER PARK RD	45086
04690620	12/3/2004 7:05:00 AM	Friday	3	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	SR231	45086
04734637	12/26/2004 5:31:00 PM	Sunday	2	0	0	Dark-Road Lighted	Snow	Snow/Ice	Left Turn Opposing Direction	Other Motor Vehicle	0	AT	SR231	45086
05048499	1/27/2005 6:58:00 PM	Thursday	2	1	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0	AT	DEER PARK RD	45086
05120559	3/9/2005 7:58:00 AM	Wednesday	2	0	0	Daylight	Clear	Snow/Ice	Right Turn Opposing Direction	Other Motor Vehicle	0	AT	SR231	45086
05120735	3/9/2005 8:55:00 AM	Wednesday	2	0	0	Daylight	Clear	Snow/Ice	Unknown	Other Motor Vehicle	0	AT	SR231	45086
05120753	3/9/2005 9:00:00 AM	Wednesday	2	0	0	Daylight	Clear	Snow/Ice	Unknown	Other Motor Vehicle	0	AT	SR231	45086
05134066	3/16/2005	Wednesday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor	0	AT	SR231	45086

	5:08:00 PM									Vehicle					
05231527	5/7/2005 6:25:00 PM	Saturday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	SR231	45086
05246140	5/15/2005 4:46:00 AM	Sunday	1	0	0	Dark-Road Lighted	Clear	Dry	Fixed Object	Curbing	0		AT	SR231	45086
05266079	5/25/2005 4:50:00 PM	Wednesday	3	1	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	SR231	45086
05277157	5/30/2005 5:53:00 PM	Monday	2	1	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	SR231	45086
05277223	5/30/2005 6:26:00 PM	Monday	2	0	0	Daylight	Cloudy	Dry	Sketch	Other Motor Vehicle	0		AT	SR231	45086
05386530	7/17/2005 10:58:00 AM	Sunday	3	1	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	SR231	45086
05466076	8/22/2005 8:30:00 AM	Monday	1	0	0	Daylight	Clear	Dry	Fixed Object	Curbing	0		AT	DEER PARK RD	45086
05596950	10/22/2005 11:50:00 AM	Saturday	2	2	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	SR231	45086
05600059	10/24/2005 4:27:00 PM	Monday	3	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	SR231	45086
05657544	11/22/2005 8:28:00 AM	Tuesday	2	0	0	Daylight	Rain	Wet	Right Angle	Other Motor Vehicle	0		AT	SR231	45086
05689544	12/9/2005 7:50:00 AM	Friday	2	0	0	Daylight	Rain	Wet	Right Angle	Other Motor Vehicle	0		AT	SR231	45086
06025949	1/15/2006 3:20:00 AM	Sunday	1	0	0	Dark-Road Lighted	Snow	Snow/Ice	Fixed Object	Curbing	0		AT	SR231	45086
06057628	1/31/2006 7:34:00 PM	Tuesday	2	1	0	Dark-Road Lighted	Rain	Wet	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	SR231	45086
06057853	1/31/2006 10:30:00 PM	Tuesday	2	0	0	Dark-Road Lighted	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	SR231	45086
06121623	3/8/2006 6:23:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	SR231	45086
06155004	3/26/2006 8:36:00 AM	Sunday	3	0	0	Daylight	Cloudy	Dry	Right Turn Opposing Direction	Other Motor Vehicle	0		AT	SR231	45086
06200552	4/14/2006 11:30:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	DEER PARK RD	45086
06230514	5/3/2006 7:10:00 PM	Wednesday	2	1	0	Dusk	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	DEER PARK RD	45086
06302706	6/7/2006 4:07:00 PM	Wednesday	2	0	0	Daylight	Rain	Wet	Right Angle	Other Motor Vehicle	0		AT	SR231	45086
06384205	7/12/2006	Wednesday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor	0		AT	SR231	45086

	10:21:00 AM											Vehicle		
06399853	7/18/2006 11:23:00 PM	Tuesday	1	0	0	Dark-Road Lighted	Cloudy	Dry	Fixed Object	Light Support/Utility Pole	0	AT	SR231	45086
06498341	8/31/2006 10:39:00 AM	Thursday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0	AT	SR231	45086
06802695	9/9/2006 11:21:00 PM	Saturday	1	0	0	Dark-Road Lighted	Cloudy	Dry	Fixed Object	Light Support/Utility Pole	0	AT	SR231	45086
06561150	10/1/2006 6:00:00 AM	Sunday	2	2	0	Dawn	Cloudy	Wet	Right Angle	Other Motor Vehicle	0	AT	SR231	45086
06565608	10/3/2006 1:15:00 PM	Tuesday	3	2	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	SR231	45086
06637053	11/6/2006 6:07:00 PM	Monday	3	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	SR231	45086
06704901	12/11/2006 8:55:00 PM	Monday	2	1	0	Dark-Road Lighted	Clear	Dry	Right Angle	Other Motor Vehicle	0	AT	SR231	45086
07013869	1/8/2007 12:50:00 PM	Monday	2	0	0	Daylight	Rain	Wet	Sketch	Other Motor Vehicle	0	AT	DEER PARK RD	45086
07031743	1/18/2007 12:52:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	SR231	45086
07065376	2/6/2007 3:46:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	SR231	45086
07285158	5/30/2007 1:24:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	0	AT	SR231	45086
07368411	7/5/2007 3:30:00 PM	Thursday	1	0	0	Daylight	Clear	Dry	Fixed Object	Median/Barrier	0	AT	SR231	45086
07464853	8/16/2007 8:59:00 AM	Thursday	2	0	0	Daylight	Cloudy	Dry	Unknown	Other Motor Vehicle	0	AT	SR231	45086
07528301	9/14/2007 3:29:00 PM	Friday	2	1	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0	AT	SR231	45086
07534285	9/17/2007 11:00:00 AM	Monday	4	3	0	Daylight	Cloudy	Dry	Right Turn Opposing Direction	Other Motor Vehicle	0	AT	SR231	45086

Number of Accidents: 529

ACCIDENT ANALYSIS

A summary of police accident reports (“reportable” accidents) for the three-year period from January 2005 through December 2007 was obtained from NYSDOT for the Project Site and the surrounding area. More complete information (for both “reportable” and “non-reportable” accidents) for January 2004 through September 2007 was obtained from Suffolk County for CR 2, Straight Path/Seaman Neck Road. The accident data from both sources included collision type, severity, weather conditions, pavement conditions, existing light conditions, etc. for intersection and mid-block accidents. Based on the data provided by Suffolk County, the Project Site and immediate study area experienced a total of 159 accidents, 28 of which occurred at mid-block locations.

It should be noted that, in accordance with Section 603 of the New York State Vehicle and Traffic Law, all accidents involving death, injury, or property damage in excess of \$1,000 must be “reported” to the Department of Motor Vehicles (DMV) by police agencies. Accidents with unknown or estimated damages of less than \$1,000 or that are reported by police agencies but not the involved motorists are filed by DMV as “non-reportable”. As shown in the table below, the 159 accidents along Straight Path in the Project Site and immediate study area included 30 injury and 129 PDO plus non-reportable accidents. Over 80 percent of the accidents in the Project Site and immediate study area occurred at the Straight Path intersections immediately north and south of the railroad tracks (43 percent at Long Island Avenue and 39 percent at Merritt Avenue/Acorn Street). Data that follows this page indicates that the most frequent types of accidents were rear-end collisions followed by collisions occurring during overtaking. Finally, it should be noted that there were 9 accidents that involved pedestrians and 4 that involved bicyclists, with the majority (5 pedestrian) of these occurring at the intersection of Straight Path and Long Island Avenue.

**Project Site and Immediate Study Area:
Accident Numbers by Severity and Location**

Intersection	Numbers of Accidents			
	Injury	Fatal	PDO and Non-Reportable	Total
Straight Path at Nicolls Road		0	5	5
Straight Path at N. 9th Street	0	0	1	1
Straight Path at N. 10th Street	3	0	0	3
Straight Path at Washington Avenue/ N. 11th Street	2	0	7	9
Straight Path at McCue Street	1	0	1	2
Straight Path at Winter Avenue	4	0	5	9
Straight Path at Merritt Avenue/ Acorn Street/Andrew Avenue	10	0	52	62
Straight Path at Long Island Avenue	10	0	58	68
Total	30	0	129	159

No Build Alternative Condition Level of Service Tables for Extended Study Area

2012 No Build Condition Signalized Intersection Analysis Results

Intersection Approach and Movement ¹		Weekday							
		AM Peak-Hour				PM Peak-Hour			
		v/c	Delay (secs/veh)	LOS	Queue ² (ft)	v/c	Delay (secs/veh)	LOS	Queue ² (ft)
Map ID# 1 - Straight Path and Nicolls Road									
EB	LTR	0.17	33.6	C	38	0.38	38.5	D	99
WB	LTR	0.61	45.7	D	139	0.67	52.6	D	102
NB	L	0.00	7.0	A	m1	0.03	2.3	A	m3
NB	TR	0.49	17.3	B	417	0.57	5.0	A	m99
SB	L	0.00	4.0	A	1	0.03	4.2	A	6
SB	TR	0.60	7.8	A	251	0.60	8.2	A	215
Overall Intersection			15.8	B			12.1	B	
Map ID# 2 - Straight Path and Merritt Avenue/Acorn Street									
EB	LTR	0.31	23.9	C	78	0.36	26.5	C	130
WB	LTR	5.00	28.2	C	149	0.91	59.4	E	247
NB	L	0.22	5.8	A	m23	0.26	6.9	A	m23
NB	TR	0.40	5.3	A	67	0.40	5.5	A	64
SB	L	0.08	26.0	C	m15	0.10	16.6	B	m11
SB	TR	0.49	26.2	C	204	0.54	19.9	B	190
Overall Intersection			16.8	B			21.2	C	
Map ID# 3 - Straight Path and Long Island Avenue									
EB	L	0.76	85.9	F	#84	0.58	39.0	D	82
EB	TR	0.23	21.1	C	89	0.78	38.4	D	270
WB	L	0.23	23.3	C	62	0.79	93.5	F	#99
WB	TR	0.86	43.0	D	#399	0.50	29.0	C	191
NB	TR	0.60	25.5	C	222	0.70	26.8	C	275
SB	L	0.09	5.7	A	m11	0.28	13.0	B	m30
SB	TR	0.38	5.8	A	59	0.40	6.7	A	m92
Overall Intersection			24.7	C			24.8	C	
Map ID# 4 - Straight Path and Mount Avenue									
WB	L	0.49	45.9	D	91	0.44	47.5	D	75
WB	R	0.38	8.2	A	48	0.45	12.0	B	58
NB	TR	0.43	8.0	A	177	0.40	7.8	A	182
SB	L	0.41	5.7	A	35	0.61	8.1	A	54
SB	T	0.27	3.1	A	67	0.33	3.0	A	87
Overall Intersection			7.9	A			7.6	A	
Deer Park Avenue and Seaman Neck Road									
EB	LTR	1.04	81.8	F	#545	1.10	119.4	F	#679
WB	LTR	0.68	60.5	E	35	0.32	52.8	D	39
NB	L	0.09	40.0	D	21	0.13	61.5	E	29
NB	TR	1.00	46.7	D	#660	0.48	13.4	B	288
SB	T	0.75	25.6	C	#481	0.98	39.4	D	#1189
SB	R	0.68	5.6	A	86	0.86	14.5	B	#577
Overall Intersection			39.0	D			36.1	D	
Deer Park Avenue and Acorn Street/Long Island Avenue (North)									
EB	L	0.71	70.4	E	#153	0.51	60.6	E	120
EB	T	0.44	44.2	D	171	0.48	52.8	D	206
EB	R	0.43	7.5	A	57	0.39	12.9	B	80
WB	LTR	0.95	82.5	F	#370	0.95	94.9	F	#376
NB	L	1.09	141.0	F	m#493	0.95	103.8	F	#400
NB	TR	0.92	50.9	D	#676	0.76	16.7	B	342
SB	L	0.94	116.6	F	#229	0.77	95.5	F	#172
SB	TR	0.80	36.4	D	459	0.96	44.8	D	#960
Overall Intersection			59.6	E			41.5	D	
Deer Park Avenue and Long Island Avenue (South)									
EB	LTR	0.88	69.6	E	299	0.76	67.4	E	224
WB	LTR	0.03	26.4	C	8	0.07	34.8	C	34
NB	L	0.21	10.5	B	30	0.41	26.7	C	53
NB	TR	0.90	30.9	C	#803	0.68	10.6	B	492
SB	TR	0.56	8.1	A	m218	0.77	5.8	A	m98
Overall Intersection			26.5	C			11.5	B	

Notes:

- Intersection approaches: EB = eastbound, WB = westbound, NB = northbound and SB = southbound;
Movements: groups are L = left-turn, R = right-turn, T = through, LT = shared left-turn/through, TR = shared through/right-turn, LTR = shared left-turn/through/right-turn.
- Lane queue: # = 95th percentile queue volume exceeds capacity. Queue may be longer. Queue shown is maximum after two cycles.
m = Volume of 95th percentile queue is metered by upstream signal.

2012 No Build Condition Unsignalized Intersection Analysis Results

Intersection Approach and Movement ¹		Weekday							
		AM Peak-Hour				PM Peak-Hour			
		v/c	Delay (secs/veh)	LOS	Queue (ft)	v/c	Delay (secs/veh)	LOS	Queue (ft)
Map ID# 5 - Straight Path and Washington Avenue									
EB	LTR	0.08	14.6	B	7	0.31	21.4	C	32
WB	LTR	0.15	18.8	C	13	0.14	18.7	C	12
NB	L	0.01	9.2	A	1	0.03	9.9	A	2
NB	TR	0.38	0.0	A	0	0.43	0.0	A	0
SB	L	0.01	9.2	A	1	0.01	9.3	A	0
SB	TR	0.41	0.0	A	0	0.48	0.0	A	0
Overall Intersection			1.1	A			1.9	A	
Map ID# 6 - Straight Path and McCue Avenue/LIRR Main Parking Lot Driveway									
EB	LTR	0.04	15.6	C	3	0.08	14.5	B	6
WB	LTR	0.59	29.5	D	89	0.52	20.8	C	74
NB	L	0.01	9.1	A	1	0.03	9.3	A	3
NB	TR	0.36	0.0	A	0	0.34	0.0	A	0
SB	L	0.09	9.2	A	7	0.02	8.7	A	1
SB	TR	0.41	0.0	A	0	0.43	0.0	A	0
Overall Intersection			4.3	B			3.7	B	
Map ID# 7 - Acorn Street and LIRR Main Parking Lot Driveway									
EB	LT	0.02	1.2	A	1	0.01	0.2	A	0
WB	TR	0.17	0.0	A	0	0.22	0.0	A	0
SB	L	0.13	12.6	B	11	0.31	16.5	C	32
SB	R	0.06	9.8	A	5	0.03	10.3	B	2
Overall Intersection			2.6	A			3.2	A	

Notes:

1. Intersection approaches: EB = eastbound, WB = westbound, NB = northbound and SB = southbound;

Movements: groups are L = left-turn, R = right-turn, LT = shared left-turn/through, TR = shared through/right-turn, LTR = shared left-turn/through/right-turn.

No Build Alternative Synchro Printouts for Extended Study Area

Lanes, Volumes, Timings
5: Nicolls Road & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	17	2	49	88	2	1	521	52	1	651	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	11	12	11	11	12
Storage Length (ft)	0		0	0		0	70		0	70		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.998			0.986				
Flt Protected		0.983			0.983		0.950			0.950		
Satd. Flow (prot)	0	1767	0	0	1954	0	902	1678	0	1745	1733	0
Flt Permitted		0.883			0.871		0.301			0.384		
Satd. Flow (perm)	0	1587	0	0	1731	0	286	1678	0	705	1733	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								14				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		562			680			1058			2111	
Travel Time (s)		12.8			15.5			24.0			48.0	
Peak Hour Factor	0.73	0.73	0.73	0.88	0.88	0.88	0.92	0.92	0.92	0.83	0.83	0.83
Heavy Vehicles (%)	10%	18%	51%	8%	7%	0%	100%	7%	8%	0%	6%	0%
Bus Blockages (#/hr)	2	2	2	2	2	2	0	2	2	0	0	0
Adj. Flow (vph)	14	23	3	56	100	2	1	566	57	1	784	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	0	0	158	0	1	623	0	1	786	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	0.86	1.00	1.00	0.86	1.00	1.00	1.06	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	3		1	3		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	38		20	38		5	5		5	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		5	5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		16			16							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Detector 3 Position(ft)		32			32							

Lanes, Volumes, Timings
5: Nicolls Road & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Size(ft)		6			6							
Detector 3 Type		Cl+Ex			Cl+Ex							
Detector 3 Channel												
Detector 3 Extend (s)		0.0			0.0							
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		45.5	45.5		45.5	45.5	
Total Split (s)	21.0	21.0	0.0	21.0	21.0	0.0	69.0	69.0	0.0	69.0	69.0	0.0
Total Split (%)	23.3%	23.3%	0.0%	23.3%	23.3%	0.0%	76.7%	76.7%	0.0%	76.7%	76.7%	0.0%
Maximum Green (s)	16.5	16.5		16.5	16.5		63.5	63.5		63.5	63.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	-0.5	0.0	0.0	-0.5	0.0	-1.0	-1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.5	4.0	4.0	4.5	4.0	4.0	4.5	4.5	4.0	4.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		8.0	8.0		8.0	8.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		13.4			13.4		68.1	68.1		68.1	68.1	
Actuated g/C Ratio		0.15			0.15		0.76	0.76		0.76	0.76	
v/c Ratio		0.17			0.61		0.00	0.49		0.00	0.60	
Control Delay		33.6			45.7		7.0	17.3		4.0	7.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		33.6			45.7		7.0	17.3		4.0	7.8	
LOS		C			D		A	B		A	A	
Approach Delay		33.6			45.7			17.3			7.8	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)		20			85		0	316		0	163	
Queue Length 95th (ft)		38			139		m1	417		1	251	
Internal Link Dist (ft)		482			600			978			2031	
Turn Bay Length (ft)							70			70		
Base Capacity (vph)		300			327		216	1273		533	1311	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.13			0.48		0.00	0.49		0.00	0.60	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 68 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Lanes, Volumes, Timings 5: Nicolls Road & Straight Path

2010/02/02

Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 15.8
Intersection Capacity Utilization 51.3%
Analysis Period (min) 15
Intersection LOS: B
ICU Level of Service A
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Nicolls Road & Straight Path

 ø2	 ø4
69 s	21 s
 ø6	 ø8
69 s	21 s

Lanes, Volumes, Timings
2: Merritt Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	45	27	112	62	12	104	539	132	14	500	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	10	11	12	9	10	12
Storage Length (ft)	0		0	0		0	40		0	136		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.98			0.98		0.97	0.96		0.96	0.99	
Frt		0.964			0.991			0.970			0.991	
Flt Protected		0.986			0.971		0.950			0.950		
Satd. Flow (prot)	0	1687	0	0	1874	0	1685	3030	0	1624	3059	0
Flt Permitted		0.871			0.718		0.344			0.319		
Satd. Flow (perm)	0	1488	0	0	1354	0	594	3030	0	522	3059	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					4			52			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		367			389			234			400	
Travel Time (s)		8.3			8.8			5.3			9.1	
Confl. Peds. (#/hr)	6		48	48		6	23		43	43		23
Peak Hour Factor	0.68	0.68	0.68	0.85	0.85	0.85	0.96	0.96	0.96	0.90	0.90	0.90
Heavy Vehicles (%)	10%	2%	0%	12%	8%	8%	0%	8%	7%	0%	9%	0%
Parking (#/hr)	6	6	6									
Adj. Flow (vph)	43	66	40	132	73	14	108	561	138	16	556	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	149	0	0	219	0	108	699	0	16	592	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.02	1.00	1.00	0.85	1.00	1.09	1.04	1.00	1.14	1.09	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	50		5	5		5	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	20		20	20		5	5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		30			30							
Detector 2 Size(ft)		20			20							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lanes, Volumes, Timings
2: Merritt Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	custom			custom			custom			custom		
Protected Phases							7	7				
Permitted Phases	4	4		8	8		2	2		6	6	
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0		20.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		20.5	20.5		25.5	25.5	
Total Split (s)	36.0	36.0	0.0	36.0	36.0	0.0	17.0	17.0	0.0	37.0	37.0	0.0
Total Split (%)	40.0%	40.0%	0.0%	40.0%	40.0%	0.0%	18.9%	18.9%	0.0%	41.1%	41.1%	0.0%
Maximum Green (s)	31.5	31.5		31.5	31.5		12.5	12.5		31.5	31.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	1.0		2.0	2.0	
Lost Time Adjust (s)	0.0	-0.5	-0.5	0.0	0.0	-0.5	-1.0	1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.5	4.0	3.5	4.5	4.5	3.5	3.5	5.5	4.0	4.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0					0.0	0.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0					12.0	12.0	
Pedestrian Calls (#/hr)	0	0		0	0					15	15	
Act Effct Green (s)		29.2			28.7		49.8	51.3		35.3	35.3	
Actuated g/C Ratio		0.32			0.32		0.55	0.57		0.39	0.39	
v/c Ratio		0.31			0.50		0.22	0.40		0.08	0.49	
Control Delay		23.9			28.2		5.8	4.8		26.0	26.2	
Queue Delay		0.0			0.0		0.0	0.5		0.0	0.0	
Total Delay		23.9			28.2		5.8	5.3		26.0	26.2	
LOS		C			C		A	A		C	C	
Approach Delay		23.9			28.2			5.4			26.2	
Approach LOS		C			C			A			C	
Queue Length 50th (ft)		60			94		16	53		6	133	
Queue Length 95th (ft)		78			149		m23	67		m15	204	
Internal Link Dist (ft)		287			309			154			320	
Turn Bay Length (ft)							40			136		
Base Capacity (vph)		529			477		492	1749		205	1204	
Starvation Cap Reductn		0			0		0	591		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.28			0.46		0.22	0.60		0.08	0.49	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86

Lanes, Volumes, Timings

2: Merritt Avenue & Straight Path

2010/02/02

Lane Group ø2

Detector 2 Extend (s)

Turn Type

Protected Phases 2

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s) 20.0

Minimum Split (s) 25.5

Total Split (s) 37.0

Total Split (%) 41%

Maximum Green (s) 31.5

Yellow Time (s) 3.5

All-Red Time (s) 2.0

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s) 3.0

Recall Mode C-Max

Walk Time (s) 0.0

Flash Dont Walk (s) 12.0

Pedestrian Calls (#/hr) 15

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Lanes, Volumes, Timings

2: Merritt Avenue & Straight Path

2010/02/02

Intersection Signal Delay: 16.8

Intersection LOS: B

Intersection Capacity Utilization 66.2%

ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 2: Merritt Avenue & Straight Path

#1 #2		#1 #2
ø2		ø4
37 s		36 s
#1 #2	#1 #2	#1 #2
ø6	ø7	ø8
37 s	17 s	36 s

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	46	107	15	66	344	140	0	589	45	35	508	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	16	12	10	16	12	12	10	12	10	10	12
Storage Length (ft)	103		0	60		0	0		0	25		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99		0.97	0.99			1.00		1.00	0.98	
Frt		0.982			0.957			0.989			0.976	
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1546	2001	0	1546	1985	0	0	2885	0	1589	2956	0
Flt Permitted	0.139			0.641						0.309		
Satd. Flow (perm)	225	2001	0	1012	1985	0	0	2885	0	514	2956	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		9						10			39	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		401			550			626			234	
Travel Time (s)		9.1			12.5			14.2			5.3	
Confl. Peds. (#/hr)	11		34	34		11			5	5		21
Peak Hour Factor	0.83	0.83	0.83	0.89	0.89	0.89	0.96	0.96	0.96	0.92	0.92	0.92
Heavy Vehicles (%)	9%	3%	13%	9%	2%	3%	0%	8%	4%	6%	7%	20%
Bus Blockages (#/hr)	0	2	2	0	2	2	0	0	0	0	2	2
Parking (#/hr)								6	6			
Adj. Flow (vph)	55	129	18	74	387	157	0	614	47	38	552	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	147	0	74	544	0	0	661	0	38	657	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane												
Headway Factor	1.09	0.86	1.00	1.09	0.86	1.00	1.00	1.19	1.00	1.09	1.10	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2			1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50			5		5	5	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Detector 1 Position(ft)	0	0		0	0			0		0	0	
Detector 1 Size(ft)	20	20		20	20			5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 2 Position(ft)	30	30		30	30							
Detector 2 Size(ft)	20	20		20	20							
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex							

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0							
Turn Type	custom			custom						custom		
Protected Phases										7	7	
Permitted Phases	4	4		8	8			2		6	6	
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0			20.0		10.0	10.0	
Minimum Split (s)	13.5	13.5		13.5	13.5			25.5		20.5	20.5	
Total Split (s)	36.0	36.0	0.0	36.0	36.0	0.0	0.0	37.0	0.0	17.0	17.0	0.0
Total Split (%)	40.0%	40.0%	0.0%	40.0%	40.0%	0.0%	0.0%	41.1%	0.0%	18.9%	18.9%	0.0%
Maximum Green (s)	31.5	31.5		31.5	31.5			31.5		12.5	12.5	
Yellow Time (s)	3.0	3.0		3.0	3.0			3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5			2.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.0	5.5	4.0	4.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Recall Mode	None	None		None	None			C-Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			0.0				
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			12.0				
Pedestrian Calls (#/hr)	0	0		0	0			15				
Act Effct Green (s)	28.7	28.7		28.7	28.7			34.3		47.8	52.3	
Actuated g/C Ratio	0.32	0.32		0.32	0.32			0.38		0.53	0.58	
v/c Ratio	0.76	0.23		0.23	0.86			0.60		0.09	0.38	
Control Delay	85.9	21.1		23.3	43.0			25.5		5.7	5.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.3	
Total Delay	85.9	21.1		23.3	43.0			25.5		5.7	5.8	
LOS	F	C		C	D			C		A	A	
Approach Delay		38.8			40.6			25.5			5.8	
Approach LOS		D			D			C			A	
Queue Length 50th (ft)	27	54		29	275			161		5	45	
Queue Length 95th (ft)	#84	89		62	#399			222		m11	59	
Internal Link Dist (ft)		321			470			546			154	
Turn Bay Length (ft)	103			60						25		
Base Capacity (vph)	79	706		354	695			1105		422	1733	
Starvation Cap Reductn	0	0		0	0			0		0	483	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.70	0.21		0.21	0.78			0.60		0.09	0.53	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master Intersection

Natural Cycle: 80

Control Type: Actuated-Coordinated

Lanes, Volumes, Timings
1: Long Island Avenue & Straight Path

2010/02/02

Lane Group ø6

Detector 2 Channel
Detector 2 Extend (s)
Turn Type
Protected Phases 6
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s) 20.0
Minimum Split (s) 25.5
Total Split (s) 37.0
Total Split (%) 41%
Maximum Green (s) 31.5
Yellow Time (s) 3.5
All-Red Time (s) 2.0
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s) 3.0
Recall Mode C-Max
Walk Time (s) 0.0
Flash Dont Walk (s) 12.0
Pedestrian Calls (#/hr) 15
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/02

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 24.7

Intersection LOS: C

Intersection Capacity Utilization 72.3%

ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 1: Long Island Avenue & Straight Path

#1 #2 ø2		#1 #2 ø4
37 s		36 s
#1 #2 ø6	#1 #2 ø7	#1 #2 ø8
37 s	17 s	36 s

Lanes, Volumes, Timings
9: Mount Avenue & Straight Path

2010/02/02

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	81	142	783	83	147	597
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	8	10	12	9	10
Storage Length (ft)	50	0		0	250	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor	0.95		1.00		1.00	
Frt		0.850	0.986			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1518	1272	3113	0	1400	3091
Flt Permitted	0.950				0.269	
Satd. Flow (perm)	1445	1272	3113	0	395	3091
Right Turn on Red		Yes		No		
Satd. Flow (RTOR)		146				
Link Speed (mph)	30		30			30
Link Distance (ft)	1169		1139			595
Travel Time (s)	26.6		25.9			13.5
Confl. Peds. (#/hr)	25			20	20	
Peak Hour Factor	0.92	0.92	0.96	0.96	0.92	0.92
Heavy Vehicles (%)	7%	10%	6%	5%	16%	9%
Bus Blockages (#/hr)	0	0	2	2	0	0
Adj. Flow (vph)	88	154	816	86	160	649
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	154	902	0	160	649
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	9		9			9
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	1.20	1.10	1.00	1.14	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	1		2	1
Detector Template						
Leading Detector (ft)	25	29	5		50	5
Trailing Detector (ft)	5	5	0		0	0
Detector 1 Position(ft)	5	5	0		0	0
Detector 1 Size(ft)	20	24	5		20	5
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)					30	
Detector 2 Size(ft)					20	
Detector 2 Type					Cl+Ex	
Detector 2 Channel						

Lanes, Volumes, Timings
9: Mount Avenue & Straight Path

2010/02/02

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector 2 Extend (s)					0.0	
Turn Type		pt+ov			pm+pt	
Protected Phases	4	4 1	2		1	6
Permitted Phases					6	
Detector Phase	4	4 1			1	
Switch Phase						
Minimum Initial (s)	6.0		20.0		1.0	20.0
Minimum Split (s)	13.5		45.5		6.0	45.5
Total Split (s)	18.0	35.0	55.0	0.0	17.0	72.0
Total Split (%)	20.0%	38.9%	61.1%	0.0%	18.9%	80.0%
Maximum Green (s)	13.5		49.5		13.0	66.5
Yellow Time (s)	3.0		3.5		3.0	3.5
All-Red Time (s)	1.5		2.0		1.0	2.0
Lost Time Adjust (s)	-0.5	-0.5	-1.0	0.0	-0.5	-1.0
Total Lost Time (s)	4.0	4.0	4.5	4.0	3.5	4.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		8.0		1.0	8.0
Recall Mode	None		C-Max		None	C-Max
Act Effct Green (s)	10.6	20.6	60.9		71.9	70.9
Actuated g/C Ratio	0.12	0.23	0.68		0.80	0.79
v/c Ratio	0.49	0.38	0.43		0.41	0.27
Control Delay	45.9	8.2	8.0		5.7	3.1
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	45.9	8.2	8.0		5.7	3.1
LOS	D	A	A		A	A
Approach Delay	21.9		8.0			3.6
Approach LOS	C		A			A
Queue Length 50th (ft)	48	4	107		16	40
Queue Length 95th (ft)	91	48	177		35	67
Internal Link Dist (ft)	1089		1059			515
Turn Bay Length (ft)	50				250	
Base Capacity (vph)	236	483	2107		466	2436
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.37	0.32	0.43		0.34	0.27

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 58 (64%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 7.9
 Intersection Capacity Utilization 48.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Lanes, Volumes, Timings 9: Mount Avenue & Straight Path

2010/02/02

Splits and Phases: 9: Mount Avenue & Straight Path

 ø1	 ø2	 ø4
17 s	55 s	18 s
 ø6		
72 s		

Lanes, Volumes, Timings

6: Seaman Neck Road & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	501	5	3	14	17	3	9	1534	0	0	1012	645
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	10	11	12	12	11	12
Storage Length (ft)	0		0	0		0	250		0	0		300
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.999			0.988							0.850
Flt Protected		0.953			0.980		0.950					
Satd. Flow (prot)	0	1936	0	0	1463	0	1685	3355	0	0	3292	1468
Flt Permitted		0.953			0.980		0.950					
Satd. Flow (perm)	0	1936	0	0	1463	0	1685	3355	0	0	3292	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					4							725
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		547			197			3357			821	
Travel Time (s)		12.4			4.5			76.3			18.7	
Peak Hour Factor	0.88	0.88	0.88	0.33	0.33	0.33	0.94	0.94	0.94	0.89	0.89	0.89
Heavy Vehicles (%)	6%	0%	0%	50%	24%	67%	0%	4%	0%	0%	6%	10%
Adj. Flow (vph)	569	6	3	42	52	9	10	1632	0	0	1137	725
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	578	0	0	103	0	10	1632	0	0	1137	725
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.88	1.00	1.09	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		2	1			1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	27		50	5			5	5
Trailing Detector (ft)	0	0		0	5		0	0			0	0
Detector 1 Position(ft)	0	0		0	5		0	0			0	0
Detector 1 Size(ft)	20	20		20	6		20	5			5	5
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 2 Position(ft)		30			21		30					
Detector 2 Size(ft)		20			6		20					
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex					
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0					
Turn Type	Split			Split			Prot					Perm
Protected Phases	3	3		4	4		5	2			6	

Lanes, Volumes, Timings

6: Seaman Neck Road & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												6
Detector Phase	3	3		4	4		5					
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	20.0			20.0	20.0
Minimum Split (s)	13.5	13.5		13.5	13.5		12.0	30.0			30.0	30.0
Total Split (s)	29.2	29.2	0.0	13.5	13.5	0.0	12.0	46.3	0.0	0.0	34.3	34.3
Total Split (%)	32.8%	32.8%	0.0%	15.2%	15.2%	0.0%	13.5%	52.0%	0.0%	0.0%	38.5%	38.5%
Maximum Green (s)	23.7	23.7		8.0	8.0		7.0	40.3			28.3	28.3
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	4.0			4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	2.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	-1.0	-1.0	-0.5	-1.5	0.0	-1.5	-1.5	-1.5
Total Lost Time (s)	5.5	4.5	4.0	5.5	4.5	3.0	4.5	4.5	4.0	2.5	4.5	4.5
Lead/Lag	Lead	Lead		Lag	Lag		Lag				Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	6.0			6.0	6.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		2.0	4.0			4.0	4.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	3.0			3.0	3.0
Recall Mode	None	None		None	None		None	Max			Max	Max
Walk Time (s)				7.0	7.0							
Flash Dont Walk (s)				20.0	20.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)		24.8			8.7		6.0	42.0			39.7	39.7
Actuated g/C Ratio		0.29			0.10		0.07	0.49			0.46	0.46
v/c Ratio		1.04			0.68		0.09	1.00			0.75	0.68
Control Delay		81.8			60.5		40.0	46.7			25.6	5.6
Queue Delay		0.0			0.0		0.0	0.0			0.0	0.0
Total Delay		81.8			60.5		40.0	46.7			25.6	5.6
LOS		F			E		D	D			C	A
Approach Delay		81.8			60.5			46.7			17.8	
Approach LOS		F			E			D			B	
Queue Length 50th (ft)		~365			55		5	~524			261	0
Queue Length 95th (ft)		#545			35		21	#660			#481	86
Internal Link Dist (ft)		467			117			3277			741	
Turn Bay Length (ft)							250					300
Base Capacity (vph)		556			157		147	1632			1513	1066
Starvation Cap Reductn		0			0		0	0			0	0
Spillback Cap Reductn		0			0		0	0			0	0
Storage Cap Reductn		0			0		0	0			0	0
Reduced v/c Ratio		1.04			0.66		0.07	1.00			0.75	0.68

Intersection Summary

Area Type: Other

Cycle Length: 89

Actuated Cycle Length: 86.3

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 39.0

Intersection LOS: D

Lanes, Volumes, Timings
6: Seaman Neck Road & Deer Park Avenue

2010/02/02

Intersection Capacity Utilization 84.8% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Seaman Neck Road & Deer Park Avenue

 ø2	 ø3	 ø4
46.3 s	29.2 s	13.5 s
 ø6	 ø5	
34.3 s	12 s	

L 7	ies acc	Vo ns	me ee	, T k L	in er	arl	ave	ue													20	/02
							→	↖		↗	←		↘	↖		↗					↘	↖
Le	Gr				E		BT	ET		3L	WE		R	NB		T	NBF				BT	S
Le	Co	jur	ns				↑				←					→				↑↑		
Ve	ne	h)					43	2		68	10		10	46	1	2	79			368	1	
Id	Flo	vpt			19		100	19		30	190		10	190	1	0	900	1		300	19	
Le	Wi	(ft)					11			12			2			0	8			11		
St	ge	ngth	)							0			0				79					
St	ge	nes								0			0				(					
Te	r Le	th (								25			25	2			29					
Le	Uti	act			1		.00	1.		30	1.0		10	1.0		5	0.95	1		.95	0	
Fr								0.8			0.98					0	2			381		
Fl	ote	d			0.9						0.98			.95				0.9				
Se	Flo	(pro			19		.55	15		0	189		0	157	9	8	(	1.		213		
Fl	erm	d			0.9						0.79			.95				0.9				
Se	Flo	(pe			6		.55	15		0	137		0	157	9	8	(	1.		213		
Ri	Tu	on I						Y					as				Yes					Y
Se	Flo	(RT	l)					2			2					7				15		
Lil	Spe	(m)					30				9					0				30		
Lil	Dist	ce (					88				142					3				564		
Tr	el T	(s)					4.3				32					7				1.0		
Pe	Ho	Fac			0		.87	0.		36	0.8		16	0.9		4	0.94	0		.94	0	
He	y V	cles	o)		1		1%	12		%	12		%	3%		6	6%			6%		
Bi	blo	ges	hr)				0			0			0			2	2			2		
Ac	Flov	ph)			1		64	2		79	12		15	46	1	7	84			323	1	
St	ed I	e T	ic (																			
Le	Gr	o Flo	(vp		1		64	2		0	30		0	46	1	1	(			053		
Er	Blk	ed	arse	on			No	I		No	N		lo	N		o	No			No		
Le	Ali	nen			L		eft	Ric		eft	Le		I	nt		Le	igh			eft	Ric	
M	an	lth(					12									9				9		
Lil	Offe	ft)					0									0				0		
Cr	swa	Mid	it)				16				1					3				16		
Tv	way	eft T	n Le																			
He	wa	acte			1		04	0.		30	0.8		10	1.1		0	1.20	1		.05	1.	
Tu	ng	eed	ph)							15			9	1			9					
Ni	per	Det	ors				2			1						1				1		
De	ctor	imp								eft												
Le	ing	teci	(ft)				50			20	5			5		5				5		
Tr	ng I	ect	ft)				0			0						0				0		
De	ctor	Pos	n(ft				0			0						0				0		
De	ctor	Size					20			20	2			2		5				5		
De	ctor	Gyp			Ch		Ex	Cl+	(	Ex	Cl+E			I+E	Cl	x			Cl-		-Ex	
De	ctor	Cha	el																			
De	ctor	Exte	(s)				0.0	(		0.0	0			0.		0				0.0		
De	ctor	Que	(s)				0.0	(		0.0	0			0.		0				0.0		
De	ctor	Del	(s)				0.0	C		0.0	0			0.		0				0.0		
De	ctor	Pos	n(ft				30				9			3								
De	ctor	Size					20			2				2								
De	ctor	Gyp			Ch		Ex				Cl+E			I+E					Cl-			
De	ctor	Cha	el																			
De	ctor	Exte	(s)				0.0				0			0.								
Tu	Typ				Pe			Pei		m				Prc					F			
20	We	day	A N	uik	ond	n													Syn	o 7	Rep	ge

Lanes, Volumes, Timings

7: Acorn Street & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4								
Detector Phase	8	8		4	4		5			1		
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	14.5	14.5	14.5	31.5	31.5		10.0	17.0		10.0	28.0	
Total Split (s)	32.0	32.0	32.0	32.0	32.0	0.0	35.0	72.0	0.0	16.0	53.0	0.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%	0.0%	29.2%	60.0%	0.0%	13.3%	44.2%	0.0%
Maximum Green (s)	26.5	26.5	26.5	26.5	26.5		30.0	66.0		11.0	47.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	0.0	-1.0	-2.0	-2.5	-1.5	0.0	-0.5	-1.5	-2.0
Total Lost Time (s)	4.5	4.5	4.5	5.5	4.5	2.0	2.5	4.5	4.0	4.5	4.5	2.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	1.0		2.0	1.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				19.0	19.0						15.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)	27.0	27.0	27.0		27.0		32.5	68.0		11.5	49.0	
Actuated g/C Ratio	0.22	0.22	0.22		0.22		0.27	0.57		0.10	0.41	
v/c Ratio	0.71	0.44	0.43		0.95		1.09	0.92		0.94	0.80	
Control Delay	70.4	44.2	7.5		82.5		99.8	18.3		116.6	36.4	
Queue Delay	0.0	0.0	0.0		0.0		41.1	32.6		0.0	0.0	
Total Delay	70.4	44.2	7.5		82.5		141.0	50.9		116.6	36.4	
LOS	E	D	A		F		F	D		F	D	
Approach Delay		32.5			82.5			70.5			45.3	
Approach LOS		C			F			E			D	
Queue Length 50th (ft)	73	109	0		222		~401	480		103	369	
Queue Length 95th (ft)	#153	171	57		#370		m#493	#676		#229	459	
Internal Link Dist (ft)		108			1340			303			3484	
Turn Bay Length (ft)	105		85							225		
Base Capacity (vph)	146	379	536		329		427	1815		140	1321	
Starvation Cap Reductn	0	0	0		0		36	252		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.70	0.43	0.43		0.94		1.19	1.07		0.94	0.80	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 72 (60%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 59.6
 Intersection Capacity Utilization 90.4%

Intersection LOS: E
 ICU Level of Service E

Lanes, Volumes, Timings

7: Acorn Street & Deer Park Avenue

2010/02/02

Analysis Period (min) 15

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

Splits and Phases: 7: Acorn Street & Deer Park Avenue

 ø1	 ø2	 ø4
16 s	72 s	32 s
 ø5	 ø6	 ø3
35 s	53 s	32 s

Lanes, Volumes, Timings

8: Long Island Avenue & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	154	6	119	3	0	2	39	1875	10	0	984	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	8	11	12	12	11	12
Storage Length (ft)	0		0	0		0	230		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.942			0.944			0.999			0.980	
Flt Protected		0.973			0.972		0.950					
Satd. Flow (prot)	0	1934	0	0	1918	0	1490	3135	0	0	3194	0
Flt Permitted		0.822			0.845		0.179					
Satd. Flow (perm)	0	1633	0	0	1667	0	281	3135	0	0	3194	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			5			1			32	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		221			111			867			383	
Travel Time (s)		5.0			2.5			19.7			8.7	
Peak Hour Factor	0.80	0.80	0.80	0.42	0.42	0.42	0.96	0.96	0.96	0.91	0.91	0.91
Heavy Vehicles (%)	3%	0%	1%	0%	0%	0%	5%	4%	0%	0%	8%	1%
Parking (#/hr)								6	6			
Adj. Flow (vph)	192	8	149	7	0	5	41	1953	10	0	1081	167
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	349	0	0	12	0	41	1963	0	0	1248	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			8			8	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.88	1.00	1.20	1.14	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	1		1	1			1	
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	5		5	5			5	
Trailing Detector (ft)	0	0		0	0		0	0			0	
Detector 1 Position(ft)	0	0		0	0		0	0			0	
Detector 1 Size(ft)	20	20		20	5		5	5			5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)		30										
Detector 2 Size(ft)		20										
Detector 2 Type		Cl+Ex										
Detector 2 Channel												
Detector 2 Extend (s)		0.0										
Turn Type	Perm			Perm			Perm					

Lanes, Volumes, Timings

8: Long Island Avenue & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4			2			6	
Permitted Phases	8			4			2					
Detector Phase	8	8		4								
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0			10.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		17.0	17.0			17.0	
Total Split (s)	34.4	34.4	0.0	34.4	34.4	0.0	85.6	85.6	0.0	0.0	85.6	0.0
Total Split (%)	28.7%	28.7%	0.0%	28.7%	28.7%	0.0%	71.3%	71.3%	0.0%	0.0%	71.3%	0.0%
Maximum Green (s)	28.9	28.9		28.9	28.9		79.6	79.6			79.6	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0			4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	-1.0	0.0	-1.5	-1.5	0.0	-1.5	-1.5	0.0
Total Lost Time (s)	5.5	4.5	4.0	5.5	4.5	4.0	4.5	4.5	4.0	2.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		1.0	1.0			1.0	
Recall Mode	None	None		None	None		C-Max	C-Max			C-Max	
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				15.0	15.0						10.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)		27.6			27.6		83.4	83.4			83.4	
Actuated g/C Ratio		0.23			0.23		0.70	0.70			0.70	
v/c Ratio		0.88			0.03		0.21	0.90			0.56	
Control Delay		63.5			26.4		10.5	22.8			7.6	
Queue Delay		6.1			0.0		0.0	8.1			0.5	
Total Delay		69.6			26.4		10.5	30.9			8.1	
LOS		E			C		B	C			A	
Approach Delay		69.6			26.4			30.5			8.1	
Approach LOS		E			C			C			A	
Queue Length 50th (ft)		235			4		11	631			110	
Queue Length 95th (ft)		299			8		30	#803			m218	
Internal Link Dist (ft)		141			31			787			303	
Turn Bay Length (ft)							230					
Base Capacity (vph)		429			387		195	2180			2230	
Starvation Cap Reductn		0			0		0	0			507	
Spillback Cap Reductn		46			0		0	209			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.91			0.03		0.21	1.00			0.72	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 68 (57%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 26.5

Intersection Capacity Utilization 78.5%

Intersection LOS: C

ICU Level of Service D

Lanes, Volumes, Timings

8: Long Island Avenue & Deer Park Avenue

2010/02/02

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 8: Long Island Avenue & Deer Park Avenue

 ø2	 ø4
85.6 s	34.4 s
 ø6	 ø8
85.6 s	34.4 s

HCM Unsignalized Intersection Capacity Analysis

4: Washington Avenue & Straight Path

2010/02/02

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	3	16	18	2	8	9	552	23	11	604	21
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.60	0.60	0.60	0.89	0.89	0.89	0.90	0.90	0.90
Hourly flow rate (vph)	10	4	20	30	3	13	10	620	26	12	671	23
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)								983			1058	
pX, platoon unblocked	0.89	0.89	0.85	0.89	0.89	0.82	0.85			0.82		
vC, conflicting volume	1363	1374	683	1371	1372	633	694			646		
vC1, stage 1 conf vol	707	707		653	653							
vC2, stage 2 conf vol	655	666		718	719							
vCu, unblocked vol	961	973	535	970	971	440	548			456		
tC, single (s)	7.1	6.5	6.2	7.8	7.5	6.3	4.1			4.2		
tC, 2 stage (s)	6.1	5.5		6.8	6.5							
tF (s)	3.5	4.0	3.3	4.1	4.9	3.4	2.2			2.3		
p0 queue free %	97	99	96	89	99	97	99			99		
cM capacity (veh/h)	348	354	465	268	258	486	873			874		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	34	47	10	646	12	694						
Volume Left	10	30	10	0	12	0						
Volume Right	20	13	0	26	0	23						
cSH	410	306	873	1700	874	1700						
Volume to Capacity	0.08	0.15	0.01	0.38	0.01	0.41						
Queue Length 95th (ft)	7	13	1	0	1	0						
Control Delay (s)	14.6	18.8	9.2	0.0	9.2	0.0						
Lane LOS	B	C	A		A							
Approach Delay (s)	14.6	18.8	0.1		0.2							
Approach LOS	B	C										
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			43.1%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: McCue Avenue & Straight Path

2010/02/02

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	2	8	23	71	62	11	521	25	66	570	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.78	0.78	0.78	0.88	0.88	0.88	0.82	0.82	0.82
Hourly flow rate (vph)	1	2	10	29	91	79	12	592	28	80	695	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLT			TWLT	
Median storage (veh)								2			2	
Upstream signal (ft)								735			1306	
pX, platoon unblocked	0.83	0.83	0.95	0.83	0.83	0.81	0.95			0.81		
vC, conflicting volume	1599	1502	696	1498	1489	606	696			620		
vC1, stage 1 conf vol	857	857		631	631							
vC2, stage 2 conf vol	742	645		867	857							
vCu, unblocked vol	1479	1362	652	1358	1346	390	652			408		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	98	89	68	85	99			91		
cM capacity (veh/h)	172	269	447	260	281	534	895			936		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	13	200	12	620	80	696						
Volume Left	1	29	12	0	80	0						
Volume Right	10	79	0	28	0	1						
cSH	354	341	895	1700	936	1700						
Volume to Capacity	0.04	0.59	0.01	0.36	0.09	0.41						
Queue Length 95th (ft)	3	89	1	0	7	0						
Control Delay (s)	15.6	29.5	9.1	0.0	9.2	0.0						
Lane LOS	C	D	A		A							
Approach Delay (s)	15.6	29.5	0.2		1.0							
Approach LOS	C	D										
Intersection Summary												
Average Delay			4.3									
Intersection Capacity Utilization			57.0%		ICU Level of Service					B		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 10: Acorn Street & Parking Lot Entrance

2010/02/02

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	18	120	156	56	53	36
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.73	0.73	0.76	0.76
Hourly flow rate (vph)	25	167	214	77	70	47
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	290				469	252
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	290				469	252
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				87	94
cM capacity (veh/h)	1283				546	792
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	192	290	70	47		
Volume Left	25	0	70	0		
Volume Right	0	77	0	47		
cSH	1283	1700	546	792		
Volume to Capacity	0.02	0.17	0.13	0.06		
Queue Length 95th (ft)	1	0	11	5		
Control Delay (s)	1.2	0.0	12.6	9.8		
Lane LOS	A		B	A		
Approach Delay (s)	1.2	0.0	11.5			
Approach LOS			B			
Intersection Summary						
Average Delay			2.6			
Intersection Capacity Utilization			31.5%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
5: Nicolls Road & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	60	20	68	24	8	11	648	72	9	570	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	11	12	11	11	12
Storage Length (ft)	0		0	0		0	70		0	70		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971			0.990			0.985				
Flt Protected		0.992			0.967		0.950			0.950		
Satd. Flow (prot)	0	1999	0	0	2031	0	1656	1777	0	1572	1783	0
Flt Permitted		0.950			0.648		0.290			0.308		
Satd. Flow (perm)	0	1914	0	0	1361	0	506	1777	0	510	1783	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								14				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		562			680			1058			2111	
Travel Time (s)		12.8			15.5			24.0			48.0	
Peak Hour Factor	0.84	0.84	0.84	0.70	0.70	0.70	0.94	0.94	0.94	0.71	0.71	0.71
Heavy Vehicles (%)	0%	3%	5%	1%	0%	0%	9%	1%	1%	11%	3%	0%
Bus Blockages (#/hr)	2	2	2	2	2	2	0	2	2	0	0	0
Adj. Flow (vph)	18	71	24	97	34	11	12	689	77	13	803	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	113	0	0	142	0	12	766	0	13	804	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	0.86	1.00	1.00	0.86	1.00	1.00	1.06	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	3		1	3		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	38		20	38		5	5		5	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		5	5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		16			16							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Detector 3 Position(ft)		32			32							

Lanes, Volumes, Timings
5: Nicolls Road & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Size(ft)		6			6							
Detector 3 Type		Cl+Ex			Cl+Ex							
Detector 3 Channel												
Detector 3 Extend (s)		0.0			0.0							
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		45.5	45.5		45.5	45.5	
Total Split (s)	24.0	24.0	0.0	24.0	24.0	0.0	71.0	71.0	0.0	71.0	71.0	0.0
Total Split (%)	25.3%	25.3%	0.0%	25.3%	25.3%	0.0%	74.7%	74.7%	0.0%	74.7%	74.7%	0.0%
Maximum Green (s)	19.5	19.5		19.5	19.5		65.5	65.5		65.5	65.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	-0.5	0.0	0.0	-0.5	0.0	-1.0	-1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.5	4.0	4.0	4.5	4.0	4.0	4.5	4.5	4.0	4.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		8.0	8.0		8.0	8.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		14.8			14.8		71.7	71.7		71.7	71.7	
Actuated g/C Ratio		0.16			0.16		0.75	0.75		0.75	0.75	
v/c Ratio		0.38			0.67		0.03	0.57		0.03	0.60	
Control Delay		38.5			52.6		2.3	5.0		4.2	8.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		38.5			52.6		2.3	5.0		4.2	8.2	
LOS		D			D		A	A		A	A	
Approach Delay		38.5			52.6			4.9			8.2	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)		62			82		1	62		2	178	
Queue Length 95th (ft)		99			102		m3	m99		6	215	
Internal Link Dist (ft)		482			600			978			2031	
Turn Bay Length (ft)							70			70		
Base Capacity (vph)		403			287		382	1344		385	1346	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.28			0.49		0.03	0.57		0.03	0.60	

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 42 (44%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Lanes, Volumes, Timings 5: Nicolls Road & Straight Path

2010/02/02

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 12.1

Intersection LOS: B

Intersection Capacity Utilization 57.7%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 5: Nicolls Road & Straight Path

 ø2	 ø4
71 s	24 s
 ø6	 ø6
71 s	24 s

Lanes, Volumes, Timings
2: Merritt Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	88	43	188	67	22	110	587	151	18	625	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	10	11	12	9	10	12
Storage Length (ft)	0		0	0		0	40		0	136		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.98			0.97		0.98	0.96		0.96	1.00	
Frt		0.963			0.989			0.969			0.995	
Flt Protected		0.992			0.967		0.950			0.950		
Satd. Flow (prot)	0	1729	0	0	1984	0	1668	3207	0	1624	3309	0
Flt Permitted		0.917			0.635		0.265			0.293		
Satd. Flow (perm)	0	1597	0	0	1270	0	458	3207	0	482	3309	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					5			54			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		367			389			234			400	
Travel Time (s)		8.3			8.8			5.3			9.1	
Confl. Peds. (#/hr)	6		48	48		6	23		43	43		23
Peak Hour Factor	0.88	0.88	0.88	0.77	0.77	0.77	0.97	0.97	0.97	0.86	0.86	0.86
Heavy Vehicles (%)	0%	3%	0%	5%	1%	0%	1%	1%	3%	0%	1%	0%
Parking (#/hr)	6	6	6									
Adj. Flow (vph)	30	100	49	244	87	29	113	605	156	21	727	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	179	0	0	360	0	113	761	0	21	750	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.02	1.00	1.00	0.85	1.00	1.09	1.04	1.00	1.14	1.09	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	60		20	60		5	5		5	5	
Trailing Detector (ft)	0	10		0	10		0	0		0	0	
Detector 1 Position(ft)	0	10		0	10		0	0		0	0	
Detector 1 Size(ft)	20	20		20	20		5	5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		40			40							
Detector 2 Size(ft)		20			20							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lanes, Volumes, Timings
2: Merritt Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	custom			custom			custom			custom		
Protected Phases							7	7				
Permitted Phases	4	4		8	8		2	2		6	6	
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0		20.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		20.5	20.5		25.5	25.5	
Total Split (s)	37.0	37.0	0.0	37.0	37.0	0.0	17.0	17.0	0.0	41.0	41.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	38.9%	38.9%	0.0%	17.9%	17.9%	0.0%	43.2%	43.2%	0.0%
Maximum Green (s)	32.5	32.5		32.5	32.5		12.5	12.5		35.5	35.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	1.0		2.0	2.0	
Lost Time Adjust (s)	0.0	-0.5	-0.5	0.0	0.0	-0.5	-1.0	1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.5	4.0	3.5	4.5	4.5	3.5	3.5	5.5	4.0	4.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0					0.0	0.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0					12.0	12.0	
Pedestrian Calls (#/hr)	0	0		0	0					15	15	
Act Effct Green (s)		29.8			29.3		54.2	55.7		39.7	39.7	
Actuated g/C Ratio		0.31			0.31		0.57	0.59		0.42	0.42	
v/c Ratio		0.36			0.91		0.26	0.40		0.10	0.54	
Control Delay		26.5			59.4		6.8	4.9		16.6	19.9	
Queue Delay		0.0			0.0		0.0	0.6		0.0	0.0	
Total Delay		26.5			59.4		6.9	5.5		16.6	19.9	
LOS		C			E		A	A		B	B	
Approach Delay		26.5			59.4			5.7			19.8	
Approach LOS		C			E			A			B	
Queue Length 50th (ft)		79			195		15	50		7	194	
Queue Length 95th (ft)		130			247		m23	64		m11	190	
Internal Link Dist (ft)		287			309			154			320	
Turn Bay Length (ft)							40			136		
Base Capacity (vph)		555			438		434	1904		202	1387	
Starvation Cap Reductn		0			0		11	713		0	0	
Spillback Cap Reductn		0			0		0	0		0	16	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.32			0.82		0.27	0.64		0.10	0.55	

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91

Lanes, Volumes, Timings
2: Merritt Avenue & Straight Path

2010/02/02

Lane Group ø2

Detector 2 Extend (s)

Turn Type

Protected Phases 2

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s) 20.0

Minimum Split (s) 25.5

Total Split (s) 41.0

Total Split (%) 43%

Maximum Green (s) 35.5

Yellow Time (s) 3.5

All-Red Time (s) 2.0

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s) 3.0

Recall Mode C-Max

Walk Time (s) 0.0

Flash Dont Walk (s) 12.0

Pedestrian Calls (#/hr) 15

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Lanes, Volumes, Timings 2: Merritt Avenue & Straight Path

2010/02/02

Intersection Signal Delay: 21.2

Intersection LOS: C

Intersection Capacity Utilization 88.8%

ICU Level of Service E

Analysis Period (min) 15

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

Splits and Phases: 2: Merritt Avenue & Straight Path

#1 #2 ø2		#1 #2 ø4
41 s		37 s
#1 #2 ø6	#1 #2 ø7	#1 #2 ø8
41 s	17 s	37 s

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	81	353	9	54	158	91	0	677	61	102	670	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	16	12	10	16	12	12	10	12	10	10	12
Storage Length (ft)	103		0	60		0	0		0	25		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	1.00		0.99	0.99			1.00			0.99	
Frt		0.996			0.945			0.988			0.984	
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1589	2104	0	1589	1974	0	0	3074	0	1636	3216	0
Flt Permitted	0.386			0.134						0.195		
Satd. Flow (perm)	641	2104	0	222	1974	0	0	3074	0	336	3216	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		1						11			23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		401			550			626			234	
Travel Time (s)		9.1			12.5			14.2			5.3	
Confl. Peds. (#/hr)	11		34	34		11			5	5		21
Peak Hour Factor	0.70	0.70	0.70	0.99	0.80	0.80	0.82	0.82	0.82	0.96	0.96	0.96
Heavy Vehicles (%)	6%	1%	0%	6%	1%	2%	0%	1%	0%	3%	1%	6%
Bus Blockages (#/hr)	0	2	2	0	2	2	0	0	0	0	2	2
Parking (#/hr)								6	6			
Adj. Flow (vph)	116	504	13	55	198	114	0	826	74	106	698	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	116	517	0	55	312	0	0	900	0	106	784	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane												
Headway Factor	1.09	0.86	1.00	1.09	0.86	1.00	1.00	1.19	1.00	1.09	1.10	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2			1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50			5		5	5	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Detector 1 Position(ft)	0	0		0	0			0		0	0	
Detector 1 Size(ft)	20	20		20	20			5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 2 Position(ft)	30	30		30	30							
Detector 2 Size(ft)	20	20		20	20							
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex							

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0							
Turn Type	custom			custom						custom		
Protected Phases										7	7	
Permitted Phases	4	4		8	8			2		6	6	
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0			20.0		10.0	10.0	
Minimum Split (s)	13.5	13.5		13.5	13.5			25.5		20.5	20.5	
Total Split (s)	37.0	37.0	0.0	37.0	37.0	0.0	0.0	41.0	0.0	17.0	17.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	38.9%	38.9%	0.0%	0.0%	43.2%	0.0%	17.9%	17.9%	0.0%
Maximum Green (s)	32.5	32.5		32.5	32.5			35.5		12.5	12.5	
Yellow Time (s)	3.0	3.0		3.0	3.0			3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5			2.0		1.0	1.0	
Lost Time Adjust (s)	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-1.0	-1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.0	4.0	3.5	4.0	4.0	3.5	3.0	4.5	4.0	3.5	3.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Recall Mode	None	None		None	None			C-Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			0.0				
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			12.0				
Pedestrian Calls (#/hr)	0	0		0	0			15				
Act Effct Green (s)	29.8	29.8		29.8	29.8			39.7		54.2	57.7	
Actuated g/C Ratio	0.31	0.31		0.31	0.31			0.42		0.57	0.61	
v/c Ratio	0.58	0.78		0.79	0.50			0.70		0.28	0.40	
Control Delay	39.0	38.4		93.5	29.0			26.8		13.0	6.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.4	
Total Delay	39.0	38.4		93.5	29.0			26.8		13.0	6.7	
LOS	D	D		F	C			C		B	A	
Approach Delay		38.5			38.7			26.8			7.4	
Approach LOS		D			D			C			A	
Queue Length 50th (ft)	55	267		29	145			240		19	74	
Queue Length 95th (ft)	82	270		#99	191			275		m30	m92	
Internal Link Dist (ft)		321			470			546			154	
Turn Bay Length (ft)	103			60						25		
Base Capacity (vph)	223	732		77	686			1292		377	1964	
Starvation Cap Reductn	0	0		0	0			0		0	656	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.52	0.71		0.71	0.45			0.70		0.28	0.60	

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings
1: Long Island Avenue & Straight Path

2010/02/02

Lane Group 06

Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	20.0
Minimum Split (s)	25.5
Total Split (s)	41.0
Total Split (%)	43%
Maximum Green (s)	35.5
Yellow Time (s)	3.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	0.0
Flash Dont Walk (s)	12.0
Pedestrian Calls (#/hr)	15
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/02

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 24.8

Intersection LOS: C

Intersection Capacity Utilization 68.1%

ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 1: Long Island Avenue & Straight Path

#1 #2 ø2		#1 #2 ø4
41 s		37 s
#1 #2 ø6	#1 #2 ø7	#1 #2 ø6
41 s	17 s	37 s

Lanes, Volumes, Timings
9: Mount Avenue & Straight Path

2010/02/02

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	59	153	779	45	255	800
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	8	10	12	9	10
Storage Length (ft)	50	0		0	250	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor	0.95		1.00		1.00	
Frt		0.850	0.992			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1593	1359	3288	0	1547	3271
Flt Permitted	0.950				0.272	
Satd. Flow (perm)	1505	1359	3288	0	441	3271
Right Turn on Red		Yes		No		
Satd. Flow (RTOR)		142				
Link Speed (mph)	30		30			30
Link Distance (ft)	1169		1139			595
Travel Time (s)	26.6		25.9			13.5
Confl. Peds. (#/hr)	25			20	20	
Peak Hour Factor	0.82	0.82	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	1%	2%	5%	3%
Bus Blockages (#/hr)	0	0	2	2	0	0
Adj. Flow (vph)	72	187	847	49	277	870
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	187	896	0	277	870
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	9		9			9
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	1.20	1.10	1.00	1.14	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	1		2	1
Detector Template						
Leading Detector (ft)	25	29	5		50	5
Trailing Detector (ft)	5	5	0		0	0
Detector 1 Position(ft)	5	5	0		0	0
Detector 1 Size(ft)	20	24	5		20	5
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)					30	
Detector 2 Size(ft)					20	
Detector 2 Type					Cl+Ex	
Detector 2 Channel						

Lanes, Volumes, Timings
9: Mount Avenue & Straight Path

2010/02/02

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector 2 Extend (s)					0.0	
Turn Type		pt+ov			pm+pt	
Protected Phases	4	4 1	2		1	6
Permitted Phases					6	
Detector Phase	4	4 1			1	
Switch Phase						
Minimum Initial (s)	6.0		20.0		1.0	20.0
Minimum Split (s)	13.5		45.5		6.0	45.5
Total Split (s)	17.0	36.0	59.0	0.0	19.0	78.0
Total Split (%)	17.9%	37.9%	62.1%	0.0%	20.0%	82.1%
Maximum Green (s)	12.5		53.5		15.0	72.5
Yellow Time (s)	3.0		3.5		3.0	3.5
All-Red Time (s)	1.5		2.0		1.0	2.0
Lost Time Adjust (s)	-0.5	-0.5	-1.0	0.0	-0.5	-1.0
Total Lost Time (s)	4.0	4.0	4.5	4.0	3.5	4.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		8.0		1.0	8.0
Recall Mode	None		C-Max		None	C-Max
Act Effct Green (s)	9.9	21.5	65.0		77.6	76.6
Actuated g/C Ratio	0.10	0.23	0.68		0.82	0.81
v/c Ratio	0.44	0.45	0.40		0.61	0.33
Control Delay	47.5	12.0	7.8		8.1	3.0
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	47.5	12.0	7.8		8.1	3.0
LOS	D	B	A		A	A
Approach Delay	21.8		7.8			4.2
Approach LOS	C		A			A
Queue Length 50th (ft)	41	22	106		27	53
Queue Length 95th (ft)	75	58	182		54	87
Internal Link Dist (ft)	1089		1059			515
Turn Bay Length (ft)	50				250	
Base Capacity (vph)	218	503	2249		541	2639
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.33	0.37	0.40		0.51	0.33

Intersection Summary

Area Type:	Other
Cycle Length:	95
Actuated Cycle Length:	95
Offset:	45 (47%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.61
Intersection Signal Delay:	7.6
Intersection Capacity Utilization	52.6%
Analysis Period (min)	15
	Intersection LOS: A
	ICU Level of Service A

Lanes, Volumes, Timings
 9: Mount Avenue & Straight Path

2010/02/02

Splits and Phases: 9: Mount Avenue & Straight Path

 ø1	 ø2	 ø4
19 s	59 s	17 s
 ø6		
78 s		

Lanes, Volumes, Timings

6: Seaman Neck Road & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	453	6	16	12	7	6	11	1010	9	0	2035	954
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	10	11	12	12	11	12
Storage Length (ft)	0		0	0		0	250		0	0		300
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.996			0.966			0.999				0.850
Flt Protected		0.954			0.977		0.950					
Satd. Flow (prot)	0	2046	0	0	1973	0	1685	3452	0	0	3421	1583
Flt Permitted		0.954			0.977		0.950					
Satd. Flow (perm)	0	2046	0	0	1973	0	1685	3452	0	0	3421	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			10			1				778
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		547			197			3357			821	
Travel Time (s)		12.4			4.5			76.3			18.7	
Peak Hour Factor	0.99	0.99	0.99	0.57	0.57	0.57	0.97	0.97	0.97	0.87	0.99	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	2%
Adj. Flow (vph)	458	6	16	21	12	11	11	1041	9	0	2056	1097
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	480	0	0	44	0	11	1050	0	0	2056	1097
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.88	1.00	1.09	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		2	1			1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	27		50	5			5	5
Trailing Detector (ft)	0	0		0	5		0	0			0	0
Detector 1 Position(ft)	0	0		0	5		0	0			0	0
Detector 1 Size(ft)	20	20		20	6		20	5			5	5
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 2 Position(ft)		30			21		30					
Detector 2 Size(ft)		20			6		20					
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex					
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0					
Turn Type	Split			Split			Prot					Perm
Protected Phases	3	3		4	4		5	2			6	

Lanes, Volumes, Timings

6: Seaman Neck Road & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6											
Detector Phase	3	3		4	4		5					
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	20.0			20.0	20.0
Minimum Split (s)	13.5	13.5		13.5	13.5		12.0	30.0			30.0	30.0
Total Split (s)	31.0	31.0	0.0	13.5	13.5	0.0	12.0	83.5	0.0	0.0	71.5	71.5
Total Split (%)	24.2%	24.2%	0.0%	10.5%	10.5%	0.0%	9.4%	65.2%	0.0%	0.0%	55.9%	55.9%
Maximum Green (s)	25.5	25.5		8.0	8.0		7.0	77.5			65.5	65.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	4.0			4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	2.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	-1.0	-1.0	-0.5	-1.5	0.0	-1.5	-1.5	-1.5
Total Lost Time (s)	5.5	4.5	4.0	5.5	4.5	3.0	4.5	4.5	4.0	2.5	4.5	4.5
Lead/Lag	Lead	Lead		Lag	Lag		Lead				Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	6.0			6.0	6.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		2.0	4.0			4.0	4.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	3.0			3.0	3.0
Recall Mode	None	None		None	None		None	Max			Max	Max
Walk Time (s)				7.0	7.0							
Flash Dont Walk (s)				20.0	20.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)		26.6			8.0		6.1	79.2			76.8	76.8
Actuated g/C Ratio		0.21			0.06		0.05	0.63			0.61	0.61
v/c Ratio		1.10			0.32		0.13	0.48			0.98	0.86
Control Delay		119.4			52.8		61.5	13.4			39.4	14.5
Queue Delay		0.0			0.0		0.0	0.0			0.0	0.0
Total Delay		119.4			52.8		61.5	13.4			39.4	14.5
LOS		F			D		E	B			D	B
Approach Delay		119.4			52.8			13.9			30.7	
Approach LOS		F			D			B			C	
Queue Length 50th (ft)		~459			27		9	234			801	202
Queue Length 95th (ft)		#679			39		29	288			#1189	#577
Internal Link Dist (ft)		467			117			3277			741	
Turn Bay Length (ft)							250					300
Base Capacity (vph)		436			152		101	2188			2104	1273
Starvation Cap Reductn		0			0		0	0			0	0
Spillback Cap Reductn		0			0		0	0			0	0
Storage Cap Reductn		0			0		0	0			0	0
Reduced v/c Ratio		1.10			0.29		0.11	0.48			0.98	0.86

Intersection Summary

Area Type: Other

Cycle Length: 128

Actuated Cycle Length: 124.9

Natural Cycle: 150

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.10

Intersection Signal Delay: 36.1

Intersection LOS: D

Lanes, Volumes, Timings

6: Seaman Neck Road & Deer Park Avenue

2010/02/02

Intersection Capacity Utilization 96.8%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 6: Seaman Neck Road & Deer Park Avenue

 ø2			 ø3			 ø4		
83.5 s			31 s			13.5 s		
 ø5			 ø6					
12 s			71.5 s					

Lanes, Volumes, Timings

7: Acorn Street & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	72	153	157	69	100	56	229	1359	78	93	1645	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	15	12	16	12	9	10	8	8	11	10
Storage Length (ft)	105		85	0		0	0		75	225		75
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.966			0.992			0.996	
Fit Protected	0.950				0.985		0.950			0.950		
Satd. Flow (prot)	1787	1801	1708	0	2022	0	1577	3329	0	1476	3425	0
Fit Permitted	0.424				0.626		0.950			0.950		
Satd. Flow (perm)	798	1801	1708	0	1285	0	1577	3329	0	1476	3425	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151		11			8			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		188			1420			383			3564	
Travel Time (s)		4.3			32.3			8.7			81.0	
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles (%)	1%	2%	4%	0%	3%	0%	3%	0%	0%	6%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	2	2
Adj. Flow (vph)	82	174	178	78	112	63	249	1477	85	97	1714	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	174	178	0	253	0	249	1562	0	97	1764	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.04	0.88	1.00	0.85	1.00	1.14	1.10	1.20	1.20	1.05	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	1	2		2	1		2	1	
Detector Template				Left								
Leading Detector (ft)	50	50	5	20	50		50	5		50	5	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	20	5	20	20		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	30			30		30			30		
Detector 2 Size(ft)	20	20			20		20			20		
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0		0.0			0.0		
Turn Type	Perm		Perm	Perm			Prot			Prot		

Lanes, Volumes, Timings
7: Acorn Street & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4								
Detector Phase	8	8		4	4		5			1		
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	14.5	14.5	14.5	31.5	31.5		10.0	17.0		10.0	28.0	
Total Split (s)	32.0	32.0	32.0	32.0	32.0	0.0	27.0	86.0	0.0	17.0	76.0	0.0
Total Split (%)	23.7%	23.7%	23.7%	23.7%	23.7%	0.0%	20.0%	63.7%	0.0%	12.6%	56.3%	0.0%
Maximum Green (s)	26.5	26.5	26.5	26.5	26.5		22.0	80.0		12.0	70.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	0.0	-1.0	-2.0	-0.5	-1.5	0.0	-0.5	-1.5	-2.0
Total Lost Time (s)	4.5	4.5	4.5	5.5	4.5	2.0	4.5	4.5	4.0	4.5	4.5	2.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	1.0		2.0	1.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				19.0	19.0						15.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)	27.0	27.0	27.0		27.0		22.5	83.0		11.5	72.0	
Actuated g/C Ratio	0.20	0.20	0.20		0.20		0.17	0.61		0.09	0.53	
v/c Ratio	0.51	0.48	0.39		0.95		0.95	0.76		0.77	0.96	
Control Delay	60.6	52.8	12.9		94.9		103.8	15.7		95.5	44.8	
Queue Delay	0.0	0.0	0.0		0.0		0.0	1.0		0.0	0.0	
Total Delay	60.6	52.8	12.9		94.9		103.8	16.7		95.5	44.8	
LOS	E	D	B		F		F	B		F	D	
Approach Delay		37.9			94.9			28.7			47.5	
Approach LOS		D			F			C			D	
Queue Length 50th (ft)	64	136	19		212		219	546		84	763	
Queue Length 95th (ft)	120	206	80		#376		#400	342		#172	#960	
Internal Link Dist (ft)		108			1340			303			3484	
Turn Bay Length (ft)	105		85							225		
Base Capacity (vph)	163	367	462		271		263	2049		137	1828	
Starvation Cap Reductn	0	0	0		0		0	235		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.50	0.47	0.39		0.93		0.95	0.86		0.71	0.96	

Intersection Summary

Area Type: Other
 Cycle Length: 135
 Actuated Cycle Length: 135
 Offset: 92 (68%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 41.5
 Intersection Capacity Utilization 95.2%

Intersection LOS: D
 ICU Level of Service F

Lanes, Volumes, Timings
7: Acorn Street & Deer Park Avenue

2010/02/02

Analysis Period (min) 15

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

Splits and Phases: 7: Acorn Street & Deer Park Avenue

 ø1	 ø2	 ø4
17 s	86 s	32 s
 ø5	 ø6	 ø8
27 s	76 s	32 s

Lanes, Volumes, Timings

8: Long Island Avenue & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	130	4	42	7	6	5	29	1531	22	0	1702	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	8	11	12	12	11	12
Storage Length (ft)	0		0	0		0	230		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.968			0.961			0.998			0.986	
Flt Protected		0.964			0.981		0.950					
Satd. Flow (prot)	0	1995	0	0	1970	0	1564	3225	0	0	3410	0
Flt Permitted		0.769			0.904		0.061					
Satd. Flow (perm)	0	1591	0	0	1816	0	100	3225	0	0	3410	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			6			3			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		221			111			867			383	
Travel Time (s)		5.0			2.5			19.7			8.7	
Peak Hour Factor	0.82	0.82	0.82	0.90	0.90	0.90	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Parking (#/hr)								6	6			
Adj. Flow (vph)	159	5	51	8	7	6	31	1646	24	0	1830	182
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	215	0	0	21	0	31	1670	0	0	2012	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			8			8	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.88	1.00	1.20	1.14	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	1		1	1			1	
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	5		5	5			5	
Trailing Detector (ft)	0	0		0	0		0	0			0	
Detector 1 Position(ft)	0	0		0	0		0	0			0	
Detector 1 Size(ft)	20	20		20	5		5	5			5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)		30										
Detector 2 Size(ft)		20										
Detector 2 Type		Cl+Ex										
Detector 2 Channel												
Detector 2 Extend (s)		0.0										
Turn Type	Perm			Perm			Perm					

Lanes, Volumes, Timings

8: Long Island Avenue & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4			2			6	
Permitted Phases	8			4			2					
Detector Phase	8	8		4								
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0			10.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		17.0	17.0			17.0	
Total Split (s)	34.0	34.0	0.0	34.0	34.0	0.0	101.0	101.0	0.0	0.0	101.0	0.0
Total Split (%)	25.2%	25.2%	0.0%	25.2%	25.2%	0.0%	74.8%	74.8%	0.0%	0.0%	74.8%	0.0%
Maximum Green (s)	28.5	28.5		28.5	28.5		95.0	95.0			95.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0			4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	-1.0	0.0	-1.5	-1.5	0.0	-1.5	-1.5	0.0
Total Lost Time (s)	5.5	4.5	4.0	5.5	4.5	4.0	4.5	4.5	4.0	2.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		1.0	1.0			1.0	
Recall Mode	None	None		None	None		C-Max	C-Max			C-Max	
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				15.0	15.0						10.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)		23.2			23.2		102.8	102.8			102.8	
Actuated g/C Ratio		0.17			0.17		0.76	0.76			0.76	
v/c Ratio		0.76			0.07		0.41	0.68			0.77	
Control Delay		67.4			34.8		26.7	10.4			5.5	
Queue Delay		0.0			0.0		0.0	0.2			0.2	
Total Delay		67.4			34.8		26.7	10.6			5.8	
LOS		E			C		C	B			A	
Approach Delay		67.4			34.8			10.9			5.8	
Approach LOS		E			C			B			A	
Queue Length 50th (ft)		172			11		8	336			71	
Queue Length 95th (ft)		224			34		53	492			m98	
Internal Link Dist (ft)		141			31			787			303	
Turn Bay Length (ft)							230					
Base Capacity (vph)		356			317		76	2457			2602	
Starvation Cap Reductn		0			0		0	0			124	
Spillback Cap Reductn		0			0		0	167			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.60			0.07		0.41	0.73			0.81	

Intersection Summary

Area Type: Other
 Cycle Length: 135
 Actuated Cycle Length: 135
 Offset: 105 (78%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 11.5
 Intersection Capacity Utilization 76.6%

Intersection LOS: B
 ICU Level of Service D

Analysis Period (min) 15

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

Splits and Phases: 8: Long Island Avenue & Deer Park Avenue

 ø2	 ø4
101 s	34 s
 ø6	 ø8
101 s	34 s

HCM Unsignalized Intersection Capacity Analysis

4: Washington Avenue & Straight Path

2010/02/02

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	1	23	14	2	9	21	627	8	4	602	24
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.60	0.60	0.60	0.57	0.57	0.57	0.87	0.87	0.87	0.77	0.77	0.77
Hourly flow rate (vph)	58	2	38	25	4	16	24	721	9	5	782	31
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)								983			1058	
pX, platoon unblocked	0.89	0.89	0.81	0.89	0.89	0.83	0.81			0.83		
vC, conflicting volume	1594	1586	797	1605	1597	725	813			730		
vC1, stage 1 conf vol	808	808		774	774							
vC2, stage 2 conf vol	787	778		831	823							
vCu, unblocked vol	1170	1161	627	1182	1173	564	647			569		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	79	99	90	90	99	96	97			99		
cM capacity (veh/h)	282	301	392	257	291	438	764			838		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	98	44	24	730	5	813						
Volume Left	58	25	24	0	5	0						
Volume Right	38	16	0	9	0	31						
cSH	317	306	764	1700	838	1700						
Volume to Capacity	0.31	0.14	0.03	0.43	0.01	0.48						
Queue Length 95th (ft)	32	12	2	0	0	0						
Control Delay (s)	21.4	18.7	9.9	0.0	9.3	0.0						
Lane LOS	C	C	A		A							
Approach Delay (s)	21.4	18.7	0.3		0.1							
Approach LOS	C	C										
Intersection Summary												
Average Delay			1.9									
Intersection Capacity Utilization			44.4%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: McCue Avenue & Straight Path

2010/02/02

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	0	27	26	7	124	28	531	12	14	625	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.64	0.64	0.64	0.94	0.94	0.94	0.86	0.86	0.86
Hourly flow rate (vph)	1	0	31	41	11	194	30	565	13	16	727	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh								2			2	
Upstream signal (ft)								735			1306	
pX, platoon unblocked	0.86	0.86	0.91	0.86	0.86	0.82	0.91			0.82		
vC, conflicting volume	1583	1397	727	1421	1390	571	727			578		
vC1, stage 1 conf vol	759	759		631	631							
vC2, stage 2 conf vol	824	637		790	759							
vCu, unblocked vol	1360	1144	650	1172	1137	364	650			372		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	93	86	97	65	97			98		
cM capacity (veh/h)	188	327	430	283	319	560	860			979		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	32	245	30	578	16	727						
Volume Left	1	41	30	0	16	0						
Volume Right	31	194	0	13	0	0						
cSH	411	469	860	1700	979	1700						
Volume to Capacity	0.08	0.52	0.03	0.34	0.02	0.43						
Queue Length 95th (ft)	6	74	3	0	1	0						
Control Delay (s)	14.5	20.8	9.3	0.0	8.7	0.0						
Lane LOS	B	C	A		A							
Approach Delay (s)	14.5	20.8	0.5		0.2							
Approach LOS	B	C										
Intersection Summary												
Average Delay			3.7									
Intersection Capacity Utilization			55.7%		ICU Level of Service					B		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

10: Acorn Street & Parking Lot Entrance

2010/02/02

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	5	219	265	50	81	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.84	0.84	0.58	0.58
Hourly flow rate (vph)	6	264	315	60	140	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	375				621	345
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	375				621	345
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				69	97
cM capacity (veh/h)	1195				452	702
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	270	375	140	19		
Volume Left	6	0	140	0		
Volume Right	0	60	0	19		
cSH	1195	1700	452	702		
Volume to Capacity	0.01	0.22	0.31	0.03		
Queue Length 95th (ft)	0	0	32	2		
Control Delay (s)	0.2	0.0	16.5	10.3		
Lane LOS	A		C	B		
Approach Delay (s)	0.2	0.0	15.7			
Approach LOS			C			
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			28.1%		ICU Level of Service	A
Analysis Period (min)			15			

Preferred Alternative Condition Level of Service Tables for Extended Study
Area

2012 Preferred Alternative Signalized Intersection Analysis Results

Intersection Approach and Movement ¹		Weekday							
		AM Peak-Hour				PM Peak-Hour			
		v/c	Delay (secs/veh)	LOS	Queue ² (ft)	v/c	Delay (secs/veh)	LOS	Queue ² (ft)
Map ID# 1 - Straight Path and Nicolls Road									
EB	LTR	0.17	31.7	C	36	0.46	34.2	C	80
WB	LTR	0.62	44.2	D	132	0.58	41.9	D	93
NB	L	0.01	1.0	A	m0	0.03	2.2	A	m2
NB	TR	0.57	2.9	A	56	0.63	5.4	A	149
SB	L	0.00	4.0	A	1	0.03	3.2	A	5
SB	TR	0.60	8.3	A	240	0.47	5.4	A	151
Overall Intersection			10.4	B			9.9	A	
Map ID# 5 - Straight Path and Washington Avenue									
EB	LTR	0.50	42.0	D	82	0.33	22.3	C	74
WB	L	0.02	30.5	C	6	0.90	64.8	E	112
WB	TR	0.10	24.9	C	15	0.39	9.2	A	19
NB	L	0.00	0.0	A	0	0.05	0.5	A	m0
NB	TR	0.56	4.1	A	29	0.55	3.6	A	10
SB	L	0.18	4.5	A	m26	0.03	4.6	A	m5
SB	TR	0.62	13.3	B	329	0.74	19.4	B	#442
Overall Intersection			11.1	B			20.0	C	
Map ID# 8- Straight Path and Acorn Street/North 13th Street (Realigned/New Intersection)									
EB	LTR	0.18	34.6	C	36	0.26	30.3	C	47
WB	L	0.60	40.9	D	81	0.90	72.8	E	83
WB	TR	0.19	22.0	C	33	0.32	24.6	C	56
NB	L	0.13	2.2	A	m11	0.28	4.6	A	m15
NB	T	0.50	4.6	A	102	0.50	5.3	A	97
NB	R	0.25	1.1	A	14	0.19	1.1	A	14
SB	L	0.02	7.8	A	m5	0.04	7.5	A	m5
SB	TR	0.73	20.2	C	#463	0.85	26.1	C	m#517
Overall Intersection			14.1	B			21.3	C	
Map ID# 3 - Straight Path and Long Island Avenue									
EB	L	0.53	43.2	D	59	0.35	26.0	C	64
EB	TR	0.27	23.0	C	89	0.79	36.7	D	242
WB	L	0.27	25.5	C	62	0.66	60.3	E	#81
WB	T	0.80	41.2	D	266	0.39	24.8	C	115
WB	R	0.41	27.5	C	114	0.26	23.1	C	71
NB	TR	0.58	24.5	C	211	0.59	22.3	C	192
SB	L	0.08	4.5	A	m7	0.19	3.1	A	m8
SB	T	0.51	6.3	A	101	0.63	4.7	A	m67
SB	R	0.14	0.9	A	m1	0.11	0.6	A	m0
Overall Intersection			22.2	C			19.4	B	
Map ID# 4 - Straight Path and Mount Avenue									
WB	LR	0.65	25.0	C	116	0.58	15.4	B	78
NB	TR	0.84	23.4	C	#747	0.76	17.2	B	#573
SB	L	0.77	36.6	D	#119	0.92	45.9	D	#160
SB	T	0.61	10.8	B	379	0.72	11.6	B	#540
Overall Intersection			20.5	C			18.5	B	
Deer Park Avenue and Seaman Neck Road									
EB	LTR	1.04	81.8	F	#535	1.08	115.4	F	#519
WB	LTR	0.67	60.3	E	35	0.45	52.6	D	29
NB	L	0.09	40.0	D	21	0.21	63.5	E	30
NB	TR	0.99	43.4	D	#654	0.49	11.8	B	267
SB	T	0.74	25.0	C	#475	1.08	69.6	E	#1216
SB	R	0.66	5.3	A	82	0.82	11.1	B	402
Overall Intersection			37.5	D			47.7	D	
Deer Park Avenue and Acorn Street/Long Island Avenue (North)									
EB	L	0.71	70.4	E	#152	0.46	56.6	E	106
EB	T	0.44	43.8	D	170	0.47	51.3	D	202
EB	R	0.43	7.5	A	57	0.39	12.5	B	77
WB	LTR	0.94	79.8	E	#363	0.94	89.5	F	#353
NB	L	0.96	117.5	F	m#471	0.89	95.3	F	#354
NB	TR	0.90	44.8	D	#591	0.76	18.5	B	631
SB	L	0.94	116.6	F	#229	0.64	77.5	E	138
SB	TR	0.88	45.5	D	#524	0.95	40.5	D	#968
Overall Intersection			57.0	E			39.0	D	
Deer Park Avenue and Long Island Avenue (South)									
EB	LTR	0.83	65.3	E	304	0.75	65.6	E	222
WB	LTR	0.03	26.8	C	8	0.14	35.8	D	21
NB	L	0.17	9.1	A	24	0.42	27.9	C	#56
NB	TR	0.89	24.7	C	#796	0.66	9.9	A	433
SB	TR	0.55	4.8	A	m117	0.79	5.8	A	m101
Overall Intersection			21.3	C			11.2	B	

Notes:
1. Intersection approaches: EB = eastbound, WB = westbound, NB = northbound and SB = southbound;
Movements: groups are L = left-turn, R = right-turn, T = through, LR = shared left-turn/right-turn, TR = shared through/right-turn,
LTR = shared left-turn/through/right-turn.
2. Lane queue: # = 95th percentile queue volume exceeds capacity. Queue may be longer. Queue shown is maximum after two cycles.
m = Volume of 95th percentile queue is metered by upstream signal.

2012 Preferred Alternative Unsignalized Intersection Analysis Results

Intersection Approach and Movement ¹		Weekday							
		AM Peak-Hour				PM Peak-Hour			
		v/c	Delay (secs/veh)	LOS	Queue (ft)	v/c	Delay (secs/veh)	LOS	Queue (ft)
Map ID# 9 - Straight Path and North 9th Street (New Intersection)									
WB	LR	0.02	12.5	B	1	0.30	15.9	C	31
NB	T	0.36	0.0	A	0	0.39	0.0	A	0
SB	T	0.46	0.0	A	0	0.43	0.0	A	0
Overall Intersection			0.1	A			1.5	A	
Map ID#10 - Straight Path and North 10th Street (New Intersection)									
EB	LTR	0.00	0.0	A	0	0.00	0.0	A	0
WB	LTR	0.30	39.9	E	29	0.12	37.7	E	10
NB	L	0.00	0.0	A	0	0.00	0.0	A	0
NB	TR	0.37	0.0	A	0	0.10	0.0	A	0
SB	L	0.01	9.1	A	1	0.00	9.1	A	0
SB	TR	0.45	0.0	A	0	0.42	0.0	A	0
Overall Intersection			1.3	A			0.4	A	
Map ID# 6- Straight Path and McCue Avenue (Formalized Intersection)									
EB	R	0.02	12.4	B	1	0.08	15.8	C	6
WB	R	0.11	11.9	B	9	0.00	10.9	B	0
NB	TR	0.32	0.0	A	0	0.30	0.0	A	0
SB	TR	0.39	0.0	A	0	0.53	0.0	A	0
Overall Intersection			0.7	A			0.3	A	
Map ID# 2 - Straight Path and Merritt Avenue									
EB	R	0.08	13.5	B	7	0.09	17.9	C	7
NB	T	0.24	0.0	A	0	0.23	0.0	A	0
SB	TR	0.39	0.0	A	0	0.55	0.0	A	0
Overall Intersection			0.3	A	0		0.3	A	
Map ID# 11 - Montaukett Street and North 9th Street (New Intersection)									
NB	LT	0.00	0.0	A	0	0.00	0.0	A	0
SB	TR	0.02	0.0	A	0	0.01	0.0	A	0
NE	LR	0.00	0.0	A	0	0.00	0.0	A	0
Overall Intersection			0.0	A	0		0.0	A	
Map ID# 12 - Montaukett Street and Washington Avenue (New Intersection)									
EB	LTR	0.00	0.0	A	0	0.00	0.0	A	0
WB	LTR	0.00	0.0	A	0	0.00	0.0	A	0
NB	LTR	0.01	9.9	A	1	0.28	12.3	B	28
SB	LTR	0.00	0.0	A	0	0.00	0.0	A	0
Overall Intersection			0.5	A			5.4	A	
Map ID# 13 - Montaukett Street and McCue Avenue/Fairchild Street (North) (New Intersection)									
EB	LR	0.00	0.0	A	0	0.00	9.8	A	0
NB	LT	0.04	6.6	A	4	0.00	0.1	A	0
SB	TR	0.01	0.0	A	0	0.00	0.0	A	0
Overall Intersection			5.8	A			0.2	A	
Map ID# 14 - Montaukett Street and McCue Avenue/Fairchild Street (South) (New Intersection)									
WB	LR	0.09	9.3	A	8	0.03	10.3	B	3
NB	TR	0.01	0.0	A	0	0.12	0.0	A	0
SB	LT	0.00	0.0	A	0	0.00	0.0	A	0
Overall Intersection			7.2	A			1.1	A	
Map ID# 15 - Montaukett Street and Acorn/Kiss and Ride Dropoff (New Intersection)									
EB	LT	0.01	0.4	A	1	0.02	0.8	A	2
WB	TR	0.10	0.0	A	0	0.25	0.0	A	0
SB	LR	0.05	10.4	B	4	0.04	11.1	B	3
Overall Intersection			0.9	A			0.7	A	
Map ID# 16 - North 9th Street and North 10th Street (New Intersection)									
EB	R	0.04	8.9	A	3	0.02	9.2	A	1
NB	LT	0.04	7.0	A	3	0.01	0.9	A	1
Overall Intersection			7.9	A			1.7	A	
Map ID# 17 - North 9th Street and Washington Avenue (New Intersection)									
EB	LR	0.04	8.9	A	3	0.20	9.7	A	18
NB	LT	0.00	0.8	A	0	0.00	0.0	A	0
SB	TR	0.01	0.0	A	0	0.02	0.0	A	0
Overall Intersection			3.7	A			7.8	A	
Map ID# 18 - North 9th Street and Acorn Street (New Intersection)									
EB	LT	0.00	0.0	A	0	0.00	0.0	A	0
WB	TR	0.17	0.0	A	0	0.20	0.0	A	0
SB	LR	0.24	13.4	B	23	0.16	16.9	C	14
Overall Intersection			3.2	A			1.3	A	
Map ID# 19 - Fairchild Street and Acorn Street (New Intersection)									
EB	LT	0.02	0.6	A	1	0.02	0.9	A	2
WB	TR	0.14	0.0	A	0	0.25	0.0	A	0
SB	LR	0.00	10.0	B	0	0.02	11.8	B	2
Overall Intersection			0.4	A			0.6	A	
Map ID #20 - Washington Avenue and Parking Garage Entrance/Exit (New Intersection)									
EB	TR	0.10	0.0	A	0	0.05	0.0	A	0
WB	LT	0.00	0.0	A	0	0.00	0.0	A	0
NB	LR	0.00	0.0	A	0	0.29	10.3	B	30
Overall Intersection			0.0	A			7.5	A	
Map ID #21 - Acorn Street and Parking Garage Exit (New Intersection)									
EB	T	0.20	0.0	A	0	0.15	0.0	A	0
WB	T	0.14	0.0	A	0	0.15	0.0	A	0
SB	LR	0.00	0.0	A	0	0.43	14.4	B	54
Overall Intersection				A			5.2	A	
Map ID# 22 - Acorn Street and Parking Garage Entrance (New Intersection)									
EB	LT	0.16	5.7	A	15	0.02	1.1	A	2
WB	TR	0.20	0.0	A	0	0.19	0.0	A	0
Overall Intersection			2.8	A			0.5	A	

Notes:
1. Intersection approaches: EB = eastbound, WB = westbound, NB = northbound and SB = southbound; NE = northeast.
Movements: groups are L = left-turn, T = through, R = right-turn, LT = shared left-turn/through, TR = shared through/right-turn, LR = shared left-turn/right-turn
LTR = shared left-turn/through/right-turn.

Preferred Alternative Synchro Printouts for Extended Study Area

Lanes, Volumes, Timings
4: Nicolls Road & Straight Path

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	17	2	49	88	2	1	509	52	1	628	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	10	10	10	11	11	12
Storage Length (ft)	0		0	0		0	50		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.998			0.986				
Flt Protected		0.983			0.983		0.950			0.950		
Satd. Flow (prot)	0	1767	0	0	1954	0	752	1458	0	1745	1733	0
Flt Permitted		0.886			0.866		0.311			0.392		
Satd. Flow (perm)	0	1592	0	0	1721	0	246	1458	0	720	1733	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								15				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		562			680			133			2111	
Travel Time (s)		12.8			15.5			3.0			48.0	
Peak Hour Factor	0.73	0.73	0.73	0.88	0.88	0.88	0.92	0.92	0.92	0.83	0.83	0.83
Heavy Vehicles (%)	10%	18%	51%	8%	7%	0%	100%	7%	8%	0%	6%	0%
Bus Blockages (#/hr)	2	2	2	2	2	2	2	2	2	0	0	0
Parking (#/hr)							0	0	0			
Adj. Flow (vph)	14	23	3	56	100	2	1	553	57	1	757	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	0	0	158	0	1	610	0	1	759	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	0.86	1.00	1.00	0.86	1.00	1.26	1.26	1.09	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	3		1	3		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	43		20	43		5	5		5	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		5	5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		21			21							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							

2012 Weekday AM Build Condition
1 lane south of Long Island Avenue

Synchro 7 - Report
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Lanes, Volumes, Timings
4: Nicolls Road & Straight Path

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Position(ft)		37			37							
Detector 3 Size(ft)		6			6							
Detector 3 Type		Cl+Ex			Cl+Ex							
Detector 3 Channel												
Detector 3 Extend (s)		0.0			0.0							
Turn Type	custom			custom			custom			custom		
Protected Phases												
Permitted Phases	4	4		8	8		2	2		6	6	
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		45.5	45.5		45.5	45.5	
Total Split (s)	20.0	20.0	0.0	20.0	20.0	0.0	64.0	64.0	0.0	64.0	64.0	0.0
Total Split (%)	23.8%	23.8%	0.0%	23.8%	23.8%	0.0%	76.2%	76.2%	0.0%	76.2%	76.2%	0.0%
Maximum Green (s)	15.5	15.5		15.5	15.5		58.5	58.5		58.5	58.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	5.5	5.5	4.0	5.5	5.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		8.0	8.0		8.0	8.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		12.4			12.4		61.6	61.6		61.6	61.6	
Actuated g/C Ratio		0.15			0.15		0.73	0.73		0.73	0.73	
v/c Ratio		0.17			0.62		0.01	0.57		0.00	0.60	
Control Delay		31.7			44.2		1.0	2.9		4.0	8.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		31.7			44.2		1.0	2.9		4.0	8.3	
LOS		C			D		A	A		A	A	
Approach Delay		31.7			44.2			2.9			8.2	
Approach LOS		C			D			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 84

Actuated Cycle Length: 84

Offset: 8 (10%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 10.4

Intersection LOS: B

Intersection Capacity Utilization 51.4%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
 4: Nicolls Road & Straight Path

2010/02/09

Splits and Phases: 4: Nicolls Road & Straight Path

 02	 04
64 s	20 s
 06	 08
64 s	20 s

Queues

4: Nicolls Road & Straight Path

2010/02/09



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	40	158	1	610	1	759
v/c Ratio	0.17	0.62	0.01	0.57	0.00	0.60
Control Delay	31.7	44.2	1.0	2.9	4.0	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.7	44.2	1.0	2.9	4.0	8.3
Queue Length 50th (ft)	19	79	0	16	0	158
Queue Length 95th (ft)	36	132	0	56	1	240
Internal Link Dist (ft)	482	600		53		2031
Turn Bay Length (ft)			50		75	
Base Capacity (vph)	294	318	180	1074	528	1272
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.50	0.01	0.57	0.00	0.60

Intersection Summary

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

Lanes, Volumes, Timings

3: Washington Avenue & Straight Path

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	36	44	0	2	7	4	0	520	10	82	538	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1000	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	11	11	11	10	10	10	10	10	10
Storage Length (ft)	0		0	0		100	100		0	50		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.945			0.997			0.993	
Flt Protected		0.978		0.950						0.950		
Satd. Flow (prot)	0	1947	0	1570	1562	0	1596	1462	0	1516	1393	0
Flt Permitted		0.846		0.671						0.383		
Satd. Flow (perm)	0	1685	0	1109	1562	0	1596	1462	0	611	1393	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					7			2			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		611			343			279			534	
Travel Time (s)		13.9			7.8			6.3			12.1	
Peak Hour Factor	0.79	0.79	0.79	0.60	0.60	0.60	0.89	0.89	0.89	0.90	0.90	0.90
Heavy Vehicles (%)	11%	0%	0%	0%	0%	0%	0%	9%	0%	0%	12%	32%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	2
Parking (#/hr)				0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	46	56	0	3	12	7	0	584	11	91	598	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	102	0	3	19	0	0	595	0	91	626	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.19	1.19	2.26	1.25	1.25	1.09	1.25	1.26	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		2	1		2	1	
Detector Template	Left											
Leading Detector (ft)	20	50		50	50		50	5		50	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	20		20	20		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		30		30	30		30			30		
Detector 2 Size(ft)		20		20	20		20			20		
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0			0.0		

2012 Weekday AM Build Condition
1 lane south of Long Island Avenue

Synchro 7 - Report
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Lanes, Volumes, Timings
3: Washington Avenue & Straight Path

2010/02/09



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	custom			custom			custom			custom		
Protected Phases							1			1		
Permitted Phases	4	4		8	8		2	2		2	2	
Detector Phase	4	4		8	8		1			1		
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.5	20.5		20.5	20.5		8.0	21.5		8.0	21.5	
Total Split (s)	20.6	20.6	0.0	20.6	20.6	0.0	8.0	55.4	0.0	8.0	55.4	0.0
Total Split (%)	24.5%	24.5%	0.0%	24.5%	24.5%	0.0%	9.5%	66.0%	0.0%	9.5%	66.0%	0.0%
Maximum Green (s)	16.1	16.1		16.1	16.1		4.0	49.9		4.0	49.9	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.5		3.0	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.0	5.5	4.0	4.0	5.5	4.0
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effect Green (s)		10.3		10.1	10.1			60.6		64.2	60.6	
Actuated g/C Ratio		0.12		0.12	0.12			0.72		0.76	0.72	
v/c Ratio		0.50		0.02	0.10			0.56		0.18	0.62	
Control Delay		42.0		30.5	24.9			4.1		4.5	13.3	
Queue Delay		0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay		42.0		30.5	24.9			4.1		4.5	13.3	
LOS		D		C	C			A		A	B	
Approach Delay		42.0			25.7			4.1			12.1	
Approach LOS		D			C			A			B	

Intersection Summary

Area Type:	Other
Cycle Length:	84
Actuated Cycle Length:	84
Offset:	80 (95%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.62
Intersection Signal Delay:	11.1
Intersection Capacity Utilization	55.8%
Analysis Period (min)	15
Intersection LOS:	B
ICU Level of Service	B

Lanes, Volumes, Timings

3: Washington Avenue & Straight Path

2010/02/09

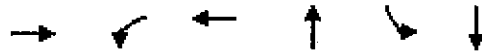
Splits and Phases: 3: Washington Avenue & Straight Path

 ø2	 ø1	 ø4
55.4 s	8 s	20.6 s
		 ø8
		20.6 s

Queues

3: Washington Avenue & Straight Path

2010/02/09



Lane Group	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	102	3	19	595	91	626
v/c Ratio	0.50	0.02	0.10	0.56	0.18	0.62
Control Delay	42.0	30.5	24.9	4.1	4.5	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	30.5	24.9	4.1	4.5	13.3
Queue Length 50th (ft)	51	1	6	19	8	156
Queue Length 95th (ft)	82	6	15	29	m26	329
Internal Link Dist (ft)	531		263	199		454
Turn Bay Length (ft)					50	
Base Capacity (vph)	323	213	305	1055	510	1006
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.01	0.06	0.56	0.18	0.62

Intersection Summary

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

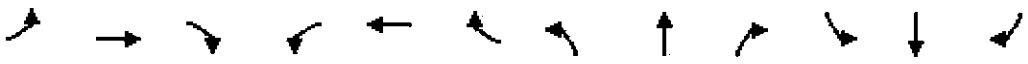
Lanes, Volumes, Timings
2: N 13th Street & Straight Path

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↗	↖		↗	↖	↗	↗	↖	↖
Volume (vph)	0	30	0	101	31	9	50	470	234	8	539	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	9	10	10	10	10	10	10	10	10
Storage Length (ft)	0		0	0		100	50		0	50		0
Storage Lanes	0		0	1		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.96	0.99				0.97			
Frt					0.967				0.850			
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	2153	0	1397	1466	0	1685	1612	1507	1516	1425	0
Flt Permitted				0.732			0.296			0.398		
Satd. Flow (perm)	0	2153	0	1031	1466	0	525	1612	1466	635	1425	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					12				254			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		266			166			357			391	
Travel Time (s)		6.0			3.8			8.1			8.9	
Confl. Peds. (#/hr)	3		17	17		3	11		3	3		11
Peak Hour Factor	0.76	0.76	0.76	0.73	0.73	0.73	0.92	0.92	0.92	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	12%	0%
Parking (#/hr)				8	8	8				0	0	0
Adj. Flow (vph)	0	39	0	138	42	12	54	511	254	10	657	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	138	54	0	54	511	254	10	657	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		9			9			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.38	1.32	1.09	1.09	1.09	1.09	1.25	1.25	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		2	1	1	2	1	
Detector Template	Left											
Leading Detector (ft)	20	50		50	50		50	5	5	50	5	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	20		20	20		20	5	5	20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		30		30	30		30			30		
Detector 2 Size(ft)		20		20	20		20			20		
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												

Lanes, Volumes, Timings
2: N 13th Street & Straight Path

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0		0.0	0.0		0.0			0.0		
Turn Type	custom			custom			pm+pt		Perm	D.P+P		
Protected Phases				3			1	2		1		
Permitted Phases	4	4		8	8		2		2	2	2	
Detector Phase	4	4		3	8		1			1		
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.5	20.5		20.5	20.5		8.0	21.5	21.5	8.0	21.5	
Total Split (s)	20.5	20.5	0.0	20.5	41.0	0.0	8.0	35.0	35.0	8.0	35.0	0.0
Total Split (%)	24.4%	24.4%	0.0%	24.4%	48.8%	0.0%	9.5%	41.7%	41.7%	9.5%	41.7%	0.0%
Maximum Green (s)	16.0	16.0		16.0	36.5		4.0	29.5	29.5	4.0	29.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.5	3.5	3.0	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.0	5.5	5.5	4.0	5.5	4.0
Lead/Lag	Lead	Lead		Lag			Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0	5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	9	9			2			2	2		2	
Act Effct Green (s)		8.4		16.1	16.1		58.6	53.1	53.1	58.6	53.1	
Actuated g/C Ratio		0.10		0.19	0.19		0.70	0.63	0.63	0.70	0.63	
v/c Ratio		0.18		0.60	0.19		0.13	0.50	0.25	0.02	0.73	
Control Delay		34.6		40.9	22.0		2.2	4.6	1.1	7.8	20.2	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		34.6		40.9	22.0		2.2	4.6	1.1	7.8	20.2	
LOS		C		D	C		A	A	A	A	C	
Approach Delay		34.6			35.6			3.3			20.1	
Approach LOS		C			D			A			C	

Intersection Summary

Area Type: Other
 Cycle Length: 84
 Actuated Cycle Length: 84
 Offset: 82 (98%), Referenced to phase 2:NBSB, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 14.1
 Intersection Capacity Utilization 55.7%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Lanes, Volumes, Timings
 2: N 13th Street & Straight Path

2010/02/09

Splits and Phases: 2: N 13th Street & Straight Path

 ø2	 ø1	 ø4	 ø3
35 s	8 s	20.5 s	20.5 s
		ø8	
		41 s	

Queues

2: N 13th Street & Straight Path

2010/02/09



Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	39	138	54	54	511	254	10	657
v/c Ratio	0.18	0.60	0.19	0.13	0.50	0.25	0.02	0.73
Control Delay	34.6	40.9	22.0	2.2	4.6	1.1	7.8	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.6	40.9	22.0	2.2	4.6	1.1	7.8	20.2
Queue Length 50th (ft)	20	65	18	1	58	3	2	195
Queue Length 95th (ft)	36	81	33	m11	102	14	m5	#463
Internal Link Dist (ft)	186		86		277			311
Turn Bay Length (ft)				50			50	
Base Capacity (vph)	410	374	644	421	1019	1020	485	901
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.37	0.08	0.13	0.50	0.25	0.02	0.73

Intersection Summary

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

Queue shown is maximum after two cycles.

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

Lanes, Volumes, Timings
1: Long Island Avenue & Straight Path

2010/02/09

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	107	15	66	338	142	0	581	45	35	489	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	16	12	11	11	11	10	12	14	10	10	10
Storage Length (ft)	125		0	75		125	250		0	100		0
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99		0.95		0.98		1.00		1.00		0.91
Frt		0.982				0.850		0.989				0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1616	1994	0	1601	1786	1504	0	3060	0	1589	1657	1246
Flt Permitted	0.249			0.634						0.304		
Satd. Flow (perm)	422	1994	0	1019	1786	1477	0	3060	0	507	1657	1131
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		9						10				99
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		401			550			503			232	
Travel Time (s)		9.1			12.5			11.4			5.3	
Confl. Peds. (#/hr)	6		34	34		6			5	5		21
Peak Hour Factor	0.83	0.83	0.83	0.89	0.89	0.89	0.96	0.96	0.96	0.92	0.92	0.92
Heavy Vehicles (%)	8%	3%	13%	9%	2%	3%	0%	8%	4%	6%	7%	21%
Bus Blockages (#/hr)	0	2	2	0	2	2	0	0	0	0	0	0
Parking (#/hr)								10	10			
Adj. Flow (vph)	60	129	18	74	380	160	0	605	47	38	532	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	147	0	74	380	160	0	652	0	38	532	99
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			18			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane												
Headway Factor	1.04	0.86	1.00	1.04	1.06	1.06	1.09	1.11	0.92	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2		1		1	1	1
Detector Template												Right
Leading Detector (ft)	50	50		50	50	50		5		5	5	20
Trailing Detector (ft)	0	0		0	0	0		0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0		0		0	0	0
Detector 1 Size(ft)	20	20		20	20	20		5		5	5	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)	30	30		30	30	30						
Detector 2 Size(ft)	20	20		20	20	20						
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex						

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0						
Turn Type	custom			Perm		Perm				custom		custom
Protected Phases					8			2		7	7 6	7
Permitted Phases	4	4		8		8				6		6
Detector Phase	4	4		8	8	8						
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0		6.0		10.0		10.0
Minimum Split (s)	13.5	13.5		13.5	13.5	13.5		13.5		20.5		20.5
Total Split (s)	31.0	31.0	0.0	31.0	31.0	31.0	0.0	31.8	0.0	21.2	53.0	21.2
Total Split (%)	36.9%	36.9%	0.0%	36.9%	36.9%	36.9%	0.0%	37.9%	0.0%	25.2%	63.1%	25.2%
Maximum Green (s)	26.5	26.5		26.5	26.5	26.5		26.8		16.7		16.7
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0		3.5		3.5		3.5
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5		1.5		1.0		1.0
Lost Time Adjust (s)	0.0	0.0	-0.5	0.0	0.0	0.0	-1.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	3.5	4.5	4.5	4.5	3.0	5.0	4.0	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0		3.0
Recall Mode	None	None		None	None	None		C-Max		Max		Max
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0				
Flash Dont Walk (s)	18.0	18.0		18.0	18.0	18.0		18.0				
Pedestrian Calls (#/hr)	17	17		3	3	3		3				
Act Effct Green (s)	22.4	22.4		22.4	22.4	22.4		30.9		48.1	52.6	48.1
Actuated g/C Ratio	0.27	0.27		0.27	0.27	0.27		0.37		0.57	0.63	0.57
v/c Ratio	0.53	0.27		0.27	0.80	0.41		0.58		0.08	0.51	0.14
Control Delay	43.2	23.0		25.5	41.2	27.5		24.5		4.5	6.3	0.9
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	43.2	23.0		25.5	41.2	27.5		24.5		4.5	6.3	0.9
LOS	D	C		C	D	C		C		A	A	A
Approach Delay		28.8			35.7			24.5			5.4	
Approach LOS		C			D			C			A	

Intersection Summary

Area Type:	Other
Cycle Length: 84	
Actuated Cycle Length: 84	
Offset: 73 (87%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 22.2	Intersection LOS: C
Intersection Capacity Utilization 63.7%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	ø6
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	20.0
Minimum Split (s)	25.5
Total Split (s)	31.8
Total Split (%)	38%
Maximum Green (s)	26.3
Yellow Time (s)	3.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	0.0
Flash Dont Walk (s)	12.0
Pedestrian Calls (#/hr)	11
Act Effect Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/09

Splits and Phases: 1: Long Island Avenue & Straight Path

 ø2 31.8 s		 ø4 31 s
 ø6 31.8 s	 ø7 21.2 s	 ø8 31 s

Queues

1: Long Island Avenue & Straight Path

2010/02/09



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	60	147	74	380	160	652	38	532	99
v/c Ratio	0.53	0.27	0.27	0.80	0.41	0.58	0.08	0.51	0.14
Control Delay	43.2	23.0	25.5	41.2	27.5	24.5	4.5	6.3	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.2	23.0	25.5	41.2	27.5	24.5	4.5	6.3	0.9
Queue Length 50th (ft)	26	56	30	182	68	144	4	60	1
Queue Length 95th (ft)	59	89	62	266	114	211	m7	101	m1
Internal Link Dist (ft)		321		470		423		152	
Turn Bay Length (ft)	125		75		125		100		
Base Capacity (vph)	133	635	321	563	466	1131	505	1037	712
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.23	0.23	0.67	0.34	0.58	0.08	0.51	0.14

Intersection Summary

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

Lanes, Volumes, Timings
8: Mount Avenue & Straight Path

2010/02/09

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	81	141	770	83	145	590
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	10	10	10	10
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98		0.99			
Frt	0.914		0.987			
Flt Protected	0.982				0.950	
Satd. Flow (prot)	1775	0	1626	0	1296	1464
Flt Permitted	0.982				0.179	
Satd. Flow (perm)	1742	0	1626	0	244	1464
Right Turn on Red		Yes		No		
Satd. Flow (RTOR)	106					
Link Speed (mph)	30		30			30
Link Distance (ft)	1169		1139			595
Travel Time (s)	26.6		25.9			13.5
Confl. Peds. (#/hr)	30			25	25	
Peak Hour Factor	0.92	0.92	0.96	0.96	0.92	0.92
Heavy Vehicles (%)	7%	10%	6%	5%	17%	9%
Bus Blockages (#/hr)	0	0	2	2	0	0
Parking (#/hr)					0	0
Adj. Flow (vph)	88	153	802	86	158	641
Shared Lane Traffic (%)						
Lane Group Flow (vph)	241	0	888	0	158	641
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.85	0.85	1.10	1.09	1.25	1.25
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		1		2	1
Detector Template						
Leading Detector (ft)	20		5		50	5
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		5		20	5
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)					30	
Detector 2 Size(ft)					20	
Detector 2 Type					Cl+Ex	

Lanes, Volumes, Timings
8: Mount Avenue & Straight Path

2010/02/09



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector 2 Channel						
Detector 2 Extend (s)					0.0	
Turn Type					pm+pt	
Protected Phases	4		2		1	6
Permitted Phases					6	
Detector Phase	4				1	
Switch Phase						
Minimum Initial (s)	6.0		20.0		1.0	20.0
Minimum Split (s)	29.5		45.5		6.0	45.5
Total Split (s)	29.5	0.0	48.5	0.0	6.0	54.5
Total Split (%)	35.1%	0.0%	57.7%	0.0%	7.1%	64.9%
Maximum Green (s)	25.0		43.0		2.0	49.0
Yellow Time (s)	3.0		3.5		3.0	3.5
All-Red Time (s)	1.5		2.0		1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.0	5.5	4.0	4.0	5.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		8.0		1.0	8.0
Recall Mode	None		C-Max		None	C-Max
Walk Time (s)	7.0		5.0			
Flash Dont Walk (s)	18.0		11.0			
Pedestrian Calls (#/hr)	15		13			
Act Effct Green (s)	13.5		54.5		62.0	60.5
Actuated g/C Ratio	0.16		0.65		0.74	0.72
v/c Ratio	0.65		0.84		0.77	0.61
Control Delay	25.0		23.4		36.6	10.8
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	25.0		23.4		36.6	10.8
LOS	C		C		D	B
Approach Delay	25.0		23.4			15.9
Approach LOS	C		C			B

Intersection Summary

Area Type: Other
Cycle Length: 84
Actuated Cycle Length: 84
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 20.5
Intersection Capacity Utilization 78.6%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service D

Lanes, Volumes, Timings
 8: Mount Avenue & Straight Path

2010/02/09

Splits and Phases: 8: Mount Avenue & Straight Path

 ø1	 ø2	 ø4
6 s	48.5 s	29.5 s
 ø6		
54.5 s		

Queues

8: Mount Avenue & Straight Path

2010/02/09



Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	241	888	158	641
v/c Ratio	0.65	0.84	0.77	0.61
Control Delay	25.0	23.4	36.6	10.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	25.0	23.4	36.6	10.8
Queue Length 50th (ft)	67	301	18	128
Queue Length 95th (ft)	116	#747	#119	379
Internal Link Dist (ft)	1089	1059		515
Turn Bay Length (ft)			50	
Base Capacity (vph)	603	1056	205	1055
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.40	0.84	0.77	0.61

Intersection Summary

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

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
9: Merritt Avenue & Straight Path

2010/02/09



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑		↑↑	↑	
Volume (vph)	0	26	0	773	589	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	10	10	10	10
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25	25	25			25
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1620	0	3149	1451	0
Flt Permitted						
Satd. Flow (perm)	0	1620	0	3149	1451	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	367			232	357	
Travel Time (s)	8.3			5.3	8.1	
Confl. Peds. (#/hr)						21
Peak Hour Factor	0.68	0.68	0.96	0.96	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	7%	10%	0%
Parking (#/hr)	6	6			0	0
Adj. Flow (vph)	0	38	0	805	654	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	38	0	805	656	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			10	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	8			8	8	
Two way Left Turn Lane						
Headway Factor	1.00	1.02	1.09	1.09	1.25	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 41.1%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
5: Seaman Neck Road & Deer Park Avenue

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↗↔			↖↖	↖
Volume (vph)	489	5	3	14	17	3	9	1534	0	0	1012	622
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	10	11	12	12	11	12
Storage Length (ft)	0		0	0		0	250		0	0		300
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.999			0.988							0.850
Flt Protected		0.953			0.980		0.950					
Satd. Flow (prot)	0	1936	0	0	1463	0	1685	3355	0	0	3292	1468
Flt Permitted		0.953			0.980		0.950					
Satd. Flow (perm)	0	1936	0	0	1463	0	1685	3355	0	0	3292	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					4							699
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		547			197			3357			821	
Travel Time (s)		12.4			4.5			76.3			18.7	
Peak Hour Factor	0.88	0.88	0.88	0.33	0.33	0.33	0.94	0.94	0.94	0.89	0.89	0.89
Heavy Vehicles (%)	6%	0%	0%	50%	24%	67%	0%	4%	0%	0%	6%	10%
Adj. Flow (vph)	556	6	3	42	52	9	10	1632	0	0	1137	699
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	565	0	0	103	0	10	1632	0	0	1137	699
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.88	1.00	1.09	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		2	1			1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	30		50	5			5	5
Trailing Detector (ft)	0	0		0	0		0	0			0	0
Detector 1 Position(ft)	0	0		0	0		0	0			0	0
Detector 1 Size(ft)	20	20		20	10		20	5			5	5
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 2 Position(ft)		30			20			30				
Detector 2 Size(ft)		20			10			20				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Split			Split			Prot					Perm
Protected Phases	3	3		4	4		5	2			6	

Lanes, Volumes, Timings
5: Seaman Neck Road & Deer Park Avenue

2010/02/09



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												6
Detector Phase	3	3		4	4		5					
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	20.0			20.0	20.0
Minimum Split (s)	13.5	13.5		13.5	13.5		12.0	30.0			30.0	30.0
Total Split (s)	28.7	28.7	0.0	13.5	13.5	0.0	12.0	46.8	0.0	0.0	34.8	34.8
Total Split (%)	32.2%	32.2%	0.0%	15.2%	15.2%	0.0%	13.5%	52.6%	0.0%	0.0%	39.1%	39.1%
Maximum Green (s)	23.2	23.2		8.0	8.0		7.0	40.8			28.8	28.8
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	4.0			4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	2.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	-1.0	-1.0	-0.5	-1.5	0.0	-1.5	-1.5	-1.5
Total Lost Time (s)	5.5	4.5	4.0	5.5	4.5	3.0	4.5	4.5	4.0	2.5	4.5	4.5
Lead/Lag	Lead	Lead		Lag	Lag		Lag				Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	6.0			6.0	6.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		2.0	4.0			4.0	4.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	3.0			3.0	3.0
Recall Mode	None	None		None	None		None	Max			Max	Max
Walk Time (s)				7.0	7.0							
Flash Dont Walk (s)				20.0	20.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)		24.3			8.8		6.0	42.5			40.2	40.2
Actuated g/C Ratio		0.28			0.10		0.07	0.49			0.47	0.47
v/c Ratio		1.04			0.67		0.09	0.99			0.74	0.66
Control Delay		81.8			60.3		40.0	43.4			25.0	5.3
Queue Delay		0.0			0.0		0.0	0.0			0.0	0.0
Total Delay		81.8			60.3		40.0	43.4			25.0	5.3
LOS		F			E		D	D			C	A
Approach Delay		81.8			60.3			43.3			17.5	
Approach LOS		F			E			D			B	

Intersection Summary

Area Type: Other

Cycle Length: 89

Actuated Cycle Length: 86.3

Natural Cycle: 110

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 37.5

Intersection LOS: D

Intersection Capacity Utilization 84.1%

ICU Level of Service E

Analysis Period (min) 15

Lanes, Volumes, Timings

5: Seaman Neck Road & Deer Park Avenue

2010/02/09

Splits and Phases: 5: Seaman Neck Road & Deer Park Avenue

 ø2	 ø3	 ø4
46.8 s	28.7 s	13.5 s
 ø6	 ø5	
34.8 s	12 s	

Queues

5: Seaman Neck Road & Deer Park Avenue

2010/02/09



Lane Group	EBT	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	565	103	10	1632	1137	699
v/c Ratio	1.04	0.67	0.09	0.99	0.74	0.66
Control Delay	81.8	60.3	40.0	43.4	25.0	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.8	60.3	40.0	43.4	25.0	5.3
Queue Length 50th (ft)	~357	55	5	~518	258	0
Queue Length 95th (ft)	#535	35	21	#654	#475	82
Internal Link Dist (ft)	467	117		3277	741	
Turn Bay Length (ft)			250			300
Base Capacity (vph)	545	157	147	1652	1532	1057
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.04	0.66	0.07	0.99	0.74	0.66

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
6: Acorn Street & Deer Park Avenue

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	89	143	200	68	106	90	484	1492	79	131	867	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	15	12	16	12	9	10	8	8	11	10
Storage Length (ft)	105		85	0		0	0		75	225		75
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.954			0.992			0.982	
Flt Protected	0.950				0.987		0.950			0.950		
Satd. Flow (prot)	1597	1655	1586	0	1833	0	1577	3198	0	1462	3216	0
Flt Permitted	0.375				0.739		0.950			0.950		
Satd. Flow (perm)	631	1655	1586	0	1372	0	1577	3198	0	1462	3216	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			230		20			7			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		188			1420			383			3564	
Travel Time (s)		4.3			32.3			8.7			81.0	
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.99	0.94	0.94	0.99	0.94	0.94
Heavy Vehicles (%)	13%	11%	12%	4%	12%	14%	3%	4%	6%	7%	6%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	2	2
Adj. Flow (vph)	102	164	230	79	123	105	489	1587	84	132	922	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	164	230	0	307	0	489	1671	0	132	1046	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.04	0.88	1.00	0.85	1.00	1.14	1.10	1.20	1.20	1.05	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	1	2		2	1		2	1	
Detector Template				Left								
Leading Detector (ft)	50	50	5	20	50		50	5		50	5	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	20	5	20	20		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	30			30		30			30		
Detector 2 Size(ft)	20	20			20		20			20		
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0		0.0			0.0		
Turn Type	Perm		Perm	Perm			Prot			Prot		

Lanes, Volumes, Timings
6: Acorn Street & Deer Park Avenue

2010/02/09

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4								
Detector Phase	8	8		4	4		5			1		
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	14.5	14.5	14.5	31.5	31.5		10.0	17.0		10.0	28.0	
Total Split (s)	32.0	32.0	32.0	32.0	32.0	0.0	41.5	72.5	0.0	15.5	46.5	0.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%	0.0%	34.6%	60.4%	0.0%	12.9%	38.8%	0.0%
Maximum Green (s)	26.5	26.5	26.5	26.5	26.5		36.5	66.5		10.5	40.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.5	-1.5	-1.0	0.0	-1.5	-2.0	-2.5	-2.0	0.0	-1.0	-2.5	-2.0
Total Lost Time (s)	4.0	4.0	4.5	5.5	4.0	2.0	2.5	4.0	4.0	4.0	3.5	2.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	1.0		2.0	1.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				19.0	19.0						15.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)	27.2	27.2	26.7		27.2		38.9	69.3		11.5	43.9	
Actuated g/C Ratio	0.23	0.23	0.22		0.23		0.32	0.58		0.10	0.37	
v/c Ratio	0.71	0.44	0.43		0.94		0.96	0.90		0.94	0.88	
Control Delay	70.4	43.8	7.5		79.8		63.1	18.3		116.6	45.5	
Queue Delay	0.0	0.0	0.0		0.0		54.4	26.5		0.0	0.0	
Total Delay	70.4	43.8	7.5		79.8		117.5	44.8		116.6	45.5	
LOS	E	D	A		E		F	D		F	D	
Approach Delay		32.4			79.8			61.3			53.5	
Approach LOS		C			E			E			D	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 64 (53%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 57.0

Intersection LOS: E

Intersection Capacity Utilization 90.2%

ICU Level of Service E

Analysis Period (min) 15

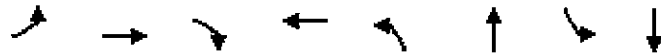
Splits and Phases: 6: Acorn Street & Deer Park Avenue

ø1	ø2	ø4
15.5 s	72.5 s	32 s
ø5	ø6	ø8
41.5 s	46.5 s	32 s

Queues

6: Acorn Street & Deer Park Avenue

2010/02/09



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	102	164	230	307	489	1671	132	1046
v/c Ratio	0.71	0.44	0.43	0.94	0.96	0.90	0.94	0.88
Control Delay	70.4	43.8	7.5	79.8	63.1	18.3	116.6	45.5
Queue Delay	0.0	0.0	0.0	0.0	54.4	26.5	0.0	0.0
Total Delay	70.4	43.8	7.5	79.8	117.5	44.8	116.6	45.5
Queue Length 50th (ft)	73	109	0	220	338	316	103	396
Queue Length 95th (ft)	#152	170	57	#363	m#471	#591	#229	#524
Internal Link Dist (ft)		108		1340		303		3484
Turn Bay Length (ft)	105		85				225	
Base Capacity (vph)	147	386	532	335	513	1850	140	1185
Starvation Cap Reductn	0	0	0	0	80	262	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.42	0.43	0.92	1.13	1.05	0.94	0.88

Intersection Summary

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

Queue shown is maximum after two cycles.

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

Lanes, Volumes, Timings

7: Long Island Avenue & Deer Park Avenue

2010/02/09



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔			↔	
Volume (vph)	154	6	119	3	0	2	33	1899	10	0	984	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	8	11	12	12	11	12
Storage Length (ft)	0		0	0		0	230		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.942			0.944			0.999			0.980	
Flt Protected		0.973			0.972		0.950					
Satd. Flow (prot)	0	1933	0	0	1918	0	1476	3135	0	0	3194	0
Flt Permitted		0.822			0.848		0.183					
Satd. Flow (perm)	0	1633	0	0	1673	0	284	3135	0	0	3194	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			5			1			32	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		221			111			867			383	
Travel Time (s)		5.0			2.5			19.7			8.7	
Peak Hour Factor	0.86	0.86	0.86	0.42	0.42	0.42	0.96	0.96	0.96	0.91	0.91	0.91
Heavy Vehicles (%)	3%	0%	1%	0%	0%	0%	6%	4%	0%	0%	8%	1%
Parking (#/hr)								6	6			
Adj. Flow (vph)	179	7	138	7	0	5	34	1978	10	0	1081	166
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	324	0	0	12	0	34	1988	0	0	1247	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			8			8	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.88	1.00	1.20	1.14	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	1		1	1			1	
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	5		5	5			5	
Trailing Detector (ft)	0	0		0	0		0	0			0	
Detector 1 Position(ft)	0	0		0	0		0	0			0	
Detector 1 Size(ft)	20	20		20	5		5	5			5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)		30										
Detector 2 Size(ft)		20										
Detector 2 Type		Cl+Ex										
Detector 2 Channel												
Detector 2 Extend (s)		0.0										
Turn Type	Perm			Perm			Perm					

Lanes, Volumes, Timings

7: Long Island Avenue & Deer Park Avenue

2010/02/09



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4			2			6	
Permitted Phases	8			4			2					
Detector Phase	8	8		4								
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0			10.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		17.0	17.0			17.0	
Total Split (s)	33.2	33.2	0.0	33.2	33.2	0.0	86.8	86.8	0.0	0.0	86.8	0.0
Total Split (%)	27.7%	27.7%	0.0%	27.7%	27.7%	0.0%	72.3%	72.3%	0.0%	0.0%	72.3%	0.0%
Maximum Green (s)	27.7	27.7		27.7	27.7		80.8	80.8			80.8	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0			4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	-2.0	0.0	0.0	-1.5	0.0	-1.5	-1.5	0.0	-1.5	-1.5	0.0
Total Lost Time (s)	5.5	3.5	4.0	5.5	4.0	4.0	4.5	4.5	4.0	2.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		1.0	1.0			1.0	
Recall Mode	None	None		None	None		C-Max	C-Max			C-Max	
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				15.0	15.0						10.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effect Green (s)		27.0			26.5		85.0	85.0			85.0	
Actuated g/C Ratio		0.22			0.22		0.71	0.71			0.71	
v/c Ratio		0.83			0.03		0.17	0.89			0.55	
Control Delay		58.3			26.8		9.1	21.5			4.5	
Queue Delay		7.0			0.0		0.0	3.1			0.3	
Total Delay		65.3			26.8		9.1	24.7			4.8	
LOS		E			C		A	C			A	
Approach Delay		65.3			26.8			24.4			4.8	
Approach LOS		E			C			C			A	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 72 (60%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 21.3

Intersection LOS: C

Intersection Capacity Utilization 78.7%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 7: Long Island Avenue & Deer Park Avenue

↑ ø2	← ø4
86.8 s	33.2 s
↓ ø6	→ ø8
86.8 s	33.2 s

Queues

7: Long Island Avenue & Deer Park Avenue

2010/02/09



Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	324	12	34	1988	1247
v/c Ratio	0.83	0.03	0.17	0.89	0.55
Control Delay	58.3	26.8	9.1	21.5	4.5
Queue Delay	7.0	0.0	0.0	3.1	0.3
Total Delay	65.3	26.8	9.1	24.7	4.8
Queue Length 50th (ft)	214	4	8	623	69
Queue Length 95th (ft)	304	8	24	#796	m117
Internal Link Dist (ft)	141	31		787	303
Turn Bay Length (ft)			230		
Base Capacity (vph)	427	373	201	2222	2273
Starvation Cap Reductn	0	0	0	0	407
Spillback Cap Reductn	67	0	0	156	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.90	0.03	0.17	0.96	0.67

Intersection Summary

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

Queue shown is maximum after two cycles.

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

HCM Unsignalized Intersection Capacity Analysis

24: N 9th Street & Straight Path

2010/02/09



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑			↑
Volume (veh/h)	0	6	556	0	0	679
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.73	0.73	0.91	0.91	0.87	0.87
Hourly flow rate (vph)	0	8	611	0	0	780
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			883			133
pX, platoon unblocked	0.86	0.86			0.86	
vC, conflicting volume	1391	611			611	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1012	469			469	
tC, single (s)	6.4	6.4			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.5			2.2	
p0 queue free %	100	98			100	
cM capacity (veh/h)	229	487			951	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	8	611	780
Volume Left	0	0	0
Volume Right	8	0	0
cSH	487	1700	1700
Volume to Capacity	0.02	0.36	0.46
Queue Length 95th (ft)	1	0	0
Control Delay (s)	12.5	0.0	0.0
Lane LOS	B		
Approach Delay (s)	12.5	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	45.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis 23: N 10th Street & Straight Path

2010/02/09

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	32	0	0	0	556	20	10	669	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.73	0.73	0.73	0.91	0.91	0.91	0.87	0.87	0.87
Hourly flow rate (vph)	0	0	0	44	0	0	0	611	22	11	769	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								534			482	
pX, platoon unblocked	0.87	0.87	0.78	0.87	0.87	0.82	0.78			0.82		
vC, conflicting volume	1403	1425	769	1414	1414	622	769			633		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	918	944	566	931	931	425	566			439		
tC, single (s)	7.1	6.5	6.2	8.1	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	4.4	4.0	3.3	2.2			2.3		
p0 queue free %	100	100	100	70	100	100	100			99		
cM capacity (veh/h)	220	228	413	146	232	517	795			882		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	0	44	0	633	11	769						
Volume Left	0	44	0	0	11	0						
Volume Right	0	0	0	22	0	0						
cSH	1700	146	1700	1700	882	1700						
Volume to Capacity	0.00	0.30	0.00	0.37	0.01	0.45						
Queue Length 95th (ft)	0	29	0	0	1	0						
Control Delay (s)	0.0	39.9	0.0	0.0	9.1	0.0						
Lane LOS	A	E			A							
Approach Delay (s)	0.0	39.9	0.0		0.1							
Approach LOS	A	E										

Intersection Summary				
Average Delay	1.3			
Intersection Capacity Utilization	45.2%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis

11: McCue Avenue & Straight Path

2010/02/09

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	8	0	0	51	0	479	0	0	539	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.78	0.78	0.78	0.88	0.88	0.88	0.82	0.82	0.82
Hourly flow rate (vph)	0	0	10	0	0	65	0	544	0	0	657	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								391			279	
pX, platoon unblocked	0.86	0.86	0.77	0.86	0.86	0.82	0.77			0.82		
vC, conflicting volume	1268	1202	658	1212	1203	544	659			544		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	756	680	408	691	680	332	409			332		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	100	100	89	100			100		
cM capacity (veh/h)	251	324	499	306	324	585	895			1014		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	10	65	544	659								
Volume Left	0	0	0	0								
Volume Right	10	65	0	1								
cSH	499	585	1700	1700								
Volume to Capacity	0.02	0.11	0.32	0.39								
Queue Length 95th (ft)	1	9	0	0								
Control Delay (s)	12.4	11.9	0.0	0.0								
Lane LOS	B	B										
Approach Delay (s)	12.4	11.9	0.0	0.0								
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.7									
Intersection Capacity Utilization			38.4%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

9: Merritt Avenue & Straight Path

2010/02/09



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑	
Volume (veh/h)	0	26	0	773	589	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.68	0.68	0.96	0.96	0.90	0.90
Hourly flow rate (vph)	0	38	0	805	654	2
Pedestrians	21					
Lane Width (ft)	16.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				232	357	
pX, platoon unblocked	0.77	0.70	0.70			
vC, conflicting volume	1079	677	678			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	234	322	323			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	92	100			
cM capacity (veh/h)	558	464	852			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	38	403	403	657
Volume Left	0	0	0	0
Volume Right	38	0	0	2
cSH	464	1700	1700	1700
Volume to Capacity	0.08	0.24	0.24	0.39
Queue Length 95th (ft)	7	0	0	0
Control Delay (s)	13.5	0.0	0.0	0.0
Lane LOS	B			
Approach Delay (s)	13.5	0.0		0.0
Approach LOS	B			

Intersection Summary			
Average Delay		0.3	
Intersection Capacity Utilization		41.1%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

21: N 9th Street & Montaukett Street

2010/02/09



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↩	↩		↩	
Volume (veh/h)	0	38	30	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.73	0.73	0.72	0.72	0.73	0.73
Hourly flow rate (vph)	0	52	42	0	0	0
Pedestrians		8	8		11	
Lane Width (ft)		11.0	11.0		10.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		1	1		1	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	53				113	61
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	53				113	61
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1554				877	996

Direction, Lane #	NB 1	SB 1	NE 1
Volume Total	52	42	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1554	1700	1700
Volume to Capacity	0.00	0.02	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary		
Average Delay	0.0	
Intersection Capacity Utilization	15.7%	ICU Level of Service A
Analysis Period (min)	15	

HCM Unsignalized Intersection Capacity Analysis

20: Washington Avenue & Montaukett Street

2010/02/09



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Volume (veh/h)	0	128	8	0	6	0	7	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.74	0.74	0.74	0.73	0.73	0.73	0.73	0.73	0.73	0.72	0.72	0.72
Hourly flow rate (vph)	0	173	11	0	8	0	10	0	0	0	0	0
Pedestrians		9			9			9			9	
Lane Width (ft)		10.0			10.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		343										
pX, platoon unblocked												
vC, conflicting volume	17			193			205	205	196	205	210	26
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	17			193			205	205	196	205	210	26
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	100	100	100
cM capacity (veh/h)	1603			1384			741	687	839	741	682	1042
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	184	8	10	0								
Volume Left	0	0	10	0								
Volume Right	11	0	0	0								
cSH	1603	1384	741	1700								
Volume to Capacity	0.00	0.00	0.01	0.00								
Queue Length 95th (ft)	0	0	1	0								
Control Delay (s)	0.0	0.0	9.9	0.0								
Lane LOS			A	A								
Approach Delay (s)	0.0	0.0	9.9	0.0								
Approach LOS			A	A								

Intersection Summary

Average Delay	0.5		
Intersection Capacity Utilization	21.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

43: McCue Street & Montaukett Street

2010/02/09



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Volume (veh/h)	0	0	51	7	8	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.76	0.76	0.73	0.73	0.72	0.72
Hourly flow rate (vph)	0	0	70	10	11	0
Pedestrians	25			5	5	
Lane Width (ft)	10.0			10.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	2			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	190	41	36			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	190	41	36			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	96			
cM capacity (veh/h)	751	1014	1560			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	79	11			
Volume Left	0	70	0			
Volume Right	0	0	0			
cSH	1700	1560	1700			
Volume to Capacity	0.00	0.04	0.01			
Queue Length 95th (ft)	0	4	0			
Control Delay (s)	0.0	6.6	0.0			
Lane LOS	A	A				
Approach Delay (s)	0.0	6.6	0.0			
Approach LOS	A					

Intersection Summary			
Average Delay	5.8		
Intersection Capacity Utilization	21.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

42: Curved Path & Montaukett Street

2010/02/09



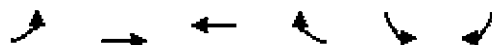
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰		↑			↱
Volume (veh/h)	15	49	9	2	0	8
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.73	0.73	0.73	0.73	0.76	0.72
Hourly flow rate (vph)	21	67	12	3	0	11
Pedestrians	25		40			40
Lane Width (ft)	10.0		10.0			10.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	2		3			3
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	90	79			40	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	90	79			40	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	93			100	
cM capacity (veh/h)	875	943			1555	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	88	15	11
Volume Left	21	0	0
Volume Right	67	3	0
cSH	926	1700	1555
Volume to Capacity	0.09	0.01	0.00
Queue Length 95th (ft)	8	0	0
Control Delay (s)	9.3	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.3	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay		7.2	
Intersection Capacity Utilization		27.2%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis 12: Acorn Street & Montaukett Street

2010/02/09



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Volume (veh/h)	11	261	121	0	3	20
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.73	0.73	0.72	0.72
Hourly flow rate (vph)	15	362	166	0	4	28
Pedestrians		17	38		50	
Lane Width (ft)		10.0	10.0		10.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		1	3		3	
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)		308				
pX, platoon unblocked						
vC, conflicting volume	216				647	233
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	216				647	233
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	96
cM capacity (veh/h)	1319				408	774

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	378	166	32
Volume Left	15	0	4
Volume Right	0	0	28
cSH	1319	1700	693
Volume to Capacity	0.01	0.10	0.05
Queue Length 95th (ft)	1	0	4
Control Delay (s)	0.4	0.0	10.4
Lane LOS	A		B
Approach Delay (s)	0.4	0.0	10.4
Approach LOS			B

Intersection Summary		
Average Delay	0.9	
Intersection Capacity Utilization	37.0%	ICU Level of Service: A
Analysis Period (min)	15	

HCM Unsignalized Intersection Capacity Analysis

22: N 10th Street & N 9th Street

2010/02/09



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖		
Volume (veh/h)	0	30	32	6	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.72	0.72	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	0	42	44	8	0	0
Pedestrians	12					
Lane Width (ft)	10.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	108	12	12			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	108	12	12			
tC, single (s)	6.4	6.6	5.1			
tC, 2 stage (s)						
tF (s)	3.5	3.7	3.1			
p0 queue free %	100	96	96			
cM capacity (veh/h)	853	960	1138			

Direction, Lane #	EB 1	NB 1
Volume Total	42	52
Volume Left	0	44
Volume Right	42	0
cSH	960	1138
Volume to Capacity	0.04	0.04
Queue Length 95th (ft)	3	3
Control Delay (s)	8.9	7.0
Lane LOS	A	A
Approach Delay (s)	8.9	7.0
Approach LOS	A	

Intersection Summary		
Average Delay	7.9	
Intersection Capacity Utilization	12.1%	ICU Level of Service A
Analysis Period (min)	15	

HCM Unsignalized Intersection Capacity Analysis

17: Washington Avenue & N 9th Street

2010/02/09

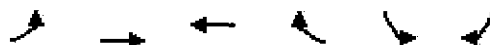


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	13	15	4	32	10	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.72	0.72	0.73	0.73	0.72	0.72
Hourly flow rate (vph)	18	21	5	44	14	3
Pedestrians	12			7	7	
Lane Width (ft)	10.0			11.0	11.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	89	34	29			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	89	34	29			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	98	100			
cM capacity (veh/h)	901	1030	1584			
Direction Lane #	EB 1	NB 1	SB 1			
Volume Total	39	49	17			
Volume Left	18	5	0			
Volume Right	21	0	3			
cSH	966	1584	1700			
Volume to Capacity	0.04	0.00	0.01			
Queue Length 95th (ft)	3	0	0			
Control Delay (s)	8.9	0.8	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.9	0.8	0.0			
Approach LOS	A					

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	18.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis 16: Acorn Street & N 9th Street

2010/02/09



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Volume (veh/h)	0	100	214	0	61	36
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.73	0.73	0.72	0.72
Hourly flow rate (vph)	0	139	293	0	85	50
Pedestrians		8	15		28	
Lane Width (ft)		10.0	10.0		11.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		1	1		2	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		1069				
pX, platoon unblocked						
vC, conflicting volume	321				475	329
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	321				475	329
tC, single (s)	4.1				6.6	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.3
p0 queue free %	100				83	93
cM capacity (veh/h)	1223				507	698

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	139	293	135
Volume Left	0	0	85
Volume Right	0	0	50
cSH	1223	1700	564
Volume to Capacity	0.00	0.17	0.24
Queue Length 95th (ft)	0	0	23
Control Delay (s)	0.0	0.0	13.4
Lane LOS			B
Approach Delay (s)	0.0	0.0	13.4
Approach LOS			B

Intersection Summary			
Average Delay		3.2	
Intersection Capacity Utilization		26.4%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis 13: Acorn Street & Curved Path

2010/02/09



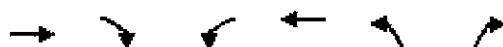
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Volume (veh/h)	15	249	119	49	0	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.73	0.73	0.76	0.76
Hourly flow rate (vph)	21	346	163	67	0	3
Pedestrians		25	35		58	
Lane Width (ft)		10.0	10.0		10.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		4	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		699				
pX, platoon unblocked						
vC, conflicting volume	288				677	280
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	288				677	280
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	100
cM capacity (veh/h)	1234				388	721

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	367	230	3
Volume Left	21	0	0
Volume Right	0	67	3
cSH	1234	1700	721
Volume to Capacity	0.02	0.14	0.00
Queue Length 95th (ft)	1	0	0
Control Delay (s)	0.6	0.0	10.0
Lane LOS	A		B
Approach Delay (s)	0.6	0.0	10.0
Approach LOS			B

Intersection Summary			
Average Delay		0.4	
Intersection Capacity Utilization		41.0%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis 18: Washington Avenue & Garage Entrance

2010/02/09



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩			↩	↩	
Volume (veh/h)	28	100	0	6	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.72	0.76	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	39	132	0	8	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	428					
pX, platoon unblocked						
vC, conflicting volume			170		113	105
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			170		113	105
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1419		889	955

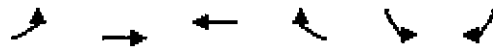
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	170	8	0
Volume Left	0	0	0
Volume Right	132	0	0
cSH	1700	1419	1700
Volume to Capacity	0.10	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary		
Average Delay	0.0	
Intersection Capacity Utilization	11.0%	ICU Level of Service A
Analysis Period (min)	15	

HCM Unsignalized Intersection Capacity Analysis

14: Acorn Street & Garage Exit

2010/02/09



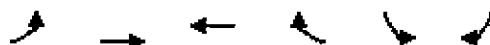
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	
Volume (veh/h)	0	249	168	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.74	0.74	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	0	336	230	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		855				
pX, platoon unblocked						
vC, conflicting volume	230				567	230
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	230				567	230
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1350				489	814

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	336	230	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.20	0.14	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		16.4%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis 15: Acorn Street & Garage Entrance

2010/02/09



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔			
Volume (veh/h)	149	100	168	82	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.74	0.74	0.73	0.73	0.92	0.92
Hourly flow rate (vph)	201	135	230	112	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		988				
pX, platoon unblocked						
vC, conflicting volume	342				824	286
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	342				824	286
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	84				100	100
cM capacity (veh/h)	1228				289	758

Direction, Lane #	EB 1	WB 1
Volume Total	336	342
Volume Left	201	0
Volume Right	0	112
cSH	1228	1700
Volume to Capacity	0.16	0.20
Queue Length 95th (ft)	15	0
Control Delay (s)	5.7	0.0
Lane LOS	A	
Approach Delay (s)	5.7	0.0
Approach LOS		

Intersection Summary		
Average Delay	2.8	
Intersection Capacity Utilization	34.0%	ICU Level of Service A
Analysis Period (min)	15	

Lanes, Volumes, Timings
4: Nicolls Road & Straight Path

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↖	↗		↖	↗	
Volume (vph)	15	60	18	66	24	8	11	634	69	9	547	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	10	10	10	11	11	12
Storage Length (ft)	0		0	0		0	50		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.974			0.989			0.985				
Flt Protected		0.992			0.967		0.950			0.950		
Satd. Flow (prot)	0	2002	0	0	2016	0	1380	1544	0	1572	1783	0
Flt Permitted		0.946			0.634		0.371			0.318		
Satd. Flow (perm)	0	1909	0	0	1322	0	539	1544	0	526	1783	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								19				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		562			680			133			2111	
Travel Time (s)		12.8			15.5			3.0			48.0	
Peak Hour Factor	0.73	0.73	0.73	0.88	0.88	0.88	0.92	0.92	0.92	0.83	0.83	0.83
Heavy Vehicles (%)	0%	3%	6%	2%	0%	0%	9%	1%	1%	11%	3%	0%
Bus Blockages (#/hr)	2	2	2	2	2	2	2	2	2	0	0	0
Parking (#/hr)							0	0	0			
Adj. Flow (vph)	21	82	25	75	27	9	12	689	75	11	659	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	128	0	0	111	0	12	764	0	11	660	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	0.86	1.00	1.00	0.86	1.00	1.26	1.26	1.09	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	3		1	3		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	43		20	43		5	5		5	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		5	5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		21			21							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							

2012 Weekday PM Build Condition
1 lane south of Long Island Avenue

Synchro 7 - Report
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Lanes, Volumes, Timings
4: Nicolls Road & Straight Path

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Position(ft)		37			37							
Detector 3 Size(ft)		6			6							
Detector 3 Type		Cl+Ex			Cl+Ex							
Detector 3 Channel												
Detector 3 Extend (s)		0.0			0.0							
Turn Type	custom			custom			custom			custom		
Protected Phases												
Permitted Phases	4	4		8	8		2	2		6	6	
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		45.5	45.5		45.5	45.5	
Total Split (s)	16.6	16.6	0.0	16.6	16.6	0.0	57.4	57.4	0.0	57.4	57.4	0.0
Total Split (%)	22.4%	22.4%	0.0%	22.4%	22.4%	0.0%	77.6%	77.6%	0.0%	77.6%	77.6%	0.0%
Maximum Green (s)	12.1	12.1		12.1	12.1		51.9	51.9		51.9	51.9	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	-0.5	0.0	0.0	-0.5	0.0	-1.0	-1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.5	4.0	4.0	4.5	4.0	4.0	4.5	4.5	4.0	4.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		8.0	8.0		8.0	8.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		10.7			10.6		57.9	57.9		57.9	57.9	
Actuated g/C Ratio		0.14			0.14		0.78	0.78		0.78	0.78	
v/c Ratio		0.46			0.58		0.03	0.63		0.03	0.47	
Control Delay		34.2			41.9		2.2	5.4		3.2	5.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		34.2			41.9		2.2	5.4		3.2	5.4	
LOS		C			D		A	A		A	A	
Approach Delay		34.2			41.9			5.3			5.3	
Approach LOS		C			D			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 74
 Actuated Cycle Length: 74
 Offset: 8 (11%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 9.9
 Intersection Capacity Utilization 56.7%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Lanes, Volumes, Timings
 4: Nicolls Road & Straight Path

2010/02/09

Splits and Phases: 4: Nicolls Road & Straight Path

 ø2	 ø4
57.4 s	16.6 s
 ø6	 ø8
57.4 s	16.6 s

Queues

4: Nicolls Road & Straight Path

2010/02/09



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	128	111	12	764	11	660
v/c Ratio	0.46	0.58	0.03	0.63	0.03	0.47
Control Delay	34.2	41.9	2.2	5.4	3.2	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.2	41.9	2.2	5.4	3.2	5.4
Queue Length 50th (ft)	54	48	1	71	1	103
Queue Length 95th (ft)	80	93	m2	149	5	151
Internal Link Dist (ft)	482	600		53		2031
Turn Bay Length (ft)			50		75	
Base Capacity (vph)	325	225	422	1213	412	1396
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.49	0.03	0.63	0.03	0.47

Intersection Summary

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

Lanes, Volumes, Timings

3: Washington Avenue & Straight Path

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	41	21	145	19	90	15	435	6	14	566	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1000	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	11	11	11	10	10	10	10	10	10
Storage Length (ft)	0		0	0		100	100		0	50		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.972			0.876			0.998			0.994	
Flt Protected		0.981		0.950			0.950			0.950		
Satd. Flow (prot)	0	1939	0	1570	1448	0	1516	1547	0	1516	1511	0
Flt Permitted		0.823		0.677			0.277			0.397		
Satd. Flow (perm)	0	1627	0	1119	1448	0	442	1547	0	634	1511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			150			1			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		611			343			279			534	
Travel Time (s)		13.9			7.8			6.3			12.1	
Peak Hour Factor	0.79	0.79	0.79	0.60	0.60	0.60	0.89	0.89	0.89	0.90	0.90	0.90
Heavy Vehicles (%)	7%	0%	0%	0%	0%	0%	0%	3%	0%	0%	4%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	2
Parking (#/hr)				0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	52	52	27	242	32	150	17	489	7	16	629	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	131	0	242	182	0	17	496	0	16	656	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.19	1.19	2.26	1.25	1.25	1.09	1.25	1.26	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		2	1		2	1	
Detector Template	Left											
Leading Detector (ft)	20	50		50	50		50	5		50	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	20		20	20		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		30		30	30		30			30		
Detector 2 Size(ft)		20		20	20		20			20		
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0			0.0		

Lanes, Volumes, Timings
3: Washington Avenue & Straight Path

2010/02/09

																									
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR													
Turn Type	custom			custom			custom			custom															
Protected Phases							1			1															
Permitted Phases	4	4		8	8		2	2		2	2														
Detector Phase	4	4		8	8		1			1															
Switch Phase																									
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0														
Minimum Split (s)	20.5	20.5		20.5	20.5		8.0	21.5		8.0	21.5														
Total Split (s)	23.0	23.0	0.0	23.0	23.0	0.0	8.0	43.0	0.0	8.0	43.0	0.0													
Total Split (%)	31.1%	31.1%	0.0%	31.1%	31.1%	0.0%	10.8%	58.1%	0.0%	10.8%	58.1%	0.0%													
Maximum Green (s)	18.5	18.5		18.5	18.5		4.0	37.5		4.0	37.5														
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.5		3.0	3.5														
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	2.0		1.0	2.0														
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0													
Total Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.0	5.5	4.0	4.0	5.5	4.0													
Lead/Lag							Lag	Lead		Lag	Lead														
Lead-Lag Optimize?							Yes	Yes		Yes	Yes														
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0														
Recall Mode	None	None		None	None		None	C-Max		None	C-Max														
Walk Time (s)	5.0	5.0		5.0	5.0			5.0			5.0														
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0														
Pedestrian Calls (#/hr)	0	0		0	0			0			0														
Act Effect Green (s)		17.7		17.7	17.7		48.6	43.1		48.6	43.1														
Actuated g/C Ratio		0.24		0.24	0.24		0.66	0.58		0.66	0.58														
v/c Ratio		0.33		0.90	0.39		0.05	0.55		0.03	0.74														
Control Delay		22.3		64.8	9.2		0.5	3.6		4.6	19.4														
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0														
Total Delay		22.3		64.8	9.2		0.5	3.6		4.6	19.4														
LOS		C		E	A		A	A		A	B														
Approach Delay		22.3			40.9			3.5			19.1														
Approach LOS		C			D			A			B														

Intersection Summary

Area Type: Other
Cycle Length: 74
Actuated Cycle Length: 74
Offset: 4 (5%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 20.0
Intersection Capacity Utilization 54.3%
Analysis Period (min) 15
Intersection LOS: C
ICU Level of Service A

Lanes, Volumes, Timings

3: Washington Avenue & Straight Path

2010/02/09

Splits and Phases: 3: Washington Avenue & Straight Path

ø2		ø1	ø4
43 s	6 s	23 s	ø8

Queues

3: Washington Avenue & Straight Path

2010/02/09



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	131	242	182	17	496	16	656
v/c Ratio	0.33	0.90	0.39	0.05	0.55	0.03	0.74
Control Delay	22.3	64.8	9.2	0.5	3.6	4.6	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.3	64.8	9.2	0.5	3.6	4.6	19.4
Queue Length 50th (ft)	42	106	11	0	8	1	147
Queue Length 95th (ft)	74	112	19	m0	10	m5	#442
Internal Link Dist (ft)	531		263		199		454
Turn Bay Length (ft)				100		50	
Base Capacity (vph)	420	280	475	348	901	464	882
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.86	0.38	0.05	0.55	0.03	0.74

Intersection Summary

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

Queue shown is maximum after two cycles.

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

Lanes, Volumes, Timings
2: N 13th Street & Straight Path

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	51	0	121	79	0	81	454	157	15	607	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	9	10	10	10	10	10	10	10	10
Storage Length (ft)	0		0	0		100	50		0	50		0
Storage Lanes	0		0	1		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.97					0.97	1.00		
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	2153	0	1397	1525	0	1685	1739	1507	1516	1535	0
Flt Permitted				0.463			0.211			0.396		
Satd. Flow (perm)	0	2153	0	660	1525	0	374	1739	1467	631	1535	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									171			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		266			308			357			391	
Travel Time (s)		6.0			7.0			8.1			8.9	
Confl. Peds. (#/hr)	3		17	17		3	11		3	3		11
Peak Hour Factor	0.76	0.76	0.76	0.73	0.73	0.73	0.92	0.92	0.92	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	4%	0%
Parking (#/hr)				8	8	8				0	0	0
Adj. Flow (vph)	0	67	0	166	108	0	88	493	171	18	740	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	166	108	0	88	493	171	18	740	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		9			9			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.38	1.32	1.09	1.09	1.09	1.09	1.25	1.25	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		2	1	1	2	1	
Detector Template	Left								Right			
Leading Detector (ft)	20	50		50	50		50	5	5	50	5	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	20		20	20		20	5	5	20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		30		30	30		30			30		
Detector 2 Size(ft)		20		20	20		20			20		
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												

Lanes, Volumes, Timings
2: N 13th Street & Straight Path

2010/02/09

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0		0.0	0.0		0.0			0.0		
Turn Type	Perm			pm+pt			pm+pt		Perm	D.P+P		
Protected Phases		4		3	8		1	2		1		
Permitted Phases	4			8			2		2	2	2	
Detector Phase	4	4		3	8		1			1		
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.5	20.5		8.5	21.5		8.0	21.5	21.5	8.0	21.5	
Total Split (s)	20.5	20.5	0.0	8.5	29.0	0.0	8.0	37.0	37.0	8.0	37.0	0.0
Total Split (%)	27.7%	27.7%	0.0%	11.5%	39.2%	0.0%	10.8%	50.0%	50.0%	10.8%	50.0%	0.0%
Maximum Green (s)	16.0	16.0		4.0	25.0		4.0	31.5	31.5	4.0	31.5	
Yellow Time (s)	3.0	3.0		3.5	3.0		3.0	3.5	3.5	3.0	3.5	
All-Red Time (s)	1.5	1.5		1.0	1.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.0	4.5	4.0	4.0	4.0	5.5	5.5	4.0	5.5	4.0
Lead/Lag	Lag	Lag		Lead			Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0	5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	9	9			2			2	2		2	
Act Effct Green (s)		8.9		15.8	16.3		47.3	41.8	41.8	47.3	41.8	
Actuated g/C Ratio		0.12		0.21	0.22		0.64	0.56	0.56	0.64	0.56	
v/c Ratio		0.26		0.90	0.32		0.28	0.50	0.19	0.04	0.85	
Control Delay		30.3		72.8	24.6		4.6	5.3	1.1	7.5	26.1	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		30.3		72.8	24.6		4.6	5.3	1.1	7.5	26.1	
LOS		C		E	C		A	A	A	A	C	
Approach Delay		30.3			53.8			4.3			25.7	
Approach LOS		C			D			A			C	

Intersection Summary

Area Type: Other

Cycle Length: 74

Actuated Cycle Length: 74

Offset: 68 (92%), Referenced to phase 2:NBSB, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 21.3

Intersection Capacity Utilization 61.1%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service B

Lanes, Volumes, Timings
 2: N 13th Street & Straight Path

2010/02/09

Splits and Phases: 2: N 13th Street & Straight Path

 ø2	 ø1	 ø3	 ø4
37 s	8 s	8.5 s	20.5 s
		 ø8 29 s	

Queues

2: N 13th Street & Straight Path

2010/02/09



Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	67	166	108	88	493	171	18	740
v/c Ratio	0.26	0.90	0.32	0.28	0.50	0.19	0.04	0.85
Control Delay	30.3	72.8	24.6	4.6	5.3	1.1	7.5	26.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.3	72.8	24.6	4.6	5.3	1.1	7.5	26.1
Queue Length 50th (ft)	29	68	41	1	40	0	2	257
Queue Length 95th (ft)	47	83	56	m15	97	14	m5	m#517
Internal Link Dist (ft)	186		228		277			311
Turn Bay Length (ft)				50			50	
Base Capacity (vph)	466	184	515	310	983	904	452	868
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.90	0.21	0.28	0.50	0.19	0.04	0.85

Intersection Summary

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

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	73	353	0	54	158	89	0	597	60	97	653	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	16	12	11	11	11	10	12	14	10	10	10
Storage Length (ft)	125		0	75		125	250		0	100		0
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	1.00			0.98		0.98		1.00		1.00		0.92
Frt						0.850		0.986				0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1631	2115	0	1646	1804	1518	0	3254	0	1636	1756	1422
Flt Permitted	0.575			0.212						0.270		
Satd. Flow (perm)	983	2115	0	360	1804	1492	0	3254	0	463	1756	1303
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)								15				86
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		401			550			503			232	
Travel Time (s)		9.1			12.5			11.4			5.3	
Confl. Peds. (#/hr)	6		34	34		6			5	5		21
Peak Hour Factor	0.83	0.83	0.83	0.89	0.89	0.89	0.96	0.96	0.96	0.92	0.92	0.92
Heavy Vehicles (%)	7%	1%	0%	6%	1%	2%	0%	1%	0%	3%	1%	6%
Bus Blockages (#/hr)	0	2	2	0	2	2	0	0	0	0	0	0
Parking (#/hr)								10	10			
Adj. Flow (vph)	88	425	0	61	178	100	0	622	62	105	710	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	425	0	61	178	100	0	684	0	105	710	86
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			18			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane												
Headway Factor	1.04	0.86	1.00	1.04	1.06	1.06	1.09	1.11	0.92	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2		1		1	1	1
Detector Template												Right
Leading Detector (ft)	50	50		50	50	50		5		5	5	20
Trailing Detector (ft)	0	0		0	0	0		0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0		0		0	0	0
Detector 1 Size(ft)	20	20		20	20	20		5		5	5	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)	30	30		30	30	30						
Detector 2 Size(ft)	20	20		20	20	20						
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex						

Lanes, Volumes, Timings
1: Long Island Avenue & Straight Path

2010/02/09



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0						
Turn Type	custom			Perm		Perm				custom		custom
Protected Phases					8					7	7 6	7
Permitted Phases	4	4		8		8		2		6		6
Detector Phase	4	4		8	8	8		2				
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0		4.0		10.0		10.0
Minimum Split (s)	13.5	13.5		13.5	13.5	13.5		21.0		20.5		20.5
Total Split (s)	25.0	25.0	0.0	25.0	25.0	25.0	0.0	28.0	0.0	21.0	49.0	21.0
Total Split (%)	33.8%	33.8%	0.0%	33.8%	33.8%	33.8%	0.0%	37.8%	0.0%	28.4%	66.2%	28.4%
Maximum Green (s)	20.5	20.5		20.5	20.5	20.5		23.0		16.5		16.5
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0		3.5		3.5		3.5
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5		1.5		1.0		1.0
Lost Time Adjust (s)	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-1.0	-1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.0	4.0	3.5	4.0	4.0	4.0	3.0	4.0	4.0	3.5	3.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0		3.0
Recall Mode	None	None		None	None	None		C-Max		Max		Max
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		5.0				
Flash Dont Walk (s)	18.0	18.0		18.0	18.0	18.0		11.0				
Pedestrian Calls (#/hr)	17	17		3	3	3		3				
Act Effct Green (s)	18.9	18.9		18.9	18.9	18.9		26.1		44.1	47.6	42.1
Actuated g/C Ratio	0.26	0.26		0.26	0.26	0.26		0.35		0.60	0.64	0.57
v/c Ratio	0.35	0.79		0.66	0.39	0.26		0.59		0.19	0.63	0.11
Control Delay	26.0	36.7		60.3	24.8	23.1		22.3		3.1	4.6	0.6
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.1	0.0
Total Delay	26.0	36.7		60.3	24.8	23.1		22.3		3.1	4.7	0.6
LOS	C	D		E	C	C		C		A	A	A
Approach Delay		34.9			30.7			22.3			4.2	
Approach LOS		C			C			C			A	

Intersection Summary

Area Type: Other
 Cycle Length: 74
 Actuated Cycle Length: 74
 Offset: 66 (89%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 19.4
 Intersection Capacity Utilization 69.5%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Lanes, Volumes, Timings
1: Long Island Avenue & Straight Path

2010/02/09

Lane Group	ø6
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	20.0
Minimum Split (s)	25.5
Total Split (s)	28.0
Total Split (%)	38%
Maximum Green (s)	22.5
Yellow Time (s)	3.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	0.0
Flash Dont Walk (s)	12.0
Pedestrian Calls (#/hr)	11
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/09

Splits and Phases: 1: Long Island Avenue & Straight Path

 ø2		 ø4
28 s		25 s
 ø6	 ø7	 ø8
28 s	21 s	25 s

Queues

1: Long Island Avenue & Straight Path

2010/02/09



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	88	425	61	178	100	684	105	710	86
v/c Ratio	0.35	0.79	0.66	0.39	0.26	0.59	0.19	0.63	0.11
Control Delay	26.0	36.7	60.3	24.8	23.1	22.3	3.1	4.6	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay	26.0	36.7	60.3	24.8	23.1	22.3	3.1	4.7	0.6
Queue Length 50th (ft)	32	176	24	65	35	133	8	76	0
Queue Length 95th (ft)	64	242	#81	115	71	192	m8	m67	m0
Internal Link Dist (ft)		321		470		423		152	
Turn Bay Length (ft)	125		75		125		100		
Base Capacity (vph)	279	600	102	512	423	1157	553	1130	805
Starvation Cap Reductn	0	0	0	0	0	0	0	38	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.71	0.60	0.35	0.24	0.59	0.19	0.65	0.11

Intersection Summary

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

Queue shown is maximum after two cycles.

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

Lanes, Volumes, Timings
8: Mount Avenue & Straight Path

2010/02/09

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	59	151	760	45	251	775
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	10	10	10	10
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		1.00			
Frt	0.903		0.992			
Flt Protected	0.986				0.950	
Satd. Flow (prot)	1866	0	1719	0	1444	1550
Flt Permitted	0.986				0.197	
Satd. Flow (perm)	1843	0	1719	0	299	1550
Right Turn on Red		Yes		No		
Satd. Flow (RTOR)	163					
Link Speed (mph)	30		30			30
Link Distance (ft)	1169		1139			595
Travel Time (s)	26.6		25.9			13.5
Confl. Peds. (#/hr)	30			25	25	
Peak Hour Factor	0.92	0.92	0.96	0.96	0.92	0.92
Heavy Vehicles (%)	2%	3%	1%	2%	5%	3%
Bus Blockages (#/hr)	0	0	2	2	0	0
Parking (#/hr)					0	0
Adj. Flow (vph)	64	164	792	47	273	842
Shared Lane Traffic (%)						
Lane Group Flow (vph)	228	0	839	0	273	842
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.85	0.85	1.10	1.09	1.25	1.25
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		1		2	1
Detector Template						
Leading Detector (ft)	20		5		50	5
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		5		20	5
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)					30	
Detector 2 Size(ft)					20	
Detector 2 Type					Cl+Ex	

Lanes, Volumes, Timings
8: Mount Avenue & Straight Path

2010/02/09



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector 2 Channel						
Detector 2 Extend (s)					0.0	
Turn Type					pm+pt	
Protected Phases	4		2		1	6
Permitted Phases					6	
Detector Phase	4				1	
Switch Phase						
Minimum Initial (s)	6.0		20.0		4.0	20.0
Minimum Split (s)	29.5		45.5		8.0	45.5
Total Split (s)	21.5	0.0	44.5	0.0	8.0	52.5
Total Split (%)	29.1%	0.0%	60.1%	0.0%	10.8%	70.9%
Maximum Green (s)	17.0		39.0		4.0	47.0
Yellow Time (s)	3.0		3.5		3.0	3.5
All-Red Time (s)	1.5		2.0		1.0	2.0
Lost Time Adjust (s)	-0.5	-0.5	-1.0	0.0	-0.5	-1.0
Total Lost Time (s)	4.0	3.5	4.5	4.0	3.5	4.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		8.0		1.0	8.0
Recall Mode	None		C-Max		None	C-Max
Walk Time (s)	7.0		5.0			
Flash Dont Walk (s)	18.0		11.0			
Pedestrian Calls (#/hr)	15		13			
Act Effct Green (s)	10.0		47.5		56.5	55.5
Actuated g/C Ratio	0.14		0.64		0.76	0.75
v/c Ratio	0.58		0.76		0.92	0.72
Control Delay	15.4		17.2		45.9	11.6
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	15.4		17.2		45.9	11.6
LOS	B		B		D	B
Approach Delay	15.4		17.2			20.0
Approach LOS	B		B			C

Intersection Summary

Area Type: Other

Cycle Length: 74

Actuated Cycle Length: 74

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 18.5

Intersection LOS: B

Intersection Capacity Utilization 79.7%

ICU Level of Service D

Analysis Period (min) 15

Lanes, Volumes, Timings 8: Mount Avenue & Straight Path

2010/02/09

Splits and Phases: 8: Mount Avenue & Straight Path

 ø1	 ø2	 ø4
8 s	44.5 s	21.5 s
 ø6		
52.5 s		

Queues

8: Mount Avenue & Straight Path

2010/02/09



Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	228	839	273	842
v/c Ratio	0.58	0.76	0.92	0.72
Control Delay	15.4	17.2	45.9	11.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	15.4	17.2	45.9	11.6
Queue Length 50th (ft)	28	219	24	144
Queue Length 95th (ft)	78	#573	#160	#540
Internal Link Dist (ft)	1089	1059		515
Turn Bay Length (ft)			50	
Base Capacity (vph)	566	1103	298	1162
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.40	0.76	0.92	0.72

Intersection Summary

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

Lanes, Volumes, Timings
5: Seaman Neck Road & Deer Park Avenue

2010/02/09



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔			↔	↔
Volume (vph)	324	6	16	12	7	6	11	1010	9	0	2035	931
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	10	11	12	12	11	12
Storage Length (ft)	0		0	0		0	250		0	0		300
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.994			0.968			0.999				0.850
Flt Protected		0.955			0.977		0.950					
Satd. Flow (prot)	0	2044	0	0	1977	0	1685	3452	0	0	3421	1583
Flt Permitted		0.955			0.977		0.950					
Satd. Flow (perm)	0	2044	0	0	1977	0	1685	3452	0	0	3421	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			11			1				782
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		547			197			3357			821	
Travel Time (s)		12.4			4.5			76.3			18.7	
Peak Hour Factor	0.88	0.88	0.88	0.33	0.33	0.33	0.94	0.94	0.94	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	2%
Adj. Flow (vph)	368	7	18	36	21	18	12	1074	10	0	2287	1046
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	393	0	0	75	0	12	1084	0	0	2287	1046
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.88	1.00	1.09	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		2	1			1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	30		50	5			5	5
Trailing Detector (ft)	0	0		0	0		0	0			0	0
Detector 1 Position(ft)	0	0		0	0		0	0			0	0
Detector 1 Size(ft)	20	20		20	10		20	5			5	5
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 2 Position(ft)		30			20		30					
Detector 2 Size(ft)		20			10		20					
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex					
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0					
Turn Type	Split			Split			Prot					Perm
Protected Phases	3	3		4	4		5	2			6	

Lanes, Volumes, Timings
5: Seaman Neck Road & Deer Park Avenue

2010/02/09



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												6
Detector Phase	3	3		4	4		5					
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	20.0			20.0	20.0
Minimum Split (s)	13.5	13.5		13.5	13.5		12.0	30.0			30.0	30.0
Total Split (s)	24.6	24.6	0.0	14.5	14.5	0.0	8.4	77.9	0.0	0.0	69.5	69.5
Total Split (%)	21.0%	21.0%	0.0%	12.4%	12.4%	0.0%	7.2%	66.6%	0.0%	0.0%	59.4%	59.4%
Maximum Green (s)	19.1	19.1		9.0	9.0		3.4	71.9			63.5	63.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	4.0			4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	2.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	-1.0	-1.0	-0.5	-1.5	0.0	-1.5	-1.5	-1.5
Total Lost Time (s)	5.5	4.5	4.0	5.5	4.5	3.0	4.5	4.5	4.0	2.5	4.5	4.5
Lead/Lag	Lead	Lead		Lag	Lag		Lag				Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	6.0			6.0	6.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		2.0	4.0			4.0	4.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	3.0			3.0	3.0
Recall Mode	None	None		None	None		None	Max			Max	Max
Walk Time (s)				7.0	7.0							
Flash Dont Walk (s)				20.0	20.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)		20.1			9.0		3.9	73.6			70.3	70.3
Actuated g/C Ratio		0.18			0.08		0.03	0.65			0.62	0.62
v/c Ratio		1.08			0.45		0.21	0.49			1.08	0.82
Control Delay		115.4			52.6		63.5	11.8			69.6	11.1
Queue Delay		0.0			0.0		0.0	0.0			0.0	0.0
Total Delay		115.4			52.6		63.5	11.8			69.6	11.1
LOS		F			D		E	B			E	B
Approach Delay		115.4			52.6			12.4			51.2	
Approach LOS		F			D			B			D	

Intersection Summary

Area Type: Other

Cycle Length: 117

Actuated Cycle Length: 113.8

Natural Cycle: 150

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.08

Intersection Signal Delay: 47.7

Intersection Capacity Utilization 89.7%

Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service E

Lanes, Volumes, Timings

5: Seaman Neck Road & Deer Park Avenue

2010/02/09

Splits and Phases: 5: Seaman Neck Road & Deer Park Avenue

 ø2	 ø3	 ø4
77.9 s	24.6 s	14.5 s
 ø6	 ø5	
69.5 s	8.4 s	

Queues

5: Seaman Neck Road & Deer Park Avenue

2010/02/09



Lane Group	EBT	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	393	75	12	1084	2287	1046
v/c Ratio	1.08	0.45	0.21	0.49	1.08	0.82
Control Delay	115.4	52.6	63.5	11.8	69.6	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	115.4	52.6	63.5	11.8	69.6	11.1
Queue Length 50th (ft)	~340	46	9	217	~1003	108
Queue Length 95th (ft)	#519	29	30	267	#1216	402
Internal Link Dist (ft)	467	117		3277	741	
Turn Bay Length (ft)			250			300
Base Capacity (vph)	364	184	58	2232	2114	1277
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.08	0.41	0.21	0.49	1.08	0.82

Intersection Summary

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

Lanes, Volumes, Timings
6: Acorn Street & Deer Park Avenue

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	64	152	158	69	100	56	229	1358	78	93	1644	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	15	12	16	12	9	10	8	8	11	10
Storage Length (ft)	105		85	0		0	0		75	225		75
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.966			0.992			0.996	
Flt Protected	0.950				0.985		0.950			0.950		
Satd. Flow (prot)	1770	1801	1708	0	2022	0	1577	3329	0	1476	3425	0
Flt Permitted	0.419				0.636		0.950			0.950		
Satd. Flow (perm)	780	1801	1708	0	1306	0	1577	3329	0	1476	3425	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			155		11			7			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		188			1420			383			3564	
Travel Time (s)		4.3			32.3			8.7			81.0	
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.99	0.94	0.94	0.99	0.94	0.94
Heavy Vehicles (%)	2%	2%	4%	0%	3%	0%	3%	0%	0%	6%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	2	2
Adj. Flow (vph)	74	175	182	80	116	65	231	1445	83	94	1749	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	175	182	0	261	0	231	1528	0	94	1800	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.04	0.88	1.00	0.85	1.00	1.14	1.10	1.20	1.20	1.05	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	1	2		2	1		2	1	
Detector Template				Left								
Leading Detector (ft)	50	50	5	20	50		50	5		50	5	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	20	5	20	20		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	30			30		30			30		
Detector 2 Size(ft)	20	20			20		20			20		
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0		0.0			0.0		
Turn Type	Perm		Perm	Perm			Prot			Prot		

Lanes, Volumes, Timings
6: Acorn Street & Deer Park Avenue

2010/02/09

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4								
Detector Phase	8	8		4	4		5			1		
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	14.5	14.5	14.5	31.5	31.5		10.0	17.0		10.0	28.0	
Total Split (s)	33.0	33.0	33.0	33.0	33.0	0.0	25.0	81.0	0.0	21.0	77.0	0.0
Total Split (%)	24.4%	24.4%	24.4%	24.4%	24.4%	0.0%	18.5%	60.0%	0.0%	15.6%	57.0%	0.0%
Maximum Green (s)	27.5	27.5	27.5	27.5	27.5		20.0	75.0		16.0	71.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.5	-1.5	-1.0	0.0	-1.5	-2.0	-2.5	-2.0	0.0	-1.0	-2.5	-2.0
Total Lost Time (s)	4.0	4.0	4.5	5.5	4.0	2.0	2.5	4.0	4.0	4.0	3.5	2.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	1.0		2.0	1.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				19.0	19.0						15.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)	28.0	28.0	27.5		28.0		22.2	81.6		13.4	74.8	
Actuated g/C Ratio	0.21	0.21	0.20		0.21		0.16	0.60		0.10	0.55	
v/c Ratio	0.46	0.47	0.39		0.94		0.89	0.76		0.64	0.95	
Control Delay	56.6	51.3	12.5		89.5		95.3	17.7		77.5	40.5	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.9		0.0	0.0	
Total Delay	56.6	51.3	12.5		89.5		95.3	18.5		77.5	40.5	
LOS	E	D	B		F		F	B		E	D	
Approach Delay		35.8			89.5			28.6			42.3	
Approach LOS		D			F			C			D	

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 92 (68%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 39.0

Intersection Capacity Utilization 93.5%

Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service F

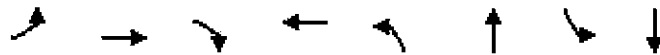
Splits and Phases: 6: Acorn Street & Deer Park Avenue

← ø1	↑ ø2	← ø4
21 s	81 s	33 s
← ø5	↓ ø6	→ ø8
25 s	77 s	33 s

Queues

6: Acorn Street & Deer Park Avenue

2010/02/09



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	74	175	182	261	231	1528	94	1800
v/c Ratio	0.46	0.47	0.39	0.94	0.89	0.76	0.64	0.95
Control Delay	56.6	51.3	12.5	89.5	95.3	17.7	77.5	40.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0
Total Delay	56.6	51.3	12.5	89.5	95.3	18.5	77.5	40.5
Queue Length 50th (ft)	57	135	19	216	201	539	80	768
Queue Length 95th (ft)	106	202	77	#353	#354	631	138	#968
Internal Link Dist (ft)		108		1340		303		3484
Turn Bay Length (ft)	105		85				225	
Base Capacity (vph)	168	387	471	289	263	2015	186	1898
Starvation Cap Reductn	0	0	0	0	0	221	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.45	0.39	0.90	0.88	0.85	0.51	0.95

Intersection Summary

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

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings

7: Long Island Avenue & Deer Park Avenue

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↗			↗	
Volume (vph)	129	4	41	7	6	5	29	1531	22	0	1703	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	8	11	12	12	11	12
Storage Length (ft)	0		0	0		0	230		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.968			0.962			0.998			0.987	
Flt Protected		0.964			0.981		0.950					
Satd. Flow (prot)	0	1995	0	0	1972	0	1564	3225	0	0	3413	0
Flt Permitted		0.777			0.887		0.057					
Satd. Flow (perm)	0	1608	0	0	1783	0	94	3225	0	0	3413	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			12			3			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		221			111			867			383	
Travel Time (s)		5.0			2.5			19.7			8.7	
Peak Hour Factor	0.80	0.80	0.80	0.42	0.42	0.42	0.96	0.96	0.96	0.91	0.91	0.91
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Parking (#/hr)								6	6			
Adj. Flow (vph)	161	5	51	17	14	12	30	1595	23	0	1871	185
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	217	0	0	43	0	30	1618	0	0	2056	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			8			8	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.88	1.00	1.20	1.14	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	1		1	1			1	
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	5		5	5			5	
Trailing Detector (ft)	0	0		0	0		0	0			0	
Detector 1 Position(ft)	0	0		0	0		0	0			0	
Detector 1 Size(ft)	20	20		20	5		5	5			5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)		30										
Detector 2 Size(ft)		20										
Detector 2 Type		Cl+Ex										
Detector 2 Channel												
Detector 2 Extend (s)		0.0										
Turn Type	Perm			Perm			Perm					

Lanes, Volumes, Timings
7: Long Island Avenue & Deer Park Avenue

2010/02/09

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4			2			6	
Permitted Phases	8			4			2					
Detector Phase	8	8		4								
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0			10.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		17.0	17.0			17.0	
Total Split (s)	32.0	32.0	0.0	32.0	32.0	0.0	103.0	103.0	0.0	0.0	103.0	0.0
Total Split (%)	23.7%	23.7%	0.0%	23.7%	23.7%	0.0%	76.3%	76.3%	0.0%	0.0%	76.3%	0.0%
Maximum Green (s)	26.5	26.5		26.5	26.5		97.0	97.0			97.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0			4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	-2.0	0.0	0.0	-1.5	0.0	-1.5	-1.5	0.0	-1.5	-1.5	0.0
Total Lost Time (s)	5.5	3.5	4.0	5.5	4.0	4.0	4.5	4.5	4.0	2.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		1.0	1.0			1.0	
Recall Mode	None	None		None	None		C-Max	C-Max			C-Max	
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				15.0	15.0						10.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effect Green (s)		23.8			23.3		103.2	103.2			103.2	
Actuated g/C Ratio		0.18			0.17		0.76	0.76			0.76	
v/c Ratio		0.75			0.14		0.42	0.66			0.79	
Control Delay		65.5			35.8		27.9	9.7			5.6	
Queue Delay		0.0			0.0		0.0	0.2			0.2	
Total Delay		65.6			35.8		27.9	9.9			5.8	
LOS		E			D		C	A			A	
Approach Delay		65.6			35.8			10.2			5.8	
Approach LOS		E			D			B			A	

Intersection Summary

Area Type: Other
 Cycle Length: 135
 Actuated Cycle Length: 135
 Offset: 105 (78%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 11.2
 Intersection Capacity Utilization 76.0%
 Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service D

Splits and Phases: 7: Long Island Avenue & Deer Park Avenue

↑ ø2 103 s	← ø4 32 s
↓ ø6 103 s	→ ø8 32 s

Queues

7: Long Island Avenue & Deer Park Avenue

2010/02/09



Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	217	43	30	1618	2056
v/c Ratio	0.75	0.14	0.42	0.66	0.79
Control Delay	65.5	35.8	27.9	9.7	5.6
Queue Delay	0.0	0.0	0.0	0.2	0.2
Total Delay	65.6	35.8	27.9	9.9	5.8
Queue Length 50th (ft)	173	23	8	316	73
Queue Length 95th (ft)	222	21	#56	433	m101
Internal Link Dist (ft)	141	31		787	303
Turn Bay Length (ft)			230		
Base Capacity (vph)	347	317	72	2466	2614
Starvation Cap Reductn	0	0	0	0	83
Spillback Cap Reductn	1	0	0	218	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.63	0.14	0.42	0.72	0.81

Intersection Summary

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

Queue shown is maximum after two cycles.

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

HCM Unsignalized Intersection Capacity Analysis

24: N 9th Street & Straight Path

2010/02/09



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑			↑
Volume (veh/h)	0	103	611	0	0	631
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.73	0.73	0.91	0.91	0.87	0.87
Hourly flow rate (vph)	0	141	671	0	0	725
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			883			133
pX, platoon unblocked	0.93	0.86			0.86	
vC, conflicting volume	1397	671			671	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1041	533			533	
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	70			100	
cM capacity (veh/h)	238	472			895	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	141	671	725
Volume Left	0	0	0
Volume Right	141	0	0
cSH	472	1700	1700
Volume to Capacity	0.30	0.39	0.43
Queue Length 95th (ft)	31	0	0
Control Delay (s)	15.9	0.0	0.0
Lane LOS	C		
Approach Delay (s)	15.9	0.0	0.0
Approach LOS	C		

Intersection Summary		
Average Delay	1.5	
Intersection Capacity Utilization	46.3%	ICU Level of Service A
Analysis Period (min)	15	

HCM Unsignalized Intersection Capacity Analysis

23: N 10th Street & Straight Path

2010/02/09

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	11	0	0	0	611	9	3	628	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.73	0.73	0.73	0.91	0.91	0.91	0.87	0.87	0.87
Hourly flow rate (vph)	0	0	0	15	0	0	0	671	10	3	722	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								534			482	
pX, platoon unblocked	0.89	0.89	0.86	0.89	0.89	0.82	0.86			0.82		
vC, conflicting volume	1400	1410	722	1405	1405	676	722			681		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1027	1038	593	1033	1033	493	593			499		
tC, single (s)	7.1	6.5	6.2	8.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	4.4	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	88	100	100	100			100		
cM capacity (veh/h)	190	206	437	125	208	474	852			880		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	0	15	0	681	3	722						
Volume Left	0	15	0	0	3	0						
Volume Right	0	0	0	10	0	0						
cSH	1700	125	1700	1700	880	1700						
Volume to Capacity	0.00	0.12	0.00	0.40	0.00	0.42						
Queue Length 95th (ft)	0	10	0	0	0	0						
Control Delay (s)	0.0	37.7	0.0	0.0	9.1	0.0						
Lane LOS	A	E			A							
Approach Delay (s)	0.0	37.7	0.0		0.0							
Approach LOS	A	E										

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

11: McCue Avenue & Straight Path

2010/02/09

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	24	0	0	2	0	454	0	0	731	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.78	0.78	0.78	0.88	0.88	0.88	0.82	0.82	0.82
Hourly flow rate (vph)	0	0	29	0	0	3	0	516	0	0	891	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								391			279	
pX, platoon unblocked	0.64	0.64	0.55	0.64	0.64	0.82	0.55			0.82		
vC, conflicting volume	1411	1408	892	1437	1409	516	893			516		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	724	720	394	765	721	298	395			298		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	92	100	100	100	100			100		
cM capacity (veh/h)	219	228	363	190	228	611	646			1044		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	29	3	516	893								
Volume Left	0	0	0	0								
Volume Right	29	3	0	1								
cSH	363	611	1700	1700								
Volume to Capacity	0.08	0.00	0.30	0.53								
Queue Length 95th (ft)	6	0	0	0								
Control Delay (s)	15.8	10.9	0.0	0.0								
Lane LOS	C	B										
Approach Delay (s)	15.8	10.9	0.0	0.0								
Approach LOS	C	B										

Intersection Summary

Average Delay	0.3			
Intersection Capacity Utilization	48.5%	ICU Level of Service	A	
Analysis Period (min)	15			

HCM Unsignalized Intersection Capacity Analysis

9: Merritt Avenue & Straight Path

2010/02/09



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑	
Volume (veh/h)	0	18	0	759	811	23
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.68	0.68	0.96	0.96	0.90	0.90
Hourly flow rate (vph)	0	26	0	791	901	26
Pedestrians	21					
Lane Width (ft)	16.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				232	357	
pX, platoon unblocked	0.59	0.51	0.51			
vC, conflicting volume	1330	935	948			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	241	393	418			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	91	100			
cM capacity (veh/h)	419	305	574			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	26	395	395	927
Volume Left	0	0	0	0
Volume Right	26	0	0	26
cSH	305	1700	1700	1700
Volume to Capacity	0.09	0.23	0.23	0.55
Queue Length 95th (ft)	7	0	0	0
Control Delay (s)	17.9	0.0	0.0	0.0
Lane LOS	C			
Approach Delay (s)	17.9	0.0		0.0
Approach LOS	C			

Intersection Summary			
Average Delay		0.3	
Intersection Capacity Utilization		54.1%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

21: N 9th Street & Montaukett Street

2010/02/09



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↩	↩		↩	
Volume (veh/h)	0	114	12	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.73	0.73	0.72	0.72	0.73	0.73
Hourly flow rate (vph)	0	156	17	0	0	0
Pedestrians		8	8		11	
Lane Width (ft)		11.0	11.0		10.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		1	1		1	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	28				192	36
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	28				192	36
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1587				791	1028

Direction, Lane #	NB 1	SB 1	NE 1
Volume Total	156	17	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1587	1700	1700
Volume to Capacity	0.00	0.01	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization	18.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

20: Washington Avenue & Montaukett Street

2010/02/09



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Volume (veh/h)	0	61	0	0	116	0	138	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.74	0.74	0.74	0.73	0.73	0.73	0.73	0.73	0.73	0.72	0.72	0.72
Hourly flow rate (vph)	0	82	0	0	159	0	189	0	0	0	0	0
Pedestrians		9			9			9			9	
Lane Width (ft)		10.0			10.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)		343										
pX, platoon unblocked												
vC, conflicting volume	168			91			259	259	100	259	259	177
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	168			91			259	259	100	259	259	177
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			72	100	100	100	100	100
cM capacity (veh/h)	1413			1507			683	640	949	683	640	861

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	82	159	189	0
Volume Left	0	0	189	0
Volume Right	0	0	0	0
cSH	1413	1507	683	1700
Volume to Capacity	0.00	0.00	0.28	0.00
Queue Length 95th (ft)	0	0	28	0
Control Delay (s)	0.0	0.0	12.3	0.0
Lane LOS			B	A
Approach Delay (s)	0.0	0.0	12.3	0.0
Approach LOS			B	A

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	28.1%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

43: McCue Street & Montaukett Street

2010/02/09



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Volume (veh/h)	1	0	2	138	1	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.76	0.76	0.73	0.73	0.72	0.72
Hourly flow rate (vph)	1	0	3	189	1	0
Pedestrians	25			5	5	
Lane Width (ft)	10.0			10.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	2			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	226	31	26			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	226	31	26			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	749	1027	1573			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	1	192	1
Volume Left	1	3	0
Volume Right	0	0	0
cSH	749	1573	1700
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	9.8	0.1	0.0
Lane LOS	A	A	
Approach Delay (s)	9.8	0.1	0.0
Approach LOS	A		

Intersection Summary			
Average Delay		0.2	
Intersection Capacity Utilization		20.5%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

42: Curved Path & Montaukett Street

2010/02/09



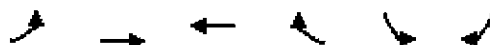
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Volume (veh/h)	17	0	140	9	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.73	0.73	0.73	0.73	0.76	0.72
Hourly flow rate (vph)	23	0	192	12	0	0
Pedestrians	25		40			40
Lane Width (ft)	10.0		10.0			10.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	2		3			3
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	263	263			229	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	263	263			229	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			100	
cM capacity (veh/h)	698	746			1327	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	23	204	0
Volume Left	23	0	0
Volume Right	0	12	0
cSH	698	1700	1700
Volume to Capacity	0.03	0.12	0.00
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.3	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.3	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay		1.1	
Intersection Capacity Utilization		28.4%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis 12: Acorn Street & Montaukett Street

2010/02/09



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Volume (veh/h)	16	207	183	133	0	17
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.73	0.73	0.72	0.72
Hourly flow rate (vph)	22	288	251	182	0	24
Pedestrians		17	38		50	
Lane Width (ft)		10.0	10.0		10.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		1	3		3	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		308				
pX, platoon unblocked					0.99	
vC, conflicting volume	483				762	409
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	483				756	409
iC, single (s)	4.1				6.4	6.2
iC, 2 stage (s)						
iF (s)	2.2				3.5	3.3
p0 queue free %	98				100	96
cM capacity (veh/h)	1052				346	617
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	310	433	24			
Volume Left	22	0	0			
Volume Right	0	182	24			
cSH	1052	1700	617			
Volume to Capacity	0.02	0.25	0.04			
Queue Length 95th (ft)	2	0	3			
Control Delay (s)	0.8	0.0	11.1			
Lane LOS	A		B			
Approach Delay (s)	0.8	0.0	11.1			
Approach LOS			B			

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	38.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

22: N 10th Street & N 9th Street

2010/02/09



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖		
Volume (veh/h)	0	12	11	103	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.72	0.72	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	0	17	15	141	0	0
Pedestrians	12					
Lane Width (ft)	10.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	183	12	12			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	183	12	12			
tC, single (s)	6.4	7.0	5.1			
tC, 2 stage (s)						
tF (s)	3.5	4.0	3.1			
p0 queue free %	100	98	99			
cM capacity (veh/h)	793	883	1138			

Direction, Lane #	EB 1	NB 1
Volume Total	17	156
Volume Left	0	15
Volume Right	17	0
cSH	883	1138
Volume to Capacity	0.02	0.01
Queue Length 95th (ft)	1	1
Control Delay (s)	9.2	0.9
Lane LOS	A	A
Approach Delay (s)	9.2	0.9
Approach LOS	A	

Intersection Summary		
Average Delay	1.7	
Intersection Capacity Utilization	16.0%	ICU Level of Service A
Analysis Period (min)	15	

HCM Unsignalized Intersection Capacity Analysis 17: Washington Avenue & N 9th Street

2010/02/09



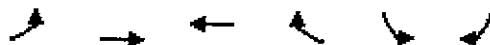
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰			↱	↱	
Volume (veh/h)	103	35	0	11	8	13
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.72	0.72	0.73	0.73	0.72	0.72
Hourly flow rate (vph)	143	49	0	15	11	18
Pedestrians	12			7	7	
Lane Width (ft)	10.0			11.0	11.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	54	39	41			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	54	39	41			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	95	100			
cM capacity (veh/h)	946	1024	1568			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	192	15	29
Volume Left	143	0	0
Volume Right	49	0	18
cSH	965	1568	1700
Volume to Capacity	0.20	0.00	0.02
Queue Length 95th (ft)	18	0	0
Control Delay (s)	9.7	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.7	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay		7.8	
Intersection Capacity Utilization	22.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis 16: Acorn Street & N 9th Street

2010/02/09



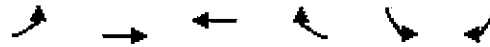
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Volume (veh/h)	0	251	231	11	41	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.73	0.73	0.72	0.72
Hourly flow rate (vph)	0	349	316	15	57	0
Pedestrians		8	15		28	
Lane Width (ft)		10.0	10.0		11.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		1	1		2	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		1069				
pX, platoon unblocked						
vC, conflicting volume	360				716	360
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	360				716	360
tC, single (s)	4.1				6.6	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.7	3.3
p0 queue free %	100				84	100
cM capacity (veh/h)	1184				360	671

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	349	332	57
Volume Left	0	0	57
Volume Right	0	15	0
cSH	1184	1700	360
Volume to Capacity	0.00	0.20	0.16
Queue Length 95th (ft)	0	0	14
Control Delay (s)	0.0	0.0	16.9
Lane LOS			C
Approach Delay (s)	0.0	0.0	16.9
Approach LOS			C

Intersection Summary			
Average Delay		1.3	
Intersection Capacity Utilization		25.6%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis 13: Acorn Street & Curved Path

2010/02/09



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Volume (veh/h)	17	190	307	0	0	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.73	0.73	0.76	0.76
Hourly flow rate (vph)	24	264	421	0	0	12
Pedestrians		25	35		58	
Lane Width (ft)		10.0	10.0		10.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		4	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		699				
pX, platoon unblocked						
vC, conflicting volume	479				825	504
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	479				825	504
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	98
cM capacity (veh/h)	1050				316	540

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	288	421	12
Volume Left	24	0	0
Volume Right	0	0	12
cSH	1050	1700	540
Volume to Capacity	0.02	0.25	0.02
Queue Length 95th (ft)	2	0	2
Control Delay (s)	0.9	0.0	11.8
Lane LOS	A		B
Approach Delay (s)	0.9	0.0	11.8
Approach LOS			B

Intersection Summary			
Average Delay		0.6	
Intersection Capacity Utilization		39.7%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis 18: Washington Avenue & Garage Entrance

2010/02/09



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩			↩	↩	↩
Volume (veh/h)	40	21	0	13	103	96
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.72	0.76	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	56	28	0	18	141	132
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	428					
pX, platoon unblocked						
vC, conflicting volume			83		87	69
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			83		87	69
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		85	87
cM capacity (veh/h)			1527		919	999

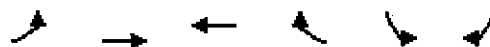
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	83	18	273
Volume Left	0	0	141
Volume Right	28	0	132
cSH	1700	1527	956
Volume to Capacity	0.05	0.00	0.29
Queue Length 95th (ft)	0	0	30
Control Delay (s)	0.0	0.0	10.3
Lane LOS			B
Approach Delay (s)	0.0	0.0	10.3
Approach LOS			B

Intersection Summary			
Average Delay		7.5	
Intersection Capacity Utilization		21.6%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

14: Acorn Street & Garage Exit

2010/02/09



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		Y	
Volume (veh/h)	0	190	182	0	82	125
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.74	0.74	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	0	257	249	0	112	171
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		855				
pX, platoon unblocked						
vC, conflicting volume	249				506	249
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	249				506	249
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				79	78
cM capacity (veh/h)	1328				530	794

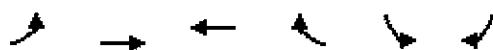
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	257	249	284
Volume Left	0	0	112
Volume Right	0	0	171
cSH	1700	1700	663
Volume to Capacity	0.15	0.15	0.43
Queue Length 95th (ft)	0	0	54
Control Delay (s)	0.0	0.0	14.4
Lane LOS			B
Approach Delay (s)	0.0	0.0	14.4
Approach LOS			B

Intersection Summary			
Average Delay		5.2	
Intersection Capacity Utilization		28.9%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

15: Acorn Street & Garage Entrance

2010/02/09



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱			
Volume (veh/h)	21	169	182	49	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.74	0.74	0.73	0.73	0.92	0.92
Hourly flow rate (vph)	28	228	249	67	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		988				
pX, platoon unblocked						
vC, conflicting volume	316				568	283
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	316				568	283
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	100
cM capacity (veh/h)	1255				477	761
Direction, Lane #	EB 1	WB 1				
Volume Total	257	316				
Volume Left	28	0				
Volume Right	0	67				
cSH	1255	1700				
Volume to Capacity	0.02	0.19				
Queue Length 95th (ft)	2	0				
Control Delay (s)	1.1	0.0				
Lane LOS	A					
Approach Delay (s)	1.1	0.0				
Approach LOS						

Intersection Summary		
Average Delay	0.5	
Intersection Capacity Utilization	29.3%	ICU Level of Service A
Analysis Period (min)	15	

Wyandanch Intermodal Transit Facility Parking Study
Wyandanch, Town of Babylon, Suffolk county, New York
On & Off-Street Parking Volumes

Location: Wyandanch downtown area within the vicinity of the Long Island Rail Road Station

2009 Existing, 2012 & 2032 No Build Conditions On & Off-Street Parking Volumes

Lot #	Location	Usage	Restriction	Existing							2012 No Build				
				Capacity			Occupied 8:30 AM	Available Parking	2009 Assign	Total Existing Parking Volumes	Remaining Available Parking	2012 Background Parking Demand	Additional Demand	Background Assign	2012 Total Parking Volumes
				Regular	Handicap	Total									
2	Corner of Straight Path & Acorn Street (North of Acorn Street)	Public (Long Island Railroad commuter parking)	None Posted	648	4	718	718	0		718	0	731	13		718
3	Corner of Straight Path & Acorn Street (South of Acorn Street)	Public (Long Island Railroad commuter parking)	None Posted	122	20	142	140	2	2	142	0	145	3		142
6	Long Island Avenue (North side, located west of Straight Path)	Public (Long Island Railroad commuter parking)	None Posted	49	0	49	38	11	11	49	0	50	1		49
7	Merritt Avenue (South side, located west of Straight Path)	Public (Long Island Railroad commuter & retail	2 hour parking for retail customer section only (Eastmost section of	145	0	145	106	39	39	145	0	148	3		145
	Winter Ave / N 13th St (btwn Straight Path & Washington Ave)		None Posted			10		10	10	10	0	10	0		10
	McCue Ave / N 12th St (between Straight Path & Washington Ave)		None Posted			7		7	7	7	0	7	0		7
	Andrews Ave / N 14th St (between Merritt Ave & Washington Ave)		None Posted			47		47	13	13	34	13	0	8	21
	N 16th St (between Merritt Ave & Washington Ave)		None Posted			12		12	12	12	0	12	0		12
	Straight Path (between Long Island Ave & Commonwealth Dr)		None Posted			14		14	6	6	8	6	0	8	14
	Long Island Ave ((between Garden City Av & S 18th St)		None Posted			11		11	6	6	5	6	0		6
	Acorn St (East of Straight Path, in front of factory)		None Posted			15		15	7	7	8	7	0	4	11
	Commonwealth Dr (btwn Straight Path & Doe St)		None Posted			25		25		0	25	0	0		0
	Garden City Ave (South of Long Island Ave)		No Parking 11 pm - 7:30 am			17		17		0	17	0	0		0
	N 17th St (between Merritt Ave & Washington Ave)		None Posted			6		6		0	6	0	0		0
				964	24	1,218	1,002	216	113	1,115	103	1,135	20	20	1,135

APPENDIX CONTENTS

Data Collection Locations

Automatic Traffic Recorder Counts

Turning Movement Counts

Travel Time Runs

Existing Condition Level of Service Tables for Extended Study Area

Existing Condition Synchro Printouts for Extended Study Area

Suffolk County Department of Public Works Accident Data and Analysis

No Build Alternative Condition Level of Service Tables for Extended Study Area

No Build Alternative Synchro Printouts for Extended Study Area

Preferred Alternative Condition Level of Service Tables for Extended Study Area

Preferred Alternative Synchro Printouts for Extended Study Area

Data Collection Map

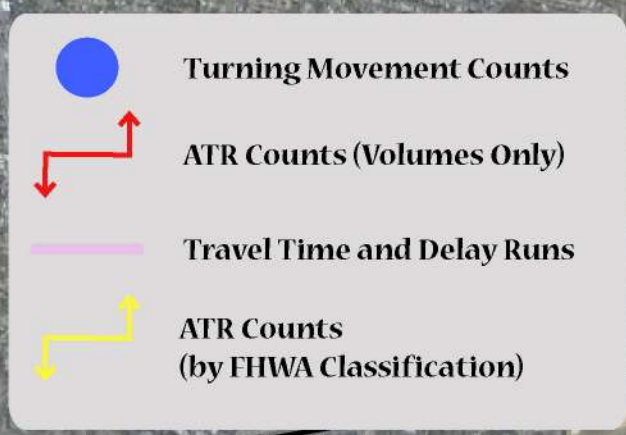
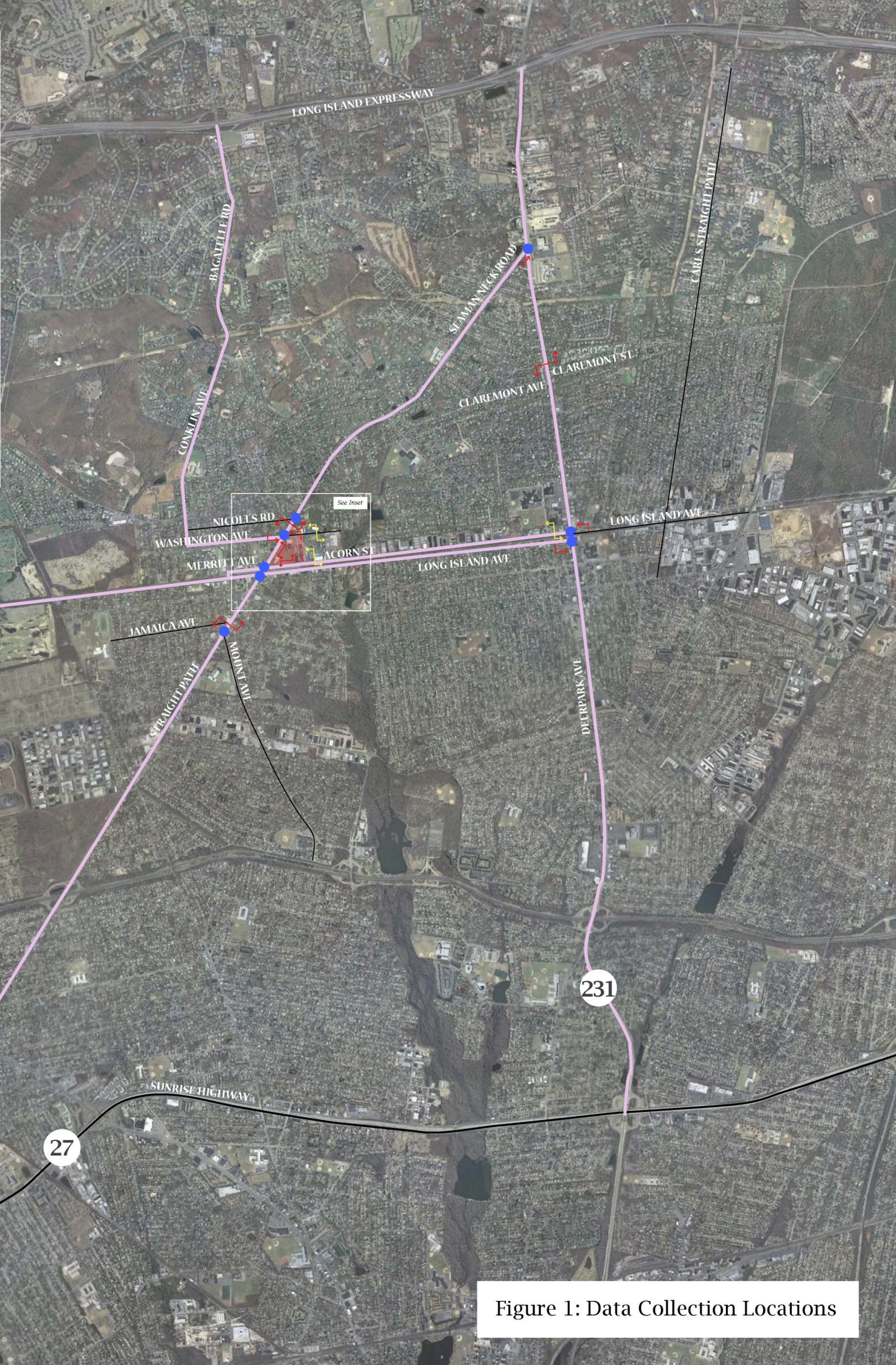
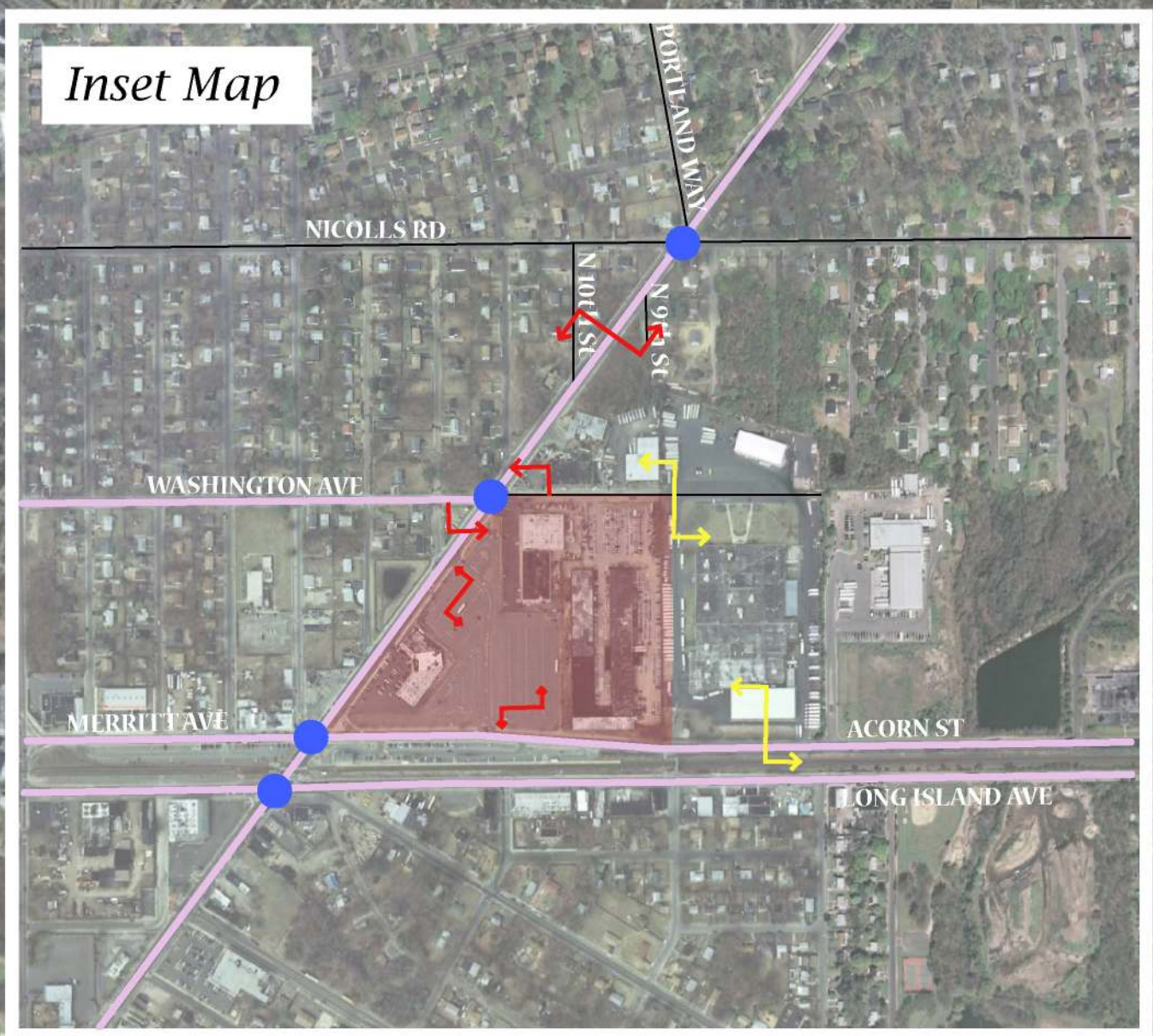


Figure 1: Data Collection Locations

Manual Turning Movement Counts

Manual turning movement counts by classification (i.e., autos, buses, light trucks, and heavy trucks) were conducted simultaneous to ATR counts in July 2009 during the weekday AM (7 to 9) and weekday PM (4 to 6:30) peak periods at the following intersections. These are also critical locations within or en route to the Project Site and area of new roadway network and street improvements.

- CR 2, Straight Path at Nicolls Road
- CR 2, Straight Path at Washington Avenue
- CR 2, Straight Path at McCue Avenue/LIRR main parking lot driveway
- CR 2, Straight Path at Merritt Avenue/Acorn Street
- CR 2, Straight Path at Long Island Avenue
- CR 2, Straight Path at Mount Avenue
- CR 2, Seaman Neck Road at SR 231, Deer Park Avenue
- SR 231, Deer Park Avenue at Long Island Avenue North/Acorn Street
- SR 231, Deer Park Avenue at Long Island Avenue South
- Acorn Street at LIRR main parking lot driveway

Automatic Traffic Recorder Counts

Twenty-four hour automatic traffic recorder (ATR) volume counts were conducted (some with speeds and/or vehicle classifications) for a one-week period in July 2009. The data were collected at the following critical locations at the Project Site, leading to the Project Site and area of new roadway network and street improvements, and along potential alternate routes to Straight Path leading to the Project Site and area of new roadway network and street improvements.

- CR 2, Straight Path between N. 9th and N. 10th Streets
- CR 2, Straight Path between Mount and Jamaica Avenues
- CR 2, Seaman Neck Road eastbound west of SR 231, Deer Park Avenue
- SR 231, Deer Park Avenue northbound north of Claremont Street
- SR 231, Deer Park Avenue southbound north of Claremont Street
- Long Island Avenue eastbound west of SR 231, Deer Park Avenue
- Long Island Avenue westbound east of SR 231, Deer Park Avenue
- Long Island Avenue between S. 16th and S. 18th Streets
- Long Island Avenue between Grand Boulevard and Doe Street
- Merritt Avenue between N. 16th and N. 17th Streets
- Acorn Street west of Richbern Court
- Acorn Street west of SR 231, Deer Park Avenue
- Washington Avenue eastbound west of Straight Path
- Washington Avenue westbound east of Straight Path
- Washington Avenue east of Straight Path (where proposed connection with N. 9th Street would be)
- Grand Boulevard between Doe and Deer Streets
- LIRR main parking lot roadway north of Acorn Street
- LIRR main parking lot roadway east of Straight Path

Travel Time and Delay Runs

Travel time and delay runs (three passes in each direction of the roadway) were conducted in July 2009 during the weekday AM (7 to 9) and weekday PM (4:30 to 6:30) peak periods along the following roadway segments.

- CR 2, Straight Path/Seaman Neck Road between SR 27, Sunrise Highway and SR 231, Deer Park Avenue
- SR 231, Deer Park Avenue/Deer Park Road between SR 27, Sunrise Highway and the
- I-495, Long Island Expressway north service road
- Bagatelle Road/Conklin Avenue/Washington Avenue between CR 2, Straight Path and the I-495, Long Island Expressway north service road
- Long Island Avenue between CR 3, Wellwood Avenue and SR 231, Deer Park Avenue
- Merritt Avenue/Acorn Street between SR 231, Deer Park Avenue and N. 18th Street

Automatic Traffic Recorder Counts

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/02/09	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
00:15	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
00:30	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	25	0	0	0	0	0	0	0	0	0	0	0	0	25
01:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
01:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
01:45	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:15	0	17	4	0	0	0	0	0	1	0	0	0	0	0	22
02:30	0	5	1	0	0	0	0	0	1	0	0	0	0	0	7
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	11	1	0	0	1	0	0	1	0	0	0	0	0	14
03:45	0	4	0	0	1	0	0	0	1	0	0	0	0	0	6
04:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	1	11	1	0	1	0	0	0	1	0	0	0	0	0	15
05:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	3	0	0	1	1	0	0	0	0	0	0	0	0	5
05:45	0	15	1	0	0	0	0	0	1	0	0	0	0	0	17
06:00	0	20	2	0	2	1	0	0	1	0	0	0	0	0	26
06:15	0	15	1	0	0	0	0	0	2	0	0	0	1	0	19
06:30	1	12	2	0	1	0	0	0	1	0	0	0	0	0	17
06:45	0	16	0	0	1	0	0	0	0	0	0	0	0	0	17
07:00	0	21	3	0	0	0	0	0	0	0	0	0	0	0	24
07:15	1	64	6	0	2	0	0	0	3	0	0	0	1	0	77
07:30	0	20	1	1	2	2	0	0	1	0	0	0	0	0	27
07:45	0	35	2	3	1	1	0	2	1	0	0	0	0	0	45
08:00	0	37	2	4	0	0	0	0	0	0	0	0	0	0	43
08:15	0	43	5	0	1	5	0	3	0	0	0	0	0	2	59
08:30	0	135	10	8	4	8	0	5	2	0	0	0	0	2	174
08:45	0	49	10	2	5	4	0	1	1	0	0	0	0	0	72
09:00	0	51	8	7	0	0	0	1	1	0	0	0	0	0	68
09:15	0	34	4	3	2	1	0	2	1	0	0	0	0	1	48
09:30	0	42	5	2	3	3	0	0	1	0	0	0	0	1	57
09:45	0	176	27	14	10	8	0	4	4	0	0	0	0	2	245
10:00	1	32	7	1	1	0	1	1	0	0	0	0	0	0	44
10:15	0	31	4	2	2	2	0	2	1	0	0	0	0	0	44
10:30	0	36	10	1	4	3	0	0	1	0	0	0	0	0	55
10:45	0	46	5	1	4	2	0	2	1	0	0	0	0	0	61
11:00	1	145	26	5	11	7	1	5	3	0	0	0	0	0	204
11:15	0	33	6	0	2	1	0	3	1	1	0	0	0	0	47
11:30	1	34	7	1	7	1	0	2	1	0	0	0	0	0	54
11:45	1	44	10	0	1	0	0	2	1	0	0	0	0	0	59
12:00	0	39	6	0	2	2	0	1	5	0	0	0	0	0	55
12:15	2	150	29	1	12	4	0	8	8	1	0	0	0	0	215
12:30	2	26	9	2	3	2	0	0	1	0	0	0	0	0	45
12:45	0	36	6	2	5	0	0	0	1	0	0	0	0	0	50
13:00	0	30	4	2	4	0	1	0	0	0	0	0	0	0	41
13:15	0	28	6	3	4	4	0	0	1	0	0	0	0	0	46
13:30	2	120	25	9	16	6	1	0	3	0	0	0	0	0	182
13:45	0	27	6	3	5	1	0	1	3	1	0	0	0	0	47
14:00	1	37	10	2	2	5	0	2	0	0	0	0	0	0	59
14:15	0	22	5	6	6	1	0	1	3	0	0	0	0	0	44
14:30	0	27	8	1	5	0	0	0	2	0	0	0	0	0	43
14:45	1	113	29	12	18	7	0	4	8	1	0	0	0	0	193
Total	8	987	160	49	76	42	2	26	35	2	0	0	1	4	1392
Percent	0.6%	70.9%	11.5%	3.5%	5.5%	3.0%	0.1%	1.9%	2.5%	0.1%	0.0%	0.0%	0.1%	0.3%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	26	8	2	4	0	0	0	2	0	0	0	0	0	42
12:15	0	41	6	3	3	2	1	1	1	1	0	0	0	0	59
12:30	0	32	16	2	3	3	0	0	0	0	0	0	0	0	56
12:45	0	40	6	6	7	1	0	0	3	0	0	0	0	0	63
	0	139	36	13	17	6	1	1	6	1	0	0	0	0	220
13:00	0	40	5	5	3	1	0	1	2	1	0	0	1	1	60
13:15	0	37	6	1	6	1	0	0	0	0	0	0	0	0	51
13:30	1	42	8	1	4	0	0	1	3	0	0	0	0	0	60
13:45	1	31	8	3	3	3	0	1	1	0	0	0	0	1	52
	2	150	27	10	16	5	0	3	6	1	0	0	1	2	223
14:00	0	35	4	3	5	2	0	0	3	0	0	0	0	0	52
14:15	0	38	11	3	4	0	0	0	1	0	0	0	0	0	57
14:30	1	40	8	2	6	0	0	0	2	0	0	0	0	0	59
14:45	0	43	4	5	8	0	0	0	1	0	0	0	0	0	61
	1	156	27	13	23	2	0	0	7	0	0	0	0	0	229
15:00	1	37	9	2	5	0	0	0	3	0	0	0	0	0	57
15:15	0	47	8	3	5	3	0	0	2	1	0	0	0	0	69
15:30	1	36	16	3	8	1	0	0	1	1	0	0	0	0	67
15:45	0	40	7	1	2	0	0	3	1	0	0	0	0	0	54
	2	160	40	9	20	4	0	3	7	2	0	0	0	0	247
16:00	1	68	10	1	4	1	0	0	0	0	0	0	0	0	85
16:15	0	46	7	0	1	1	0	1	2	1	0	0	0	0	59
16:30	0	56	12	1	3	0	0	1	4	1	0	0	0	0	78
16:45	1	58	7	0	2	0	0	0	0	0	0	0	0	0	68
	2	228	36	2	10	2	0	2	6	2	0	0	0	0	290
17:00	0	66	7	0	1	0	0	2	0	0	0	0	0	0	76
17:15	0	75	10	0	4	0	0	1	0	0	0	0	0	0	90
17:30	1	52	8	1	2	0	0	0	0	0	0	0	0	0	64
17:45	0	53	9	1	2	0	0	1	0	0	0	0	0	0	66
	1	246	34	2	9	0	0	4	0	0	0	0	0	0	296
18:00	1	62	6	0	3	0	0	0	0	0	0	0	0	0	72
18:15	0	76	5	0	2	0	0	3	0	0	0	0	0	0	86
18:30	0	47	3	0	1	0	0	2	0	0	0	0	0	0	53
18:45	0	74	6	0	3	0	0	3	0	0	0	0	0	0	86
	1	259	20	0	9	0	0	8	0	0	0	0	0	0	297
19:00	0	42	2	0	0	0	0	1	0	0	0	0	0	0	45
19:15	0	49	9	0	0	0	0	1	1	0	0	0	0	0	60
19:30	0	50	2	0	1	0	0	1	0	0	0	0	0	0	54
19:45	0	51	1	0	1	0	0	0	0	0	0	0	0	0	53
	0	192	14	0	2	0	0	3	1	0	0	0	0	0	212
20:00	0	37	4	0	1	0	0	0	0	0	0	0	0	0	42
20:15	0	23	5	0	0	0	0	0	0	0	0	0	0	0	28
20:30	1	34	4	0	2	0	0	0	0	0	0	0	0	0	41
20:45	0	26	3	0	0	0	0	0	0	0	0	0	0	0	29
	1	120	16	0	3	0	0	0	0	0	0	0	0	0	140
21:00	0	28	1	0	3	0	0	1	0	0	0	0	0	0	33
21:15	0	31	0	0	0	0	0	0	0	0	0	0	0	0	31
21:30	0	32	1	0	0	0	0	0	0	0	0	0	0	0	33
21:45	0	20	0	0	0	0	0	0	0	0	0	0	0	0	20
	0	111	2	0	3	0	0	1	0	0	0	0	0	0	117
22:00	0	19	2	0	0	0	0	1	1	0	0	0	0	0	23
22:15	0	22	3	0	1	0	0	0	0	0	0	0	0	0	26
22:30	0	28	1	0	0	0	0	1	0	0	0	0	0	0	30
22:45	0	13	0	1	0	0	0	0	0	0	0	0	0	0	14
	0	82	6	1	1	0	0	2	1	0	0	0	0	0	93
23:00	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
23:15	0	14	4	0	0	0	0	0	0	0	0	0	0	0	18
23:30	0	11	1	1	0	0	0	0	0	0	0	0	0	0	13
23:45	0	12	1	0	0	1	0	0	1	0	0	0	0	0	15
	0	49	7	1	0	1	0	0	1	0	0	0	0	0	59
Total	10	1892	265	51	113	20	1	27	35	6	0	0	1	2	2423
Percent	0.4%	78.1%	10.9%	2.1%	4.7%	0.8%	0.0%	1.1%	1.4%	0.2%	0.0%	0.0%	0.0%	0.1%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/03/09	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
00:15	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
00:30	0	6	0	0	0	0	0	1	0	0	0	0	0	0	7
00:45	0	8	0	0	0	1	0	0	0	0	0	0	0	0	9
01:00	0	36	2	0	1	1	0	1	0	0	0	0	0	0	41
01:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
01:30	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
01:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:15	0	21	5	0	0	0	0	0	0	0	0	0	0	0	26
02:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	1	2	1	0	0	0	0	0	3	0	0	0	0	0	7
03:15	0	1	0	0	0	2	0	0	1	0	0	0	0	0	4
03:30	1	9	1	0	0	2	0	0	4	0	0	0	0	0	17
03:45	0	1	0	0	1	0	0	0	1	0	0	0	0	0	3
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	2	0	0	0	1	0	0	1	0	0	0	0	0	4
04:45	0	3	0	0	1	0	0	0	1	0	0	0	0	0	5
05:00	0	10	0	0	2	1	0	0	3	0	0	0	0	0	16
05:15	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
05:30	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
05:45	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
06:00	0	12	1	0	0	1	0	0	1	0	0	0	0	0	15
06:15	0	30	2	0	3	1	0	0	1	0	0	0	0	0	37
06:30	0	10	2	0	0	0	0	0	2	0	0	0	0	0	14
06:45	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
07:00	0	11	1	0	0	0	0	2	0	0	0	0	0	0	14
07:15	0	18	3	0	3	0	0	0	0	0	0	0	0	0	24
07:30	0	48	7	0	4	0	0	2	2	0	0	0	0	0	63
07:45	0	24	1	1	0	1	0	0	0	0	0	0	0	0	27
08:00	0	33	1	4	1	0	0	0	1	0	0	0	0	0	40
08:15	0	29	4	5	0	0	0	2	0	0	0	0	0	0	40
08:30	0	38	7	2	3	0	0	2	1	0	0	0	0	0	53
08:45	0	124	13	12	4	1	0	4	2	0	0	0	0	0	160
09:00	0	48	10	3	0	1	0	0	1	0	0	0	0	1	64
09:15	1	48	5	3	2	1	0	4	2	0	0	0	0	0	66
09:30	0	36	5	1	6	1	0	2	0	0	0	0	0	0	51
09:45	0	45	6	2	3	2	0	2	1	0	0	0	0	1	62
10:00	1	177	26	9	11	5	0	8	4	0	0	0	0	2	243
10:15	0	30	5	2	3	2	0	0	2	0	0	0	0	1	45
10:30	0	29	4	1	0	2	0	0	2	0	0	0	0	0	38
10:45	1	31	9	1	4	1	0	0	0	0	0	0	0	0	47
11:00	0	36	10	0	4	3	0	1	2	0	0	0	0	0	56
11:15	1	126	28	4	11	8	0	1	6	0	0	0	0	1	186
11:30	0	32	6	0	8	3	0	0	2	0	0	0	0	0	51
11:45	0	40	7	1	5	2	0	0	0	0	0	0	0	0	55
12:00	0	45	5	1	0	0	0	3	1	0	1	0	0	0	56
12:15	1	43	6	0	3	2	0	1	1	0	0	0	0	0	57
12:30	1	160	24	2	16	7	0	4	4	0	1	0	0	0	219
12:45	0	28	3	4	6	1	0	0	3	1	0	0	0	0	46
13:00	0	33	8	2	4	1	0	1	0	0	0	0	0	1	50
13:15	1	34	7	1	2	2	0	0	1	0	0	0	0	0	48
13:30	0	26	7	2	2	0	0	1	0	0	0	0	0	0	38
13:45	1	121	25	9	14	4	0	2	4	1	0	0	0	1	182
14:00	0	31	5	2	2	4	0	2	2	0	0	0	0	0	48
14:15	0	36	7	2	8	2	0	0	1	0	0	0	0	0	56
14:30	0	31	6	1	2	2	0	0	3	0	0	0	0	0	45
14:45	1	34	12	3	5	0	0	2	1	2	0	0	0	0	60
15:00	1	132	30	8	17	8	0	4	7	2	0	0	0	0	209
Total	6	994	163	44	83	38	0	26	37	3	1	0	0	4	1399
Percent	0.4%	71.1%	11.7%	3.1%	5.9%	2.7%	0.0%	1.9%	2.6%	0.2%	0.1%	0.0%	0.0%	0.3%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	23	9	4	1	2	0	0	2	0	0	0	0	0	41
12:15	0	32	5	1	1	2	0	1	0	0	0	0	0	1	43
12:30	0	45	14	5	3	1	0	0	2	0	0	0	0	0	70
12:45	1	36	8	0	2	0	0	2	0	0	0	0	0	0	49
	1	136	36	10	7	5	0	3	4	0	0	0	0	1	203
13:00	1	39	8	0	8	3	0	1	0	0	0	0	0	0	60
13:15	0	42	4	0	6	1	0	2	1	0	0	0	0	0	56
13:30	0	40	6	1	3	2	0	3	0	0	0	0	0	0	55
13:45	0	28	5	3	4	1	0	1	0	0	0	0	0	0	42
	1	149	23	4	21	7	0	7	1	0	0	0	0	0	213
14:00	0	36	6	2	6	1	0	1	2	0	0	0	0	0	54
14:15	0	44	8	3	5	0	0	0	0	0	0	0	0	0	60
14:30	0	40	14	2	1	1	0	1	0	0	0	0	0	0	59
14:45	1	33	6	1	3	1	0	0	2	0	0	0	0	0	47
	1	153	34	8	15	3	0	2	4	0	0	0	0	0	220
15:00	0	36	9	4	3	1	0	2	2	0	0	0	0	0	57
15:15	0	42	8	1	5	1	0	0	2	0	0	0	0	0	59
15:30	0	47	10	2	6	0	0	1	0	0	0	0	0	0	66
15:45	0	38	6	0	6	2	0	1	1	0	0	0	0	0	54
	0	163	33	7	20	4	0	4	5	0	0	0	0	0	236
16:00	0	51	7	3	2	0	0	2	0	1	0	0	0	0	66
16:15	0	51	8	0	5	0	0	3	1	0	0	0	0	0	68
16:30	0	48	7	1	1	0	0	1	0	1	0	0	0	1	60
16:45	0	54	7	1	2	0	0	2	0	1	0	0	0	0	67
	0	204	29	5	10	0	0	8	1	3	0	0	0	1	261
17:00	0	70	6	0	1	1	0	1	0	0	0	0	0	0	79
17:15	0	56	4	0	6	0	0	1	1	0	0	0	1	0	69
17:30	1	66	7	0	4	0	0	1	0	0	0	0	0	0	79
17:45	0	63	6	1	2	0	0	5	0	0	0	0	0	0	77
	1	255	23	1	13	1	0	8	1	0	0	0	1	0	304
18:00	0	62	3	0	5	0	0	1	0	0	0	0	0	0	71
18:15	0	55	4	1	2	0	0	1	0	0	0	0	0	0	63
18:30	1	49	4	0	2	0	0	2	1	0	0	0	0	0	59
18:45	0	67	6	0	2	0	0	0	0	0	0	0	0	0	75
	1	233	17	1	11	0	0	4	1	0	0	0	0	0	268
19:00	0	52	7	0	1	0	0	2	0	0	0	0	0	0	62
19:15	0	44	4	0	0	0	0	0	1	0	0	0	0	0	49
19:30	0	24	2	0	0	1	0	0	0	0	0	0	0	0	27
19:45	0	35	3	0	3	0	0	0	0	0	0	0	0	0	41
	0	155	16	0	4	1	0	2	1	0	0	0	0	0	179
20:00	1	41	3	0	0	0	0	0	0	0	0	0	0	0	45
20:15	0	30	0	0	1	0	0	0	0	0	0	0	0	0	31
20:30	0	29	2	0	0	0	0	0	0	0	0	0	0	0	31
20:45	0	25	4	0	0	1	0	0	1	0	0	0	0	0	31
	1	125	9	0	1	1	0	0	1	0	0	0	0	0	138
21:00	0	30	0	0	0	0	0	0	0	0	0	0	0	0	30
21:15	0	28	3	0	1	0	0	0	0	0	0	0	0	0	32
21:30	1	29	2	0	0	0	0	0	0	0	0	0	0	0	32
21:45	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19
	1	105	6	0	1	0	0	0	0	0	0	0	0	0	113
22:00	0	24	3	0	0	0	0	0	0	0	0	0	0	0	27
22:15	0	26	3	0	0	0	0	1	0	0	0	0	0	0	30
22:30	0	13	1	0	1	0	0	0	0	0	0	0	0	0	15
22:45	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
	0	78	7	0	1	0	0	1	0	0	0	0	0	0	87
23:00	0	17	0	1	0	0	0	0	0	0	0	0	0	0	18
23:15	0	14	2	0	0	0	0	1	0	0	0	0	0	0	17
23:30	0	15	0	1	0	0	0	0	1	0	0	0	0	0	17
23:45	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
	0	54	2	2	1	0	0	1	1	0	0	0	0	0	61
Total	7	1810	235	38	105	22	0	40	20	3	0	0	1	2	2283
Percent	0.3%	79.3%	10.3%	1.7%	4.6%	1.0%	0.0%	1.8%	0.9%	0.1%	0.0%	0.0%	0.0%	0.1%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/04/09	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
00:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
00:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
00:45	1	2	0	0	0	1	0	0	0	0	0	0	0	0	4
	1	24	1	0	0	1	0	0	0	0	0	0	0	0	27
01:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
01:15	0	6	0	1	0	0	0	1	0	0	0	0	0	0	8
01:30	0	3	0	0	0	0	0	1	0	0	0	0	0	0	4
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	14	0	1	1	0	0	2	0	0	0	0	0	0	18
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
02:30	0	5	0	0	0	1	0	0	3	0	0	0	0	0	9
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	10	1	0	1	1	0	0	3	0	0	0	0	0	16
03:00	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
03:15	1	3	2	0	0	0	0	0	0	0	0	0	0	0	6
03:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	1	12	2	0	0	0	0	0	1	0	0	0	0	0	16
04:00	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
04:15	0	3	1	0	1	0	0	0	3	0	0	0	0	0	8
04:30	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
04:45	0	15	0	0	1	0	0	1	0	0	0	0	0	0	17
	0	31	2	1	2	0	0	1	3	0	0	0	0	0	40
05:00	0	13	2	0	1	1	0	0	2	0	0	0	0	0	19
05:15	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
05:30	0	11	0	1	1	1	0	0	1	0	0	0	0	0	15
05:45	0	15	2	0	1	1	0	1	0	0	0	0	0	0	20
	0	50	5	1	3	3	0	1	3	0	0	0	0	0	66
06:00	1	21	3	2	0	1	0	0	1	0	0	0	0	0	29
06:15	0	36	3	4	0	0	0	0	0	0	0	0	0	0	43
06:30	0	24	4	3	0	1	0	1	1	0	0	0	0	0	34
06:45	0	45	7	0	3	1	0	1	0	0	0	0	0	0	57
	1	126	17	9	3	3	0	2	2	0	0	0	0	0	163
07:00	0	46	9	3	4	3	0	4	2	0	0	0	0	0	71
07:15	0	51	9	2	2	1	0	0	0	0	0	0	0	0	65
07:30	0	32	1	3	2	0	0	1	0	0	0	0	0	0	39
07:45	0	37	2	5	2	0	0	0	1	0	0	0	0	0	47
	0	166	21	13	10	4	0	5	3	0	0	0	0	0	222
08:00	1	29	2	2	4	3	1	0	1	0	0	0	0	1	44
08:15	0	32	2	3	4	1	0	1	2	0	0	0	0	0	45
08:30	0	37	4	1	3	0	0	0	1	0	0	0	0	1	47
08:45	0	48	9	1	1	1	0	1	1	0	0	0	0	0	62
	1	146	17	7	12	5	1	2	5	0	0	0	0	2	198
09:00	0	38	6	1	1	1	0	0	0	0	0	0	0	0	47
09:15	0	31	7	1	5	1	0	0	2	0	0	0	0	0	47
09:30	0	35	8	0	5	1	0	2	0	0	0	0	0	0	51
09:45	1	31	11	2	2	4	0	0	3	0	0	0	0	0	54
	1	135	32	4	13	7	0	2	5	0	0	0	0	0	199
10:00	0	20	7	0	4	1	0	2	1	1	0	0	0	0	36
10:15	2	34	7	2	4	0	0	0	0	0	0	0	0	0	49
10:30	1	25	2	0	5	3	0	2	0	0	0	0	0	0	38
10:45	1	25	6	1	3	0	0	1	3	0	0	0	0	0	40
	4	104	22	3	16	4	0	5	4	1	0	0	0	0	163
11:00	1	18	5	7	4	1	0	0	0	0	0	0	0	0	36
11:15	0	29	10	2	2	2	1	0	0	0	0	0	0	0	46
11:30	0	27	5	1	4	1	1	3	1	0	0	0	0	0	43
11:45	0	12	1	0	4	0	0	1	0	0	0	0	2	0	20
	1	86	21	10	14	4	2	4	1	0	0	0	2	0	145
Total	10	904	141	49	75	32	3	24	30	1	0	0	2	2	1273
Percent	0.8%	71.0%	11.1%	3.8%	5.9%	2.5%	0.2%	1.9%	2.4%	0.1%	0.0%	0.0%	0.2%	0.2%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	16	0	0	0	0	0	0	2	0	0	0	1	0	19
12:15	0	24	0	0	0	0	0	0	0	0	0	0	1	0	25
12:30	0	19	0	0	0	1	0	0	0	0	0	0	0	0	20
12:45	0	16	1	0	1	0	1	0	0	0	0	0	0	0	19
	0	75	1	0	1	1	1	0	2	0	0	0	2	0	83
13:00	0	27	0	0	0	0	0	0	0	0	0	0	0	0	27
13:15	0	24	0	0	0	0	0	0	0	0	0	0	1	0	25
13:30	0	14	2	0	1	0	0	0	0	0	0	0	0	0	17
13:45	0	22	4	4	4	1	0	0	1	0	0	0	0	0	36
	0	87	6	4	5	1	0	0	1	0	0	0	1	0	105
14:00	0	36	8	2	2	2	0	0	0	0	0	0	0	0	50
14:15	2	26	3	4	5	1	0	1	4	0	0	0	0	0	46
14:30	0	33	11	1	8	3	0	1	3	1	0	0	0	0	61
14:45	0	39	4	3	7	1	0	0	3	0	0	0	0	0	57
	2	134	26	10	22	7	0	2	10	1	0	0	0	0	214
15:00	0	33	5	1	6	1	0	1	3	0	0	0	0	0	50
15:15	1	57	9	1	5	1	0	0	2	0	0	0	0	0	76
15:30	0	52	10	1	2	0	0	0	3	0	0	0	0	0	68
15:45	0	36	9	1	6	3	0	1	0	0	0	0	0	0	56
	1	178	33	4	19	5	0	2	8	0	0	0	0	0	250
16:00	1	63	6	1	4	1	0	2	0	1	0	0	0	1	80
16:15	0	62	5	3	8	1	0	0	1	1	0	0	0	0	81
16:30	0	46	9	0	3	2	0	2	0	0	0	0	0	0	62
16:45	1	42	9	0	2	0	0	0	2	0	0	0	0	0	56
	2	213	29	4	17	4	0	4	3	2	0	0	0	1	279
17:00	0	54	7	0	3	0	0	1	2	0	0	0	0	0	67
17:15	0	60	7	0	4	0	0	0	1	0	0	0	0	1	73
17:30	0	54	3	1	0	1	0	1	0	0	0	0	0	0	60
17:45	1	62	8	0	1	0	0	1	2	0	0	0	0	0	75
	1	230	25	1	8	1	0	3	5	0	0	0	0	1	275
18:00	0	69	4	0	1	0	0	2	1	0	0	0	0	0	77
18:15	0	64	5	0	3	0	0	2	1	0	0	0	0	0	75
18:30	0	55	6	0	3	0	0	1	0	0	0	0	0	0	65
18:45	1	90	6	0	4	0	0	1	0	0	0	0	0	0	102
	1	278	21	0	11	0	0	6	2	0	0	0	0	0	319
19:00	0	37	5	0	1	0	0	2	1	0	0	0	0	0	46
19:15	0	52	4	0	0	0	0	1	0	0	0	0	0	0	57
19:30	0	42	3	0	1	0	0	0	0	0	0	0	0	0	46
19:45	0	43	2	0	2	0	0	2	0	0	0	0	0	0	49
	0	174	14	0	4	0	0	5	1	0	0	0	0	0	198
20:00	0	36	6	0	1	0	0	1	0	0	0	0	0	0	44
20:15	0	33	5	0	0	1	0	0	0	0	0	0	0	0	39
20:30	0	38	1	0	0	0	0	0	0	0	0	0	0	0	39
20:45	0	25	3	0	1	0	0	1	0	0	0	0	0	0	30
	0	132	15	0	2	1	0	2	0	0	0	0	0	0	152
21:00	1	26	3	0	1	0	0	0	0	0	0	0	0	0	31
21:15	0	36	1	0	1	0	0	0	0	0	0	0	0	0	38
21:30	0	27	1	0	0	0	0	0	0	0	0	0	0	0	28
21:45	0	28	0	0	1	0	0	0	0	0	0	0	0	0	29
	1	117	5	0	3	0	0	0	0	0	0	0	0	0	126
22:00	1	25	1	0	2	0	0	0	0	0	0	0	0	0	29
22:15	0	30	1	0	0	0	0	0	0	0	0	0	0	0	31
22:30	1	18	3	0	0	0	0	0	0	0	0	0	0	0	22
22:45	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
	2	87	6	0	2	0	0	0	0	0	0	0	0	0	97
23:00	0	15	1	0	0	0	0	0	1	0	0	0	0	0	17
23:15	0	22	2	0	0	0	0	1	0	0	0	0	0	0	25
23:30	0	8	1	1	0	0	0	0	0	0	0	0	0	0	10
23:45	1	9	2	0	1	0	0	0	0	0	0	0	0	0	13
	1	54	6	1	1	0	0	1	1	0	0	0	0	0	65
Total	11	1759	187	24	95	20	1	25	33	3	0	0	3	2	2163
Percent	0.5%	81.3%	8.6%	1.1%	4.4%	0.9%	0.0%	1.2%	1.5%	0.1%	0.0%	0.0%	0.1%	0.1%	
Grand Total	52	8346	1151	255	547	174	7	168	190	18	1	0	8	16	10933
Percent	0.5%	76.3%	10.5%	2.3%	5.0%	1.6%	0.1%	1.5%	1.7%	0.2%	0.0%	0.0%	0.1%	0.1%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/02/09	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
00:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
00:30	0	6	0	0	0	0	0	0	1	0	0	0	0	0	7
00:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	32	0	0	0	0	0	0	1	0	0	0	0	0	33
01:15	0	3	0	0	0	0	0	0	2	0	0	0	0	0	5
01:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	3	2	0	0	0	0	0	1	0	0	0	0	0	6
01:45	0	3	1	0	1	0	0	0	2	0	0	0	0	0	7
02:00	0	14	3	0	1	0	0	0	5	0	0	0	0	0	23
02:00	0	4	0	0	0	0	0	0	2	0	0	0	0	0	6
02:15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
02:30	0	3	0	0	0	0	0	1	1	0	0	0	0	0	5
02:45	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
03:00	0	9	1	0	0	1	0	1	4	0	0	0	0	0	16
03:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
03:15	0	4	0	0	1	0	0	0	2	0	0	0	0	0	7
03:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
03:45	0	4	2	0	1	1	0	0	0	0	0	0	0	0	8
04:00	0	17	3	0	4	1	0	0	2	0	0	0	0	0	27
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	5	1	1	1	0	0	0	0	0	0	0	0	0	8
04:30	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
04:45	0	5	0	1	0	1	0	0	1	0	0	0	0	0	8
05:00	0	15	2	2	1	1	0	0	2	0	0	0	0	0	23
05:00	0	20	1	3	3	0	0	0	0	0	0	0	0	0	27
05:15	0	13	0	2	3	0	0	0	1	0	0	0	0	0	19
05:30	0	30	4	1	3	0	0	0	0	1	0	0	0	0	39
05:45	0	21	2	0	8	1	0	0	1	0	0	0	0	0	33
06:00	0	84	7	6	17	1	0	0	2	1	0	0	0	0	118
06:00	0	16	3	1	4	0	0	1	1	0	0	0	0	0	26
06:15	0	47	2	2	5	2	0	0	0	0	0	0	0	0	58
06:30	0	28	6	1	4	0	0	0	1	0	0	0	0	0	40
06:45	0	65	6	1	0	2	0	2	0	0	0	0	0	0	76
07:00	0	156	17	5	13	4	0	3	2	0	0	0	0	0	200
07:00	1	75	7	3	5	1	0	0	2	1	0	0	0	0	95
07:15	0	46	7	0	2	1	0	1	2	0	0	0	0	0	59
07:30	0	32	7	1	6	3	0	1	0	0	0	0	0	0	50
07:45	0	52	8	1	2	1	0	1	3	0	0	0	0	0	68
08:00	1	205	29	5	15	6	0	3	7	1	0	0	0	0	272
08:00	1	40	7	2	4	2	0	3	0	1	0	0	0	0	60
08:15	0	36	9	1	3	1	0	1	1	0	0	0	0	0	52
08:30	0	38	6	1	6	0	0	0	1	1	0	0	0	0	53
08:45	1	36	9	0	1	1	0	3	0	0	0	0	0	0	51
09:00	2	150	31	4	14	4	0	7	2	2	0	0	0	0	216
09:00	0	34	7	0	3	1	0	0	3	2	0	0	0	0	50
09:15	0	51	10	0	5	1	0	2	1	0	0	0	0	0	70
09:30	1	35	10	0	4	1	0	1	2	0	0	0	0	0	54
09:45	0	39	6	0	2	2	0	1	0	0	0	0	0	0	50
10:00	1	159	33	0	14	5	0	4	6	2	0	0	0	0	224
10:00	1	28	5	3	4	2	0	0	2	0	0	0	0	0	45
10:15	0	37	9	0	2	2	0	1	2	1	0	0	0	0	54
10:30	0	34	8	1	1	2	0	1	2	2	0	0	0	0	51
10:45	0	24	6	0	5	1	1	1	0	0	0	0	0	0	38
11:00	1	123	28	4	12	7	1	3	6	3	0	0	0	0	188
11:00	1	22	9	1	2	2	0	0	4	1	0	0	0	0	42
11:15	0	31	8	0	0	1	0	0	1	1	0	0	0	0	42
11:30	0	24	5	1	1	2	0	2	2	0	0	0	0	0	37
11:45	0	34	2	0	0	2	0	0	0	0	0	0	0	0	38
Total	1	111	24	2	3	7	0	2	7	2	0	0	0	0	159
Percent	0.4%	71.7%	11.9%	1.9%	6.3%	2.5%	0.1%	1.5%	3.1%	0.7%	0.0%	0.0%	0.0%	0.0%	1499

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	38	0	1	4	1	0	2	2	0	0	0	0	0	48
12:15	0	18	1	0	2	3	0	0	1	0	0	0	0	0	25
12:30	0	36	1	1	1	1	0	2	1	0	0	0	0	0	43
12:45	0	34	0	0	1	0	0	1	0	0	0	0	0	0	36
	0	126	2	2	8	5	0	5	4	0	0	0	0	0	152
13:00	0	58	9	1	4	1	0	3	1	0	0	0	0	0	77
13:15	1	25	7	1	3	1	0	0	1	1	0	0	0	0	40
13:30	0	28	8	1	1	3	0	0	0	0	0	0	0	0	41
13:45	0	29	3	0	0	1	0	1	1	1	0	0	0	0	36
	1	140	27	3	8	6	0	4	3	2	0	0	0	0	194
14:00	1	35	5	1	1	1	0	1	2	0	0	0	0	0	47
14:15	0	41	8	1	4	3	0	0	1	0	0	0	0	0	58
14:30	0	54	9	1	4	1	0	2	0	0	0	0	0	0	71
14:45	0	52	8	2	0	1	0	1	0	0	0	0	0	0	64
	1	182	30	5	9	6	0	4	3	0	0	0	0	0	240
15:00	0	44	12	0	0	0	1	1	5	0	0	0	0	0	63
15:15	0	50	9	2	6	0	0	0	0	0	0	0	0	0	67
15:30	0	52	7	1	2	0	0	0	1	0	0	0	0	0	63
15:45	0	51	9	1	0	3	0	1	0	0	0	0	0	0	65
	0	197	37	4	8	3	1	2	6	0	0	0	0	0	258
16:00	0	68	8	0	7	0	0	0	0	0	0	0	0	0	83
16:15	0	32	9	0	0	1	0	0	0	0	0	0	0	0	42
16:30	0	59	7	0	3	0	0	0	2	0	0	0	0	0	71
16:45	0	53	6	0	2	0	0	3	0	0	0	0	0	0	64
	0	212	30	0	12	1	0	3	2	0	0	0	0	0	260
17:00	0	73	10	1	0	0	0	0	1	0	0	0	0	0	85
17:15	1	43	0	0	2	0	0	0	0	0	0	0	0	0	46
17:30	1	48	5	0	3	0	0	1	0	0	0	0	0	0	58
17:45	0	61	2	0	0	0	0	1	1	0	0	0	0	0	65
	2	225	17	1	5	0	0	2	2	0	0	0	0	0	254
18:00	1	64	9	1	1	0	0	0	1	0	0	0	0	0	77
18:15	1	51	7	0	1	0	0	2	0	0	0	0	0	0	62
18:30	0	35	4	1	2	0	0	0	0	0	0	0	0	0	42
18:45	0	48	5	0	0	1	0	0	1	0	0	0	0	0	55
	2	198	25	2	4	1	0	2	2	0	0	0	0	0	236
19:00	0	45	4	0	1	0	0	0	0	0	0	0	0	0	50
19:15	0	34	4	0	1	0	0	1	1	0	0	0	0	0	41
19:30	0	36	2	0	0	0	0	1	0	0	0	0	0	0	39
19:45	0	47	2	0	0	0	0	0	2	0	0	0	0	0	51
	0	162	12	0	2	0	0	2	3	0	0	0	0	0	181
20:00	0	44	5	0	0	0	0	0	0	0	0	0	0	0	49
20:15	0	24	4	0	2	0	0	1	0	0	0	0	0	0	31
20:30	0	33	1	0	1	1	0	0	0	0	0	0	0	0	36
20:45	1	36	2	0	0	0	0	0	0	0	0	0	0	0	39
	1	137	12	0	3	1	0	1	0	0	0	0	0	0	155
21:00	0	33	4	0	0	0	0	0	0	0	0	0	0	0	37
21:15	0	33	2	0	0	0	0	0	0	0	0	0	0	0	35
21:30	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19
21:45	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
	0	98	9	0	0	0	0	0	0	0	0	0	0	0	107
22:00	0	23	2	1	0	0	0	0	0	0	0	0	0	0	26
22:15	0	21	1	0	0	0	0	0	0	0	0	0	0	0	22
22:30	0	18	2	0	0	0	0	0	0	0	0	0	0	0	20
22:45	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14
	0	76	5	1	0	0	0	0	0	0	0	0	0	0	82
23:00	0	12	0	0	0	1	0	0	0	0	0	0	0	0	13
23:15	0	16	0	1	1	0	0	0	0	0	0	0	0	0	18
23:30	0	9	0	0	0	0	0	1	0	0	0	0	0	0	10
23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
	0	43	0	1	1	1	0	1	0	0	0	0	0	0	47
Total	7	1796	206	19	60	24	1	26	25	2	0	0	0	0	2166
Percent	0.3%	82.9%	9.5%	0.9%	2.8%	1.1%	0.0%	1.2%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/03/09	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
00:15	0	9	1	0	0	0	0	1	0	0	0	0	0	0	11
00:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	28	1	0	0	0	0	1	0	0	0	0	0	0	30
01:15	0	3	0	0	0	0	0	1	0	0	0	0	0	0	4
01:30	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	4	0	0	0	0	0	1	0	0	0	0	0	0	5
02:15	0	18	0	0	0	0	0	2	0	0	0	0	0	0	20
02:30	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4
02:45	0	8	0	0	0	1	0	0	2	0	0	0	0	0	11
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
03:15	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
03:30	0	16	2	0	0	1	0	0	4	0	0	0	0	0	23
03:45	0	3	0	0	2	0	0	0	0	0	0	0	0	0	5
04:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
04:15	0	7	0	1	3	0	0	0	1	0	0	0	0	0	12
04:30	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
04:45	0	14	1	1	6	0	0	0	2	0	0	0	0	0	24
05:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
05:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
05:30	0	4	0	0	1	0	0	0	1	0	0	0	0	0	6
05:45	0	4	0	2	1	0	0	0	0	0	0	0	0	0	7
06:00	0	22	2	2	2	0	0	0	1	0	0	0	0	0	29
06:15	0	21	2	2	3	1	0	0	2	0	0	0	0	0	31
06:30	1	13	2	3	4	0	0	0	0	0	0	0	0	0	23
06:45	0	20	0	0	2	0	0	0	0	0	0	0	0	0	22
07:00	0	25	0	0	0	0	0	0	0	0	0	0	0	0	25
07:15	1	79	4	5	9	1	0	0	2	0	0	0	0	0	101
07:30	0	19	0	1	0	0	0	0	0	0	0	0	0	0	20
07:45	0	28	1	1	0	0	0	0	0	0	0	0	0	0	30
08:00	0	28	1	3	0	1	0	0	0	0	0	0	0	0	33
08:15	0	38	1	0	1	0	0	0	0	0	0	0	0	0	40
08:30	0	113	3	5	1	1	0	0	0	0	0	0	0	0	123
08:45	1	36	2	1	0	0	0	0	0	0	0	0	0	0	40
09:00	0	35	1	1	0	0	0	0	0	0	0	0	0	0	37
09:15	0	39	3	2	0	0	0	0	0	0	0	0	0	0	44
09:30	0	36	1	1	1	0	0	0	0	0	0	0	0	0	39
09:45	1	146	7	5	1	0	0	0	0	0	0	0	0	0	160
10:00	0	40	4	2	1	0	0	0	0	0	0	0	0	0	47
10:15	0	32	2	1	0	0	0	0	0	0	0	0	0	0	35
10:30	0	39	6	1	0	0	0	0	0	0	0	0	0	0	46
10:45	0	34	5	0	1	0	0	0	0	0	0	0	0	0	40
11:00	0	145	17	4	2	0	0	0	0	0	0	0	0	0	168
11:15	0	37	7	1	0	0	0	0	0	0	0	0	0	0	45
11:30	0	31	4	0	1	0	0	0	0	0	0	0	0	0	36
11:45	0	31	9	1	0	0	0	0	0	0	0	0	0	0	41
12:00	0	29	11	0	0	0	0	0	0	0	0	0	0	0	40
12:15	0	128	31	2	1	0	0	0	0	0	0	0	0	0	162
12:30	0	36	6	2	0	0	0	0	0	0	0	0	0	0	44
12:45	0	35	8	0	0	0	0	0	0	0	0	0	0	0	43
13:00	0	32	10	0	0	0	0	0	0	0	0	0	0	0	42
13:15	0	28	2	1	0	0	0	0	0	0	0	0	0	0	31
13:30	0	131	26	3	0	0	0	0	0	0	0	0	0	0	160
13:45	0	33	3	0	0	0	0	0	0	0	0	0	0	0	36
14:00	0	29	4	1	0	0	0	0	0	0	0	0	0	0	34
14:15	0	26	1	0	0	0	0	0	0	0	0	0	0	0	27
14:30	0	31	5	0	0	0	0	0	0	0	0	0	0	0	36
14:45	0	119	13	1	0	0	0	0	0	0	0	0	0	0	133
Total	2	959	107	28	22	3	0	3	9	0	0	0	0	0	1133
Percent	0.2%	84.6%	9.4%	2.5%	1.9%	0.3%	0.0%	0.3%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	34	6	0	0	0	0	0	0	0	0	0	0	0	40
12:15	0	24	1	2	0	0	0	0	0	0	0	0	0	0	27
12:30	0	40	4	1	2	0	0	0	0	0	0	0	0	0	47
12:45	0	38	3	0	0	0	0	0	0	0	0	0	0	0	41
	0	136	14	3	2	0	0	0	0	0	0	0	0	0	155
13:00	0	31	5	1	1	0	0	0	0	0	0	0	0	0	38
13:15	0	32	1	0	0	0	0	0	0	0	0	0	0	0	33
13:30	0	32	4	1	0	0	0	0	0	0	0	0	0	0	37
13:45	0	35	1	1	0	0	0	0	0	0	0	0	0	0	37
	0	130	11	3	1	0	0	0	0	0	0	0	0	0	145
14:00	0	37	3	0	1	0	0	0	0	0	0	0	0	0	41
14:15	0	32	1	2	0	0	0	0	1	0	0	0	0	0	36
14:30	0	38	2	0	0	0	0	0	0	0	0	0	0	0	40
14:45	0	34	2	3	0	0	0	0	0	0	0	0	0	0	39
	0	141	8	5	1	0	0	0	1	0	0	0	0	0	156
15:00	0	38	3	1	0	0	0	0	0	0	0	0	0	0	42
15:15	0	40	1	0	1	0	0	0	0	0	0	0	0	0	42
15:30	0	40	2	2	1	0	0	0	0	0	0	0	0	0	45
15:45	0	35	1	0	0	1	0	0	1	0	0	0	0	0	38
	0	153	7	3	2	1	0	0	1	0	0	0	0	0	167
16:00	0	47	1	1	1	0	0	0	0	0	0	0	0	0	50
16:15	0	42	1	0	0	0	0	0	0	0	0	0	0	0	43
16:30	0	44	1	1	1	0	0	0	0	0	0	0	0	0	47
16:45	0	42	1	1	1	0	0	0	0	0	0	0	0	0	45
	0	175	4	3	3	0	0	0	0	0	0	0	0	0	185
17:00	0	53	2	1	1	0	0	0	0	0	0	0	0	0	57
17:15	0	38	1	0	0	0	0	0	0	0	0	0	0	0	39
17:30	0	41	1	0	0	0	0	0	0	0	0	0	0	0	42
17:45	0	39	1	2	0	0	0	0	0	0	0	0	0	0	42
	0	171	5	3	1	0	0	0	0	0	0	0	0	0	180
18:00	0	43	1	0	1	1	0	0	0	0	0	0	0	0	46
18:15	0	40	1	1	1	0	0	0	0	0	0	0	0	0	43
18:30	0	28	1	0	0	0	0	0	0	0	0	0	0	0	29
18:45	0	34	1	0	0	0	0	0	0	0	0	0	0	0	35
	0	145	4	1	2	1	0	0	0	0	0	0	0	0	153
19:00	0	35	0	0	0	0	0	0	0	0	0	0	0	0	35
19:15	0	30	1	0	0	0	0	0	0	0	0	0	0	0	31
19:30	0	23	0	0	0	0	0	0	0	0	0	0	0	0	23
19:45	0	26	1	1	0	0	0	0	0	0	0	0	0	0	28
	0	114	2	1	0	0	0	0	0	0	0	0	0	0	117
20:00	0	24	0	0	0	0	0	0	0	0	0	0	0	0	24
20:15	0	20	0	0	0	0	0	0	0	0	0	0	0	0	20
20:30	0	24	1	0	0	0	0	0	0	0	0	0	0	0	25
20:45	0	19	0	0	0	0	0	0	0	0	0	0	0	0	19
	0	87	1	0	0	0	0	0	0	0	0	0	0	0	88
21:00	0	27	1	0	0	0	0	0	0	0	0	0	0	0	28
21:15	0	20	0	0	0	0	0	0	0	0	0	0	0	0	20
21:30	0	26	0	0	0	0	0	0	0	0	0	0	0	0	26
21:45	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
	0	84	1	0	0	0	0	0	0	0	0	0	0	0	85
22:00	0	21	0	0	0	0	0	0	0	0	0	0	0	0	21
22:15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
22:30	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
22:45	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
	0	58	0	0	0	0	0	0	0	0	0	0	0	0	58
23:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
23:15	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16
23:30	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
23:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
	0	46	0	0	0	0	0	0	0	0	0	0	0	0	46
Total	0	1440	57	22	12	2	0	0	2	0	0	0	0	0	1535
Percent	0.0%	93.8%	3.7%	1.4%	0.8%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/04/09	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
00:15	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
00:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
00:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	37	0	0	0	0	0	0	0	0	0	0	0	0	37
01:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
01:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
02:15	0	22	0	0	0	0	0	0	0	0	0	0	0	0	22
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
03:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
04:15	0	8	0	0	0	0	0	0	1	0	0	0	0	0	9
04:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45	0	27	0	0	0	0	0	0	1	0	0	0	0	0	28
05:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
05:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
05:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
05:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
06:00	0	27	0	0	0	0	0	0	0	0	0	0	0	0	27
06:15	0	20	0	0	0	0	0	0	0	0	0	0	0	0	20
06:30	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17
06:45	0	23	0	0	0	0	0	0	0	0	0	0	0	0	23
07:00	0	25	0	0	0	0	0	0	0	0	0	0	0	0	25
07:15	0	84	1	0	0	0	0	0	0	0	0	0	0	0	85
07:30	0	19	0	0	0	0	0	0	0	0	0	0	0	0	19
07:45	0	41	1	0	0	0	0	1	0	0	0	0	0	0	43
08:00	0	19	2	0	1	1	0	0	0	1	0	0	0	0	24
08:15	0	16	3	0	0	0	1	3	1	1	0	0	0	0	25
08:30	0	95	6	0	1	1	1	4	1	2	0	0	0	0	111
08:45	0	25	2	0	2	0	0	0	0	0	0	0	0	0	29
09:00	1	19	4	1	4	0	0	2	0	0	0	0	0	0	31
09:15	0	28	2	0	1	0	0	0	2	0	0	0	0	0	33
09:30	0	23	2	0	2	1	0	1	0	0	0	0	0	0	29
09:45	1	95	10	1	9	1	0	3	2	0	0	0	0	0	122
10:00	0	11	0	0	1	1	1	1	0	1	1	0	0	0	17
10:15	5	27	2	0	1	0	0	0	0	0	0	0	0	0	35
10:30	16	26	1	0	1	2	0	1	3	0	0	0	0	0	50
10:45	8	28	1	2	0	0	1	2	0	2	0	0	0	0	44
11:00	29	92	4	2	3	3	2	4	3	3	1	0	0	0	146
11:15	6	34	2	0	1	1	0	0	1	0	0	0	0	0	45
11:30	3	26	2	0	0	1	0	0	1	1	0	0	0	0	34
11:45	3	23	3	0	0	0	1	2	0	1	0	0	0	0	33
12:00	6	26	3	0	1	0	0	3	0	0	1	0	0	0	40
12:15	18	109	10	0	2	2	1	5	2	2	1	0	0	0	152
12:30	0	53	2	0	1	0	0	0	0	0	0	0	0	0	56
12:45	2	31	3	0	2	1	1	0	1	1	0	0	0	0	42
13:00	0	19	5	2	3	0	0	1	1	2	0	1	0	0	34
13:15	2	19	2	0	2	0	1	0	2	0	0	0	0	0	28
13:30	4	122	12	2	8	1	2	1	4	3	0	1	0	0	160
13:45	5	40	1	0	1	1	0	0	0	0	0	0	0	0	48
14:00	6	28	1	0	0	0	1	0	0	2	0	1	0	0	39
14:15	1	32	4	0	2	0	0	0	0	1	0	0	0	0	40
14:30	1	25	1	0	0	0	0	0	1	1	0	0	0	0	29
14:45	13	125	7	0	3	1	1	0	1	4	0	1	0	0	156
Total	65	848	50	5	26	9	7	17	14	14	2	2	0	0	1059
Percent	6.1%	80.1%	4.7%	0.5%	2.5%	0.8%	0.7%	1.6%	1.3%	1.3%	0.2%	0.2%	0.0%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	1	25	4	0	0	0	0	1	0	1	0	0	0	0	32
12:15	3	27	2	0	1	0	2	0	0	1	0	0	0	0	36
12:30	0	17	2	1	0	0	1	4	0	2	0	0	0	0	27
12:45	4	27	4	0	5	0	0	1	0	0	0	0	0	0	41
	8	96	12	1	6	0	3	6	0	4	0	0	0	0	136
13:00	3	65	2	0	1	0	0	0	0	1	0	0	0	0	72
13:15	19	34	1	0	0	0	1	0	0	1	0	0	0	0	56
13:30	8	27	1	3	1	0	0	1	2	0	0	0	0	0	43
13:45	0	28	5	3	2	0	0	2	0	1	0	0	0	0	41
	30	154	9	6	4	0	1	3	2	3	0	0	0	0	212
14:00	0	53	5	2	4	2	0	1	3	1	0	0	0	0	71
14:15	0	36	11	0	4	1	0	1	3	0	0	0	0	0	56
14:30	0	35	8	0	4	1	0	3	0	0	0	0	0	0	51
14:45	0	59	11	4	2	0	0	0	0	0	0	0	0	0	76
	0	183	35	6	14	4	0	5	6	1	0	0	0	0	254
15:00	0	50	8	1	7	2	0	2	4	0	0	0	0	0	74
15:15	0	47	9	2	5	0	0	2	0	0	0	0	0	0	65
15:30	0	55	7	2	5	1	0	0	1	0	0	0	0	0	71
15:45	0	44	8	0	1	2	0	0	3	0	0	0	0	0	58
	0	196	32	5	18	5	0	4	8	0	0	0	0	0	268
16:00	0	63	5	2	5	0	0	0	0	0	0	0	0	0	75
16:15	0	46	4	2	1	0	0	0	0	0	0	0	0	0	53
16:30	0	61	9	0	2	0	0	2	0	0	0	0	0	0	74
16:45	0	63	5	0	0	0	0	1	0	0	0	0	0	0	69
	0	233	23	4	8	0	0	3	0	0	0	0	0	0	271
17:00	0	78	3	2	1	0	0	1	2	0	0	0	0	0	87
17:15	1	43	8	0	2	0	0	1	0	0	0	0	0	0	55
17:30	0	49	3	0	0	0	0	3	0	0	0	0	0	0	55
17:45	0	55	5	1	1	0	0	2	0	0	0	0	0	0	64
	1	225	19	3	4	0	0	7	2	0	0	0	0	0	261
18:00	0	49	2	1	1	0	0	0	0	0	0	0	0	0	53
18:15	0	51	4	0	0	0	0	1	0	0	0	0	0	0	56
18:30	0	41	2	0	0	0	0	2	0	0	0	0	0	0	45
18:45	0	63	3	1	1	0	0	0	0	0	0	0	0	0	68
	0	204	11	2	2	0	0	3	0	0	0	0	0	0	222
19:00	0	47	9	0	1	1	0	0	0	0	0	0	0	0	58
19:15	0	45	2	0	0	0	0	1	0	0	0	0	0	0	48
19:30	0	38	3	0	1	0	0	1	0	0	0	0	0	0	43
19:45	0	42	7	0	0	0	0	0	0	0	0	0	0	0	49
	0	172	21	0	2	1	0	2	0	0	0	0	0	0	198
20:00	0	46	2	0	0	0	0	0	0	0	0	0	0	0	48
20:15	0	46	9	0	1	0	0	0	0	0	0	0	0	0	56
20:30	0	38	3	0	0	0	0	1	1	0	0	0	0	0	43
20:45	0	23	2	0	0	0	0	0	1	0	0	0	0	0	26
	0	153	16	0	1	0	0	1	2	0	0	0	0	0	173
21:00	0	47	5	0	2	0	0	1	0	0	0	0	0	0	55
21:15	0	32	3	0	0	0	0	0	0	0	0	0	0	0	35
21:30	0	29	3	0	0	0	0	0	0	0	0	0	0	0	32
21:45	0	24	0	0	0	0	0	0	0	0	0	0	0	0	24
	0	132	11	0	2	0	0	1	0	0	0	0	0	0	146
22:00	0	26	0	0	0	0	0	1	0	0	0	0	0	0	27
22:15	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
22:30	0	19	1	0	0	0	0	0	0	0	0	0	0	0	20
22:45	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17
	0	80	4	0	0	0	0	1	0	0	0	0	0	0	85
23:00	0	11	0	0	0	0	0	1	0	0	0	0	0	0	12
23:15	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
23:30	0	11	0	1	0	1	0	0	0	0	0	0	0	0	13
23:45	0	12	1	0	0	0	0	1	0	0	0	0	0	0	14
	0	45	1	1	0	1	0	2	0	0	0	0	0	0	50
Total	39	1873	194	28	61	11	4	38	20	8	0	0	0	0	2276
Percent	1.7%	82.3%	8.5%	1.2%	2.7%	0.5%	0.2%	1.7%	0.9%	0.4%	0.0%	0.0%	0.0%	0.0%	
Grand Total	119	7991	792	130	275	86	13	107	116	35	2	2	0	0	9668
Percent	1.2%	82.7%	8.2%	1.3%	2.8%	0.9%	0.1%	1.1%	1.2%	0.4%	0.0%	0.0%	0.0%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

EB

Site Code: 18589

Acron St EB W/O SR 231

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/02/09	0	62	14	2	3	1	0	0	0	0	0	0	0	1	83
00:15	1	63	17	5	7	3	0	4	0	0	0	0	1	1	102
00:30	0	59	16	3	2	1	0	1	2	0	0	0	0	0	84
00:45	1	58	21	3	4	4	0	0	1	0	0	0	0	1	93
	2	242	68	13	16	9	0	5	3	0	0	0	1	3	362
01:00	1	74	22	6	6	1	0	3	1	0	0	0	3	4	121
01:15	1	79	12	1	4	0	0	1	2	0	0	0	0	0	100
01:30	1	82	11	17	2	0	0	3	0	0	0	0	1	2	119
01:45	0	101	15	3	5	1	0	1	2	0	0	0	0	1	129
	3	336	60	27	17	2	0	8	5	0	0	0	4	7	469
02:00	0	68	17	4	5	1	0	0	2	1	0	0	0	1	99
02:15	0	58	10	4	7	1	0	1	1	0	0	0	3	7	92
02:30	0	87	19	1	1	2	0	1	2	0	0	0	0	1	114
02:45	1	79	8	2	2	1	0	1	1	0	0	0	3	3	101
	1	292	54	11	15	5	0	3	6	1	0	0	6	12	406
03:00	1	72	17	2	4	0	0	2	1	0	0	0	0	4	103
03:15	0	70	10	0	6	1	0	2	0	0	0	0	1	1	91
03:30	1	82	13	3	8	1	0	1	0	0	0	0	0	0	109
03:45	0	101	14	0	2	0	0	0	0	0	0	0	0	3	120
	2	325	54	5	20	2	0	5	1	0	0	0	1	8	423
04:00	1	92	15	0	3	1	0	2	0	0	0	0	0	3	117
04:15	0	78	16	0	3	1	0	3	1	1	0	0	2	7	112
04:30	0	79	16	1	4	1	0	1	1	0	0	0	2	8	113
04:45	0	86	16	2	1	0	0	2	1	0	0	0	0	1	109
	1	335	63	3	11	3	0	8	3	1	0	0	4	19	451
05:00	0	81	14	1	0	0	0	4	0	0	0	0	2	1	103
05:15	1	63	17	1	2	0	0	3	0	0	0	0	1	3	91
05:30	0	69	7	0	1	0	0	1	0	0	0	0	0	0	78
05:45	0	80	12	0	1	0	0	1	0	0	0	0	0	1	95
	1	293	50	2	4	0	0	9	0	0	0	0	3	5	367
06:00	0	81	12	0	1	0	0	0	0	0	0	0	0	0	94
06:15	0	60	5	0	2	0	0	0	0	0	0	0	0	0	67
06:30	2	46	8	0	0	0	0	2	0	0	0	0	0	0	58
06:45	0	59	10	0	0	0	0	0	0	0	0	0	0	0	69
	2	246	35	0	3	0	0	2	0	0	0	0	0	0	288
07:00	0	53	6	0	1	0	0	1	0	0	0	1	0	0	62
07:15	0	42	7	0	0	0	0	0	0	0	0	0	0	0	49
07:30	0	53	7	0	0	0	0	0	1	0	0	0	0	0	61
07:45	0	43	2	1	0	0	0	0	0	0	0	0	0	0	46
	0	191	22	1	1	0	0	1	1	0	0	1	0	0	218
08:00	1	31	5	1	1	0	0	1	0	0	0	0	0	0	40
08:15	0	34	4	0	0	0	0	0	0	0	0	0	0	0	38
08:30	0	20	2	0	0	0	0	0	0	0	0	0	0	0	22
08:45	0	26	3	0	1	0	0	0	0	0	0	0	0	0	30
	1	111	14	1	2	0	0	1	0	0	0	0	0	0	130
09:00	1	29	2	0	0	0	0	0	0	0	0	0	0	0	32
09:15	0	16	2	0	2	0	0	0	0	0	0	0	0	0	20
09:30	0	18	0	0	1	0	0	0	0	0	0	0	0	0	19
09:45	0	23	1	0	0	0	0	0	0	0	0	0	0	0	24
	1	86	5	0	3	0	0	0	0	0	0	0	0	0	95
10:00	0	18	3	0	1	0	0	0	0	0	0	0	0	0	22
10:15	0	14	2	1	1	0	0	0	1	0	0	0	0	0	19
10:30	0	20	6	0	0	0	0	0	0	0	0	0	0	0	26
10:45	0	13	1	0	1	0	0	0	0	0	0	0	0	0	15
	0	65	12	1	3	0	0	0	1	0	0	0	0	0	82
11:00	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
11:15	0	10	0	0	1	0	0	0	0	0	0	0	0	0	11
11:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	28	0	0	1	0	0	0	0	0	0	0	0	0	29
Total	14	2550	437	64	96	21	0	42	20	2	0	1	19	54	3320
Percent	0.4%	76.8%	13.2%	1.9%	2.9%	0.6%	0.0%	1.3%	0.6%	0.1%	0.0%	0.0%	0.6%	1.6%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

EB

Site Code: 18589

Acron St EB W/O SR 231

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
12:15	0	4	0	0	1	0	0	0	1	0	0	0	0	0	6
12:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
12:45	0	5	1	1	0	0	0	0	0	0	0	0	0	0	7
	0	25	4	1	1	0	0	0	1	0	0	0	0	0	32
13:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
13:15	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4
13:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
13:45	0	3	1	0	2	0	0	0	1	0	0	0	0	0	7
	0	13	1	1	2	0	0	0	1	0	0	0	0	0	18
14:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
14:15	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
14:30	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
14:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
	1	7	1	1	3	0	0	0	0	0	0	0	0	0	13
15:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
15:15	0	4	0	0	2	1	0	1	0	0	0	0	0	0	8
15:30	0	6	4	0	0	0	0	0	2	0	0	0	0	0	12
15:45	0	9	1	3	3	1	0	0	3	0	0	0	0	0	20
	0	21	6	3	5	2	0	1	5	0	0	0	0	0	43
16:00	0	10	2	1	5	0	0	0	2	0	0	0	0	0	20
16:15	0	14	1	2	0	0	0	0	0	0	0	0	0	0	17
16:30	1	19	4	4	2	0	0	0	0	0	0	0	0	1	31
16:45	0	13	6	3	3	2	0	0	0	0	0	0	0	0	27
	1	56	13	10	10	2	0	0	2	0	0	0	0	1	95
17:00	0	28	9	5	2	1	0	2	2	0	0	0	0	0	49
17:15	0	27	4	4	0	0	0	0	0	0	0	0	0	0	35
17:30	0	45	9	2	4	2	0	1	0	0	0	0	0	0	63
17:45	0	76	18	14	8	3	0	2	1	1	0	0	0	1	124
	0	176	40	25	14	6	0	5	3	1	0	0	0	1	271
18:00	1	90	23	8	4	1	0	2	0	1	0	0	0	1	131
18:15	0	49	5	7	5	1	1	5	2	0	1	0	0	0	76
18:30	0	58	18	11	6	2	0	1	1	0	0	0	0	0	97
18:45	0	66	13	5	2	3	1	2	0	0	0	0	0	0	92
	1	263	59	31	17	7	2	10	3	1	1	0	0	1	396
19:00	0	64	13	5	1	1	0	2	1	0	0	0	0	1	88
19:15	1	55	11	5	3	1	0	0	3	0	0	0	0	0	79
19:30	2	56	17	1	3	4	0	2	0	0	0	0	0	1	86
19:45	0	43	11	0	4	1	0	3	0	0	0	0	0	0	62
	3	218	52	11	11	7	0	7	4	0	0	0	0	2	315
20:00	0	49	16	1	5	0	0	2	1	1	0	0	0	0	75
20:15	1	64	15	1	0	0	0	0	1	0	0	0	0	0	82
20:30	0	67	19	1	3	2	0	1	6	0	0	0	0	0	99
20:45	3	53	17	4	5	2	0	1	1	0	0	0	0	0	86
	4	233	67	7	13	4	0	4	9	1	0	0	0	0	342
21:00	0	54	12	3	5	0	0	0	1	0	0	0	0	0	75
21:15	0	64	12	3	2	0	0	0	0	0	0	0	0	0	81
21:30	0	48	11	1	4	4	1	0	1	0	0	0	0	1	71
21:45	0	54	10	8	4	1	0	1	1	1	0	0	0	2	82
	0	220	45	15	15	5	1	1	3	1	0	0	0	3	309
22:00	2	52	20	4	4	3	0	1	1	0	0	0	0	3	90
22:15	0	58	16	3	5	0	0	2	3	0	0	0	0	0	87
22:30	0	44	9	2	5	0	0	0	2	0	0	0	1	0	63
22:45	1	71	15	2	2	1	0	1	1	0	0	0	0	0	94
	3	225	60	11	16	4	0	4	7	0	0	0	1	3	334
23:00	0	59	8	3	5	1	1	1	2	0	0	0	0	0	80
23:15	0	72	15	2	2	3	0	0	0	0	0	0	1	0	95
23:30	0	74	17	5	8	1	0	1	2	0	0	1	1	0	110
23:45	0	47	16	6	2	1	1	0	1	0	0	0	1	2	77
	0	252	56	16	17	6	2	2	5	0	0	1	3	2	362
Total	13	1709	404	132	124	43	5	34	43	4	1	1	4	13	2530
Percent	0.5%	67.5%	16.0%	5.2%	4.9%	1.7%	0.2%	1.3%	1.7%	0.2%	0.0%	0.0%	0.2%	0.5%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/03/09	0	54	10	2	5	1	0	0	0	0	0	0	1	1	74
00:15	0	68	15	0	4	0	0	2	2	0	0	0	1	0	92
00:30	1	74	14	1	3	1	0	1	3	1	0	0	0	0	99
00:45	0	68	13	4	7	2	0	1	4	1	0	0	0	5	105
	1	264	52	7	19	4	0	4	9	2	0	0	2	6	370
01:00	0	74	22	9	8	0	0	0	0	0	0	0	2	4	119
01:15	2	88	14	3	3	0	0	0	3	0	0	0	0	1	114
01:30	0	100	15	13	8	0	0	0	1	0	0	0	1	4	142
01:45	1	87	13	4	3	2	0	1	1	0	0	0	3	3	118
	3	349	64	29	22	2	0	1	5	0	0	0	6	12	493
02:00	1	65	16	4	2	3	0	1	0	0	0	0	2	1	95
02:15	1	76	18	9	5	1	0	0	1	1	0	0	0	1	113
02:30	1	65	20	2	3	0	0	3	1	0	0	0	0	2	97
02:45	1	89	11	2	1	0	0	1	0	1	0	0	2	4	112
	4	295	65	17	11	4	0	5	2	2	0	0	4	8	417
03:00	1	47	7	1	1	2	0	1	0	0	0	0	8	5	73
03:15	0	45	11	0	1	0	0	0	3	0	0	0	3	1	64
03:30	0	61	14	1	1	0	0	1	0	0	0	0	4	1	83
03:45	0	101	19	0	4	0	0	2	1	1	0	0	0	2	130
	1	254	51	2	7	2	0	4	4	1	0	0	15	9	350
04:00	0	89	11	0	4	0	0	0	0	0	0	0	0	0	104
04:15	0	97	20	4	3	0	0	0	0	1	0	0	0	0	125
04:30	0	90	11	1	2	0	0	2	0	0	0	0	0	0	106
04:45	1	99	14	1	4	0	0	0	0	0	0	0	0	0	119
	1	375	56	6	13	0	0	2	0	1	0	0	0	0	454
05:00	0	109	14	1	2	0	0	2	0	0	0	0	0	0	128
05:15	0	59	10	0	0	0	0	4	0	0	0	0	1	1	75
05:30	0	79	10	1	0	0	0	3	0	0	0	0	1	2	96
05:45	0	65	21	0	1	0	0	0	0	1	0	0	0	0	88
	0	312	55	2	3	0	0	9	0	1	0	0	2	3	387
06:00	2	66	18	0	0	1	0	1	0	0	0	0	0	2	90
06:15	0	66	18	0	1	0	0	2	0	0	0	0	0	1	88
06:30	0	68	10	0	1	0	0	1	0	0	0	0	0	0	80
06:45	0	59	7	0	1	0	0	1	0	0	0	0	0	0	68
	2	259	53	0	3	1	0	5	0	0	0	0	0	3	326
07:00	0	37	13	0	0	0	0	0	0	0	0	0	0	1	51
07:15	1	50	8	0	5	0	0	1	0	0	0	0	0	0	65
07:30	0	50	7	0	0	0	0	1	0	0	0	0	0	0	58
07:45	0	41	3	0	1	0	0	0	1	0	0	0	0	0	46
	1	178	31	0	6	0	0	2	1	0	0	0	0	1	220
08:00	0	52	4	0	0	0	0	0	1	0	0	0	0	0	57
08:15	0	52	4	0	0	0	0	0	0	0	0	0	0	0	56
08:30	0	36	1	0	1	0	0	0	0	0	0	0	0	0	38
08:45	1	18	2	0	0	0	0	0	1	0	0	0	0	0	22
	1	158	11	0	1	0	0	0	2	0	0	0	0	0	173
09:00	0	25	4	0	1	0	0	0	0	0	0	0	0	0	30
09:15	0	32	3	0	0	0	0	1	0	0	0	0	0	0	36
09:30	0	17	2	1	0	0	0	0	0	0	0	0	0	0	20
09:45	1	17	2	0	0	0	0	0	0	0	0	0	0	0	20
	1	91	11	1	1	0	0	1	0	0	0	0	0	0	106
10:00	0	19	4	0	0	0	0	0	0	0	0	0	0	0	23
10:15	1	17	2	1	0	0	0	0	0	0	0	0	0	0	21
10:30	0	20	3	0	0	0	0	0	1	0	0	0	0	0	24
10:45	0	19	2	0	0	1	0	0	0	0	0	0	0	0	22
	1	75	11	1	0	1	0	0	1	0	0	0	0	0	90
11:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
11:15	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
11:30	1	9	2	0	2	0	0	0	0	0	0	0	0	0	14
11:45	0	8	0	0	0	1	0	0	0	0	0	0	0	0	9
	1	30	4	0	3	1	0	0	0	0	0	0	0	0	39
Total	17	2640	464	65	89	15	0	33	24	7	0	0	29	42	3425
Percent	0.5%	77.1%	13.5%	1.9%	2.6%	0.4%	0.0%	1.0%	0.7%	0.2%	0.0%	0.0%	0.8%	1.2%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

EB

Site Code: 18589

Acron St EB W/O SR 231

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
12:15	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
12:30	0	1	1	0	1	0	0	0	1	0	0	0	0	0	4
12:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	22	5	0	1	0	0	0	1	0	0	0	0	0	29
13:00	0	2	0	0	1	1	0	0	0	0	0	0	0	0	4
13:15	1	2	1	0	0	0	0	0	3	0	0	0	0	0	7
13:30	0	2	0	0	0	1	0	0	1	0	0	0	0	0	4
13:45	0	2	0	1	1	0	0	0	1	0	0	0	0	0	5
	1	8	1	1	2	2	0	0	5	0	0	0	0	0	20
14:00	0	4	1	1	1	0	0	0	0	0	0	0	0	0	7
14:15	0	6	0	1	0	1	0	0	0	0	0	0	0	0	8
14:30	0	2	0	0	1	0	0	0	1	0	0	0	0	0	4
14:45	0	7	0	1	1	0	0	0	0	0	0	0	0	0	9
	0	19	1	3	3	1	0	0	1	0	0	0	0	0	28
15:00	0	5	0	2	1	0	0	0	0	0	0	0	0	0	8
15:15	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
15:30	0	11	2	1	1	1	0	0	3	0	0	0	0	0	19
15:45	0	8	2	3	0	0	0	0	1	0	0	0	0	0	14
	0	27	5	6	3	1	0	0	4	0	0	0	0	0	46
16:00	0	7	0	1	3	0	0	1	2	0	0	0	0	0	14
16:15	0	13	1	1	0	0	0	2	0	0	0	0	0	0	17
16:30	1	14	2	1	2	0	0	1	0	0	0	0	0	0	21
16:45	0	16	10	2	2	0	0	0	0	0	0	0	0	0	30
	1	50	13	5	7	0	0	4	2	0	0	0	0	0	82
17:00	0	20	8	5	2	0	0	0	1	0	0	0	0	1	37
17:15	0	31	5	4	0	0	0	1	0	0	0	0	0	0	41
17:30	0	39	8	4	3	0	0	2	0	0	0	0	0	1	57
17:45	0	66	21	12	5	0	0	1	1	0	0	0	0	1	107
	0	156	42	25	10	0	0	4	2	0	0	0	0	3	242
18:00	1	85	22	7	5	0	0	5	1	0	0	0	0	0	126
18:15	0	48	8	4	4	1	0	6	2	0	0	0	1	3	77
18:30	0	62	19	13	5	2	0	3	1	0	0	0	0	1	106
18:45	0	54	13	4	2	2	0	0	1	0	0	0	1	1	78
	1	249	62	28	16	5	0	14	5	0	0	0	2	5	387
19:00	0	53	8	6	2	1	0	0	3	0	0	0	0	1	74
19:15	0	48	10	5	2	1	0	0	0	0	0	0	0	1	67
19:30	1	39	15	2	4	1	0	1	2	0	0	0	0	2	67
19:45	0	45	16	1	7	4	0	0	2	0	0	0	0	2	77
	1	185	49	14	15	7	0	1	7	0	0	0	0	6	285
20:00	0	47	14	1	5	2	0	3	1	0	0	0	0	0	73
20:15	0	68	10	3	5	0	0	3	1	0	1	0	0	1	92
20:30	2	69	10	2	2	3	0	1	0	0	0	0	0	0	89
20:45	0	40	9	6	9	1	0	0	1	0	0	0	0	1	67
	2	224	43	12	21	6	0	7	3	0	1	0	0	2	321
21:00	0	66	15	1	6	1	0	2	1	1	0	0	0	1	94
21:15	0	59	12	4	0	0	0	2	1	0	0	0	0	0	78
21:30	1	45	17	3	3	0	0	1	0	0	0	0	0	0	70
21:45	0	48	11	5	3	2	0	3	2	0	0	0	0	1	75
	1	218	55	13	12	3	0	8	4	1	0	0	0	2	317
22:00	0	80	14	4	4	2	0	0	1	0	0	0	0	0	105
22:15	0	51	9	1	5	2	0	0	3	0	0	0	0	0	71
22:30	1	52	19	1	5	0	0	0	2	2	0	0	0	0	82
22:45	0	64	12	1	1	1	0	1	1	0	0	0	0	0	81
	1	247	54	7	15	5	0	1	7	2	0	0	0	0	339
23:00	0	47	13	1	5	2	0	2	1	0	0	0	0	0	71
23:15	0	75	14	4	4	2	0	1	2	0	0	0	0	0	102
23:30	1	65	16	3	3	1	0	2	0	0	0	0	0	0	91
23:45	0	66	10	0	7	2	0	2	0	0	0	0	0	0	87
	1	253	53	8	19	7	0	7	3	0	0	0	0	0	351
Total	9	1658	383	122	124	37	0	46	44	3	1	0	2	18	2447
Percent	0.4%	67.8%	15.7%	5.0%	5.1%	1.5%	0.0%	1.9%	1.8%	0.1%	0.0%	0.0%	0.1%	0.7%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/04/09	0	62	15	1	9	1	0	2	0	0	0	0	0	0	90
00:15	0	83	16	1	4	1	0	3	1	0	0	0	0	1	110
00:30	1	60	20	2	1	1	0	3	0	0	0	1	0	0	89
00:45	0	56	13	3	8	1	0	0	0	0	0	0	0	0	81
	1	261	64	7	22	4	0	8	1	0	0	1	0	1	370
01:00	0	94	21	10	7	0	0	0	2	0	0	0	1	3	138
01:15	1	75	26	4	4	1	0	1	0	0	0	0	1	2	115
01:30	1	65	10	13	2	0	0	1	0	0	0	0	6	2	100
01:45	0	75	18	6	2	1	0	3	1	0	0	0	1	0	107
	2	309	75	33	15	2	0	5	3	0	0	0	9	7	460
02:00	0	88	11	0	5	1	0	0	2	0	0	0	0	2	109
02:15	0	96	14	8	7	0	0	1	0	0	0	0	1	1	128
02:30	1	82	16	1	7	1	0	0	2	0	0	0	0	0	110
02:45	1	88	18	3	2	0	0	0	0	0	0	0	0	0	112
	2	354	59	12	21	2	0	1	4	0	0	0	1	3	459
03:00	1	68	15	0	2	0	0	2	0	1	0	0	2	5	96
03:15	0	89	11	1	3	0	0	0	0	0	0	0	2	1	107
03:30	0	93	17	2	2	1	0	4	1	1	0	0	0	2	123
03:45	1	115	18	0	1	0	0	1	1	0	0	0	0	0	137
	2	365	61	3	8	1	0	7	2	2	0	0	4	8	463
04:00	0	75	13	0	2	1	0	1	1	0	0	0	0	1	94
04:15	1	86	12	2	2	0	0	1	0	0	0	0	0	3	107
04:30	0	75	20	2	3	0	0	6	0	0	0	0	1	2	109
04:45	0	88	13	0	1	0	0	1	0	0	0	0	0	0	103
	1	324	58	4	8	1	0	9	1	0	0	0	1	6	413
05:00	0	94	15	1	6	0	0	1	0	0	0	0	0	0	117
05:15	1	64	13	1	1	0	0	1	0	0	0	0	1	2	84
05:30	0	58	11	0	1	0	0	0	0	0	0	0	0	0	70
05:45	0	83	9	0	1	0	0	1	0	0	0	0	0	0	94
	1	299	48	2	9	0	0	3	0	0	0	0	1	2	365
06:00	0	63	11	0	1	0	0	1	1	0	0	0	0	0	77
06:15	0	36	5	0	2	1	0	0	0	0	0	0	0	0	44
06:30	0	53	5	0	3	0	0	0	0	0	0	0	0	0	61
06:45	1	38	3	0	0	0	0	0	0	0	0	0	0	0	42
	1	190	24	0	6	1	0	1	1	0	0	0	0	0	224
07:00	0	58	3	0	2	0	0	0	0	0	0	0	0	0	63
07:15	1	57	6	0	1	0	0	0	0	0	0	0	0	0	65
07:30	0	49	4	0	1	1	0	0	1	0	0	0	0	0	56
07:45	0	36	2	0	1	0	0	0	0	0	0	0	0	0	39
	1	200	15	0	5	1	0	0	1	0	0	0	0	0	223
08:00	0	37	4	0	1	0	0	1	0	0	0	0	0	1	44
08:15	2	33	5	0	0	0	0	0	0	0	0	0	0	0	40
08:30	0	24	1	0	0	0	0	0	1	0	0	0	0	0	26
08:45	0	35	3	0	0	0	0	1	0	0	0	0	0	0	39
	2	129	13	0	1	0	0	2	1	0	0	0	0	1	149
09:00	0	27	7	0	0	0	0	0	0	0	0	0	0	0	34
09:15	0	15	1	0	0	0	0	1	0	0	0	0	0	0	17
09:30	0	23	1	0	0	0	0	0	0	0	0	0	0	0	24
09:45	0	21	0	3	0	0	0	0	0	0	0	0	0	0	24
	0	86	9	3	0	0	0	1	0	0	0	0	0	0	99
10:00	1	18	3	0	0	0	0	0	0	0	0	0	0	0	22
10:15	0	16	1	0	2	0	0	0	1	0	0	0	0	0	20
10:30	0	20	5	1	3	0	0	0	0	0	0	0	0	0	29
10:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
	1	61	9	1	5	0	0	0	1	0	0	0	0	0	78
11:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
11:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
11:30	1	6	0	0	0	0	0	0	0	0	0	0	0	0	7
11:45	0	5	1	0	2	0	0	0	0	0	0	0	0	0	8
	1	30	2	0	2	0	0	0	0	0	0	0	0	0	35
Total	15	2608	437	65	102	12	0	37	15	2	0	1	16	28	3338
Percent	0.4%	78.1%	13.1%	1.9%	3.1%	0.4%	0.0%	1.1%	0.4%	0.1%	0.0%	0.0%	0.5%	0.8%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

EB

Site Code: 18589

Acron St EB W/O SR 231

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	1	10	1	1	0	0	0	0	0	0	0	0	0	0	13
12:15	0	4	0	0	0	0	0	1	0	0	0	0	0	0	5
12:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
12:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
13:00	1	17	2	1	0	0	0	1	0	0	0	0	0	0	22
13:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
13:30	0	3	0	0	2	0	0	0	1	0	0	0	0	0	6
13:45	0	3	0	1	0	0	0	0	1	0	0	0	0	0	5
14:00	0	12	0	3	2	0	0	0	3	0	0	0	0	0	20
14:15	1	4	1	0	2	0	0	0	0	0	0	0	0	0	8
14:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
14:45	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
15:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
15:15	2	10	1	1	2	0	0	0	0	0	0	0	0	0	16
15:30	1	1	1	1	1	1	0	0	1	0	0	0	0	0	7
15:45	1	4	2	1	1	1	0	0	0	0	0	0	0	0	10
16:00	0	5	3	2	2	0	0	0	2	0	0	0	0	0	14
16:15	1	7	1	2	1	1	0	0	2	0	0	0	0	0	15
16:30	3	17	7	6	5	3	0	0	5	0	0	0	0	0	46
16:45	0	6	2	2	4	0	0	0	0	0	0	0	0	0	14
17:00	0	13	1	2	2	0	0	0	0	0	0	0	0	0	18
17:15	0	20	5	2	1	1	0	1	0	0	0	0	0	0	30
17:30	1	14	5	4	1	0	0	0	1	0	0	0	0	1	27
17:45	1	53	13	10	8	1	0	1	1	0	0	0	0	1	89
18:00	0	24	7	4	3	0	0	0	0	0	0	0	0	0	38
18:15	0	32	5	6	1	1	0	1	1	0	0	0	0	0	47
18:30	0	43	10	1	4	0	0	0	0	0	0	0	0	0	58
18:45	0	62	17	10	9	3	0	4	2	0	0	0	0	0	107
19:00	0	161	39	21	17	4	0	5	3	0	0	0	0	0	250
19:15	0	89	20	5	6	0	0	2	0	0	0	0	1	2	125
19:30	0	50	9	3	6	0	0	4	0	0	0	0	0	0	72
19:45	0	77	12	14	2	0	0	2	0	0	0	0	0	0	107
20:00	1	49	9	6	3	0	1	0	1	0	0	0	0	0	70
20:15	1	265	50	28	17	0	1	8	1	0	0	0	1	2	374
20:30	0	46	12	8	3	2	0	1	2	0	0	0	0	0	74
20:45	1	60	8	5	2	1	0	0	0	0	0	0	0	0	77
21:00	1	55	17	0	5	2	0	0	0	0	0	0	0	0	80
21:15	0	57	13	1	2	1	0	1	0	0	0	0	0	1	76
21:30	2	218	50	14	12	6	0	2	2	0	0	0	0	1	307
21:45	1	49	12	2	5	2	0	1	1	0	0	0	0	0	73
22:00	1	36	15	3	5	1	0	2	0	0	0	1	1	1	66
22:15	1	61	19	4	4	2	0	1	1	0	0	0	0	0	93
22:30	1	39	10	1	5	2	0	0	1	1	0	0	0	0	60
22:45	4	185	56	10	19	7	0	4	3	1	0	1	1	1	292
23:00	0	45	12	3	4	0	0	1	1	0	0	0	0	0	66
23:15	2	48	8	2	6	3	0	1	0	0	0	0	0	0	70
23:30	1	44	10	2	6	0	0	1	3	0	0	0	0	1	68
23:45	0	63	11	7	4	1	0	0	1	0	0	0	0	1	88
24:00	3	200	41	14	20	4	0	3	5	0	0	0	0	2	292
24:15	0	69	11	5	5	0	1	1	0	0	0	0	1	0	93
24:30	1	51	16	3	2	1	1	3	0	0	0	0	0	1	79
24:45	0	61	9	1	6	0	0	4	0	0	0	0	0	0	81
25:00	1	66	10	2	4	2	0	1	1	0	0	0	0	0	87
25:15	2	247	46	11	17	3	2	9	1	0	0	0	1	1	340
25:30	0	52	11	3	7	1	2	0	1	0	0	0	0	1	78
25:45	0	58	8	1	3	1	0	0	1	0	0	0	0	0	72
26:00	0	74	10	5	3	0	0	1	0	0	0	0	0	1	94
26:15	1	63	10	1	3	3	0	2	1	0	0	0	0	0	84
26:30	1	247	39	10	16	5	2	3	3	0	0	0	0	2	328
26:45	20	1632	344	129	135	33	5	36	27	1	0	1	3	10	2376
Percent	0.8%	68.7%	14.5%	5.4%	5.7%	1.4%	0.2%	1.5%	1.1%	0.0%	0.0%	0.0%	0.1%	0.4%	
Grand Total	88	12797	2469	577	670	161	10	228	173	19	2	4	73	165	17436
Percent	0.5%	73.4%	14.2%	3.3%	3.8%	0.9%	0.1%	1.3%	1.0%	0.1%	0.0%	0.0%	0.4%	0.9%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

WB

Site Code: 18561

Acron St WB W/O SR 231

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/02/09	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14
00:15	0	5	0	0	0	0	0	0	0	0	0	0	1	0	6
00:30	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
00:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	38	0	0	0	0	0	0	0	0	0	0	1	0	39
01:15	0	6	0	0	0	0	0	0	2	0	0	0	0	0	8
01:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
01:30	0	6	3	0	0	0	0	0	3	0	0	0	0	0	12
01:45	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
02:00	0	26	3	0	1	0	0	0	5	0	0	0	0	0	35
02:00	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
02:15	0	4	0	0	0	1	0	0	0	0	0	0	0	0	5
02:30	0	4	2	0	0	0	0	1	2	0	0	0	0	0	9
02:45	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
03:00	0	11	2	0	0	2	0	1	3	0	0	0	0	0	19
03:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
03:15	0	6	0	0	1	0	0	0	2	0	0	0	0	0	9
03:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:45	0	7	0	0	0	1	0	1	0	0	0	0	0	0	9
04:00	0	19	0	0	2	1	0	1	2	0	0	0	0	0	25
04:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
04:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
04:30	0	9	0	0	0	0	0	0	1	0	0	0	0	0	10
04:45	0	14	1	0	0	1	0	0	0	0	0	0	0	0	16
05:00	0	31	4	0	0	1	0	0	1	0	0	0	0	0	37
05:00	0	26	0	0	1	1	0	0	0	0	0	0	0	0	28
05:15	0	19	0	0	1	0	0	0	0	0	0	0	0	0	20
05:30	0	30	3	0	3	1	0	0	0	1	0	0	0	0	38
05:45	0	39	4	0	1	0	0	1	1	0	0	0	0	0	46
06:00	0	114	7	0	6	2	0	1	1	1	0	0	0	0	132
06:00	0	17	2	1	1	0	0	0	0	0	0	0	0	0	21
06:15	0	49	5	1	3	3	0	0	0	0	0	0	0	0	61
06:30	1	71	10	0	4	1	1	1	1	0	0	0	0	0	90
06:45	0	118	18	2	4	2	0	3	0	0	0	0	1	0	148
07:00	1	255	35	4	12	6	1	4	1	0	0	0	1	0	320
07:00	0	151	14	7	1	0	1	0	4	0	0	0	0	0	178
07:15	2	91	8	2	6	1	0	1	0	0	0	1	0	0	112
07:30	0	84	8	7	3	4	0	0	1	1	0	0	1	0	109
07:45	0	94	11	2	1	1	0	2	0	0	0	0	1	0	112
08:00	2	420	41	18	11	6	1	3	5	1	0	1	2	0	511
08:00	1	89	9	1	3	4	0	2	0	0	0	0	0	0	109
08:15	0	58	9	0	5	0	0	1	2	0	0	0	0	0	75
08:30	0	71	10	1	4	0	0	1	0	1	0	0	0	0	88
08:45	2	60	7	2	3	0	0	2	1	1	0	1	1	0	80
09:00	3	278	35	4	15	4	0	6	3	2	0	1	1	0	352
09:00	0	66	16	0	7	2	0	1	1	1	0	0	0	0	94
09:15	0	51	7	2	4	2	0	4	2	0	0	0	0	0	72
09:30	1	63	8	2	4	2	0	1	1	1	0	1	0	0	84
09:45	0	61	10	2	1	1	0	0	0	0	0	0	0	0	75
10:00	1	241	41	6	16	7	0	6	4	2	0	1	0	0	325
10:00	0	63	13	2	5	1	0	2	1	1	0	0	0	0	88
10:15	0	58	15	0	4	2	0	2	2	1	0	0	1	0	85
10:30	0	49	6	2	7	1	0	0	1	0	0	0	0	0	66
10:45	0	52	14	2	2	2	0	4	3	0	0	0	0	0	79
11:00	0	222	48	6	18	6	0	8	7	2	0	0	1	0	318
11:00	1	50	6	1	1	0	1	1	2	3	0	0	1	0	67
11:15	0	53	6	2	1	0	0	1	2	0	0	0	0	0	65
11:30	0	52	5	1	4	5	0	2	1	0	0	0	0	0	70
11:45	1	43	11	2	2	0	0	0	0	0	0	0	1	0	60
Total	2	198	28	6	8	5	1	4	5	3	0	0	2	0	262
Percent	0.4%	78.0%	10.3%	1.9%	3.7%	1.7%	0.1%	1.4%	1.6%	0.5%	0.0%	0.1%	0.3%	0.0%	2375

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	1	54	8	0	2	1	0	2	0	0	0	0	1	0	69
12:15	0	63	10	0	4	4	0	0	0	1	0	0	1	0	83
12:30	0	69	8	3	6	1	1	1	1	0	0	0	0	0	90
12:45	1	72	13	2	3	1	1	3	1	0	0	0	1	0	98
	2	258	39	5	15	7	2	6	2	1	0	0	3	0	340
13:00	0	73	6	5	3	1	0	0	2	0	0	0	0	0	90
13:15	0	51	12	1	5	1	0	0	1	0	0	0	1	0	72
13:30	1	63	13	6	7	2	1	2	0	0	0	0	1	0	96
13:45	1	56	6	7	4	2	0	3	3	0	0	0	0	0	82
	2	243	37	19	19	6	1	5	6	0	0	0	2	0	340
14:00	1	80	15	2	8	1	0	1	1	1	0	0	0	0	110
14:15	0	67	17	2	5	0	0	4	2	0	0	0	2	0	99
14:30	1	61	14	10	5	1	0	1	0	0	0	0	0	0	93
14:45	1	76	11	7	1	1	0	2	1	0	0	0	0	0	100
	3	284	57	21	19	3	0	8	4	1	0	0	2	0	402
15:00	0	75	15	7	5	1	0	1	1	0	0	0	0	0	105
15:15	0	58	8	11	4	1	0	1	1	0	0	0	0	0	84
15:30	0	65	12	4	1	1	0	1	1	0	1	0	0	0	86
15:45	0	89	13	2	4	0	0	4	0	0	1	0	0	0	113
	0	287	48	24	14	3	0	7	3	0	2	0	0	0	388
16:00	1	82	11	4	4	3	0	3	1	1	0	0	0	0	110
16:15	1	77	11	0	5	1	0	0	0	0	0	0	0	0	95
16:30	0	78	8	1	3	1	0	2	0	0	0	0	0	0	93
16:45	0	83	5	2	3	0	0	2	0	0	0	0	0	0	95
	2	320	35	7	15	5	0	7	1	1	0	0	0	0	393
17:00	0	59	8	0	3	1	0	1	0	0	0	0	0	0	72
17:15	0	76	8	2	2	0	0	1	2	0	0	0	0	0	91
17:30	0	93	9	0	3	2	0	2	1	0	0	0	0	0	110
17:45	0	70	12	1	0	0	0	2	0	0	0	0	0	0	85
	0	298	37	3	8	3	0	6	3	0	0	0	0	0	358
18:00	0	71	8	0	1	0	0	0	0	0	0	0	0	0	80
18:15	0	81	12	0	1	0	0	1	1	0	0	0	0	0	96
18:30	1	60	6	1	2	0	0	1	1	0	0	0	0	0	72
18:45	0	76	5	0	4	0	0	0	1	0	0	0	0	0	86
	1	288	31	1	8	0	0	2	3	0	0	0	0	0	334
19:00	0	62	6	1	1	2	0	1	0	0	0	0	0	0	73
19:15	0	74	6	0	1	0	0	1	0	0	0	0	0	0	82
19:30	0	56	5	0	0	1	0	0	1	0	0	0	0	0	63
19:45	0	60	9	0	2	0	0	2	2	0	0	0	0	0	75
	0	252	26	1	4	3	0	4	3	0	0	0	0	0	293
20:00	0	65	8	0	0	0	0	0	0	0	0	0	1	0	74
20:15	0	48	4	0	1	0	0	0	1	0	0	0	0	0	54
20:30	0	47	5	1	2	1	0	0	2	0	0	0	0	0	58
20:45	0	27	5	0	1	0	0	0	0	0	0	0	0	0	33
	0	187	22	1	4	1	0	0	3	0	0	0	1	0	219
21:00	0	44	5	1	1	0	1	1	0	0	0	0	0	0	53
21:15	0	42	1	0	1	0	0	0	0	0	0	0	0	0	44
21:30	0	38	5	0	2	0	0	1	0	1	0	0	0	0	47
21:45	0	41	3	0	0	0	0	0	1	0	0	0	0	0	45
	0	165	14	1	4	0	1	2	1	1	0	0	0	0	189
22:00	0	40	2	0	0	0	0	0	0	0	0	0	0	0	42
22:15	0	31	0	0	0	0	0	0	0	0	0	0	0	0	31
22:30	0	26	1	0	0	0	0	0	0	0	0	0	0	0	27
22:45	0	20	4	0	0	0	0	1	0	0	0	0	0	0	25
	0	117	7	0	0	0	0	1	0	0	0	0	0	0	125
23:00	1	22	2	0	0	0	0	0	0	0	0	0	0	0	25
23:15	0	15	2	1	0	0	0	0	0	0	0	0	0	0	18
23:30	0	14	0	0	0	0	0	0	1	0	0	0	0	0	15
23:45	0	16	3	0	1	0	0	0	0	0	0	0	0	0	20
	1	67	7	1	1	0	0	0	1	0	0	0	0	0	78
Total	11	2766	360	84	111	31	4	48	30	4	2	0	8	0	3459
Percent	0.3%	80.0%	10.4%	2.4%	3.2%	0.9%	0.1%	1.4%	0.9%	0.1%	0.1%	0.0%	0.2%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/03/09	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14
00:15	0	14	0	0	0	1	0	0	0	0	0	0	0	0	15
00:30	0	6	0	0	1	0	0	0	1	0	0	0	0	0	8
00:45	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
	0	45	2	0	1	1	0	0	1	0	0	0	0	0	50
01:00	0	6	1	0	0	0	0	1	1	0	0	0	0	0	9
01:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
01:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
	0	22	2	0	0	0	0	1	1	0	0	0	0	0	26
02:00	0	3	0	0	0	0	0	1	0	0	0	0	0	0	4
02:15	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5
02:30	0	2	1	0	0	1	0	0	1	0	0	0	0	0	5
02:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	12	2	0	0	1	0	1	2	0	0	0	0	0	18
03:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
03:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	4	0	1	0	0	0	0	1	0	0	0	0	0	6
03:45	0	8	0	1	2	0	0	0	1	0	0	0	0	0	12
	0	19	1	2	3	0	0	0	2	0	0	0	0	0	27
04:00	0	6	2	1	0	0	0	0	0	0	0	0	0	0	9
04:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
04:30	0	8	1	0	0	1	0	1	0	0	0	0	0	0	11
04:45	0	13	1	0	0	1	0	0	0	0	0	0	0	0	15
	0	34	5	1	0	2	0	1	0	0	0	0	0	0	43
05:00	0	25	0	0	0	1	0	0	0	0	0	0	0	0	26
05:15	0	23	0	0	2	0	0	0	1	0	0	0	0	0	26
05:30	1	24	3	0	2	0	0	1	1	0	0	0	0	0	32
05:45	0	26	4	0	0	1	0	0	1	0	0	0	0	0	32
	1	98	7	0	4	2	0	1	3	0	0	0	0	0	116
06:00	0	26	1	0	4	1	0	1	1	0	0	0	0	0	34
06:15	0	43	4	0	1	0	0	0	0	0	0	0	0	0	48
06:30	1	60	15	3	4	1	0	1	1	0	0	0	0	0	86
06:45	0	102	16	1	2	1	0	0	1	0	0	0	0	0	123
	1	231	36	4	11	3	0	2	3	0	0	0	0	0	291
07:00	0	154	12	5	6	0	0	1	1	2	0	0	0	0	181
07:15	0	64	14	1	4	2	0	0	0	0	0	0	0	0	85
07:30	0	91	12	5	2	2	0	2	1	0	0	0	0	0	115
07:45	0	107	11	2	1	0	0	3	0	0	0	0	0	0	124
	0	416	49	13	13	4	0	6	2	2	0	0	0	0	505
08:00	0	83	13	1	7	1	0	1	1	1	0	0	0	0	108
08:15	1	71	11	0	6	3	0	0	0	0	0	0	0	0	92
08:30	0	53	14	2	8	1	1	0	1	0	0	0	0	0	80
08:45	0	70	7	3	5	4	0	1	0	0	0	0	0	0	90
	1	277	45	6	26	9	1	2	2	1	0	0	0	0	370
09:00	0	54	9	2	5	0	0	4	1	1	0	0	0	0	76
09:15	0	58	19	1	2	2	1	0	1	0	0	0	0	0	84
09:30	1	44	12	1	2	2	0	0	1	0	0	0	0	0	63
09:45	0	68	7	0	5	2	0	1	0	0	0	0	0	0	83
	1	224	47	4	14	6	1	5	3	1	0	0	0	0	306
10:00	1	55	11	0	3	5	0	1	1	0	0	0	0	0	77
10:15	0	50	13	2	6	0	0	4	0	0	0	0	0	0	75
10:30	0	53	11	1	1	1	0	0	1	1	0	0	0	0	69
10:45	0	44	14	0	0	0	1	0	2	2	0	0	0	0	63
	1	202	49	3	10	6	1	5	4	3	0	0	0	0	284
11:00	0	52	11	1	4	2	0	2	1	1	0	1	0	0	75
11:15	1	51	9	4	4	3	0	2	0	1	0	0	0	0	75
11:30	0	52	11	1	4	1	0	1	1	0	0	0	0	0	71
11:45	0	60	4	2	1	0	0	1	0	0	0	0	0	0	68
	1	215	35	8	13	6	0	6	2	2	0	1	0	0	289
Total	6	1795	280	41	95	40	3	30	25	9	0	1	0	0	2325
Percent	0.3%	77.2%	12.0%	1.8%	4.1%	1.7%	0.1%	1.3%	1.1%	0.4%	0.0%	0.0%	0.0%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

WB

Site Code: 18561

Acron St WB W/O SR 231

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	1	47	11	1	7	1	0	1	0	0	0	0	0	0	69
12:15	0	46	9	2	3	3	0	0	2	0	0	0	0	0	65
12:30	1	53	13	7	5	0	0	0	0	0	0	0	0	0	79
12:45	0	66	7	0	5	1	0	2	0	2	0	0	0	0	83
	2	212	40	10	20	5	0	3	2	2	0	0	0	0	296
13:00	0	57	8	1	2	2	0	1	2	0	0	0	0	0	73
13:15	0	61	9	2	7	1	0	2	1	0	0	0	0	0	83
13:30	0	54	16	4	3	1	0	0	1	0	0	0	0	0	79
13:45	1	69	12	4	4	0	0	0	2	0	0	0	0	0	92
	1	241	45	11	16	4	0	3	6	0	0	0	0	0	327
14:00	0	72	15	14	6	0	0	2	0	0	0	0	0	0	109
14:15	0	74	16	4	5	1	0	1	0	0	0	1	0	0	102
14:30	0	59	11	9	6	3	0	3	2	0	0	0	0	0	93
14:45	0	64	9	3	1	0	0	1	2	0	0	0	0	0	80
	0	269	51	30	18	4	0	7	4	0	0	1	0	0	384
15:00	0	70	5	2	3	0	0	1	1	0	0	0	0	0	82
15:15	0	61	12	11	3	1	0	2	0	0	0	0	0	0	90
15:30	1	61	12	4	3	4	0	4	2	0	0	0	0	0	91
15:45	0	80	11	1	3	1	0	0	1	0	0	0	0	0	97
	1	272	40	18	12	6	0	7	4	0	0	0	0	0	360
16:00	0	76	15	4	6	1	0	0	0	0	0	0	0	0	102
16:15	0	69	10	1	4	2	1	1	0	0	0	0	0	0	88
16:30	0	76	8	1	3	1	0	1	1	1	0	0	0	0	92
16:45	2	73	7	0	2	0	0	2	0	0	0	0	0	0	86
	2	294	40	6	15	4	1	4	1	1	0	0	0	0	368
17:00	0	73	7	1	1	1	0	2	1	0	0	0	0	0	86
17:15	0	65	5	1	1	0	0	2	0	0	0	0	0	0	74
17:30	0	87	7	1	3	0	0	0	0	0	0	0	0	0	98
17:45	0	71	6	0	2	0	0	1	0	0	0	0	0	0	80
	0	296	25	3	7	1	0	5	1	0	0	0	0	0	338
18:00	0	85	5	2	2	1	0	3	0	0	0	0	0	0	98
18:15	0	81	9	0	2	1	0	0	0	0	0	0	0	0	93
18:30	0	66	9	1	2	0	0	2	0	0	0	0	0	0	80
18:45	0	60	6	0	1	1	0	0	0	0	0	0	0	0	68
	0	292	29	3	7	3	0	5	0	0	0	0	0	0	339
19:00	0	51	8	0	1	0	0	0	0	0	0	0	0	0	60
19:15	1	74	4	0	0	0	0	0	0	0	0	0	0	0	79
19:30	0	68	4	0	1	0	0	0	1	0	0	0	0	0	74
19:45	0	42	0	0	2	0	0	0	1	0	0	0	0	0	45
	1	235	16	0	4	0	0	0	2	0	0	0	0	0	258
20:00	1	47	2	0	0	0	0	2	0	0	0	0	0	0	52
20:15	0	38	6	1	2	0	0	1	1	0	0	0	0	0	49
20:30	0	54	2	1	1	0	0	2	0	0	0	0	0	0	60
20:45	0	43	2	0	1	1	0	0	0	0	0	0	0	0	47
	1	182	12	2	4	1	0	5	1	0	0	0	0	0	208
21:00	0	43	3	0	0	0	0	0	0	0	0	0	0	0	46
21:15	0	45	3	0	0	0	0	0	1	0	0	0	0	0	49
21:30	0	27	6	0	1	0	0	0	0	0	0	0	0	0	34
21:45	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
	0	134	14	0	1	0	0	0	1	0	0	0	0	0	150
22:00	1	35	2	0	1	0	0	0	0	0	0	0	0	0	39
22:15	0	21	1	0	0	0	0	0	0	0	0	0	0	0	22
22:30	0	22	0	0	0	0	0	0	0	0	0	0	0	0	22
22:45	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16
	1	93	4	0	1	0	0	0	0	0	0	0	0	0	99
23:00	0	19	2	0	0	0	0	0	1	0	0	0	0	0	22
23:15	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19
23:30	0	28	1	0	3	0	0	0	0	0	0	0	0	0	32
23:45	0	14	1	0	1	0	0	1	0	0	0	0	0	0	17
	0	79	5	0	4	0	0	1	1	0	0	0	0	0	90
Total	9	2599	321	83	109	28	1	40	23	3	0	1	0	0	3217
Percent	0.3%	80.8%	10.0%	2.6%	3.4%	0.9%	0.0%	1.2%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

WB

Site Code: 18561

Acron St WB W/O SR 231

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/04/09	0	11	1	1	0	0	0	0	0	0	0	0	0	0	13
00:15	0	15	2	0	0	0	0	0	0	0	0	0	0	0	17
00:30	0	9	0	0	1	0	0	0	0	0	0	0	0	0	10
00:45	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
	0	45	4	1	1	0	0	0	0	0	0	0	0	0	51
01:00	1	8	0	0	0	0	0	0	0	0	0	0	0	0	9
01:15	0	9	0	1	0	0	0	0	0	0	0	0	0	0	10
01:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
01:45	0	5	0	1	0	0	0	1	0	0	0	0	0	0	7
	1	27	0	2	0	0	0	1	0	0	0	0	0	0	31
02:00	0	5	0	0	0	0	0	1	0	0	0	0	0	0	6
02:15	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3
02:30	0	2	1	0	0	0	0	0	0	0	0	0	1	0	4
02:45	0	2	0	0	0	0	0	0	2	0	0	0	0	0	4
	0	10	1	0	0	0	0	1	4	0	0	0	1	0	17
03:00	1	3	1	2	1	0	0	1	0	0	0	0	0	0	9
03:15	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
03:30	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
03:45	3	3	0	1	0	1	0	0	0	0	0	0	0	0	8
	6	10	3	3	1	1	0	1	0	0	0	0	0	0	25
04:00	9	9	0	0	0	0	0	0	0	0	0	0	0	0	18
04:15	0	6	0	1	0	0	0	0	0	0	0	0	0	0	7
04:30	0	6	1	0	0	1	0	0	1	0	0	0	0	0	9
04:45	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
	9	32	2	1	0	1	0	0	1	0	0	0	0	0	46
05:00	1	13	1	1	1	0	1	0	0	0	0	0	0	0	18
05:15	0	22	2	0	0	0	0	0	0	0	0	0	0	0	24
05:30	0	26	2	0	1	0	0	0	0	0	0	0	0	0	29
05:45	0	35	3	1	1	0	0	0	0	0	0	0	0	0	40
	1	96	8	2	3	0	1	0	0	0	0	0	0	0	111
06:00	0	46	3	1	1	0	0	0	0	0	0	0	0	0	51
06:15	0	54	11	1	1	0	0	0	0	0	0	0	0	0	67
06:30	0	65	13	1	2	0	0	0	0	0	0	0	0	0	81
06:45	0	71	9	1	2	1	0	1	1	0	0	0	0	0	86
	0	236	36	4	6	1	0	1	1	0	0	0	0	0	285
07:00	0	95	15	2	2	1	0	1	1	0	0	0	0	0	117
07:15	0	86	12	1	2	1	0	1	1	0	0	0	0	0	104
07:30	0	77	19	2	2	1	0	1	1	0	0	0	0	0	103
07:45	0	84	14	1	1	0	0	0	0	0	0	0	0	0	100
	0	342	60	6	7	3	0	3	3	0	0	0	0	0	424
08:00	0	67	16	1	1	0	1	0	1	0	0	0	0	0	87
08:15	0	71	12	0	1	0	1	0	2	1	0	0	0	0	88
08:30	0	66	9	0	1	1	0	0	2	1	0	0	0	0	80
08:45	0	82	13	0	2	1	0	1	0	0	0	0	0	0	99
	0	286	50	1	5	2	2	1	5	2	0	0	0	0	354
09:00	0	54	14	4	1	2	0	0	1	0	0	0	0	0	76
09:15	0	68	18	1	1	0	0	0	0	0	0	0	0	0	88
09:30	0	57	15	1	2	1	0	1	1	0	0	0	0	0	78
09:45	0	64	13	3	3	0	0	6	0	0	2	1	0	0	92
	0	243	60	9	7	3	0	7	2	0	2	1	0	0	334
10:00	0	79	9	3	7	0	0	3	1	0	0	0	0	0	102
10:15	0	47	10	2	6	1	0	8	0	0	0	0	0	0	74
10:30	0	66	17	4	3	1	0	1	0	1	0	0	0	0	93
10:45	0	44	10	1	4	1	0	3	1	0	0	0	0	0	64
	0	236	46	10	20	3	0	15	2	1	0	0	0	0	333
11:00	0	53	7	3	5	0	0	7	0	0	1	0	0	0	76
11:15	0	56	10	5	9	0	0	3	1	1	0	0	0	0	85
11:30	0	71	9	4	3	0	0	8	0	1	0	0	0	0	96
11:45	0	62	3	1	3	3	0	2	1	0	0	0	0	0	75
	0	242	29	13	20	3	0	20	2	2	1	0	0	0	332
Total	17	1805	299	52	70	17	3	50	20	5	3	1	1	0	2343
Percent	0.7%	77.0%	12.8%	2.2%	3.0%	0.7%	0.1%	2.1%	0.9%	0.2%	0.1%	0.0%	0.0%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	55	2	1	1	2	0	0	0	0	0	0	0	0	61
12:15	0	49	2	2	1	1	0	0	0	0	0	0	0	0	55
12:30	0	65	2	3	1	2	0	0	1	0	0	0	0	0	74
12:45	0	51	3	4	1	0	0	0	0	1	0	0	0	0	60
	0	220	9	10	4	5	0	0	1	1	0	0	0	0	250
13:00	0	72	4	2	1	3	0	0	1	1	0	0	0	0	84
13:15	0	67	3	5	1	0	0	0	0	0	0	0	0	0	76
13:30	0	51	8	1	7	1	0	0	2	0	0	0	0	0	70
13:45	0	66	12	9	3	0	0	2	1	0	0	0	0	0	93
	0	256	27	17	12	4	0	2	4	1	0	0	0	0	323
14:00	0	87	8	7	6	3	0	2	3	0	0	0	0	0	116
14:15	0	68	16	4	3	0	0	3	1	0	0	0	0	0	95
14:30	0	74	14	6	5	1	0	3	0	0	0	0	0	0	103
14:45	0	76	12	5	5	1	0	0	3	0	1	0	0	0	103
	0	305	50	22	19	5	0	8	7	0	1	0	0	0	417
15:00	0	52	9	6	5	2	0	2	1	0	0	0	0	0	77
15:15	0	64	6	6	4	0	0	2	1	0	0	0	0	0	83
15:30	0	60	14	4	7	2	0	1	1	0	0	0	0	0	89
15:45	0	63	8	1	3	1	0	0	2	0	0	0	0	0	78
	0	239	37	17	19	5	0	5	5	0	0	0	0	0	327
16:00	0	67	11	3	9	2	0	0	0	0	0	0	0	0	92
16:15	0	63	8	2	2	1	0	1	0	0	0	0	0	0	77
16:30	0	91	9	3	2	0	0	6	0	0	0	0	0	0	111
16:45	0	72	9	1	2	0	0	1	2	0	0	0	0	0	87
	0	293	37	9	15	3	0	8	2	0	0	0	0	0	367
17:00	1	82	6	1	4	0	0	1	0	0	0	0	0	0	95
17:15	0	72	9	2	4	0	0	4	0	1	0	0	0	0	92
17:30	0	76	4	0	1	0	0	2	0	0	0	0	0	0	83
17:45	0	73	4	2	2	0	0	1	0	0	0	0	1	0	83
	1	303	23	5	11	0	0	8	0	1	0	0	1	0	353
18:00	0	117	9	1	5	0	0	2	0	0	0	0	0	0	134
18:15	0	104	9	0	0	0	0	1	0	0	0	0	0	0	114
18:30	0	87	10	1	2	0	0	1	0	0	0	0	0	0	101
18:45	0	115	6	0	2	0	0	2	0	0	0	0	0	0	125
	0	423	34	2	9	0	0	6	0	0	0	0	0	0	474
19:00	0	80	13	0	2	1	0	0	0	0	0	0	0	0	96
19:15	0	72	9	0	2	0	0	2	0	0	0	0	0	0	85
19:30	0	66	10	0	2	0	0	1	0	0	0	0	0	0	79
19:45	0	51	7	0	2	0	0	0	0	0	0	0	0	0	60
	0	269	39	0	8	1	0	3	0	0	0	0	0	0	320
20:00	0	63	5	0	2	0	0	2	0	0	0	0	0	0	72
20:15	0	71	5	0	2	0	0	0	0	0	0	0	0	0	78
20:30	0	61	6	0	0	0	0	1	2	0	0	0	0	0	70
20:45	0	47	4	0	3	0	0	0	0	0	0	0	0	0	54
	0	242	20	0	7	0	0	3	2	0	0	0	0	0	274
21:00	0	63	7	0	0	1	0	0	0	0	0	0	0	0	71
21:15	0	36	4	0	0	0	0	0	0	0	0	0	0	0	40
21:30	1	37	6	0	0	0	0	0	0	0	0	0	0	0	44
21:45	0	37	1	0	0	0	0	1	0	0	0	0	0	0	39
	1	173	18	0	0	1	0	1	0	0	0	0	0	0	194
22:00	0	33	1	0	0	0	0	1	0	0	0	0	0	0	35
22:15	0	28	1	0	0	0	0	0	0	0	0	0	0	0	29
22:30	0	23	0	0	0	0	0	0	0	0	0	0	0	0	23
22:45	1	24	4	0	0	0	0	0	1	0	0	0	0	0	30
	1	108	6	0	0	0	0	1	1	0	0	0	0	0	117
23:00	0	17	0	0	0	0	0	0	0	0	0	0	0	0	17
23:15	0	26	0	0	0	1	0	0	0	0	0	0	0	0	27
23:30	0	8	1	1	0	0	0	1	0	0	0	0	0	0	11
23:45	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18
	0	69	1	1	0	1	0	1	0	0	0	0	0	0	73
Total	3	2900	301	83	104	25	0	46	22	3	1	0	1	0	3489
Percent	0.1%	83.1%	8.6%	2.4%	3.0%	0.7%	0.0%	1.3%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
Grand Total	55	13718	1805	387	578	181	14	248	157	35	6	6	18	0	17208
Percent	0.3%	79.7%	10.5%	2.2%	3.4%	1.1%	0.1%	1.4%	0.9%	0.2%	0.0%	0.0%	0.1%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB/WB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/02/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	1	0	0	0	0	1	0	0	0	1	0	0	0	0	3
03:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	1	1	0	0	0	1	0	0	2	0	0	0	0	0	5
05:00	1	1	0	0	0	1	0	0	2	0	0	0	0	0	5
05:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
05:30	0	7	1	0	0	0	0	0	1	0	0	0	0	0	9
05:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
06:00	0	23	3	0	2	0	0	0	0	0	0	0	1	0	29
06:15	0	40	6	0	2	0	0	0	1	0	0	0	1	0	50
06:30	0	9	2	0	0	0	0	0	1	0	0	0	0	0	12
06:45	0	15	2	0	0	0	0	0	1	0	0	0	0	0	18
07:00	0	16	1	1	0	0	0	0	0	0	0	0	0	0	18
07:15	0	30	2	0	0	1	0	0	0	0	0	0	0	0	33
07:30	0	70	7	1	0	1	0	0	2	0	0	0	0	0	81
07:45	0	15	0	0	0	1	0	0	0	0	0	0	0	0	16
08:00	0	9	0	0	0	0	0	0	2	0	0	0	0	0	11
08:15	0	6	0	1	0	1	0	0	0	0	0	0	0	0	8
08:30	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
08:45	0	41	0	1	0	2	0	0	2	0	0	0	0	0	46
09:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
09:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
09:30	0	3	1	1	0	0	0	0	1	0	0	0	0	0	6
09:45	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
10:00	1	13	3	1	1	0	0	0	1	0	0	0	0	0	19
10:15	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
10:30	0	8	0	1	0	0	0	0	0	0	0	0	0	0	9
10:45	1	2	1	0	1	0	0	2	1	0	0	0	0	0	8
11:00	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4
11:15	0	15	3	1	3	0	0	1	0	0	0	0	0	0	23
11:30	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
11:45	0	3	1	0	0	1	0	0	1	0	0	0	0	0	6
12:00	0	1	0	1	0	1	0	1	0	0	0	0	0	0	4
12:15	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2
12:30	0	6	2	1	0	2	0	1	2	0	0	0	1	0	15
Total	3	204	22	6	8	7	1	4	19	1	0	0	2	0	277
Percent	1.1%	73.6%	7.9%	2.2%	2.9%	2.5%	0.4%	1.4%	6.9%	0.4%	0.0%	0.0%	0.7%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB/WB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	3	0	1	0	0	0	1	0	0	0	0	0	0	5
12:15	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
12:30	0	3	0	1	2	0	0	1	1	0	0	0	0	0	8
12:45	0	6	0	1	1	0	0	0	1	0	0	0	0	0	9
	0	12	0	6	3	0	0	2	2	0	0	0	0	0	25
13:00	0	3	1	3	0	0	0	0	1	0	0	0	0	0	8
13:15	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
13:30	0	3	0	3	0	0	0	0	0	0	0	0	0	0	6
13:45	0	3	1	3	0	0	0	1	1	0	0	0	0	0	9
	0	11	2	9	0	0	0	1	3	0	0	0	0	0	26
14:00	0	0	1	2	1	0	0	1	1	0	0	0	0	0	6
14:15	0	1	0	2	0	0	0	2	0	0	0	0	0	0	5
14:30	0	1	0	1	0	0	0	2	1	0	0	0	0	0	5
14:45	0	3	1	4	0	0	0	0	0	0	0	0	0	0	8
	0	5	2	9	1	0	0	5	2	0	0	0	0	0	24
15:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
15:15	0	1	0	5	0	0	0	2	0	0	0	0	0	0	8
15:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:45	0	1	3	1	1	0	0	1	0	0	0	0	0	0	7
	0	4	3	7	1	0	0	3	0	0	0	0	0	0	18
16:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
16:15	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
16:30	0	1	0	1	1	0	0	0	0	0	0	0	0	1	4
16:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
	0	5	1	3	2	0	0	0	0	0	0	0	0	2	13
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	3	1	0	0	0	0	1	0	0	0	0	0	0	5
	0	6	1	0	0	0	0	1	1	0	0	0	0	0	9
18:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
18:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
18:30	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
18:45	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
	1	3	2	1	1	2	0	0	0	0	0	0	0	0	10
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
19:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
19:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3
Total	1	60	14	37	8	2	0	12	10	0	0	0	0	2	146
Percent	0.7%	41.1%	9.6%	25.3%	5.5%	1.4%	0.0%	8.2%	6.8%	0.0%	0.0%	0.0%	0.0%	1.4%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB/WB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/03/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:00	0	0	0	1	0	0	0	0	2	0	0	0	0	0	3
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
03:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	1	0	0	1	0	0	0	0	1	0	0	0	0	0	3
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
05:30	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
05:45	0	16	3	0	0	0	0	0	1	0	0	0	0	0	20
06:00	0	35	4	0	0	0	0	0	1	0	0	0	0	0	40
06:15	0	15	7	0	1	0	0	0	0	1	0	0	0	0	24
06:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
06:45	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	29	10	0	1	0	0	0	0	1	0	0	0	0	41
07:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
08:00	0	11	0	1	0	0	0	0	0	0	0	0	0	0	12
08:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
08:30	0	30	2	1	0	0	0	0	0	0	0	0	0	0	33
08:45	0	5	0	0	0	0	0	0	1	0	0	0	0	0	6
09:00	0	6	0	0	0	0	0	0	1	0	0	0	1	0	8
09:15	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
09:30	0	5	1	1	1	0	0	0	0	0	0	0	0	0	8
09:45	0	17	2	2	1	0	0	0	2	0	0	0	1	0	25
10:00	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
10:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
10:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:45	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
11:00	0	12	3	2	1	0	0	0	0	0	0	0	0	0	18
11:15	0	5	0	0	1	0	0	1	1	0	0	0	0	0	8
11:30	0	4	0	1	1	0	0	0	0	0	0	0	0	0	6
11:45	0	5	1	0	0	0	0	0	3	0	0	0	0	0	9
12:00	2	6	0	0	0	0	0	0	0	0	0	0	0	0	8
12:15	2	20	1	1	2	0	0	1	4	0	0	0	0	0	31
12:30	1	2	0	0	2	0	0	0	1	0	0	0	0	0	6
12:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
13:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
13:30	1	4	0	0	3	0	0	0	1	0	0	0	1	0	10
Total	4	149	22	8	8	0	0	1	12	1	0	0	2	0	207
Percent	1.9%	72.0%	10.6%	3.9%	3.9%	0.0%	0.0%	0.5%	5.8%	0.5%	0.0%	0.0%	1.0%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB/WB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	1	5	0	0	0	0	0	1	2	0	0	0	0	0	9
12:15	0	3	0	3	1	0	0	0	0	0	0	0	0	0	7
12:30	0	3	1	3	1	0	0	0	0	0	0	0	0	0	8
12:45	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4
13:00	1	14	1	7	2	0	0	1	2	0	0	0	0	0	28
13:15	0	6	1	2	1	0	0	1	0	0	0	0	0	0	11
13:30	0	3	0	1	1	0	0	1	0	0	0	0	0	0	6
13:45	1	3	1	1	0	1	0	0	0	0	0	0	0	0	7
14:00	0	2	0	4	0	0	0	1	0	0	0	0	0	0	7
14:15	1	14	2	8	2	1	0	3	0	0	0	0	0	0	31
14:30	0	0	0	3	0	0	0	1	1	0	0	0	0	0	5
14:45	0	3	2	5	0	0	0	1	0	0	0	0	0	0	11
15:00	0	4	1	1	0	0	0	2	1	0	0	0	0	0	9
15:15	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
15:30	0	8	5	10	0	0	0	4	2	0	0	0	0	0	29
15:45	0	2	0	1	0	0	0	2	0	0	0	0	0	0	5
16:00	0	3	1	2	0	0	0	1	0	0	0	0	0	0	7
16:15	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
16:30	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
16:45	0	7	2	6	0	0	0	3	1	0	0	0	0	0	19
17:00	0	1	0	3	0	1	0	1	0	0	0	0	0	0	6
17:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	1	1	1	0	1	0	0	0	0	0	0	0	0	4
17:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
18:00	0	5	3	4	0	2	0	1	0	0	0	0	0	0	15
18:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
18:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
18:45	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
19:15	0	9	0	1	0	0	0	1	0	0	0	0	0	0	11
19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
20:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
21:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
23:15	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4
23:30	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	0	0	0	0	0	1	0	0	0	1	0	6
Percent	2	73	17	37	4	3	0	13	6	0	0	0	0.6%	0.0%	156
	1.3%	46.8%	10.9%	23.7%	2.6%	1.9%	0.0%	8.3%	3.8%	0.0%	0.0%	0.0%			

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB/WB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/04/09	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
03:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	1	0	0	0	0	1	0	0	0	0	0	3
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	0	0	0	0	0	0	0	0	0	0	1	0	3
05:15	0	7	1	0	0	0	0	0	1	0	0	0	0	0	9
05:30	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
05:45	0	13	5	0	0	0	0	0	1	0	0	0	0	0	19
06:00	0	31	6	0	0	0	0	0	2	0	0	0	0	0	39
06:15	0	15	4	0	2	0	0	0	0	0	0	0	0	0	21
06:30	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
06:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
07:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15	0	34	6	1	2	0	0	0	0	0	0	0	0	0	43
07:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	5	1	0	0	0	0	0	1	0	0	0	0	0	7
08:00	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
08:15	0	10	0	1	0	0	0	0	1	0	0	0	0	0	12
08:30	0	20	2	1	1	0	0	0	2	0	0	0	0	0	26
08:45	0	8	0	0	0	0	0	0	0	0	0	0	1	0	9
09:00	0	5	1	0	0	1	0	0	0	0	0	0	0	0	9
09:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
09:30	0	1	0	0	0	1	0	0	0	0	0	0	0	0	5
09:45	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5
10:00	0	10	3	1	1	1	0	0	3	0	0	0	0	0	19
10:15	0	7	0	1	1	0	0	0	0	0	0	0	0	0	9
10:30	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4
10:45	0	1	1	0	1	0	0	0	0	0	0	0	1	0	4
11:00	1	3	3	0	0	1	0	0	1	0	0	0	0	0	9
11:15	0	14	4	2	2	1	0	0	1	0	0	0	1	0	26
11:30	0	4	0	1	0	1	0	0	0	0	0	0	0	0	6
11:45	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
12:00	0	3	0	1	1	0	0	0	0	0	0	0	0	0	5
12:15	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
12:30	0	11	0	2	2	1	0	0	1	0	0	0	0	0	17
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	141	23	8	8	5	0	0	13	1	0	0	3	0	206
Percent	1.9%	68.4%	11.2%	3.9%	3.9%	2.4%	0.0%	0.0%	6.3%	0.5%	0.0%	0.0%	1.5%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB/WB

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	3	1	0	0	1	0	0	0	0	0	0	0	0	5
12:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
12:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
12:45	0	4	0	2	0	0	0	0	0	0	0	0	0	0	6
	0	10	2	2	1	1	0	0	0	0	0	0	0	0	16
13:00	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
13:15	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4
13:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
13:45	0	2	0	2	0	1	0	1	0	0	0	0	0	0	6
	0	8	1	4	1	1	0	1	0	0	0	0	0	0	16
14:00	0	4	1	1	2	0	0	1	1	0	0	0	0	0	10
14:15	1	2	0	0	0	1	0	1	2	0	0	0	0	0	7
14:30	0	3	0	2	0	0	0	2	0	0	0	0	0	0	7
14:45	0	3	1	5	0	0	0	0	0	0	0	0	0	0	9
	1	12	2	8	2	1	0	4	3	0	0	0	0	0	33
15:00	1	2	0	2	0	1	0	0	0	0	0	0	0	0	6
15:15	0	2	0	2	0	0	0	2	0	0	0	0	0	0	6
15:30	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
15:45	0	1	1	3	0	1	0	1	0	0	0	0	0	0	7
	1	6	2	8	0	2	0	3	0	0	0	0	0	0	22
16:00	0	0	1	3	0	0	0	1	0	0	0	0	0	0	5
16:15	0	4	3	3	0	0	0	0	0	0	0	0	0	0	10
16:30	0	1	1	1	0	0	0	0	2	0	0	0	0	0	5
16:45	0	0	1	2	0	0	0	1	0	0	0	0	0	0	4
	0	5	6	9	0	0	0	2	2	0	0	0	0	0	24
17:00	0	0	0	3	0	0	0	2	0	0	0	0	0	0	5
17:15	0	2	0	1	0	0	0	0	1	0	0	0	0	0	4
17:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
17:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
	0	6	0	5	0	0	0	2	1	0	0	0	0	0	14
18:00	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4
18:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	6	1	2	0	0	0	0	0	0	0	0	0	0	9
19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
19:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
20:00	0	4	0	1	0	0	0	0	0	0	0	0	0	0	5
20:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
20:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
	0	7	0	2	0	0	0	0	1	0	0	0	0	0	10
21:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	1	0	0	1	0	0	0	0	0	0	0	0	4
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	73	20	40	4	6	0	12	7	0	0	0	0	0	164
Percent	1.2%	44.5%	12.2%	24.4%	2.4%	3.7%	0.0%	7.3%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	16	700	118	136	40	23	1	42	67	3	0	0	8	2	1156
Percent	1.4%	60.6%	10.2%	11.8%	3.5%	2.0%	0.1%	3.6%	5.8%	0.3%	0.0%	0.0%	0.7%	0.2%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB/WB

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/02/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
01:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
04:00	0	2	0	0	0	0	0	0	3	0	0	0	0	0	5
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	7	1	0	0	0	0	0	1	0	0	0	0	0	9
05:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	9	2	0	0	0	0	0	3	0	0	0	0	0	14
06:00	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
06:15	0	1	0	2	0	0	0	2	0	0	0	0	0	0	5
06:30	0	0	0	10	1	0	0	1	0	0	0	0	0	0	12
06:45	0	1	0	4	0	0	0	1	1	1	0	0	0	0	8
07:00	0	2	0	17	1	0	0	4	2	1	0	0	0	0	27
07:00	0	0	0	6	0	0	0	1	2	0	0	0	0	0	9
07:15	0	0	0	5	0	1	0	1	0	0	0	0	0	0	7
07:30	0	1	1	4	1	1	0	1	1	0	0	0	0	0	10
07:45	0	1	0	3	0	0	0	0	0	0	0	0	1	0	5
08:00	0	2	1	18	1	2	0	3	3	0	0	0	1	0	31
08:00	0	4	0	1	0	0	0	0	0	0	0	0	0	0	5
08:15	0	1	0	0	0	0	0	2	0	0	0	0	0	0	3
08:30	0	2	1	0	0	0	0	1	1	0	0	0	0	0	5
08:45	0	3	3	0	2	0	0	0	1	0	0	0	0	0	9
09:00	0	10	4	1	2	0	0	3	2	0	0	0	0	0	22
09:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
09:15	0	12	1	1	0	0	0	0	0	0	0	0	1	0	15
09:30	0	19	0	1	0	0	0	0	0	0	0	0	0	0	20
09:45	0	19	1	0	0	0	0	0	0	0	0	0	0	0	20
10:00	0	52	3	2	1	0	0	0	0	0	0	0	1	0	59
10:00	0	7	0	0	0	0	0	0	1	0	0	0	0	0	8
10:15	0	6	1	1	1	0	0	0	0	0	0	0	0	0	9
10:30	1	5	0	0	0	0	0	0	1	0	0	0	0	0	7
10:45	0	7	0	1	0	0	0	0	1	0	0	0	0	0	9
11:00	1	25	1	2	1	0	0	0	3	0	0	0	0	0	33
11:00	1	3	1	0	0	1	0	0	0	0	0	0	0	0	6
11:15	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
11:30	0	4	1	1	0	0	0	0	1	0	0	0	0	0	7
11:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	1	15	3	1	1	1	0	0	1	0	0	0	0	0	23
Percent	3	121	14	42	7	5	0	10	18	1	0	0	2	0	223
Percent	1.3%	54.3%	6.3%	18.8%	3.1%	2.2%	0.0%	4.5%	8.1%	0.4%	0.0%	0.0%	0.9%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB/WB

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
12:15	0	3	1	0	0	1	0	1	1	0	0	0	0	0	7
12:30	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
12:45	0	6	0	0	1	0	0	0	1	0	0	0	0	0	8
	0	18	4	1	2	1	0	1	2	0	0	0	0	0	29
13:00	0	8	0	0	0	0	0	0	1	0	0	0	0	0	9
13:15	1	5	1	0	1	0	0	0	0	0	0	0	0	0	8
13:30	0	3	0	0	0	0	0	0	0	0	0	0	1	0	4
13:45	0	4	2	0	0	0	0	0	1	0	0	0	0	0	7
	1	20	3	0	1	0	0	0	2	0	0	0	1	0	28
14:00	0	2	0	0	0	0	0	1	1	0	0	0	0	0	4
14:15	0	5	2	0	0	1	0	0	0	0	0	0	0	0	8
14:30	0	10	1	0	1	0	0	0	1	0	0	0	0	0	13
14:45	0	3	0	0	0	0	0	0	0	0	0	0	1	0	4
	0	20	3	0	1	1	0	1	2	0	0	0	1	0	29
15:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
15:15	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4
15:30	0	9	0	0	0	0	0	0	1	0	0	0	0	0	10
15:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	21	2	0	0	1	0	0	1	0	0	0	0	0	25
16:00	0	12	0	0	1	0	0	0	0	0	0	0	0	0	13
16:15	0	10	3	0	1	0	0	0	0	0	0	0	0	0	14
16:30	0	11	0	0	0	1	0	0	0	0	0	0	0	0	12
16:45	0	5	1	1	0	0	0	0	0	0	0	0	0	0	7
	0	38	4	1	2	1	0	0	0	0	0	0	0	0	46
17:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
17:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
18:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
18:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18:30	0	4	1	0	0	0	0	0	0	0	0	0	1	0	6
18:45	0	4	0	0	0	0	0	0	1	0	0	0	0	0	5
	0	13	1	0	0	0	0	0	1	0	0	0	1	0	16
19:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
19:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
19:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
Total	1	167	21	2	6	4	0	2	9	0	0	0	3	0	215
Percent	0.5%	77.7%	9.8%	0.9%	2.8%	1.9%	0.0%	0.9%	4.2%	0.0%	0.0%	0.0%	1.4%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB/WB

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/03/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	1	0	0	0	0	1	0	0	1	0	0	0	0	0	3
02:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3
03:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
04:00	1	1	0	0	0	0	0	0	3	0	0	0	0	0	5
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
06:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
06:45	0	0	2	3	0	0	0	1	1	0	0	0	0	0	7
07:00	0	0	1	6	1	1	0	2	0	0	0	0	0	0	11
07:15	0	0	0	3	0	0	0	0	2	0	0	0	0	0	5
07:30	0	3	4	12	1	1	0	3	3	0	0	0	0	0	27
07:45	0	2	0	9	0	0	0	5	0	0	0	0	0	0	16
08:00	0	0	0	7	0	0	0	2	1	0	0	0	0	0	10
08:15	0	2	0	1	0	0	0	1	0	0	0	0	0	0	4
08:30	1	1	1	2	0	0	0	0	0	0	0	0	0	0	5
08:45	1	5	1	19	0	0	0	8	1	0	0	0	0	0	35
09:00	2	4	0	0	0	2	0	1	0	0	0	0	0	0	9
09:15	0	4	0	1	0	0	0	1	0	0	0	0	0	0	6
09:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
09:45	0	4	0	1	0	0	0	0	0	0	0	0	0	0	5
10:00	2	14	0	2	0	2	0	2	0	0	0	0	0	0	22
10:15	0	8	0	0	1	1	0	0	1	0	0	0	0	0	11
10:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
10:45	0	2	1	0	2	0	0	0	0	0	0	0	1	0	6
11:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
11:15	0	15	3	0	3	1	0	0	1	0	0	0	1	0	24
11:30	0	6	1	1	0	0	0	0	0	0	0	0	0	0	8
11:45	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
12:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
12:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30	0	11	2	1	2	0	0	0	0	0	0	0	0	0	16
12:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
13:00	0	2	1	0	1	0	0	0	0	0	0	0	1	0	5
13:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
13:30	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
13:45	0	11	1	0	2	0	0	0	0	0	0	0	1	0	15
Total	5	67	13	35	8	5	0	13	9	0	0	0	2	0	157
Percent	3.2%	42.7%	8.3%	22.3%	5.1%	3.2%	0.0%	8.3%	5.7%	0.0%	0.0%	0.0%	1.3%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB/WB

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	3	0	2	1	0	0	0	0	0	0	0	0	0	6
12:15	0	3	1	1	0	0	0	0	0	0	0	0	0	0	5
12:30	0	7	3	0	0	2	0	0	1	0	0	0	0	0	13
12:45	0	6	0	0	2	1	0	0	0	0	0	0	0	0	9
	0	19	4	3	3	3	0	0	1	0	0	0	0	0	33
13:00	1	6	1	0	0	0	0	0	0	0	0	0	0	0	8
13:15	0	6	1	1	0	0	0	0	1	0	0	0	1	0	10
13:30	1	7	0	0	1	0	0	0	0	0	0	0	0	0	9
13:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
	2	24	3	1	1	0	0	0	1	0	0	0	1	0	33
14:00	0	5	0	1	0	0	0	0	0	0	0	0	0	0	6
14:15	0	6	1	1	0	0	0	0	0	0	0	0	0	0	8
14:30	0	7	0	1	0	0	0	0	0	0	0	0	0	0	8
14:45	0	8	2	0	0	0	0	0	0	0	0	0	1	0	11
	0	26	3	3	0	0	0	0	0	0	0	0	1	0	33
15:00	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
15:15	0	9	2	1	0	1	0	0	0	0	0	0	0	0	13
15:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
15:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
	0	33	3	1	0	1	0	0	0	0	0	0	0	0	38
16:00	0	7	2	1	0	0	0	0	0	0	0	0	0	0	10
16:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
16:30	1	6	0	0	0	0	0	0	0	0	0	0	0	0	7
16:45	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
	1	22	6	1	1	0	0	0	0	0	0	0	0	0	31
17:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
17:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
17:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
17:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	0	17	3	0	0	0	0	0	0	0	0	0	0	0	20
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
18:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
18:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
19:00	0	1	1	0	0	0	0	0	0	0	0	0	1	0	3
19:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
19:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	6	2	0	0	0	0	0	0	0	0	0	1	0	9
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	1	6
22:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
22:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	8	1	0	0	0	0	0	0	0	0	0	0	1	10
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
Total	3	170	26	9	5	4	0	0	3	0	0	0	3	1	224
Percent	1.3%	75.9%	11.6%	4.0%	2.2%	1.8%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	1.3%	0.4%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB/WB

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
06/04/09	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	1	0	0	3	0	0	0	0	0	4
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	3	0	0	0	0	0	4
03:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
04:15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	4	1	0	0	0	0	0	1	0	0	0	0	0	6
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	5	1	0	0	0	0	0	1	0	0	0	0	0	7
06:15	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
06:30	0	1	0	5	0	0	0	0	1	0	0	0	0	0	7
06:45	0	2	2	3	1	0	0	3	0	0	0	0	0	0	11
07:00	0	1	0	2	0	0	0	2	1	0	0	0	0	0	6
07:15	0	5	2	12	1	0	0	5	2	0	0	0	0	0	27
07:30	0	1	2	2	0	0	0	1	1	1	0	1	0	0	9
07:45	0	3	0	3	1	0	0	3	0	0	0	0	0	0	10
08:00	0	1	1	7	0	0	0	1	0	0	0	0	0	0	10
08:15	0	1	0	6	0	0	0	0	0	0	0	0	0	0	7
08:30	0	6	3	18	1	0	0	5	1	1	0	1	0	0	36
08:45	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
09:00	0	1	0	1	0	0	0	1	0	0	0	0	0	0	3
09:15	0	5	2	0	0	1	0	0	0	0	0	0	0	0	8
09:30	1	5	1	0	0	2	0	0	0	0	0	0	0	0	9
09:45	1	11	3	2	0	4	0	1	1	0	0	0	0	0	23
10:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
10:15	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2
10:30	0	2	1	1	0	0	0	0	1	0	0	0	0	0	5
10:45	0	4	0	1	1	0	0	0	1	0	0	0	0	0	7
11:00	0	9	1	2	1	0	0	0	2	0	0	0	1	0	16
11:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
11:30	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
11:45	0	4	2	1	0	0	0	0	1	0	0	0	0	0	8
12:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15	0	10	2	1	2	0	0	0	1	0	0	0	0	0	16
12:30	0	1	0	3	1	1	0	0	0	0	0	0	0	0	6
12:45	0	4	1	0	0	0	0	0	1	0	0	0	0	0	6
13:00	0	3	0	1	1	0	0	0	0	0	0	0	0	0	5
13:15	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
13:30	0	10	4	4	2	1	0	0	1	0	0	0	0	0	22
Total	1	59	16	39	7	7	0	11	14	1	0	1	1	0	157
Percent	0.6%	37.6%	10.2%	24.8%	4.5%	4.5%	0.0%	7.0%	8.9%	0.6%	0.0%	0.6%	0.6%	0.0%	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB/WB

WB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	3	1	1	0	0	0	0	0	0	0	0	0	0	5
12:15	0	7	1	2	0	0	0	0	0	0	0	0	0	0	10
12:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45	0	3	0	0	2	0	0	0	0	0	0	0	0	0	5
	0	13	2	4	2	0	0	0	0	0	0	0	0	0	21
13:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
13:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
13:30	0	4	1	0	0	0	0	0	1	0	0	0	0	0	6
13:45	1	2	0	0	1	0	0	0	0	0	0	0	0	0	4
	1	11	3	0	1	0	0	0	1	0	0	0	0	0	17
14:00	0	4	1	0	0	1	0	0	0	0	0	0	0	0	6
14:15	0	10	2	0	0	1	0	0	1	0	0	0	0	0	14
14:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
14:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
	0	20	6	0	0	2	0	0	1	0	0	0	0	0	29
15:00	1	12	1	0	0	1	0	0	0	0	0	0	1	0	16
15:15	0	8	0	0	0	0	0	0	1	0	0	0	0	0	9
15:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
15:45	0	2	1	0	0	1	0	0	0	0	0	0	0	0	4
	1	31	3	0	0	2	0	0	1	0	0	0	1	0	39
16:00	1	6	2	0	0	1	0	0	0	0	0	0	0	0	10
16:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
16:30	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
16:45	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
	1	34	6	0	1	1	0	0	0	0	0	0	0	0	43
17:00	0	8	0	0	0	1	0	0	0	0	0	0	0	0	9
17:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
17:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
17:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
	0	21	3	0	0	1	0	0	0	0	0	0	0	0	25
18:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
18:45	0	4	0	0	0	0	0	0	1	0	0	0	0	0	5
	0	11	0	0	0	0	0	0	1	0	0	0	0	0	12
19:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
20:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
20:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
21:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
22:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
23:00	1	2	0	0	0	1	0	0	0	0	0	0	0	0	4
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	2	0	0	0	1	0	0	0	0	0	0	0	0	4
Total	4	172	29	4	4	7	0	0	4	0	0	0	1	0	225
Percent	1.8%	76.4%	12.9%	1.8%	1.8%	3.1%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	0.4%	0.0%	
Grand Total	17	756	119	131	37	32	0	36	57	2	0	1	12	1	1201
Percent	1.4%	62.9%	9.9%	10.9%	3.1%	2.7%	0.0%	3.0%	4.7%	0.2%	0.0%	0.1%	1.0%	0.1%	

Job Number: 09-17
Client: The RBA Group
RE: Wyandanch Intermodal
Direction: NB

Site Code: 2225
CR 02 NB Between
Mount Ave and Jamaica Ave

Start Time	01-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	202	51	225	55	186	51	170	63	235	67	210	90	189	63	202
12:15	*	220	39	217	31	184	37	196	51	191	69	222	96	164	54	199
12:30	*	216	31	201	29	205	35	158	33	190	82	236	81	141	48	192
12:45	*	175	27	191	31	198	38	193	37	214	59	245	66	171	43	198
01:00	*	180	25	220	31	209	27	174	42	221	40	205	66	177	38	198
01:15	*	210	28	225	18	260	13	207	28	227	41	213	62	206	32	221
01:30	*	207	25	222	27	200	24	223	28	206	52	202	57	150	36	201
01:45	*	244	17	234	18	208	21	199	16	223	37	232	36	209	24	221
02:00	*	256	29	247	12	224	14	227	24	218	37	244	38	220	26	234
02:15	*	208	15	239	11	231	15	231	17	237	33	222	49	212	23	226
02:30	*	266	14	233	17	244	12	255	16	234	34	249	27	204	20	241
02:45	*	256	17	238	14	259	10	260	14	286	35	223	36	205	21	247
03:00	*	267	14	266	16	253	15	258	24	254	27	222	27	188	20	244
03:15	*	289	13	291	13	269	16	230	20	277	11	221	41	180	19	251
03:30	*	271	9	266	11	275	13	317	15	237	12	252	27	193	14	259
03:45	*	276	9	288	10	286	19	263	17	269	27	199	41	189	20	253
04:00	*	270	20	292	18	250	17	306	19	253	20	198	36	187	22	251
04:15	*	257	29	266	19	239	21	260	23	262	14	209	29	178	22	239
04:30	*	298	19	327	29	284	24	262	35	253	17	206	25	175	25	258
04:45	*	259	31	256	24	250	26	254	32	297	36	200	23	193	29	244
05:00	*	225	37	298	47	313	40	283	50	239	31	208	33	161	40	247
05:15	*	248	51	255	42	267	36	278	38	225	35	205	16	148	36	232
05:30	*	287	79	279	74	253	77	261	76	254	36	196	33	153	62	240
05:45	*	239	100	233	98	224	110	254	95	225	50	180	36	182	82	220
06:00	*	220	97	254	95	233	86	267	114	243	61	197	28	155	80	224
06:15	*	222	172	220	145	212	156	207	146	241	68	196	31	192	120	213
06:30	*	189	166	221	140	249	148	205	136	207	95	174	62	176	124	203
06:45	*	210	244	214	200	258	219	219	206	185	113	211	52	196	172	213
07:00	*	216	220	210	218	217	201	203	202	181	100	190	44	201	164	203
07:15	*	201	224	213	197	191	194	229	181	199	119	189	58	176	162	200
07:30	*	161	273	158	243	174	241	178	237	185	131	186	72	155	200	171
07:45	*	196	296	186	309	171	285	194	258	162	150	171	67	168	228	178
08:00	*	176	251	181	256	161	265	176	252	190	126	195	79	175	205	179
08:15	*	147	265	150	261	131	229	157	259	156	132	189	77	182	204	159
08:30	*	144	261	139	271	132	246	166	238	145	129	160	95	149	207	148
08:45	*	151	266	130	264	131	252	137	232	122	144	171	102	130	210	139
09:00	*	136	277	151	234	128	255	147	230	142	168	180	103	142	211	147
09:15	*	151	226	152	217	139	190	159	188	152	189	169	127	159	190	154
09:30	*	145	192	109	221	131	185	123	185	130	169	160	124	148	179	135
09:45	*	123	197	121	219	116	172	158	191	108	168	180	145	101	182	130
10:00	*	101	187	116	191	115	162	121	167	126	166	126	156	112	172	117
10:15	*	97	171	111	203	98	190	127	197	144	184	155	144	90	182	117
10:30	*	89	158	85	189	83	168	85	149	123	206	157	193	92	177	102
10:45	*	70	171	76	188	82	160	82	186	105	178	142	147	101	172	94
11:00	181	68	201	82	183	87	176	95	216	96	172	121	192	97	189	92
11:15	191	57	155	61	180	81	179	98	180	112	187	147	164	88	177	92
11:30	186	60	225	68	221	55	178	62	191	110	199	117	166	65	195	77
11:45	212	48	164	65	215	51	189	65	175	77	179	99	178	63	187	67
Total Day	770	9204	5788	9482	5755	9197	5437	9379	5529	9368	4435	9181	3677	7688	5108	9072
Total	9974		15270		14952		14816		14897		13616		11365		14180	
% Splits	7.7%	92.3%	37.9%	62.1%	38.5%	61.5%	36.7%	63.3%	37.1%	62.9%	32.6%	67.4%	32.4%	67.6%	36.0%	64.0%
Peak Vol.	11:00	03:15	07:30	03:45	07:45	04:30	07:45	03:30	07:45	04:00	10:30	01:45	11:00	01:45	07:45	03:15
P.H.F.	0.908	0.928	0.916	0.897	0.888	0.890	0.899	0.904	0.972	0.896	0.902	0.939	0.907	0.960	0.925	0.979

Job Number: 09-17
Client: The RBA Group
RE: Wyandanch Intermodal
Direction: SB

Site Code: 2207
CR 02 SB Between
Mount Ave and Jamaica Ave

Start Time	01-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	218	36	229	49	190	46	212	57	225	84	209	156	163	71	207
12:15	*	182	46	193	62	227	40	180	49	228	80	248	92	159	62	202
12:30	*	214	49	183	34	223	39	167	47	187	60	205	74	170	50	193
12:45	*	210	32	201	37	197	39	205	35	196	41	205	75	162	43	197
01:00	*	218	28	196	36	196	31	239	40	200	50	214	61	169	41	205
01:15	*	198	28	224	29	193	25	198	34	206	39	232	53	158	35	201
01:30	*	203	19	236	21	233	22	206	25	209	36	216	63	212	31	216
01:45	*	231	21	231	20	211	19	201	18	202	42	190	55	213	29	211
02:00	*	209	24	217	21	215	16	193	16	213	46	212	54	182	30	206
02:15	*	215	24	230	17	222	10	230	25	214	36	193	44	191	26	214
02:30	*	256	17	272	10	252	7	245	17	287	29	196	41	151	20	237
02:45	*	300	13	276	11	251	9	297	15	272	28	203	36	190	19	256
03:00	*	298	14	293	20	281	15	293	16	326	26	209	36	184	21	269
03:15	*	322	17	292	16	282	14	263	15	259	15	224	26	180	17	260
03:30	*	289	23	319	19	279	22	282	17	300	12	211	24	188	20	267
03:45	*	320	20	293	26	326	20	322	15	314	21	231	28	204	22	287
04:00	*	289	18	303	18	329	23	308	24	283	28	233	23	181	22	275
04:15	*	308	18	326	23	263	13	271	25	298	30	219	20	166	22	264
04:30	*	264	26	307	27	269	28	251	33	277	21	197	22	192	26	251
04:45	*	301	37	268	25	283	31	231	37	299	31	210	20	202	30	256
05:00	*	322	42	321	30	317	42	314	32	316	33	198	32	170	35	280
05:15	*	292	50	331	51	304	47	331	49	319	38	232	29	177	44	284
05:30	*	302	60	287	52	293	63	299	69	294	36	206	21	177	50	265
05:45	*	308	79	298	82	305	88	315	67	288	49	202	27	176	65	270
06:00	*	255	90	249	92	304	103	242	90	225	59	200	30	167	77	235
06:15	*	267	114	243	103	300	110	277	110	245	63	227	32	191	89	250
06:30	*	230	174	180	152	205	146	197	164	232	91	184	40	161	128	198
06:45	*	198	175	228	185	194	162	229	189	226	93	177	42	147	141	200
07:00	*	216	185	179	178	204	162	236	150	171	94	188	46	165	136	194
07:15	*	184	191	180	25	174	192	177	177	190	107	194	62	175	126	182
07:30	*	177	232	156	169	188	196	168	178	188	115	200	67	156	160	176
07:45	*	183	208	172	235	170	191	186	195	164	106	187	75	190	168	179
08:00	*	156	239	162	240	160	218	178	248	166	109	170	86	164	190	165
08:15	*	177	243	156	255	147	195	177	211	169	144	196	83	164	188	169
08:30	*	157	218	139	235	145	222	154	234	148	141	154	117	156	194	150
08:45	*	168	234	137	238	131	211	143	217	158	157	192	131	125	198	151
09:00	*	142	239	129	237	127	211	154	204	139	159	173	123	121	196	141
09:15	*	106	233	128	209	101	226	145	223	145	188	175	122	145	200	135
09:30	*	125	207	119	219	123	185	122	203	118	173	138	136	124	187	124
09:45	*	106	218	137	205	110	182	124	216	108	175	127	138	112	189	118
10:00	*	107	172	132	166	105	176	104	189	111	190	136	142	91	172	112
10:15	*	105	190	117	174	109	190	121	173	97	179	168	188	108	182	118
10:30	*	83	158	85	187	68	200	88	164	101	202	117	200	88	185	90
10:45	*	59	179	71	211	68	175	77	181	103	189	135	167	75	184	84
11:00	*	84	195	76	189	87	174	81	199	119	203	114	171	81	188	92
11:15	190	66	175	91	186	70	167	84	184	113	201	136	175	93	183	93
11:30	189	65	200	64	176	75	175	69	203	99	202	98	173	62	188	76
11:45	210	44	185	69	199	54	185	56	217	81	200	108	199	74	199	69
Total	589	9729	5395	9725	5201	9560	5063	9642	5296	9828	4451	8989	3857	7452	4879	9274
Day Total	10318		15120		14761		14705		15124		13440		11309		14153	
% Splits	5.7%	94.3%	35.7%	64.3%	35.2%	64.8%	34.4%	65.6%	35.0%	65.0%	33.1%	66.9%	34.1%	65.9%	34.5%	65.5%
Peak Vol.	03:00	1229	08:00	934	03:30	1241	08:00	968	05:00	1259	08:00	910	04:45	806	03:15	798
P.H.F.	0.954	0.961	0.937	0.949	0.926	0.962	0.951	0.917	0.942	0.993	0.906	0.908	0.937	0.985	0.957	

ADT ADT 14,511 AADT 14,511

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

Start Time	01-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	15	3	14	0	11	0	10	0	13	2	19	3	5	1	12
12:15	*	8	2	7	1	9	3	11	3	8	0	17	4	5	2	9
12:30	*	12	0	1	5	7	0	6	0	6	2	17	4	10	2	8
12:45	*	19	0	15	1	12	3	10	1	11	3	15	2	8	2	13
01:00	*	7	0	8	2	13	2	11	3	8	4	16	7	10	3	10
01:15	*	10	2	8	0	11	5	10	4	10	1	17	3	15	2	12
01:30	*	10	0	10	0	11	1	7	2	16	0	11	4	16	1	12
01:45	*	10	2	7	0	7	0	11	2	15	4	17	4	4	2	10
02:00	*	11	0	4	2	6	4	8	0	18	0	9	1	13	1	10
02:15	*	4	2	20	3	14	0	3	0	9	1	7	1	3	1	9
02:30	*	17	0	11	1	11	0	8	0	6	4	19	4	7	2	11
02:45	*	12	0	11	2	6	0	20	0	4	2	7	0	19	1	11
03:00	*	13	0	18	0	7	0	7	0	9	5	4	1	10	1	10
03:15	*	19	0	8	1	11	2	11	0	14	1	5	3	7	1	11
03:30	*	11	1	12	0	6	1	11	3	8	0	13	1	6	1	10
03:45	*	9	0	7	0	5	0	15	0	18	1	12	3	4	1	10
04:00	*	15	0	11	0	12	0	10	0	11	2	8	1	15	0	12
04:15	*	30	0	16	0	8	0	10	0	6	2	12	1	11	0	13
04:30	*	13	2	6	2	17	0	11	1	5	0	11	1	6	1	10
04:45	*	10	3	15	3	5	1	3	1	14	4	15	1	8	2	10
05:00	*	9	0	11	0	9	3	16	2	12	1	12	0	2	1	10
05:15	*	12	4	10	7	11	3	14	5	8	2	15	2	10	4	11
05:30	*	10	7	12	6	9	6	5	5	14	1	2	5	9	5	9
05:45	*	15	18	23	12	10	7	7	10	10	7	5	3	9	10	11
06:00	*	20	7	10	5	8	8	19	6	10	2	7	4	12	5	12
06:15	*	12	7	17	10	12	12	14	10	13	5	16	0	9	7	13
06:30	*	11	7	12	9	8	4	9	13	18	1	9	1	6	6	10
06:45	*	2	10	11	13	7	19	17	9	9	4	12	4	6	10	9
07:00	*	14	9	18	15	7	13	18	17	23	10	14	3	10	11	15
07:15	*	12	11	8	10	10	10	16	9	9	1	9	4	15	8	11
07:30	*	9	8	19	12	6	7	25	7	15	11	12	0	5	8	13
07:45	*	11	8	11	15	15	7	14	13	12	5	9	5	5	9	11
08:00	*	18	11	20	11	5	8	9	9	8	6	18	4	10	8	13
08:15	*	9	7	5	16	5	13	13	1	16	5	7	9	6	8	9
08:30	*	8	14	17	3	9	5	6	7	9	7	4	3	5	6	8
08:45	*	3	16	5	15	4	4	7	17	5	9	14	4	4	11	6
09:00	*	6	16	5	8	10	11	9	7	13	7	12	2	7	8	9
09:15	*	7	10	4	11	2	20	2	17	9	16	9	7	9	14	6
09:30	*	7	8	5	5	11	9	10	6	11	8	12	2	4	6	9
09:45	*	8	6	8	13	5	4	6	4	5	12	12	4	12	7	8
10:00	*	3	9	3	10	5	6	7	9	7	13	8	5	10	9	6
10:15	*	6	6	5	12	4	7	14	5	8	11	5	5	9	8	7
10:30	*	7	5	7	15	3	11	4	8	6	7	8	5	4	8	6
10:45	*	5	8	1	12	5	10	3	6	17	9	7	12	4	10	6
11:00	*	5	9	11	7	10	13	8	4	7	12	8	10	7	9	8
11:15	*	4	10	4	19	2	6	2	9	3	15	2	8	2	11	3
11:30	*	4	6	10	11	4	8	1	11	1	7	5	8	0	8	4
11:45	13	4	10	4	13	3	10	0	7	2	6	4	5	7	9	3
Total	13	496	264	485	318	388	266	468	253	489	238	508	173	380	251	459
Day Total	509		749		706		734		742		746		553		710	
% Splits	2.6%	97.4%	35.2%	64.8%	45.0%	55.0%	36.2%	63.8%	34.1%	65.9%	31.9%	68.1%	31.3%	68.7%	35.4%	64.6%
Peak Vol.	04:00 68		08:30 56	05:30 62	07:30 54	00:45 47	06:45 49	06:45 76	06:15 49	06:15 63	09:15 49	12:00 68	10:45 38	00:45 49	08:30 39	07:00 50
P.H.F.	0.567		0.778	0.674	0.711	0.691	0.613	0.760	0.721	0.685	0.766	0.895	0.792	0.645	0.696	0.833

ADT

ADT 728

AADT 728

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

Start	01-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	14	0	4	0	17	1	10	0	19	0	5	0	0	0	10
12:15	*	15	0	15	4	6	0	12	0	19	1	6	0	0	1	10
12:30	*	9	1	13	0	23	0	4	0	9	2	7	0	0	0	9
12:45	*	15	0	16	0	11	0	12	0	14	0	9	0	0	0	11
01:00	*	16	5	19	1	12	0	8	0	10	0	19	0	0	1	12
01:15	*	14	7	14	0	20	0	8	0	19	0	8	0	0	1	12
01:30	*	16	4	13	0	15	0	11	0	7	0	4	0	0	1	9
01:45	*	10	7	17	0	8	0	5	0	19	0	9	0	0	1	10
02:00	*	20	0	17	0	11	0	7	2	14	0	1	0	0	0	10
02:15	*	5	2	14	3	13	8	33	5	18	5	8	0	0	4	13
02:30	*	12	3	20	6	9	11	10	7	20	0	2	6	0	6	10
02:45	*	1	2	10	6	18	3	8	4	14	0	3	0	1	2	8
03:00	*	7	1	9	5	18	4	24	8	21	3	13	0	1	4	13
03:15	*	12	5	8	6	17	5	13	13	17	2	5	0	0	5	10
03:30	*	14	11	17	10	8	1	15	3	13	0	5	0	0	4	10
03:45	*	10	3	11	6	10	2	8	2	14	0	3	0	0	2	8
04:00	*	16	1	15	0	11	2	14	0	10	0	6	0	0	0	10
04:15	*	3	0	15	0	12	5	15	0	17	0	5	0	0	1	10
04:30	*	13	3	10	1	11	0	20	8	16	0	5	0	0	2	11
04:45	*	21	6	12	1	6	4	15	4	13	0	3	0	0	2	10
05:00	*	18	8	7	3	13	0	22	11	18	1	6	0	0	4	12
05:15	*	8	5	13	4	8	7	12	8	10	0	1	0	0	4	7
05:30	*	17	13	3	5	7	22	8	7	10	1	1	0	0	8	7
05:45	*	11	8	3	7	11	11	13	6	11	3	0	0	0	6	7
06:00	*	7	11	18	15	7	16	8	18	14	1	0	0	0	10	8
06:15	*	1	14	4	11	3	19	7	4	6	5	0	0	0	9	3
06:30	*	10	16	7	21	5	22	6	21	8	13	0	0	1	16	5
06:45	*	5	20	7	13	2	11	9	13	1	9	0	0	1	11	4
07:00	*	3	18	4	22	6	24	3	19	10	9	0	0	2	15	4
07:15	*	4	16	10	19	3	21	0	13	9	15	0	1	0	14	4
07:30	*	0	16	6	11	3	20	10	16	8	8	0	0	0	12	4
07:45	*	9	10	1	8	0	14	4	9	2	5	0	1	0	8	2
08:00	*	2	9	1	18	2	10	4	15	2	11	3	0	1	10	2
08:15	*	1	9	3	15	1	12	3	11	0	6	0	0	0	9	1
08:30	*	1	8	0	3	3	13	1	2	0	2	0	0	0	5	1
08:45	*	3	12	3	8	0	13	2	15	1	2	0	0	0	8	1
09:00	*	0	7	1	15	0	2	4	13	3	1	0	0	3	6	2
09:15	*	0	18	0	5	1	15	1	25	0	4	0	3	4	12	1
09:30	*	0	35	0	14	2	7	8	15	11	5	0	1	0	13	3
09:45	*	2	25	6	2	2	18	3	18	4	13	3	0	3	13	3
10:00	*	6	14	13	15	9	10	14	19	0	7	0	0	7	11	7
10:15	*	0	17	0	8	4	8	0	14	4	7	0	0	0	9	1
10:30	*	0	13	0	13	1	16	2	20	0	1	0	0	1	10	1
10:45	*	0	15	0	10	0	9	1	11	1	10	0	0	0	9	0
11:00	*	6	14	2	15	2	8	6	12	4	1	2	0	0	8	3
11:15	*	5	7	2	5	7	13	0	7	0	5	0	0	0	6	2
11:30	*	0	14	3	6	0	11	0	7	1	3	0	0	4	7	1
11:45	*	1	10	5	3	0	9	0	11	0	6	0	0	1	6	1
Total	0	363	443	391	343	358	407	403	416	441	167	142	12	30	296	303
Day																
Total	363		834		701		810		857		309		42		599	
%																
Splits	0.0%	100.0%	53.1%	46.9%	48.9%	51.1%	50.2%	49.8%	48.5%	51.5%	54.0%	46.0%	28.6%	71.4%	49.4%	50.6%
Peak		04:45	09:15	01:45	06:30	00:30	07:00	02:15	09:15	02:15	06:30	00:30	01:45	09:15	06:30	00:30
Vol.		64	92	68	75	66	79	75	77	73	46	43	6	14	56	44
P.H.F.		0.762	0.657	0.850	0.852	0.717	0.823	0.568	0.770	0.869	0.767	0.566	0.250	0.500	0.875	0.846

ADT

ADT 602

AADT 602

Job Number: 09-17
Client: The RBA Group
RE: Wyandanch Intermodal
Direction: NB

Site Code: 2218
LIRR Parking Lot Entrance
N/O Acron St

Start	01-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	8	0	6	2	4	1	6	2	2	3	3	6	5	2	5
12:15	*	11	0	8	3	8	2	10	3	1	1	7	1	9	2	8
12:30	*	7	1	11	1	9	2	7	1	2	0	10	0	5	1	7
12:45	*	10	1	4	0	2	0	5	0	10	1	7	0	2	0	6
01:00	*	6	0	4	0	9	0	10	0	7	1	3	1	1	0	6
01:15	*	4	0	8	2	6	1	12	0	5	0	11	0	4	0	7
01:30	*	9	0	15	1	9	0	6	0	7	0	6	2	2	0	8
01:45	*	5	0	7	0	5	1	12	0	7	0	12	1	5	0	8
02:00	*	5	0	11	0	11	0	8	0	5	1	5	0	3	0	7
02:15	*	9	0	11	0	10	0	15	3	20	0	7	1	5	1	11
02:30	*	12	0	7	0	4	0	7	1	6	1	4	0	3	0	6
02:45	*	10	0	7	3	5	3	9	4	12	1	7	0	3	2	8
03:00	*	7	0	7	0	5	1	10	0	4	2	2	0	9	0	6
03:15	*	10	1	18	0	14	0	13	0	11	1	10	0	7	0	12
03:30	*	6	0	8	0	12	0	7	0	11	0	6	0	6	0	8
03:45	*	7	1	5	0	5	0	5	0	12	2	8	1	7	1	7
04:00	*	22	0	14	1	26	0	17	1	16	0	4	1	6	0	15
04:15	*	10	2	7	2	10	3	9	2	12	0	2	0	4	2	8
04:30	*	8	0	6	1	8	0	12	1	8	0	8	0	3	0	8
04:45	*	6	0	20	0	8	0	8	2	15	0	10	1	6	0	10
05:00	*	7	8	16	12	26	9	16	7	9	2	7	0	3	6	12
05:15	*	14	5	15	7	11	4	14	4	11	0	9	0	8	3	12
05:30	*	5	14	15	12	12	10	10	10	19	4	8	2	6	9	11
05:45	*	12	18	12	15	13	16	13	15	8	3	5	0	5	11	10
06:00	*	20	9	18	10	12	13	12	12	25	2	8	0	13	8	15
06:15	*	16	29	11	31	11	28	8	26	8	2	5	1	3	20	9
06:30	*	9	12	2	9	3	14	6	7	8	1	4	1	4	7	5
06:45	*	18	54	17	45	20	45	20	47	15	4	6	0	5	32	14
07:00	*	9	62	5	50	8	52	10	37	10	4	15	2	2	34	8
07:15	*	12	23	16	19	15	15	13	14	14	1	9	2	8	12	12
07:30	*	5	18	7	27	7	25	7	27	3	5	2	2	4	17	5
07:45	*	9	27	13	28	12	28	10	22	6	5	8	4	7	19	9
08:00	*	11	22	11	8	7	12	10	17	6	5	8	1	13	11	9
08:15	*	5	15	8	6	7	6	4	3	3	2	4	1	2	6	5
08:30	*	11	10	7	11	8	6	15	6	6	3	1	5	0	7	7
08:45	*	4	10	5	11	5	6	4	12	3	9	3	4	6	9	4
09:00	*	3	5	4	7	9	4	12	4	5	3	6	4	9	4	7
09:15	*	13	18	10	12	10	6	8	14	4	4	2	3	3	10	7
09:30	*	2	8	2	6	4	3	7	6	3	9	3	3	2	6	3
09:45	*	3	5	5	4	5	4	1	8	0	5	3	6	4	5	3
10:00	*	2	8	2	6	6	7	6	1	2	7	4	2	0	5	3
10:15	*	19	7	7	14	5	7	3	5	6	4	4	5	3	7	7
10:30	*	1	2	5	7	2	2	1	1	1	5	1	4	1	4	2
10:45	*	1	7	3	8	0	7	6	11	3	5	2	5	3	7	3
11:00	*	3	4	1	2	1	3	0	7	2	5	7	3	2	4	2
11:15	7	1	7	2	8	1	12	4	5	3	10	1	5	1	8	2
11:30	9	1	6	4	5	2	6	0	6	0	8	4	3	0	6	2
11:45	5	0	5	3	6	2	9	7	4	4	20	5	4	2	8	3
Total	21	388	424	410	402	394	373	415	358	360	151	276	87	214	296	352
Day																
Total	409		834		796		788		718		427		301		648	
%																
Splits	5.1%	94.9%	50.8%	49.2%	50.5%	49.5%	47.3%	52.7%	49.9%	50.1%	35.4%	64.6%	28.9%	71.1%	45.7%	54.3%
Peak		06:00	06:15	04:45	06:45	05:00	06:15	05:00	06:45	05:15	11:00	01:15	09:45	05:15	06:45	05:15
Vol.		63	157	66	141	62	139	53	125	63	43	34	17	32	95	48
P.H.F.		0.716	0.633	0.825	0.705	0.596	0.668	0.663	0.665	0.630	0.538	0.567	0.708	0.615	0.699	0.800

ADT ADT 654 AADT 654

Job Number: 09-17
Client: The RBA Group
RE: Wyandanch Intermodal
Direction: SB

Site Code: 14640
LIRR Parking Lot Exit
N/O Acron St

Start Time	01-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Average Day															
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.														
12:00	*	13	0	5	6	6	1	12	2	14	5	13	6	13	3	11														
12:15	*	20	4	10	5	24	4	10	8	12	3	15	3	11	4	15														
12:30	*	13	2	12	2	16	1	11	0	11	5	19	3	11	2	13														
12:45	*	10	0	14	1	18	1	20	2	11	2	13	2	7	1	13														
01:00	*	6	2	12	4	10	2	17	0	15	2	12	2	4	2	11														
01:15	*	10	3	12	1	15	1	19	1	6	0	16	2	8	1	12														
01:30	*	12	0	11	1	16	1	11	2	12	1	11	3	12	1	12														
01:45	*	11	7	13	1	14	2	17	2	14	1	17	3	7	3	13														
02:00	*	15	2	13	2	12	4	17	1	19	1	14	2	8	2	14														
02:15	*	10	4	15	9	19	9	24	4	35	2	8	6	12	6	18														
02:30	*	13	2	8	6	10	9	10	5	6	3	10	1	8	4	9														
02:45	*	6	4	11	5	13	1	21	2	17	1	13	3	8	3	13														
03:00	*	15	4	15	3	7	3	8	2	12	0	10	0	6	2	10														
03:15	*	16	1	15	4	29	1	18	4	27	1	13	0	3	2	17														
03:30	*	16	2	14	3	17	2	15	1	11	3	9	0	3	2	12														
03:45	*	12	1	9	1	9	3	17	1	15	3	13	5	13	2	13														
04:00	*	28	2	21	3	18	3	21	0	28	0	10	1	9	2	19														
04:15	*	12	3	11	5	22	7	16	4	31	3	11	0	13	4	17														
04:30	*	17	1	8	1	9	4	15	8	15	2	9	0	7	3	11														
04:45	*	27	6	25	3	15	7	10	9	12	5	16	2	11	5	17														
05:00	*	19	15	19	5	25	10	17	13	16	5	13	0	5	8	16														
05:15	*	30	6	28	8	37	4	35	10	31	2	9	4	11	6	26														
05:30	*	29	14	27	11	18	15	23	9	44	3	4	4	11	9	22														
05:45	*	32	17	20	11	26	17	20	18	26	13	10	5	7	14	20														
06:00	*	31	6	53	6	50	16	40	11	35	2	7	0	10	7	32														
06:15	*	53	12	22	14	21	13	43	11	47	5	6	1	5	9	28														
06:30	*	25	19	14	17	19	13	17	18	17	10	11	4	8	14	16														
06:45	*	48	17	55	19	67	21	70	19	45	8	17	4	10	15	45														
07:00	*	26	28	20	32	31	33	18	29	23	9	11	1	10	22	20														
07:15	*	36	16	40	29	29	20	30	21	31	2	17	3	4	15	27														
07:30	*	13	23	25	20	9	15	10	18	13	6	2	4	2	14	11														
07:45	*	31	33	28	27	22	30	24	32	23	9	10	9	18	23	22														
08:00	*	16	26	25	27	10	23	15	21	15	10	9	6	11	19	14														
08:15	*	9	9	7	13	12	16	10	7	22	14	7	6	8	11	11														
08:30	*	18	21	19	14	14	18	22	12	10	11	6	6	5	14	13														
08:45	*	17	25	6	21	7	17	11	21	7	18	11	6	7	18	9														
09:00	*	13	9	10	14	9	8	10	12	13	14	5	7	8	11	10														
09:15	*	11	13	8	19	10	25	16	17	7	11	8	6	5	15	9														
09:30	*	7	17	8	14	10	7	20	22	11	13	3	4	5	13	9														
09:45	*	9	5	5	14	5	11	6	9	8	18	5	15	7	12	6														
10:00	*	19	12	15	16	12	7	14	11	7	21	4	11	6	13	11														
10:15	*	12	12	12	20	7	14	13	10	8	12	6	9	5	13	9														
10:30	*	4	15	8	13	4	4	6	7	6	8	7	13	1	10	5														
10:45	*	6	18	3	9	3	6	2	9	1	18	2	17	3	13	3														
11:00	*	7	4	13	9	3	10	10	6	5	11	8	10	4	8	7														
11:15	*	6	13	8	14	4	20	9	8	7	17	3	8	2	13	6														
11:30	10	3	7	10	8	7	15	9	7	3	8	9	12	3	10	6														
11:45	11	0	8	5	10	2	11	8	11	9	13	4	13	2	11	4														
Total Day	21	812	470	767	500	772	485	837	457	813	334	466	232	357	414	687														
Total	833		1237		1272		1322		1270		800		589		1101															
% Splits	2.5%	97.5%	38.0%	62.0%	39.3%	60.7%	36.7%	63.3%	36.0%	64.0%	41.8%	58.3%	39.4%	60.6%	37.6%	62.4%														
Peak Vol.	06:00	157	07:00	100	06:00	144	07:00	108	06:00	157	07:00	98	06:00	170	07:00	100	05:30	152	09:30	64	12:00	60	10:00	50	12:00	42	07:00	74	06:00	121
P.H.F.	0.741		0.758		0.655		0.844		0.586		0.742		0.607		0.781		0.809		0.762		0.789		0.735		0.583		0.804		0.672	

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: EB

Start	01-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	3	0	3	2	5	0	1	0	2	0	7	1	5	0	4
12:15	*	6	0	2	1	5	1	2	1	2	0	6	2	4	1	4
12:30	*	3	1	3	1	4	0	2	0	1	1	5	1	5	1	3
12:45	*	6	0	7	1	9	0	3	0	6	0	5	1	4	0	6
01:00	*	3	0	1	1	3	0	4	0	2	0	2	0	3	0	3
01:15	*	4	0	3	1	4	0	9	1	3	0	8	0	1	0	5
01:30	*	6	0	6	0	4	0	5	1	7	1	4	1	4	0	5
01:45	*	2	1	5	0	2	0	5	1	3	0	5	1	2	0	3
02:00	*	3	0	7	0	5	0	6	0	7	0	7	1	5	0	6
02:15	*	6	0	7	0	4	0	7	0	13	2	3	1	5	0	6
02:30	*	9	0	4	0	5	2	5	0	2	1	4	0	0	0	4
02:45	*	3	0	1	0	5	0	4	0	7	0	3	0	4	0	4
03:00	*	7	1	3	2	6	2	2	2	6	0	4	0	1	1	4
03:15	*	7	0	5	1	15	0	3	0	9	2	4	0	0	0	6
03:30	*	8	1	3	0	8	1	6	0	5	0	5	0	2	0	5
03:45	*	4	1	4	1	3	0	4	2	10	2	5	1	9	1	6
04:00	*	12	0	12	0	7	1	9	0	11	0	3	0	2	0	8
04:15	*	5	0	4	6	10	0	3	0	14	2	8	0	6	1	7
04:30	*	8	0	2	1	2	0	6	2	5	0	2	0	3	0	4
04:45	*	11	0	4	1	7	0	3	0	10	2	5	3	4	1	6
05:00	*	3	9	9	3	11	10	3	9	5	0	2	0	2	5	5
05:15	*	3	4	4	4	8	1	4	7	8	0	4	1	6	3	5
05:30	*	8	18	10	14	6	11	2	11	10	2	0	0	5	9	6
05:45	*	12	24	5	14	7	19	5	19	8	2	6	3	4	14	7
06:00	*	8	3	8	6	9	8	6	7	12	1	2	0	2	4	7
06:15	*	17	32	8	22	8	32	4	32	5	0	2	0	1	20	6
06:30	*	5	11	9	5	8	5	3	9	10	2	6	0	0	5	6
06:45	*	9	49	5	42	11	49	10	44	9	2	6	2	4	31	8
07:00	*	7	85	5	63	7	51	5	61	10	3	3	0	8	44	6
07:15	*	5	31	5	23	6	32	9	30	6	2	4	1	1	20	5
07:30	*	4	28	6	28	6	24	4	30	4	3	2	1	1	19	4
07:45	*	5	26	4	24	3	26	1	39	7	2	3	2	7	20	4
08:00	*	7	10	3	15	2	13	5	11	5	5	6	2	1	9	4
08:15	*	1	3	2	3	2	4	2	4	8	6	3	5	4	4	3
08:30	*	4	9	4	5	1	5	4	8	2	2	1	3	2	5	3
08:45	*	3	7	1	8	2	8	2	9	2	10	5	5	2	8	2
09:00	*	1	1	6	2	2	1	0	8	4	4	2	3	3	3	3
09:15	*	3	6	3	5	1	10	3	7	3	2	0	1	0	5	2
09:30	*	0	7	1	4	5	2	4	5	3	7	1	1	3	4	2
09:45	*	2	2	3	4	2	4	0	6	3	5	0	4	2	4	2
10:00	*	5	3	3	4	5	1	3	5	2	8	1	5	1	4	3
10:15	*	3	6	3	5	2	3	3	3	0	5	1	1	2	4	2
10:30	*	1	4	2	2	1	1	5	1	2	2	3	3	0	2	2
10:45	*	1	7	2	6	0	3	1	3	0	9	1	6	2	6	1
11:00	*	0	0	2	2	0	0	2	1	1	2	0	3	0	1	1
11:15	*	2	1	3	9	2	3	0	1	1	7	1	3	0	4	1
11:30	*	0	2	1	2	0	6	0	1	4	5	2	5	1	4	1
11:45	7	0	0	2	1	1	4	1	4	3	1	1	6	0	3	1
Total	7	235	393	205	344	231	343	180	385	262	112	163	79	133	270	201
Day																
Total	242		598		575		523		647		275		212		471	
%																
Splits	2.9%	97.1%	65.7%	34.3%	59.8%	40.2%	65.6%	34.4%	59.5%	40.5%	40.7%	59.3%	37.3%	62.7%	57.3%	42.7%
Peak		05:30	06:45	05:30	06:45	06:00	06:45	06:45	06:45	03:30	09:30	01:15	10:45	03:45	06:45	06:00
Vol.		45	193	31	156	36	156	28	165	40	25	24	17	20	114	27
P.H.F.		0.662	0.568	0.646	0.619	0.600	0.765	0.700	0.676	0.714	0.625	0.750	0.708	0.556	0.648	0.844

ADT

ADT 472

AADT 472

Job Number: 09-17
Client: The RBA Group
RE: Wyandanch Intermodal
Direction: WB

Site Code: 18582
LIRR Parking Lot Exit E/O CR 02

Start Time	01-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	23	0	9	7	8	6	13	8	12	8	11	7	15	6	13
12:15	*	25	10	30	15	22	15	20	12	22	10	16	9	11	12	21
12:30	*	15	6	28	6	16	5	17	1	16	2	31	2	10	4	19
12:45	*	24	3	13	2	13	0	28	6	25	4	29	5	6	3	20
01:00	*	22	2	19	4	17	3	22	0	20	3	17	4	5	3	17
01:15	*	17	9	23	5	12	7	21	5	17	2	18	2	13	5	17
01:30	*	13	2	28	3	16	2	9	2	16	0	17	8	9	3	15
01:45	*	26	6	21	2	28	4	25	0	21	3	20	9	8	4	21
02:00	*	16	10	17	1	14	7	41	2	20	3	7	3	12	4	18
02:15	*	19	5	23	11	32	12	25	13	40	4	23	13	14	10	25
02:30	*	20	7	17	12	9	15	17	9	19	3	9	3	9	8	14
02:45	*	10	5	18	13	10	10	17	7	19	2	16	2	16	6	15
03:00	*	13	3	22	2	11	4	17	3	17	3	13	0	6	2	14
03:15	*	25	5	36	9	26	2	32	6	36	2	23	2	18	4	28
03:30	*	13	3	20	4	26	1	21	3	28	2	13	0	9	2	19
03:45	*	18	2	10	0	14	6	16	0	15	8	14	7	4	4	13
04:00	*	52	5	31	5	47	4	47	5	32	2	20	2	9	4	34
04:15	*	23	16	20	17	19	22	35	11	28	2	8	0	12	11	21
04:30	*	14	2	9	3	19	5	28	14	24	2	13	0	10	4	17
04:45	*	36	13	29	6	21	17	13	11	12	8	32	2	15	10	23
05:00	*	34	36	40	24	47	35	47	43	51	9	18	3	13	25	36
05:15	*	47	30	42	25	36	16	40	21	39	9	15	9	13	18	33
05:30	*	25	31	40	46	43	50	34	28	54	13	9	7	11	29	31
05:45	*	47	88	47	88	22	73	34	66	32	27	18	4	13	58	30
06:00	*	42	30	65	36	65	28	44	40	32	2	6	0	11	23	38
06:15	*	75	63	36	85	34	77	63	47	76	9	15	3	15	47	45
06:30	*	39	35	9	38	19	30	21	32	28	23	11	6	11	27	20
06:45	*	47	67	78	85	57	80	77	69	75	12	20	3	9	53	52
07:00	*	61	113	28	149	40	117	28	96	37	15	16	1	9	82	31
07:15	*	79	88	72	74	71	70	55	60	49	5	29	6	13	50	53
07:30	*	16	44	28	28	13	46	18	34	20	14	8	6	11	29	16
07:45	*	78	47	57	64	54	52	62	51	25	16	11	15	16	41	43
08:00	*	30	29	35	34	29	43	17	44	18	14	16	8	23	29	2

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: WB

Start	01-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	11	78	13	74	10	76	13	89	21	101	40	66	18	81
12:15	*	*	6	80	15	68	16	73	15	79	31	117	34	85	20	84
12:30	*	*	15	88	16	82	6	75	8	87	28	119	46	60	20	85
12:45	*	*	8	96	6	85	12	77	8	90	22	102	25	63	14	86
01:00	*	*	9	68	15	68	8	84	14	80	18	97	28	65	15	77
01:15	*	*	9	76	13	82	6	67	12	77	27	89	26	52	16	74
01:30	*	*	15	79	7	90	13	72	6	84	15	90	18	76	12	82
01:45	*	67	12	77	6	77	10	67	15	92	8	101	17	65	11	78
02:00	*	88	9	73	7	57	4	73	15	99	16	82	29	80	13	79
02:15	*	70	6	92	6	78	3	66	4	93	14	70	13	64	8	76
02:30	*	103	6	70	5	82	6	81	3	87	11	81	5	70	6	82
02:45	*	74	5	81	5	63	10	68	16	73	17	107	5	42	10	73
03:00	*	69	10	68	7	63	11	65	11	70	17	85	12	89	11	73
03:15	*	77	5	69	5	77	12	82	4	79	14	86	9	67	8	77
03:30	*	60	6	74	7	69	9	74	5	82	12	75	9	92	8	75
03:45	*	79	11	71	6	66	7	89	13	76	6	67	4	77	8	75
04:00	*	74	5	82	12	61	5	71	6	83	7	86	7	82	7	77
04:15	*	81	6	67	10	62	7	78	12	72	8	90	5	73	8	75
04:30	*	72	12	72	15	75	16	89	8	89	10	99	0	66	10	80
04:45	*	80	18	78	15	64	17	72	22	78	12	90	3	48	14	73
05:00	*	58	28	54	28	73	28	74	28	77	26	80	10	84	25	71
05:15	*	60	27	74	21	74	23	82	39	83	18	71	6	59	22	72
05:30	*	72	41	81	23	78	36	73	35	66	14	78	8	69	26	74
05:45	*	62	27	61	25	56	27	67	28	61	13	75	5	78	21	66
06:00	*	73	20	64	30	80	28	83	17	80	15	82	3	60	19	75
06:15	*	60	42	74	33	72	34	82	45	72	27	58	9	80	32	71
06:30	*	61	64	68	54	54	56	67	49	57	25	59	12	61	43	61
06:45	*	67	75	53	67	56	61	77	65	86	42	61	17	57	54	65
07:00	*	71	76	56	63	51	65	64	70	74	35	81	11	52	53	64
07:15	*	63	57	75	57	62	58	68	72	58	56	57	18	55	53	63
07:30	*	54	67	47	69	56	61	53	74	59	66	71	25	54	60	56
07:45	*	54	75	49	53	48	62	65	61	45	52	64	22	58	54	55
08:00	*	57	61	64	58	43	57	63	70	52	44	70	24	57	52	58
08:15	*	59	55	55	78	58	57	55	73	60	70	55	29	70	60	59
08:30	*	42	63	43	55	39	54	52	84	41	66	62	46	45	61	46
08:45	*	63	71	44	68	38	55	52	66	45	71	56	29	34	60	47
09:00	*	60	53	43	61	63	60	45	75	51	75	78	47	53	62	56
09:15	*	33	68	44	60	36	54	48	50	40	74	70	49	34	59	44
09:30	*	56	68	46	75	40	68	33	57	45	85	61	53	47	68	47
09:45	*	45	58	38	65	24	56	35	66	63	66	60	40	43	58	44
10:00	*	43	57	39	54	42	63	44	92	44	90	72	59	27	69	44
10:15	*	31	63	33	62	28	78	35	70	39	72	63	46	39	65	38
10:30	*	32	49	24	84	18	56	17	78	23	72	31	68	27	68	25
10:45	*	28	72	30	53	12	52	21	61	31	86	41	52	16	63	26
11:00	*	15	60	20	56	25	85	19	74	41	92	36	69	18	73	25
11:15	*	25	58	15	77	15	73	12	73	31	109	33	54	16	74	21
11:30	*	24	67	12	69	27	55	28	68	25	96	48	66	20	70	26
11:45	*	14	59	23	69	14	79	19	57	35	102	91	67	21	72	31
Total	0	2376	1765	2868	1758	2725	1729	2932	1907	3143	1973	3598	1279	2716	1733	2992
Day Total	2376		4633		4483		4661		5050		5571		3995		4725	
% Splits	0.0%	100.0%	38.1%	61.9%	39.2%	60.8%	37.1%	62.9%	37.8%	62.2%	35.4%	64.6%	32.0%	68.0%	36.7%	63.3%
Peak Vol.	02:00		06:45	12:00	11:00	00:45	11:00	03:45	09:45	01:45	11:00	12:00	11:00	03:00	11:00	12:00
P.H.F.	0.813		0.905	0.891	0.807	0.903	0.859	0.919	0.832	0.937	0.915	0.922	0.928	0.883	0.976	0.977

ADT ADT 4,787 AADT 4,787

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: NB

Start	01-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	34	224	51	243	42	207	38	219	78	284	86	236	55	236
12:15	*	*	37	243	25	229	32	252	42	240	70	305	92	236	50	251
12:30	*	*	28	275	26	249	24	230	34	269	44	297	75	256	38	263
12:45	*	*	28	251	33	226	25	260	30	252	44	286	54	243	36	253
01:00	*	*	19	225	23	230	19	234	28	233	35	300	57	249	30	245
01:15	*	*	23	279	23	268	24	257	12	247	55	282	51	249	31	264
01:30	*	*	29	271	19	255	19	239	26	256	26	295	54	223	29	256
01:45	*	*	21	241	17	256	27	243	29	259	33	264	40	211	28	246
02:00	*	263	15	256	23	259	17	232	21	255	33	257	43	234	25	251
02:15	*	289	14	269	10	289	6	262	18	251	23	259	41	235	19	265
02:30	*	289	13	254	17	281	23	305	13	235	25	298	27	230	20	270
02:45	*	284	12	248	22	281	17	296	23	293	18	274	25	245	20	274
03:00	*	236	19	271	24	271	21	250	25	250	20	264	21	202	22	249
03:15	*	266	19	247	18	262	24	273	31	271	23	243	21	232	23	256
03:30	*	279	20	269	17	306	18	321	13	279	27	235	16	221	18	273
03:45	*	269	17	275	27	295	26	301	17	233	8	221	15	222	18	259
04:00	*	246	29	262	24	273	30	265	24	206	35	251	21	190	27	242
04:15	*	248	40	247	34	230	28	275	33	268	20	260	21	201	29	247
04:30	*	260	44	275	41	292	54	251	46	252	24	235	27	180	39	249
04:45	*	233	63	250	46	206	73	245	74	235	22	248	19	226	50	235
05:00	*	274	81	268	81	279	77	284	76	243	34	252	28	203	63	258
05:15	*	268	86	276	92	258	78	277	103	273	51	228	28	211	73	256
05:30	*	306	119	269	109	259	124	260	101	210	51	204	21	188	88	242
05:45	*	225	143	243	137	271	141	253	131	242	54	252	30	175	106	237
06:00	*	219	171	237	155	232	181	266	170	243	52	223	33	202	127	232
06:15	*	240	227	261	196	225	204	203	185	237	86	219	53	180	158	224
06:30	*	249	233	207	227	220	240	244	218	223	134	217	54	203	184	223
06:45	*	201	263	223	280	230	271	217	248	211	103	220	67	161	205	209
07:00	*	202	341	242	279	201	291	222	275	202	134	209	63	185	230	209
07:15	*	213	375	253	376	218	376	209	366	228	159	227	80	199	289	221
07:30	*	186	433	210	447	194	410	205	420	217	191	187	97	189	333	198
07:45	*	167	353	181	341	157	368	163	361	204	204	203	100	169	288	178
08:00	*	171	379	193	390	146	378	189	341	151	169	191	136	164	299	172
08:15	*	164	355	143	383	155	343	153	333	136	219	170	107	197	290	160
08:30	*	157	366	156	365	166	357	143	315	132	242	171	122	152	294	154
08:45	*	138	304	142	280	128	342	148	261	136	197	173	152	128	256	142
09:00	*	154	256	144	268	136	209	152	263	168	202	167	148	127	224	150
09:15	*	128	238	144	254	153	235	153	244	143	242	164	132	135	224	146
09:30	*	104	252	137	241	134	225	115	250	138	198	160	180	129	224	131
09:45	*	103	255	125	250	113	223	129	210	131	249	174	185	128	229	129
10:00	*	112	205	126	195	112	231	95	233	128	199	152	182	109	208	119
10:15	*	90	243	131	216	93	213	119	255	104	238	180	199	129	227	121
10:30	*	107	225	80	229	91	251	102	235	96	257	158	224	89	237	103
10:45	*	83	217	75	232	66	270	85	229	92	262	130	263	75	246	87
11:00	*	58	225	73	259	79	230	66	217	96	263	103	256	72	242	78
11:15	*	57	214	80	242	62	276	52	241	77	255	99	209	50	240	68
11:30	*	62	246	57	248	59	226	69	273	93	241	124	260	64	249	75
11:45	*	40	236	53	254	32	239	36	223	81	242	104	238	39	239	55
Total	0	7640	7565	9861	7546	9670	7558	9807	7354	9638	5591	10419	4453	8573	6679	9661
Day																
Total	7640		17426		17216		17365		16992		16010		13026		16340	
%																
Splits	0.0%	100.0%	43.4%	56.6%	43.8%	56.2%	43.5%	56.5%	43.3%	56.7%	34.9%	65.1%	34.2%	65.8%	40.9%	59.1%
Peak	02:00		07:15	04:30	07:30	03:15	07:15	03:30	07:15	02:45	10:30	00:15	10:45	00:30	07:30	02:00
Vol.	1125		1540	1069	1561	1136	1532	1162	1488	1093	1037	1188	988	997	1210	1060
P.H.F.	0.919		0.889	0.958	0.873	0.928	0.934	0.905	0.886	0.933	0.986	0.974	0.939	0.974	0.908	0.967

ADT ADT 16,469 AADT 16,469

Job Number: 09-17

Client: The RBA Group

RE: Wyandanch Intermodal

Direction: SB

Start	01-Jun-09		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	*	73	258	84	255	70	278	84	288	114	295	111	262	89	273
12:15	*	*	77	296	61	285	60	263	69	266	89	295	131	237	81	274
12:30	*	*	55	253	54	273	54	271	60	250	93	323	78	267	66	273
12:45	*	*	53	292	63	263	57	286	44	272	65	309	95	254	63	279
01:00	*	*	39	262	43	312	34	297	37	269	61	305	74	275	48	287
01:15	*	*	37	273	35	248	42	251	45	247	63	333	73	316	49	278
01:30	*	*	29	314	36	287	29	242	34	296	44	229	67	365	40	289
01:45	*	*	26	326	28	284	36	296	27	312	43	194	53	321	36	289
02:00	*	273	21	313	38	320	26	288	34	306	36	319	50	275	34	299
02:15	*	328	19	322	28	315	36	293	32	344	32	297	36	257	30	308
02:30	*	304	25	321	23	317	15	320	27	367	28	321	49	264	28	316
02:45	*	382	20	439	18	384	25	321	26	329	26	304	32	262	24	346
03:00	*	341	19	375	23	354	19	344	15	336	26	293	42	293	24	334
03:15	*	398	15	369	17	399	15	402	25	386	25	279	31	313	21	364
03:30	*	366	17	366	15	397	15	392	16	348	13	271	26	245	17	341
03:45	*	329	13	374	21	360	34	367	26	371	15	322	27	242	23	338
04:00	*	353	14	361	14	423	30	380	32	370	28	256	28	218	24	337
04:15	*	409	24	392	19	407	24	396	29	373	11	299	23	217	22	356
04:30	*	392	32	381	26	379	22	411	33	340	24	287	24	244	27	348
04:45	*	383	32	341	18	372	28	375	41	347	21	297	23	224	27	334
05:00	*	424	42	440	44	358	34	421	32	351	31	307	16	230	33	362
05:15	*	416	36	414	32	414	45	385	36	418	25	299	23	228	33	368
05:30	*	358	58	397	55	380	49	490	60	352	20	286	31	254	46	360
05:45	*	394	46	434	42	398	60	454	73	342	39	278	26	199	48	357
06:00	*	381	94	404	73	366	62	414	57	333	34	268	38	252	60	345
06:15	*	307	97	349	71	350	83	323	78	358	37	301	30	204	66	313
06:30	*	340	129	371	151	304	127	336	133	287	57	308	40	187	106	305
06:45	*	329	162	303	179	301	164	282	165	262	85	266	50	202	134	278
07:00	*	319	168	247	173	273	176	286	165	257	94	267	45	208	137	265
07:15	*	260	188	248	172	263	159	297	176	272	125	228	60	208	147	254
07:30	*	288	193	226	217	292	193	233	182	240	118	245	77	223	163	250
07:45	*	250	201	265	230	238	220	211	217	241	197	225	98	210	194	234
08:00	*	234	264	247	238	221	211	237	230	220	140	208	81	208	194	225
08:15	*	244	226	243	230	235	213	228	216	191	128	207	102	192	186	220
08:30	*	185	247	236	272	220	216	234	214	180	176	198	93	186	203	206
08:45	*	188	226	231	244	222	219	205	218	196	213	182	142	180	210	201
09:00	*	200	251	179	241	171	209	182	246	165	179	182	105	174	205	179
09:15	*	203	236	192	227	190	266	188	255	168	209	204	145	186	223	190
09:30	*	160	229	180	231	192	249	196	232	179	198	175	148	173	214	179
09:45	*	162	229	184	258	159	284	168	245	174	217	188	165	144	233	168
10:00	*	151	232	161	234	158	210	153	225	155	226	197	180	116	218	156
10:15	*	127	242	165	231	117	224	150	226	161	237	174	240	128	233	146
10:30	*	96	222	130	257	115	227	147	210	147	285	185	207	101	235	132
10:45	*	102	214	126	233	119	248	130	236	135	244	162	208	82	230	122
11:00	*	104	233	107	224	119	230	106	252	168	243	143	201	79	230	118
11:15	*	105	254	97	263	101	249	104	252	147	282	146	228	81	255	112
11:30	*	61	259	81	215	89	245	64	253	111	296	138	250	83	253	90
11:45	*	91	267	100	276	78	236	78	281	118	327	135	246	65	272	95
Total	0	10737	5885	13385	5977	13077	5779	13175	5901	12745	5319	11930	4348	10134	5534	12493
Day																
Total	10737		19270		19054		18954		18646		17249		14482		18027	
%																
Splits	0.0%	100.0%	30.5%	69.5%	31.4%	68.6%	30.5%	69.5%	31.6%	68.4%	30.8%	69.2%	30.0%	70.0%	30.7%	69.3%
Peak		04:30	11:00	05:00	08:15	03:30	09:15	05:00	11:00	03:15	11:00	00:30	11:00	01:00	11:00	05:00
Vol.		1615	1013	1685	987	1587	1009	1750	1038	1475	1148	1270	925	1277	1010	1447
P.H.F.		0.952	0.949	0.957	0.894	0.938	0.888	0.893	0.923	0.882	0.878	0.953	0.925	0.875	0.928	0.983

ADT ADT 18,451 AADT 18,451

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Site:
Monday, 4/23/2007, 4:00:00 PM -
Tuesday, 5/1/2007, 11:00:00 AM

Volume Grand Totals

Average Hourly Volumes			
	SB	NB	Combined
12:00 AM	83.6	102.0	185.6
1:00 AM	46.0	61.8	107.8
2:00 AM	28.6	37.8	66.4
3:00 AM	37.5	36.9	74.4
4:00 AM	60.2	37.1	97.4
5:00 AM	160.9	79.4	240.2
6:00 AM	295.6	223.2	518.9
7:00 AM	479.0	360.6	839.6
8:00 AM	437.6	397.5	835.1
9:00 AM	414.9	280.2	695.1
10:00 AM	340.4	295.1	635.5
11:00 AM	346.0	311.7	657.7
12:00 PM	366.6	319.9	686.4
1:00 PM	363.6	318.4	682.0
2:00 PM	403.3	394.3	797.6
3:00 PM	491.7	399.6	891.3
4:00 PM	469.4	436.5	905.9
5:00 PM	496.0	470.2	966.2
6:00 PM	414.0	476.8	890.8
7:00 PM	337.1	396.5	733.6
8:00 PM	264.8	311.0	575.8
9:00 PM	220.0	245.8	465.8
10:00 PM	178.6	216.4	395.0
11:00 PM	141.2	172.2	313.5
ADT	6876.6	6380.9	13257.5

Study Grand Totals		
SB	NB	Combined
53042	49303	102345
51.8 %	48.2 %	

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Site:

Volume (2 Ch/pg., 60 Min., 7 Days)

Interval Begin	Mon 4/23/2007		Tue 4/24/2007		Wed 4/25/2007		Thu 4/26/2007		Fri 4/27/2007		Sat 4/28/2007		Sun 4/29/2007		Weekday Average		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	64	76	72	76	62	61	81	98	104	156	160	177	69	77	90	107
1:00 AM	*	*	27	46	28	37	29	42	34	64	80	117	121	98	29	47	53	67
2:00 AM	*	*	22	25	17	27	18	25	24	41	43	60	66	68	20	29	31	41
3:00 AM	*	*	28	27	32	24	22	28	40	50	30	53	78	58	30	32	38	40
4:00 AM	*	*	57	35	63	33	64	32	68	40	63	50	31	40	63	35	57	38
5:00 AM	*	*	208	92	197	87	189	93	184	91	77	63	43	31	194	90	149	76
6:00 AM	*	*	390	258	371	263	363	269	332	241	108	128	57	78	364	257	270	206
7:00 AM	*	*	596	432	572	426	608	422	594	391	195	243	113	131	592	417	446	340
8:00 AM	*	*	473	470	502	461	530	490	492	441	286	235	170	189	499	465	408	381
9:00 AM	*	*	478	279	441	292	446	307	412	296	334	253	234	182	444	293	390	268
10:00 AM	*	*	334	291	339	294	332	300	343	269	363	305	319	268	337	288	338	287
11:00 AM	*	*	337	294	344	298	356	310	372	306	354	323	335	312	352	302	349	307
12:00 PM	*	*	364	301	377	306	349	316	354	331	430	357	314	292	361	313	364	317
1:00 PM	*	*	360	327	354	337	336	346	362	326	357	326	402	248	353	334	361	318
2:00 PM	*	*	424	416	432	418	393	433	458	411	378	346	327	329	426	419	402	392
3:00 PM	*	*	564	437	549	435	564	384	548	427	389	342	316	320	556	420	488	390
4:00 PM	483	463	515	512	510	457	525	461	510	453	359	337	333	302	508	469	462	426
5:00 PM	536	541	577	510	582	497	551	539	491	518	407	327	317	284	547	521	494	459
6:00 PM	443	532	447	526	459	496	419	579	462	527	368	325	268	269	446	532	409	464
7:00 PM	355	463	371	439	289	460	349	394	354	429	336	290	274	271	343	437	332	392
8:00 PM	282	356	254	321	217	307	275	353	275	269	273	279	254	276	260	321	261	308
9:00 PM	200	249	257	267	206	238	251	246	205	238	229	252	177	211	223	247	217	243
10:00 PM	155	177	164	193	144	180	192	281	230	273	220	234	142	149	177	220	178	212
11:00 PM	108	109	109	113	126	140	142	211	180	295	200	197	124	115	133	173	141	168
Totals	2562	2890	7420	6687	7223	6589	7365	6922	7405	6825	5983	5598	4975	4698	7326	6738	6728	6247
Combined Split (%)	5452 47.0	53.0	14107 52.6	47.4	13812 52.3	47.7	14287 51.6	48.4	14230 52.0	48.0	11581 51.7	48.3	9673 51.4	48.6	14064 52.1	47.9	12975 51.9	48.1
AM Peak Volume	* *	* *	7:00 AM 596	8:00 AM 470	7:00 AM 572	8:00 AM 461	7:00 AM 608	8:00 AM 490	7:00 AM 594	8:00 AM 441	10:00 AM 363	11:00 AM 323	11:00 AM 335	11:00 AM 312	7:00 AM 592	8:00 AM 465	7:00 AM 446	8:00 AM 381
PM Peak Volume	5:00 PM 536	5:00 PM 541	5:00 PM 577	6:00 PM 526	5:00 PM 582	5:00 PM 497	3:00 PM 564	6:00 PM 579	3:00 PM 548	6:00 PM 527	12:00 PM 430	12:00 PM 357	1:00 PM 402	2:00 PM 329	3:00 PM 556	6:00 PM 532	5:00 PM 494	6:00 PM 464

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Site:

Volume (2 Ch/pg., 60 Min., 7 Days)

Interval Begin	Mon 4/30/2007		Tue 5/1/2007		Wed 5/2/2007		Thu 5/3/2007		Fri 5/4/2007		Sat 5/5/2007		Sun 5/6/2007		Weekday Average		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	50	82	76	90	*	*	*	*	*	*	*	*	*	*	63	86	63	86
1:00 AM	25	47	24	43	*	*	*	*	*	*	*	*	*	*	24	45	24	45
2:00 AM	22	26	17	30	*	*	*	*	*	*	*	*	*	*	19	28	19	28
3:00 AM	36	19	34	36	*	*	*	*	*	*	*	*	*	*	35	27	35	27
4:00 AM	56	30	80	37	*	*	*	*	*	*	*	*	*	*	68	33	68	33
5:00 AM	191	80	198	98	*	*	*	*	*	*	*	*	*	*	194	89	194	89
6:00 AM	357	288	387	261	*	*	*	*	*	*	*	*	*	*	372	274	372	274
7:00 AM	595	409	559	431	*	*	*	*	*	*	*	*	*	*	577	420	577	420
8:00 AM	485	439	563	455	*	*	*	*	*	*	*	*	*	*	524	447	524	447
9:00 AM	496	297	478	336	*	*	*	*	*	*	*	*	*	*	487	316	487	316
10:00 AM	354	328	339	306	*	*	*	*	*	*	*	*	*	*	346	317	346	317
11:00 AM	324	339	*	*	*	*	*	*	*	*	*	*	*	*	324	339	324	339
12:00 PM	378	336	*	*	*	*	*	*	*	*	*	*	*	*	378	336	378	336
1:00 PM	374	319	*	*	*	*	*	*	*	*	*	*	*	*	374	319	374	319
2:00 PM	411	407	*	*	*	*	*	*	*	*	*	*	*	*	411	407	411	407
3:00 PM	512	452	*	*	*	*	*	*	*	*	*	*	*	*	512	452	512	452
4:00 PM	520	507	*	*	*	*	*	*	*	*	*	*	*	*	520	507	520	507
5:00 PM	507	546	*	*	*	*	*	*	*	*	*	*	*	*	507	546	507	546
6:00 PM	446	560	*	*	*	*	*	*	*	*	*	*	*	*	446	560	446	560
7:00 PM	369	426	*	*	*	*	*	*	*	*	*	*	*	*	369	426	369	426
8:00 PM	288	327	*	*	*	*	*	*	*	*	*	*	*	*	288	327	288	327
9:00 PM	235	265	*	*	*	*	*	*	*	*	*	*	*	*	235	265	235	265
10:00 PM	182	244	*	*	*	*	*	*	*	*	*	*	*	*	182	244	182	244
11:00 PM	141	198	*	*	*	*	*	*	*	*	*	*	*	*	141	198	141	198
Totals	7354	6971	2755	2123	*	*	*	*	*	*	*	*	*	*	7396	7008	7396	7008
Combined Split (%)	14325 51.3	48.7	4878 56.5	43.5	*	*	*	*	*	*	*	*	*	*	14404 51.3	48.7	14404 51.3	48.7
AM Peak Volume	7:00 AM 595	8:00 AM 439	8:00 AM 563	8:00 AM 455	*	*	*	*	*	*	*	*	*	*	7:00 AM 577	8:00 AM 447	7:00 AM 577	8:00 AM 447
PM Peak Volume	4:00 PM 520	6:00 PM 560	*	*	*	*	*	*	*	*	*	*	*	*	4:00 PM 520	6:00 PM 560	4:00 PM 520	6:00 PM 560

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date:

4/23/2007
Monday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	SB	NB	Combined
12:00 AM	*	*	*
1:00 AM	*	*	*
2:00 AM	*	*	*
3:00 AM	*	*	*
4:00 AM	*	*	*
5:00 AM	*	*	*
6:00 AM	*	*	*
7:00 AM	*	*	*
8:00 AM	*	*	*
9:00 AM	*	*	*
10:00 AM	*	*	*
11:00 AM	*	*	*
12:00 PM	*	*	*
1:00 PM	*	*	*
2:00 PM	*	*	*
3:00 PM	*	*	*
4:00 PM	483	463	946
5:00 PM	536	541	1077
6:00 PM	443	532	975
7:00 PM	355	463	818
8:00 PM	282	356	638
9:00 PM	200	249	449
10:00 PM	155	177	332
11:00 PM	108	109	217
Totals	2562 47.0 %	2890 53.0 %	5452
Peak Hours			
AM	*	*	*
Volume	*	*	*
PM	5:00 PM	5:00 PM	5:00 PM
Volume	536	541	1077

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/24/2007
Tuesday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	SB	NB	Combined
12:00 AM	64	76	140
1:00 AM	27	46	73
2:00 AM	22	25	47
3:00 AM	28	27	55
4:00 AM	57	35	92
5:00 AM	208	92	300
6:00 AM	390	258	648
7:00 AM	596	432	1028
8:00 AM	473	470	943
9:00 AM	478	279	757
10:00 AM	334	291	625
11:00 AM	337	294	631
12:00 PM	364	301	665
1:00 PM	360	327	687
2:00 PM	424	416	840
3:00 PM	564	437	1001
4:00 PM	515	512	1027
5:00 PM	577	510	1087
6:00 PM	447	526	973
7:00 PM	371	439	810
8:00 PM	254	321	575
9:00 PM	257	267	524
10:00 PM	164	193	357
11:00 PM	109	113	222
Totals	7420 52.6 %	6687 47.4 %	14107
Peak Hours			
AM	7:00 AM	8:00 AM	7:00 AM
Volume	596	470	1028
PM	5:00 PM	6:00 PM	5:00 PM
Volume	577	526	1087

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	SB	NB	Combined
12:00 AM	72	76	148
1:00 AM	28	37	65
2:00 AM	17	27	44
3:00 AM	32	24	56
4:00 AM	63	33	96
5:00 AM	197	87	284
6:00 AM	371	263	634
7:00 AM	572	426	998
8:00 AM	502	461	963
9:00 AM	441	292	733
10:00 AM	339	294	633
11:00 AM	344	298	642
12:00 PM	377	306	683
1:00 PM	354	337	691
2:00 PM	432	418	850
3:00 PM	549	435	984
4:00 PM	510	457	967
5:00 PM	582	497	1079
6:00 PM	459	496	955
7:00 PM	289	460	749
8:00 PM	217	307	524
9:00 PM	206	238	444
10:00 PM	144	180	324
11:00 PM	126	140	266
Totals	7223 52.3 %	6589 47.7 %	13812
Peak Hours			
AM	7:00 AM	8:00 AM	7:00 AM
Volume	572	461	998
PM	5:00 PM	5:00 PM	5:00 PM
Volume	582	497	1079

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	SB	NB	Combined
12:00 AM	62	61	123
1:00 AM	29	42	71
2:00 AM	18	25	43
3:00 AM	22	28	50
4:00 AM	64	32	96
5:00 AM	189	93	282
6:00 AM	363	269	632
7:00 AM	608	422	1030
8:00 AM	530	490	1020
9:00 AM	446	307	753
10:00 AM	332	300	632
11:00 AM	356	310	666
12:00 PM	349	316	665
1:00 PM	336	346	682
2:00 PM	393	433	826
3:00 PM	564	384	948
4:00 PM	525	461	986
5:00 PM	551	539	1090
6:00 PM	419	579	998
7:00 PM	349	394	743
8:00 PM	275	353	628
9:00 PM	251	246	497
10:00 PM	192	281	473
11:00 PM	142	211	353
Totals	7365 51.6 %	6922 48.4 %	14287
Peak Hours			
AM	7:00 AM	8:00 AM	7:00 AM
Volume	608	490	1030
PM	3:00 PM	6:00 PM	5:00 PM
Volume	564	579	1090

The RBA Group
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Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	SB	NB	Combined
12:00 AM	81	98	179
1:00 AM	34	64	98
2:00 AM	24	41	65
3:00 AM	40	50	90
4:00 AM	68	40	108
5:00 AM	184	91	275
6:00 AM	332	241	573
7:00 AM	594	391	985
8:00 AM	492	441	933
9:00 AM	412	296	708
10:00 AM	343	269	612
11:00 AM	372	306	678
12:00 PM	354	331	685
1:00 PM	362	326	688
2:00 PM	458	411	869
3:00 PM	548	427	975
4:00 PM	510	453	963
5:00 PM	491	518	1009
6:00 PM	462	527	989
7:00 PM	354	429	783
8:00 PM	275	269	544
9:00 PM	205	238	443
10:00 PM	230	273	503
11:00 PM	180	295	475
Totals	7405 52.0 %	6825 48.0 %	14230
Peak Hours			
AM	7:00 AM	8:00 AM	7:00 AM
Volume	594	441	985
PM	3:00 PM	6:00 PM	5:00 PM
Volume	548	527	1009

The RBA Group
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Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/28/2007
Saturday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	SB	NB	Combined
12:00 AM	104	156	260
1:00 AM	80	117	197
2:00 AM	43	60	103
3:00 AM	30	53	83
4:00 AM	63	50	113
5:00 AM	77	63	140
6:00 AM	108	128	236
7:00 AM	195	243	438
8:00 AM	286	235	521
9:00 AM	334	253	587
10:00 AM	363	305	668
11:00 AM	354	323	677
12:00 PM	430	357	787
1:00 PM	357	326	683
2:00 PM	378	346	724
3:00 PM	389	342	731
4:00 PM	359	337	696
5:00 PM	407	327	734
6:00 PM	368	325	693
7:00 PM	336	290	626
8:00 PM	273	279	552
9:00 PM	229	252	481
10:00 PM	220	234	454
11:00 PM	200	197	397
Totals	5983 51.7 %	5598 48.3 %	11581
Peak Hours			
AM	10:00 AM	11:00 AM	11:00 AM
Volume	363	323	677
PM	12:00 PM	12:00 PM	12:00 PM
Volume	430	357	787

The RBA Group
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Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/29/2007
Sunday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	SB	NB	Combined
12:00 AM	160	177	337
1:00 AM	121	98	219
2:00 AM	66	68	134
3:00 AM	78	58	136
4:00 AM	31	40	71
5:00 AM	43	31	74
6:00 AM	57	78	135
7:00 AM	113	131	244
8:00 AM	170	189	359
9:00 AM	234	182	416
10:00 AM	319	268	587
11:00 AM	335	312	647
12:00 PM	314	292	606
1:00 PM	402	248	650
2:00 PM	327	329	656
3:00 PM	316	320	636
4:00 PM	333	302	635
5:00 PM	317	284	601
6:00 PM	268	269	537
7:00 PM	274	271	545
8:00 PM	254	276	530
9:00 PM	177	211	388
10:00 PM	142	149	291
11:00 PM	124	115	239
Totals	4975 51.4 %	4698 48.6 %	9673
Peak Hours			
AM	11:00 AM	11:00 AM	11:00 AM
Volume	335	312	647
PM	1:00 PM	2:00 PM	2:00 PM
Volume	402	329	656

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/30/2007
Monday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	SB	NB	Combined
12:00 AM	50	82	132
1:00 AM	25	47	72
2:00 AM	22	26	48
3:00 AM	36	19	55
4:00 AM	56	30	86
5:00 AM	191	80	271
6:00 AM	357	288	645
7:00 AM	595	409	1004
8:00 AM	485	439	924
9:00 AM	496	297	793
10:00 AM	354	328	682
11:00 AM	324	339	663
12:00 PM	378	336	714
1:00 PM	374	319	693
2:00 PM	411	407	818
3:00 PM	512	452	964
4:00 PM	520	507	1027
5:00 PM	507	546	1053
6:00 PM	446	560	1006
7:00 PM	369	426	795
8:00 PM	288	327	615
9:00 PM	235	265	500
10:00 PM	182	244	426
11:00 PM	141	198	339
Totals	7354 51.3 %	6971 48.7 %	14325
Peak Hours			
AM	7:00 AM	8:00 AM	7:00 AM
Volume	595	439	1004
PM	4:00 PM	6:00 PM	5:00 PM
Volume	520	560	1053

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 5/1/2007
Tuesday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	SB	NB	Combined
12:00 AM	76	90	166
1:00 AM	24	43	67
2:00 AM	17	30	47
3:00 AM	34	36	70
4:00 AM	80	37	117
5:00 AM	198	98	296
6:00 AM	387	261	648
7:00 AM	559	431	990
8:00 AM	563	455	1018
9:00 AM	478	336	814
10:00 AM	339	306	645
Totals	2755 56.5 %	2123 43.5 %	4878
Peak Hours			
AM	8:00 AM	8:00 AM	8:00 AM
Volume	563	455	1018
PM	*	*	*
Volume	*	*	*

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Site: Monday, 4/23/2007, 4:00:00 PM -
Tuesday, 5/1/2007, 11:00:00 AM

Classification Grand Totals
SB

Hourly Averages														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	83.6	0.0	76.8	4.6	0.1	2.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
1:00 AM	46.0	0.0	42.0	2.4	0.0	1.5	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
2:00 AM	28.6	0.0	24.4	3.1	0.2	0.6	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3:00 AM	37.5	0.0	30.4	3.2	0.5	2.8	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	60.2	0.1	48.5	6.2	0.2	2.9	1.2	0.0	0.2	0.8	0.0	0.0	0.0	0.0
5:00 AM	160.9	0.5	133.2	16.9	0.6	7.4	0.6	0.0	1.2	0.4	0.0	0.0	0.0	0.0
6:00 AM	295.6	0.9	238.6	33.4	5.5	8.9	0.6	0.0	6.6	1.0	0.0	0.1	0.0	0.0
7:00 AM	479.0	2.9	373.2	49.0	13.9	21.1	1.4	0.0	16.0	1.0	0.0	0.2	0.0	0.2
8:00 AM	437.6	2.8	326.1	56.0	14.1	22.5	1.6	0.1	12.8	1.2	0.0	0.1	0.0	0.2
9:00 AM	414.9	2.4	299.4	58.9	8.0	34.6	3.4	0.1	6.0	1.2	0.2	0.5	0.0	0.1
10:00 AM	340.4	2.0	261.4	46.1	5.2	16.9	2.4	0.4	5.4	0.6	0.0	0.0	0.0	0.0
11:00 AM	346.0	1.3	247.1	51.6	9.9	23.1	4.3	0.9	6.6	1.0	0.0	0.3	0.0	0.0
12:00 PM	366.6	1.9	269.3	52.4	11.4	21.0	3.3	0.1	6.3	0.6	0.1	0.1	0.0	0.0
1:00 PM	363.6	2.0	279.1	47.1	4.6	18.4	4.1	0.1	6.9	0.7	0.4	0.0	0.0	0.0
2:00 PM	403.3	1.7	301.0	54.4	11.0	26.1	2.7	0.1	5.0	1.1	0.0	0.0	0.0	0.0
3:00 PM	491.7	3.7	366.4	73.0	12.3	23.1	2.4	0.1	9.1	1.1	0.0	0.3	0.0	0.0
4:00 PM	469.4	2.1	362.9	57.4	7.6	26.9	1.5	0.0	9.9	0.8	0.1	0.2	0.0	0.0
5:00 PM	496.0	3.2	399.1	55.8	7.5	18.5	1.2	0.0	9.9	0.5	0.1	0.1	0.0	0.0
6:00 PM	414.0	1.9	345.2	42.1	4.0	11.9	0.5	0.0	7.9	0.4	0.1	0.0	0.0	0.0
7:00 PM	337.1	1.8	290.9	29.0	3.4	6.6	0.1	0.0	5.1	0.1	0.0	0.1	0.0	0.0
8:00 PM	264.8	0.4	233.5	22.4	1.5	3.5	0.0	0.0	3.2	0.2	0.0	0.0	0.0	0.0
9:00 PM	220.0	0.4	198.8	16.4	0.4	2.2	0.0	0.0	1.8	0.0	0.1	0.0	0.0	0.0
10:00 PM	178.6	0.4	162.8	12.4	0.6	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0
11:00 PM	141.2	0.2	129.0	8.1	0.4	2.1	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0
ADT	6876.6	32.4	5439.1	801.9	123.0	306.0	32.2	2.1	122.7	12.9	1.3	2.2	0.0	0.6

Study Grand Totals														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
SB	53042	249	42050	6137	935	2336	241	15	948	99	10	17	0	5
		0.5%	79.3%	11.6%	1.8%	4.4%	0.5%	0.0%	1.8%	0.2%	0.0%	0.0%	0.0%	0.0%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Site: Monday, 4/23/2007, 4:00:00 PM -
Tuesday, 5/1/2007, 11:00:00 AM

Classification Grand Totals
NB

Hourly Averages														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	102.0	0.2	68.9	28.4	0.1	4.0	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0
1:00 AM	61.8	0.0	39.2	19.5	0.1	2.8	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
2:00 AM	37.8	0.1	20.5	13.5	0.0	2.4	1.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
3:00 AM	36.9	0.0	18.9	14.0	0.9	2.2	0.8	0.0	0.0	0.1	0.0	0.0	0.0	0.0
4:00 AM	37.1	0.0	21.2	9.9	0.6	4.4	0.6	0.0	0.2	0.1	0.0	0.0	0.0	0.0
5:00 AM	79.4	0.2	40.6	25.8	3.1	8.0	0.9	0.0	0.4	0.4	0.0	0.0	0.0	0.0
6:00 AM	223.2	0.8	124.2	61.9	6.2	25.5	0.8	0.0	3.4	0.4	0.0	0.1	0.0	0.0
7:00 AM	360.6	2.8	193.4	97.1	14.8	37.6	1.6	0.1	12.5	0.2	0.0	0.5	0.0	0.0
8:00 AM	397.5	2.9	214.2	110.6	14.5	40.5	1.2	0.2	12.0	0.6	0.0	0.5	0.1	0.0
9:00 AM	280.2	1.9	138.6	91.4	9.0	31.5	1.4	0.0	6.0	0.4	0.1	0.0	0.0	0.0
10:00 AM	295.1	1.2	153.5	91.1	11.8	30.9	1.5	0.4	4.5	0.1	0.0	0.1	0.0	0.0
11:00 AM	311.7	1.4	163.3	95.9	10.4	34.0	2.3	0.6	3.4	0.3	0.0	0.1	0.0	0.0
12:00 PM	319.9	3.1	179.0	96.4	6.6	27.6	2.1	0.1	3.6	1.0	0.1	0.0	0.0	0.1
1:00 PM	318.4	1.6	174.4	99.0	7.0	30.1	1.3	0.3	4.6	0.0	0.1	0.0	0.0	0.0
2:00 PM	394.3	2.0	202.0	124.9	13.1	44.9	1.0	0.3	5.6	0.6	0.0	0.0	0.0	0.0
3:00 PM	399.6	2.4	224.6	120.1	9.3	36.3	1.3	0.1	5.0	0.4	0.0	0.0	0.0	0.0
4:00 PM	436.5	2.5	246.8	138.5	10.5	31.2	0.1	0.1	5.6	0.8	0.0	0.2	0.0	0.1
5:00 PM	470.2	3.5	280.6	140.2	8.2	31.0	0.1	0.0	6.0	0.1	0.0	0.4	0.0	0.0
6:00 PM	476.8	3.5	293.1	143.0	7.0	21.5	0.4	0.0	7.9	0.1	0.0	0.2	0.0	0.0
7:00 PM	396.5	3.0	257.2	113.6	4.1	14.2	0.1	0.0	4.0	0.1	0.0	0.0	0.0	0.0
8:00 PM	311.0	1.5	205.8	89.5	3.0	8.4	0.0	0.0	2.6	0.1	0.0	0.1	0.0	0.0
9:00 PM	245.8	1.4	159.1	76.9	1.2	5.6	0.0	0.0	1.4	0.1	0.0	0.0	0.0	0.0
10:00 PM	216.4	1.4	144.0	62.9	1.6	4.9	0.1	0.0	1.5	0.0	0.0	0.0	0.0	0.0
11:00 PM	172.2	0.4	118.4	49.0	0.4	2.4	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0
ADT	6380.9	37.8	3681.7	1913.0	143.7	481.9	18.6	2.3	92.3	6.4	0.4	2.4	0.1	0.3

Study Grand Totals														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
NB	49303	292	28510	14768	1103	3682	141	17	716	49	3	19	1	2
		0.6%	57.8%	30.0%	2.2%	7.5%	0.3%	0.0%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Site: Monday, 4/23/2007, 4:00:00 PM -
Tuesday, 5/1/2007, 11:00:00 AM

Classification Grand Totals
Combined

Hourly Averages														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	185.6	0.2	145.6	33.0	0.2	6.0	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.0
1:00 AM	107.8	0.0	81.2	21.9	0.1	4.2	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
2:00 AM	66.4	0.1	44.9	16.6	0.2	3.0	1.1	0.0	0.1	0.2	0.0	0.0	0.0	0.0
3:00 AM	74.4	0.0	49.2	17.2	1.4	5.0	1.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0
4:00 AM	97.4	0.1	69.8	16.1	0.9	7.2	1.9	0.0	0.5	0.9	0.0	0.0	0.0	0.0
5:00 AM	240.2	0.8	173.9	42.6	3.8	15.4	1.5	0.0	1.6	0.8	0.0	0.0	0.0	0.0
6:00 AM	518.9	1.6	362.9	95.2	11.8	34.4	1.4	0.0	10.0	1.4	0.0	0.2	0.0	0.0
7:00 AM	839.6	5.6	566.6	146.1	28.6	58.8	3.0	0.1	28.5	1.2	0.0	0.8	0.0	0.2
8:00 AM	835.1	5.6	540.4	166.6	28.6	63.0	2.9	0.4	24.8	1.9	0.0	0.6	0.1	0.2
9:00 AM	695.1	4.2	438.0	150.2	17.0	66.1	4.8	0.1	12.0	1.6	0.4	0.5	0.0	0.1
10:00 AM	635.5	3.2	414.9	137.2	17.0	47.8	3.9	0.8	9.9	0.8	0.0	0.1	0.0	0.0
11:00 AM	657.7	2.7	410.4	147.4	20.3	57.1	6.6	1.4	10.0	1.3	0.0	0.4	0.0	0.0
12:00 PM	686.4	5.0	448.3	148.9	18.0	48.6	5.4	0.3	9.9	1.6	0.3	0.1	0.0	0.1
1:00 PM	682.0	3.6	453.6	146.1	11.6	48.6	5.4	0.4	11.4	0.7	0.6	0.0	0.0	0.0
2:00 PM	797.6	3.7	503.0	179.3	24.1	71.0	3.7	0.4	10.6	1.7	0.0	0.0	0.0	0.0
3:00 PM	891.3	6.1	591.0	193.1	21.6	59.4	3.7	0.3	14.1	1.6	0.0	0.3	0.0	0.0
4:00 PM	905.9	4.6	609.6	195.9	18.1	58.1	1.6	0.1	15.5	1.5	0.1	0.5	0.0	0.1
5:00 PM	966.2	6.8	679.8	196.0	15.8	49.5	1.4	0.0	15.9	0.6	0.1	0.5	0.0	0.0
6:00 PM	890.8	5.4	638.4	185.1	11.0	33.4	0.9	0.0	15.8	0.5	0.1	0.2	0.0	0.0
7:00 PM	733.6	4.8	548.1	142.6	7.5	20.9	0.2	0.0	9.1	0.2	0.0	0.1	0.0	0.0
8:00 PM	575.8	1.9	439.2	111.9	4.5	11.9	0.0	0.0	5.9	0.4	0.0	0.1	0.0	0.0
9:00 PM	465.8	1.8	357.9	93.2	1.6	7.9	0.0	0.0	3.1	0.1	0.1	0.0	0.0	0.0
10:00 PM	395.0	1.8	306.8	75.2	2.2	6.1	0.1	0.0	2.8	0.0	0.0	0.0	0.0	0.0
11:00 PM	313.5	0.6	247.4	57.1	0.8	4.5	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0
ADT	13257.5	70.3	9120.8	2715.0	266.7	787.8	50.9	4.4	215.0	19.4	1.7	4.6	0.1	0.9

Study Grand Totals														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
SB	53042	249	42050	6137	935	2336	241	15	948	99	10	17	0	5
		0.5%	79.3%	11.6%	1.8%	4.4%	0.5%	0.0%	1.8%	0.2%	0.0%	0.0%	0.0%	0.0%
NB	49303	292	28510	14768	1103	3682	141	17	716	49	3	19	1	2
		0.6%	57.8%	30.0%	2.2%	7.5%	0.3%	0.0%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%
Combined	102345	541	70560	20905	2038	6018	382	32	1664	148	13	36	1	7
		0.5%	68.9%	20.4%	2.0%	5.9%	0.4%	0.0%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/23/2007
Monday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 PM	483	4	354	61	10	37	0	0	14	2	1	0	0	0
5:00 PM	536	3	429	59	6	23	1	0	15	0	0	0	0	0
6:00 PM	443	4	371	46	4	15	0	0	2	0	1	0	0	0
7:00 PM	355	1	306	37	1	5	0	0	4	0	0	1	0	0
8:00 PM	282	1	243	22	2	6	0	0	7	1	0	0	0	0
9:00 PM	200	0	176	19	1	1	0	0	3	0	0	0	0	0
10:00 PM	155	0	143	11	0	1	0	0	0	0	0	0	0	0
11:00 PM	108	0	102	3	0	1	0	0	2	0	0	0	0	0
Total	2562	13	2124	258	24	89	1	0	47	3	2	1	0	0
%		0.5	82.9	10.1	0.9	3.5	0.0	0.0	1.8	0.1	0.1	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/24/2007
Tuesday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	64	0	57	5	0	2	0	0	0	0	0	0	0	0
1:00 AM	27	0	25	1	0	1	0	0	0	0	0	0	0	0
2:00 AM	22	0	17	5	0	0	0	0	0	0	0	0	0	0
3:00 AM	28	0	20	4	0	2	2	0	0	0	0	0	0	0
4:00 AM	57	0	46	6	1	3	0	0	1	0	0	0	0	0
5:00 AM	208	2	171	21	1	9	0	0	3	1	0	0	0	0
6:00 AM	390	3	311	48	9	11	2	0	6	0	0	0	0	0
7:00 AM	596	3	466	50	18	37	1	0	19	2	0	0	0	0
8:00 AM	473	3	355	59	20	22	1	0	10	3	0	0	0	0
9:00 AM	478	2	330	75	13	41	6	0	7	2	1	1	0	0
10:00 AM	334	4	244	47	6	20	5	0	8	0	0	0	0	0
11:00 AM	337	1	221	58	12	30	4	1	9	0	0	1	0	0
12:00 PM	364	2	252	61	17	18	4	0	8	1	1	0	0	0
1:00 PM	360	2	271	50	2	24	5	0	6	0	0	0	0	0
2:00 PM	424	4	293	67	14	31	5	0	8	2	0	0	0	0
3:00 PM	564	4	402	96	13	30	3	0	14	2	0	0	0	0
4:00 PM	515	1	389	76	10	30	2	0	6	1	0	0	0	0
5:00 PM	577	6	440	76	10	25	4	0	15	1	0	0	0	0
6:00 PM	447	1	371	40	5	14	0	0	15	1	0	0	0	0
7:00 PM	371	1	322	28	5	6	0	0	9	0	0	0	0	0
8:00 PM	254	0	225	22	2	1	0	0	4	0	0	0	0	0
9:00 PM	257	0	222	24	1	5	0	0	5	0	0	0	0	0
10:00 PM	164	1	144	16	0	3	0	0	0	0	0	0	0	0
11:00 PM	109	1	99	5	0	2	0	0	2	0	0	0	0	0
Total	7420	41	5693	940	159	367	44	1	155	16	2	2	0	0
%		0.6	76.7	12.7	2.1	4.9	0.6	0.0	2.1	0.2	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	72	0	61	9	0	2	0	0	0	0	0	0	0	0
1:00 AM	28	0	24	2	0	2	0	0	0	0	0	0	0	0
2:00 AM	17	0	12	3	1	1	0	0	0	0	0	0	0	0
3:00 AM	32	0	25	1	1	3	2	0	0	0	0	0	0	0
4:00 AM	63	0	46	12	0	3	1	0	0	1	0	0	0	0
5:00 AM	197	1	162	21	0	10	0	0	3	0	0	0	0	0
6:00 AM	371	1	281	44	8	20	0	0	14	3	0	0	0	0
7:00 AM	572	7	445	69	13	15	3	0	19	0	0	0	0	1
8:00 AM	502	5	375	53	14	30	2	1	19	3	0	0	0	0
9:00 AM	441	3	325	55	4	40	3	0	9	2	0	0	0	0
10:00 AM	339	1	249	51	6	22	1	0	7	2	0	0	0	0
11:00 AM	344	1	230	48	13	32	7	0	11	2	0	0	0	0
12:00 PM	377	3	257	60	15	25	5	0	8	3	0	1	0	0
1:00 PM	354	0	260	50	6	21	6	0	11	0	0	0	0	0
2:00 PM	432	0	305	66	8	41	4	0	7	1	0	0	0	0
3:00 PM	549	2	390	97	17	24	5	1	13	0	0	0	0	0
4:00 PM	510	2	387	66	7	32	3	0	12	1	0	0	0	0
5:00 PM	582	2	461	74	8	21	2	0	13	1	0	0	0	0
6:00 PM	459	3	379	46	6	13	2	0	10	0	0	0	0	0
7:00 PM	289	1	240	30	7	8	0	0	3	0	0	0	0	0
8:00 PM	217	1	191	15	2	4	0	0	4	0	0	0	0	0
9:00 PM	206	0	190	13	0	1	0	0	1	0	1	0	0	0
10:00 PM	144	0	134	10	0	0	0	0	0	0	0	0	0	0
11:00 PM	126	0	110	11	0	3	0	0	2	0	0	0	0	0
Total	7223	33	5539	906	136	373	46	2	166	19	1	1	0	1
%		0.5	76.7	12.5	1.9	5.2	0.6	0.0	2.3	0.3	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	62	0	52	6	1	2	0	0	1	0	0	0	0	0
1:00 AM	29	0	27	2	0	0	0	0	0	0	0	0	0	0
2:00 AM	18	0	13	3	0	0	1	0	0	1	0	0	0	0
3:00 AM	22	0	16	2	1	3	0	0	0	0	0	0	0	0
4:00 AM	64	0	50	7	0	4	3	0	0	0	0	0	0	0
5:00 AM	189	0	158	18	1	7	2	0	3	0	0	0	0	0
6:00 AM	363	0	286	40	8	14	1	0	12	2	0	0	0	0
7:00 AM	608	2	477	55	22	27	3	0	20	2	0	0	0	0
8:00 AM	530	4	388	65	21	32	4	0	14	1	0	0	0	1
9:00 AM	446	2	319	64	6	42	5	0	5	2	0	1	0	0
10:00 AM	332	2	239	49	8	21	1	2	8	2	0	0	0	0
11:00 AM	356	0	243	64	13	23	7	0	6	0	0	0	0	0
12:00 PM	349	3	246	49	16	21	6	0	8	0	0	0	0	0
1:00 PM	336	3	248	42	5	25	5	0	5	1	2	0	0	0
2:00 PM	393	2	280	58	13	28	5	0	6	1	0	0	0	0
3:00 PM	564	6	409	80	22	29	3	0	10	3	0	2	0	0
4:00 PM	525	1	394	66	8	43	1	0	11	1	0	0	0	0
5:00 PM	551	2	439	61	10	25	2	0	12	0	0	0	0	0
6:00 PM	419	3	330	58	2	12	0	0	14	0	0	0	0	0
7:00 PM	349	2	287	36	3	13	0	0	8	0	0	0	0	0
8:00 PM	275	1	240	28	2	2	0	0	2	0	0	0	0	0
9:00 PM	251	0	230	18	1	2	0	0	0	0	0	0	0	0
10:00 PM	192	0	176	12	2	0	0	0	2	0	0	0	0	0
11:00 PM	142	0	130	2	1	6	0	0	3	0	0	0	0	0
Total	7365	33	5677	885	166	381	49	2	150	16	2	3	0	1
%		0.4	77.1	12.0	2.3	5.2	0.7	0.0	2.0	0.2	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	81	0	76	3	0	2	0	0	0	0	0	0	0	0
1:00 AM	34	0	28	3	0	3	0	0	0	0	0	0	0	0
2:00 AM	24	0	20	3	0	1	0	0	0	0	0	0	0	0
3:00 AM	40	0	34	3	0	3	0	0	0	0	0	0	0	0
4:00 AM	68	0	52	5	1	6	3	0	0	1	0	0	0	0
5:00 AM	184	0	156	19	0	8	1	0	0	0	0	0	0	0
6:00 AM	332	0	279	36	3	7	0	0	6	1	0	0	0	0
7:00 AM	594	5	454	61	21	25	1	0	24	2	0	1	0	0
8:00 AM	492	3	366	67	18	24	1	0	12	0	0	1	0	0
9:00 AM	412	2	286	59	13	38	3	0	7	0	1	2	0	1
10:00 AM	343	1	248	58	6	23	2	0	4	1	0	0	0	0
11:00 AM	372	1	249	70	12	24	3	0	8	5	0	0	0	0
12:00 PM	354	1	254	51	11	30	4	0	3	0	0	0	0	0
1:00 PM	362	1	258	52	10	24	6	0	9	2	0	0	0	0
2:00 PM	458	2	331	59	18	37	4	0	6	1	0	0	0	0
3:00 PM	548	5	403	85	13	29	3	0	9	1	0	0	0	0
4:00 PM	510	4	399	59	6	27	3	0	10	1	0	1	0	0
5:00 PM	491	3	406	52	10	16	0	0	4	0	0	0	0	0
6:00 PM	462	1	399	36	4	15	0	0	6	1	0	0	0	0
7:00 PM	354	4	306	27	6	7	0	0	4	0	0	0	0	0
8:00 PM	275	0	242	22	1	6	0	0	3	1	0	0	0	0
9:00 PM	205	0	184	17	0	3	0	0	1	0	0	0	0	0
10:00 PM	230	1	205	19	1	1	0	0	3	0	0	0	0	0
11:00 PM	180	0	165	12	1	0	0	0	2	0	0	0	0	0
Total	7405	34	5800	878	155	359	34	0	121	17	1	5	0	1
%		0.5	78.3	11.9	2.1	4.8	0.5	0.0	1.6	0.2	0.0	0.1	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/28/2007
Saturday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	104	0	98	4	0	2	0	0	0	0	0	0	0	0
1:00 AM	80	0	74	3	0	3	0	0	0	0	0	0	0	0
2:00 AM	43	0	39	3	1	0	0	0	0	0	0	0	0	0
3:00 AM	30	0	23	4	0	3	0	0	0	0	0	0	0	0
4:00 AM	63	1	56	3	0	3	0	0	0	0	0	0	0	0
5:00 AM	77	0	58	11	1	5	1	0	1	0	0	0	0	0
6:00 AM	108	0	89	15	2	2	0	0	0	0	0	0	0	0
7:00 AM	195	1	148	20	1	15	2	0	8	0	0	0	0	0
8:00 AM	286	0	230	34	2	11	1	0	6	2	0	0	0	0
9:00 AM	334	4	249	49	5	14	4	0	9	0	0	0	0	0
10:00 AM	363	3	302	42	3	9	2	0	2	0	0	0	0	0
11:00 AM	354	3	272	43	5	22	3	0	6	0	0	0	0	0
12:00 PM	430	1	344	50	2	25	1	0	7	0	0	0	0	0
1:00 PM	357	6	294	38	4	6	2	0	7	0	0	0	0	0
2:00 PM	378	2	316	42	3	13	0	0	1	1	0	0	0	0
3:00 PM	389	3	323	37	5	17	1	0	3	0	0	0	0	0
4:00 PM	359	2	296	37	5	9	1	0	8	0	0	1	0	0
5:00 PM	407	3	330	42	7	13	0	0	9	2	0	1	0	0
6:00 PM	368	2	302	45	5	10	1	0	3	0	0	0	0	0
7:00 PM	336	1	300	27	0	4	1	0	3	0	0	0	0	0
8:00 PM	273	0	246	20	3	4	0	0	0	0	0	0	0	0
9:00 PM	229	2	208	17	0	1	0	0	1	0	0	0	0	0
10:00 PM	220	0	202	10	2	3	0	0	3	0	0	0	0	0
11:00 PM	200	1	184	13	1	1	0	0	0	0	0	0	0	0
Total	5983	35	4983	609	57	195	20	0	77	5	0	2	0	0
%		0.6	83.3	10.2	1.0	3.3	0.3	0.0	1.3	0.1	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/29/2007
Sunday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	160	0	154	5	0	1	0	0	0	0	0	0	0	0
1:00 AM	121	0	114	3	0	3	0	0	1	0	0	0	0	0
2:00 AM	66	0	62	3	0	1	0	0	0	0	0	0	0	0
3:00 AM	78	0	73	2	1	2	0	0	0	0	0	0	0	0
4:00 AM	31	0	28	3	0	0	0	0	0	0	0	0	0	0
5:00 AM	43	0	40	3	0	0	0	0	0	0	0	0	0	0
6:00 AM	57	0	50	5	0	1	0	0	1	0	0	0	0	0
7:00 AM	113	0	99	10	0	3	0	0	0	1	0	0	0	0
8:00 AM	170	0	152	15	0	1	0	0	2	0	0	0	0	0
9:00 AM	234	1	197	25	0	7	1	0	3	0	0	0	0	0
10:00 AM	319	2	271	31	2	7	0	0	6	0	0	0	0	0
11:00 AM	335	3	287	36	2	3	0	1	2	0	0	1	0	0
12:00 PM	314	2	270	32	0	6	0	0	4	0	0	0	0	0
1:00 PM	402	1	354	33	2	5	0	0	7	0	0	0	0	0
2:00 PM	327	1	293	26	1	4	0	0	2	0	0	0	0	0
3:00 PM	316	0	274	28	1	7	0	0	6	0	0	0	0	0
4:00 PM	333	0	295	24	2	9	0	0	3	0	0	0	0	0
5:00 PM	317	2	285	24	2	1	1	0	2	0	0	0	0	0
6:00 PM	268	0	240	20	1	5	0	0	2	0	0	0	0	0
7:00 PM	274	1	245	19	4	2	0	0	2	1	0	0	0	0
8:00 PM	254	0	226	26	0	1	0	0	1	0	0	0	0	0
9:00 PM	177	0	162	10	0	3	0	0	2	0	0	0	0	0
10:00 PM	142	0	136	5	0	0	0	0	1	0	0	0	0	0
11:00 PM	124	0	113	9	0	2	0	0	0	0	0	0	0	0
Total	4975	13	4420	397	18	74	2	1	47	2	0	1	0	0
%		0.3	88.8	8.0	0.4	1.5	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/30/2007
Monday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	50	0	46	2	0	2	0	0	0	0	0	0	0	0
1:00 AM	25	0	21	4	0	0	0	0	0	0	0	0	0	0
2:00 AM	22	0	18	3	0	1	0	0	0	0	0	0	0	0
3:00 AM	36	0	25	6	0	4	1	0	0	0	0	0	0	0
4:00 AM	56	0	46	6	0	2	1	0	0	1	0	0	0	0
5:00 AM	191	1	152	23	1	11	1	0	0	2	0	0	0	0
6:00 AM	357	2	296	36	5	8	0	0	8	2	0	0	0	0
7:00 AM	595	4	454	74	20	23	0	0	18	1	0	0	0	1
8:00 AM	485	2	349	70	15	30	3	0	16	0	0	0	0	0
9:00 AM	496	2	356	70	11	50	3	0	3	1	0	0	0	0
10:00 AM	354	1	263	51	6	20	5	1	7	0	0	0	0	0
11:00 AM	324	0	228	42	12	28	6	4	4	0	0	0	0	0
12:00 PM	378	1	262	64	19	22	3	1	6	0	0	0	0	0
1:00 PM	374	1	269	65	3	24	5	1	3	2	1	0	0	0
2:00 PM	411	1	289	63	20	29	1	1	5	2	0	0	0	0
3:00 PM	512	6	364	88	15	26	2	0	9	2	0	0	0	0
4:00 PM	520	3	389	70	13	28	2	0	15	0	0	0	0	0
5:00 PM	507	5	403	58	7	24	0	0	9	0	1	0	0	0
6:00 PM	446	1	370	46	5	11	1	0	11	1	0	0	0	0
7:00 PM	369	3	321	28	1	8	0	0	8	0	0	0	0	0
8:00 PM	288	0	255	24	0	4	0	0	5	0	0	0	0	0
9:00 PM	235	1	218	13	0	2	0	0	1	0	0	0	0	0
10:00 PM	182	1	162	16	0	2	0	0	1	0	0	0	0	0
11:00 PM	141	0	129	10	0	2	0	0	0	0	0	0	0	0
Total	7354	35	5685	932	153	361	34	8	129	14	2	0	0	1
%		0.5	77.3	12.7	2.1	4.9	0.5	0.1	1.8	0.2	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 5/1/2007
Tuesday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	76	0	70	3	0	3	0	0	0	0	0	0	0	0
1:00 AM	24	0	23	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	17	0	14	2	0	1	0	0	0	0	0	0	0	0
3:00 AM	34	0	27	4	1	2	0	0	0	0	0	0	0	0
4:00 AM	80	0	64	8	0	2	2	0	1	3	0	0	0	0
5:00 AM	198	0	169	19	1	9	0	0	0	0	0	0	0	0
6:00 AM	387	1	317	43	9	8	2	0	6	0	0	1	0	0
7:00 AM	559	1	443	53	16	24	1	0	20	0	0	1	0	0
8:00 AM	563	5	394	85	23	30	1	0	23	1	0	0	0	1
9:00 AM	478	3	333	74	12	45	2	1	5	3	0	0	0	0
10:00 AM	339	2	275	40	5	13	3	0	1	0	0	0	0	0
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2755	12	2129	332	67	137	11	1	56	7	0	2	0	1
%		0.4	77.3	12.1	2.4	5.0	0.4	0.0	2.0	0.3	0.0	0.1	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/23/2007
Monday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 PM	463	5	260	130	18	37	1	0	9	1	0	2	0	0
5:00 PM	541	7	318	162	11	36	0	0	6	0	0	1	0	0
6:00 PM	532	3	293	196	7	25	0	0	7	0	0	1	0	0
7:00 PM	463	6	288	138	5	19	0	0	7	0	0	0	0	0
8:00 PM	356	1	238	99	5	11	0	0	2	0	0	0	0	0
9:00 PM	249	3	158	78	3	6	0	0	0	1	0	0	0	0
10:00 PM	177	2	121	49	1	3	0	0	1	0	0	0	0	0
11:00 PM	109	0	69	37	0	2	0	0	1	0	0	0	0	0
Total	2890	27	1745	889	50	139	1	0	33	2	0	4	0	0
%		0.9	60.4	30.8	1.7	4.8	0.0	0.0	1.1	0.1	0.0	0.1	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/24/2007
Tuesday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	76	0	46	23	0	6	0	0	0	1	0	0	0	0
1:00 AM	46	0	21	21	0	4	0	0	0	0	0	0	0	0
2:00 AM	25	0	11	11	0	1	2	0	0	0	0	0	0	0
3:00 AM	27	0	12	12	1	2	0	0	0	0	0	0	0	0
4:00 AM	35	0	17	9	1	7	0	0	1	0	0	0	0	0
5:00 AM	92	2	48	27	3	9	2	0	1	0	0	0	0	0
6:00 AM	258	2	143	64	8	33	1	0	7	0	0	0	0	0
7:00 AM	432	3	232	96	20	54	2	0	24	0	0	1	0	0
8:00 AM	470	6	239	135	18	43	3	0	22	2	0	2	0	0
9:00 AM	279	1	129	94	9	37	2	0	6	1	0	0	0	0
10:00 AM	291	4	144	90	14	31	2	0	6	0	0	0	0	0
11:00 AM	294	2	142	97	12	32	6	0	2	1	0	0	0	0
12:00 PM	301	3	157	97	8	30	1	0	5	0	0	0	0	0
1:00 PM	327	2	170	115	10	26	1	0	3	0	0	0	0	0
2:00 PM	416	1	213	123	16	56	1	0	5	1	0	0	0	0
3:00 PM	437	3	243	130	8	46	1	0	5	1	0	0	0	0
4:00 PM	512	2	277	182	10	35	0	1	4	1	0	0	0	0
5:00 PM	510	4	299	149	12	36	0	0	9	0	0	1	0	0
6:00 PM	526	7	317	151	14	24	0	0	12	0	0	1	0	0
7:00 PM	439	2	289	124	7	12	0	0	5	0	0	0	0	0
8:00 PM	321	1	210	96	2	9	0	0	3	0	0	0	0	0
9:00 PM	267	2	169	88	1	4	0	0	3	0	0	0	0	0
10:00 PM	193	1	124	60	1	6	0	0	1	0	0	0	0	0
11:00 PM	113	0	72	38	0	0	0	0	3	0	0	0	0	0
Total	6687	48	3724	2032	175	543	24	1	127	8	0	5	0	0
%		0.7	55.7	30.4	2.6	8.1	0.4	0.0	1.9	0.1	0.0	0.1	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	76	0	49	22	0	5	0	0	0	0	0	0	0	0
1:00 AM	37	0	23	12	0	2	0	0	0	0	0	0	0	0
2:00 AM	27	1	10	9	0	5	1	0	1	0	0	0	0	0
3:00 AM	24	0	9	10	1	2	2	0	0	0	0	0	0	0
4:00 AM	33	0	18	10	0	2	3	0	0	0	0	0	0	0
5:00 AM	87	0	47	27	4	8	0	0	1	0	0	0	0	0
6:00 AM	263	0	149	79	7	22	2	0	3	1	0	0	0	0
7:00 AM	426	1	220	122	23	44	1	0	13	0	0	2	0	0
8:00 AM	461	4	232	135	25	43	1	0	20	1	0	0	0	0
9:00 AM	292	3	145	95	11	31	2	0	5	0	0	0	0	0
10:00 AM	294	0	152	83	15	35	2	0	7	0	0	0	0	0
11:00 AM	298	0	153	97	14	30	1	1	2	0	0	0	0	0
12:00 PM	306	3	157	101	3	33	4	0	4	1	0	0	0	0
1:00 PM	337	1	172	101	9	42	4	2	6	0	0	0	0	0
2:00 PM	418	6	189	129	24	58	2	2	7	1	0	0	0	0
3:00 PM	435	2	235	122	11	47	2	1	14	1	0	0	0	0
4:00 PM	457	3	251	145	11	37	0	0	8	1	0	0	0	1
5:00 PM	497	3	300	141	10	37	0	0	6	0	0	0	0	0
6:00 PM	496	6	312	143	9	22	1	0	3	0	0	0	0	0
7:00 PM	460	5	291	135	6	19	0	0	3	1	0	0	0	0
8:00 PM	307	1	210	84	3	8	0	0	1	0	0	0	0	0
9:00 PM	238	0	150	81	1	5	0	0	1	0	0	0	0	0
10:00 PM	180	0	113	62	1	4	0	0	0	0	0	0	0	0
11:00 PM	140	1	90	44	0	3	0	0	2	0	0	0	0	0
Total	6589	40	3677	1989	188	544	28	6	107	7	0	2	0	1
%		0.6	55.8	30.2	2.9	8.3	0.4	0.1	1.6	0.1	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	61	0	36	21	0	4	0	0	0	0	0	0	0	0
1:00 AM	42	0	20	20	0	1	0	0	0	1	0	0	0	0
2:00 AM	25	0	14	8	0	0	2	0	0	1	0	0	0	0
3:00 AM	28	0	13	10	1	4	0	0	0	0	0	0	0	0
4:00 AM	32	0	14	9	0	8	1	0	0	0	0	0	0	0
5:00 AM	93	0	43	36	5	7	1	0	0	1	0	0	0	0
6:00 AM	269	2	133	76	10	39	2	0	7	0	0	0	0	0
7:00 AM	422	7	213	118	13	54	1	1	14	0	0	1	0	0
8:00 AM	490	1	257	144	22	48	0	2	14	1	0	0	1	0
9:00 AM	307	1	145	106	10	38	2	0	5	0	0	0	0	0
10:00 AM	300	1	150	92	14	35	1	2	5	0	0	0	0	0
11:00 AM	310	0	154	88	11	47	2	3	5	0	0	0	0	0
12:00 PM	316	3	149	109	16	30	3	0	3	1	1	0	0	1
1:00 PM	346	2	186	101	8	40	3	0	5	0	1	0	0	0
2:00 PM	433	1	211	124	18	66	3	0	10	0	0	0	0	0
3:00 PM	384	2	195	123	8	45	3	0	8	0	0	0	0	0
4:00 PM	461	0	239	163	14	35	0	0	9	1	0	0	0	0
5:00 PM	539	1	314	174	12	32	0	0	5	0	0	1	0	0
6:00 PM	579	3	360	165	7	28	1	0	15	0	0	0	0	0
7:00 PM	394	1	255	115	1	19	0	0	3	0	0	0	0	0
8:00 PM	353	1	229	100	6	10	0	0	7	0	0	0	0	0
9:00 PM	246	0	155	74	3	12	0	0	2	0	0	0	0	0
10:00 PM	281	1	186	77	5	5	1	0	6	0	0	0	0	0
11:00 PM	211	0	144	64	0	2	0	0	1	0	0	0	0	0
Total	6922	27	3815	2117	184	609	26	8	124	6	2	2	1	1
%		0.4	55.1	30.6	2.7	8.8	0.4	0.1	1.8	0.1	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	98	0	63	31	0	4	0	0	0	0	0	0	0	0
1:00 AM	64	0	38	20	1	5	0	0	0	0	0	0	0	0
2:00 AM	41	0	19	15	0	6	1	0	0	0	0	0	0	0
3:00 AM	50	0	28	16	2	3	1	0	0	0	0	0	0	0
4:00 AM	40	0	24	8	2	6	0	0	0	0	0	0	0	0
5:00 AM	91	0	51	23	6	10	1	0	0	0	0	0	0	0
6:00 AM	241	1	140	61	5	33	0	0	1	0	0	0	0	0
7:00 AM	391	2	209	123	20	28	0	0	9	0	0	0	0	0
8:00 AM	441	1	276	108	10	37	2	0	7	0	0	0	0	0
9:00 AM	296	2	141	97	14	31	2	0	9	0	0	0	0	0
10:00 AM	269	0	142	77	18	27	3	1	1	0	0	0	0	0
11:00 AM	306	1	154	84	13	47	3	0	4	0	0	0	0	0
12:00 PM	331	1	199	97	3	25	1	0	2	3	0	0	0	0
1:00 PM	326	2	175	99	7	37	1	0	5	0	0	0	0	0
2:00 PM	411	2	201	142	15	46	1	0	3	1	0	0	0	0
3:00 PM	427	2	224	135	15	48	1	0	2	0	0	0	0	0
4:00 PM	453	0	286	120	8	32	0	0	6	1	0	0	0	0
5:00 PM	518	2	313	154	9	35	0	0	5	0	0	0	0	0
6:00 PM	527	1	349	144	9	18	1	0	5	0	0	0	0	0
7:00 PM	429	4	290	110	4	11	0	0	10	0	0	0	0	0
8:00 PM	269	0	185	74	3	4	0	0	2	1	0	0	0	0
9:00 PM	238	0	172	58	0	6	0	0	2	0	0	0	0	0
10:00 PM	273	1	190	71	3	7	0	0	1	0	0	0	0	0
11:00 PM	295	1	209	74	3	4	0	0	4	0	0	0	0	0
Total	6825	23	4078	1941	170	510	18	1	78	6	0	0	0	0
%		0.3	59.8	28.4	2.5	7.5	0.3	0.0	1.1	0.1	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/28/2007
Saturday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	156	0	112	37	1	5	0	0	1	0	0	0	0	0
1:00 AM	117	0	76	38	0	3	0	0	0	0	0	0	0	0
2:00 AM	60	0	33	25	0	2	0	0	0	0	0	0	0	0
3:00 AM	53	0	27	24	0	2	0	0	0	0	0	0	0	0
4:00 AM	50	0	25	20	1	4	0	0	0	0	0	0	0	0
5:00 AM	63	0	32	20	2	8	0	0	1	0	0	0	0	0
6:00 AM	128	0	73	38	3	13	0	0	1	0	0	0	0	0
7:00 AM	243	0	131	64	4	31	4	0	8	1	0	0	0	0
8:00 AM	235	1	132	57	7	32	1	0	4	1	0	0	0	0
9:00 AM	253	1	139	75	5	26	1	0	6	0	0	0	0	0
10:00 AM	305	2	171	98	4	26	2	0	2	0	0	0	0	0
11:00 AM	323	2	184	101	3	28	0	0	5	0	0	0	0	0
12:00 PM	357	3	221	94	5	29	1	0	4	0	0	0	0	0
1:00 PM	326	1	196	94	6	23	0	0	6	0	0	0	0	0
2:00 PM	346	3	206	109	2	17	0	0	9	0	0	0	0	0
3:00 PM	342	1	228	91	0	16	1	0	5	0	0	0	0	0
4:00 PM	337	4	204	103	8	16	0	0	2	0	0	0	0	0
5:00 PM	327	5	185	111	3	20	0	0	3	0	0	0	0	0
6:00 PM	325	1	196	101	2	20	0	0	5	0	0	0	0	0
7:00 PM	290	3	192	84	2	8	0	0	1	0	0	0	0	0
8:00 PM	279	3	167	95	2	10	0	0	2	0	0	0	0	0
9:00 PM	252	5	165	76	0	3	0	0	3	0	0	0	0	0
10:00 PM	234	4	155	68	1	4	0	0	2	0	0	0	0	0
11:00 PM	197	0	136	58	0	1	0	0	2	0	0	0	0	0
Total	5598	39	3386	1681	61	347	10	0	72	2	0	0	0	0
%		0.7	60.5	30.0	1.1	6.2	0.2	0.0	1.3	0.0	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/29/2007
Sunday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	177	2	122	49	0	3	0	0	1	0	0	0	0	0
1:00 AM	98	0	73	23	0	2	0	0	0	0	0	0	0	0
2:00 AM	68	0	42	25	0	1	0	0	0	0	0	0	0	0
3:00 AM	58	0	37	19	1	1	0	0	0	0	0	0	0	0
4:00 AM	40	0	28	12	0	0	0	0	0	0	0	0	0	0
5:00 AM	31	0	18	11	0	2	0	0	0	0	0	0	0	0
6:00 AM	78	0	45	29	1	3	0	0	0	0	0	0	0	0
7:00 AM	131	0	79	42	1	6	0	0	3	0	0	0	0	0
8:00 AM	189	0	112	65	0	9	0	0	3	0	0	0	0	0
9:00 AM	182	4	110	54	1	9	0	0	4	0	0	0	0	0
10:00 AM	268	0	155	93	1	17	0	0	2	0	0	0	0	0
11:00 AM	312	1	202	92	5	9	2	0	1	0	0	0	0	0
12:00 PM	292	5	183	82	5	13	0	0	4	0	0	0	0	0
1:00 PM	248	1	149	81	2	11	0	0	4	0	0	0	0	0
2:00 PM	329	0	184	124	3	17	0	0	1	0	0	0	0	0
3:00 PM	320	1	201	102	5	11	0	0	0	0	0	0	0	0
4:00 PM	302	1	179	108	1	13	0	0	0	0	0	0	0	0
5:00 PM	284	1	181	85	1	13	0	0	3	0	0	0	0	0
6:00 PM	269	1	172	81	3	10	0	0	2	0	0	0	0	0
7:00 PM	271	1	165	90	4	9	0	0	2	0	0	0	0	0
8:00 PM	276	2	184	80	2	4	0	0	4	0	0	0	0	0
9:00 PM	211	1	136	69	1	4	0	0	0	0	0	0	0	0
10:00 PM	149	0	109	37	0	2	0	0	1	0	0	0	0	0
11:00 PM	115	0	89	25	0	1	0	0	0	0	0	0	0	0
Total	4698	21	2955	1478	37	170	2	0	35	0	0	0	0	0
%		0.4	62.9	31.5	0.8	3.6	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/30/2007
Monday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	82	0	58	22	0	2	0	0	0	0	0	0	0	0
1:00 AM	47	0	30	13	0	4	0	0	0	0	0	0	0	0
2:00 AM	26	0	16	6	0	3	1	0	0	0	0	0	0	0
3:00 AM	19	0	6	11	0	1	1	0	0	0	0	0	0	0
4:00 AM	30	0	20	4	1	4	0	0	1	0	0	0	0	0
5:00 AM	80	0	37	28	2	10	1	0	0	2	0	0	0	0
6:00 AM	288	1	162	76	9	33	0	0	5	1	0	1	0	0
7:00 AM	409	4	222	103	19	39	2	0	19	1	0	0	0	0
8:00 AM	439	7	229	117	13	59	2	0	11	0	0	1	0	0
9:00 AM	297	1	132	103	12	39	2	0	6	1	1	0	0	0
10:00 AM	328	2	164	106	15	35	1	0	5	0	0	0	0	0
11:00 AM	339	4	154	112	15	45	2	0	5	1	0	1	0	0
12:00 PM	336	4	187	95	6	33	5	1	3	2	0	0	0	0
1:00 PM	319	2	173	102	7	32	0	0	3	0	0	0	0	0
2:00 PM	407	1	210	123	14	54	0	0	4	1	0	0	0	0
3:00 PM	452	6	246	138	18	41	1	0	1	1	0	0	0	0
4:00 PM	507	5	278	157	14	45	0	0	7	1	0	0	0	0
5:00 PM	546	5	335	146	8	39	1	0	11	1	0	0	0	0
6:00 PM	560	6	346	163	5	25	0	0	14	1	0	0	0	0
7:00 PM	426	2	288	113	4	17	1	0	1	0	0	0	0	0
8:00 PM	327	3	223	88	1	11	0	0	0	0	0	1	0	0
9:00 PM	265	0	168	91	1	5	0	0	0	0	0	0	0	0
10:00 PM	244	2	154	79	1	8	0	0	0	0	0	0	0	0
11:00 PM	198	1	138	52	0	6	0	0	1	0	0	0	0	0
Total	6971	56	3976	2048	165	590	20	1	97	13	1	4	0	0
%		0.8	57.0	29.4	2.4	8.5	0.3	0.0	1.4	0.2	0.0	0.1	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 5/1/2007
Tuesday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	90	0	65	22	0	3	0	0	0	0	0	0	0	0
1:00 AM	43	0	33	9	0	1	0	0	0	0	0	0	0	0
2:00 AM	30	0	19	9	0	1	1	0	0	0	0	0	0	0
3:00 AM	36	0	19	10	1	3	2	0	0	1	0	0	0	0
4:00 AM	37	0	24	7	0	4	1	0	0	1	0	0	0	0
5:00 AM	98	0	49	34	3	10	2	0	0	0	0	0	0	0
6:00 AM	261	0	149	72	7	28	1	0	3	1	0	0	0	0
7:00 AM	431	5	241	109	18	45	3	0	10	0	0	0	0	0
8:00 AM	455	3	237	124	21	53	1	0	15	0	0	1	0	0
9:00 AM	336	2	168	107	10	41	0	0	7	1	0	0	0	0
10:00 AM	306	1	150	90	13	41	1	0	8	1	0	1	0	0
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2123	11	1154	593	73	230	12	0	43	5	0	2	0	0
%		0.5	54.4	27.9	3.4	10.8	0.6	0.0	2.0	0.2	0.0	0.1	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Site: Monday, 4/23/2007, 4:00:00 PM -
Tuesday, 5/1/2007, 11:00:00 AM

Speed Grand Totals
SB

mph	Hourly Averages													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	83.6	0.0	0.1	0.5	2.5	12.0	26.5	22.9	12.5	4.8	1.4	0.5	0.0	0.0
1:00 AM	46.0	0.0	0.0	0.4	2.2	9.0	9.1	12.1	7.9	3.6	1.0	0.5	0.1	0.0
2:00 AM	28.6	0.0	0.1	0.4	1.1	4.2	6.6	7.8	4.6	2.4	0.8	0.5	0.1	0.0
3:00 AM	37.5	0.0	0.0	0.0	1.5	5.2	8.6	9.8	7.2	3.5	1.2	0.4	0.0	0.0
4:00 AM	60.2	0.0	0.0	0.2	1.8	7.4	12.4	15.5	13.5	6.9	2.0	0.2	0.2	0.1
5:00 AM	160.9	0.5	0.1	0.2	3.2	17.6	41.8	49.4	28.0	12.2	5.0	2.0	0.4	0.4
6:00 AM	295.6	3.4	1.4	1.0	9.1	38.0	89.1	84.4	45.9	17.9	3.9	1.4	0.2	0.0
7:00 AM	479.0	12.6	6.1	3.9	15.6	88.1	152.5	127.4	55.9	11.9	3.6	1.0	0.1	0.2
8:00 AM	437.6	10.1	3.6	3.6	25.6	96.8	139.4	103.2	41.2	11.4	1.6	0.5	0.1	0.4
9:00 AM	414.9	5.8	3.0	4.0	27.2	95.5	149.2	91.5	31.5	5.4	1.2	0.5	0.0	0.0
10:00 AM	340.4	3.8	1.4	2.1	13.9	73.4	118.9	86.9	30.8	7.5	1.6	0.1	0.0	0.1
11:00 AM	346.0	4.3	2.4	3.7	18.3	73.4	122.3	82.1	31.1	6.6	1.6	0.1	0.0	0.0
12:00 PM	366.6	4.3	3.0	3.3	17.0	82.4	122.6	95.1	31.7	6.0	0.6	0.3	0.1	0.1
1:00 PM	363.6	5.0	1.6	1.6	19.9	73.6	124.4	102.1	28.0	6.4	0.6	0.3	0.0	0.1
2:00 PM	403.3	5.7	3.0	6.0	22.4	90.3	131.7	96.7	37.6	7.9	1.1	0.4	0.1	0.3
3:00 PM	491.7	9.0	4.0	7.3	33.6	122.6	167.9	108.0	32.0	6.9	0.4	0.1	0.0	0.0
4:00 PM	469.4	6.5	4.4	6.2	28.8	107.9	161.2	109.8	35.0	8.0	1.4	0.1	0.1	0.0
5:00 PM	496.0	7.6	3.4	3.5	20.0	102.6	175.2	135.2	39.2	8.0	0.6	0.2	0.1	0.1
6:00 PM	414.0	5.0	2.4	4.5	19.4	84.5	145.6	106.5	38.6	6.2	1.2	0.0	0.0	0.0
7:00 PM	337.1	3.6	2.4	1.4	13.9	85.0	122.8	72.9	28.5	5.8	0.9	0.1	0.0	0.0
8:00 PM	264.8	1.2	1.0	1.2	12.0	66.9	95.2	58.4	21.0	6.0	1.5	0.2	0.0	0.0
9:00 PM	220.0	0.5	0.8	1.4	8.1	49.9	72.6	55.6	25.4	4.5	0.9	0.4	0.0	0.0
10:00 PM	178.6	0.4	0.4	0.5	8.1	32.2	63.5	48.8	18.0	5.1	1.5	0.0	0.1	0.0
11:00 PM	141.2	0.0	0.4	1.4	5.4	30.4	47.9	33.0	16.2	4.6	1.6	0.1	0.0	0.2
ADT	6876.6	89.3	44.9	58.4	330.6	1448.9	2307.1	1715.0	661.4	169.3	37.3	10.2	2.0	2.2

Percentile Speeds
(mph)

<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
31.0	32.4	38.2	44.3	46.0

10 mph Pace Speed
Number in pace

32.8 - 42.8	Average	38.1 mph
33284 (62.8 %)	Minimum	5.0 mph
	Maximum	94.3 mph

Speeds Exceeded

40 mph	55 mph	65 mph
37.9 %	0.8 %	0.1 %
Count	20095	407
		33

mph	Study Grand Totals													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
SB	53042	686	345	445	2534	11149	17788	13236	5131	1321	294	80	16	17
		1.3%	0.7%	0.8%	4.8%	21.0%	33.5%	25.0%	9.7%	2.5%	0.6%	0.2%	0.0%	0.0%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Site: Monday, 4/23/2007, 4:00:00 PM -
Tuesday, 5/1/2007, 11:00:00 AM

Speed Grand Totals
NB

		Hourly Averages												
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	102.0	0.1	0.0	1.6	2.9	10.1	17.4	26.9	22.5	11.6	5.6	1.9	0.8	0.6
1:00 AM	61.8	0.0	0.0	0.1	1.0	4.8	12.9	15.4	11.6	8.6	4.6	1.9	0.8	0.1
2:00 AM	37.8	0.0	0.0	0.4	1.5	2.4	6.0	9.1	8.0	5.5	2.8	1.2	0.4	0.5
3:00 AM	36.9	0.0	0.0	0.1	0.4	1.5	7.2	7.1	7.8	5.4	4.9	1.6	0.6	0.2
4:00 AM	37.1	0.0	0.0	0.6	0.4	2.2	3.6	9.2	8.1	5.6	3.8	2.5	0.5	0.5
5:00 AM	79.4	0.0	0.5	0.8	1.2	4.2	9.9	16.1	21.4	11.0	7.4	4.9	1.6	0.4
6:00 AM	223.2	3.2	1.9	3.0	8.0	14.8	36.9	55.1	48.4	26.2	15.6	7.1	2.0	1.0
7:00 AM	360.6	14.8	11.2	13.1	26.8	60.9	83.5	77.0	47.2	16.1	6.9	1.9	0.9	0.4
8:00 AM	397.5	15.0	10.0	13.0	29.4	65.0	98.4	91.8	49.9	16.6	6.5	1.6	0.4	0.0
9:00 AM	280.2	5.4	4.5	2.9	5.4	25.5	61.4	88.8	57.1	19.9	5.8	2.5	0.8	0.5
10:00 AM	295.1	3.0	1.6	2.9	6.9	33.4	66.2	88.6	57.5	23.8	7.1	3.8	0.1	0.2
11:00 AM	311.7	3.0	3.3	4.6	8.9	31.0	69.7	92.4	61.1	28.0	6.6	2.3	0.3	0.6
12:00 PM	319.9	3.3	2.4	3.3	8.0	35.0	84.6	95.0	59.7	20.9	5.7	1.6	0.3	0.1
1:00 PM	318.4	3.3	0.7	3.3	9.3	33.9	77.4	101.6	59.7	22.6	4.6	1.6	0.4	0.1
2:00 PM	394.3	5.6	2.4	4.9	11.1	46.1	100.6	118.6	69.0	25.4	8.1	2.0	0.4	0.0
3:00 PM	399.6	6.0	4.3	4.3	12.7	43.9	104.0	121.4	69.3	24.4	7.7	0.9	0.7	0.0
4:00 PM	436.5	8.6	6.1	6.4	12.0	41.5	103.6	136.6	79.6	30.5	8.2	2.2	0.8	0.2
5:00 PM	470.2	7.2	3.6	6.9	13.1	39.8	97.6	154.2	103.8	30.8	10.2	1.9	0.9	0.2
6:00 PM	476.8	10.5	9.2	8.9	16.0	44.5	102.1	137.5	96.0	36.9	10.6	3.4	0.8	0.4
7:00 PM	396.5	5.1	4.9	7.0	18.9	47.8	90.5	109.5	76.1	27.9	5.8	2.1	0.6	0.4
8:00 PM	311.0	2.4	2.1	5.1	15.1	47.9	86.0	84.4	47.2	15.9	2.8	1.4	0.5	0.2
9:00 PM	245.8	0.5	1.0	2.5	12.0	39.9	67.5	61.5	39.4	14.2	4.6	2.0	0.4	0.2
10:00 PM	216.4	1.6	1.0	3.5	11.8	29.2	50.2	57.4	38.8	14.8	5.4	1.9	0.4	0.5
11:00 PM	172.2	0.4	0.8	2.2	11.5	26.9	38.6	39.8	29.2	13.8	6.4	1.6	0.4	0.8
ADT	6380.9	99.0	71.6	101.3	244.1	732.0	1475.9	1795.0	1168.5	456.3	157.6	55.7	15.5	8.4

Percentile Speeds
(mph)

<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
31.3	33.5	41.1	48.7	50.7

10 mph Pace Speed
Number in pace

36.9 - 46.9	Average	40.8 mph
26127 (53.0 %)	Minimum	5.0 mph
	Maximum	99.3 mph

Speeds Exceeded

40 mph	55 mph	65 mph
57.3 %	3.8 %	0.4 %
Count	28242	1853
		188

		Study Grand Totals												
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
NB	49303	771	560	790	1903	5666	11371	13831	9029	3529	1228	437	122	66
		1.6%	1.1%	1.6%	3.9%	11.5%	23.1%	28.1%	18.3%	7.2%	2.5%	0.9%	0.2%	0.1%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Site:
Monday, 4/23/2007, 4:00:00 PM -
Tuesday, 5/1/2007, 11:00:00 AM

Speed Grand Totals
Combined

mph	Hourly Averages													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	185.6	0.1	0.1	2.1	5.4	22.1	43.9	49.8	35.0	16.4	7.0	2.4	0.8	0.6
1:00 AM	107.8	0.0	0.0	0.5	3.2	13.8	22.0	27.5	19.5	12.2	5.6	2.4	0.9	0.1
2:00 AM	66.4	0.0	0.1	0.8	2.6	6.6	12.6	16.9	12.6	7.9	3.5	1.8	0.5	0.5
3:00 AM	74.4	0.0	0.0	0.1	1.9	6.8	15.9	16.9	15.0	8.9	6.1	2.0	0.6	0.2
4:00 AM	97.4	0.0	0.0	0.9	2.1	9.6	16.0	24.8	21.6	12.5	5.8	2.8	0.8	0.6
5:00 AM	240.2	0.5	0.6	1.0	4.5	21.9	51.6	65.5	49.4	23.2	12.4	6.9	2.0	0.8
6:00 AM	518.9	6.6	3.2	4.0	17.1	52.8	126.0	139.5	94.2	44.1	19.5	8.5	2.2	1.0
7:00 AM	839.6	27.4	17.4	17.0	42.4	149.0	236.0	204.4	103.1	28.0	10.5	2.9	1.0	0.6
8:00 AM	835.1	25.1	13.6	16.6	55.0	161.8	237.8	195.0	91.1	28.0	8.1	2.1	0.5	0.4
9:00 AM	695.1	11.1	7.5	6.9	32.6	121.0	210.6	180.2	88.6	25.2	7.0	3.0	0.8	0.5
10:00 AM	635.5	6.8	3.0	5.0	20.8	106.8	185.1	175.5	88.2	31.2	8.8	3.9	0.1	0.4
11:00 AM	657.7	7.3	5.7	8.3	27.1	104.4	192.0	174.6	92.3	34.6	8.1	2.4	0.3	0.6
12:00 PM	686.4	7.6	5.4	6.6	25.0	117.4	207.1	190.1	91.4	26.9	6.3	1.9	0.4	0.3
1:00 PM	682.0	8.3	2.3	4.9	29.1	107.4	201.9	203.7	87.7	29.0	5.1	1.9	0.4	0.3
2:00 PM	797.6	11.3	5.4	10.9	33.6	136.4	232.3	215.3	106.6	33.3	9.3	2.4	0.6	0.3
3:00 PM	891.3	15.0	8.3	11.6	46.3	166.4	271.9	229.4	101.3	31.3	8.1	1.0	0.7	0.0
4:00 PM	905.9	15.1	10.5	12.6	40.8	149.4	264.9	246.4	114.6	38.5	9.6	2.4	0.9	0.2
5:00 PM	966.2	14.9	7.0	10.4	33.1	142.4	272.9	289.5	143.0	38.8	10.9	2.1	1.0	0.4
6:00 PM	890.8	15.5	11.6	13.4	35.4	129.0	247.8	244.0	134.6	43.1	11.9	3.4	0.8	0.4
7:00 PM	733.6	8.8	7.2	8.4	32.8	132.8	213.2	182.4	104.6	33.6	6.6	2.2	0.6	0.4
8:00 PM	575.8	3.6	3.1	6.4	27.1	114.8	181.2	142.8	68.2	21.9	4.2	1.6	0.5	0.2
9:00 PM	465.8	1.0	1.8	3.9	20.1	89.8	140.1	117.1	64.8	18.8	5.5	2.4	0.4	0.2
10:00 PM	395.0	2.0	1.4	4.0	19.9	61.5	113.8	106.1	56.8	19.9	6.9	1.9	0.5	0.5
11:00 PM	313.5	0.4	1.1	3.6	16.9	57.2	86.5	72.8	45.5	18.4	8.0	1.8	0.4	1.0
ADT	13257.5	188.3	116.5	159.6	574.8	2180.9	3783.0	3510.0	1829.9	625.6	194.9	65.8	17.6	10.6

Percentile Speeds	<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
(mph)	31.0	32.8	39.4	46.5	48.4

10 mph Pace Speed	33.9 - 43.9	Average	39.4 mph
Number in pace	57490 (56.2 %)	Minimum	5.0 mph
		Maximum	99.3 mph

Speeds Exceeded	40 mph	55 mph	65 mph
	47.2 %	2.2 %	0.2 %
Count	48337	2260	221

mph	Study Grand Totals													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
SB	53042	686	345	445	2534	11149	17788	13236	5131	1321	294	80	16	17
		1.3%	0.7%	0.8%	4.8%	21.0%	33.5%	25.0%	9.7%	2.5%	0.6%	0.2%	0.0%	0.0%
NB	49303	771	560	790	1903	5666	11371	13831	9029	3529	1228	437	122	66
		1.6%	1.1%	1.6%	3.9%	11.5%	23.1%	28.1%	18.3%	7.2%	2.5%	0.9%	0.2%	0.1%
Combined	102345	1457	905	1235	4437	16815	29159	27067	14160	4850	1522	517	138	83
		1.4%	0.9%	1.2%	4.3%	16.4%	28.5%	26.4%	13.8%	4.7%	1.5%	0.5%	0.1%	0.1%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/23/2007
Monday

Daily Speed (60 Min.)
Channel: SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 PM	483	8	6	12	33	112	160	115	31	5	1	0	0	0
5:00 PM	536	8	3	2	14	115	170	174	40	10	0	0	0	0
6:00 PM	443	7	1	2	5	75	164	146	38	5	0	0	0	0
7:00 PM	355	3	4	1	21	94	131	69	26	5	1	0	0	0
8:00 PM	282	4	1	1	9	68	108	75	12	4	0	0	0	0
9:00 PM	200	1	1	0	12	41	62	60	20	2	0	1	0	0
10:00 PM	155	0	0	1	5	22	51	58	14	3	1	0	0	0
11:00 PM	108	0	0	1	2	18	41	31	10	4	1	0	0	0
Total	2562	31	16	20	101	545	887	728	191	38	4	1	0	0
%		1.2	0.6	0.8	3.9	21.3	34.6	28.4	7.5	1.5	0.2	0.0	0.0	0.0

Percentile Speeds
(mph)

10 %	15 %	50 %	85 %	90 %
31.2	32.7	38.2	43.6	44.6

10 mph Pace Speed
Number in pace

33.4 - 43.4	Average	37.8 mph
1726 (67.4 %)	Minimum	5.0 mph
	Maximum	60.5 mph

Speeds Exceeded

40 mph	55 mph	65 mph
37.5 %	0.2 %	0.0 %
Count	962	5
		0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/24/2007
Tuesday

Daily Speed (60 Min.)
Channel: SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	64	0	0	2	5	3	21	16	7	6	3	1	0	0
1:00 AM	27	0	0	0	2	6	4	7	5	2	1	0	0	0
2:00 AM	22	0	1	0	0	4	3	7	2	3	0	2	0	0
3:00 AM	28	0	0	0	1	3	10	7	1	5	1	0	0	0
4:00 AM	57	0	0	0	4	7	5	10	23	6	1	1	0	0
5:00 AM	208	1	0	1	4	19	50	71	38	18	4	2	0	0
6:00 AM	390	7	1	0	19	49	121	118	59	10	2	2	2	0
7:00 AM	596	18	8	8	15	86	174	181	94	10	2	0	0	0
8:00 AM	473	14	4	1	31	93	136	140	44	7	3	0	0	0
9:00 AM	478	10	6	2	11	109	193	103	38	5	1	0	0	0
10:00 AM	334	6	2	4	10	60	124	91	29	6	2	0	0	0
11:00 AM	337	5	3	6	17	70	112	100	17	5	2	0	0	0
12:00 PM	364	4	3	5	9	56	134	106	39	7	1	0	0	0
1:00 PM	360	2	2	2	16	83	116	106	31	2	0	0	0	0
2:00 PM	424	9	7	7	23	76	147	105	42	7	0	0	1	0
3:00 PM	564	12	5	6	46	121	194	134	36	9	0	1	0	0
4:00 PM	515	6	6	3	18	99	197	143	34	7	2	0	0	0
5:00 PM	577	16	7	1	24	107	208	146	54	12	2	0	0	0
6:00 PM	447	4	3	7	20	81	149	121	53	7	2	0	0	0
7:00 PM	371	2	4	0	11	118	144	60	28	4	0	0	0	0
8:00 PM	254	1	2	3	17	66	88	56	12	7	2	0	0	0
9:00 PM	257	1	2	1	6	82	81	53	27	3	0	1	0	0
10:00 PM	164	0	0	1	5	26	69	41	16	5	1	0	0	0
11:00 PM	109	0	1	0	2	22	38	32	10	4	0	0	0	0
Total	7420	118	67	60	316	1446	2518	1954	739	157	32	10	3	0
%		1.6	0.9	0.8	4.3	19.5	33.9	26.3	10.0	2.1	0.4	0.1	0.0	0.0

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
31.2	32.7	38.4	44.3	45.7

10 mph Pace Speed
Number in pace

33.1 - 43.1	Average	38.1 mph
4753 (64.1 %)	Minimum	5.1 mph
	Maximum	67.1 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
39.0 %	0.6 %	0.0 %
Count	2895	45
		3

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Speed (60 Min.) Channel: SB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	72	0	0	1	1	6	31	15	13	5	0	0	0	0	
1:00 AM	28	0	0	0	1	4	4	10	4	4	1	0	0	0	
2:00 AM	17	0	0	0	0	1	0	7	6	1	2	0	0	0	
3:00 AM	32	0	0	0	0	3	5	10	11	1	2	0	0	0	
4:00 AM	63	0	0	0	3	5	14	16	17	4	3	0	0	1	
5:00 AM	197	1	0	1	4	20	54	55	38	14	8	1	1	0	
6:00 AM	371	3	5	2	7	51	106	105	57	25	7	3	0	0	
7:00 AM	572	14	8	5	16	89	168	178	63	21	7	3	0	0	
8:00 AM	502	9	5	2	21	102	186	116	42	16	2	1	0	0	
9:00 AM	441	5	1	4	42	110	156	100	18	4	1	0	0	0	
10:00 AM	339	4	1	1	11	63	118	98	30	10	3	0	0	0	
11:00 AM	344	3	3	1	15	79	122	85	28	6	2	0	0	0	
12:00 PM	377	3	1	5	22	110	108	95	27	6	0	0	0	0	
1:00 PM	354	8	3	3	31	74	113	90	27	5	0	0	0	0	
2:00 PM	432	8	1	4	28	136	141	91	21	2	0	0	0	0	
3:00 PM	549	10	5	6	53	143	190	111	25	5	1	0	0	0	
4:00 PM	510	11	7	10	55	138	166	82	33	6	1	0	1	0	
5:00 PM	582	6	3	5	31	166	219	117	32	3	0	0	0	0	
6:00 PM	459	3	4	4	23	161	149	85	25	5	0	0	0	0	
7:00 PM	289	4	1	3	17	71	120	57	11	5	0	0	0	0	
8:00 PM	217	1	1	0	16	57	72	43	20	5	1	1	0	0	
9:00 PM	206	0	0	0	6	45	83	45	20	5	1	1	0	0	
10:00 PM	144	0	0	1	3	20	47	43	20	6	3	0	1	0	
11:00 PM	126	0	1	0	2	26	43	34	13	4	2	0	0	1	
Total	7223	93	50	58	408	1680	2415	1688	601	168	47	10	3	2	
%		1.3	0.7	0.8	5.6	23.3	33.4	23.4	8.3	2.3	0.7	0.1	0.0	0.0	

Percentile Speeds
(mph)

10 %	15 %	50 %	85 %	90 %
30.5	32.0	37.8	43.8	45.4

10 mph Pace Speed
Number in pace

32.8 - 42.8	Average	37.7 mph
4577 (63.4 %)	Minimum	5.0 mph
	Maximum	75.2 mph

Speeds Exceeded

40 mph	55 mph	65 mph
34.9 %	0.9 %	0.1 %
Count	2519	62
		5

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/26/2007
Thursday

		Daily Speed (60 Min.)													
		Channel: SB													
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	62	0	0	0	1	11	16	19	7	6	1	1	0	0	
1:00 AM	29	0	0	0	1	8	4	6	6	2	0	2	0	0	
2:00 AM	18	0	0	0	0	1	3	5	5	4	0	0	0	0	
3:00 AM	22	0	0	0	0	1	2	6	11	1	1	0	0	0	
4:00 AM	64	0	0	0	0	9	7	19	16	12	1	0	0	0	
5:00 AM	189	1	0	0	5	11	50	67	32	10	5	6	0	2	
6:00 AM	363	1	2	1	9	53	120	93	62	18	3	1	0	0	
7:00 AM	608	17	7	4	14	110	223	154	63	11	5	0	0	0	
8:00 AM	530	14	4	4	39	117	188	100	47	13	3	0	0	1	
9:00 AM	446	7	4	3	40	128	171	70	20	2	0	1	0	0	
10:00 AM	332	5	1	3	16	49	120	89	38	11	0	0	0	0	
11:00 AM	356	5	0	5	12	93	121	77	38	4	0	1	0	0	
12:00 PM	349	5	3	2	13	58	123	103	34	7	0	0	0	1	
1:00 PM	336	4	0	1	11	65	117	94	32	10	1	1	0	0	
2:00 PM	393	6	1	6	33	107	126	70	36	5	2	1	0	0	
3:00 PM	564	17	9	20	36	145	208	99	26	4	0	0	0	0	
4:00 PM	525	7	7	8	43	128	178	115	34	5	0	0	0	0	
5:00 PM	551	11	4	3	24	110	197	155	33	13	1	0	0	0	
6:00 PM	419	7	4	5	22	82	157	112	27	3	0	0	0	0	
7:00 PM	349	1	3	2	12	78	131	82	34	5	1	0	0	0	
8:00 PM	275	1	3	0	17	65	108	50	26	5	0	0	0	0	
9:00 PM	251	1	1	2	9	73	74	66	22	3	0	0	0	0	
10:00 PM	192	0	0	0	11	47	62	54	13	4	1	0	0	0	
11:00 PM	142	0	0	3	10	24	46	30	18	6	5	0	0	0	
Total	7365	110	53	72	378	1573	2552	1735	680	164	30	14	0	4	
%		1.5	0.7	1.0	5.1	21.4	34.7	23.6	9.2	2.2	0.4	0.2	0.0	0.1	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
30.6	32.2	38.0	44.1	45.7

10 mph Pace Speed
Number in pace

32.8 - 42.8	Average	37.8 mph
4648 (63.1 %)	Minimum	5.1 mph
	Maximum	75.2 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
35.7 %	0.7 %	0.1 %
Count	2627	48
		4

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Speed (60 Min.) Channel: SB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	81	0	1	0	2	10	20	23	18	4	2	1	0	0	
1:00 AM	34	0	0	0	1	9	5	7	7	4	1	0	0	0	
2:00 AM	24	0	0	1	1	3	7	6	5	0	1	0	0	0	
3:00 AM	40	0	0	0	3	4	11	12	5	4	1	0	0	0	
4:00 AM	68	0	0	0	1	10	14	17	16	7	2	0	1	0	
5:00 AM	184	0	0	0	6	32	53	54	26	8	3	1	1	0	
6:00 AM	332	6	1	0	12	61	110	82	41	16	3	0	0	0	
7:00 AM	594	25	12	3	26	152	180	138	40	13	3	1	0	1	
8:00 AM	492	11	3	3	48	153	158	81	30	3	1	0	1	0	
9:00 AM	412	10	6	13	52	124	142	50	11	3	1	0	0	0	
10:00 AM	343	3	2	2	22	89	129	73	19	1	2	0	0	1	
11:00 AM	372	3	3	4	33	108	134	63	20	3	1	0	0	0	
12:00 PM	354	5	3	3	27	121	126	54	12	2	1	0	0	0	
1:00 PM	362	4	3	4	26	101	142	61	16	4	0	0	0	1	
2:00 PM	458	6	5	13	36	133	179	62	15	6	2	1	0	0	
3:00 PM	548	10	3	13	64	192	159	83	22	2	0	0	0	0	
4:00 PM	510	5	3	5	40	153	168	105	21	7	3	0	0	0	
5:00 PM	491	10	4	5	25	110	176	112	43	4	0	2	0	0	
6:00 PM	462	9	3	5	32	92	153	115	48	5	0	0	0	0	
7:00 PM	354	9	5	0	13	101	134	67	21	4	0	0	0	0	
8:00 PM	275	1	0	0	7	86	100	47	27	5	2	0	0	0	
9:00 PM	205	1	1	1	2	41	63	59	27	8	2	0	0	0	
10:00 PM	230	2	1	1	9	39	89	56	22	8	3	0	0	0	
11:00 PM	180	0	1	4	16	51	58	24	19	5	2	0	0	0	
Total	7405	120	60	80	504	1975	2510	1451	531	126	36	6	3	3	
%		1.6	0.8	1.1	6.8	26.7	33.9	19.6	7.2	1.7	0.5	0.1	0.0	0.0	

Percentile Speeds	<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
(mph)	29.8	31.3	36.7	43.0	44.9

10 mph Pace Speed	31.7 - 41.7	Average	36.8 mph
Number in pace	4708 (63.6 %)	Minimum	5.0 mph
		Maximum	94.3 mph

Speeds Exceeded	<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
	29.1 %	0.6 %	0.1 %
Count	2156	48	6

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/28/2007
Saturday

Daily Speed (60 Min.) Channel: SB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	104	0	0	0	5	14	31	27	16	9	1	1	0	0	
1:00 AM	80	0	0	0	3	12	16	23	14	10	2	0	0	0	
2:00 AM	43	0	0	1	3	5	11	13	6	2	1	1	0	0	
3:00 AM	30	0	0	0	0	4	9	7	5	5	0	0	0	0	
4:00 AM	63	0	0	1	0	9	13	13	16	6	4	1	0	0	
5:00 AM	77	0	0	0	2	12	23	12	14	7	6	1	0	0	
6:00 AM	108	1	0	0	2	11	25	22	25	16	3	3	0	0	
7:00 AM	195	1	2	3	3	17	41	54	51	17	4	0	1	1	
8:00 AM	286	0	2	5	4	41	73	79	62	17	3	0	0	0	
9:00 AM	334	6	1	1	9	62	89	94	52	18	2	0	0	0	
10:00 AM	363	4	1	3	12	66	130	107	27	13	0	0	0	0	
11:00 AM	354	7	3	6	22	51	138	83	35	7	2	0	0	0	
12:00 PM	430	8	7	2	21	91	153	113	27	5	2	1	0	0	
1:00 PM	357	9	1	1	24	68	113	111	24	5	1	0	0	0	
2:00 PM	378	0	1	0	15	75	104	126	50	5	2	0	0	0	
3:00 PM	389	1	2	2	15	87	145	92	35	9	1	0	0	0	
4:00 PM	359	4	3	8	8	53	141	105	25	10	1	1	0	0	
5:00 PM	407	4	3	2	21	88	143	113	30	2	0	0	0	1	
6:00 PM	368	4	2	3	15	71	122	104	38	6	3	0	0	0	
7:00 PM	336	3	1	2	10	73	118	83	37	6	2	1	0	0	
8:00 PM	273	1	1	2	12	78	98	58	20	3	0	0	0	0	
9:00 PM	229	0	1	3	8	30	79	65	34	8	1	0	0	0	
10:00 PM	220	1	0	0	11	37	80	60	26	4	1	0	0	0	
11:00 PM	200	0	0	0	4	38	79	52	21	4	0	1	0	1	
Total	5983	54	31	45	229	1093	1974	1616	690	194	42	11	1	3	
%		0.9	0.5	0.8	3.8	18.3	33.0	27.0	11.5	3.2	0.7	0.2	0.0	0.1	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
31.7	33.1	38.8	45.1	46.8

10 mph Pace Speed
Number in pace

33.9 - 43.9	Average	38.9 mph
3744 (62.6 %)	Minimum	5.0 mph
	Maximum	86.6 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
42.7 %	1.0 %	0.1 %
Count	2557	57
		4

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/29/2007
Sunday

Daily Speed (60 Min.)
Channel: SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	160	0	0	0	2	25	53	53	21	4	2	0	0	0
1:00 AM	121	0	0	2	5	25	32	38	14	3	1	1	0	0
2:00 AM	66	0	0	1	5	13	21	14	5	4	1	1	1	0
3:00 AM	78	0	0	0	6	16	16	17	12	6	3	2	0	0
4:00 AM	31	0	0	0	1	4	10	5	3	5	3	0	0	0
5:00 AM	43	0	0	0	2	8	14	10	5	2	1	1	0	0
6:00 AM	57	0	0	0	3	6	11	10	15	8	3	1	0	0
7:00 AM	113	0	0	2	3	17	40	24	20	3	4	0	0	0
8:00 AM	170	0	0	0	7	17	42	52	30	20	1	1	0	0
9:00 AM	234	0	0	1	8	18	80	71	46	5	3	2	0	0
10:00 AM	319	0	1	0	15	67	107	75	38	12	3	1	0	0
11:00 AM	335	4	1	1	9	58	113	87	45	14	3	0	0	0
12:00 PM	314	1	2	1	4	47	95	95	54	13	0	1	1	0
1:00 PM	402	4	2	0	8	52	146	139	37	12	1	1	0	0
2:00 PM	327	4	1	2	7	49	89	109	49	13	1	1	0	2
3:00 PM	316	2	0	3	2	50	109	103	38	9	0	0	0	0
4:00 PM	333	1	0	1	14	62	107	97	36	13	2	0	0	0
5:00 PM	317	2	1	2	11	41	112	109	26	11	2	0	0	0
6:00 PM	268	2	1	4	17	45	83	74	29	9	4	0	0	0
7:00 PM	274	2	0	0	7	52	79	76	45	11	2	0	0	0
8:00 PM	254	0	0	1	7	39	87	78	30	9	2	1	0	0
9:00 PM	177	0	0	1	10	36	51	51	24	2	2	0	0	0
10:00 PM	142	0	0	0	13	22	43	39	18	6	1	0	0	0
11:00 PM	124	0	0	3	5	25	33	28	22	6	2	0	0	0
Total	4975	22	9	25	171	794	1573	1454	662	200	47	14	2	2
%		0.4	0.2	0.5	3.4	16.0	31.6	29.2	13.3	4.0	0.9	0.3	0.0	0.0

Percentile Speeds
(mph)

10 %	15 %	50 %	85 %	90 %
32.5	33.9	39.6	46.0	47.7

10 mph Pace Speed
Number in pace

34.2 - 44.2	Average	39.8 mph
3077 (61.8 %)	Minimum	5.1 mph
	Maximum	76.8 mph

Speeds Exceeded

40 mph	55 mph	65 mph
47.9 %	1.3 %	0.1 %
Count	2381	65
		4

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/30/2007
Monday

		Daily Speed (60 Min.) Channel: SB													
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	50	0	0	0	0	8	16	14	9	3	0	0	0	0	
1:00 AM	25	0	0	1	4	5	3	4	4	1	1	1	1	0	
2:00 AM	22	0	0	0	0	2	6	6	5	3	0	0	0	0	
3:00 AM	36	0	0	0	1	4	7	10	7	4	2	1	0	0	
4:00 AM	56	0	0	1	2	6	12	18	7	7	2	0	1	0	
5:00 AM	191	1	0	0	2	17	45	59	35	24	8	0	0	0	
6:00 AM	357	5	0	3	14	34	89	123	57	26	5	1	0	0	
7:00 AM	595	15	6	4	32	114	214	156	41	10	2	1	0	0	
8:00 AM	485	13	5	9	24	120	159	120	28	5	0	1	0	1	
9:00 AM	496	4	3	0	39	117	188	116	28	0	1	0	0	0	
10:00 AM	354	5	0	2	13	112	114	79	27	1	1	0	0	0	
11:00 AM	324	3	4	3	20	55	116	80	35	7	1	0	0	0	
12:00 PM	378	4	2	5	23	94	119	100	29	2	0	0	0	0	
1:00 PM	374	4	0	0	23	72	124	114	29	7	1	0	0	0	
2:00 PM	411	7	5	10	15	56	136	114	50	17	1	0	0	0	
3:00 PM	512	11	4	1	19	120	170	134	42	10	1	0	0	0	
4:00 PM	520	10	3	3	19	118	173	116	66	11	1	0	0	0	
5:00 PM	507	4	2	8	10	84	177	156	56	9	0	0	1	0	
6:00 PM	446	4	1	6	21	69	188	95	51	10	1	0	0	0	
7:00 PM	369	5	1	3	20	93	125	89	26	6	1	0	0	0	
8:00 PM	288	1	0	3	11	76	101	60	21	10	5	0	0	0	
9:00 PM	235	0	0	3	12	51	88	46	29	5	1	0	0	0	
10:00 PM	182	0	2	0	8	45	67	39	15	5	1	0	0	0	
11:00 PM	141	0	0	0	2	39	45	33	17	4	1	0	0	0	
Total	7354	96	38	65	334	1511	2482	1881	714	187	37	5	3	1	
%		1.3	0.5	0.9	4.5	20.5	33.8	25.6	9.7	2.5	0.5	0.1	0.0	0.0	

Percentile Speeds
(mph)

10 %	15 %	50 %	85 %	90 %
31.0	32.5	38.2	44.3	46.0

10 mph Pace Speed
Number in pace

32.8 - 42.8	Average	38.2 mph
4627 (62.9 %)	Minimum	5.0 mph
	Maximum	91.9 mph

Speeds Exceeded

40 mph	55 mph	65 mph
38.5 %	0.6 %	0.1 %
Count	2828	46
		4

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 5/1/2007
Tuesday

Daily Speed (60 Min.) Channel: SB																
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200		
12:00 AM	76	0	0	1	4	19	24	16	9	1	2	0	0	0		
1:00 AM	24	0	0	0	1	3	5	2	9	3	1	0	0	0		
2:00 AM	17	0	0	0	0	5	2	4	3	2	1	0	0	0		
3:00 AM	34	0	0	0	1	7	9	9	6	2	0	0	0	0		
4:00 AM	80	0	0	0	3	9	24	26	10	8	0	0	0	0		
5:00 AM	198	0	1	0	1	22	45	67	36	15	5	4	1	1		
6:00 AM	387	4	2	2	7	39	131	122	51	24	5	0	0	0		
7:00 AM	559	11	6	2	16	120	180	134	75	10	2	3	0	0		
8:00 AM	563	20	6	5	31	131	173	138	47	10	0	1	0	1		
9:00 AM	478	4	3	8	17	96	175	128	39	6	1	1	0	0		
10:00 AM	339	3	3	2	12	81	109	83	38	6	2	0	0	0		
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
4:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
5:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
6:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
7:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
8:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
9:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
10:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
11:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
Total	2755	42	21	20	93	532	877	729	323	87	19	9	1	2		
%		1.5	0.8	0.7	3.4	19.3	31.8	26.5	11.7	3.2	0.7	0.3	0.0	0.1		

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
31.4	32.8	38.8	45.1	46.8

10 mph Pace Speed
Number in pace

34.6 - 44.6	Average	38.7 mph
1639 (59.5 %)	Minimum	5.0 mph
	Maximum	74.5 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
42.5 %	1.1 %	0.1 %
Count	1170	31
		3

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/23/2007
Monday

Daily Speed (60 Min.) Channel: NB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 PM	463	13	14	10	13	61	111	122	83	24	8	4	0	0	
5:00 PM	541	6	8	6	13	34	87	192	134	40	13	6	2	0	
6:00 PM	532	8	10	7	20	43	85	150	117	61	23	6	1	1	
7:00 PM	463	7	5	3	15	58	111	124	88	37	9	3	2	1	
8:00 PM	356	4	2	2	30	60	91	94	50	21	1	1	0	0	
9:00 PM	249	1	4	2	11	48	76	43	40	16	5	3	0	0	
10:00 PM	177	0	1	0	11	20	29	50	38	17	8	3	0	0	
11:00 PM	109	0	0	4	6	12	20	24	16	15	7	2	2	1	
Total	2890	39	44	34	119	336	610	799	566	231	74	28	7	3	
%		1.3	1.5	1.2	4.1	11.6	21.1	27.6	19.6	8.0	2.6	1.0	0.2	0.1	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
31.2	33.2	41.6	49.0	51.0

10 mph Pace Speed
Number in pace

36.9 - 46.9	Average	41.0 mph
1462 (50.6 %)	Minimum	5.2 mph
	Maximum	95.5 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
59.1 %	3.9 %	0.3 %
Count	1708	112
		10

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/24/2007
Tuesday

Daily Speed (60 Min.) Channel: NB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	76	1	0	1	4	6	13	21	14	9	5	1	1	0	
1:00 AM	46	0	0	0	1	4	8	7	9	11	4	2	0	0	
2:00 AM	25	0	0	0	3	1	5	4	4	6	1	1	0	0	
3:00 AM	27	0	0	0	1	0	5	4	6	4	4	2	1	0	
4:00 AM	35	0	0	0	1	1	1	11	6	5	6	2	2	0	
5:00 AM	92	0	2	2	1	4	8	20	23	18	5	7	2	0	
6:00 AM	258	8	6	4	8	28	58	59	39	24	20	2	1	1	
7:00 AM	432	21	20	19	32	65	101	102	53	9	6	1	2	1	
8:00 AM	470	29	17	40	53	87	98	101	35	9	1	0	0	0	
9:00 AM	279	2	6	7	6	23	53	89	67	20	4	1	0	1	
10:00 AM	291	4	1	4	8	44	77	84	44	14	8	3	0	0	
11:00 AM	294	4	5	2	8	28	68	102	46	23	5	2	1	0	
12:00 PM	301	4	5	3	7	20	69	99	53	30	9	2	0	0	
1:00 PM	327	2	1	4	9	41	88	112	49	14	6	1	0	0	
2:00 PM	416	8	3	1	17	61	100	130	63	25	7	1	0	0	
3:00 PM	437	6	5	6	16	49	134	135	64	19	2	1	0	0	
4:00 PM	512	7	1	2	15	52	132	167	96	25	11	4	0	0	
5:00 PM	510	12	2	7	16	51	103	152	116	41	7	2	1	0	
6:00 PM	526	22	21	24	18	29	101	139	121	35	12	2	2	0	
7:00 PM	439	6	2	6	39	46	82	127	97	26	5	1	1	1	
8:00 PM	321	1	2	14	29	66	64	74	51	14	3	3	0	0	
9:00 PM	267	0	0	7	20	54	70	60	36	11	5	2	2	0	
10:00 PM	193	0	0	1	4	25	50	60	38	9	4	2	0	0	
11:00 PM	113	0	0	0	3	16	21	28	24	12	6	0	0	3	
Total	6687	137	99	154	319	801	1509	1887	1154	413	146	45	16	7	
%		2.0	1.5	2.3	4.8	12.0	22.6	28.2	17.3	6.2	2.2	0.7	0.2	0.1	

Percentile Speeds
(mph)

10 %	15 %	50 %	85 %	90 %
29.6	32.4	40.7	48.0	50.0

10 mph Pace Speed
Number in pace

36.9 - 46.9	Average	40.0 mph
3514 (52.5 %)	Minimum	5.0 mph
	Maximum	83.7 mph

Speeds Exceeded

40 mph	55 mph	65 mph
54.9 %	3.2 %	0.3 %
Count	3668	214
		23

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Speed (60 Min.) Channel: NB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	76	0	0	5	0	7	11	20	16	10	4	2	0	1	
1:00 AM	37	0	0	0	0	1	4	9	10	4	8	1	0	0	
2:00 AM	27	0	0	0	1	1	5	5	7	6	1	1	0	0	
3:00 AM	24	0	0	0	0	0	7	5	4	2	3	1	2	0	
4:00 AM	33	0	0	1	1	1	5	6	9	5	3	2	0	0	
5:00 AM	87	0	0	1	1	4	9	16	24	9	11	9	2	1	
6:00 AM	263	3	3	6	12	14	43	60	61	29	20	5	3	4	
7:00 AM	426	23	8	4	39	60	119	98	49	21	3	2	0	0	
8:00 AM	461	24	16	26	46	70	107	93	52	19	7	1	0	0	
9:00 AM	292	4	6	2	10	27	47	95	69	24	6	0	1	1	
10:00 AM	294	3	1	3	3	29	61	87	58	34	9	6	0	0	
11:00 AM	298	0	1	3	9	34	62	83	63	31	4	7	0	1	
12:00 PM	306	2	1	0	5	39	67	77	85	22	6	2	0	0	
1:00 PM	337	6	1	4	10	37	92	106	57	15	6	2	1	0	
2:00 PM	418	10	7	18	24	65	117	94	56	18	7	2	0	0	
3:00 PM	435	8	1	8	13	77	115	108	65	27	10	2	1	0	
4:00 PM	457	14	15	16	17	54	105	138	71	18	7	0	1	1	
5:00 PM	497	10	3	11	24	43	119	160	89	27	9	2	0	0	
6:00 PM	496	13	10	8	23	71	137	121	76	27	7	2	1	0	
7:00 PM	460	7	12	20	42	62	127	101	63	24	1	1	0	0	
8:00 PM	307	1	1	3	11	50	88	90	46	12	3	0	1	1	
9:00 PM	238	1	0	0	14	46	56	49	47	17	7	1	0	0	
10:00 PM	180	1	0	2	14	27	38	48	27	16	4	2	1	0	
11:00 PM	140	0	0	0	5	19	33	43	24	11	3	2	0	0	
Total	6589	130	86	141	324	838	1574	1712	1128	428	149	55	14	10	
%		2.0	1.3	2.1	4.9	12.7	23.9	26.0	17.1	6.5	2.3	0.8	0.2	0.2	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
29.7	32.5	40.5	48.0	50.0

10 mph Pace Speed
Number in pace

36.0 - 46.0	Average	40.0 mph
3394 (51.5 %)	Minimum	5.0 mph
	Maximum	95.5 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
53.1 %	3.5 %	0.4 %
Count	3496	228
		24

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Speed (60 Min.) Channel: NB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	61	0	0	0	1	3	5	13	15	12	8	2	1	1	
1:00 AM	42	0	0	0	1	1	13	7	8	6	2	2	2	0	
2:00 AM	25	0	0	0	0	4	5	4	5	4	2	0	0	1	
3:00 AM	28	0	0	0	0	1	2	7	4	6	7	0	1	0	
4:00 AM	32	0	0	1	0	2	0	8	11	4	5	1	0	0	
5:00 AM	93	0	0	0	0	6	12	18	23	16	10	5	3	0	
6:00 AM	269	5	3	2	15	15	44	70	56	29	15	14	1	0	
7:00 AM	422	9	18	18	27	63	113	97	63	8	5	1	0	0	
8:00 AM	490	21	15	10	36	70	128	120	62	20	7	1	0	0	
9:00 AM	307	5	2	7	8	33	84	90	50	17	7	3	0	1	
10:00 AM	300	4	1	0	9	26	60	94	75	23	5	3	0	0	
11:00 AM	310	1	1	0	5	43	74	95	57	25	8	1	0	0	
12:00 PM	316	2	2	9	9	37	70	91	65	23	7	0	0	1	
1:00 PM	346	2	1	4	11	40	71	115	68	24	7	2	1	0	
2:00 PM	433	8	2	2	4	48	129	139	69	22	4	4	2	0	
3:00 PM	384	10	2	5	20	34	97	99	81	28	6	1	1	0	
4:00 PM	461	16	6	3	8	50	106	142	85	30	10	4	1	0	
5:00 PM	539	8	6	8	21	51	107	176	112	35	10	4	1	0	
6:00 PM	579	18	13	18	30	53	123	166	94	45	11	7	1	0	
7:00 PM	394	1	1	7	14	55	97	118	64	29	3	5	0	0	
8:00 PM	353	3	5	12	19	57	103	99	41	9	3	2	0	0	
9:00 PM	246	0	3	1	14	23	83	64	40	10	5	3	0	0	
10:00 PM	281	7	2	13	31	52	57	58	37	17	6	0	0	1	
11:00 PM	211	0	3	2	10	36	45	45	41	13	10	5	0	1	
Total	6922	120	86	122	293	803	1628	1935	1226	455	163	70	15	6	
%		1.7	1.2	1.8	4.2	11.6	23.5	28.0	17.7	6.6	2.4	1.0	0.2	0.1	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
30.8	33.2	40.9	48.4	50.3

10 mph Pace Speed
Number in pace

36.0 - 46.0	Average	40.5 mph
3696 (53.4 %)	Minimum	5.0 mph
	Maximum	99.3 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
55.9 %	3.7 %	0.3 %
Count	3870	254
		21

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Speed (60 Min.) Channel: NB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	98	0	0	2	3	8	27	20	14	13	8	1	1	1	
1:00 AM	64	0	0	0	0	7	13	15	9	10	6	1	3	0	
2:00 AM	41	0	0	0	1	3	10	10	4	8	3	2	0	0	
3:00 AM	50	0	0	0	0	5	11	6	8	7	9	4	0	0	
4:00 AM	40	0	0	0	0	4	8	9	6	6	2	3	1	1	
5:00 AM	91	0	1	1	4	4	19	25	29	3	3	2	0	0	
6:00 AM	241	4	2	1	7	12	44	83	53	20	8	6	1	0	
7:00 AM	391	24	19	22	24	91	90	63	38	15	5	0	0	0	
8:00 AM	441	13	6	7	33	98	139	84	45	9	6	1	0	0	
9:00 AM	296	10	8	2	5	40	88	96	30	15	1	0	1	0	
10:00 AM	269	5	3	3	5	30	64	84	50	18	4	3	0	0	
11:00 AM	306	2	3	3	9	31	96	83	48	21	9	0	0	1	
12:00 PM	331	6	3	3	9	48	115	90	45	11	1	0	0	0	
1:00 PM	326	4	0	2	11	49	93	92	51	22	2	0	0	0	
2:00 PM	411	7	1	4	8	63	119	125	54	20	9	1	0	0	
3:00 PM	427	11	8	3	19	53	146	124	48	12	3	0	0	0	
4:00 PM	453	6	3	4	18	35	131	139	72	37	7	0	1	0	
5:00 PM	518	10	6	9	11	48	123	183	102	17	8	0	0	1	
6:00 PM	527	13	6	7	19	52	119	160	112	31	4	3	0	1	
7:00 PM	429	7	10	9	15	62	102	107	82	23	10	2	0	0	
8:00 PM	269	5	1	0	4	44	80	77	40	14	3	1	0	0	
9:00 PM	238	0	0	3	12	44	64	57	35	13	7	3	0	0	
10:00 PM	273	3	3	8	14	48	63	87	36	7	2	2	0	0	
11:00 PM	295	3	3	9	35	63	78	50	35	15	3	1	0	0	
Total	6825	133	86	102	266	942	1842	1869	1046	367	123	36	8	5	
%		1.9	1.3	1.5	3.9	13.8	27.0	27.4	15.3	5.4	1.8	0.5	0.1	0.1	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
31.0	33.1	40.0	47.1	49.0

10 mph Pace Speed
Number in pace

34.6 - 44.6	Average	39.6 mph
3780 (55.4 %)	Minimum	5.0 mph
	Maximum	77.6 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
50.6 %	2.5 %	0.2 %
Count	3454	172
		13

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/28/2007
Saturday

Daily Speed (60 Min.)
Channel: NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	156	0	0	4	4	11	26	51	38	13	6	2	0	1
1:00 AM	117	0	0	0	1	10	22	42	17	16	7	2	0	0
2:00 AM	60	0	0	2	5	3	6	10	14	8	9	0	1	2
3:00 AM	53	0	0	0	0	0	10	12	14	9	5	1	1	1
4:00 AM	50	0	0	0	0	2	6	11	13	7	5	4	0	2
5:00 AM	63	0	0	0	0	2	5	17	18	8	8	3	1	1
6:00 AM	128	0	0	0	3	3	9	20	35	27	22	8	1	0
7:00 AM	243	1	0	1	7	23	47	56	58	32	11	2	3	2
8:00 AM	235	0	0	0	5	8	37	70	68	22	16	8	1	0
9:00 AM	253	2	2	1	1	23	50	70	76	15	6	6	0	1
10:00 AM	305	1	1	5	4	25	50	102	72	31	7	6	0	1
11:00 AM	323	5	1	8	16	26	63	96	73	29	4	1	1	0
12:00 PM	357	3	2	3	4	48	103	113	59	14	7	0	1	0
1:00 PM	326	4	1	1	12	26	83	89	63	40	3	3	1	0
2:00 PM	346	0	1	7	12	35	66	102	73	32	14	4	0	0
3:00 PM	342	2	3	0	9	22	65	109	75	41	13	1	2	0
4:00 PM	337	5	5	5	1	14	52	114	83	47	9	0	2	0
5:00 PM	327	3	0	2	1	28	68	98	91	25	8	0	3	0
6:00 PM	325	1	0	1	3	35	82	97	60	35	7	3	0	1
7:00 PM	290	3	2	0	6	22	48	99	80	25	4	0	1	0
8:00 PM	279	0	2	3	9	26	72	94	44	20	6	1	1	1
9:00 PM	252	1	1	6	7	31	63	78	41	16	5	0	1	2
10:00 PM	234	2	1	3	9	18	57	62	54	16	6	4	1	1
11:00 PM	197	0	0	1	6	22	55	56	35	17	5	0	0	0
Total	5598	33	22	53	125	463	1145	1668	1254	545	193	59	22	16
%		0.6	0.4	0.9	2.2	8.3	20.5	29.8	22.4	9.7	3.4	1.1	0.4	0.3

Percentile Speeds	<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
(mph)	34.0	36.0	42.8	50.0	52.1

10 mph Pace Speed	36.9 - 46.9	Average	42.9 mph
Number in pace	3107 (55.5 %)	Minimum	5.0 mph
		Maximum	94.3 mph

Speeds Exceeded	<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
	67.1 %	5.2 %	0.7 %
Count	3757	290	38

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/29/2007
Sunday

Daily Speed (60 Min.)
Channel: NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	177	0	0	1	7	27	24	52	37	16	8	3	2	0
1:00 AM	98	0	0	0	2	6	26	27	20	11	3	3	0	0
2:00 AM	68	0	0	1	1	6	9	26	16	5	1	2	1	0
3:00 AM	58	0	0	0	1	4	9	16	15	6	6	1	0	0
4:00 AM	40	0	0	1	0	4	3	12	5	9	2	3	0	1
5:00 AM	31	0	0	1	1	2	3	7	8	5	2	1	1	0
6:00 AM	78	0	0	1	1	3	6	12	18	19	9	5	2	2
7:00 AM	131	0	0	0	2	15	23	16	28	22	15	8	2	0
8:00 AM	189	0	0	0	6	12	18	64	41	37	8	1	2	0
9:00 AM	182	2	1	0	2	5	37	58	44	21	9	2	1	0
10:00 AM	268	2	1	0	3	39	54	71	56	28	8	4	1	1
11:00 AM	312	4	5	8	2	16	53	87	81	44	8	4	0	0
12:00 PM	292	3	2	1	8	16	62	93	71	26	5	4	1	0
1:00 PM	248	0	1	2	1	21	54	87	57	18	5	2	0	0
2:00 PM	329	3	0	1	0	20	55	116	89	34	10	0	1	0
3:00 PM	320	1	3	2	4	25	60	134	60	19	11	1	0	0
4:00 PM	302	2	0	0	7	19	50	112	71	31	5	4	1	0
5:00 PM	284	1	0	2	4	17	69	81	65	34	9	1	0	1
6:00 PM	269	1	4	0	3	16	65	86	61	25	6	1	1	0
7:00 PM	271	0	3	3	3	14	49	92	59	35	11	1	1	0
8:00 PM	276	0	2	2	4	25	89	71	58	22	0	2	1	0
9:00 PM	211	0	0	0	8	20	41	69	49	20	3	1	0	0
10:00 PM	149	0	0	0	3	13	38	39	34	14	5	1	0	2
11:00 PM	115	0	0	1	4	9	21	34	22	14	9	1	0	0
Total	4698	19	22	27	77	354	918	1462	1065	515	158	56	18	7
%		0.4	0.5	0.6	1.6	7.5	19.5	31.1	22.7	11.0	3.4	1.2	0.4	0.1

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
34.8	36.5	43.0	50.7	52.4

10 mph Pace Speed
Number in pace

37.8 - 47.8	Average	43.2 mph
2682 (57.1 %)	Minimum	5.7 mph
	Maximum	82.7 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
69.8 %	5.1 %	0.5 %
Count	3281	239
		25

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 4/30/2007
Monday

Daily Speed (60 Min.) Channel: NB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	82	0	0	0	0	7	19	17	25	11	2	1	0	0	
1:00 AM	47	0	0	0	0	2	8	10	12	8	5	1	1	0	
2:00 AM	26	0	0	0	0	0	5	7	5	4	3	2	0	0	
3:00 AM	19	0	0	0	1	0	3	2	6	4	0	2	0	1	
4:00 AM	30	0	0	2	0	3	3	6	5	2	4	4	1	0	
5:00 AM	80	0	0	0	2	4	11	8	22	14	13	5	1	0	
6:00 AM	288	4	0	8	15	20	41	69	67	39	17	5	2	1	
7:00 AM	409	16	10	27	41	84	89	83	43	11	4	1	0	0	
8:00 AM	439	15	17	9	18	85	108	105	66	11	5	0	0	0	
9:00 AM	297	6	6	2	4	24	58	95	57	27	10	5	3	0	
10:00 AM	328	4	2	1	13	46	86	93	49	20	13	1	0	0	
11:00 AM	339	5	7	8	13	39	72	101	60	23	8	1	0	2	
12:00 PM	336	3	2	4	14	37	106	102	40	20	5	3	0	0	
1:00 PM	319	5	0	6	11	23	61	110	73	25	3	1	0	1	
2:00 PM	407	3	3	1	13	31	118	124	79	27	6	2	0	0	
3:00 PM	452	4	8	6	8	47	111	141	92	25	9	0	1	0	
4:00 PM	507	6	5	11	17	47	142	159	76	32	9	2	0	1	
5:00 PM	546	8	4	10	15	46	105	192	121	27	18	0	0	0	
6:00 PM	560	8	10	6	12	57	105	181	127	36	15	3	0	0	
7:00 PM	426	10	4	8	17	63	108	108	76	24	3	4	0	1	
8:00 PM	327	5	2	5	15	55	101	76	48	15	3	1	1	0	
9:00 PM	265	1	0	1	10	53	87	72	27	11	0	3	0	0	
10:00 PM	244	0	1	1	8	31	70	55	46	22	8	1	1	0	
11:00 PM	198	0	0	1	23	38	36	38	37	13	8	2	1	1	
Total	6971	103	81	117	270	842	1653	1954	1259	451	171	50	12	8	
%		1.5	1.2	1.7	3.9	12.1	23.7	28.0	18.1	6.5	2.5	0.7	0.2	0.1	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
31.0	33.2	40.9	48.4	50.0

10 mph Pace Speed
Number in pace

36.0 - 46.0	Average	40.6 mph
3736 (53.6 %)	Minimum	5.0 mph
	Maximum	80.1 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
56.0 %	3.5 %	0.3 %
Count	3905	241
		20

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between N. 10th St & N. 9th St
Town : Wyandanch

Date: 5/1/2007
Tuesday

Daily Speed (60 Min.) Channel: NB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	90	0	0	0	4	12	14	21	21	9	4	3	1	1	
1:00 AM	43	0	0	1	3	7	9	6	8	3	2	3	0	1	
2:00 AM	30	0	0	0	1	1	3	7	9	3	2	2	1	1	
3:00 AM	36	0	0	1	0	2	11	5	5	5	5	2	0	0	
4:00 AM	37	0	0	0	1	1	3	11	10	7	3	1	0	0	
5:00 AM	98	0	1	1	1	8	12	18	24	15	7	7	3	1	
6:00 AM	261	2	1	2	3	23	50	68	58	23	14	12	5	0	
7:00 AM	431	24	15	14	42	86	86	101	46	11	6	0	0	0	
8:00 AM	455	18	9	12	38	90	152	97	30	6	2	1	0	0	
9:00 AM	336	12	5	2	7	29	74	117	64	20	3	3	0	0	
10:00 AM	306	1	3	7	10	28	78	94	56	22	3	4	0	0	
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
4:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
5:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
6:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
7:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
8:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
9:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Total	2123	57	34	40	110	287	492	545	331	124	51	38	10	4	
%		2.7	1.6	1.9	5.2	13.5	23.2	25.7	15.6	5.8	2.4	1.8	0.5	0.2	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
29.0	32.1	40.3	48.4	50.7

10 mph Pace Speed
Number in pace

35.0 - 45.0	Average	39.9 mph
1051 (49.5 %)	Minimum	5.0 mph
	Maximum	86.6 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
52.0 %	4.9 %	0.7 %
Count	1103	103
		14

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Site:
Monday, 4/23/2007, 12:00:00 PM -
Friday, 4/27/2007, 8:00:00 AM

Volume Grand Totals

Average Hourly Volumes			
	NB	SB	Combined
12:00 AM	145.8	127.5	273.2
1:00 AM	92.8	69.2	162.0
2:00 AM	55.8	43.2	99.0
3:00 AM	60.0	47.0	107.0
4:00 AM	79.5	69.5	149.0
5:00 AM	240.2	183.8	424.0
6:00 AM	535.5	345.5	881.0
7:00 AM	753.0	463.0	1216.0
8:00 AM	729.7	516.0	1245.7
9:00 AM	582.7	488.7	1071.3
10:00 AM	546.7	584.0	1130.7
11:00 AM	556.0	581.7	1137.7
12:00 PM	588.8	682.5	1271.2
1:00 PM	642.5	625.5	1268.0
2:00 PM	644.2	697.8	1342.0
3:00 PM	655.8	783.0	1438.8
4:00 PM	698.5	672.5	1371.0
5:00 PM	690.2	757.0	1447.2
6:00 PM	639.2	650.5	1289.8
7:00 PM	602.8	507.5	1110.2
8:00 PM	502.5	437.2	939.8
9:00 PM	404.5	338.8	743.2
10:00 PM	354.2	275.2	629.5
11:00 PM	252.0	188.8	440.8
ADT	11052.8	10135.3	21188.1

Study Grand Totals		
NB	SB	Combined
41796	38371	80167
52.1 %	47.9 %	

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Site:

Volume (2 Ch/pg., 60 Min., 7 Days)

Interval Begin	Mon 4/23/2007		Tue 4/24/2007		Wed 4/25/2007		Thu 4/26/2007		Fri 4/27/2007		Sat 4/28/2007		Sun 4/29/2007		Weekday Average		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	119	139	148	40	143	148	173	183	*	*	*	*	145	127	145	127
1:00 AM	*	*	87	80	80	8	82	79	122	110	*	*	*	*	92	69	92	69
2:00 AM	*	*	38	46	44	13	50	50	91	64	*	*	*	*	55	43	55	43
3:00 AM	*	*	45	57	61	11	54	52	80	68	*	*	*	*	60	47	60	47
4:00 AM	*	*	83	81	69	9	79	91	87	97	*	*	*	*	79	69	79	69
5:00 AM	*	*	234	234	242	38	259	228	226	235	*	*	*	*	240	183	240	183
6:00 AM	*	*	520	452	565	69	541	441	516	420	*	*	*	*	535	345	535	345
7:00 AM	*	*	730	583	826	111	736	585	720	573	*	*	*	*	753	463	753	463
8:00 AM	*	*	728	657	763	204	698	687	61	69	*	*	*	*	562	404	562	404
9:00 AM	*	*	561	650	613	158	574	658	1	1	*	*	*	*	437	366	437	366
10:00 AM	*	*	571	604	538	576	531	572	0	3	*	*	*	*	410	438	410	438
11:00 AM	*	*	574	600	559	590	535	555	0	0	*	*	*	*	417	436	417	436
12:00 PM	593	680	574	707	588	708	600	635	*	*	*	*	*	*	588	682	588	682
1:00 PM	658	617	618	618	654	639	640	628	*	*	*	*	*	*	642	625	642	625
2:00 PM	634	706	669	685	635	690	639	710	*	*	*	*	*	*	644	697	644	697
3:00 PM	629	796	709	669	663	837	622	830	*	*	*	*	*	*	655	783	655	783
4:00 PM	739	798	728	299	659	813	668	780	*	*	*	*	*	*	698	672	698	672
5:00 PM	704	890	728	297	638	911	691	930	*	*	*	*	*	*	690	757	690	757
6:00 PM	659	814	656	205	600	783	642	800	*	*	*	*	*	*	639	650	639	650
7:00 PM	649	643	619	171	520	586	623	630	*	*	*	*	*	*	602	507	602	507
8:00 PM	467	511	564	148	428	517	551	573	*	*	*	*	*	*	502	437	502	437
9:00 PM	403	415	407	128	371	369	437	443	*	*	*	*	*	*	404	338	404	338
10:00 PM	308	334	368	76	303	308	438	383	*	*	*	*	*	*	354	275	354	275
11:00 PM	201	219	231	53	218	223	358	260	*	*	*	*	*	*	252	188	252	188
Totals	6644	7423	11161	8239	10785	9211	11191	11748	2077	1823	*	*	*	*	10455	9601	10455	9601
Combined Split (%)	14067 47.2	52.8	19400 57.5	42.5	19996 53.9	46.1	22939 48.8	51.2	3900 53.3	46.7	*	*	*	*	20056 52.1	47.9	20056 52.1	47.9
AM Peak Volume	* *	* *	7:00 AM 730	8:00 AM 657	7:00 AM 826	11:00 AM 590	7:00 AM 736	8:00 AM 687	7:00 AM 720	7:00 AM 573	*	*	*	*	7:00 AM 753	7:00 AM 463	7:00 AM 753	7:00 AM 463
PM Peak Volume	4:00 PM 739	5:00 PM 890	4:00 PM 728	12:00 PM 707	3:00 PM 663	5:00 PM 911	5:00 PM 691	5:00 PM 930	*	*	*	*	*	*	4:00 PM 698	3:00 PM 783	4:00 PM 698	3:00 PM 783

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date:

4/23/2007
Monday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	NB	SB	Combined
12:00 AM	*	*	*
1:00 AM	*	*	*
2:00 AM	*	*	*
3:00 AM	*	*	*
4:00 AM	*	*	*
5:00 AM	*	*	*
6:00 AM	*	*	*
7:00 AM	*	*	*
8:00 AM	*	*	*
9:00 AM	*	*	*
10:00 AM	*	*	*
11:00 AM	*	*	*
12:00 PM	593	680	1273
1:00 PM	658	617	1275
2:00 PM	634	706	1340
3:00 PM	629	796	1425
4:00 PM	739	798	1537
5:00 PM	704	890	1594
6:00 PM	659	814	1473
7:00 PM	649	643	1292
8:00 PM	467	511	978
9:00 PM	403	415	818
10:00 PM	308	334	642
11:00 PM	201	219	420
Totals	6644 47.2 %	7423 52.8 %	14067
Peak Hours			
AM	*	*	*
Volume	*	*	*
PM	4:00 PM	5:00 PM	5:00 PM
Volume	739	890	1594

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date:

4/24/2007
Tuesday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	NB	SB	Combined
12:00 AM	119	139	258
1:00 AM	87	80	167
2:00 AM	38	46	84
3:00 AM	45	57	102
4:00 AM	83	81	164
5:00 AM	234	234	468
6:00 AM	520	452	972
7:00 AM	730	583	1313
8:00 AM	728	657	1385
9:00 AM	561	650	1211
10:00 AM	571	604	1175
11:00 AM	574	600	1174
12:00 PM	574	707	1281
1:00 PM	618	618	1236
2:00 PM	669	685	1354
3:00 PM	709	669	1378
4:00 PM	728	299	1027
5:00 PM	728	297	1025
6:00 PM	656	205	861
7:00 PM	619	171	790
8:00 PM	564	148	712
9:00 PM	407	128	535
10:00 PM	368	76	444
11:00 PM	231	53	284
Totals	11161 57.5 %	8239 42.5 %	19400
Peak Hours			
AM	7:00 AM	8:00 AM	8:00 AM
Volume	730	657	1385
PM	4:00 PM	12:00 PM	3:00 PM
Volume	728	707	1378

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	NB	SB	Combined
12:00 AM	148	40	188
1:00 AM	80	8	88
2:00 AM	44	13	57
3:00 AM	61	11	72
4:00 AM	69	9	78
5:00 AM	242	38	280
6:00 AM	565	69	634
7:00 AM	826	111	937
8:00 AM	763	204	967
9:00 AM	613	158	771
10:00 AM	538	576	1114
11:00 AM	559	590	1149
12:00 PM	588	708	1296
1:00 PM	654	639	1293
2:00 PM	635	690	1325
3:00 PM	663	837	1500
4:00 PM	659	813	1472
5:00 PM	638	911	1549
6:00 PM	600	783	1383
7:00 PM	520	586	1106
8:00 PM	428	517	945
9:00 PM	371	369	740
10:00 PM	303	308	611
11:00 PM	218	223	441
Totals	10785 53.9 %	9211 46.1 %	19996
Peak Hours			
AM	7:00 AM	11:00 AM	11:00 AM
Volume	826	590	1149
PM	3:00 PM	5:00 PM	5:00 PM
Volume	663	911	1549

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	NB	SB	Combined
12:00 AM	143	148	291
1:00 AM	82	79	161
2:00 AM	50	50	100
3:00 AM	54	52	106
4:00 AM	79	91	170
5:00 AM	259	228	487
6:00 AM	541	441	982
7:00 AM	736	585	1321
8:00 AM	698	687	1385
9:00 AM	574	658	1232
10:00 AM	531	572	1103
11:00 AM	535	555	1090
12:00 PM	600	635	1235
1:00 PM	640	628	1268
2:00 PM	639	710	1349
3:00 PM	622	830	1452
4:00 PM	668	780	1448
5:00 PM	691	930	1621
6:00 PM	642	800	1442
7:00 PM	623	630	1253
8:00 PM	551	573	1124
9:00 PM	437	443	880
10:00 PM	438	383	821
11:00 PM	358	260	618
Totals	11191 48.8 %	11748 51.2 %	22939
Peak Hours			
AM	7:00 AM	8:00 AM	8:00 AM
Volume	736	687	1385
PM	5:00 PM	5:00 PM	5:00 PM
Volume	691	930	1621

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	NB	SB	Combined
12:00 AM	173	183	356
1:00 AM	122	110	232
2:00 AM	91	64	155
3:00 AM	80	68	148
4:00 AM	87	97	184
5:00 AM	226	235	461
6:00 AM	516	420	936
7:00 AM	720	573	1293
8:00 AM	61	69	130
9:00 AM	1	1	2
10:00 AM	0	3	3
11:00 AM	0	0	0
Totals	2077 53.3 %	1823 46.7 %	3900
Peak Hours			
AM	7:00 AM	7:00 AM	7:00 AM
Volume	720	573	1293
PM	*	*	*
Volume	*	*	*

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Site: Monday, 4/23/2007, 12:00:00 PM -
Friday, 4/27/2007, 8:00:00 AM

Classification Grand Totals
NB

	Hourly Averages													
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	145.8	0.8	121.2	20.5	0.5	2.5	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
1:00 AM	92.8	0.2	78.2	13.2	0.0	0.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	55.8	0.2	42.0	7.8	0.5	1.8	2.5	0.0	0.2	0.5	0.2	0.0	0.0	0.0
3:00 AM	60.0	0.5	46.2	8.8	1.8	1.0	1.5	0.0	0.0	0.2	0.0	0.0	0.0	0.0
4:00 AM	79.5	0.0	53.5	14.2	2.2	2.5	6.5	0.0	0.0	0.2	0.0	0.2	0.0	0.0
5:00 AM	240.2	0.0	174.8	33.2	9.0	5.8	5.2	0.2	7.2	4.2	0.0	0.5	0.0	0.0
6:00 AM	535.5	5.2	347.0	89.8	21.0	34.8	7.8	0.0	22.8	3.5	0.0	2.8	0.0	1.0
7:00 AM	753.0	7.2	453.5	118.2	51.8	44.8	5.0	0.5	53.2	2.2	0.2	12.2	0.8	3.2
8:00 AM	729.7	13.3	437.3	114.0	42.7	41.0	6.0	0.0	56.0	2.3	0.3	9.0	0.0	7.7
9:00 AM	582.7	10.7	358.0	102.0	35.7	33.7	4.0	1.0	30.0	3.0	0.3	3.0	0.3	1.0
10:00 AM	546.7	7.0	333.0	93.7	33.7	33.0	7.0	0.3	27.3	4.3	0.7	5.0	0.3	1.3
11:00 AM	556.0	9.3	339.7	95.3	29.0	37.7	10.7	0.0	24.7	4.7	0.0	4.7	0.0	0.3
12:00 PM	588.8	10.5	377.0	99.2	26.8	35.0	8.5	0.2	24.8	3.0	0.0	3.0	0.0	0.8
1:00 PM	642.5	10.2	398.0	113.5	29.8	38.2	6.2	0.0	35.5	4.5	0.2	4.0	0.5	1.8
2:00 PM	644.2	13.0	349.8	115.2	45.8	47.2	5.5	1.0	46.5	4.0	0.2	10.8	0.8	4.5
3:00 PM	655.8	15.0	370.0	103.8	50.8	32.8	4.0	1.0	48.8	5.0	0.2	15.2	1.0	8.2
4:00 PM	698.5	16.5	388.5	103.0	58.5	31.5	4.0	2.2	63.8	3.2	1.2	12.8	1.5	11.8
5:00 PM	690.2	15.5	416.5	95.5	49.5	25.5	4.5	1.0	57.0	2.8	0.0	11.2	0.8	10.5
6:00 PM	639.2	9.0	431.5	81.0	34.0	18.0	1.8	0.0	46.5	1.8	0.0	10.5	1.0	4.2
7:00 PM	602.8	8.0	437.8	82.2	22.5	18.2	2.0	0.0	27.0	0.8	0.2	3.8	0.0	0.2
8:00 PM	502.5	4.8	386.2	61.5	13.5	8.2	0.2	0.0	24.2	1.0	0.0	2.8	0.0	0.0
9:00 PM	404.5	3.2	320.0	52.8	5.5	6.0	0.0	0.0	15.5	0.2	0.0	1.0	0.0	0.2
10:00 PM	354.2	3.8	289.0	40.0	5.2	6.2	0.0	0.0	9.0	0.2	0.0	0.8	0.0	0.0
11:00 PM	252.0	0.2	216.8	29.5	0.8	1.8	0.0	0.0	2.8	0.2	0.0	0.0	0.0	0.0
ADT	11052.8	164.3	7165.5	1688.0	570.2	507.8	93.2	7.6	623.0	52.1	4.1	113.2	6.9	56.8

	Study Grand Totals													
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
NB	41796	617	27194	6347	2140	1886	345	29	2354	194	15	431	27	217
		1.5%	65.1%	15.2%	5.1%	4.5%	0.8%	0.1%	5.6%	0.5%	0.0%	1.0%	0.1%	0.5%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Site: Monday, 4/23/2007, 12:00:00 PM -
Friday, 4/27/2007, 8:00:00 AM

Classification Grand Totals
SB

Hourly Averages														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	127.5	0.0	105.8	17.5	0.2	3.5	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0
1:00 AM	69.2	0.0	60.8	6.0	0.0	2.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
2:00 AM	43.2	0.0	35.5	6.8	0.2	0.5	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3:00 AM	47.0	0.0	34.5	4.0	1.5	5.0	1.8	0.0	0.0	0.2	0.0	0.0	0.0	0.0
4:00 AM	69.5	0.2	47.8	10.2	1.5	7.0	2.2	0.0	0.2	0.2	0.0	0.0	0.0	0.0
5:00 AM	183.8	1.2	130.8	27.5	6.5	12.5	2.0	0.0	2.0	1.2	0.0	0.0	0.0	0.0
6:00 AM	345.5	2.5	243.0	57.2	14.2	16.8	1.8	0.0	8.2	1.5	0.0	0.0	0.0	0.2
7:00 AM	463.0	6.2	285.0	83.5	34.2	27.2	3.2	1.5	19.0	1.2	0.0	1.2	0.0	0.5
8:00 AM	516.0	7.7	303.0	82.0	43.7	41.0	3.7	1.3	28.0	2.3	0.3	1.3	0.3	1.3
9:00 AM	488.7	7.0	277.7	91.3	29.7	47.3	6.3	1.0	22.7	4.3	0.0	0.7	0.0	0.7
10:00 AM	584.0	5.3	380.0	103.3	25.7	39.7	4.3	0.7	19.3	4.3	0.3	0.7	0.0	0.3
11:00 AM	581.7	6.0	363.0	102.0	28.0	41.7	9.7	1.7	24.0	4.0	0.0	0.7	0.3	0.7
12:00 PM	682.5	8.2	442.8	118.5	34.2	37.0	8.2	0.8	26.2	5.5	0.2	0.8	0.0	0.0
1:00 PM	625.5	10.0	407.8	100.5	28.0	42.0	7.0	0.5	23.0	4.8	0.8	1.2	0.0	0.0
2:00 PM	697.8	13.5	423.5	125.2	40.2	42.5	8.2	0.8	35.8	5.0	0.8	2.0	0.0	0.2
3:00 PM	783.0	12.8	490.8	135.2	54.2	43.2	5.2	0.8	32.0	3.8	0.0	4.2	0.0	0.8
4:00 PM	672.5	15.2	409.5	106.5	48.0	40.2	3.5	1.2	40.2	3.5	0.2	3.2	0.0	1.0
5:00 PM	757.0	13.5	508.5	105.0	40.2	32.5	3.8	1.8	45.0	2.8	0.5	2.2	0.0	1.2
6:00 PM	650.5	9.0	476.0	85.0	29.5	18.0	2.0	0.5	26.2	2.2	0.2	1.2	0.0	0.5
7:00 PM	507.5	8.2	382.5	70.0	14.8	12.0	1.5	0.2	17.0	0.8	0.0	0.2	0.0	0.2
8:00 PM	437.2	5.2	343.0	55.2	10.0	11.2	1.0	0.0	10.0	0.8	0.0	0.8	0.0	0.0
9:00 PM	338.8	2.2	267.8	50.5	5.8	7.0	0.5	0.0	4.8	0.2	0.0	0.0	0.0	0.0
10:00 PM	275.2	2.5	229.5	30.2	4.0	4.2	0.2	0.0	4.0	0.2	0.0	0.2	0.0	0.0
11:00 PM	188.8	0.2	160.2	21.8	1.0	4.2	0.0	0.0	1.0	0.2	0.0	0.0	0.0	0.0
ADT	10135.3	137.0	6808.4	1595.2	495.5	538.7	76.5	12.7	389.2	49.5	3.4	20.8	0.7	7.8

Study Grand Totals														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
SB	38371	522	25910	6002	1855	1985	282	46	1463	183	13	80	2	28
		1.4%	67.5%	15.6%	4.8%	5.2%	0.7%	0.1%	3.8%	0.5%	0.0%	0.2%	0.0%	0.1%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Site:
Monday, 4/23/2007, 12:00:00 PM -
Friday, 4/27/2007, 8:00:00 AM

Classification Grand Totals
Combined

Hourly Averages														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	273.2	0.8	227.0	38.0	0.8	6.0	0.2	0.0	0.5	0.0	0.0	0.0	0.0	0.0
1:00 AM	162.0	0.2	139.0	19.2	0.0	3.0	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0
2:00 AM	99.0	0.2	77.5	14.5	0.8	2.2	2.5	0.0	0.2	0.8	0.2	0.0	0.0	0.0
3:00 AM	107.0	0.5	80.8	12.8	3.2	6.0	3.2	0.0	0.0	0.5	0.0	0.0	0.0	0.0
4:00 AM	149.0	0.2	101.2	24.5	3.8	9.5	8.8	0.0	0.2	0.5	0.0	0.2	0.0	0.0
5:00 AM	424.0	1.2	305.5	60.8	15.5	18.2	7.2	0.2	9.2	5.5	0.0	0.5	0.0	0.0
6:00 AM	881.0	7.8	590.0	147.0	35.2	51.5	9.5	0.0	31.0	5.0	0.0	2.8	0.0	1.2
7:00 AM	1216.0	13.5	738.5	201.8	86.0	72.0	8.2	2.0	72.2	3.5	0.2	13.5	0.8	3.8
8:00 AM	1245.7	21.0	740.3	196.0	86.3	82.0	9.7	1.3	84.0	4.7	0.7	10.3	0.3	9.0
9:00 AM	1071.3	17.7	635.7	193.3	65.3	81.0	10.3	2.0	52.7	7.3	0.3	3.7	0.3	1.7
10:00 AM	1130.7	12.3	713.0	197.0	59.3	72.7	11.3	1.0	46.7	8.7	1.0	5.7	0.3	1.7
11:00 AM	1137.7	15.3	702.7	197.3	57.0	79.3	20.3	1.7	48.7	8.7	0.0	5.3	0.3	1.0
12:00 PM	1271.2	18.8	819.8	217.8	61.0	72.0	16.8	1.0	51.0	8.5	0.2	3.8	0.0	0.8
1:00 PM	1268.0	20.2	805.8	214.0	57.8	80.2	13.2	0.5	58.5	9.2	1.0	5.2	0.5	1.8
2:00 PM	1342.0	26.5	773.2	240.5	86.0	89.8	13.8	1.8	82.2	9.0	1.0	12.8	0.8	4.8
3:00 PM	1438.8	27.8	860.8	239.0	105.0	76.0	9.2	1.8	80.8	8.8	0.2	19.5	1.0	9.0
4:00 PM	1371.0	31.8	798.0	209.5	106.5	71.8	7.5	3.5	104.0	6.8	1.5	16.0	1.5	12.8
5:00 PM	1447.2	29.0	925.0	200.5	89.8	58.0	8.2	2.8	102.0	5.5	0.5	13.5	0.8	11.8
6:00 PM	1289.8	18.0	907.5	166.0	63.5	36.0	3.8	0.5	72.8	4.0	0.2	11.8	1.0	4.8
7:00 PM	1110.2	16.2	820.2	152.2	37.2	30.2	3.5	0.2	44.0	1.5	0.2	4.0	0.0	0.5
8:00 PM	939.8	10.0	729.2	116.8	23.5	19.5	1.2	0.0	34.2	1.8	0.0	3.5	0.0	0.0
9:00 PM	743.2	5.5	587.8	103.2	11.2	13.0	0.5	0.0	20.2	0.5	0.0	1.0	0.0	0.2
10:00 PM	629.5	6.2	518.5	70.2	9.2	10.5	0.2	0.0	13.0	0.5	0.0	1.0	0.0	0.0
11:00 PM	440.8	0.5	377.0	51.2	1.8	6.0	0.0	0.0	3.8	0.5	0.0	0.0	0.0	0.0
ADT	21188.1	301.3	13973.9	3283.2	1065.8	1046.5	169.7	20.2	1012.2	101.6	7.5	134.0	7.6	64.6

Study Grand Totals														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
NB	41796	617	27194	6347	2140	1886	345	29	2354	194	15	431	27	217
		1.5%	65.1%	15.2%	5.1%	4.5%	0.8%	0.1%	5.6%	0.5%	0.0%	1.0%	0.1%	0.5%
SB	38371	522	25910	6002	1855	1985	282	46	1463	183	13	80	2	28
		1.4%	67.5%	15.6%	4.8%	5.2%	0.7%	0.1%	3.8%	0.5%	0.0%	0.2%	0.0%	0.1%
Combined	80167	1139	53104	12349	3995	3871	627	75	3817	377	28	511	29	245
		1.4%	66.2%	15.4%	5.0%	4.8%	0.8%	0.1%	4.8%	0.5%	0.0%	0.6%	0.0%	0.3%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/23/2007
Monday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	593	10	379	101	23	35	5	0	34	1	0	4	0	1
1:00 PM	658	8	409	111	39	33	8	0	37	3	1	5	2	2
2:00 PM	634	17	328	114	49	47	6	0	53	5	0	11	0	4
3:00 PM	629	11	373	111	39	25	4	1	37	6	0	11	3	8
4:00 PM	739	17	441	100	47	43	5	3	61	3	0	7	1	11
5:00 PM	704	16	437	105	41	15	3	1	66	4	0	9	1	6
6:00 PM	659	7	434	84	35	21	2	0	53	2	0	11	2	8
7:00 PM	649	5	459	97	29	18	3	0	34	0	0	4	0	0
8:00 PM	467	6	353	63	12	6	0	0	23	1	0	3	0	0
9:00 PM	403	4	318	51	6	6	0	0	17	0	0	1	0	0
10:00 PM	308	4	262	28	4	3	0	0	6	0	0	1	0	0
11:00 PM	201	0	174	24	1	1	0	0	1	0	0	0	0	0
Total	6644	105	4367	989	325	253	36	5	422	25	1	67	9	40
%		1.6	65.7	14.9	4.9	3.8	0.5	0.1	6.4	0.4	0.0	1.0	0.1	0.6

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/24/2007
Tuesday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	119	0	97	19	0	3	0	0	0	0	0	0	0	0
1:00 AM	87	0	68	19	0	0	0	0	0	0	0	0	0	0
2:00 AM	38	0	30	5	0	0	3	0	0	0	0	0	0	0
3:00 AM	45	0	34	8	1	1	1	0	0	0	0	0	0	0
4:00 AM	83	0	53	16	1	3	8	0	0	1	0	1	0	0
5:00 AM	234	0	170	30	11	5	6	1	7	4	0	0	0	0
6:00 AM	520	9	315	98	19	39	4	0	27	1	0	6	0	2
7:00 AM	730	8	440	112	53	42	6	0	51	5	0	10	0	3
8:00 AM	728	7	445	99	49	48	8	0	51	3	1	9	0	8
9:00 AM	561	8	340	107	30	27	6	1	33	5	0	3	0	1
10:00 AM	571	9	342	102	33	39	10	1	23	4	0	6	1	1
11:00 AM	574	10	347	109	35	30	8	0	27	4	0	3	0	1
12:00 PM	574	16	370	87	25	37	12	0	19	4	0	4	0	0
1:00 PM	618	12	384	119	21	34	7	0	35	4	0	0	0	2
2:00 PM	669	12	371	120	44	48	6	2	48	4	0	9	1	4
3:00 PM	709	22	372	116	69	35	5	1	55	3	1	18	0	12
4:00 PM	728	20	387	102	77	27	1	1	76	4	2	15	3	13
5:00 PM	728	25	389	94	67	34	5	1	71	5	0	16	1	20
6:00 PM	656	16	431	81	48	17	1	0	42	3	0	14	1	2
7:00 PM	619	11	441	70	27	18	1	0	42	1	1	6	0	1
8:00 PM	564	7	415	77	23	11	1	0	27	2	0	1	0	0
9:00 PM	407	5	305	59	9	6	0	0	21	0	0	1	0	1
10:00 PM	368	6	289	47	8	8	0	0	8	1	0	1	0	0
11:00 PM	231	0	196	30	0	2	0	0	3	0	0	0	0	0
Total	11161	203	7031	1726	650	514	99	8	666	58	5	123	7	71
%		1.8	63.0	15.5	5.8	4.6	0.9	0.1	6.0	0.5	0.0	1.1	0.1	0.6

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	148	2	119	23	1	2	0	0	1	0	0	0	0	0
1:00 AM	80	1	65	13	0	0	1	0	0	0	0	0	0	0
2:00 AM	44	1	27	11	1	2	1	0	0	0	1	0	0	0
3:00 AM	61	1	43	11	2	2	1	0	0	1	0	0	0	0
4:00 AM	69	0	46	12	2	1	8	0	0	0	0	0	0	0
5:00 AM	242	0	173	43	8	2	5	0	6	4	0	1	0	0
6:00 AM	565	6	367	91	28	33	9	0	21	5	0	4	0	1
7:00 AM	826	11	473	135	65	52	4	1	68	1	0	14	0	2
8:00 AM	763	22	434	135	44	37	6	0	69	1	0	8	0	7
9:00 AM	613	21	372	104	44	34	2	1	28	2	0	3	1	1
10:00 AM	538	6	328	92	35	26	6	0	31	6	2	5	0	1
11:00 AM	559	10	354	88	29	39	16	0	15	5	0	3	0	0
12:00 PM	588	7	385	103	27	34	7	1	18	3	0	3	0	0
1:00 PM	654	12	405	120	31	37	7	0	34	4	0	3	0	1
2:00 PM	635	14	342	108	59	41	5	0	45	4	0	11	2	4
3:00 PM	663	14	381	96	50	37	2	1	58	7	0	14	0	3
4:00 PM	659	12	342	114	66	30	7	2	61	2	3	11	1	8
5:00 PM	638	10	392	100	40	37	4	1	46	0	0	3	1	4
6:00 PM	600	8	413	85	21	18	2	0	43	1	0	7	0	2
7:00 PM	520	8	377	80	15	19	3	0	14	2	0	2	0	0
8:00 PM	428	4	346	48	5	7	0	0	16	0	0	2	0	0
9:00 PM	371	3	306	48	1	5	0	0	8	0	0	0	0	0
10:00 PM	303	1	250	41	4	3	0	0	4	0	0	0	0	0
11:00 PM	218	0	186	29	0	0	0	0	3	0	0	0	0	0
Total	10785	174	6926	1730	578	498	96	7	589	48	6	94	5	34
%		1.6	64.2	16.0	5.4	4.6	0.9	0.1	5.5	0.4	0.1	0.9	0.0	0.3

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	143	1	119	20	0	3	0	0	0	0	0	0	0	0
1:00 AM	82	0	69	11	0	2	0	0	0	0	0	0	0	0
2:00 AM	50	0	41	5	0	0	3	0	0	1	0	0	0	0
3:00 AM	54	0	45	7	1	0	1	0	0	0	0	0	0	0
4:00 AM	79	0	53	16	2	4	4	0	0	0	0	0	0	0
5:00 AM	259	0	196	34	6	4	7	0	7	5	0	0	0	0
6:00 AM	541	4	369	82	20	31	8	0	23	2	0	1	0	1
7:00 AM	736	3	457	116	42	41	5	1	47	2	0	16	2	4
8:00 AM	698	11	433	108	35	38	4	0	48	3	0	10	0	8
9:00 AM	574	3	362	95	33	40	4	1	29	2	1	3	0	1
10:00 AM	531	6	329	87	33	34	5	0	28	3	0	4	0	2
11:00 AM	535	8	318	89	23	44	8	0	32	5	0	8	0	0
12:00 PM	600	9	374	106	32	34	10	0	28	4	0	1	0	2
1:00 PM	640	9	394	104	28	49	3	0	36	7	0	8	0	2
2:00 PM	639	9	358	119	31	53	5	2	40	3	1	12	0	6
3:00 PM	622	13	354	92	45	34	5	1	45	4	0	18	1	10
4:00 PM	668	17	384	96	44	26	3	3	57	4	0	18	1	15
5:00 PM	691	11	448	83	50	16	6	1	45	2	0	17	0	12
6:00 PM	642	5	448	74	32	16	2	0	48	1	0	10	1	5
7:00 PM	623	8	474	82	19	18	1	0	18	0	0	3	0	0
8:00 PM	551	2	431	58	14	9	0	0	31	1	0	5	0	0
9:00 PM	437	1	351	53	6	7	0	0	16	1	0	2	0	0
10:00 PM	438	4	355	44	5	11	0	0	18	0	0	1	0	0
11:00 PM	358	1	311	35	2	4	0	0	4	1	0	0	0	0
Total	11191	125	7473	1616	503	518	84	9	600	51	2	137	5	68
%		1.1	66.8	14.4	4.5	4.6	0.8	0.1	5.4	0.5	0.0	1.2	0.0	0.6

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Vehicle Classification (60 Min.)

Channel: NB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	173	0	150	20	1	2	0	0	0	0	0	0	0	0
1:00 AM	122	0	111	10	0	1	0	0	0	0	0	0	0	0
2:00 AM	91	0	70	10	1	5	3	0	1	1	0	0	0	0
3:00 AM	80	1	63	9	3	1	3	0	0	0	0	0	0	0
4:00 AM	87	0	62	13	4	2	6	0	0	0	0	0	0	0
5:00 AM	226	0	160	26	11	12	3	0	9	4	0	1	0	0
6:00 AM	516	2	337	88	17	36	10	0	20	6	0	0	0	0
7:00 AM	720	7	444	110	47	44	5	0	47	1	1	9	1	4
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2015	10	1397	286	84	103	30	0	77	12	1	10	1	4
%		0.5	69.3	14.2	4.2	5.1	1.5	0.0	3.8	0.6	0.0	0.5	0.0	0.2

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/23/2007
Monday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	680	9	452	109	37	33	8	0	29	3	0	0	0	0
1:00 PM	617	9	397	92	36	41	4	0	31	3	1	3	0	0
2:00 PM	706	14	439	124	39	41	6	2	34	5	2	0	0	0
3:00 PM	796	10	529	150	39	32	10	0	21	3	0	2	0	0
4:00 PM	798	26	495	127	49	47	6	1	41	3	0	2	0	1
5:00 PM	890	15	600	125	43	38	5	2	51	6	2	3	0	0
6:00 PM	814	14	598	98	36	22	3	1	36	2	0	2	0	2
7:00 PM	643	10	492	93	19	8	0	0	21	0	0	0	0	0
8:00 PM	511	10	387	68	11	18	0	0	17	0	0	0	0	0
9:00 PM	415	7	339	48	7	8	1	0	5	0	0	0	0	0
10:00 PM	334	4	286	33	4	3	0	0	4	0	0	0	0	0
11:00 PM	219	1	184	29	2	2	0	0	1	0	0	0	0	0
Total	7423	129	5198	1096	322	293	43	6	291	25	5	12	0	3
%		1.7	70.0	14.8	4.3	3.9	0.6	0.1	3.9	0.3	0.1	0.2	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/24/2007
Tuesday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	139	0	123	14	0	1	0	0	1	0	0	0	0	0
1:00 AM	80	0	71	7	0	1	0	0	1	0	0	0	0	0
2:00 AM	46	0	37	9	0	0	0	0	0	0	0	0	0	0
3:00 AM	57	0	47	5	0	3	2	0	0	0	0	0	0	0
4:00 AM	81	0	57	15	1	8	0	0	0	0	0	0	0	0
5:00 AM	234	3	177	28	5	15	2	0	2	2	0	0	0	0
6:00 AM	452	4	314	78	19	20	2	0	13	2	0	0	0	0
7:00 AM	583	7	351	114	37	33	4	2	29	2	0	3	0	1
8:00 AM	657	11	408	99	41	45	6	2	36	4	0	2	0	3
9:00 AM	650	8	390	113	35	53	10	2	31	6	0	1	0	1
10:00 AM	604	7	410	106	19	37	7	1	14	3	0	0	0	0
11:00 AM	600	8	348	105	36	50	12	3	31	4	0	1	0	2
12:00 PM	707	8	470	116	33	34	9	2	24	10	1	0	0	0
1:00 PM	618	9	405	107	19	44	10	0	19	5	0	0	0	0
2:00 PM	685	13	411	122	41	47	11	0	33	6	0	1	0	0
3:00 PM	669	10	405	115	64	35	3	0	33	2	0	1	0	1
4:00 PM	299	7	135	49	54	30	2	0	16	1	1	3	0	1
5:00 PM	297	6	161	46	41	17	3	2	18	2	0	1	0	0
6:00 PM	205	5	115	34	28	12	0	0	8	2	1	0	0	0
7:00 PM	171	9	89	35	14	14	4	0	6	0	0	0	0	0
8:00 PM	148	4	98	21	11	10	1	0	3	0	0	0	0	0
9:00 PM	128	1	75	35	7	8	1	0	1	0	0	0	0	0
10:00 PM	76	1	51	15	3	6	0	0	0	0	0	0	0	0
11:00 PM	53	0	36	11	0	6	0	0	0	0	0	0	0	0
Total	8239	121	5184	1399	508	529	89	14	319	51	3	13	0	9
%		1.5	62.9	17.0	6.2	6.4	1.1	0.2	3.9	0.6	0.0	0.2	0.0	0.1

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	40	0	24	11	0	4	1	0	0	0	0	0	0	0
1:00 AM	8	0	6	0	0	2	0	0	0	0	0	0	0	0
2:00 AM	13	0	9	2	1	1	0	0	0	0	0	0	0	0
3:00 AM	11	0	3	0	2	5	1	0	0	0	0	0	0	0
4:00 AM	9	1	5	1	0	1	1	0	0	0	0	0	0	0
5:00 AM	38	1	19	7	3	7	0	0	0	1	0	0	0	0
6:00 AM	69	1	39	11	6	10	0	0	2	0	0	0	0	0
7:00 AM	111	1	55	24	13	13	0	0	5	0	0	0	0	0
8:00 AM	204	3	86	35	39	26	1	2	12	0	0	0	0	0
9:00 AM	158	6	71	30	18	22	6	0	4	1	0	0	0	0
10:00 AM	576	5	370	98	31	39	2	0	26	4	0	1	0	0
11:00 AM	590	6	382	92	25	43	10	1	22	7	0	1	1	0
12:00 PM	708	9	457	128	32	43	8	1	23	6	0	1	0	0
1:00 PM	639	10	421	110	29	38	8	1	19	2	0	1	0	0
2:00 PM	690	15	397	135	42	47	5	1	38	5	0	4	0	1
3:00 PM	837	16	511	134	63	49	5	1	43	7	0	7	0	1
4:00 PM	813	17	506	141	42	38	4	4	49	4	0	7	0	1
5:00 PM	911	13	651	116	32	31	3	3	55	1	0	3	0	3
6:00 PM	783	13	580	115	21	17	2	0	30	3	0	2	0	0
7:00 PM	586	7	457	79	8	12	0	0	21	2	0	0	0	0
8:00 PM	517	3	425	65	5	11	1	0	5	0	0	2	0	0
9:00 PM	369	1	297	55	6	5	0	0	5	0	0	0	0	0
10:00 PM	308	0	259	37	2	5	0	0	4	0	0	1	0	0
11:00 PM	223	0	197	20	0	4	0	0	2	0	0	0	0	0
Total	9211	128	6227	1446	420	473	58	14	365	43	0	30	1	6
%		1.4	67.6	15.7	4.6	5.1	0.6	0.2	4.0	0.5	0.0	0.3	0.0	0.1

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	148	0	120	24	0	4	0	0	0	0	0	0	0	0
1:00 AM	79	0	71	6	0	2	0	0	0	0	0	0	0	0
2:00 AM	50	0	42	8	0	0	0	0	0	0	0	0	0	0
3:00 AM	52	0	34	5	3	7	2	0	0	1	0	0	0	0
4:00 AM	91	0	62	14	1	9	4	0	1	0	0	0	0	0
5:00 AM	228	0	160	41	7	14	3	0	2	1	0	0	0	0
6:00 AM	441	1	315	66	20	21	3	0	13	1	0	0	0	1
7:00 AM	585	6	369	110	49	30	2	1	15	1	0	1	0	1
8:00 AM	687	9	415	112	51	52	4	0	36	3	1	2	1	1
9:00 AM	658	7	372	131	36	67	3	1	33	6	0	1	0	1
10:00 AM	572	4	360	106	27	43	4	1	18	6	1	1	0	1
11:00 AM	555	4	359	109	23	32	7	1	19	1	0	0	0	0
12:00 PM	635	7	392	121	35	38	8	0	29	3	0	2	0	0
1:00 PM	628	12	408	93	28	45	6	1	23	9	2	1	0	0
2:00 PM	710	12	447	120	39	35	11	0	38	4	1	3	0	0
3:00 PM	830	15	518	142	51	57	3	2	31	3	0	7	0	1
4:00 PM	780	11	502	109	47	46	2	0	55	6	0	1	0	1
5:00 PM	930	20	622	133	45	44	4	0	56	2	0	2	0	2
6:00 PM	800	4	611	93	33	21	3	1	31	2	0	1	0	0
7:00 PM	630	7	492	73	18	14	2	1	20	1	0	1	0	1
8:00 PM	573	4	462	67	13	6	2	0	15	3	0	1	0	0
9:00 PM	443	0	360	64	3	7	0	0	8	1	0	0	0	0
10:00 PM	383	5	322	36	7	3	1	0	8	1	0	0	0	0
11:00 PM	260	0	224	27	2	5	0	0	1	1	0	0	0	0
Total	11748	128	8039	1810	538	602	74	9	452	56	5	24	1	10
%		1.1	68.4	15.4	4.6	5.1	0.6	0.1	3.8	0.5	0.0	0.2	0.0	0.1

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Vehicle Classification (60 Min.)

Channel: SB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	183	0	156	21	1	5	0	0	0	0	0	0	0	0
1:00 AM	110	0	95	11	0	4	0	0	0	0	0	0	0	0
2:00 AM	64	0	54	8	0	1	0	0	0	1	0	0	0	0
3:00 AM	68	0	54	6	1	5	2	0	0	0	0	0	0	0
4:00 AM	97	0	67	11	4	10	4	0	0	1	0	0	0	0
5:00 AM	235	1	167	34	11	14	3	0	4	1	0	0	0	0
6:00 AM	420	4	304	74	12	16	2	0	5	3	0	0	0	0
7:00 AM	573	11	365	86	38	33	7	3	27	2	0	1	0	0
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1750	16	1262	251	67	88	18	3	36	8	0	1	0	0
%		0.9	72.1	14.3	3.8	5.0	1.0	0.2	2.1	0.5	0.0	0.1	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Site: Monday, 4/23/2007, 12:00:00 PM -
Friday, 4/27/2007, 8:00:00 AM

Speed Grand Totals
NB

mph	Hourly Averages													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	145.8	1.0	2.0	2.5	17.2	34.0	37.2	32.5	15.2	3.2	0.5	0.2	0.0	0.0
1:00 AM	92.8	1.5	2.5	2.2	11.0	21.2	21.0	18.0	9.0	4.8	1.2	0.2	0.0	0.0
2:00 AM	55.8	0.8	0.8	1.5	6.0	15.0	14.2	8.5	6.8	2.2	0.0	0.0	0.0	0.0
3:00 AM	60.0	1.0	1.8	2.2	6.0	10.2	13.0	13.5	7.0	4.2	1.0	0.0	0.0	0.0
4:00 AM	79.5	1.5	1.2	1.5	4.0	13.5	20.5	19.0	11.0	5.8	0.8	0.5	0.2	0.0
5:00 AM	240.2	0.8	1.2	5.2	23.8	53.8	62.2	53.5	27.8	7.5	3.5	1.0	0.0	0.0
6:00 AM	535.5	18.5	7.0	12.5	76.5	136.5	128.2	93.2	41.5	17.0	3.5	0.5	0.5	0.0
7:00 AM	752.8	67.5	38.8	66.0	157.2	199.2	124.0	70.0	20.2	6.0	2.8	0.5	0.2	0.2
8:00 AM	729.7	83.0	45.7	84.7	158.3	189.7	103.0	45.0	14.0	3.7	1.0	0.7	0.3	0.7
9:00 AM	582.7	47.0	25.0	48.3	130.7	166.0	99.7	46.7	15.0	3.3	0.7	0.3	0.0	0.0
10:00 AM	546.7	27.0	20.0	47.3	125.7	160.3	112.3	40.7	10.7	1.3	0.3	0.3	0.3	0.3
11:00 AM	556.0	31.7	20.0	43.7	129.7	170.7	101.3	45.3	11.3	1.3	1.0	0.0	0.0	0.0
12:00 PM	588.8	39.0	23.5	47.8	126.5	182.8	113.2	40.2	12.8	1.5	0.2	0.0	0.5	0.8
1:00 PM	642.5	43.2	28.8	67.5	154.8	184.2	118.5	32.0	11.0	2.2	0.0	0.0	0.0	0.2
2:00 PM	644.2	80.8	49.5	95.0	162.8	141.0	73.0	30.2	7.8	2.5	0.8	0.5	0.2	0.2
3:00 PM	655.8	109.5	58.0	87.8	152.2	151.8	60.2	24.2	8.8	1.8	0.8	0.0	0.2	0.5
4:00 PM	698.5	153.8	81.8	101.2	152.0	119.8	58.2	23.2	4.5	0.8	1.2	0.8	0.2	1.0
5:00 PM	690.2	118.0	74.8	86.8	176.8	133.0	66.2	24.0	5.8	2.2	0.8	0.0	0.2	1.8
6:00 PM	639.2	72.5	43.0	79.0	165.5	157.5	76.0	32.0	9.8	1.8	1.0	0.5	0.0	0.8
7:00 PM	602.8	31.2	21.2	43.5	148.8	179.0	120.5	45.8	10.0	1.8	0.2	0.0	0.0	0.8
8:00 PM	502.5	24.0	12.8	46.0	129.0	149.5	87.2	40.5	9.8	2.5	0.0	0.5	0.5	0.2
9:00 PM	404.5	9.8	5.0	24.8	94.2	128.8	89.0	39.5	9.8	2.8	1.0	0.0	0.0	0.0
10:00 PM	354.2	7.8	6.0	19.5	64.0	113.8	76.8	47.8	13.5	4.2	0.8	0.0	0.0	0.2
11:00 PM	252.0	2.0	1.5	6.0	34.8	74.0	65.0	43.5	17.2	6.0	2.0	0.0	0.0	0.0
ADT	11052.5	972.7	571.7	1022.5	2407.3	2885.2	1840.8	908.9	310.0	90.4	25.0	6.6	3.7	7.8

Percentile Speeds
(mph)

<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
16.1	20.8	30.9	39.0	40.9

10 mph Pace Speed
Number in pace

26.7 - 36.7	Average	30.1 mph
20558 (49.2 %)	Minimum	5.0 mph
	Maximum	99.3 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
12.4 %	0.4 %	0.1 %
Count	5165	166
		44

mph	Study Grand Totals													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
NB	41795	3702	2176	3866	9085	10854	6947	3458	1189	352	97	25	14	30
		8.9%	5.2%	9.2%	21.7%	26.0%	16.6%	8.3%	2.8%	0.8%	0.2%	0.1%	0.0%	0.1%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Site: Monday, 4/23/2007, 12:00:00 PM -
Friday, 4/27/2007, 8:00:00 AM

Speed Grand Totals
SB

mph	Hourly Averages													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	127.5	12.0	7.0	2.2	15.0	34.5	31.2	17.5	4.8	2.2	0.5	0.5	0.0	0.0
1:00 AM	69.2	9.2	1.8	3.0	12.2	13.8	13.8	9.0	4.2	1.2	1.0	0.0	0.0	0.0
2:00 AM	43.2	2.5	1.8	2.5	7.5	9.5	9.0	5.5	3.0	1.5	0.2	0.2	0.0	0.0
3:00 AM	47.0	4.2	2.2	1.5	4.2	7.2	11.0	9.8	5.0	1.5	0.0	0.0	0.0	0.2
4:00 AM	69.5	3.8	2.2	1.2	4.5	14.2	14.2	14.5	10.8	3.8	0.0	0.2	0.0	0.0
5:00 AM	183.8	6.5	4.8	5.0	13.5	34.5	40.5	42.8	23.0	10.8	2.0	0.5	0.0	0.0
6:00 AM	345.5	25.2	9.5	7.5	30.5	77.0	98.2	67.2	25.0	3.8	0.8	0.8	0.0	0.0
7:00 AM	463.0	55.5	22.5	19.5	56.2	111.8	114.2	62.0	17.8	2.0	0.8	0.2	0.2	0.2
8:00 AM	516.0	66.0	31.3	41.3	86.7	120.3	114.7	46.7	7.0	0.7	0.7	0.3	0.0	0.3
9:00 AM	488.7	47.3	31.7	34.3	82.7	130.3	108.3	39.7	11.3	1.7	0.3	0.0	0.3	0.7
10:00 AM	584.0	48.7	32.3	50.3	108.7	166.7	117.0	47.7	9.7	2.0	0.0	0.7	0.0	0.3
11:00 AM	581.7	45.7	21.7	40.3	131.3	177.3	113.7	38.0	11.7	1.0	1.0	0.0	0.0	0.0
12:00 PM	682.5	59.8	30.0	55.0	157.5	203.2	124.5	44.2	6.0	1.2	0.5	0.0	0.0	0.5
1:00 PM	625.5	59.0	30.8	44.0	119.8	192.8	122.8	44.8	9.2	1.5	0.8	0.2	0.0	0.0
2:00 PM	697.8	87.8	50.0	68.0	129.8	186.0	128.8	36.5	9.0	0.8	0.5	0.5	0.0	0.2
3:00 PM	783.0	111.5	67.2	93.2	151.2	182.5	122.8	42.2	8.8	0.8	0.8	0.5	1.0	0.5
4:00 PM	672.5	103.8	53.0	66.2	146.8	163.5	102.8	29.5	4.0	1.0	0.2	1.0	0.2	0.5
5:00 PM	757.0	91.0	62.2	75.2	160.2	205.5	128.2	27.0	4.2	0.5	0.8	0.2	0.2	1.5
6:00 PM	650.5	77.0	35.2	55.8	113.8	184.8	132.0	42.8	7.5	0.8	0.8	0.2	0.0	0.0
7:00 PM	507.5	44.8	22.5	29.5	97.8	164.8	102.2	37.2	7.0	1.0	0.0	0.0	0.2	0.5
8:00 PM	437.2	38.2	17.8	28.5	85.8	133.8	91.2	32.5	7.2	1.5	0.5	0.0	0.0	0.2
9:00 PM	338.8	27.8	14.0	15.5	49.5	100.0	81.2	36.8	11.5	1.8	0.2	0.2	0.0	0.2
10:00 PM	275.2	22.2	13.8	13.5	45.5	81.5	63.0	24.8	8.5	1.8	0.5	0.0	0.2	0.0
11:00 PM	188.8	12.2	8.2	4.0	25.8	51.5	50.5	25.0	7.2	3.2	1.0	0.0	0.0	0.0
ADT	10135.3	1061.7	573.5	757.3	1836.3	2746.9	2035.9	823.5	223.4	47.8	13.8	6.5	2.6	6.1

Percentile Speeds	<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
(mph)	14.7	18.7	31.6	38.8	40.3

10 mph Pace Speed	28.0 - 38.0	Average	30.1 mph
Number in pace	19216 (50.1 %)	Minimum	5.0 mph
		Maximum	99.3 mph

Speeds Exceeded	<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
	11.1 %	0.3 %	0.1 %
Count	4273	111	33

mph	Study Grand Totals													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
SB	38371	4039	2177	2863	6936	10393	7690	3122	854	186	53	25	10	23
		10.5%	5.7%	7.5%	18.1%	27.1%	20.0%	8.1%	2.2%	0.5%	0.1%	0.1%	0.0%	0.1%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Site:
Monday, 4/23/2007, 12:00:00 PM -
Friday, 4/27/2007, 8:00:00 AM

Speed Grand Totals
Combined

mph	Hourly Averages													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	273.2	13.0	9.0	4.8	32.2	68.5	68.5	50.0	20.0	5.5	1.0	0.8	0.0	0.0
1:00 AM	162.0	10.8	4.2	5.2	23.2	35.0	34.8	27.0	13.2	6.0	2.2	0.2	0.0	0.0
2:00 AM	99.0	3.2	2.5	4.0	13.5	24.5	23.2	14.0	9.8	3.8	0.2	0.2	0.0	0.0
3:00 AM	107.0	5.2	4.0	3.8	10.2	17.5	24.0	23.2	12.0	5.8	1.0	0.0	0.0	0.2
4:00 AM	149.0	5.2	3.5	2.8	8.5	27.8	34.8	33.5	21.8	9.5	0.8	0.8	0.2	0.0
5:00 AM	424.0	7.2	6.0	10.2	37.2	88.2	102.8	96.2	50.8	18.2	5.5	1.5	0.0	0.0
6:00 AM	881.0	43.8	16.5	20.0	107.0	213.5	226.5	160.5	66.5	20.8	4.2	1.2	0.5	0.0
7:00 AM	1215.8	123.0	61.2	85.5	213.5	311.0	238.2	132.0	38.0	8.0	3.5	0.8	0.5	0.5
8:00 AM	1245.7	149.0	77.0	126.0	245.0	310.0	217.7	91.7	21.0	4.3	1.7	1.0	0.3	1.0
9:00 AM	1071.3	94.3	56.7	82.7	213.3	296.3	208.0	86.3	26.3	5.0	1.0	0.3	0.3	0.7
10:00 AM	1130.7	75.7	52.3	97.7	234.3	327.0	229.3	88.3	20.3	3.3	0.3	1.0	0.3	0.7
11:00 AM	1137.7	77.3	41.7	84.0	261.0	348.0	215.0	83.3	23.0	2.3	2.0	0.0	0.0	0.0
12:00 PM	1271.2	98.8	53.5	102.8	284.0	386.0	237.8	84.5	18.8	2.8	0.8	0.0	0.5	1.2
1:00 PM	1268.0	102.2	59.5	111.5	274.5	377.0	241.2	76.8	20.2	3.8	0.8	0.2	0.0	0.2
2:00 PM	1342.0	168.5	99.5	163.0	292.5	327.0	201.8	66.8	16.8	3.2	1.2	1.0	0.2	0.5
3:00 PM	1438.8	221.0	125.2	181.0	303.5	334.2	183.0	66.5	17.5	2.5	1.5	0.5	1.2	1.0
4:00 PM	1371.0	257.5	134.8	167.5	298.8	283.2	161.0	52.8	8.5	1.8	1.5	1.8	0.5	1.5
5:00 PM	1447.2	209.0	137.0	162.0	337.0	338.5	194.5	51.0	10.0	2.8	1.5	0.2	0.5	3.2
6:00 PM	1289.8	149.5	78.2	134.8	279.2	342.2	208.0	74.8	17.2	2.5	1.8	0.8	0.0	0.8
7:00 PM	1110.2	76.0	43.8	73.0	246.5	343.8	222.8	83.0	17.0	2.8	0.2	0.0	0.2	1.2
8:00 PM	939.8	62.2	30.5	74.5	214.8	283.2	178.5	73.0	17.0	4.0	0.5	0.5	0.5	0.5
9:00 PM	743.2	37.5	19.0	40.2	143.8	228.8	170.2	76.2	21.2	4.5	1.2	0.2	0.0	0.2
10:00 PM	629.5	30.0	19.8	33.0	109.5	195.2	139.8	72.5	22.0	6.0	1.2	0.0	0.2	0.2
11:00 PM	440.8	14.2	9.8	10.0	60.5	125.5	115.5	68.5	24.5	9.2	3.0	0.0	0.0	0.0
ADT	21187.8	2034.3	1145.2	1779.8	4243.7	5632.1	3876.8	1732.4	533.4	138.2	38.8	13.1	6.2	13.8

Percentile Speeds	<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
(mph)	15.3	19.9	31.2	38.8	40.7

10 mph Pace Speed	26.7 - 36.7	Average	30.1 mph
Number in pace	39491 (49.3 %)	Minimum	5.0 mph
		Maximum	99.3 mph

Speeds Exceeded	40 mph	55 mph	65 mph
	11.8 %	0.3 %	0.1 %
Count	9438	277	77

mph	Study Grand Totals													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
NB	41795	3702	2176	3866	9085	10854	6947	3458	1189	352	97	25	14	30
		8.9%	5.2%	9.2%	21.7%	26.0%	16.6%	8.3%	2.8%	0.8%	0.2%	0.1%	0.0%	0.1%
SB	38371	4039	2177	2863	6936	10393	7690	3122	854	186	53	25	10	23
		10.5%	5.7%	7.5%	18.1%	27.1%	20.0%	8.1%	2.2%	0.5%	0.1%	0.1%	0.0%	0.1%
Combined	80166	7741	4353	6729	16021	21247	14637	6580	2043	538	150	50	24	53
		9.7%	5.4%	8.4%	20.0%	26.5%	18.3%	8.2%	2.5%	0.7%	0.2%	0.1%	0.0%	0.1%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/23/2007
Monday

Daily Speed (60 Min.)

Channel: NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	593	41	16	71	146	189	95	28	4	0	1	0	1	1
1:00 PM	658	55	38	77	162	196	102	19	8	1	0	0	0	0
2:00 PM	634	89	55	86	159	127	67	36	13	2	0	0	0	0
3:00 PM	629	86	44	71	132	178	68	33	14	2	0	0	1	0
4:00 PM	739	142	52	113	159	169	73	21	8	1	0	0	0	1
5:00 PM	704	103	54	69	194	169	75	25	9	2	2	0	1	1
6:00 PM	659	71	50	76	168	170	77	28	13	3	1	1	0	1
7:00 PM	649	38	18	38	162	204	119	46	21	3	0	0	0	0
8:00 PM	467	43	26	48	114	128	65	28	10	4	0	0	1	0
9:00 PM	403	10	5	16	98	125	83	47	12	6	1	0	0	0
10:00 PM	308	3	9	10	44	96	72	48	19	6	1	0	0	0
11:00 PM	201	3	2	5	22	59	53	35	16	4	2	0	0	0
Total	6644	684	369	680	1560	1810	949	394	147	34	8	1	4	4
%		10.3	5.6	10.2	23.5	27.2	14.3	5.9	2.2	0.5	0.1	0.0	0.1	0.1

Percentile Speeds
(mph)

10 %	15 %	50 %	85 %	90 %
14.6	19.3	30.0	37.2	39.4

10 mph Pace Speed
Number in pace

25.5 - 35.5	Average	28.9 mph
3435 (51.7 %)	Minimum	5.0 mph
	Maximum	85.6 mph

Speeds Exceeded

40 mph	55 mph	65 mph
8.9 %	0.3 %	0.1 %
Count	592	17
		8

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/24/2007
Tuesday

Daily Speed (60 Min.)
Channel: NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	119	1	2	0	5	29	39	27	15	1	0	0	0	0
1:00 AM	87	1	6	4	10	19	21	17	5	3	1	0	0	0
2:00 AM	38	0	1	2	2	7	10	8	7	1	0	0	0	0
3:00 AM	45	0	1	4	7	10	11	4	6	1	1	0	0	0
4:00 AM	83	1	1	3	3	15	20	19	11	6	2	1	1	0
5:00 AM	234	1	1	3	18	47	63	57	30	8	5	1	0	0
6:00 AM	520	24	12	12	72	130	121	99	36	10	3	0	1	0
7:00 AM	730	59	32	70	160	196	119	75	11	6	2	0	0	0
8:00 AM	728	102	54	75	149	204	92	35	13	2	1	0	0	1
9:00 AM	561	43	26	50	132	158	93	37	15	4	2	1	0	0
10:00 AM	571	32	20	52	140	172	106	39	10	0	0	0	0	0
11:00 AM	574	42	20	44	115	184	103	51	13	2	0	0	0	0
12:00 PM	574	44	25	29	105	163	134	54	18	1	0	0	0	1
1:00 PM	618	27	13	66	151	184	118	46	12	1	0	0	0	0
2:00 PM	669	70	44	71	174	180	81	33	8	5	1	2	0	0
3:00 PM	709	118	94	119	173	134	51	12	3	1	2	0	0	2
4:00 PM	728	180	96	92	154	107	63	25	1	1	4	3	1	1
5:00 PM	728	146	78	105	167	128	66	21	8	4	1	0	0	4
6:00 PM	656	92	44	80	161	148	81	35	11	1	0	1	0	2
7:00 PM	619	28	26	63	158	159	119	60	3	2	1	0	0	0
8:00 PM	564	27	11	61	159	156	93	45	8	3	0	0	0	1
9:00 PM	407	12	7	40	111	125	71	28	8	4	1	0	0	0
10:00 PM	368	13	10	30	83	104	75	43	6	2	1	0	0	1
11:00 PM	231	1	1	5	31	64	72	36	16	4	1	0	0	0
Total	11161	1064	625	1080	2440	2823	1822	906	274	73	29	9	3	13
%		9.5	5.6	9.7	21.9	25.3	16.3	8.1	2.5	0.7	0.3	0.1	0.0	0.1

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
15.5	19.9	30.5	38.8	40.7

10 mph Pace Speed
Number in pace

26.7 - 36.7	Average	29.7 mph
5434 (48.7 %)	Minimum	5.0 mph
	Maximum	91.9 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
11.7 %	0.5 %	0.1 %
Count	1307	54
		16

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Speed (60 Min.) Channel: NB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	148	1	4	4	19	36	40	30	8	4	2	0	0	0	
1:00 AM	80	0	2	1	9	17	17	17	11	5	0	1	0	0	
2:00 AM	44	1	1	2	5	10	12	5	5	3	0	0	0	0	
3:00 AM	61	3	3	5	6	11	15	13	1	2	2	0	0	0	
4:00 AM	69	0	0	0	2	10	18	18	14	7	0	0	0	0	
5:00 AM	242	0	0	1	23	44	70	63	25	10	4	2	0	0	
6:00 AM	565	22	4	15	80	142	128	101	44	23	4	1	1	0	
7:00 AM	826	68	39	76	176	221	118	81	32	8	4	2	0	1	
8:00 AM	763	88	53	105	178	181	97	40	17	3	0	0	1	0	
9:00 AM	613	60	38	61	149	151	87	53	11	3	0	0	0	0	
10:00 AM	538	28	19	56	123	151	110	33	14	2	1	1	0	0	
11:00 AM	559	28	22	33	142	168	93	59	12	1	1	0	0	0	
12:00 PM	588	29	21	40	128	208	108	34	16	2	0	0	1	1	
1:00 PM	654	41	29	65	177	192	107	29	10	3	0	0	0	1	
2:00 PM	635	100	57	104	132	135	76	23	4	2	0	0	1	1	
3:00 PM	663	132	42	94	153	142	61	25	11	2	1	0	0	0	
4:00 PM	659	149	101	108	127	103	45	18	5	1	0	0	0	2	
5:00 PM	638	100	72	74	166	128	70	22	3	2	0	0	0	1	
6:00 PM	600	55	42	85	154	149	72	33	6	2	2	0	0	0	
7:00 PM	520	25	20	44	137	147	106	34	5	2	0	0	0	0	
8:00 PM	428	11	6	38	100	140	89	35	6	1	0	1	1	0	
9:00 PM	371	5	1	13	72	121	100	46	11	1	1	0	0	0	
10:00 PM	303	2	0	11	42	106	74	51	13	4	0	0	0	0	
11:00 PM	218	0	2	5	26	62	58	39	20	6	0	0	0	0	
Total	10785	948	578	1040	2326	2775	1771	902	304	99	22	8	5	7	
%		8.8	5.4	9.6	21.6	25.7	16.4	8.4	2.8	0.9	0.2	0.1	0.0	0.1	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
16.2	20.6	30.8	39.0	41.1

10 mph Pace Speed
Number in pace

26.7 - 36.7	Average	30.1 mph
5233 (48.5 %)	Minimum	5.0 mph
	Maximum	99.3 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
12.5 %	0.4 %	0.1 %
Count	1347	42
		12

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Speed (60 Min.)
Channel: NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	143	2	1	3	20	40	27	31	17	2	0	0	0	0
1:00 AM	82	5	2	3	11	20	17	13	7	4	0	0	0	0
2:00 AM	50	2	0	0	6	17	11	7	5	2	0	0	0	0
3:00 AM	54	0	1	0	5	9	12	14	7	5	1	0	0	0
4:00 AM	79	1	1	2	6	14	19	17	11	7	1	0	0	0
5:00 AM	259	0	0	9	22	58	59	59	37	10	4	1	0	0
6:00 AM	541	19	8	5	74	117	128	106	53	24	6	1	0	0
7:00 AM	736	78	48	54	117	183	143	80	22	8	3	0	0	0
8:00 AM	698	59	30	74	148	184	120	60	12	6	2	2	0	1
9:00 AM	574	38	11	34	111	189	119	50	19	3	0	0	0	0
10:00 AM	531	21	21	34	114	158	121	50	8	2	0	0	1	1
11:00 AM	535	25	18	54	132	160	108	26	9	1	2	0	0	0
12:00 PM	600	42	32	51	127	171	116	45	13	3	0	0	0	0
1:00 PM	640	50	35	62	129	165	147	34	14	4	0	0	0	0
2:00 PM	639	64	42	119	186	122	68	29	6	1	2	0	0	0
3:00 PM	622	102	52	67	151	153	61	27	7	2	0	0	0	0
4:00 PM	668	144	78	92	168	100	52	29	4	0	1	0	0	0
5:00 PM	691	123	95	99	180	107	54	28	3	1	0	0	0	1
6:00 PM	642	72	36	75	179	163	74	32	9	1	1	0	0	0
7:00 PM	623	34	21	29	138	206	138	43	11	0	0	0	0	3
8:00 PM	551	15	8	37	143	174	102	54	15	2	0	1	0	0
9:00 PM	437	12	7	30	96	144	102	37	8	0	1	0	0	0
10:00 PM	438	13	5	27	87	149	86	49	16	5	1	0	0	0
11:00 PM	358	4	1	9	60	111	77	64	17	10	5	0	0	0
Total	11191	925	553	969	2410	2914	1961	984	330	103	30	5	1	6
%		8.3	4.9	8.7	21.5	26.0	17.5	8.8	2.9	0.9	0.3	0.0	0.0	0.1

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
17.0	21.5	31.2	39.2	41.1

10 mph Pace Speed
Number in pace

26.7 - 36.7	Average	30.5 mph
5530 (49.4 %)	Minimum	5.0 mph
	Maximum	91.9 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
13.0 %	0.4 %	0.1 %
1459	42	7

Count

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Speed (60 Min.) Channel: NB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	173	0	1	3	25	31	43	42	21	6	0	1	0	0	
1:00 AM	122	0	0	1	14	29	29	25	13	7	4	0	0	0	
2:00 AM	91	0	1	2	11	26	24	14	10	3	0	0	0	0	
3:00 AM	80	1	2	0	6	11	14	23	14	9	0	0	0	0	
4:00 AM	87	4	3	1	5	15	25	22	8	3	0	1	0	0	
5:00 AM	226	2	4	8	32	66	57	35	19	2	1	0	0	0	
6:00 AM	516	9	4	18	80	157	136	67	33	11	1	0	0	0	
7:00 AM	719	65	36	64	176	197	116	44	16	2	2	0	1	0	
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
4:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
5:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
6:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
7:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
8:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
9:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Total	2014	81	51	97	349	532	444	272	134	43	8	2	1	0	
%		4.0	2.5	4.8	17.3	26.4	22.0	13.5	6.7	2.1	0.4	0.1	0.0	0.0	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
24.2	26.6	34.0	42.6	44.6

10 mph Pace Speed
Number in pace

28.4 - 38.4	Average	33.9 mph
1018 (50.5 %)	Minimum	5.0 mph
	Maximum	67.1 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
22.8 %	0.5 %	0.0 %
Count	460	11
		1

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/23/2007
Monday

Daily Speed (60 Min.) Channel: SB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	680	59	34	39	131	210	144	54	6	1	2	0	0	0	
1:00 PM	617	71	39	52	130	166	125	24	8	2	0	0	0	0	
2:00 PM	706	83	59	66	135	191	122	37	10	1	1	1	0	0	
3:00 PM	796	89	46	59	162	221	158	55	5	1	0	0	0	0	
4:00 PM	798	105	48	63	181	190	152	52	4	1	0	1	0	1	
5:00 PM	890	99	71	75	188	239	185	31	1	0	0	0	1	0	
6:00 PM	814	103	44	74	153	207	169	55	7	0	1	1	0	0	
7:00 PM	643	43	25	31	125	203	144	59	10	3	0	0	0	0	
8:00 PM	511	51	22	40	88	154	107	38	7	4	0	0	0	0	
9:00 PM	415	27	20	18	64	130	95	43	15	3	0	0	0	0	
10:00 PM	334	29	15	15	58	90	85	28	10	4	0	0	0	0	
11:00 PM	219	19	5	4	33	47	66	32	9	4	0	0	0	0	
Total	7423	778	428	536	1448	2048	1552	508	92	24	4	3	1	1	
%		10.5	5.8	7.2	19.5	27.6	20.9	6.8	1.2	0.3	0.1	0.0	0.0	0.0	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
14.7	18.7	31.3	38.0	39.4

10 mph Pace Speed
Number in pace

27.5 - 37.5	Average	29.7 mph
3894 (52.5 %)	Minimum	5.0 mph
	Maximum	84.6 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
8.5 %	0.1 %	0.0 %
Count 633	9	2

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/24/2007
Tuesday

Daily Speed (60 Min.)
Channel: SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	139	11	8	2	14	44	32	18	4	6	0	0	0	0
1:00 AM	80	7	3	3	17	13	20	8	9	0	0	0	0	0
2:00 AM	46	2	1	6	6	15	7	4	3	2	0	0	0	0
3:00 AM	57	5	2	2	6	6	13	15	5	3	0	0	0	0
4:00 AM	81	7	0	1	5	15	19	19	10	5	0	0	0	0
5:00 AM	234	8	2	3	11	40	47	60	42	17	4	0	0	0
6:00 AM	452	39	11	7	32	85	138	91	38	8	2	1	0	0
7:00 AM	583	67	24	26	68	146	145	80	21	4	0	1	1	0
8:00 AM	657	75	39	39	108	159	163	62	7	2	1	1	0	1
9:00 AM	650	58	34	42	111	167	155	59	20	2	0	0	1	1
10:00 AM	604	48	32	50	115	178	120	48	10	3	0	0	0	0
11:00 AM	600	49	24	54	149	169	111	30	10	1	3	0	0	0
12:00 PM	707	62	26	64	186	215	112	33	7	1	0	0	0	1
1:00 PM	618	56	21	37	112	200	128	47	12	2	2	1	0	0
2:00 PM	685	78	43	68	129	192	133	32	9	1	0	0	0	0
3:00 PM	669	91	67	102	135	144	82	28	11	1	1	2	4	1
4:00 PM	299	70	36	41	56	56	25	6	3	2	1	2	1	0
5:00 PM	297	64	38	49	47	57	27	12	0	0	1	0	0	2
6:00 PM	205	48	20	30	30	43	28	4	2	0	0	0	0	0
7:00 PM	171	31	15	15	35	43	22	6	1	1	0	0	1	1
8:00 PM	148	25	11	15	34	39	11	10	1	0	1	0	0	1
9:00 PM	128	18	13	11	19	37	16	11	1	0	1	1	0	0
10:00 PM	76	10	10	5	14	23	7	6	1	0	0	0	0	0
11:00 PM	53	6	10	2	8	14	10	2	0	0	1	0	0	0
Total	8239	935	490	674	1447	2100	1571	691	227	61	18	9	8	8
%		11.3	5.9	8.2	17.6	25.5	19.1	8.4	2.8	0.7	0.2	0.1	0.1	0.1

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
14.1	17.7	31.4	39.0	40.9

10 mph Pace Speed
Number in pace

28.0 - 38.0	Average	29.9 mph
3912 (47.5 %)	Minimum	5.0 mph
	Maximum	95.5 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
12.4 %	0.5 %	0.2 %
Count	1022	43
		16

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/25/2007
Wednesday

		Daily Speed (60 Min.)													
		Channel: SB													
mph		0 -	15 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	
	Total	< 15	< 20	< 25	< 30	< 35	< 40	< 45	< 50	< 55	< 60	< 65	< 70	< 200	
12:00 AM	40	12	8	0	6	5	5	3	0	0	0	1	0	0	
1:00 AM	8	1	0	0	2	3	2	0	0	0	0	0	0	0	
2:00 AM	13	0	3	0	0	3	2	3	1	1	0	0	0	0	
3:00 AM	11	0	2	0	2	4	1	1	1	0	0	0	0	0	
4:00 AM	9	1	2	0	0	2	3	1	0	0	0	0	0	0	
5:00 AM	38	1	3	3	2	8	7	10	3	1	0	0	0	0	
6:00 AM	69	6	4	3	9	13	16	11	6	0	0	1	0	0	
7:00 AM	111	20	10	7	15	30	16	10	2	1	0	0	0	0	
8:00 AM	204	51	17	35	38	30	22	7	3	0	1	0	0	0	
9:00 AM	158	33	21	16	22	41	19	4	1	0	0	0	0	1	
10:00 AM	576	58	44	63	101	142	107	47	8	3	0	2	0	1	
11:00 AM	590	36	19	21	120	186	144	50	13	1	0	0	0	0	
12:00 PM	708	68	26	74	164	179	125	59	9	3	0	0	0	1	
1:00 PM	639	53	31	48	106	211	124	56	9	1	0	0	0	0	
2:00 PM	690	78	51	74	131	189	124	33	8	0	0	1	0	1	
3:00 PM	837	142	82	126	138	185	119	36	9	0	0	0	0	0	
4:00 PM	813	132	60	66	179	217	120	33	3	1	0	1	0	1	
5:00 PM	911	92	62	80	217	286	134	24	8	2	1	1	0	4	
6:00 PM	783	76	31	52	120	253	180	56	12	3	0	0	0	0	
7:00 PM	586	53	17	45	116	207	106	35	7	0	0	0	0	0	
8:00 PM	517	32	18	30	107	171	115	34	9	1	0	0	0	0	
9:00 PM	369	31	11	9	44	95	109	54	15	0	0	0	0	1	
10:00 PM	308	19	13	13	35	95	82	35	14	1	1	0	0	0	
11:00 PM	223	12	10	3	28	73	56	29	8	1	3	0	0	0	
Total	9211	1007	545	768	1702	2628	1738	631	149	20	6	7	0	10	
%		10.9	5.9	8.3	18.5	28.5	18.9	6.9	1.6	0.2	0.1	0.1	0.0	0.1	

Percentile Speeds
(mph)

10 %	15 %	50 %	85 %	90 %
14.5	18.3	31.2	38.0	39.6

10 mph Pace Speed
Number in pace

26.7 - 36.7	Average	29.5 mph
4710 (51.1 %)	Minimum	5.0 mph
	Maximum	99.3 mph

Speeds Exceeded

40 mph	55 mph	65 mph
8.9 %	0.2 %	0.1 %
Count	823	23
		10

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Speed (60 Min.)
Channel: SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	148	7	5	4	23	35	41	24	6	1	1	1	0	0
1:00 AM	79	14	3	5	11	14	12	10	2	4	4	0	0	0
2:00 AM	50	2	2	2	8	8	13	6	7	2	0	0	0	0
3:00 AM	52	5	2	2	4	9	12	8	8	2	0	0	0	0
4:00 AM	91	3	6	2	5	17	17	19	17	4	0	1	0	0
5:00 AM	228	9	5	6	17	32	46	56	34	19	4	0	0	0
6:00 AM	441	25	15	12	39	108	125	89	24	3	1	0	0	0
7:00 AM	585	69	20	19	54	135	158	96	29	1	3	0	0	1
8:00 AM	687	72	38	50	114	172	159	71	11	0	0	0	0	0
9:00 AM	658	51	40	45	115	183	151	56	13	3	1	0	0	0
10:00 AM	572	40	21	38	110	180	124	48	11	0	0	0	0	0
11:00 AM	555	52	22	46	125	177	86	34	12	1	0	0	0	0
12:00 PM	635	50	34	43	149	209	117	31	2	0	0	0	0	0
1:00 PM	628	56	32	39	131	194	114	52	8	1	1	0	0	0
2:00 PM	710	112	47	64	124	172	136	44	9	1	1	0	0	0
3:00 PM	830	124	74	86	170	180	132	50	10	1	2	0	0	1
4:00 PM	780	108	68	95	171	191	114	27	6	0	0	0	0	0
5:00 PM	930	109	78	97	189	240	167	41	8	0	1	0	0	0
6:00 PM	800	81	46	67	152	236	151	56	9	0	2	0	0	0
7:00 PM	630	52	33	27	115	206	137	49	10	0	0	0	0	1
8:00 PM	573	45	20	29	114	171	132	48	12	1	1	0	0	0
9:00 PM	443	35	12	24	71	138	105	39	15	4	0	0	0	0
10:00 PM	383	31	17	21	75	118	78	30	9	2	1	0	1	0
11:00 PM	260	12	8	7	34	72	70	37	12	8	0	0	0	0
Total	11748	1164	648	830	2120	3197	2397	1021	284	58	23	2	1	3
%		9.9	5.5	7.1	18.0	27.2	20.4	8.7	2.4	0.5	0.2	0.0	0.0	0.0

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
15.0	19.5	31.8	39.0	40.7

10 mph Pace Speed
Number in pace

28.2 - 38.2	Average	30.3 mph
5912 (50.3 %)	Minimum	5.0 mph
	Maximum	98.0 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
11.8 %	0.2 %	0.0 %
Count	1392	29
		4

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Straight Path
Location : Between Jamaica Ave & Mount Ave
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Speed (60 Min.) Channel: SB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	183	18	7	3	17	54	47	25	9	2	1	0	0	0	
1:00 AM	110	15	1	4	19	25	21	18	6	1	0	0	0	0	
2:00 AM	64	6	1	2	16	12	14	9	1	1	1	1	0	0	
3:00 AM	68	7	3	2	5	10	18	15	6	1	0	0	0	1	
4:00 AM	97	4	1	2	8	23	18	19	16	6	0	0	0	0	
5:00 AM	235	8	9	8	24	58	62	45	13	6	0	2	0	0	
6:00 AM	420	31	8	8	42	102	114	78	32	4	0	1	0	0	
7:00 AM	573	66	36	26	88	136	138	62	19	2	0	0	0	0	
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
4:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
5:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
6:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
7:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
8:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
9:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Total	1750	155	66	55	219	420	432	271	102	23	2	4	0	1	
%		8.9	3.8	3.1	12.5	24.0	24.7	15.5	5.8	1.3	0.1	0.2	0.0	0.1	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
15.7	24.1	34.6	41.8	43.6

10 mph Pace Speed
Number in pace

30.3 - 40.3	Average	33.2 mph
882 (50.4 %)	Minimum	5.2 mph
	Maximum	94.3 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
23.0 %	0.4 %	0.1 %
Count	403	7
		1

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Site:
Wednesday, 4/25/2007, 11:00:00 AM -
Tuesday, 5/1/2007, 12:00:00 PM

Volume Grand Totals

Average Hourly Volumes			
	EB	WB	Combined
12:00 AM	35.5	36.3	71.8
1:00 AM	25.7	25.5	51.2
2:00 AM	17.0	13.7	30.7
3:00 AM	21.0	17.3	38.3
4:00 AM	29.5	29.8	59.3
5:00 AM	45.7	75.3	121.0
6:00 AM	110.7	123.8	234.5
7:00 AM	150.5	187.3	337.8
8:00 AM	143.5	170.3	313.8
9:00 AM	154.2	154.7	308.8
10:00 AM	149.3	152.0	301.3
11:00 AM	160.1	172.6	332.7
12:00 PM	182.2	192.0	374.2
1:00 PM	172.2	182.7	354.8
2:00 PM	178.0	185.2	363.2
3:00 PM	194.8	200.2	395.0
4:00 PM	228.8	207.0	435.8
5:00 PM	230.5	214.3	444.8
6:00 PM	204.5	190.0	394.5
7:00 PM	166.3	156.8	323.2
8:00 PM	116.2	122.0	238.2
9:00 PM	96.0	100.7	196.7
10:00 PM	75.7	81.0	156.7
11:00 PM	53.7	55.3	109.0
ADT	2941.5	3045.9	5987.4

Study Grand Totals		
EB	WB	Combined
17809	18448	36257
49.1 %	50.9 %	

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Site:

Volume (2 Ch/pg., 60 Min., 7 Days)

Interval Begin	Mon 4/23/2007		Tue 4/24/2007		Wed 4/25/2007		Thu 4/26/2007		Fri 4/27/2007		Sat 4/28/2007		Sun 4/29/2007		Weekday Average		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	28	20	40	35	53	61	46	47	34	27	41	40
1:00 AM	*	*	*	*	*	*	20	14	20	27	41	36	45	37	20	20	31	28
2:00 AM	*	*	*	*	*	*	9	13	15	15	24	19	30	20	12	14	19	16
3:00 AM	*	*	*	*	*	*	14	17	20	23	25	17	27	13	17	20	21	17
4:00 AM	*	*	*	*	*	*	27	30	40	35	30	29	22	10	33	32	29	26
5:00 AM	*	*	*	*	*	*	55	106	56	99	41	34	17	12	55	102	42	62
6:00 AM	*	*	*	*	*	*	151	162	150	160	74	67	29	28	150	161	101	104
7:00 AM	*	*	*	*	*	*	208	255	198	244	112	94	37	39	203	249	138	158
8:00 AM	*	*	*	*	*	*	161	224	183	197	122	103	64	51	172	210	132	143
9:00 AM	*	*	*	*	*	*	155	152	201	208	168	122	75	75	178	180	149	139
10:00 AM	*	*	*	*	*	*	152	144	177	151	187	163	127	112	164	147	160	142
11:00 AM	*	*	*	*	183	159	152	134	183	195	181	226	152	127	172	162	170	168
12:00 PM	*	*	*	*	177	228	154	171	223	217	193	195	155	144	184	205	180	191
1:00 PM	*	*	*	*	203	192	185	191	208	197	173	211	123	132	198	193	178	184
2:00 PM	*	*	*	*	199	204	203	197	197	217	159	168	150	139	199	206	181	185
3:00 PM	*	*	*	*	192	217	245	186	249	231	172	186	143	139	228	211	200	191
4:00 PM	*	*	*	*	308	234	263	249	273	241	170	166	120	136	281	241	226	205
5:00 PM	*	*	*	*	276	256	307	250	301	231	173	183	124	117	294	245	236	207
6:00 PM	*	*	*	*	250	229	266	242	240	188	120	153	121	131	252	219	199	188
7:00 PM	*	*	*	*	201	163	205	178	206	175	140	124	106	111	204	172	171	150
8:00 PM	*	*	*	*	113	113	134	153	128	123	122	107	106	100	125	129	120	119
9:00 PM	*	*	*	*	100	98	123	113	100	102	115	94	80	81	107	104	103	97
10:00 PM	*	*	*	*	79	69	72	71	95	97	85	92	70	62	82	79	80	78
11:00 PM	*	*	*	*	55	53	52	47	68	69	65	65	42	35	58	56	56	53
Totals	*	*	*	*	2336	2215	3341	3319	3571	3477	2745	2715	2011	1898	3422	3384	2963	2891
Combined Split (%)	*	*	*	*	4551		6660		7048		5460		3909		6806		5854	
	*	*	*	*	51.3	48.7	50.2	49.8	50.7	49.3	50.3	49.7	51.4	48.6	50.3	49.7	50.6	49.4
AM Peak Volume	*	*	*	*	11:00 AM	11:00 AM	7:00 AM	7:00 AM	9:00 AM	7:00 AM	10:00 AM	11:00 AM	11:00 AM	11:00 AM	7:00 AM	7:00 AM	11:00 AM	11:00 AM
	*	*	*	*	183	159	208	255	201	244	187	226	152	127	203	249	170	168
PM Peak Volume	*	*	*	*	4:00 PM	5:00 PM	5:00 PM	5:00 PM	5:00 PM	4:00 PM	12:00 PM	1:00 PM	12:00 PM	12:00 PM	5:00 PM	5:00 PM	5:00 PM	5:00 PM
	*	*	*	*	308	256	307	250	301	241	193	211	155	144	294	245	236	207

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Site:

Volume (2 Ch/pg., 60 Min., 7 Days)

Interval Begin	Mon 4/30/2007		Tue 5/1/2007		Wed 5/2/2007		Thu 5/3/2007		Fri 5/4/2007		Sat 5/5/2007		Sun 5/6/2007		Weekday Average		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	20	27	26	28	*	*	*	*	*	*	*	*	*	*	23	27	23	27
1:00 AM	7	14	21	25	*	*	*	*	*	*	*	*	*	*	14	19	14	19
2:00 AM	9	10	15	5	*	*	*	*	*	*	*	*	*	*	12	7	12	7
3:00 AM	20	13	20	21	*	*	*	*	*	*	*	*	*	*	20	17	20	17
4:00 AM	29	35	29	40	*	*	*	*	*	*	*	*	*	*	29	37	29	37
5:00 AM	62	84	43	117	*	*	*	*	*	*	*	*	*	*	52	100	52	100
6:00 AM	155	167	105	159	*	*	*	*	*	*	*	*	*	*	130	163	130	163
7:00 AM	187	245	161	247	*	*	*	*	*	*	*	*	*	*	174	246	174	246
8:00 AM	196	219	135	228	*	*	*	*	*	*	*	*	*	*	165	223	165	223
9:00 AM	181	196	145	175	*	*	*	*	*	*	*	*	*	*	163	185	163	185
10:00 AM	133	168	120	174	*	*	*	*	*	*	*	*	*	*	126	171	126	171
11:00 AM	142	171	128	196	*	*	*	*	*	*	*	*	*	*	135	183	135	183
12:00 PM	191	197	*	*	*	*	*	*	*	*	*	*	*	*	191	197	191	197
1:00 PM	141	173	*	*	*	*	*	*	*	*	*	*	*	*	141	173	141	173
2:00 PM	160	186	*	*	*	*	*	*	*	*	*	*	*	*	160	186	160	186
3:00 PM	168	242	*	*	*	*	*	*	*	*	*	*	*	*	168	242	168	242
4:00 PM	239	216	*	*	*	*	*	*	*	*	*	*	*	*	239	216	239	216
5:00 PM	202	249	*	*	*	*	*	*	*	*	*	*	*	*	202	249	202	249
6:00 PM	230	197	*	*	*	*	*	*	*	*	*	*	*	*	230	197	230	197
7:00 PM	140	190	*	*	*	*	*	*	*	*	*	*	*	*	140	190	140	190
8:00 PM	94	136	*	*	*	*	*	*	*	*	*	*	*	*	94	136	94	136
9:00 PM	58	116	*	*	*	*	*	*	*	*	*	*	*	*	58	116	58	116
10:00 PM	53	95	*	*	*	*	*	*	*	*	*	*	*	*	53	95	53	95
11:00 PM	40	63	*	*	*	*	*	*	*	*	*	*	*	*	40	63	40	63
Totals	2857	3409	948	1415	*	*	*	*	*	*	*	*	*	*	2759	3438	2759	3438
Combined Split (%)	6266 45.6	54.4	2363 40.1	59.9	*	*	*	*	*	*	*	*	*	*	6197 44.5	55.5	6197 44.5	55.5
AM Peak Volume	8:00 AM 196	7:00 AM 245	7:00 AM 161	7:00 AM 247	*	*	*	*	*	*	*	*	*	*	7:00 AM 174	7:00 AM 246	7:00 AM 174	7:00 AM 246
PM Peak Volume	4:00 PM 239	5:00 PM 249	*	*	*	*	*	*	*	*	*	*	*	*	4:00 PM 239	5:00 PM 249	4:00 PM 239	5:00 PM 249

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	EB	WB	Combined
12:00 AM	*	*	*
1:00 AM	*	*	*
2:00 AM	*	*	*
3:00 AM	*	*	*
4:00 AM	*	*	*
5:00 AM	*	*	*
6:00 AM	*	*	*
7:00 AM	*	*	*
8:00 AM	*	*	*
9:00 AM	*	*	*
10:00 AM	*	*	*
11:00 AM	183	159	342
12:00 PM	177	228	405
1:00 PM	203	192	395
2:00 PM	199	204	403
3:00 PM	192	217	409
4:00 PM	308	234	542
5:00 PM	276	256	532
6:00 PM	250	229	479
7:00 PM	201	163	364
8:00 PM	113	113	226
9:00 PM	100	98	198
10:00 PM	79	69	148
11:00 PM	55	53	108
Totals	2336 51.3 %	2215 48.7 %	4551
Peak Hours			
AM	11:00 AM	11:00 AM	11:00 AM
Volume	183	159	342
PM	4:00 PM	5:00 PM	4:00 PM
Volume	308	256	542

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	EB	WB	Combined
12:00 AM	28	20	48
1:00 AM	20	14	34
2:00 AM	9	13	22
3:00 AM	14	17	31
4:00 AM	27	30	57
5:00 AM	55	106	161
6:00 AM	151	162	313
7:00 AM	208	255	463
8:00 AM	161	224	385
9:00 AM	155	152	307
10:00 AM	152	144	296
11:00 AM	152	134	286
12:00 PM	154	171	325
1:00 PM	185	191	376
2:00 PM	203	197	400
3:00 PM	245	186	431
4:00 PM	263	249	512
5:00 PM	307	250	557
6:00 PM	266	242	508
7:00 PM	205	178	383
8:00 PM	134	153	287
9:00 PM	123	113	236
10:00 PM	72	71	143
11:00 PM	52	47	99
Totals	3341 50.2 %	3319 49.8 %	6660
Peak Hours			
AM	7:00 AM	7:00 AM	7:00 AM
Volume	208	255	463
PM	5:00 PM	5:00 PM	5:00 PM
Volume	307	250	557

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	EB	WB	Combined
12:00 AM	40	35	75
1:00 AM	20	27	47
2:00 AM	15	15	30
3:00 AM	20	23	43
4:00 AM	40	35	75
5:00 AM	56	99	155
6:00 AM	150	160	310
7:00 AM	198	244	442
8:00 AM	183	197	380
9:00 AM	201	208	409
10:00 AM	177	151	328
11:00 AM	183	195	378
12:00 PM	223	217	440
1:00 PM	208	197	405
2:00 PM	197	217	414
3:00 PM	249	231	480
4:00 PM	273	241	514
5:00 PM	301	231	532
6:00 PM	240	188	428
7:00 PM	206	175	381
8:00 PM	128	123	251
9:00 PM	100	102	202
10:00 PM	95	97	192
11:00 PM	68	69	137
Totals	3571 50.7 %	3477 49.3 %	7048
Peak Hours			
AM	9:00 AM	7:00 AM	7:00 AM
Volume	201	244	442
PM	5:00 PM	4:00 PM	5:00 PM
Volume	301	241	532

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/28/2007
Saturday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	EB	WB	Combined
12:00 AM	53	61	114
1:00 AM	41	36	77
2:00 AM	24	19	43
3:00 AM	25	17	42
4:00 AM	30	29	59
5:00 AM	41	34	75
6:00 AM	74	67	141
7:00 AM	112	94	206
8:00 AM	122	103	225
9:00 AM	168	122	290
10:00 AM	187	163	350
11:00 AM	181	226	407
12:00 PM	193	195	388
1:00 PM	173	211	384
2:00 PM	159	168	327
3:00 PM	172	186	358
4:00 PM	170	166	336
5:00 PM	173	183	356
6:00 PM	120	153	273
7:00 PM	140	124	264
8:00 PM	122	107	229
9:00 PM	115	94	209
10:00 PM	85	92	177
11:00 PM	65	65	130
Totals	2745 50.3 %	2715 49.7 %	5460
Peak Hours			
AM	10:00 AM	11:00 AM	11:00 AM
Volume	187	226	407
PM	12:00 PM	1:00 PM	12:00 PM
Volume	193	211	388

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date:

4/29/2007
Sunday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	EB	WB	Combined
12:00 AM	46	47	93
1:00 AM	45	37	82
2:00 AM	30	20	50
3:00 AM	27	13	40
4:00 AM	22	10	32
5:00 AM	17	12	29
6:00 AM	29	28	57
7:00 AM	37	39	76
8:00 AM	64	51	115
9:00 AM	75	75	150
10:00 AM	127	112	239
11:00 AM	152	127	279
12:00 PM	155	144	299
1:00 PM	123	132	255
2:00 PM	150	139	289
3:00 PM	143	139	282
4:00 PM	120	136	256
5:00 PM	124	117	241
6:00 PM	121	131	252
7:00 PM	106	111	217
8:00 PM	106	100	206
9:00 PM	80	81	161
10:00 PM	70	62	132
11:00 PM	42	35	77
Totals	2011 51.4 %	1898 48.6 %	3909
Peak Hours			
AM	11:00 AM	11:00 AM	11:00 AM
Volume	152	127	279
PM	12:00 PM	12:00 PM	12:00 PM
Volume	155	144	299

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date:

4/30/2007
Monday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	EB	WB	Combined
12:00 AM	20	27	47
1:00 AM	7	14	21
2:00 AM	9	10	19
3:00 AM	20	13	33
4:00 AM	29	35	64
5:00 AM	62	84	146
6:00 AM	155	167	322
7:00 AM	187	245	432
8:00 AM	196	219	415
9:00 AM	181	196	377
10:00 AM	133	168	301
11:00 AM	142	171	313
12:00 PM	191	197	388
1:00 PM	141	173	314
2:00 PM	160	186	346
3:00 PM	168	242	410
4:00 PM	239	216	455
5:00 PM	202	249	451
6:00 PM	230	197	427
7:00 PM	140	190	330
8:00 PM	94	136	230
9:00 PM	58	116	174
10:00 PM	53	95	148
11:00 PM	40	63	103
Totals	2857 45.6 %	3409 54.4 %	6266
Peak Hours			
AM	8:00 AM	7:00 AM	7:00 AM
Volume	196	245	432
PM	4:00 PM	5:00 PM	4:00 PM
Volume	239	249	455

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 5/1/2007
Tuesday

Daily Volume (2 channels/pg., 60 min.)

Interval Begin	EB	WB	Combined
12:00 AM	26	28	54
1:00 AM	21	25	46
2:00 AM	15	5	20
3:00 AM	20	21	41
4:00 AM	29	40	69
5:00 AM	43	117	160
6:00 AM	105	159	264
7:00 AM	161	247	408
8:00 AM	135	228	363
9:00 AM	145	175	320
10:00 AM	120	174	294
11:00 AM	128	196	324
Totals	948 40.1 %	1415 59.9 %	2363
Peak Hours			
AM	7:00 AM	7:00 AM	7:00 AM
Volume	161	247	408
PM	*	*	*
Volume	*	*	*

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Site:
Wednesday, 4/25/2007, 11:00:00 AM -
Tuesday, 5/1/2007, 12:00:00 PM

Classification Grand Totals
EB

Hourly Averages														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	35.5	0.0	22.3	8.2	0.0	3.5	0.0	0.0	0.2	1.3	0.0	0.0	0.0	0.0
1:00 AM	25.7	0.0	16.0	6.5	0.3	1.7	0.2	0.0	0.2	0.8	0.0	0.0	0.0	0.0
2:00 AM	17.0	0.2	9.7	4.3	0.2	1.3	0.2	0.0	0.2	1.0	0.0	0.0	0.0	0.0
3:00 AM	21.0	0.0	10.8	6.2	0.0	2.3	0.7	0.0	0.3	0.7	0.0	0.0	0.0	0.0
4:00 AM	29.5	0.0	14.7	7.2	1.5	4.3	0.8	0.0	0.0	0.8	0.2	0.0	0.0	0.0
5:00 AM	45.7	0.0	23.2	9.8	5.2	5.3	1.0	0.0	0.2	1.0	0.0	0.0	0.0	0.0
6:00 AM	110.7	0.5	55.2	22.0	12.3	16.2	1.2	0.0	2.0	1.3	0.0	0.0	0.0	0.0
7:00 AM	150.5	0.8	75.0	30.2	9.2	29.2	1.2	0.2	4.0	0.7	0.0	0.2	0.0	0.0
8:00 AM	143.5	0.7	66.3	37.3	9.8	22.8	1.5	0.2	2.5	2.2	0.2	0.0	0.0	0.0
9:00 AM	154.2	0.3	71.2	37.5	9.8	25.5	1.8	0.2	5.5	1.8	0.2	0.3	0.0	0.0
10:00 AM	149.3	1.5	70.5	33.2	10.7	23.3	2.2	0.2	4.5	3.0	0.2	0.2	0.0	0.0
11:00 AM	160.1	0.9	79.0	33.0	10.1	26.9	2.6	0.0	3.4	4.3	0.0	0.0	0.0	0.0
12:00 PM	182.2	1.0	88.2	45.3	9.5	29.5	1.3	0.0	4.5	2.8	0.0	0.0	0.0	0.0
1:00 PM	172.2	0.2	85.7	41.0	9.5	28.0	2.0	0.0	2.5	3.3	0.0	0.0	0.0	0.0
2:00 PM	178.0	0.7	86.3	41.7	9.7	32.2	1.7	0.0	2.8	2.8	0.2	0.0	0.0	0.0
3:00 PM	194.8	0.7	98.8	47.3	8.7	32.3	1.0	0.0	3.0	2.7	0.3	0.0	0.0	0.0
4:00 PM	228.8	0.3	116.8	51.5	6.3	43.7	0.7	0.0	4.8	4.0	0.7	0.0	0.0	0.0
5:00 PM	230.5	1.0	133.3	48.5	4.7	35.2	0.8	0.0	5.5	0.8	0.7	0.0	0.0	0.0
6:00 PM	204.5	0.5	121.7	39.3	3.7	36.3	0.2	0.0	2.5	0.3	0.0	0.0	0.0	0.0
7:00 PM	166.3	0.2	104.8	34.8	1.8	22.0	0.5	0.0	1.5	0.7	0.0	0.0	0.0	0.0
8:00 PM	116.2	0.0	73.5	27.0	1.2	13.3	0.2	0.0	0.7	0.3	0.0	0.0	0.0	0.0
9:00 PM	96.0	0.0	63.3	22.0	0.5	9.0	0.0	0.0	0.3	0.8	0.0	0.0	0.0	0.0
10:00 PM	75.7	0.2	49.2	19.0	0.2	6.8	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
11:00 PM	53.7	0.0	31.5	14.5	0.5	5.8	0.0	0.0	0.3	1.0	0.0	0.0	0.0	0.0
ADT	2941.5	9.5	1567.0	667.3	125.3	456.5	21.6	0.7	51.4	39.0	2.5	0.7	0.0	0.0

Study Grand Totals														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
EB	17809	58	9481	4037	762	2766	132	4	312	238	15	4	0	0
		0.3%	53.2%	22.7%	4.3%	15.5%	0.7%	0.0%	1.8%	1.3%	0.1%	0.0%	0.0%	0.0%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Site:
Wednesday, 4/25/2007, 11:00:00 AM -
Tuesday, 5/1/2007, 12:00:00 PM

Classification Grand Totals
WB

Hourly Averages														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	36.3	0.2	31.2	1.8	0.3	0.2	0.8	0.0	0.5	1.3	0.0	0.0	0.0	0.0
1:00 AM	25.5	0.2	22.5	0.8	0.0	0.7	0.0	0.0	0.2	1.2	0.0	0.0	0.0	0.0
2:00 AM	13.7	0.0	11.0	1.0	0.2	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0
3:00 AM	17.3	0.0	10.3	1.5	0.2	3.3	0.8	0.0	0.2	1.0	0.0	0.0	0.0	0.0
4:00 AM	29.8	0.0	17.2	3.3	1.2	6.2	0.7	0.0	0.7	0.7	0.0	0.0	0.0	0.0
5:00 AM	75.3	0.2	51.0	6.7	3.5	10.2	2.0	0.0	0.7	1.2	0.0	0.0	0.0	0.0
6:00 AM	123.8	0.3	88.5	14.7	4.8	9.5	1.3	0.0	2.7	2.0	0.0	0.0	0.0	0.0
7:00 AM	187.3	0.5	135.0	18.0	3.8	15.5	4.2	0.0	7.3	2.5	0.2	0.2	0.0	0.2
8:00 AM	170.3	0.7	106.7	23.5	5.0	19.0	5.7	0.0	5.5	3.7	0.7	0.0	0.0	0.0
9:00 AM	154.7	0.2	95.7	25.5	4.2	13.0	3.3	0.0	8.2	4.0	0.7	0.0	0.0	0.0
10:00 AM	152.0	0.8	99.7	22.8	3.5	12.5	3.0	0.5	4.8	3.3	1.0	0.0	0.0	0.0
11:00 AM	172.6	0.6	119.6	25.6	5.0	9.9	3.9	0.1	4.1	3.0	0.7	0.0	0.0	0.1
12:00 PM	192.0	1.2	139.0	23.7	3.7	10.8	3.5	0.0	6.7	3.5	0.0	0.0	0.0	0.0
1:00 PM	182.7	0.8	134.3	22.8	4.8	8.0	3.3	0.2	5.3	3.0	0.0	0.0	0.0	0.0
2:00 PM	185.2	0.3	133.5	26.3	3.8	8.3	3.3	0.0	6.0	3.3	0.2	0.0	0.0	0.0
3:00 PM	200.2	1.7	148.8	27.5	4.0	8.5	3.8	0.2	3.8	1.8	0.0	0.0	0.0	0.0
4:00 PM	207.0	0.3	162.0	25.0	3.7	6.7	1.5	0.2	6.0	1.5	0.2	0.0	0.0	0.0
5:00 PM	214.3	1.0	181.8	16.3	3.0	4.7	1.2	0.0	5.2	1.0	0.2	0.0	0.0	0.0
6:00 PM	190.0	0.7	163.8	14.5	2.0	4.7	0.7	0.0	3.2	0.5	0.0	0.0	0.0	0.0
7:00 PM	156.8	0.8	138.3	9.8	2.3	2.0	0.2	0.0	2.3	1.0	0.0	0.0	0.0	0.0
8:00 PM	122.0	0.3	106.2	10.0	0.5	3.0	0.2	0.0	1.3	0.5	0.0	0.0	0.0	0.0
9:00 PM	100.7	0.8	88.3	8.7	0.0	0.7	0.3	0.0	1.0	0.8	0.0	0.0	0.0	0.0
10:00 PM	81.0	0.3	72.7	5.5	0.0	1.2	0.3	0.0	0.2	0.8	0.0	0.0	0.0	0.0
11:00 PM	55.3	0.0	49.8	3.7	0.2	0.5	0.2	0.0	0.3	0.7	0.0	0.0	0.0	0.0
ADT	3045.9	11.9	2306.9	339.1	59.7	158.9	44.2	1.1	76.6	43.3	3.7	0.2	0.0	0.3

Study Grand Totals														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
WB	18448	72	13961	2060	363	963	269	7	464	263	23	1	0	2
		0.4%	75.7%	11.2%	2.0%	5.2%	1.5%	0.0%	2.5%	1.4%	0.1%	0.0%	0.0%	0.0%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Site:
Wednesday, 4/25/2007, 11:00:00 AM -
Tuesday, 5/1/2007, 12:00:00 PM

Classification Grand Totals
Combined

Hourly Averages														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	71.8	0.2	53.5	10.0	0.3	3.7	0.8	0.0	0.7	2.7	0.0	0.0	0.0	0.0
1:00 AM	51.2	0.2	38.5	7.3	0.3	2.3	0.2	0.0	0.3	2.0	0.0	0.0	0.0	0.0
2:00 AM	30.7	0.2	20.7	5.3	0.3	1.3	0.2	0.0	0.7	2.0	0.0	0.0	0.0	0.0
3:00 AM	38.3	0.0	21.2	7.7	0.2	5.7	1.5	0.0	0.5	1.7	0.0	0.0	0.0	0.0
4:00 AM	59.3	0.0	31.8	10.5	2.7	10.5	1.5	0.0	0.7	1.5	0.2	0.0	0.0	0.0
5:00 AM	121.0	0.2	74.2	16.5	8.7	15.5	3.0	0.0	0.8	2.2	0.0	0.0	0.0	0.0
6:00 AM	234.5	0.8	143.7	36.7	17.2	25.7	2.5	0.0	4.7	3.3	0.0	0.0	0.0	0.0
7:00 AM	337.8	1.3	210.0	48.2	13.0	44.7	5.3	0.2	11.3	3.2	0.2	0.3	0.0	0.2
8:00 AM	313.8	1.3	173.0	60.8	14.8	41.8	7.2	0.2	8.0	5.8	0.8	0.0	0.0	0.0
9:00 AM	308.8	0.5	166.8	63.0	14.0	38.5	5.2	0.2	13.7	5.8	0.8	0.3	0.0	0.0
10:00 AM	301.3	2.3	170.2	56.0	14.2	35.8	5.2	0.7	9.3	6.3	1.2	0.2	0.0	0.0
11:00 AM	332.7	1.4	198.6	58.6	15.1	36.7	6.4	0.1	7.6	7.3	0.7	0.0	0.0	0.1
12:00 PM	374.2	2.2	227.2	69.0	13.2	40.3	4.8	0.0	11.2	6.3	0.0	0.0	0.0	0.0
1:00 PM	354.8	1.0	220.0	63.8	14.3	36.0	5.3	0.2	7.8	6.3	0.0	0.0	0.0	0.0
2:00 PM	363.2	1.0	219.8	68.0	13.5	40.5	5.0	0.0	8.8	6.2	0.3	0.0	0.0	0.0
3:00 PM	395.0	2.3	247.7	74.8	12.7	40.8	4.8	0.2	6.8	4.5	0.3	0.0	0.0	0.0
4:00 PM	435.8	0.7	278.8	76.5	10.0	50.3	2.2	0.2	10.8	5.5	0.8	0.0	0.0	0.0
5:00 PM	444.8	2.0	315.2	64.8	7.7	39.8	2.0	0.0	10.7	1.8	0.8	0.0	0.0	0.0
6:00 PM	394.5	1.2	285.5	53.8	5.7	41.0	0.8	0.0	5.7	0.8	0.0	0.0	0.0	0.0
7:00 PM	323.2	1.0	243.2	44.7	4.2	24.0	0.7	0.0	3.8	1.7	0.0	0.0	0.0	0.0
8:00 PM	238.2	0.3	179.7	37.0	1.7	16.3	0.3	0.0	2.0	0.8	0.0	0.0	0.0	0.0
9:00 PM	196.7	0.8	151.7	30.7	0.5	9.7	0.3	0.0	1.3	1.7	0.0	0.0	0.0	0.0
10:00 PM	156.7	0.5	121.8	24.5	0.2	8.0	0.3	0.0	0.2	1.2	0.0	0.0	0.0	0.0
11:00 PM	109.0	0.0	81.3	18.2	0.7	6.3	0.2	0.0	0.7	1.7	0.0	0.0	0.0	0.0
ADT	5987.4	21.4	3873.9	1006.4	185.0	615.4	65.8	1.8	128.1	82.3	6.2	0.8	0.0	0.3

Study Grand Totals														
	Total	Bike	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
EB	17809	58	9481	4037	762	2766	132	4	312	238	15	4	0	0
		0.3%	53.2%	22.7%	4.3%	15.5%	0.7%	0.0%	1.8%	1.3%	0.1%	0.0%	0.0%	0.0%
WB	18448	72	13961	2060	363	963	269	7	464	263	23	1	0	2
		0.4%	75.7%	11.2%	2.0%	5.2%	1.5%	0.0%	2.5%	1.4%	0.1%	0.0%	0.0%	0.0%
Combined	36257	130	23442	6097	1125	3729	401	11	776	501	38	5	0	2
		0.4%	64.7%	16.8%	3.1%	10.3%	1.1%	0.0%	2.1%	1.4%	0.1%	0.0%	0.0%	0.0%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Vehicle Classification (60 Min.)

Channel: EB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	183	2	93	34	9	20	5	0	4	16	0	0	0	0
12:00 PM	177	1	86	51	7	22	3	0	5	2	0	0	0	0
1:00 PM	203	0	113	54	8	18	3	0	4	3	0	0	0	0
2:00 PM	199	0	94	56	14	18	3	0	5	9	0	0	0	0
3:00 PM	192	0	105	52	11	12	2	0	5	5	0	0	0	0
4:00 PM	308	0	184	75	8	21	3	0	7	8	2	0	0	0
5:00 PM	276	0	185	66	3	11	0	0	9	1	1	0	0	0
6:00 PM	250	0	188	47	2	6	0	0	5	2	0	0	0	0
7:00 PM	201	0	158	36	1	2	2	0	2	0	0	0	0	0
8:00 PM	113	0	87	23	0	2	0	0	0	1	0	0	0	0
9:00 PM	100	0	76	20	0	3	0	0	0	1	0	0	0	0
10:00 PM	79	0	56	19	0	3	0	0	0	1	0	0	0	0
11:00 PM	55	0	35	17	1	1	0	0	0	1	0	0	0	0
Total	2336	3	1460	550	64	139	21	0	46	50	3	0	0	0
%		0.1	62.5	23.5	2.7	6.0	0.9	0.0	2.0	2.1	0.1	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Vehicle Classification (60 Min.)

Channel: EB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	28	0	16	8	0	2	0	0	0	2	0	0	0	0
1:00 AM	20	0	14	4	0	0	1	0	1	0	0	0	0	0
2:00 AM	9	0	5	1	0	0	0	0	0	3	0	0	0	0
3:00 AM	14	0	7	4	0	1	1	0	1	0	0	0	0	0
4:00 AM	27	0	13	8	2	2	1	0	0	1	0	0	0	0
5:00 AM	55	0	27	15	7	3	2	0	0	1	0	0	0	0
6:00 AM	151	0	86	33	17	8	2	0	3	2	0	0	0	0
7:00 AM	208	2	120	42	10	20	4	1	8	0	0	1	0	0
8:00 AM	161	0	76	47	11	17	1	0	6	3	0	0	0	0
9:00 AM	155	0	80	36	7	16	1	1	10	3	0	1	0	0
10:00 AM	152	1	59	38	15	19	5	0	6	8	0	1	0	0
11:00 AM	152	0	79	28	7	24	4	0	4	6	0	0	0	0
12:00 PM	154	1	71	34	10	28	1	0	4	5	0	0	0	0
1:00 PM	185	0	99	38	16	17	2	0	4	9	0	0	0	0
2:00 PM	203	1	106	46	6	26	6	0	7	5	0	0	0	0
3:00 PM	245	1	143	60	11	14	3	0	5	7	1	0	0	0
4:00 PM	263	1	160	62	7	18	0	0	4	9	2	0	0	0
5:00 PM	307	1	214	60	3	14	3	0	9	1	2	0	0	0
6:00 PM	266	0	188	61	3	11	0	0	3	0	0	0	0	0
7:00 PM	205	0	138	53	2	4	1	0	5	2	0	0	0	0
8:00 PM	134	0	90	36	1	5	0	0	1	1	0	0	0	0
9:00 PM	123	0	83	34	0	2	0	0	1	3	0	0	0	0
10:00 PM	72	0	52	18	0	2	0	0	0	0	0	0	0	0
11:00 PM	52	0	33	12	0	3	0	0	2	2	0	0	0	0
Total	3341	8	1959	778	135	256	38	2	84	73	5	3	0	0
%		0.2	58.6	23.3	4.0	7.7	1.1	0.1	2.5	2.2	0.1	0.1	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Vehicle Classification (60 Min.)

Channel: EB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	40	0	26	11	0	0	0	0	0	3	0	0	0	0
1:00 AM	20	0	11	8	0	0	0	0	0	1	0	0	0	0
2:00 AM	15	0	7	4	0	0	1	0	0	3	0	0	0	0
3:00 AM	20	0	12	5	0	0	2	0	0	1	0	0	0	0
4:00 AM	40	0	21	9	2	3	2	0	0	2	1	0	0	0
5:00 AM	56	0	33	12	5	3	2	0	0	1	0	0	0	0
6:00 AM	150	0	78	35	20	8	3	0	4	2	0	0	0	0
7:00 AM	198	0	132	35	9	16	0	0	4	2	0	0	0	0
8:00 AM	183	0	93	52	11	17	3	1	2	4	0	0	0	0
9:00 AM	201	0	108	58	9	15	4	0	3	4	0	0	0	0
10:00 AM	177	0	97	46	6	16	2	0	6	4	0	0	0	0
11:00 AM	183	0	103	41	9	22	0	0	4	4	0	0	0	0
12:00 PM	223	0	116	54	13	22	3	0	9	6	0	0	0	0
1:00 PM	208	0	95	55	16	28	2	0	6	6	0	0	0	0
2:00 PM	197	1	113	49	5	24	1	0	1	3	0	0	0	0
3:00 PM	249	0	144	62	5	27	1	0	5	4	1	0	0	0
4:00 PM	273	0	163	67	8	21	1	0	10	3	0	0	0	0
5:00 PM	301	1	183	85	7	14	0	0	7	3	1	0	0	0
6:00 PM	240	1	177	42	1	16	0	0	3	0	0	0	0	0
7:00 PM	206	0	152	40	1	11	0	0	2	0	0	0	0	0
8:00 PM	128	0	89	36	0	2	0	0	1	0	0	0	0	0
9:00 PM	100	0	70	25	0	4	0	0	1	0	0	0	0	0
10:00 PM	95	0	72	23	0	0	0	0	0	0	0	0	0	0
11:00 PM	68	0	47	19	1	0	0	0	0	1	0	0	0	0
Total	3571	3	2142	873	128	269	27	1	68	57	3	0	0	0
%		0.1	60.0	24.4	3.6	7.5	0.8	0.0	1.9	1.6	0.1	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/28/2007
Saturday

Daily Vehicle Classification (60 Min.)

Channel: EB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	53	0	39	13	0	0	0	0	0	1	0	0	0	0
1:00 AM	41	0	27	11	0	1	0	0	0	2	0	0	0	0
2:00 AM	24	0	16	6	0	2	0	0	0	0	0	0	0	0
3:00 AM	25	0	15	8	0	0	1	0	0	1	0	0	0	0
4:00 AM	30	0	19	6	0	3	1	0	0	1	0	0	0	0
5:00 AM	41	0	27	8	0	5	0	0	0	1	0	0	0	0
6:00 AM	74	0	51	13	4	5	0	0	1	0	0	0	0	0
7:00 AM	112	0	64	24	4	14	1	0	3	2	0	0	0	0
8:00 AM	122	0	66	37	3	11	1	0	1	2	1	0	0	0
9:00 AM	168	1	93	52	6	12	3	0	1	0	0	0	0	0
10:00 AM	187	0	107	54	3	16	5	0	2	0	0	0	0	0
11:00 AM	181	0	109	46	8	13	1	0	4	0	0	0	0	0
12:00 PM	193	0	122	47	4	14	0	0	3	3	0	0	0	0
1:00 PM	173	0	117	42	5	2	4	0	1	2	0	0	0	0
2:00 PM	159	0	103	41	4	8	0	0	2	0	1	0	0	0
3:00 PM	172	2	105	52	2	10	0	0	1	0	0	0	0	0
4:00 PM	170	0	112	40	1	10	0	0	5	2	0	0	0	0
5:00 PM	173	0	119	43	0	8	0	0	3	0	0	0	0	0
6:00 PM	120	0	87	25	1	6	1	0	0	0	0	0	0	0
7:00 PM	140	0	101	32	0	7	0	0	0	0	0	0	0	0
8:00 PM	122	0	92	24	0	5	0	0	1	0	0	0	0	0
9:00 PM	115	0	82	29	0	4	0	0	0	0	0	0	0	0
10:00 PM	85	0	62	22	0	1	0	0	0	0	0	0	0	0
11:00 PM	65	0	43	22	0	0	0	0	0	0	0	0	0	0
Total	2745	3	1778	697	45	157	18	0	28	17	2	0	0	0
%		0.1	64.8	25.4	1.6	5.7	0.7	0.0	1.0	0.6	0.1	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/29/2007
Sunday

Daily Vehicle Classification (60 Min.)

Channel: EB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	46	0	40	6	0	0	0	0	0	0	0	0	0	0
1:00 AM	45	0	36	9	0	0	0	0	0	0	0	0	0	0
2:00 AM	30	0	21	8	0	1	0	0	0	0	0	0	0	0
3:00 AM	27	0	17	9	0	1	0	0	0	0	0	0	0	0
4:00 AM	22	0	10	10	0	2	0	0	0	0	0	0	0	0
5:00 AM	17	0	13	4	0	0	0	0	0	0	0	0	0	0
6:00 AM	29	0	23	3	0	3	0	0	0	0	0	0	0	0
7:00 AM	37	0	18	13	0	5	0	0	1	0	0	0	0	0
8:00 AM	64	0	44	19	0	0	1	0	0	0	0	0	0	0
9:00 AM	75	0	45	25	0	5	0	0	0	0	0	0	0	0
10:00 AM	127	0	86	34	0	6	0	0	1	0	0	0	0	0
11:00 AM	152	0	102	39	1	8	1	0	1	0	0	0	0	0
12:00 PM	155	1	101	43	0	9	0	0	1	0	0	0	0	0
1:00 PM	123	0	82	37	2	2	0	0	0	0	0	0	0	0
2:00 PM	150	0	99	47	0	3	0	0	1	0	0	0	0	0
3:00 PM	143	0	91	49	0	3	0	0	0	0	0	0	0	0
4:00 PM	120	0	74	39	1	4	0	0	0	2	0	0	0	0
5:00 PM	124	0	90	27	0	4	0	0	3	0	0	0	0	0
6:00 PM	121	0	79	38	0	2	0	0	2	0	0	0	0	0
7:00 PM	106	0	70	32	0	2	0	0	0	2	0	0	0	0
8:00 PM	106	0	78	27	0	1	0	0	0	0	0	0	0	0
9:00 PM	80	0	63	16	0	0	0	0	0	1	0	0	0	0
10:00 PM	70	1	49	19	0	0	0	0	0	1	0	0	0	0
11:00 PM	42	0	27	12	0	1	0	0	0	2	0	0	0	0
Total	2011	2	1358	565	4	62	2	0	10	8	0	0	0	0
%		0.1	67.5	28.1	0.2	3.1	0.1	0.0	0.5	0.4	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/30/2007
Monday

Daily Vehicle Classification (60 Min.)

Channel: EB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	20	0	12	6	0	0	0	0	0	2	0	0	0	0
1:00 AM	7	0	4	1	0	0	0	0	0	2	0	0	0	0
2:00 AM	9	0	7	2	0	0	0	0	0	0	0	0	0	0
3:00 AM	20	0	13	2	0	3	0	0	0	2	0	0	0	0
4:00 AM	29	0	19	6	1	1	1	0	0	1	0	0	0	0
5:00 AM	62	0	32	16	6	2	2	0	1	3	0	0	0	0
6:00 AM	155	0	88	35	12	10	2	0	4	4	0	0	0	0
7:00 AM	187	1	109	46	7	16	2	0	6	0	0	0	0	0
8:00 AM	196	1	105	57	10	15	2	0	2	4	0	0	0	0
9:00 AM	181	0	91	42	13	14	3	0	12	4	1	1	0	0
10:00 AM	133	5	64	20	10	18	1	1	7	6	1	0	0	0
11:00 AM	142	1	54	35	12	26	6	0	4	4	0	0	0	0
12:00 PM	191	3	33	43	23	82	1	0	5	1	0	0	0	0
1:00 PM	141	1	8	20	10	101	1	0	0	0	0	0	0	0
2:00 PM	160	2	3	11	29	114	0	0	1	0	0	0	0	0
3:00 PM	168	1	5	9	23	128	0	0	2	0	0	0	0	0
4:00 PM	239	1	8	26	13	188	0	0	3	0	0	0	0	0
5:00 PM	202	4	9	10	15	160	2	0	2	0	0	0	0	0
6:00 PM	230	2	11	23	15	177	0	0	2	0	0	0	0	0
7:00 PM	140	1	10	16	7	106	0	0	0	0	0	0	0	0
8:00 PM	94	0	5	16	6	65	1	0	1	0	0	0	0	0
9:00 PM	58	0	6	8	3	41	0	0	0	0	0	0	0	0
10:00 PM	53	0	4	13	1	35	0	0	0	0	0	0	0	0
11:00 PM	40	0	4	5	1	30	0	0	0	0	0	0	0	0
Total	2857	23	704	468	217	1332	24	1	52	33	2	1	0	0
%		0.8	24.6	16.4	7.6	46.6	0.8	0.0	1.8	1.2	0.1	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 5/1/2007
Tuesday

Daily Vehicle Classification (60 Min.)

Channel: EB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	26	0	1	5	0	19	0	0	1	0	0	0	0	0
1:00 AM	21	0	4	6	2	9	0	0	0	0	0	0	0	0
2:00 AM	15	1	2	5	1	5	0	0	1	0	0	0	0	0
3:00 AM	20	0	1	9	0	9	0	0	1	0	0	0	0	0
4:00 AM	29	0	6	4	4	15	0	0	0	0	0	0	0	0
5:00 AM	43	0	7	4	13	19	0	0	0	0	0	0	0	0
6:00 AM	105	3	5	13	21	63	0	0	0	0	0	0	0	0
7:00 AM	161	2	7	21	25	104	0	0	2	0	0	0	0	0
8:00 AM	135	3	14	12	24	77	1	0	4	0	0	0	0	0
9:00 AM	145	1	10	12	24	91	0	0	7	0	0	0	0	0
10:00 AM	120	3	10	7	30	65	0	0	5	0	0	0	0	0
11:00 AM	128	3	13	8	25	75	1	0	3	0	0	0	0	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	948	16	80	106	169	551	2	0	24	0	0	0	0	0
%		1.7	8.4	11.2	17.8	58.1	0.2	0.0	2.5	0.0	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Vehicle Classification (60 Min.)

Channel: WB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	159	0	78	37	8	16	6	0	6	8	0	0	0	0
12:00 PM	228	4	149	29	4	18	7	0	13	4	0	0	0	0
1:00 PM	192	2	122	37	5	12	5	1	6	2	0	0	0	0
2:00 PM	204	0	131	30	5	13	9	0	10	6	0	0	0	0
3:00 PM	217	0	156	25	8	11	11	0	6	0	0	0	0	0
4:00 PM	234	0	173	32	7	8	2	1	9	2	0	0	0	0
5:00 PM	256	2	215	21	4	7	0	0	7	0	0	0	0	0
6:00 PM	229	0	191	27	2	4	2	0	3	0	0	0	0	0
7:00 PM	163	0	146	9	3	1	0	0	3	1	0	0	0	0
8:00 PM	113	0	98	10	0	5	0	0	0	0	0	0	0	0
9:00 PM	98	0	92	4	0	1	0	0	1	0	0	0	0	0
10:00 PM	69	0	65	2	0	0	0	0	1	1	0	0	0	0
11:00 PM	53	0	47	3	0	0	1	0	1	1	0	0	0	0
Total	2215	8	1663	266	46	96	43	2	66	25	0	0	0	0
%		0.4	75.1	12.0	2.1	4.3	1.9	0.1	3.0	1.1	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Vehicle Classification (60 Min.)

Channel: WB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	20	0	16	1	0	1	1	0	0	1	0	0	0	0
1:00 AM	14	0	14	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	13	0	9	0	0	0	0	0	2	2	0	0	0	0
3:00 AM	17	0	6	2	0	4	4	0	0	1	0	0	0	0
4:00 AM	30	0	18	2	2	8	0	0	0	0	0	0	0	0
5:00 AM	106	0	75	9	4	13	2	0	1	2	0	0	0	0
6:00 AM	162	0	122	19	6	11	1	0	1	2	0	0	0	0
7:00 AM	255	2	171	21	8	26	7	0	15	5	0	0	0	0
8:00 AM	224	2	128	33	9	23	9	0	12	7	1	0	0	0
9:00 AM	152	0	73	28	11	23	5	0	5	7	0	0	0	0
10:00 AM	144	1	74	26	3	17	6	2	8	7	0	0	0	0
11:00 AM	134	1	90	19	6	8	3	0	3	3	0	0	0	1
12:00 PM	171	2	107	27	3	10	9	0	6	7	0	0	0	0
1:00 PM	191	0	132	23	7	13	3	0	4	9	0	0	0	0
2:00 PM	197	0	141	25	6	8	5	0	5	7	0	0	0	0
3:00 PM	186	3	125	29	5	11	2	0	8	3	0	0	0	0
4:00 PM	249	1	188	27	4	11	3	0	13	1	1	0	0	0
5:00 PM	250	1	206	21	6	5	2	0	7	1	1	0	0	0
6:00 PM	242	1	202	18	3	11	0	0	5	2	0	0	0	0
7:00 PM	178	0	161	9	2	2	0	0	3	1	0	0	0	0
8:00 PM	153	1	126	15	2	3	0	0	3	3	0	0	0	0
9:00 PM	113	0	98	10	0	0	1	0	2	2	0	0	0	0
10:00 PM	71	0	62	5	0	1	2	0	0	1	0	0	0	0
11:00 PM	47	0	42	2	0	0	0	0	1	2	0	0	0	0
Total	3319	15	2386	371	87	209	65	2	104	76	3	0	0	1
%		0.5	71.9	11.2	2.6	6.3	2.0	0.1	3.1	2.3	0.1	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Vehicle Classification (60 Min.)

Channel: WB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	35	0	29	2	1	0	1	0	1	1	0	0	0	0
1:00 AM	27	0	21	2	0	1	0	0	0	3	0	0	0	0
2:00 AM	15	0	9	1	1	0	0	0	1	3	0	0	0	0
3:00 AM	23	0	16	1	0	5	1	0	0	0	0	0	0	0
4:00 AM	35	0	18	6	1	7	3	0	0	0	0	0	0	0
5:00 AM	99	0	69	7	4	14	4	0	1	0	0	0	0	0
6:00 AM	160	0	111	18	6	13	3	0	4	5	0	0	0	0
7:00 AM	244	0	189	18	5	17	3	0	10	2	0	0	0	0
8:00 AM	197	0	132	23	3	25	7	0	4	3	0	0	0	0
9:00 AM	208	0	136	32	6	12	4	0	14	4	0	0	0	0
10:00 AM	151	0	94	31	5	13	4	0	3	1	0	0	0	0
11:00 AM	195	1	136	29	2	13	3	0	7	3	1	0	0	0
12:00 PM	217	1	155	31	5	15	1	0	6	3	0	0	0	0
1:00 PM	197	0	140	29	6	8	2	0	9	3	0	0	0	0
2:00 PM	217	0	147	34	8	12	4	0	5	6	1	0	0	0
3:00 PM	231	0	172	34	3	13	3	0	4	2	0	0	0	0
4:00 PM	241	0	185	30	8	8	2	0	6	2	0	0	0	0
5:00 PM	231	0	191	15	6	8	2	0	7	2	0	0	0	0
6:00 PM	188	0	168	9	2	2	2	0	4	1	0	0	0	0
7:00 PM	175	2	152	12	5	2	0	0	2	0	0	0	0	0
8:00 PM	123	0	116	2	0	4	0	0	1	0	0	0	0	0
9:00 PM	102	1	93	7	0	0	0	0	1	0	0	0	0	0
10:00 PM	97	0	88	7	0	1	0	0	0	1	0	0	0	0
11:00 PM	69	0	66	1	1	1	0	0	0	0	0	0	0	0
Total	3477	5	2633	381	78	194	49	0	90	45	2	0	0	0
%		0.1	75.7	11.0	2.2	5.6	1.4	0.0	2.6	1.3	0.1	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/28/2007
Saturday

Daily Vehicle Classification (60 Min.)

Channel: WB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	61	0	55	4	0	0	1	0	0	1	0	0	0	0
1:00 AM	36	0	35	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	19	0	17	1	0	0	0	0	0	1	0	0	0	0
3:00 AM	17	0	12	3	0	1	0	0	0	1	0	0	0	0
4:00 AM	29	0	19	3	1	6	0	0	0	0	0	0	0	0
5:00 AM	34	0	22	0	4	7	0	0	0	1	0	0	0	0
6:00 AM	67	0	42	8	5	7	2	0	2	1	0	0	0	0
7:00 AM	94	0	58	18	1	11	2	0	3	1	0	0	0	0
8:00 AM	103	0	74	13	3	8	2	0	3	0	0	0	0	0
9:00 AM	122	0	89	22	0	7	1	0	3	0	0	0	0	0
10:00 AM	163	0	133	17	1	5	2	0	5	0	0	0	0	0
11:00 AM	226	1	191	20	2	6	3	0	3	0	0	0	0	0
12:00 PM	195	0	165	15	3	3	2	0	6	1	0	0	0	0
1:00 PM	211	3	182	13	2	5	3	0	3	0	0	0	0	0
2:00 PM	168	2	135	22	0	4	1	0	4	0	0	0	0	0
3:00 PM	186	1	159	20	0	2	1	0	1	2	0	0	0	0
4:00 PM	166	0	145	16	0	2	0	0	2	1	0	0	0	0
5:00 PM	183	0	160	15	1	3	1	0	2	1	0	0	0	0
6:00 PM	153	0	134	14	0	3	0	0	2	0	0	0	0	0
7:00 PM	124	1	114	5	1	3	0	0	0	0	0	0	0	0
8:00 PM	107	0	88	16	0	1	0	0	2	0	0	0	0	0
9:00 PM	94	2	82	9	0	1	0	0	0	0	0	0	0	0
10:00 PM	92	0	83	7	0	2	0	0	0	0	0	0	0	0
11:00 PM	65	0	54	11	0	0	0	0	0	0	0	0	0	0
Total	2715	10	2248	273	24	87	21	0	41	11	0	0	0	0
%		0.4	82.8	10.1	0.9	3.2	0.8	0.0	1.5	0.4	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/29/2007
Sunday

Daily Vehicle Classification (60 Min.)

Channel: WB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	47	1	44	2	0	0	0	0	0	0	0	0	0	0
1:00 AM	37	0	35	2	0	0	0	0	0	0	0	0	0	0
2:00 AM	20	0	19	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	13	0	13	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	10	0	10	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	12	0	9	3	0	0	0	0	0	0	0	0	0	0
6:00 AM	28	0	20	3	1	2	0	0	1	1	0	0	0	0
7:00 AM	39	0	34	1	0	3	0	0	1	0	0	0	0	0
8:00 AM	51	0	41	8	0	1	1	0	0	0	0	0	0	0
9:00 AM	75	0	64	7	1	2	0	0	1	0	0	0	0	0
10:00 AM	112	1	95	14	0	1	0	0	0	1	0	0	0	0
11:00 AM	127	0	107	18	0	0	0	0	1	1	0	0	0	0
12:00 PM	144	0	128	14	0	1	0	0	1	0	0	0	0	0
1:00 PM	132	0	114	15	1	1	0	0	1	0	0	0	0	0
2:00 PM	139	0	116	20	0	1	0	0	1	1	0	0	0	0
3:00 PM	139	1	124	12	1	0	0	0	1	0	0	0	0	0
4:00 PM	136	0	119	12	0	2	0	0	1	2	0	0	0	0
5:00 PM	117	1	107	7	0	0	0	0	1	1	0	0	0	0
6:00 PM	131	0	120	9	1	0	0	0	1	0	0	0	0	0
7:00 PM	111	0	100	7	0	2	0	0	0	2	0	0	0	0
8:00 PM	100	0	92	6	0	0	1	0	1	0	0	0	0	0
9:00 PM	81	0	72	6	0	1	0	0	0	2	0	0	0	0
10:00 PM	62	1	55	3	0	1	0	0	0	2	0	0	0	0
11:00 PM	35	0	33	0	0	1	0	0	0	1	0	0	0	0
Total	1898	5	1671	170	5	19	2	0	12	14	0	0	0	0
%		0.3	88.0	9.0	0.3	1.0	0.1	0.0	0.6	0.7	0.0	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/30/2007
Monday

Daily Vehicle Classification (60 Min.)

Channel: WB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	27	0	21	2	1	0	1	0	0	2	0	0	0	0
1:00 AM	14	0	11	0	0	2	0	0	0	1	0	0	0	0
2:00 AM	10	0	8	2	0	0	0	0	0	0	0	0	0	0
3:00 AM	13	0	5	1	1	4	0	0	1	1	0	0	0	0
4:00 AM	35	0	19	5	1	6	0	0	3	1	0	0	0	0
5:00 AM	84	0	52	7	6	13	3	0	1	2	0	0	0	0
6:00 AM	167	0	128	22	3	8	1	0	4	1	0	0	0	0
7:00 AM	245	1	180	26	3	20	4	0	9	2	0	0	0	0
8:00 AM	219	0	139	37	8	23	3	0	6	3	0	0	0	0
9:00 AM	196	1	104	41	3	20	5	0	14	6	2	0	0	0
10:00 AM	168	1	100	26	3	20	2	0	9	5	2	0	0	0
11:00 AM	171	1	108	23	12	13	5	0	6	3	0	0	0	0
12:00 PM	197	0	130	26	7	18	2	0	8	6	0	0	0	0
1:00 PM	173	0	116	20	8	9	7	0	9	4	0	0	0	0
2:00 PM	186	0	131	27	4	12	1	0	11	0	0	0	0	0
3:00 PM	242	5	157	45	7	14	6	1	3	4	0	0	0	0
4:00 PM	216	1	162	33	3	9	2	0	5	1	0	0	0	0
5:00 PM	249	2	212	19	1	5	2	0	7	1	0	0	0	0
6:00 PM	197	3	168	10	4	8	0	0	4	0	0	0	0	0
7:00 PM	190	2	157	17	3	2	1	0	6	2	0	0	0	0
8:00 PM	136	1	117	11	1	5	0	0	1	0	0	0	0	0
9:00 PM	116	2	93	16	0	1	1	0	2	1	0	0	0	0
10:00 PM	95	1	83	9	0	2	0	0	0	0	0	0	0	0
11:00 PM	63	0	57	5	0	1	0	0	0	0	0	0	0	0
Total	3409	21	2458	430	79	215	46	1	109	46	4	0	0	0
%		0.6	72.1	12.6	2.3	6.3	1.3	0.0	3.2	1.3	0.1	0.0	0.0	0.0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 5/1/2007
Tuesday

Daily Vehicle Classification (60 Min.)

Channel: WB

Time	Total	Bike	Cars Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Ax Doubl	5 Axle Doubl	>6 Ax Doubl	<6 Ax Multi	6 Axle Multi	>6 Ax Multi
12:00 AM	28	0	22	0	0	0	1	0	2	3	0	0	0	0
1:00 AM	25	1	19	0	0	1	0	0	1	3	0	0	0	0
2:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	21	0	10	2	0	6	0	0	0	3	0	0	0	0
4:00 AM	40	0	19	4	2	10	1	0	1	3	0	0	0	0
5:00 AM	117	1	79	14	3	14	3	0	1	2	0	0	0	0
6:00 AM	159	2	108	18	8	16	1	0	4	2	0	0	0	0
7:00 AM	247	0	178	24	6	16	9	0	6	5	1	1	0	1
8:00 AM	228	2	126	27	7	34	12	0	8	9	3	0	0	0
9:00 AM	175	0	108	23	4	14	5	0	12	7	2	0	0	0
10:00 AM	174	2	102	23	9	19	4	1	4	6	4	0	0	0
11:00 AM	196	0	127	33	5	13	7	1	3	3	4	0	0	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1415	8	902	169	44	143	43	2	42	46	14	1	0	1
%		0.6	63.7	11.9	3.1	10.1	3.0	0.1	3.0	3.3	1.0	0.1	0.0	0.1

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Site:
Wednesday, 4/25/2007, 11:00:00 AM -
Tuesday, 5/1/2007, 12:00:00 PM

Speed Grand Totals
EB

mph	Hourly Averages													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	35.5	0.0	0.0	0.2	0.8	2.3	5.7	10.2	7.0	4.2	2.3	2.0	0.2	0.7
1:00 AM	25.7	0.0	0.2	0.3	0.8	2.0	2.3	6.5	5.8	3.2	1.7	1.8	0.8	0.2
2:00 AM	17.0	0.0	0.0	0.0	0.5	1.5	1.8	3.8	3.8	2.3	1.2	0.8	0.3	0.8
3:00 AM	21.0	0.0	0.0	0.2	0.5	2.8	4.5	3.2	4.2	2.2	1.3	1.2	0.2	0.8
4:00 AM	29.5	0.2	0.2	0.3	1.0	2.7	6.7	7.3	4.0	2.7	2.5	0.8	0.7	0.5
5:00 AM	45.7	0.3	0.0	0.2	1.5	6.5	10.7	9.8	5.2	4.5	2.8	1.7	1.2	1.3
6:00 AM	110.7	0.2	0.2	0.5	1.0	9.3	21.2	28.7	19.7	12.2	7.7	3.8	2.2	4.2
7:00 AM	150.5	8.8	4.7	3.0	5.0	14.2	26.0	31.0	22.3	13.0	7.7	5.0	3.0	6.8
8:00 AM	143.5	4.7	1.3	3.3	8.8	14.2	24.0	29.5	22.8	14.3	8.7	3.8	1.8	6.2
9:00 AM	154.2	2.2	4.3	4.8	15.3	21.0	24.7	28.8	19.7	13.5	5.2	4.8	4.2	5.7
10:00 AM	149.3	4.5	1.8	6.7	16.3	23.5	24.3	29.8	17.5	8.8	5.3	4.0	2.3	4.3
11:00 AM	160.1	4.9	4.6	9.3	14.7	23.7	26.0	33.4	19.1	10.0	5.7	4.1	0.9	3.7
12:00 PM	182.2	2.0	2.8	7.8	12.8	21.7	29.7	45.8	27.8	15.3	10.3	3.2	1.5	1.3
1:00 PM	172.2	1.8	2.2	3.2	7.3	15.8	30.2	40.2	34.3	15.7	9.5	5.0	2.8	4.2
2:00 PM	178.0	0.5	0.5	2.2	5.7	16.8	35.7	41.8	33.0	17.2	9.8	7.3	4.3	3.2
3:00 PM	194.8	0.7	0.5	1.8	6.8	18.7	35.3	50.5	36.0	17.5	9.3	7.2	3.5	7.0
4:00 PM	228.8	0.5	0.7	1.2	3.0	20.7	37.2	58.2	46.0	20.3	14.7	10.5	7.8	8.2
5:00 PM	230.5	0.7	1.0	0.8	2.7	19.0	43.7	55.8	48.7	20.2	11.2	8.0	8.0	10.8
6:00 PM	204.5	0.5	0.2	1.0	1.5	11.5	35.7	52.3	43.0	20.2	10.7	8.2	6.2	13.7
7:00 PM	166.3	0.3	0.3	0.3	2.0	12.2	26.3	48.0	34.2	16.8	8.5	5.0	3.5	8.8
8:00 PM	116.2	0.0	0.3	0.2	0.7	8.7	21.0	37.5	20.7	11.5	5.8	3.3	2.2	4.3
9:00 PM	96.0	0.0	0.2	0.2	1.5	7.8	21.2	23.3	22.2	9.8	3.0	2.5	2.2	2.2
10:00 PM	75.7	0.0	0.0	0.0	1.7	3.5	11.7	21.2	17.5	10.3	3.8	2.0	1.3	2.7
11:00 PM	53.7	0.0	0.0	0.3	0.8	3.3	7.8	12.5	12.5	7.3	3.7	3.0	1.3	1.0
ADT	2941.5	32.7	25.9	47.8	112.9	283.4	513.2	709.3	527.0	273.0	152.4	99.1	62.4	102.5

Percentile Speeds
(mph)

<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
31.8	34.2	43.0	54.4	58.6

10 mph Pace Speed
Number in pace

36.9 - 46.9	Average	44.2 mph
7887 (44.3 %)	Minimum	5.0 mph
	Maximum	99.3 mph

Speeds Exceeded

40 mph	55 mph	65 mph
65.3 %	14.1 %	5.6 %
Count	11631	2513
		994

mph	Study Grand Totals													
	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
EB	17809	201	160	296	692	1724	3105	4289	3181	1648	920	599	375	619
		1.1%	0.9%	1.7%	3.9%	9.7%	17.4%	24.1%	17.9%	9.3%	5.2%	3.4%	2.1%	3.5%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Site:
Wednesday, 4/25/2007, 11:00:00 AM -
Tuesday, 5/1/2007, 12:00:00 PM

Speed Grand Totals
WB

		Hourly Averages												
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	36.3	0.3	0.3	0.8	2.2	6.7	12.0	10.3	2.7	0.5	0.3	0.0	0.2	0.0
1:00 AM	25.5	0.0	0.0	0.0	2.8	7.2	6.7	5.3	1.7	1.2	0.7	0.0	0.0	0.0
2:00 AM	13.7	0.0	0.0	0.8	0.5	3.3	3.7	3.7	1.2	0.3	0.2	0.0	0.0	0.0
3:00 AM	17.3	0.0	0.3	1.7	0.5	3.8	4.2	3.5	2.0	1.2	0.2	0.0	0.0	0.0
4:00 AM	29.8	0.2	0.3	2.3	3.2	5.5	6.0	7.2	3.8	1.3	0.0	0.0	0.0	0.0
5:00 AM	75.3	0.0	0.7	4.0	7.3	10.8	20.3	18.0	9.5	3.2	1.3	0.2	0.0	0.0
6:00 AM	123.8	0.3	0.0	4.5	6.8	11.5	36.7	40.0	17.8	4.3	1.5	0.3	0.0	0.0
7:00 AM	187.3	2.8	2.0	6.8	25.2	31.7	51.0	47.8	14.7	3.7	1.3	0.2	0.0	0.2
8:00 AM	170.3	4.5	3.7	7.3	12.7	35.0	51.7	38.0	13.2	3.5	0.3	0.3	0.2	0.0
9:00 AM	154.7	5.5	5.7	9.0	17.5	34.0	43.5	27.3	9.7	2.2	0.3	0.0	0.0	0.0
10:00 AM	152.0	2.7	5.3	11.0	15.7	38.2	39.3	26.2	11.8	1.3	0.5	0.0	0.0	0.0
11:00 AM	172.6	2.7	4.3	7.9	23.4	38.1	49.9	34.0	10.0	1.9	0.3	0.0	0.0	0.1
12:00 PM	192.0	2.3	3.0	7.8	21.8	48.0	64.0	33.5	9.2	2.2	0.0	0.0	0.0	0.2
1:00 PM	182.7	2.2	2.8	7.7	13.7	44.7	56.3	40.5	11.8	2.0	1.0	0.0	0.0	0.0
2:00 PM	185.2	1.7	1.2	2.3	11.0	48.3	63.5	41.5	12.2	2.8	0.7	0.0	0.0	0.0
3:00 PM	200.2	1.0	0.5	0.7	11.3	50.0	68.0	48.7	16.8	2.5	0.5	0.2	0.0	0.0
4:00 PM	207.0	0.3	0.7	2.7	8.8	44.0	77.0	53.2	15.7	3.8	0.8	0.0	0.0	0.0
5:00 PM	214.3	0.8	0.8	1.3	6.3	38.8	82.2	59.0	20.7	3.2	0.8	0.2	0.0	0.2
6:00 PM	190.0	1.0	0.8	0.5	7.8	37.2	62.7	55.0	19.8	4.5	0.7	0.0	0.0	0.0
7:00 PM	156.8	0.2	1.0	1.3	7.0	29.0	60.8	39.2	14.0	3.5	0.8	0.0	0.0	0.0
8:00 PM	122.0	0.2	0.3	0.7	8.5	31.8	40.8	27.0	9.3	2.7	0.5	0.0	0.0	0.2
9:00 PM	100.7	0.2	0.3	1.5	8.0	25.8	31.8	22.0	8.8	1.8	0.2	0.2	0.0	0.0
10:00 PM	81.0	0.3	0.0	1.0	3.8	19.0	26.3	20.7	5.5	3.5	0.3	0.2	0.2	0.2
11:00 PM	55.3	0.3	0.2	0.2	2.5	14.0	15.2	13.2	8.0	0.5	1.0	0.3	0.0	0.0
ADT	3045.9	29.5	34.3	83.9	228.4	656.5	973.5	714.7	249.8	57.5	14.3	2.0	0.5	1.0

Percentile Speeds
(mph)

<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
28.9	30.8	37.6	43.6	45.1

10 mph Pace Speed
Number in pace

32.8 - 42.8	Average	37.1 mph
11050 (59.9 %)	Minimum	5.2 mph
	Maximum	82.7 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
34.1 %	0.6 %	0.0 %
Count	6285	107
		9

		Study Grand Totals												
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
WB	18448	180	210	511	1394	3977	5891	4322	1509	347	86	12	3	6
		1.0%	1.1%	2.8%	7.6%	21.6%	31.9%	23.4%	8.2%	1.9%	0.5%	0.1%	0.0%	0.0%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Site:
Wednesday, 4/25/2007, 11:00:00 AM -
Tuesday, 5/1/2007, 12:00:00 PM

Speed Grand Totals
Combined

		Hourly Averages												
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	71.8	0.3	0.3	1.0	3.0	9.0	17.7	20.5	9.7	4.7	2.7	2.0	0.3	0.7
1:00 AM	51.2	0.0	0.2	0.3	3.7	9.2	9.0	11.8	7.5	4.3	2.3	1.8	0.8	0.2
2:00 AM	30.7	0.0	0.0	0.8	1.0	4.8	5.5	7.5	5.0	2.7	1.3	0.8	0.3	0.8
3:00 AM	38.3	0.0	0.3	1.8	1.0	6.7	8.7	6.7	6.2	3.3	1.5	1.2	0.2	0.8
4:00 AM	59.3	0.3	0.5	2.7	4.2	8.2	12.7	14.5	7.8	4.0	2.5	0.8	0.7	0.5
5:00 AM	121.0	0.3	0.7	4.2	8.8	17.3	31.0	27.8	14.7	7.7	4.2	1.8	1.2	1.3
6:00 AM	234.5	0.5	0.2	5.0	7.8	20.8	57.8	68.7	37.5	16.5	9.2	4.2	2.2	4.2
7:00 AM	337.8	11.7	6.7	9.8	30.2	45.8	77.0	78.8	37.0	16.7	9.0	5.2	3.0	7.0
8:00 AM	313.8	9.2	5.0	10.7	21.5	49.2	75.7	67.5	36.0	17.8	9.0	4.2	2.0	6.2
9:00 AM	308.8	7.7	10.0	13.8	32.8	55.0	68.2	56.2	29.3	15.7	5.5	4.8	4.2	5.7
10:00 AM	301.3	7.2	7.2	17.7	32.0	61.7	63.7	56.0	29.3	10.2	5.8	4.0	2.3	4.3
11:00 AM	332.7	7.6	8.9	17.1	38.1	61.9	75.9	67.4	29.1	11.9	6.0	4.1	0.9	3.9
12:00 PM	374.2	4.3	5.8	15.7	34.7	69.7	93.7	79.3	37.0	17.5	10.3	3.2	1.5	1.5
1:00 PM	354.8	4.0	5.0	10.8	21.0	60.5	86.5	80.7	46.2	17.7	10.5	5.0	2.8	4.2
2:00 PM	363.2	2.2	1.7	4.5	16.7	65.2	99.2	83.3	45.2	20.0	10.5	7.3	4.3	3.2
3:00 PM	395.0	1.7	1.0	2.5	18.2	68.7	103.3	99.2	52.8	20.0	9.8	7.3	3.5	7.0
4:00 PM	435.8	0.8	1.3	3.8	11.8	64.7	114.2	111.3	61.7	24.2	15.5	10.5	7.8	8.2
5:00 PM	444.8	1.5	1.8	2.2	9.0	57.8	125.8	114.8	69.3	23.3	12.0	8.2	8.0	11.0
6:00 PM	394.5	1.5	1.0	1.5	9.3	48.7	98.3	107.3	62.8	24.7	11.3	8.2	6.2	13.7
7:00 PM	323.2	0.5	1.3	1.7	9.0	41.2	87.2	87.2	48.2	20.3	9.3	5.0	3.5	8.8
8:00 PM	238.2	0.2	0.7	0.8	9.2	40.5	61.8	64.5	30.0	14.2	6.3	3.3	2.2	4.5
9:00 PM	196.7	0.2	0.5	1.7	9.5	33.7	53.0	45.3	31.0	11.7	3.2	2.7	2.2	2.2
10:00 PM	156.7	0.3	0.0	1.0	5.5	22.5	38.0	41.8	23.0	13.8	4.2	2.2	1.5	2.8
11:00 PM	109.0	0.3	0.2	0.5	3.3	17.3	23.0	25.7	20.5	7.8	4.7	3.3	1.3	1.0
ADT	5987.4	62.2	60.2	131.6	341.3	939.9	1486.7	1423.9	776.8	330.5	166.7	101.1	62.9	103.5

Percentile Speeds (mph)	<u>10%</u> 29.9	<u>15%</u> 32.1	<u>50%</u> 39.8	<u>85%</u> 49.0	<u>90%</u> 52.1

10 mph Pace Speed	33.9 - 43.9	Average	40.6 mph
Number in pace	18007 (49.7 %)	Minimum	5.0 mph
		Maximum	99.3 mph

Speeds Exceeded	<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
	49.4 %	7.2 %	2.8 %
Count	17916	2620	1003

		Study Grand Totals												
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
EB	17809	201	160	296	692	1724	3105	4289	3181	1648	920	599	375	619
		1.1%	0.9%	1.7%	3.9%	9.7%	17.4%	24.1%	17.9%	9.3%	5.2%	3.4%	2.1%	3.5%
WB	18448	180	210	511	1394	3977	5891	4322	1509	347	86	12	3	6
		1.0%	1.1%	2.8%	7.6%	21.6%	31.9%	23.4%	8.2%	1.9%	0.5%	0.1%	0.0%	0.0%
Combined	36257	381	370	807	2086	5701	8996	8611	4690	1995	1006	611	378	625
		1.1%	1.0%	2.2%	5.8%	15.7%	24.8%	23.7%	12.9%	5.5%	2.8%	1.7%	1.0%	1.7%

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Speed (60 Min.)

Channel: EB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	183	3	5	7	23	30	40	37	23	10	3	1	0	1
12:00 PM	177	0	0	0	4	18	32	61	34	15	11	2	0	0
1:00 PM	203	1	1	0	6	21	37	53	54	20	8	1	1	0
2:00 PM	199	1	0	6	16	24	44	54	39	12	3	0	0	0
3:00 PM	192	0	2	3	19	37	38	51	23	13	5	1	0	0
4:00 PM	308	0	1	1	6	22	69	110	59	24	11	2	2	1
5:00 PM	276	0	0	1	10	31	49	74	69	28	10	2	2	0
6:00 PM	250	0	0	1	0	13	55	80	58	28	12	1	2	0
7:00 PM	201	0	0	0	2	15	40	67	51	16	5	3	1	1
8:00 PM	113	0	0	0	3	13	25	39	20	10	2	0	1	0
9:00 PM	100	0	0	0	3	9	29	25	18	12	0	3	1	0
10:00 PM	79	0	0	0	4	2	10	34	15	7	4	1	2	0
11:00 PM	55	0	0	1	0	8	8	16	12	7	2	1	0	0
Total	2336	5	9	20	96	243	476	701	475	202	76	18	12	3
%		0.2	0.4	0.9	4.1	10.4	20.4	30.0	20.3	8.6	3.3	0.8	0.5	0.1

Percentile Speeds
(mph)

10 %	15 %	50 %	85 %	90 %
33.0	34.8	42.3	49.6	51.4

10 mph Pace Speed
Number in pace

36.9 - 46.9	Average	42.2 mph
1264 (54.1 %)	Minimum	7.0 mph
	Maximum	76.8 mph

Speeds Exceeded

40 mph	55 mph	65 mph
63.7 %	4.7 %	0.6 %
Count	1487	109
		15

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/26/2007
Thursday

		Daily Speed (60 Min.)													
		Channel: EB													
mph		0 -	15 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	
	Total	< 15	< 20	< 25	< 30	< 35	< 40	< 45	< 50	< 55	< 60	< 65	< 70	< 200	
12:00 AM	28	0	0	0	1	1	3	13	3	5	2	0	0	0	
1:00 AM	20	0	0	0	2	1	1	5	7	1	1	2	0	0	
2:00 AM	9	0	0	0	0	3	2	1	2	1	0	0	0	0	
3:00 AM	14	0	0	0	0	1	6	0	3	1	3	0	0	0	
4:00 AM	27	0	0	1	0	1	6	6	5	5	2	0	1	0	
5:00 AM	55	0	0	0	2	8	15	13	7	6	3	0	1	0	
6:00 AM	151	0	0	0	2	19	29	39	34	17	7	1	2	1	
7:00 AM	208	45	25	13	20	32	32	25	11	4	1	0	0	0	
8:00 AM	161	21	4	19	43	40	21	11	0	2	0	0	0	0	
9:00 AM	155	4	9	16	46	47	22	11	0	0	0	0	0	0	
10:00 AM	152	11	5	24	44	34	23	9	2	0	0	0	0	0	
11:00 AM	152	19	15	35	43	32	8	0	0	0	0	0	0	0	
12:00 PM	154	3	13	40	43	37	10	4	3	1	0	0	0	0	
1:00 PM	185	5	10	19	18	38	45	28	15	6	1	0	0	0	
2:00 PM	203	0	1	2	11	25	52	55	36	13	5	2	1	0	
3:00 PM	245	1	0	5	4	29	64	80	51	8	3	0	0	0	
4:00 PM	263	1	2	0	4	46	55	63	67	14	9	2	0	0	
5:00 PM	307	1	2	0	1	31	88	93	66	13	9	2	1	0	
6:00 PM	266	0	1	2	2	25	45	81	80	22	5	3	0	0	
7:00 PM	205	0	1	1	4	23	33	84	42	13	1	2	0	1	
8:00 PM	134	0	0	0	0	15	31	47	18	17	6	0	0	0	
9:00 PM	123	0	0	0	3	12	30	38	26	9	2	1	2	0	
10:00 PM	72	0	0	0	2	8	9	18	20	13	1	1	0	0	
11:00 PM	52	0	0	0	1	5	11	10	11	7	3	3	1	0	
Total	3341	111	88	177	296	513	641	734	509	178	64	19	9	2	
%		3.3	2.6	5.3	8.9	15.4	19.2	22.0	15.2	5.3	1.9	0.6	0.3	0.1	

Percentile Speeds
(mph)

10 %	15 %	50 %	85 %	90 %
23.8	27.3	38.8	47.4	49.3

10 mph Pace Speed
Number in pace

36.0 - 46.0	Average	37.7 mph
1423 (42.6 %)	Minimum	5.0 mph
	Maximum	73.7 mph

Speeds Exceeded

40 mph	55 mph	65 mph
45.3 %	2.8 %	0.3 %
Count	1515	94
		11

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Speed (60 Min.)
Channel: EB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	40	0	0	0	2	3	7	12	6	6	3	1	0	0
1:00 AM	20	0	0	0	0	2	2	5	3	3	4	0	1	0
2:00 AM	15	0	0	0	1	2	0	5	5	1	0	0	1	0
3:00 AM	20	0	0	1	1	4	5	2	4	3	0	0	0	0
4:00 AM	40	0	0	0	5	6	10	11	4	2	2	0	0	0
5:00 AM	56	0	0	1	5	15	18	9	3	2	2	1	0	0
6:00 AM	150	0	0	1	2	14	47	41	27	11	4	2	1	0
7:00 AM	198	0	0	1	5	21	54	63	33	15	6	0	0	0
8:00 AM	183	0	0	0	5	25	45	47	39	14	5	3	0	0
9:00 AM	201	1	0	1	7	28	58	66	29	10	1	0	0	0
10:00 AM	177	0	1	3	7	21	47	50	35	7	5	1	0	0
11:00 AM	183	1	0	3	3	23	49	62	22	11	7	2	0	0
12:00 PM	223	0	1	3	9	35	57	71	32	11	3	1	0	0
1:00 PM	208	2	0	0	6	18	43	68	50	16	4	1	0	0
2:00 PM	197	0	0	3	3	33	48	53	28	20	7	0	1	1
3:00 PM	249	2	0	0	12	30	57	73	56	14	5	0	0	0
4:00 PM	273	1	0	0	5	33	58	92	55	17	8	3	1	0
5:00 PM	301	0	2	2	1	24	69	78	77	32	10	5	1	0
6:00 PM	240	1	0	1	1	12	60	70	50	25	8	8	2	2
7:00 PM	206	1	1	0	1	22	41	58	46	24	8	3	1	0
8:00 PM	128	0	0	0	0	8	33	40	30	8	8	0	0	1
9:00 PM	100	0	0	1	2	10	21	25	27	9	4	1	0	0
10:00 PM	95	0	0	0	4	6	21	25	25	9	3	1	0	1
11:00 PM	68	0	0	0	1	2	11	23	14	8	7	2	0	0
Total	3571	9	5	21	88	397	861	1049	700	278	114	35	9	5
%		0.3	0.1	0.6	2.5	11.1	24.1	29.4	19.6	7.8	3.2	1.0	0.3	0.1

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
33.5	35.1	41.8	49.3	51.4

10 mph Pace Speed
Number in pace

36.0 - 46.0	Average	42.2 mph
1985 (55.6 %)	Minimum	5.1 mph
	Maximum	88.7 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
61.3 %	4.6 %	0.4 %
Count	2190	163
		14

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/28/2007
Saturday

Daily Speed (60 Min.)
Channel: EB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	53	0	0	0	0	6	7	16	13	7	2	2	0	0
1:00 AM	41	0	0	0	1	3	5	11	12	5	1	1	2	0
2:00 AM	24	0	0	0	1	0	3	6	6	3	2	1	0	2
3:00 AM	25	0	0	0	0	4	6	6	4	3	1	1	0	0
4:00 AM	30	0	1	1	0	2	7	10	3	2	4	0	0	0
5:00 AM	41	0	0	0	2	2	5	10	9	8	3	1	1	0
6:00 AM	74	0	0	2	1	8	10	24	11	9	5	2	0	2
7:00 AM	112	0	0	0	1	7	10	36	32	17	4	4	0	1
8:00 AM	122	0	0	0	0	4	16	30	25	35	9	2	0	1
9:00 AM	168	1	0	0	1	9	26	45	46	24	9	7	0	0
10:00 AM	187	0	1	0	6	19	34	65	28	20	11	3	0	0
11:00 AM	181	0	0	2	5	13	32	65	37	16	7	3	0	1
12:00 PM	193	0	0	1	2	18	35	56	34	27	16	2	1	1
1:00 PM	173	0	0	0	5	8	30	55	33	29	10	2	0	1
2:00 PM	159	0	1	0	1	8	30	45	37	19	12	4	2	0
3:00 PM	172	1	0	1	5	9	33	41	44	27	8	2	1	0
4:00 PM	170	0	0	0	2	13	24	45	42	30	10	3	0	1
5:00 PM	173	0	0	0	1	16	36	36	40	26	12	2	3	1
6:00 PM	120	0	0	0	1	10	30	39	23	5	6	4	1	1
7:00 PM	140	0	0	0	2	3	26	38	37	22	8	4	0	0
8:00 PM	122	0	1	0	0	9	16	48	29	11	5	2	0	1
9:00 PM	115	0	0	0	0	6	27	28	36	13	3	1	1	0
10:00 PM	85	0	0	0	0	1	13	31	21	14	4	1	0	0
11:00 PM	65	0	0	1	1	4	7	14	20	11	4	1	2	0
Total	2745	2	4	8	38	182	468	800	622	383	156	55	14	13
%		0.1	0.1	0.3	1.4	6.6	17.0	29.1	22.7	14.0	5.7	2.0	0.5	0.5

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
35.6	37.2	44.1	52.4	54.0

10 mph Pace Speed
Number in pace

39.4 - 49.4	Average	44.7 mph
1433 (52.2 %)	Minimum	11.6 mph
	Maximum	80.9 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
74.4 %	8.7 %	1.0 %
Count	2043	238
		27

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/29/2007
Sunday

Daily Speed (60 Min.) Channel: EB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	46	0	0	1	0	1	12	14	11	3	2	2	0	0	
1:00 AM	45	0	0	1	0	5	5	11	8	6	3	4	1	1	
2:00 AM	30	0	0	0	0	2	2	10	6	3	4	3	0	0	
3:00 AM	27	0	0	0	0	4	4	3	9	1	2	3	1	0	
4:00 AM	22	0	0	0	0	1	2	7	2	2	4	2	2	0	
5:00 AM	17	0	0	0	0	0	3	4	7	2	1	0	0	0	
6:00 AM	29	0	0	0	0	3	4	10	4	5	2	1	0	0	
7:00 AM	37	0	0	0	0	4	5	9	7	4	3	5	0	0	
8:00 AM	64	0	0	0	2	7	13	16	14	5	4	3	0	0	
9:00 AM	75	0	0	0	0	9	13	18	19	11	2	2	0	1	
10:00 AM	127	2	0	0	2	14	21	43	29	8	2	5	1	0	
11:00 AM	152	0	0	1	4	7	28	46	32	19	9	3	1	2	
12:00 PM	155	0	1	0	8	4	20	54	35	19	10	3	0	1	
1:00 PM	123	0	0	0	7	7	19	27	38	10	7	6	0	2	
2:00 PM	150	0	0	0	1	10	34	34	38	23	7	2	1	0	
3:00 PM	143	0	0	0	1	6	18	48	30	22	14	2	0	2	
4:00 PM	120	0	0	4	0	10	13	29	32	16	13	3	0	0	
5:00 PM	124	0	0	0	3	7	18	47	31	11	3	2	2	0	
6:00 PM	121	1	0	1	5	9	15	33	32	17	4	3	1	0	
7:00 PM	106	0	0	0	2	8	16	33	23	16	8	0	0	0	
8:00 PM	106	0	0	0	0	7	20	44	16	13	4	2	0	0	
9:00 PM	80	0	0	0	1	9	17	19	17	14	2	1	0	0	
10:00 PM	70	0	0	0	0	3	16	16	16	13	5	1	0	0	
11:00 PM	42	0	0	0	2	1	8	11	15	4	1	0	0	0	
Total	2011	3	1	8	38	138	326	586	471	247	116	58	10	9	
%		0.1	0.0	0.4	1.9	6.9	16.2	29.1	23.4	12.3	5.8	2.9	0.5	0.4	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
35.3	37.1	44.3	52.4	54.8

10 mph Pace Speed
Number in pace

39.4 - 49.4	Average	44.7 mph
1071 (53.3 %)	Minimum	5.1 mph
	Maximum	83.7 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
74.4 %	9.6 %	0.9 %
1497	193	19

Count

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/30/2007
Monday

Daily Speed (60 Min.) Channel: EB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	20	0	0	0	1	3	5	5	3	1	2	0	0	0	
1:00 AM	7	0	0	0	1	1	1	2	1	0	0	1	0	0	
2:00 AM	9	0	0	0	1	1	2	1	1	2	0	1	0	0	
3:00 AM	20	0	0	0	2	1	5	4	2	2	1	2	0	1	
4:00 AM	29	0	0	0	1	4	14	4	5	0	1	0	0	0	
5:00 AM	62	1	0	0	0	11	18	18	3	6	3	1	1	0	
6:00 AM	155	0	0	0	1	12	33	48	35	19	6	1	0	0	
7:00 AM	187	0	1	1	4	19	52	44	38	20	6	2	0	0	
8:00 AM	196	1	0	0	1	6	44	62	49	19	9	2	3	0	
9:00 AM	181	3	17	10	38	30	26	23	14	16	1	2	1	0	
10:00 AM	133	7	3	12	39	50	16	5	1	0	0	0	0	0	
11:00 AM	142	5	7	14	20	56	19	15	4	1	1	0	0	0	
12:00 PM	191	9	2	3	11	18	24	29	29	19	22	11	8	6	
1:00 PM	141	3	2	0	2	3	7	10	16	13	27	20	16	22	
2:00 PM	160	2	1	2	2	1	6	10	20	16	25	36	21	18	
3:00 PM	168	0	1	2	0	1	2	10	12	21	21	38	20	40	
4:00 PM	239	1	1	2	1	0	4	10	21	21	37	50	44	47	
5:00 PM	202	3	2	2	0	5	2	7	9	11	23	35	39	64	
6:00 PM	230	1	0	1	0	0	9	11	15	24	29	30	31	79	
7:00 PM	140	1	0	1	1	2	2	8	6	10	21	18	19	51	
8:00 PM	94	0	1	1	1	0	1	7	11	10	10	16	12	24	
9:00 PM	58	0	1	0	0	1	3	5	9	2	7	8	9	13	
10:00 PM	53	0	0	0	0	1	1	3	8	6	6	7	6	15	
11:00 PM	40	0	0	0	0	0	2	1	3	7	5	11	5	6	
Total	2857	37	39	51	127	226	298	342	315	246	263	292	235	386	
%		1.3	1.4	1.8	4.4	7.9	10.4	12.0	11.0	8.6	9.2	10.2	8.2	13.5	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
30.9	33.9	50.0	69.0	73.0

10 mph Pace Speed
Number in pace

36.9 - 46.9	Average	51.1 mph
685 (24.0 %)	Minimum	5.3 mph
	Maximum	99.3 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
72.8 %	41.2 %	21.7 %
Count	2079	1176
		621

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 5/1/2007
Tuesday

Daily Speed (60 Min.)
Channel: EB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	26	0	0	0	1	0	0	1	6	3	3	7	1	4
1:00 AM	21	0	1	1	1	0	0	5	4	4	1	3	1	0
2:00 AM	15	0	0	0	0	1	2	0	3	4	1	0	1	3
3:00 AM	20	0	0	0	0	3	1	4	3	3	1	1	0	4
4:00 AM	29	1	0	0	0	2	1	6	5	5	2	3	1	3
5:00 AM	43	1	0	0	0	3	5	5	2	3	5	7	4	8
6:00 AM	105	1	1	0	0	0	4	10	7	12	22	16	10	22
7:00 AM	161	8	2	3	0	2	3	9	13	18	26	19	18	40
8:00 AM	135	6	4	1	2	3	5	11	10	11	25	13	8	36
9:00 AM	145	4	0	2	0	3	3	10	10	20	18	18	24	33
10:00 AM	120	7	1	1	0	3	5	7	10	18	14	15	13	26
11:00 AM	128	6	5	3	5	5	6	9	16	13	13	20	5	22
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	948	34	14	11	9	25	35	77	89	114	131	122	86	201
%		3.6	1.5	1.2	0.9	2.6	3.7	8.1	9.4	12.0	13.8	12.9	9.1	21.2

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
35.1	41.1	57.7	73.0	78.4

10 mph Pace Speed
Number in pace

50.7 - 60.7	Average	56.5 mph
269 (28.4 %)	Minimum	5.1 mph
	Maximum	99.3 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
86.5 %	57.0 %	30.3 %
Count	820	540
		287

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/25/2007
Wednesday

Daily Speed (60 Min.) Channel: WB														
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
2:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
4:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
5:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
6:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
7:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
9:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00 AM	159	5	8	7	23	36	45	27	4	4	0	0	0	0
12:00 PM	228	2	3	3	16	60	73	51	15	5	0	0	0	0
1:00 PM	192	2	0	7	23	58	55	33	11	1	2	0	0	0
2:00 PM	204	4	2	7	21	79	69	17	4	1	0	0	0	0
3:00 PM	217	0	1	1	38	99	44	25	9	0	0	0	0	0
4:00 PM	234	0	1	10	21	62	83	49	6	2	0	0	0	0
5:00 PM	256	0	0	1	12	64	107	57	13	2	0	0	0	0
6:00 PM	229	1	0	0	15	53	86	57	16	1	0	0	0	0
7:00 PM	163	1	0	1	10	43	68	31	8	1	0	0	0	0
8:00 PM	113	0	0	3	9	34	40	20	4	2	1	0	0	0
9:00 PM	98	0	1	1	4	29	40	15	6	2	0	0	0	0
10:00 PM	69	1	0	1	4	23	24	13	1	2	0	0	0	0
11:00 PM	53	0	0	0	4	17	8	12	10	2	0	0	0	0
Total	2215	16	16	42	200	657	742	407	107	25	3	0	0	0
%		0.7	0.7	1.9	9.0	29.7	33.5	18.4	4.8	1.1	0.1	0.0	0.0	0.0

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
29.1	30.5	36.2	41.8	43.3

10 mph Pace Speed
Number in pace

31.7 - 41.7	Average	36.1 mph
1435 (64.8 %)	Minimum	5.2 mph
	Maximum	59.6 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
24.5 %	0.1 %	0.0 %
Count	542	3
		0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/26/2007
Thursday

Daily Speed (60 Min.) Channel: WB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	20	0	0	2	4	3	6	3	2	0	0	0	0	0	0
1:00 AM	14	0	0	0	1	7	3	2	0	1	0	0	0	0	0
2:00 AM	13	0	0	1	2	4	2	3	1	0	0	0	0	0	0
3:00 AM	17	0	1	1	0	5	2	7	0	1	0	0	0	0	0
4:00 AM	30	0	0	4	3	5	3	5	8	2	0	0	0	0	0
5:00 AM	106	0	1	4	9	16	21	32	16	4	2	1	0	0	0
6:00 AM	162	0	0	5	7	13	49	54	29	2	2	1	0	0	0
7:00 AM	255	8	8	22	102	60	33	22	0	0	0	0	0	0	0
8:00 AM	224	25	17	27	45	67	25	18	0	0	0	0	0	0	0
9:00 AM	152	24	15	24	27	32	24	6	0	0	0	0	0	0	0
10:00 AM	144	7	11	33	22	41	15	13	2	0	0	0	0	0	0
11:00 AM	134	4	14	21	54	14	19	7	1	0	0	0	0	0	0
12:00 PM	171	10	12	27	50	47	20	5	0	0	0	0	0	0	0
1:00 PM	191	6	14	34	32	40	36	20	7	2	0	0	0	0	0
2:00 PM	197	1	2	2	13	51	73	37	12	4	2	0	0	0	0
3:00 PM	186	4	0	1	10	45	63	45	16	2	0	0	0	0	0
4:00 PM	249	1	0	3	6	61	98	61	16	3	0	0	0	0	0
5:00 PM	250	2	1	2	4	45	105	68	21	2	0	0	0	0	0
6:00 PM	242	1	2	2	14	61	74	73	11	3	1	0	0	0	0
7:00 PM	178	0	1	3	12	43	64	41	14	0	0	0	0	0	0
8:00 PM	153	1	2	1	10	45	57	27	7	3	0	0	0	0	0
9:00 PM	113	0	0	1	6	32	31	29	11	2	0	1	0	0	0
10:00 PM	71	0	0	0	4	14	25	19	7	1	0	1	0	0	0
11:00 PM	47	0	0	0	2	18	9	13	3	0	1	1	0	0	0
Total	3319	94	101	220	439	769	857	610	184	32	8	5	0	0	0
%		2.8	3.0	6.6	13.2	23.2	25.8	18.4	5.5	1.0	0.2	0.2	0.0	0.0	0.0

Percentile Speeds	<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
(mph)	23.6	26.1	35.3	42.1	43.6

10 mph Pace Speed	31.4 - 41.4	Average	34.3 mph
Number in pace	1712 (51.6 %)	Minimum	5.2 mph
		Maximum	63.7 mph

Speeds Exceeded	<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
	25.3 %	0.4 %	0.0 %
Count	839	13	0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/27/2007
Friday

Daily Speed (60 Min.)
Channel: WB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	35	0	1	1	1	7	12	11	1	1	0	0	0	0
1:00 AM	27	0	0	0	6	5	9	5	1	1	0	0	0	0
2:00 AM	15	0	0	4	0	6	4	0	1	0	0	0	0	0
3:00 AM	23	0	0	4	1	7	7	4	0	0	0	0	0	0
4:00 AM	35	0	1	2	3	5	10	11	3	0	0	0	0	0
5:00 AM	99	0	0	8	8	23	42	14	3	1	0	0	0	0
6:00 AM	160	0	0	4	12	18	54	45	23	4	0	0	0	0
7:00 AM	244	1	1	8	15	37	90	67	18	5	2	0	0	0
8:00 AM	197	0	1	5	9	43	82	39	17	1	0	0	0	0
9:00 AM	208	0	0	0	18	71	60	48	9	2	0	0	0	0
10:00 AM	151	0	2	3	13	43	50	27	10	2	1	0	0	0
11:00 AM	195	1	1	1	2	60	72	39	17	1	1	0	0	0
12:00 PM	217	0	2	3	16	68	91	29	5	2	0	0	0	1
1:00 PM	197	1	2	1	4	62	58	50	13	4	2	0	0	0
2:00 PM	217	2	2	1	16	67	75	39	15	0	0	0	0	0
3:00 PM	231	1	1	0	7	72	89	48	10	2	1	0	0	0
4:00 PM	241	0	2	0	9	61	98	54	12	5	0	0	0	0
5:00 PM	231	1	3	0	10	49	93	54	15	5	1	0	0	0
6:00 PM	188	1	1	0	3	32	73	54	17	6	1	0	0	0
7:00 PM	175	0	3	0	7	30	65	47	16	7	0	0	0	0
8:00 PM	123	0	0	0	9	32	45	25	10	2	0	0	0	0
9:00 PM	102	0	1	5	7	25	31	23	8	2	0	0	0	0
10:00 PM	97	0	0	2	2	16	40	25	7	5	0	0	0	0
11:00 PM	69	0	0	0	2	16	18	20	13	0	0	0	0	0
Total	3477	8	24	52	180	855	1268	778	244	58	9	0	0	1
%		0.2	0.7	1.5	5.2	24.6	36.5	22.4	7.0	1.7	0.3	0.0	0.0	0.0

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
30.8	32.1	37.4	43.3	44.6

10 mph Pace Speed
Number in pace

32.1 - 42.1	Average	37.5 mph
2303 (66.2 %)	Minimum	6.9 mph
	Maximum	73.0 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
31.3 %	0.3 %	0.0 %
Count	1090	10
		1

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/28/2007
Saturday

Daily Speed (60 Min.) Channel: WB															
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	61	0	0	0	6	13	20	16	5	1	0	0	0	0	
1:00 AM	36	0	0	0	3	7	8	12	4	1	1	0	0	0	
2:00 AM	19	0	0	0	0	4	4	7	3	1	0	0	0	0	
3:00 AM	17	0	1	0	1	3	5	3	3	0	1	0	0	0	
4:00 AM	29	1	0	3	4	6	8	4	2	1	0	0	0	0	
5:00 AM	34	0	1	2	5	4	14	3	3	1	1	0	0	0	
6:00 AM	67	0	0	6	7	6	14	22	10	1	1	0	0	0	
7:00 AM	94	2	0	3	5	12	33	28	9	2	0	0	0	0	
8:00 AM	103	0	0	3	3	16	25	31	19	4	1	1	0	0	
9:00 AM	122	0	0	1	9	27	41	30	12	2	0	0	0	0	
10:00 AM	163	1	0	2	6	19	58	54	19	2	2	0	0	0	
11:00 AM	226	0	0	2	15	34	83	72	18	2	0	0	0	0	
12:00 PM	195	1	0	8	14	38	73	45	13	3	0	0	0	0	
1:00 PM	211	2	1	1	3	44	86	57	14	2	1	0	0	0	
2:00 PM	168	0	1	0	5	36	50	56	16	3	1	0	0	0	
3:00 PM	186	0	0	0	6	27	73	57	17	5	1	0	0	0	
4:00 PM	166	0	0	1	6	25	67	47	16	4	0	0	0	0	
5:00 PM	183	0	1	2	4	27	76	54	16	2	1	0	0	0	
6:00 PM	153	0	0	1	4	27	46	47	25	3	0	0	0	0	
7:00 PM	124	0	0	0	6	15	50	31	14	7	1	0	0	0	
8:00 PM	107	0	0	0	10	33	28	28	5	2	1	0	0	0	
9:00 PM	94	0	0	0	6	28	30	18	9	2	1	0	0	0	
10:00 PM	92	0	0	2	5	25	26	17	9	7	0	0	1	0	
11:00 PM	65	0	1	0	2	17	27	9	8	1	0	0	0	0	
Total	2715	7	6	37	135	493	945	748	269	59	14	1	1	0	
%		0.3	0.2	1.4	5.0	18.2	34.8	27.6	9.9	2.2	0.5	0.0	0.0	0.0	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
31.4	33.0	38.6	44.3	46.0

10 mph Pace Speed
Number in pace

33.9 - 43.9	Average	38.6 mph
1757 (64.7 %)	Minimum	6.5 mph
	Maximum	67.7 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
40.2 %	0.6 %	0.0 %
Count	1092	16
		1

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/29/2007
Sunday

		Daily Speed (60 Min.) Channel: WB													
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	47	0	0	1	1	8	22	11	2	1	1	0	0	0	
1:00 AM	37	0	0	0	1	13	13	7	0	1	2	0	0	0	
2:00 AM	20	0	0	0	0	6	7	4	2	1	0	0	0	0	
3:00 AM	13	0	0	0	0	2	3	1	3	4	0	0	0	0	
4:00 AM	10	0	0	0	0	1	1	5	2	1	0	0	0	0	
5:00 AM	12	0	0	0	2	2	2	4	1	1	0	0	0	0	
6:00 AM	28	0	0	0	2	3	9	7	3	3	1	0	0	0	
7:00 AM	39	0	0	0	3	3	9	12	9	3	0	0	0	0	
8:00 AM	51	0	1	0	2	12	13	20	3	0	0	0	0	0	
9:00 AM	75	0	1	0	3	11	31	15	10	2	2	0	0	0	
10:00 AM	112	0	1	2	9	26	28	26	18	2	0	0	0	0	
11:00 AM	127	0	0	0	8	27	36	38	11	6	1	0	0	0	
12:00 PM	144	0	0	0	3	22	62	42	13	2	0	0	0	0	
1:00 PM	132	1	0	1	8	26	45	39	10	2	0	0	0	0	
2:00 PM	139	0	0	3	4	29	49	38	12	4	0	0	0	0	
3:00 PM	139	0	1	0	5	24	50	34	22	2	1	0	0	0	
4:00 PM	136	0	0	1	8	14	52	40	16	4	1	0	0	0	
5:00 PM	117	2	0	0	4	13	39	39	16	2	2	0	0	0	
6:00 PM	131	0	0	0	8	25	37	36	17	6	2	0	0	0	
7:00 PM	111	0	0	1	3	19	38	32	10	4	4	0	0	0	
8:00 PM	100	0	0	0	9	24	32	19	10	5	1	0	0	0	
9:00 PM	81	0	0	2	10	17	29	15	7	1	0	0	0	0	
10:00 PM	62	1	0	1	2	13	18	19	7	1	0	0	0	0	
11:00 PM	35	0	0	0	1	8	10	9	5	0	1	1	0	0	
Total	1898	4	4	12	96	348	635	512	209	58	19	1	0	0	
%		0.2	0.2	0.6	5.1	18.3	33.5	27.0	11.0	3.1	1.0	0.1	0.0	0.0	

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
31.4	33.0	38.8	45.1	46.5

10 mph Pace Speed
Number in pace

33.7 - 43.7	Average	39.0 mph
1184 (62.4 %)	Minimum	5.6 mph
	Maximum	63.7 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
42.1 %	1.1 %	0.0 %
Count	799	20
		0

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 4/30/2007
Monday

Daily Speed (60 Min.)

Channel: WB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	27	2	1	0	1	4	7	7	5	0	0	0	0	0
1:00 AM	14	0	0	0	2	2	4	3	2	1	0	0	0	0
2:00 AM	10	0	0	0	0	0	5	5	0	0	0	0	0	0
3:00 AM	13	0	0	3	0	3	2	1	2	2	0	0	0	0
4:00 AM	35	0	0	4	3	7	6	10	4	1	0	0	0	0
5:00 AM	84	0	0	5	10	10	22	26	9	0	2	0	0	0
6:00 AM	167	0	0	3	6	13	53	62	21	7	2	0	0	0
7:00 AM	245	1	1	4	16	48	83	71	16	2	3	0	0	0
8:00 AM	219	1	1	5	7	40	94	52	14	4	0	0	1	0
9:00 AM	196	9	17	29	45	32	38	19	6	1	0	0	0	0
10:00 AM	168	5	17	24	32	56	23	6	4	1	0	0	0	0
11:00 AM	171	7	6	21	55	46	27	9	0	0	0	0	0	0
12:00 PM	197	1	1	6	32	53	65	29	9	1	0	0	0	0
1:00 PM	173	1	0	2	12	38	58	44	16	1	1	0	0	0
2:00 PM	186	3	0	1	7	28	65	62	14	5	1	0	0	0
3:00 PM	242	1	0	2	2	33	89	83	27	4	0	1	0	0
4:00 PM	216	1	1	1	3	41	64	68	28	5	4	0	0	0
5:00 PM	249	0	0	3	4	35	73	82	43	6	1	1	0	1
6:00 PM	197	3	2	0	3	25	60	63	33	8	0	0	0	0
7:00 PM	190	0	2	3	4	24	80	53	22	2	0	0	0	0
8:00 PM	136	0	0	0	4	23	43	43	20	2	0	0	0	1
9:00 PM	116	1	0	0	15	24	30	32	12	2	0	0	0	0
10:00 PM	95	0	0	0	6	23	25	31	2	5	2	0	0	1
11:00 PM	63	2	0	1	4	8	19	16	9	0	4	0	0	0
Total	3409	38	49	117	273	616	1035	877	318	60	20	2	1	3
%		1.1	1.4	3.4	8.0	18.1	30.4	25.7	9.3	1.8	0.6	0.1	0.0	0.1

Percentile Speeds
(mph)

<u>10 %</u>	<u>15 %</u>	<u>50 %</u>	<u>85 %</u>	<u>90 %</u>
28.1	30.4	38.0	44.1	45.4

10 mph Pace Speed
Number in pace

33.9 - 43.9	Average	37.3 mph
1984 (58.2 %)	Minimum	5.2 mph
	Maximum	81.8 mph

Speeds Exceeded

<u>40 mph</u>	<u>55 mph</u>	<u>65 mph</u>
37.6 %	0.8 %	0.1 %
Count	1281	26
		4

The RBA Group
40 Marcus Drive, Suite 201
Melville, NY 11747

Roadway : Acorn Street
Location : About 150 ft W/O Richbern Ct
Town : Wyandanch

Date: 5/1/2007
Tuesday

		Daily Speed (60 Min.) Channel: WB													
mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200	
12:00 AM	28	0	0	1	0	5	5	14	1	0	1	0	1	0	
1:00 AM	25	0	0	0	4	9	3	3	3	2	1	0	0	0	
2:00 AM	5	0	0	0	1	0	0	3	0	0	1	0	0	0	
3:00 AM	21	0	0	2	1	3	6	5	4	0	0	0	0	0	
4:00 AM	40	0	1	1	6	9	8	8	4	3	0	0	0	0	
5:00 AM	117	0	2	5	10	10	21	29	25	12	3	0	0	0	
6:00 AM	159	2	0	9	7	16	41	50	21	9	3	1	0	0	
7:00 AM	247	5	2	4	10	30	58	87	36	10	3	1	0	1	
8:00 AM	228	1	2	4	10	32	71	68	26	12	1	1	0	0	
9:00 AM	175	0	1	0	3	31	67	46	21	6	0	0	0	0	
10:00 AM	174	3	1	2	12	44	62	31	18	1	0	0	0	0	
11:00 AM	196	2	1	3	7	50	67	46	19	0	0	0	0	1	
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
1:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
2:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
3:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
4:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
5:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
6:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
7:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
8:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
9:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Total	1415	13	10	31	71	239	409	390	178	55	13	3	1	2	
%		0.9	0.7	2.2	5.0	16.9	28.9	27.6	12.6	3.9	0.9	0.2	0.1	0.1	

Percentile Speeds
(mph)

10 %	15 %	50 %	85 %	90 %
30.6	32.5	39.2	45.7	47.4

10 mph Pace Speed
Number in pace

33.9 - 43.9	Average	39.0 mph
828 (58.5 %)	Minimum	6.1 mph
	Maximum	82.7 mph

Speeds Exceeded

40 mph	55 mph	65 mph
45.4 %	1.3 %	0.2 %
Count	642	19
		3

Turning Movement Counts

Turning Movement Count Summary

Intersection: Deer Park Avenue and Acorn Street/Long Island Avenue
Date: Tuesday, June 2, 2009
Time Period: Weekday AM Peak

Time	Volume	Acorn Street				Long Island Avenue					Deer Park Avenue (SR 231)										Hourly Intersection Volume
		Eastbound				Westbound					Northbound					Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total				
7:00 to 7:15	Auto	33	13	48	94	16	35	16	67	65	328	12	405	19	113	30	162				
	Light Truck	6	4	2	12	1	1	1	3	6	7	4	17	2	7	2	11				
	Heavy Truck	0	3	1	4	0	1	2	3	7	8	1	16	1	3	1	5				
	Bus	4	7	13	24	1	1	0	2	6	9	2	17	1	4	0	5				
	Total	43	27	64	134	18	38	19	75	84	352	19	455	23	127	33	183				
7:15 to 7:30	Auto	34	17	41	92	15	21	10	46	77	339	24	440	19	167	33	219				
	Light Truck	6	3	7	16	1	1	1	3	2	6	1	9	1	6	1	8				
	Heavy Truck	3	1	2	6	1	2	1	4	4	3	0	7	1	3	2	6				
	Bus	3	1	4	8	2	1	2	5	2	7	0	9	2	4	0	6				
	Total	46	22	54	122	19	25	14	58	85	355	25	465	23	180	36	239				
7:30 to 7:45	Auto	18	20	32	70	15	17	24	56	92	344	19	455	26	165	18	209				
	Light Truck	2	6	8	16	1	1	1	3	7	6	1	14	3	2	0	5				
	Heavy Truck	2	4	1	7	1	2	2	5	2	9	0	11	1	3	1	5				
	Bus	1	3	2	6	0	1	2	3	3	21	0	24	1	6	0	7				
	Total	23	33	43	99	17	21	29	67	104	380	20	504	31	176	19	226				
7:45 to 8:00	Auto	22	29	39	90	15	26	22	63	115	326	18	459	27	205	32	264	3,601			
	Light Truck	1	3	6	10	1	2	2	5	3	10	4	17	2	4	2	8				
	Heavy Truck	1	1	4	6	0	3	3	6	1	2	1	4	0	4	1	5				
	Bus	2	3	10	15	1	1	0	2	2	4	1	7	0	11	2	13				
	Total	26	36	59	121	17	32	27	76	121	342	24	487	29	224	37	290				
8:00 to 8:15	Auto	17	29	49	95	15	25	8	48	137	329	22	488	26	204	21	251	3,736			
	Light Truck	4	2	3	9	2	3	2	7	6	8	2	16	4	6	3	13				
	Heavy Truck	4	2	1	7	0	2	2	4	1	6	0	7	3	5	2	10				
	Bus	1	0	1	2	0	2	1	3	3	6	0	9	2	11	0	13				
	Total	26	33	54	113	17	32	13	62	147	349	24	520	35	226	26	287				
8:15 to 8:30	Auto	8	29	32	69	13	16	13	42	68	356	3	427	31	195	31	257	3,734			
	Light Truck	4	7	1	12	0	2	4	6	6	7	3	16	1	7	2	10				
	Heavy Truck	0	2	2	4	2	2	3	7	0	3	2	5	2	4	2	8				
	Bus	1	1	3	5	0	0	0	0	1	4	1	6	0	8	0	8				
	Total	13	39	38	90	15	20	20	55	75	370	9	454	34	214	35	283				
8:30 to 8:45	Auto	21	24	27	72	10	14	12	36	52	331	12	395	14	210	19	243	3,665			
	Light Truck	5	2	2	9	0	2	1	3	2	6	2	10	1	10	1	12				
	Heavy Truck	1	1	2	4	1	3	2	6	1	4	1	6	2	3	4	9				
	Bus	0	0	3	3	0	0	0	0	0	2	0	2	2	14	1	17				
	Total	27	27	34	88	11	19	15	45	55	343	15	413	19	237	25	281				
8:45 to 9:00	Auto	20	29	28	77	9	30	10	49	42	342	9	393	34	215	16	265	3,566			
	Light Truck	6	2	2	10	2	0	3	5	4	15	3	22	3	6	0	9				
	Heavy Truck	3	2	1	6	0	3	3	6	2	2	2	6	1	4	2	7				
	Bus	0	0	0	0	0	0	0	0	3	6	1	10	1	9	0	10				
	Total	29	33	31	93	11	33	16	60	51	365	15	431	0	234	18	291				

Analysis Hour		Acorn Street				Long Island Avenue				Deer Park Avenue (SR 231)							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
7:30 to 8:30	Volumes	88	141	194	423	66	105	89	260	447	1,441	77	1,965	129	840	117	1,086
	% Light Trucks	12.5%	12.8%	9.3%	11.1%	6.1%	7.6%	10.1%	8.1%	4.9%	2.2%	13.0%	3.2%	7.8%	2.3%	6.0%	3.3%
	% Heavy Trucks	8.0%	6.4%	4.1%	5.7%	4.5%	8.6%	11.2%	8.5%	0.9%	1.4%	3.9%	1.4%	4.7%	1.9%	5.1%	2.6%
	% Buses	5.7%	5.0%	8.2%	6.6%	1.5%	3.8%	3.4%	3.1%	2.0%	2.4%	2.6%	2.3%	2.3%	4.3%	1.7%	3.8%
	% HVs	26.1%	24.1%	21.6%	23.4%	12.1%	20.0%	24.7%	19.6%	7.8%	6.0%	19.5%	6.9%	14.7%	8.5%	12.8%	9.7%
PHF		0.85	0.90	0.82	0.87	0.97	0.82	0.77	0.86	0.76	0.95	0.80	0.94	0.92	0.93	0.79	0.94

Turning Movement Count Summary

Intersection: Deer Park Avenue and Acorn Street/Long Island Avenue
Date: Tuesday, June 2, 2009
Time Period: Weekday PM Peak

Time	Volume	Acorn Street Eastbound				Long Island Avenue Westbound				Deer Park Avenue (SR 231)								Hourly Intersection Volume
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	
4:30 to 4:45	Auto	15	43	27	85	20	17	20	57	44	308	10	362	32	371	13	416	
	Light Truck	1	2	1	4	3	4	2	9	2	4	1	7	0	8	0	8	
	Heavy Truck	0	1	1	2	0	0	0	0	4	6	1	11	0	1	2	3	
	Bus	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	
	Total	16	46	29	91	23	21	22	66	51	318	12	381	32	382	15	429	
4:45 to 5:00	Auto	12	41	55	108	19	28	10	57	63	239	23	325	13	381	16	410	
	Light Truck	1	5	3	9	1	3	0	4	3	3	3	9	4	3	0	7	
	Heavy Truck	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	
	Bus	0	0	2	2	0	0	0	0	0	1	0	1	1	2	1	4	
	Total	13	47	60	120	20	31	10	61	66	245	26	337	18	386	17	421	
5:00 to 5:15	Auto	16	34	32	82	19	17	9	45	52	318	12	382	23	388	12	423	
	Light Truck	1	1	2	4	1	2	2	5	0	4	0	4	4	3	1	8	
	Heavy Truck	1	2	0	3	0	1	0	1	0	1	0	1	0	0	0	0	
	Bus	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	
	Total	18	37	34	89	20	20	11	51	53	324	12	389	27	391	13	431	
5:15 to 5:30	Auto	14	42	45	101	17	20	19	56	54	356	20	430	17	343	10	370	
	Light Truck	1	1	1	3	0	0	1	1	2	4	2	8	1	5	4	10	
	Heavy Truck	0	0	0	0	0	0	0	0	1	1	0	2	3	4	1	8	
	Bus	0	0	0	0	0	0	0	0	2	1	0	3	0	1	0	1	
	Total	15	43	46	104	17	20	20	57	59	362	22	443	21	353	15	389	3,859
5:30 to 5:45	Auto	11	22	28	61	11	23	12	46	61	312	24	397	23	380	10	413	
	Light Truck	4	2	1	7	1	1	1	3	0	4	1	5	5	4	1	10	
	Heavy Truck	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	2	
	Bus	0	0	4	4	0	0	0	0	0	0	0	0	0	1	0	1	
	Total	15	24	33	72	12	24	13	49	63	316	25	404	30	385	11	426	3,843
5:45 to 6:00	Auto	22	44	35	101	16	31	11	58	50	327	18	395	12	408	7	427	
	Light Truck	1	2	0	3	0	1	0	1	1	4	0	5	1	7	0	8	
	Heavy Truck	0	1	0	1	0	2	0	2	0	0	0	0	1	2	1	4	
	Bus	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	
	Total	23	47	36	106	16	34	11	61	51	331	18	400	14	418	8	440	3,911
6:00 to 6:15	Auto	23	33	49	105	17	34	25	76	38	330	15	383	25	412	4	441	
	Light Truck	0	0	0	0	0	1	0	1	0	2	0	2	4	3	1	8	
	Heavy Truck	0	1	0	1	1	0	1	2	0	4	0	4	1	2	0	3	
	Bus	0	0	1	1	0	0	0	0	0	1	0	1	0	2	0	2	
	Total	23	34	50	107	18	35	26	79	38	337	15	390	30	419	5	454	3,981
6:15 to 6:30	Auto	13	24	26	63	19	29	18	66	64	277	28	369	22	346	16	384	
	Light Truck	1	0	1	2	1	2	2	5	1	1	0	2	0	4	1	5	
	Heavy Truck	0	1	0	1	0	0	0	0	0	2	0	2	2	0	1	3	
	Bus	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	
	Total	14	25	28	67	20	31	20	71	65	281	28	374	0	350	18	392	3,892

Analysis Hour		Acorn Street Eastbound				Long Island Avenue Westbound				Deer Park Avenue (SR 231)							
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
5:00 to 6:00	Volumes	71	151	149	371	65	98	55	218	226	1,333	77	1,636	92	1,547	47	1,686
	% Light Trucks	9.9%	4.0%	2.7%	4.6%	3.1%	4.1%	7.3%	4.6%	1.3%	1.2%	3.9%	1.3%	12.0%	1.2%	12.8%	2.1%
	% Heavy Trucks	1.4%	2.0%	0.0%	1.1%	0.0%	3.1%	0.0%	1.4%	1.3%	0.2%	0.0%	0.3%	6.5%	0.4%	4.3%	0.8%
	% Buses	0.0%	0.0%	3.4%	1.3%	0.0%	0.0%	0.0%	0.0%	1.3%	0.2%	0.0%	0.3%	0.0%	0.2%	0.0%	0.2%
	% HVs	11.3%	6.0%	6.0%	7.0%	3.1%	7.1%	7.3%	6.0%	4.0%	1.5%	3.9%	2.0%	18.5%	1.8%	17.0%	3.1%
PHF		0.77	0.80	0.81	0.88	0.81	0.72	0.69	0.89	0.90	0.92	0.77	0.92	0.77	0.93	0.78	0.96

Turning Movement Count Summary

Intersection: Deer Park Avenue and Long Island Avenue

Date: Tuesday, June 2, 2009

Time Period: Weekday AM Peak

Time	Volume	Long Island Avenue				Parking Lot					Deer Park Avenue (SR 231)										Hourly Intersection Volume
		Eastbound				Westbound					Northbound					Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total				
7:00 to 7:15	Auto	46	1	1	48	1	0	0	1	5	351	1	357	0	166	43	209				
	Light Truck	1	0	0	1	0	0	0	0	0	18	1	19	0	10	0	10				
	Heavy Truck	0	0	0	0	0	0	0	0	1	9	0	10	0	3	1	4				
	Bus	0	0	0	0	0	0	0	0	0	16	1	17	0	17	0	17				
	Total	47	1	1	49	1	0	0	1	6	394	3	403	0	196	44	240				
7:15 to 7:30	Auto	36	0	0	36	0	0	0	0	2	381	2	385	0	209	38	247				
	Light Truck	0	0	1	1	0	0	0	0	1	9	0	10	0	14	1	15				
	Heavy Truck	0	0	0	0	0	0	0	0	0	8	0	8	0	5	1	6				
	Bus	1	0	0	1	0	0	0	0	0	9	0	9	0	9	1	10				
	Total	37	0	1	38	0	0	0	0	3	407	2	412	0	237	41	278				
7:30 to 7:45	Auto	36	2	2	40	2	0	1	3	7	416	2	425	0	171	36	207				
	Light Truck	0	0	3	3	0	0	0	0	2	15	0	17	0	11	0	11				
	Heavy Truck	0	0	0	0	0	0	0	0	0	11	0	11	0	4	0	4				
	Bus	3	0	0	3	0	0	0	0	0	23	0	23	0	8	0	8				
	Total	39	2	5	46	2	0	1	3	9	465	2	476	0	194	36	230				
7:45 to 8:00	Auto	44	1	3	48	0	0	0	0	6	426	2	434	0	175	44	219	2,954			
	Light Truck	2	0	2	4	0	0	0	0	0	15	0	15	0	14	2	16				
	Heavy Truck	0	0	0	0	0	0	0	0	1	3	0	4	0	5	0	5				
	Bus	2	0	0	2	0	0	0	0	0	6	0	6	0	25	0	25				
	Total	48	1	5	54	0	0	0	0	7	450	2	459	0	219	46	265				
8:00 to 8:15	Auto	35	0	1	36	0	0	0	0	8	438	2	448	0	220	31	251	3,059			
	Light Truck	0	0	0	0	0	0	0	0	1	16	0	17	0	13	1	14				
	Heavy Truck	0	0	1	1	0	0	0	0	0	6	0	6	0	3	0	3				
	Bus	0	0	0	0	0	0	0	0	1	9	0	10	0	11	1	12				
	Total	35	0	2	37	0	0	0	0	10	469	2	481	0	247	33	280				
8:15 to 8:30	Auto	27	3	4	34	1	0	1	2	9	385	4	398	0	236	30	266	3,088			
	Light Truck	2	0	0	2	0	0	0	0	1	15	0	16	0	8	0	8				
	Heavy Truck	0	0	0	0	0	0	0	0	0	5	0	5	0	7	0	7				
	Bus	0	0	0	0	0	0	0	0	0	5	0	5	0	14	0	14				
	Total	29	3	4	36	1	0	1	2	10	410	4	424	0	265	30	295				
8:30 to 8:45	Auto	25	2	5	32	1	0	0	1	9	367	4	380	0	199	21	220	3,024			
	Light Truck	3	0	0	3	0	0	0	0	0	11	0	11	0	12	0	12				
	Heavy Truck	0	0	0	0	0	0	0	0	0	7	0	7	0	2	0	2				
	Bus	0	0	0	0	0	0	0	0	0	4	0	4	0	19	0	19				
	Total	28	2	5	35	1	0	0	1	9	389	4	402	0	232	21	253				
8:45 to 9:00	Auto	25	0	3	28	1	0	0	1	10	359	1	370	0	243	26	269	2,976			
	Light Truck	1	0	0	1	0	0	0	0	0	21	0	21	0	9	0	9				
	Heavy Truck	1	0	0	1	0	0	0	0	0	5	0	5	0	5	0	5				
	Bus	0	0	0	0	0	0	0	0	0	10	0	10	0	9	1	10				
	Total	27	0	3	30	1	0	0	1	10	395	1	406	0	266	27	293				

Analysis Hour		Long Island Avenue				Parking Lot				Deer Park Avenue (SR 231)							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
7:30 to 8:30	Volumes	151	6	16	173	3	0	2	5	36	1,794	10	1,840	0	925	145	1,070
	% Light Trucks	2.6%	0.0%	31.3%	5.2%	0.0%	#DIV/0!	0.0%	0.0%	11.1%	3.4%	0.0%	3.5%	#DIV/0!	5.0%	2.1%	4.6%
	% Heavy Trucks	0.0%	0.0%	6.3%	0.6%	0.0%	#DIV/0!	0.0%	0.0%	2.8%	1.4%	0.0%	1.4%	#DIV/0!	2.1%	0.0%	1.8%
	% Buses	3.3%	0.0%	0.0%	2.9%	0.0%	#DIV/0!	0.0%	0.0%	2.8%	2.4%	0.0%	2.4%	#DIV/0!	6.3%	0.7%	5.5%
	% HVs	6.0%	0.0%	37.5%	8.7%	0.0%	#DIV/0!	0.0%	0.0%	16.7%	7.2%	0.0%	7.3%	#DIV/0!	13.3%	2.8%	11.9%
	PHF	0.79	0.50	0.80	0.80	0.38	#DIV/0!	0.50	0.42	0.90	0.96	0.63	0.96	#DIV/0!	0.87	0.79	0.91

Turning Movement Count Summary

Intersection: Deer Park Avenue and Long Island Avenue

Date: Tuesday, June 2, 2009

Time Period: Weekday PM Peak

Time	Volume	Long Island Avenue				Parking Lot					Deer Park Avenue (SR 231)										Hourly Intersection Volume
		Eastbound				Westbound					Northbound					Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total				
4:30 to 4:45	Auto	37	1	9	47	0	0	1	1	8	324	8	340	0	385	42	427				
	Light Truck	1	0	0	1	0	0	0	0	0	7	0	7	0	13	1	14				
	Heavy Truck	0	0	0	0	0	0	0	0	0	11	0	11	0	0	0	0				
	Bus	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	4				
	Total	38	1	9	48	0	0	1	1	8	343	8	359	0	402	43	445				
4:45 to 5:00	Auto	34	0	15	49	1	0	0	1	5	311	1	317	0	423	37	460				
	Light Truck	2	0	0	2	0	0	0	0	1	7	0	8	0	10	0	10				
	Heavy Truck	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1				
	Bus	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	4				
	Total	36	0	15	51	1	0	0	1	6	321	1	328	0	438	37	475				
5:00 to 5:15	Auto	29	0	6	35	2	1	1	4	9	354	3	366	0	421	41	462				
	Light Truck	0	0	0	0	0	0	0	0	0	4	0	4	0	14	2	16				
	Heavy Truck	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3				
	Bus	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1				
	Total	29	0	6	35	2	1	1	4	9	361	3	373	0	439	43	482				
5:15 to 5:30	Auto	23	2	11	36	2	1	1	4	7	389	9	405	0	362	31	393	3,468			
	Light Truck	0	0	0	0	0	0	0	0	0	6	0	6	0	11	0	11				
	Heavy Truck	1	0	0	1	0	0	0	0	0	1	0	1	0	4	0	4				
	Bus	0	0	0	0	0	0	0	0	0	3	0	3	0	2	0	2				
	Total	24	2	11	37	2	1	1	4	7	399	9	415	0	379	31	410				
5:30 to 5:45	Auto	38	0	14	52	2	2	1	5	11	369	6	386	0	442	44	486	3,560			
	Light Truck	0	0	0	0	0	0	0	0	0	3	0	3	0	2	0	2				
	Heavy Truck	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1				
	Bus	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	6				
	Total	38	0	14	52	2	2	1	5	11	376	6	393	0	451	44	495				
5:45 to 6:00	Auto	35	2	10	47	1	2	2	5	1	360	4	365	0	398	45	443	3,575			
	Light Truck	0	0	0	0	0	0	0	0	0	3	0	3	0	4	0	4				
	Heavy Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1				
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2				
	Total	35	2	10	47	1	2	2	5	1	363	4	368	0	405	45	450				
6:00 to 6:15	Auto	44	0	7	51	3	1	1	5	2	339	4	345	0	374	29	403	3,506			
	Light Truck	0	0	0	0	0	0	0	0	0	2	0	2	0	9	1	10				
	Heavy Truck	0	0	0	0	0	0	0	0	0	4	1	5	0	2	0	2				
	Bus	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1				
	Total	44	0	7	51	3	1	1	5	2	346	5	353	0	386	30	416				
6:15 to 6:30	Auto	31	2	8	41	1	1	1	3	2	343	7	352	0	418	33	451	3,500			
	Light Truck	0	0	0	0	0	0	0	0	0	2	0	2	0	5	0	5				
	Heavy Truck	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1				
	Bus	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2				
	Total	31	2	8	41	1	1	1	3	2	348	7	357	0	426	33	459				

Analysis Hour		Long Island Avenue				Parking Lot				Deer Park Avenue (SR 231)							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
5:00 to 6:00	Volumes	126	4	41	171	7	6	5	18	28	1,499	22	1,549	0	1,674	163	1,837
	% Light Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	1.0%	#DIV/0!	1.9%	1.2%	1.8%
	% Heavy Trucks	0.8%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.3%	#DIV/0!	0.5%	0.0%	0.5%
	% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.4%	#DIV/0!	0.7%	0.0%	0.6%
	% HVs	0.8%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	1.7%	#DIV/0!	3.0%	1.2%	2.9%
	PHF	0.83	0.50	0.73	0.82	0.88	0.75	0.63	0.90	0.64	0.94	0.61	0.93	#DIV/0!	0.93	0.91	0.93

Turning Movement Count Summary

Intersection: Deer Park Avenue and Seaman Neck Road

Date: Tuesday, June 2, 2009

Time Period: Weekday AM Peak

Time	Volume	Seaman Neck Road (CR 2)				Parking Lot					Deer Park Avenue (SR 231)								Hourly Intersection Volume
		Eastbound				Westbound					Northbound				Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total		
7:00 to 7:15	Auto	88	0	1	89	0	0	0	0	2	295	0	297	0	141	78	219		
	Light Truck	7	0	0	7	0	0	0	0	0	11	0	11	0	4	6	10		
	Heavy Truck	1	0	0	1	0	0	0	0	0	12	0	12	0	7	1	8		
	Bus	3	0	0	3	0	0	0	0	0	4	0	4	0	4	1	5		
	Total	99	0	1	100	0	0	0	0	2	322	0	324	0	156	86	242		
7:15 to 7:30	Auto	98	0	1	99	0	0	0	0	1	340	1	342	0	203	91	294		
	Light Truck	5	0	0	5	0	0	0	0	0	19	0	19	0	10	3	13		
	Heavy Truck	2	0	0	2	0	0	0	0	0	12	0	12	0	5	6	11		
	Bus	5	0	0	5	0	0	0	0	0	3	0	3	0	3	2	5		
	Total	110	0	1	111	0	0	0	0	1	374	1	376	0	221	102	323		
7:30 to 7:45	Auto	108	3	1	112	0	0	0	0	0	361	0	361	0	189	123	312		
	Light Truck	3	0	0	3	0	0	0	0	1	20	0	21	0	9	11	20		
	Heavy Truck	7	0	0	7	0	0	0	0	0	12	0	12	0	6	10	16		
	Bus	2	0	0	2	0	0	0	0	0	9	0	9	0	6	3	9		
	Total	120	3	1	124	0	0	0	0	1	402	0	403	0	210	147	357		
7:45 to 8:00	Auto	104	1	0	105	4	9	1	14	3	345	0	348	0	215	150	365	3,294	
	Light Truck	6	0	0	6	0	0	0	0	1	21	0	22	0	8	1	9		
	Heavy Truck	2	0	0	2	0	0	0	0	0	9	0	9	0	6	5	11		
	Bus	10	0	0	10	7	4	2	13	0	6	0	6	0	4	10	14		
	Total	122	1	0	123	11	13	3	27	4	381	0	385	0	233	166	399		
8:00 to 8:15	Auto	130	1	1	132	1	3	1	5	1	346	0	347	0	267	125	392	3,600	
	Light Truck	6	0	0	6	0	0	0	0	0	16	0	16	0	13	2	15		
	Heavy Truck	2	0	0	2	0	0	0	0	0	6	0	6	0	11	7	18		
	Bus	2	0	0	2	0	0	0	0	0	5	0	5	0	12	14	26		
	Total	140	1	1	142	1	3	1	5	1	373	0	374	0	303	148	451		
8:15 to 8:30	Auto	101	0	1	102	2	1	1	4	3	321	0	324	0	219	137	356	3,659	
	Light Truck	6	0	0	6	0	0	0	0	0	20	0	20	0	11	2	13		
	Heavy Truck	1	0	0	1	0	0	0	0	0	7	0	7	0	10	8	18		
	Bus	3	0	0	3	0	0	0	0	0	3	0	3	0	7	5	12		
	Total	111	0	1	112	2	1	1	4	3	351	0	354	0	247	152	399		
8:30 to 8:45	Auto	102	1	8	111	1	1	0	2	5	336	1	342	0	227	147	374	3,691	
	Light Truck	6	0	0	6	0	0	0	0	1	11	0	12	0	9	3	12		
	Heavy Truck	3	0	0	3	0	0	0	0	0	9	0	9	0	11	7	18		
	Bus	2	0	0	2	0	2	0	2	0	3	0	3	0	13	7	20		
	Total	113	1	8	122	1	3	0	4	6	359	1	366	0	260	164	424		
8:45 to 9:00	Auto	109	3	4	116	0	1	1	2	2	264	0	266	0	234	113	347	3,570	
	Light Truck	5	0	0	5	0	0	0	0	0	13	0	13	0	8	2	10		
	Heavy Truck	0	0	0	0	0	0	0	0	0	12	0	12	0	13	11	24		
	Bus	2	0	0	2	0	0	0	0	0	1	0	1	0	12	3	15		
	Total	116	3	4	123	0	1	1	2	2	290	0	292	0	267	129	396		

Analysis Hour		Seaman Neck Road (CR 2)				Parking Lot				Deer Park Avenue (SR 231)							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
7:30 to 8:30	Volumes	493	5	3	501	14	17	5	36	9	1,507	0	1,516	0	993	613	1,606
	% Light Trucks	4.3%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	0.0%	22.2%	5.1%	#DIV/0!	5.2%	#DIV/0!	4.1%	2.6%	3.5%
	% Heavy Trucks	2.4%	0.0%	0.0%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	2.3%	#DIV/0!	2.2%	#DIV/0!	3.3%	4.9%	3.9%
	% Buses	3.4%	0.0%	0.0%	3.4%	50.0%	23.5%	40.0%	36.1%	0.0%	1.5%	#DIV/0!	1.5%	#DIV/0!	2.9%	5.2%	3.8%
	% HVs	10.1%	0.0%	0.0%	10.0%	50.0%	23.5%	40.0%	36.1%	22.2%	8.9%	#DIV/0!	9.0%	#DIV/0!	10.4%	12.7%	11.3%
	PHF	0.88	0.42	0.75	0.88	0.32	0.33	0.42	0.33	0.56	0.94	#DIV/0!	0.94	#DIV/0!	0.82	0.92	0.89

Turning Movement Count Summary

Intersection: Deer Park Avenue and Seaman Neck Road

Date: Tuesday, June 2, 2009

Time Period: Weekday PM Peak

Time	Volume	Seaman Neck Road (CR 2)				Parking Lot					Deer Park Avenue (SR 231)										Hourly Intersection Volume
		Eastbound				Westbound					Northbound					Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total				
4:30 to 4:45	Auto	91	2	6	99	3	5	5	13	3	258	0	261	0	360	117	477				
	Light Truck	2	0	0	2	0	0	0	0	0	6	0	6	0	12	2	14				
	Heavy Truck	2	0	0	2	0	0	0	0	1	0	0	1	0	7	8	15				
	Bus	0	1	0	1	0	0	0	0	1	3	0	4	0	2	1	3				
	Total	95	3	6	104	3	5	5	13	5	267	0	272	0	381	128	509				
4:45 to 5:00	Auto	81	0	2	83	1	4	0	5	5	222	0	227	0	377	199	576				
	Light Truck	3	0	0	3	0	0	0	0	0	4	0	4	0	2	1	3				
	Heavy Truck	4	0	0	4	0	0	0	0	0	6	0	6	0	10	6	16				
	Bus	1	0	0	1	0	0	0	0	0	0	0	0	0	1	2	3				
	Total	89	0	2	91	1	4	0	5	5	232	0	237	0	390	208	598				
5:00 to 5:15	Auto	119	1	6	126	1	1	2	4	3	237	3	243	0	396	211	607				
	Light Truck	3	0	1	4	0	0	0	0	0	5	0	5	0	9	1	10				
	Heavy Truck	0	0	0	0	0	0	0	0	0	1	0	1	0	11	2	13				
	Bus	0	0	0	0	0	0	0	0	0	1	0	1	0	5	1	6				
	Total	122	1	7	130	1	1	2	4	3	244	3	250	0	421	215	636				
5:15 to 5:30	Auto	90	3	3	96	2	1	1	4	3	233	2	238	0	475	240	715	3,947			
	Light Truck	2	0	0	2	0	0	0	0	0	6	0	6	0	8	1	9				
	Heavy Truck	0	0	0	0	0	0	0	0	0	2	0	2	0	12	5	17				
	Bus	1	0	0	1	0	0	0	0	0	3	0	3	0	3	2	5				
	Total	93	3	3	99	2	1	1	4	3	244	2	249	0	498	248	746				
5:30 to 5:45	Auto	105	0	2	107	4	4	3	11	0	257	2	259	0	557	261	818	4,269			
	Light Truck	0	0	0	0	0	0	0	0	0	2	0	2	0	5	0	5				
	Heavy Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7	13				
	Bus	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2	4				
	Total	105	0	2	107	4	4	3	11	0	260	2	262	0	570	270	840				
5:45 to 6:00	Auto	113	2	3	118	5	1	0	6	5	239	2	246	0	495	193	688	4,422			
	Light Truck	0	0	1	1	0	0	0	0	0	5	0	5	0	7	2	9				
	Heavy Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	7	3	10				
	Bus	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0				
	Total	113	2	4	119	5	1	0	6	5	245	2	252	0	509	198	707				
6:00 to 6:15	Auto	112	2	10	124	2	5	1	8	5	214	1	220	0	570	198	768	4,547			
	Light Truck	1	0	0	1	0	0	0	0	0	0	0	0	0	5	2	7				
	Heavy Truck	1	0	0	1	0	0	0	0	0	2	0	2	0	10	3	13				
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1				
	Total	114	2	10	126	2	5	1	8	5	216	1	222	0	585	204	789				
6:15 to 6:30	Auto	97	3	6	106	2	1	1	4	7	256	0	263	0	401	157	558	4,399			
	Light Truck	0	0	0	0	0	0	0	0	0	2	0	2	0	2	2	4				
	Heavy Truck	0	0	0	0	0	0	0	0	0	4	0	4	0	4	1	5				
	Bus	1	0	0	1	0	0	0	0	0	0	0	0	0	1	2	3				
	Total	98	3	6	107	2	1	1	4	7	262	0	269	0	408	162	570				

Analysis Hour		Seaman Neck Road (CR 2)					Parking Lot					Deer Park Avenue (SR 231)									
		Eastbound					Westbound					Northbound					Southbound				
		Left	Through	Right	Total		Left	Through	Right	Total		Left	Through	Right	Total		Left	Through	Right	Total	
5:00 to 6:00	Volumes	433	6	16	455		12	7	6	25		11	993	9	1,013		0	1,998	931	2,929	
	% Light Trucks	1.2%	0.0%	12.5%	1.5%		0.0%	0.0%	0.0%	0.0%		0.0%	1.8%	0.0%	1.8%		#DIV/0!	1.5%	0.4%	1.1%	
	% Heavy Trucks	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.3%	0.0%	0.3%		#DIV/0!	1.8%	1.8%	1.8%	
	% Buses	0.2%	0.0%	0.0%	0.2%		0.0%	0.0%	0.0%	0.0%		0.0%	0.6%	0.0%	0.6%		#DIV/0!	0.5%	0.5%	0.5%	
	% HVs	1.4%	0.0%	12.5%	1.8%		0.0%	0.0%	0.0%	0.0%		0.0%	2.7%	0.0%	2.7%		#DIV/0!	3.8%	2.8%	3.4%	
	PHF	0.89	0.50	0.57	0.88		0.60	0.44	0.50	0.57		0.55	0.95	0.75	0.97		#DIV/0!	0.88	0.86	0.87	

Turning Movement Count Summary

Intersection: Straight Path and Long Island Avenue

Date: Tuesday, June 2, 2009

Time Period: Weekday AM Peak

Time	Volume	Long Island Avenue										Straight Path (CR 2)										Hourly Intersection Volume
		Eastbound					Westbound					Northbound					Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total					
7:00 to 7:15	Auto	6	9	2	17	14	55	30	99	0	166	6	172	12	85	14	111					
	Light Truck	2	0	0	2	0	1	0	1	0	9	0	9	0	4	8	12					
	Heavy Truck	1	0	1	2	0	1	0	1	0	4	0	4	1	2	2	5					
	Bus	0	1	1	2	0	3	2	5	0	12	1	13	0	1	1	2					
	Total	9	10	4	23	14	60	32	106	0	191	7	198	13	92	25	130					
7:15 to 7:30	Auto	9	17	1	27	9	61	21	91	0	124	8	132	6	75	11	92					
	Light Truck	0	1	0	1	2	4	0	6	0	4	1	5	1	6	4	11					
	Heavy Truck	0	0	0	0	0	0	1	1	0	0	0	0	1	3	2	6					
	Bus	1	0	0	1	2	1	2	5	0	5	2	7	0	2	0	2					
	Total	10	18	1	29	13	66	24	103	0	133	11	144	8	86	17	111					
7:30 to 7:45	Auto	2	23	0	25	13	81	27	121	5	114	8	127	6	98	0	104					
	Light Truck	1	2	0	3	1	0	1	2	0	5	3	8	0	11	2	13					
	Heavy Truck	1	0	0	1	1	0	1	2	0	1	1	2	0	2	2	4					
	Bus	1	0	0	1	0	0	1	1	1	16	1	18	0	1	0	1					
	Total	5	25	0	30	15	81	30	126	6	136	13	155	6	112	4	122					
7:45 to 8:00	Auto	8	27	4	39	22	79	29	130	0	127	0	127	10	117	19	146	1,782				
	Light Truck	0	3	3	6	2	3	4	9	0	5	0	5	1	2	2	5					
	Heavy Truck	0	0	1	1	2	1	0	3	0	1	0	1	1	1	1	3					
	Bus	0	1	0	1	0	2	2	4	0	11	2	13	0	9	3	12					
	Total	8	31	8	47	26	85	35	146	0	144	2	146	12	129	25	166					
8:00 to 8:15	Auto	14	28	2	44	16	75	27	118	0	130	8	138	8	92	22	122	1,826				
	Light Truck	2	2	0	4	1	6	1	8	0	4	2	6	1	8	0	9					
	Heavy Truck	0	0	0	0	1	0	0	1	0	2	1	3	0	5	14	19					
	Bus	0	0	0	0	0	2	0	2	1	10	1	12	1	14	0	15					
	Total	16	30	2	48	18	83	28	129	1	146	12	159	10	119	36	165					
8:15 to 8:30	Auto	7	18	3	28	10	85	17	112	0	118	15	133	3	116	23	142	1,915				
	Light Truck	1	1	1	3	2	2	0	4	0	4	0	4	1	8	5	14					
	Heavy Truck	1	0	1	2	1	1	0	2	0	5	1	6	0	4	0	4					
	Bus	0	2	0	2	1	1	0	2	0	8	1	9	0	9	0	9					
	Total	9	21	5	35	14	89	17	120	0	135	17	152	4	137	28	169					
8:30 to 8:45	Auto	11	19	1	31	26	54	11	91	0	147	14	161	6	90	12	108	1,935				
	Light Truck	0	3	0	3	1	3	0	4	0	9	1	10	2	5	4	11					
	Heavy Truck	1	0	0	1	1	0	0	1	0	6	1	7	0	3	0	3					
	Bus	2	0	0	2	2	0	1	3	0	6	0	6	0	11	0	11					
	Total	14	22	1	37	30	57	12	99	0	168	16	184	8	109	16	133					
8:45 to 9:00	Auto	10	16	2	28	32	90	17	139	1	110	16	127	7	131	18	156	1,937				
	Light Truck	0	1	1	2	3	4	1	8	0	9	0	9	1	8	2	11					
	Heavy Truck	2	2	1	5	0	0	0	0	0	2	1	3	0	2	1	3					
	Bus	0	1	0	1	1	1	0	2	0	7	0	7	1	4	1	6					
	Total	12	20	4	36	36	95	18	149	1	128	17	146	0	145	22	176					

Analysis Hour		Long Island Avenue								Straight Path (CR 2)							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
7:30 to 8:30	Volumes	38	107	15	160	73	338	110	521	7	561	44	612	32	497	93	622
	% Light Trucks	10.5%	7.5%	26.7%	10.0%	8.2%	3.3%	5.5%	4.4%	0.0%	3.2%	11.4%	3.8%	9.4%	5.8%	9.7%	6.6%
	% Heavy Trucks	5.3%	0.0%	13.3%	2.5%	6.8%	0.6%	0.9%	1.5%	0.0%	1.6%	6.8%	2.0%	3.1%	2.4%	18.3%	4.8%
	% Buses	2.6%	2.8%	0.0%	2.5%	1.4%	1.5%	2.7%	1.7%	28.6%	8.0%	11.4%	8.5%	3.1%	6.6%	3.2%	5.9%
	% HVs	18.4%	10.3%	40.0%	15.0%	16.4%	5.3%	9.1%	7.7%	28.6%	12.8%	29.5%	14.2%	15.6%	14.9%	31.2%	17.4%
	PHF	0.59	0.86	0.47	0.83	0.70	0.95	0.79	0.89	0.29	0.96	0.65	0.96	0.67	0.91	0.65	0.92

Turning Movement Count Summary

Intersection: Straight Path and Long Island Avenue

Date: Tuesday, June 2, 2009

Time Period: Weekday PM Peak

Time	Volume	Long Island Avenue										Straight Path (CR 2)										Hourly Intersection Volume
		Eastbound				Westbound				Northbound				Southbound								
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total					
4:30 to 4:45	Auto	23	97	3	123	13	30	20	63	1	134	19	154	20	154	11	185					
	Light Truck	1	0	0	1	1	4	0	5	0	4	1	5	0	6	0	6					
	Heavy Truck	1	3	0	4	0	0	1	1	0	4	0	4	0	6	1	7					
	Bus	1	0	3	4	1	0	0	1	0	3	0	3	0	4	1	5					
	Total	26	100	6	132	15	34	21	70	1	145	20	166	20	170	13	203					
4:45 to 5:00	Auto	11	69	2	82	8	31	8	47	0	150	20	170	15	163	18	196					
	Light Truck	1	0	0	1	1	1	0	2	0	5	0	5	0	8	0	8					
	Heavy Truck	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1					
	Bus	0	0	1	1	0	2	0	2	0	2	1	3	0	0	0	0					
	Total	12	69	3	84	9	34	8	51	0	158	21	179	15	172	18	205					
5:00 to 5:15	Auto	21	95	1	117	21	45	19	85	0	164	14	178	25	178	22	225					
	Light Truck	2	2	1	5	1	3	1	5	0	6	0	6	0	4	1	5					
	Heavy Truck	1	1	0	2	0	0	0	0	0	1	0	1	1	0	1	2					
	Bus	1	1	0	2	1	0	1	2	0	1	0	1	0	3	0	3					
	Total	25	99	2	126	23	48	21	92	0	172	14	186	26	185	24	235					
5:15 to 5:30	Auto	31	128	3	162	7	20	16	43	2	189	21	212	19	181	23	223	2,390				
	Light Truck	2	0	0	2	0	1	0	1	0	3	0	3	0	5	1	6					
	Heavy Truck	0	0	0	0	0	0	0	0	0	1	0	1	0	2	1	3					
	Bus	1	0	0	1	0	0	0	0	0	1	0	1	0	2	1	3					
	Total	34	128	3	165	7	21	16	44	2	194	21	217	19	190	26	235					
5:30 to 5:45	Auto	10	52	1	63	7	41	16	64	0	135	11	146	28	179	21	228	2,338				
	Light Truck	0	0	0	0	1	1	0	2	0	4	0	4	1	5	1	7					
	Heavy Truck	0	2	0	2	1	0	0	1	0	0	0	0	0	0	0	0					
	Bus	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0					
	Total	11	54	1	66	9	42	16	67	0	139	12	151	29	184	22	235					
5:45 to 6:00	Auto	26	73	2	101	18	43	26	87	0	143	12	155	21	154	15	190	2,373				
	Light Truck	3	1	0	4	1	0	0	1	0	2	0	2	0	5	1	6					
	Heavy Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2					
	Bus	1	0	0	1	1	1	1	3	0	1	0	1	1	0	0	1					
	Total	30	74	2	106	20	44	27	91	0	146	12	158	22	160	17	199					
6:00 to 6:15	Auto	28	62	5	95	10	21	14	45	1	161	18	180	30	181	12	223	2,296				
	Light Truck	0	1	1	2	1	3	0	4	0	1	0	1	0	3	2	5					
	Heavy Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2					
	Bus	0	0	0	0	1	0	1	2	0	3	0	3	0	0	0	0					
	Total	28	63	6	97	12	24	15	51	1	165	18	184	30	186	14	230					
6:15 to 6:30	Auto	27	59	3	89	4	21	32	57	0	159	15	174	31	148	20	199	2,171				
	Light Truck	2	1	0	3	0	3	1	4	0	2	0	2	0	4	0	4					
	Heavy Truck	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0					
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2					
	Total	29	61	3	93	4	24	33	61	0	162	15	177	0	154	20	205					

Analysis Hour		Long Island Avenue								Straight Path (CR 2)							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
5:00 to 6:00	Volumes	100	355	8	463	59	155	80	294	2	651	59	712	96	719	89	904
	% Light Trucks	7.0%	0.8%	12.5%	2.4%	5.1%	3.2%	1.3%	3.1%	0.0%	2.3%	0.0%	2.1%	1.0%	2.6%	4.5%	2.7%
	% Heavy Trucks	1.0%	0.8%	0.0%	0.9%	1.7%	0.0%	0.0%	0.3%	0.0%	0.3%	0.0%	0.3%	1.0%	0.4%	3.4%	0.8%
	% Buses	4.0%	0.3%	0.0%	1.1%	3.4%	0.6%	2.5%	1.7%	0.0%	0.5%	1.7%	0.6%	1.0%	0.7%	1.1%	0.8%
	% HVs	12.0%	2.0%	12.5%	4.3%	10.2%	3.9%	3.8%	5.1%	0.0%	3.1%	1.7%	2.9%	3.1%	3.8%	9.0%	4.2%
	PHF	0.74	0.69	0.67	0.70	0.64	0.81	0.74	0.80	0.25	0.84	0.70	0.82	0.83	0.95	0.86	0.96

Turning Movement Count Summary

Intersection: Straight Path and Merritt Avenue/N 14th Street/Acorn Street
Date: Tuesday, June 2, 2009
Time Period: Weekday AM Peak

Time	Volume	Merritt Avenue						Acorn Street						Straight Path (CR 2)										Hourly Intersection Volume
		Eastbound						Westbound						Northbound					Southbound					
		Left-N14	Left-SP	Through	Right	Total	Left	Through	Right-N14	Right-SP	Total	Left-M	Left-N14	Through	Right	Total	Left	Through	Right-N14	Right-M	Total			
7:00 to 7:15	Auto	3	3	22	3	31	24	23	3	5	55	8	4	96	47	155	5	88	2	0	95			
	Light Truck	0	1	5	1	7	3	2	0	1	6	0	0	5	2	7	1	7	0	0	8			
	Heavy Truck	0	0	0	0	0	4	0	0	0	4	0	0	2	4	6	1	0	0	0	1			
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	0			
	Total	3	4	27	4	38	31	25	3	6	65	8	4	107	54	173	7	95	2	0	104			
7:15 to 7:30	Auto	4	5	28	4	41	19	14	5	3	41	7	5	75	36	123	7	85	1	0	93			
	Light Truck	0	0	3	0	3	2	2	0	0	4	0	0	2	0	2	1	6	0	0	7			
	Heavy Truck	0	0	0	0	0	3	3	0	0	6	0	0	5	1	6	0	0	0	0	0			
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0			
	Total	4	5	31	4	44	24	19	5	3	51	7	5	87	37	136	8	91	1	0	100			
7:30 to 7:45	Auto	2	3	17	8	30	17	5	0	2	24	11	6	99	35	151	5	110	7	1	123			
	Light Truck	0	0	0	1	1	3	1	0	0	4	0	0	5	1	6	0	6	0	0	6			
	Heavy Truck	0	0	0	0	0	1	0	0	1	2	0	0	5	1	6	0	0	0	0	0			
	Bus	0	0	0	0	0	1	0	0	0	1	0	0	7	0	7	0	0	0	0	0			
	Total	2	3	17	9	31	22	6	0	3	31	11	6	116	37	170	5	116	7	1	129			
7:45 to 8:00	Auto	2	5	11	4	22	20	17	0	4	41	8	5	116	18	147	3	93	12	1	109	1,427		
	Light Truck	0	0	0	0	0	1	1	0	1	3	1	0	6	3	10	0	1	2	0	3			
	Heavy Truck	0	0	1	0	1	2	2	0	0	4	0	0	0	1	1	0	0	0	0	0			
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	10	1	11	0	3	0	0	3			
	Total	2	5	12	4	23	23	20	0	5	48	9	5	132	23	169	3	97	14	1	115			
8:00 to 8:15	Auto	1	2	4	3	10	24	11	2	2	39	13	11	107	25	156	2	96	8	2	108	1,400		
	Light Truck	0	1	0	1	2	2	1	0	0	3	0	0	3	1	4	0	4	4	0	8			
	Heavy Truck	0	0	0	0	0	2	1	0	0	3	0	0	3	1	4	0	7	0	0	7			
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9			
	Total	1	3	4	4	12	28	13	2	2	45	13	11	113	27	164	2	116	12	2	132			
8:15 to 8:30	Auto	3	5	4	2	14	21	9	0	1	31	9	5	103	22	139	1	84	3	1	89	1,375		
	Light Truck	0	0	2	0	2	2	2	0	0	4	0	0	4	2	6	0	5	1	0	6			
	Heavy Truck	0	0	0	0	0	2	2	0	0	4	0	0	0	4	4	0	0	0	0	0			
	Bus	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	0	3	0	0	3			
	Total	3	7	6	2	18	25	14	0	1	40	9	5	108	28	150	1	92	4	1	98			
8:30 to 8:45	Auto	1	1	6	4	12	24	10	0	2	36	5	13	98	23	139	3	63	4	1	71	1,300		
	Light Truck	0	1	1	1	3	2	0	0	0	2	0	1	3	3	7	0	3	0	0	3			
	Heavy Truck	1	0	2	0	3	1	0	0	0	1	0	0	3	0	3	0	1	0	0	1			
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	1	0	0	1			
	Total	2	2	9	5	18	27	10	0	2	39	5	14	107	27	153	3	68	4	1	76			
8:45 to 9:00	Auto	3	3	16	8	30	47	23	1	5	76	4	7	112	32	155	1	122	3	1	127	1,370		
	Light Truck	0	0	0	1	1	3	1	0	0	4	0	0	6	6	12	1	3	0	0	4			
	Heavy Truck	0	0	3	0	3	3	1	0	0	4	0	0	3	1	4	0	2	0	0	2			
	Bus	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1			
	Total	3	3	19	9	34	53	26	1	5	85	4	7	122	39	172	0	128	3	1	134			

Analysis Hour		Merritt Avenue					Acorn Street					Straight Path (CR 2)									
		Eastbound					Westbound					Northbound					Southbound				
		Left-N14	Left-SP	Through	Right	Total	Left	Through	Right-N14	Right-SP	Total	Left-M	Left-N14	Through	Right	Total	Left	Through	Right-N14	Right-M	Total
7:30 to 8:30	Volumes	8	18	39	19	84	98	53	2	11	164	42	27	469	115	653	11	421	37	5	474
	% Light Trucks	0.0%	5.6%	5.1%	10.5%	6.0%	8.2%	9.4%	0.0%	9.1%	8.5%	2.4%	0.0%	3.8%	6.1%	4.0%	0.0%	3.8%	18.9%	0.0%	4.9%
	% Heavy Trucks	0.0%	0.0%	2.6%	0.0%	1.2%	7.1%	9.4%	0.0%	9.1%	7.9%	0.0%	0.0%	1.7%	6.1%	2.3%	0.0%	1.7%	0.0%	0.0%	1.5%
	% Buses	0.0%	11.1%	0.0%	0.0%	2.4%	1.0%	1.9%	0.0%	0.0%	1.2%	0.0%	0.0%	3.8%	0.9%	2.9%	0.0%	3.6%	0.0%	0.0%	3.2%
	% HVs	0.0%	16.7%	7.7%	10.5%	9.5%	16.3%	20.8%	0.0%	18.2%	17.7%	2.4%	0.0%	9.4%	13.0%	9.2%	0.0%	9.0%	18.9%	0.0%	9.5%
	PHF	0.67	0.64	0.57	0.53	0.68	0.88	0.66	0.25	0.55	0.85	0.81	0.61	0.89	0.78	0.96	0.55	0.91	0.66	0.63	0.90

Turning Movement Count Summary

Intersection: Straight Path and Merritt Avenue/N 14th Street/Acorn Street
Date: Tuesday, June 2, 2009
Time Period: Weekday PM Peak

Time	Volume	Merritt Avenue						Acorn Street						Straight Path (CR 2)										Hourly Intersection Volume
		Eastbound						Westbound						Northbound					Southbound					
		Left-N14	Left-SP	Through	Right	Total	Left	Through	Right-N14	Right-SP	Total	Left-M	Left-N14	Through	Right	Total	Left	Through	Right-N14	Right-M	Total			
4:30 to 4:45	Auto		11	17	6	34		26	15		45		20		132	37	189	2	132		13	147		
	Light Truck		1	1	0	2		2	2		4		0		2	2	4	0	2		0	2		
	Heavy Truck		1	0	0	1		0	0		0		0		1	5	6	0	1		0	1		
	Bus		0	0	0	0		0	0		0		0		2	0	2	0	2		0	2		
	Total	0	13	18	6	37	28	17	0	4	49	20	0	137	44	201	2	137	0	13	152			
4:45 to 5:00	Auto		5	15	5	25		27	15		45		16		108	32	156	3	124		2	129		
	Light Truck		0	0	1	1		1	0		2		0		2	2	4	1	5		0	6		
	Heavy Truck		0	0	0	0		1	0		0		0		1	0	1	0	1		0	1		
	Bus		0	0	0	0		1	0		0		1		1	1	2	0	0		1	1		
	Total	0	5	15	6	26	30	15	0	4	49	16	0	112	35	163	4	130	0	3	137			
5:00 to 5:15	Auto		8	14	3	25		53	18		78		17		129	27	173	4	121		4	129		
	Light Truck		0	1	0	1		2	0		2		0		7	1	8	0	2		0	2		
	Heavy Truck		0	1	0	1		1	0		1		0		1	1	2	0	1		0	1		
	Bus		0	1	0	1		1	0		1		0		1	1	2	0	1		0	1		
	Total	0	8	17	3	28	57	18	0	7	82	17	0	138	30	185	4	125	0	4	133			
5:15 to 5:30	Auto		6	19	2	27		31	15		49		21		110	42	173	6	155		3	164	1,672	
	Light Truck		0	2	0	2		2	1		3		0		1	0	1	0	3		0	3		
	Heavy Truck		0	0	0	0		3	0		3		1		1	1	3	0	2		0	2		
	Bus		0	0	0	0		0	0		0		0		0	0	0	0	0		0	0		
	Total	0	6	21	2	29	36	16	0	3	55	22	0	112	43	177	6	160	0	3	169			
5:30 to 5:45	Auto		3	11	2	16		25	10		37		21		132	24	177	2	126		6	134	1,611	
	Light Truck		0	1	0	1		1	0		1		0		2	2	4	0	3		1	4		
	Heavy Truck		0	1	0	1		1	0		1		0		0	0	0	0	0		1	1		
	Bus		0	0	0	0		0	0		0		0		0	1	1	0	0		0	0		
	Total	0	3	13	2	18	27	10	0	2	39	21	0	134	27	182	2	129	0	8	139			
5:45 to 6:00	Auto		6	15	4	25		52	16		70		16		133	31	180	4	127		4	135	1,667	
	Light Truck		0	2	0	2		1	0		1		0		3	3	6	0	3		0	3		
	Heavy Truck		0	0	0	0		2	1		3		0		0	1	1	0	2		0	2		
	Bus		0	0	0	0		1	0		1		0		1	1	2	0	0		0	0		
	Total	0	6	17	4	27	56	17	0	2	75	16	0	137	36	189	4	132	0	4	140			
6:00 to 6:15	Auto		7	7	7	21		41	19		62		15		128	28	171	2	122		4	128	1,632	
	Light Truck		0	0	0	0		0	0		0		0		0	1	1	0	1		1	2		
	Heavy Truck		0	1	0	1		0	0		0		0		0	0	0	0	2		1	3		
	Bus		0	0	0	0		0	0		0		0		2	1	3	0	1		0	1		
	Total	0	7	8	7	22	41	19	0	2	62	15	0	130	30	175	2	126	0	6	134			
6:15 to 6:30	Auto		4	15	2	21		41	19		64		21		123	40	184	2	107		2	111	1,591	
	Light Truck		0	0	0	0		1	1		2		0		1	3	4	0	1		0	1		
	Heavy Truck		0	0	0	0		0	0		0		0		0	1	1	0	0		0	0		
	Bus		0	0	0	0		0	0		0		0		0	0	0	1		0	1			
	Total	0	4	15	2	21	42	20	0	4	66	21	0	124	44	189	0	109	0	2	113			

Analysis Hour		Merritt Avenue						Acorn Street						Straight Path (CR 2)									
		Eastbound						Westbound						Northbound					Southbound				
		Left-N14	Left-SP	Through	Right	Total	Left	Through	Right-N14	Right-SP	Total	Left-M	Left-N14	Through	Right	Total	Left	Through	Right-N14	Right-M	Total		
5:00 to 6:00	Volumes	0	23	68	11	102	176	61	0	14	251	76	0	521	136	733	16	546	0	19	581		
	% Light Trucks	#DIV/0!	0.0%	8.8%	0.0%	5.9%	3.4%	1.6%	#DIV/0!	0.0%	2.8%	0.0%	#DIV/0!	2.5%	4.4%	2.6%	0.0%	2.0%	#DIV/0!	5.3%	2.1%		
	% Heavy Trucks	#DIV/0!	0.0%	2.9%	0.0%	2.0%	4.0%	1.6%	#DIV/0!	0.0%	3.2%	1.3%	#DIV/0!	0.4%	2.2%	0.8%	0.0%	0.9%	#DIV/0!	5.3%	1.0%		
	% Buses	#DIV/0!	0.0%	1.5%	0.0%	1.0%	1.1%	0.0%	#DIV/0!	0.0%	0.8%	0.0%	#DIV/0!	0.4%	2.2%	0.7%	0.0%	0.2%	#DIV/0!	0.0%	0.2%		
	% HVs	#DIV/0!	0.0%	13.2%	0.0%	8.8%	8.5%	3.3%	#DIV/0!	0.0%	6.8%	1.3%	#DIV/0!	3.3%	8.8%	4.1%	0.0%	3.1%	#DIV/0!	10.5%	3.3%		
PHF		#DIV/0!	0.72	0.81	0.69	0.88	0.77	0.85	#DIV/0!	0.50	0.77	0.86	#DIV/0!	0.94	0.79	0.97	0.67	0.85	#DIV/0!	0.59	0.86		

Turning Movement Count Summary

Intersection: Straight Path and Mount Avenue

Date: Tuesday, June 2, 2009

Time Period: Weekday AM Peak

Time	Volume					Mount Avenue				Straight Path (CR 2)								Hourly Intersection Volume
		Eastbound				Westbound				Northbound				Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	
7:00 to 7:15	Auto				0	19		31	50		135	13	148	16	119		135	
	Light Truck				0	0		0	0		9	0	9	0	3		3	
	Heavy Truck				0	0		1	1		2	0	2	0	2		2	
	Bus				0	3		2	5		1	0	1	4	0		4	
	Total	0	0	0	0	22	0	34	56	0	147	13	160	20	124	0	144	
7:15 to 7:30	Auto				0	13		39	52		146	9	155	29	131		160	
	Light Truck				0	1		1	2		13	1	14	0	6		6	
	Heavy Truck				0	1		0	1		1	0	1	0	6		6	
	Bus				0	2		5	7		5	0	5	2	4		6	
	Total	0	0	0	0	17	0	45	62	0	165	10	175	31	147	0	178	
7:30 to 7:45	Auto				0	21		27	48		170	20	190	21	115		136	
	Light Truck				0	2		1	3		11	0	11	1	7		8	
	Heavy Truck				0	0		0	0		4	0	4	0	4		4	
	Bus				0	4		4	8		9	2	11	2	2		4	
	Total	0	0	0	0	27	0	32	59	0	194	22	216	24	128	0	152	
7:45 to 8:00	Auto				0	16		33	49		170	22	192	34	134		168	1,663
	Light Truck				0	0		0	0		10	0	10	1	4		5	
	Heavy Truck				0	0		0	0		1	0	1	1	6		7	
	Bus				0	0		5	5		14	0	14	6	4		10	
	Total	0	0	0	0	16	0	38	54	0	195	22	217	42	148	0	190	
8:00 to 8:15	Auto				0	16		32	48		167	18	185	29	127		156	1,748
	Light Truck				0	0		0	0		7	1	8	0	7		7	
	Heavy Truck				0	0		2	2		1	0	1	2	7		9	
	Bus				0	1		0	1		7	2	9	10	9		19	
	Total	0	0	0	0	17	0	34	51	0	182	21	203	41	150	0	191	
8:15 to 8:30	Auto				0	18		30	48		163	17	180	31	136		167	1,781
	Light Truck				0	1		0	1		8	0	8	3	6		9	
	Heavy Truck				0	0		0	0		8	0	8	0	9		9	
	Bus				0	1		3	4		1	0	1	3	10		13	
	Total	0	0	0	0	20	0	33	53	0	180	17	197	37	161	0	198	
8:30 to 8:45	Auto				0	12		41	53		160	23	183	44	129		173	1,813
	Light Truck				0	0		0	0		16	0	16	3	5		8	
	Heavy Truck				0	0		0	0		4	0	4	1	5		6	
	Bus				0	0		3	3		2	0	2	9	2		11	
	Total	0	0	0	0	12	0	44	56	0	182	23	205	57	141	0	198	
8:45 to 9:00	Auto				0	18		37	55		160	12	172	48	134		182	1,827
	Light Truck				0	1		2	3		12	0	12	4	6		10	
	Heavy Truck				0	0		0	0		5	0	5	1	4		5	
	Bus				0	2		4	6		6	0	6	14	5		19	
	Total	0	0	0	0	21	0	43	64	0	183	12	195	0	149	0	216	

Analysis Hour		Eastbound				Mount Avenue Westbound				Straight Path (CR 2)							
										Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
7:30 to 8:30	Volumes	0	0	0	0	80	0	137	217	0	751	82	833	144	587	0	731
	% Light Trucks	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	3.8%	#DIV/0!	0.7%	1.8%	#DIV/0!	4.8%	1.2%	4.4%	3.5%	4.1%	#DIV/0!	4.0%
	% Heavy Trucks	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	#DIV/0!	1.5%	0.9%	#DIV/0!	1.9%	0.0%	1.7%	2.1%	4.4%	#DIV/0!	4.0%
	% Buses	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	7.5%	#DIV/0!	8.8%	8.3%	#DIV/0!	4.1%	4.9%	4.2%	14.6%	4.3%	#DIV/0!	6.3%
	% HVs	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	11.3%	#DIV/0!	10.9%	11.1%	#DIV/0!	10.8%	6.1%	10.3%	20.1%	12.8%	#DIV/0!	14.2%
	PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.74	#DIV/0!	0.90	0.92	#DIV/0!	0.96	0.93	0.96	0.86	0.91	#DIV/0!	0.92

Turning Movement Count Summary

Intersection: Straight Path and Mount Avenue

Date: Tuesday, June 2, 2009

Time Period: Weekday PM Peak

Time	Volume					Mount Avenue				Straight Path (CR 2)								Hourly Intersection Volume
		Eastbound				Westbound				Northbound				Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	
4:30 to 4:45	Auto				0	21		37	58		215	19	234	55	169		224	
	Light Truck				0	1		0	1		7	1	8	0	3		3	
	Heavy Truck				0	0		0	0		5	0	5	0	2		2	
	Bus				0	0		1	1		3	0	3	4	8		12	
	Total	0	0	0	0	22	0	38	60	0	230	20	250	59	182	0	241	
4:45 to 5:00	Auto				0	19		38	57		173	11	184	49	167		216	
	Light Truck				0	0		0	0		3	0	3	1	2		3	
	Heavy Truck				0	0		0	0		2	0	2	0	6		6	
	Bus				0	0		2	2		1	0	1	0	1		1	
	Total	0	0	0	0	19	0	40	59	0	179	11	190	50	176	0	226	
5:00 to 5:15	Auto				0	8		37	45		183	7	190	66	200		266	
	Light Truck				0	0		1	1		4	0	4	0	3		3	
	Heavy Truck				0	0		1	1		2	0	2	1	1		2	
	Bus				0	1		2	3		1	1	2	5	3		8	
	Total	0	0	0	0	9	0	41	50	0	190	8	198	72	207	0	279	
5:15 to 5:30	Auto				0	17		30	47		185	10	195	64	197		261	2,073
	Light Truck				0	0		0	0		2	0	2	0	1		1	
	Heavy Truck				0	0		0	0		1	0	1	0	3		3	
	Bus				0	0		1	1		2	0	2	5	2		7	
	Total	0	0	0	0	17	0	31	48	0	190	10	200	69	203	0	272	
5:30 to 5:45	Auto				0	18		43	61		196	16	212	53	184		237	2,052
	Light Truck				0	0		1	1		6	0	6	3	0		3	
	Heavy Truck				0	0		1	1		0	0	0	0	6		6	
	Bus				0	0		0	0		1	0	1	1	1		2	
	Total	0	0	0	0	18	0	45	63	0	203	16	219	57	191	0	248	
5:45 to 6:00	Auto				0	14		29	43		173	10	183	50	166		216	2,034
	Light Truck				0	0		2	2		1	0	1	0	4		4	
	Heavy Truck				0	0		0	0		1	0	1	0	5		5	
	Bus				0	0		0	0		0	0	0	1	1		2	
	Total	0	0	0	0	14	0	31	45	0	175	10	185	51	176	0	227	
6:00 to 6:15	Auto				0	17		33	50		176	12	188	41	145		186	1,944
	Light Truck				0	1		0	1		2	1	3	0	2		2	
	Heavy Truck				0	0		0	0		1	0	1	0	3		3	
	Bus				0	0		0	0		2	0	2	0	1		1	
	Total	0	0	0	0	18	0	33	51	0	181	13	194	41	151	0	192	
6:15 to 6:30	Auto				0	10		29	39		160	13	173	32	104		136	1,792
	Light Truck				0	1		0	1		5	1	6	0	4		4	
	Heavy Truck				0	0		0	0		3	0	3	0	1		1	
	Bus				0	0		0	0		0	0	0	3	2		5	
	Total	0	0	0	0	11	0	29	40	0	168	14	182	0	111	0	146	

Analysis Hour		Eastbound				Mount Avenue Westbound				Straight Path (CR 2)							
										Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
5:00 to 6:00	Volumes	0	0	0	0	58	0	148	206	0	758	44	802	249	777	0	1,026
	% Light Trucks	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	#DIV/0!	2.7%	1.9%	#DIV/0!	1.7%	0.0%	1.6%	1.2%	1.0%	#DIV/0!	1.1%
	% Heavy Trucks	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	#DIV/0!	1.4%	1.0%	#DIV/0!	0.5%	0.0%	0.5%	0.4%	1.9%	#DIV/0!	1.6%
	% Buses	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	1.7%	#DIV/0!	2.0%	1.9%	#DIV/0!	0.5%	2.3%	0.6%	4.8%	0.9%	#DIV/0!	1.9%
	% HVs	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	1.7%	#DIV/0!	6.1%	4.9%	#DIV/0!	2.8%	2.3%	2.7%	6.4%	3.9%	#DIV/0!	4.5%
	PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.81	#DIV/0!	0.82	0.82	#DIV/0!	0.93	0.69	0.92	0.86	0.94	#DIV/0!	0.92

Turning Movement Count Summary

Intersection: Straight Path and Nicolls Road

Date: Tuesday, June 2, 2009

Time Period: Weekday AM Peak

Time	Volume	Nicolls Road										Straight Path (CR 2)										Hourly Intersection Volume
		Eastbound				Westbound				Northbound				Southbound								
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total					
7:00 to 7:15	Auto	4	0	1	5	15	14	1	30	4	85	7	96	3	178	0	181					
	Light Truck	0	0	0	0	2	1	1	4	0	7	0	7	0	6	0	6					
	Heavy Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Bus	0	1	0	1	0	0	0	0	1	1	0	2	0	1	0	1					
	Total	4	1	1	6	17	15	2	34	5	93	7	105	3	185	0	188					
7:15 to 7:30	Auto	2	2	1	5	5	5	1	11	2	85	6	93	0	145	0	145					
	Light Truck	0	0	0	0	0	1	0	1	0	6	2	8	0	5	0	5					
	Heavy Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1					
	Bus	0	1	0	1	0	0	1	1	0	5	2	7	0	1	0	1					
	Total	2	3	1	6	5	6	2	13	2	96	10	108	0	152	0	152					
7:30 to 7:45	Auto	2	4	2	8	5	17	0	22	0	105	14	119	0	167	0	167					
	Light Truck	0	1	0	1	0	1	0	1	0	8	0	8	0	4	0	4					
	Heavy Truck	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1					
	Bus	1	0	0	1	2	3	0	5	0	9	4	13	0	1	0	1					
	Total	3	5	2	10	7	21	0	28	0	124	18	142	0	173	0	173					
7:45 to 8:00	Auto	1	5	1	7	12	21	1	34	2	122	11	135	0	181	1	182	1,356				
	Light Truck	0	0	1	1	1	0	0	1	0	5	1	6	0	1	0	1					
	Heavy Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Bus	0	2	1	3	1	2	0	3	1	12	0	13	0	5	0	5					
	Total	1	7	3	11	14	23	1	38	3	139	12	154	0	187	1	188					
8:00 to 8:15	Auto	3	2	0	5	15	15	1	31	0	110	8	118	1	121	1	123	1,331				
	Light Truck	0	0	0	0	0	0	0	0	0	4	0	4	0	6	0	6					
	Heavy Truck	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0					
	Bus	0	1	0	1	0	1	0	1	0	5	0	5	0	12	0	12					
	Total	3	3	0	6	15	16	1	32	0	121	8	129	1	139	1	141					
8:15 to 8:30	Auto	3	2	0	5	10	27	0	37	0	122	13	135	0	110	0	110	1,360				
	Light Truck	0	0	0	0	1	0	0	1	0	4	0	4	0	6	0	6					
	Heavy Truck	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2					
	Bus	0	0	0	0	1	0	0	1	0	2	0	2	0	4	0	4					
	Total	3	2	0	5	12	27	0	39	0	129	13	142	0	122	0	122					
8:30 to 8:45	Auto	2	2	1	5	10	4	1	15	1	121	4	126	0	95	0	95	1,283				
	Light Truck	0	0	1	1	0	0	0	0	0	7	0	7	0	4	0	4					
	Heavy Truck	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0					
	Bus	0	1	0	1	0	0	0	0	0	5	2	7	0	11	0	11					
	Total	2	3	2	7	10	4	1	15	1	135	8	144	0	110	0	110					
8:45 to 9:00	Auto	0	3	0	3	5	8	1	14	1	105	6	112	0	142	1	143	1,195				
	Light Truck	1	0	1	2	0	0	0	0	0	6	1	7	0	8	0	8					
	Heavy Truck	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1					
	Bus	2	1	1	4	0	0	0	0	0	5	2	7	0	1	0	1					
	Total	3	4	2	9	5	8	1	14	1	117	9	127	0	152	1	153					

Analysis Hour		Nicolls Road								Straight Path (CR 2)							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
7:30 to 8:30	Volumes	10	17	5	32	48	87	2	137	3	513	51	567	1	621	2	624
	% Light Trucks	0.0%	5.9%	20.0%	6.3%	4.2%	1.1%	0.0%	2.2%	0.0%	4.1%	2.0%	3.9%	0.0%	2.7%	0.0%	2.7%
	% Heavy Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.9%	0.0%	0.5%	0.0%	0.5%
	% Buses	10.0%	17.6%	20.0%	15.6%	8.3%	6.9%	0.0%	7.3%	33.3%	5.5%	7.8%	5.8%	0.0%	3.5%	0.0%	3.5%
	% HVs	10.0%	23.5%	40.0%	21.9%	12.5%	8.0%	0.0%	9.5%	33.3%	10.5%	9.8%	10.6%	0.0%	6.8%	0.0%	6.7%
	PHF	0.83	0.61	0.42	0.73	0.80	0.81	0.50	0.88	0.25	0.92	0.71	0.92	0.25	0.83	0.50	0.83

Turning Movement Count Summary

Intersection: Straight Path and Nicolls Road

Date: Tuesday, June 2, 2009

Time Period: Weekday PM Peak

Time	Volume	Nicolls Road										Straight Path (CR 2)										Hourly Intersection Volume
		Eastbound				Westbound				Northbound				Southbound								
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total					
4:30 to 4:45	Auto	3	5	2	10	3	6	1	10	0	115	19	134	0	102	0	102					
	Light Truck	0	1	0	1	0	1	0	1	0	3	0	3	0	6	0	6					
	Heavy Truck	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1					
	Bus	0	1	0	1	0	0	0	0	0	4	1	5	0	3	0	3					
	Total	3	7	2	12	3	7	1	11	0	124	20	144	0	112	0	112					
4:45 to 5:00	Auto	5	13	2	20	8	6	1	15	3	97	15	115	1	128	1	130					
	Light Truck	1	0	0	1	1	0	0	1	0	1	0	1	0	8	0	8					
	Heavy Truck	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1					
	Bus	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0					
	Total	6	13	3	22	9	6	1	16	3	101	15	119	1	137	1	139					
5:00 to 5:15	Auto	4	16	5	25	8	4	3	15	5	149	16	170	0	120	0	120					
	Light Truck	0	1	0	1	1	0	0	1	0	5	0	5	0	2	0	2					
	Heavy Truck	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0					
	Bus	0	2	0	2	0	0	0	0	1	1	0	2	0	1	0	1					
	Total	4	19	5	28	9	4	3	16	6	156	16	178	0	123	0	123					
5:15 to 5:30	Auto	1	18	3	22	22	8	1	31	2	141	18	161	2	187	1	190	1,340				
	Light Truck	0	0	0	0	2	1	0	3	0	1	0	1	0	5	0	5					
	Heavy Truck	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1					
	Bus	0	0	0	0	1	0	0	1	0	1	0	1	0	3	0	3					
	Total	1	18	3	22	25	9	1	35	2	144	18	164	2	196	1	199					
5:30 to 5:45	Auto	3	11	8	22	19	4	2	25	0	160	12	172	1	125	0	126	1,411				
	Light Truck	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2					
	Heavy Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1					
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Total	3	11	8	22	19	4	2	25	0	162	12	174	1	128	0	129					
5:45 to 6:00	Auto	6	11	3	20	14	6	2	22	3	157	22	182	5	101	0	106	1,459				
	Light Truck	1	0	0	1	0	0	0	0	0	3	1	4	0	5	0	5					
	Heavy Truck	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2					
	Bus	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0					
	Total	7	11	4	22	14	6	2	22	3	160	24	187	6	107	0	113					
6:00 to 6:15	Auto	6	9	0	15	5	3	0	8	1	161	18	180	0	92	0	92	1,417				
	Light Truck	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1					
	Heavy Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3					
	Bus	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0					
	Total	6	9	0	15	5	4	0	9	2	162	19	183	0	96	0	96					
6:15 to 6:30	Auto	3	22	0	25	7	4	1	12	3	158	20	181	2	84	0	86	1,307				
	Light Truck	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	2					
	Heavy Truck	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0					
	Bus	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1					
	Total	3	22	0	25	8	4	1	13	3	160	20	183	0	86	0	89					

Analysis Hour		Nicolls Road								Straight Path (CR 2)							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
5:00 to 6:00	Volumes	15	59	20	94	67	23	8	98	11	622	70	703	9	554	1	564
	% Light Trucks	6.7%	1.7%	0.0%	2.1%	4.5%	4.3%	0.0%	4.1%	0.0%	1.8%	1.4%	1.7%	0.0%	2.5%	0.0%	2.5%
	% Heavy Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.3%	11.1%	0.5%	0.0%	0.7%
	% Buses	0.0%	3.4%	5.0%	3.2%	1.5%	0.0%	0.0%	1.0%	9.1%	0.3%	1.4%	0.6%	0.0%	0.7%	0.0%	0.7%
	% HVs	6.7%	5.1%	5.0%	5.3%	6.0%	4.3%	0.0%	5.1%	9.1%	2.4%	2.9%	2.6%	11.1%	3.8%	0.0%	3.9%
	PHF	0.54	0.78	0.63	0.84	0.67	0.64	0.67	0.70	0.46	0.96	0.73	0.94	0.38	0.71	0.25	0.71

Turning Movement Count Summary

Intersection: Straight Path and Washington Avenue

Date: Tuesday, June 2, 2009

Time Period: Weekday AM Peak

Time	Volume	Washington Avenue										Straight Path (CR 2)										Hourly Intersection Volume
		Eastbound					Westbound					Northbound					Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total					
7:00 to 7:15	Auto	2	2	7	11	0	0	0	0	2	99	13	114	4	180	2	186					
	Light Truck	0	0	0	0	0	0	0	0	0	11	0	11	0	3	0	3					
	Heavy Truck	0	0	0	0	10	0	0	10	0	0	1	1	0	2	0	2					
	Bus	0	0	0	0	0	0	0	0	0	9	0	9	0	2	0	2					
	Total	2	2	7	11	10	0	0	10	2	119	14	135	4	187	2	193					
7:15 to 7:30	Auto	3	1	3	7	0	0	0	0	2	78	10	90	4	107	0	111					
	Light Truck	0	0	0	0	0	0	0	0	0	7	0	7	0	4	0	4					
	Heavy Truck	0	0	0	0	6	0	0	6	0	1	2	3	0	3	0	3					
	Bus	0	0	0	0	0	0	0	0	1	6	0	7	0	0	1	1					
	Total	3	1	3	7	6	0	0	6	3	92	12	107	4	114	1	119					
7:30 to 7:45	Auto	1	0	5	6	2	0	0	2	1	111	3	115	0	160	0	160					
	Light Truck	0	0	0	0	0	0	0	0	0	9	1	10	0	2	0	2					
	Heavy Truck	0	0	0	0	7	2	1	10	0	4	1	5	1	3	0	4					
	Bus	0	0	0	0	0	0	0	0	0	12	0	12	0	3	1	4					
	Total	1	0	5	6	9	2	1	12	1	136	5	142	1	168	1	170					
7:45 to 8:00	Auto	1	1	3	5	1	0	3	4	2	134	6	142	4	140	1	145	1,256				
	Light Truck	0	0	0	0	0	0	0	0	0	10	0	10	0	3	0	3					
	Heavy Truck	0	0	0	0	3	0	0	3	0	0	0	0	1	3	0	4					
	Bus	0	0	0	0	0	0	0	0	0	10	0	10	0	12	0	12					
	Total	1	1	3	5	4	0	3	7	2	154	6	162	5	158	1	164					
8:00 to 8:15	Auto	2	2	3	7	2	0	3	5	2	121	6	129	2	118	0	120	1,206				
	Light Truck	0	0	0	0	0	0	0	0	0	4	0	4	0	5	1	6					
	Heavy Truck	0	0	0	0	1	0	0	1	0	2	0	2	0	7	0	7					
	Bus	0	0	0	0	0	0	0	0	0	5	0	5	0	13	0	13					
	Total	2	2	3	7	3	0	3	6	2	132	6	140	2	143	1	146					
8:15 to 8:30	Auto	1	0	3	4	1	0	1	2	4	117	6	127	3	105	1	109	1,239				
	Light Truck	0	0	0	0	0	0	0	0	0	5	0	5	0	4	0	4					
	Heavy Truck	0	0	0	0	2	0	0	2	0	2	0	2	0	9	0	9					
	Bus	0	0	0	0	0	0	0	0	0	1	0	1	0	7	0	7					
	Total	1	0	3	4	3	0	1	4	4	125	6	135	3	125	1	129					
8:30 to 8:45	Auto	2	0	5	7	5	0	0	5	3	125	5	133	1	90	1	92	1,194				
	Light Truck	0	0	0	0	2	0	0	2	0	9	1	10	0	6	0	6					
	Heavy Truck	0	0	0	0	1	0	0	1	0	3	1	4	0	5	0	5					
	Bus	0	0	0	0	0	0	0	0	1	5	0	6	0	13	1	14					
	Total	2	0	5	7	8	0	0	8	4	142	7	153	1	114	2	117					
8:45 to 9:00	Auto	2	0	10	12	3	0	1	4	1	108	4	113	0	110	1	111	1,136				
	Light Truck	0	0	0	0	2	0	0	2	0	7	2	9	0	5	0	5					
	Heavy Truck	0	0	0	0	2	0	0	2	0	2	0	2	0	9	0	9					
	Bus	0	0	0	0	0	0	0	0	0	6	0	6	0	4	1	5					
	Total	2	0	10	12	7	0	1	8	1	123	6	130	0	128	2	130					

Analysis Hour		Washington Avenue								Straight Path (CR 2)							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
7:30 to 8:30	Volumes	5	3	14	22	19	2	8	29	9	547	23	579	11	594	4	609
	% Light Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.1%	4.3%	5.0%	0.0%	2.4%	25.0%	2.5%
	% Heavy Trucks	0.0%	0.0%	0.0%	0.0%	68.4%	100.0%	12.5%	55.2%	0.0%	1.5%	4.3%	1.6%	18.2%	3.7%	0.0%	3.9%
	% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.1%	0.0%	4.8%	0.0%	5.9%	25.0%	5.9%
	% HVs	0.0%	0.0%	0.0%	0.0%	68.4%	100.0%	12.5%	55.2%	0.0%	11.7%	8.7%	11.4%	18.2%	12.0%	50.0%	12.3%
	PHF	0.63	0.38	0.70	0.79	0.53	0.25	0.67	0.60	0.56	0.89	0.96	0.89	0.55	0.88	1.00	0.90

Turning Movement Count Summary

Intersection: Straight Path and Washington Avenue

Date: Tuesday, June 2, 2009

Time Period: Weekday PM Peak

Time	Volume	Washington Avenue										Straight Path (CR 2)										Hourly Intersection Volume
		Eastbound				Westbound				Northbound				Southbound								
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total					
4:30 to 4:45	Auto	1	0	3	4	11	2	1	14	0	128	2	130	2	118	3	123	1,221				
	Light Truck	0	0	1	1	0	0	0	0	0	1	0	1	0	12	0	12					
	Heavy Truck	0	0	0	0	1	2	0	3	0	3	0	3	0	6	0	6					
	Bus	0	0	0	0	0	0	0	0	0	3	0	3	0	5	0	5					
	Total	1	0	4	5	12	4	1	17	0	135	2	137	2	141	3	146					
4:45 to 5:00	Auto	1	0	7	8	7	0	1	8	3	112	3	118	1	116	0	117					
	Light Truck	1	0	0	1	0	0	0	0	0	3	1	4	0	4	0	4					
	Heavy Truck	0	0	0	0	1	0	0	1	0	1	0	1	0	5	0	5					
	Bus	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1					
	Total	2	0	7	9	8	0	1	9	4	116	4	124	1	126	0	127					
5:00 to 5:15	Auto	1	0	5	6	4	1	3	8	5	145	0	150	0	110	1	111					
	Light Truck	0	0	0	0	0	0	0	0	0	6	0	6	0	3	0	3					
	Heavy Truck	0	0	0	0	0	0	0	0	0	0	1	1	0	3	3	6					
	Bus	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2					
	Total	1	0	5	6	4	1	3	8	5	152	1	158	0	118	4	122					
5:15 to 5:30	Auto	2	0	4	6	7	0	4	11	5	134	0	139	0	181	0	181					
	Light Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5					
	Heavy Truck	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	6					
	Bus	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3					
	Total	2	0	4	6	7	0	4	11	5	136	0	141	0	195	0	195					
5:30 to 5:45	Auto	2	0	7	9	1	0	1	2	4	155	2	161	2	127	2	131					
	Light Truck	0	0	0	0	0	0	0	0	0	3	0	3	0	7	0	7					
	Heavy Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3					
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Total	2	0	7	9	1	0	1	2	4	158	2	164	2	137	2	141					
5:45 to 6:00	Auto	8	1	6	15	2	1	1	4	8	167	4	179	2	128	0	130					
	Light Truck	0	0	0	0	0	0	0	0	0	6	0	6	0	3	0	3					
	Heavy Truck	0	0	0	0	0	0	0	0	0	1	1	2	0	6	0	6					
	Bus	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1					
	Total	8	1	6	15	2	1	1	4	8	175	5	188	2	138	0	140					
6:00 to 6:15	Auto	3	1	4	8	11	0	1	12	4	185	0	189	1	112	1	114					
	Light Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4					
	Heavy Truck	0	0	0	0	0	0	1	1	0	0	0	0	1	4	0	5					
	Bus	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1					
	Total	3	1	4	8	11	0	2	13	4	188	0	192	2	121	1	124					
6:15 to 6:30	Auto	2	0	8	10	2	0	0	2	1	159	0	160	1	86	3	90					
	Light Truck	0	0	1	1	0	0	0	0	0	2	0	2	0	2	0	2					
	Heavy Truck	0	0	0	0	0	0	1	1	0	1	1	2	0	0	0	0					
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2					
	Total	2	0	9	11	2	0	1	3	1	162	1	164	0	90	3	94					

Analysis Hour		Washington Avenue								Straight Path (CR 2)							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
5:00 to 6:00	Volumes	13	1	22	36	14	2	9	25	22	621	8	651	4	588	6	598
	% Light Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	0.0%	2.3%	0.0%	3.1%	0.0%	3.0%
	% Heavy Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	25.0%	0.6%	0.0%	3.1%	50.0%	3.5%
	% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.5%	0.0%	1.0%	0.0%	1.0%
	% HVs	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	25.0%	3.4%	0.0%	7.1%	50.0%	7.5%
	PHF	0.41	0.25	0.79	0.60	0.50	0.50	0.56	0.57	0.69	0.89	0.40	0.87	0.50	0.75	0.38	0.77

DATE: 4/18/2007

TIME PERIOD: AM Peak Period

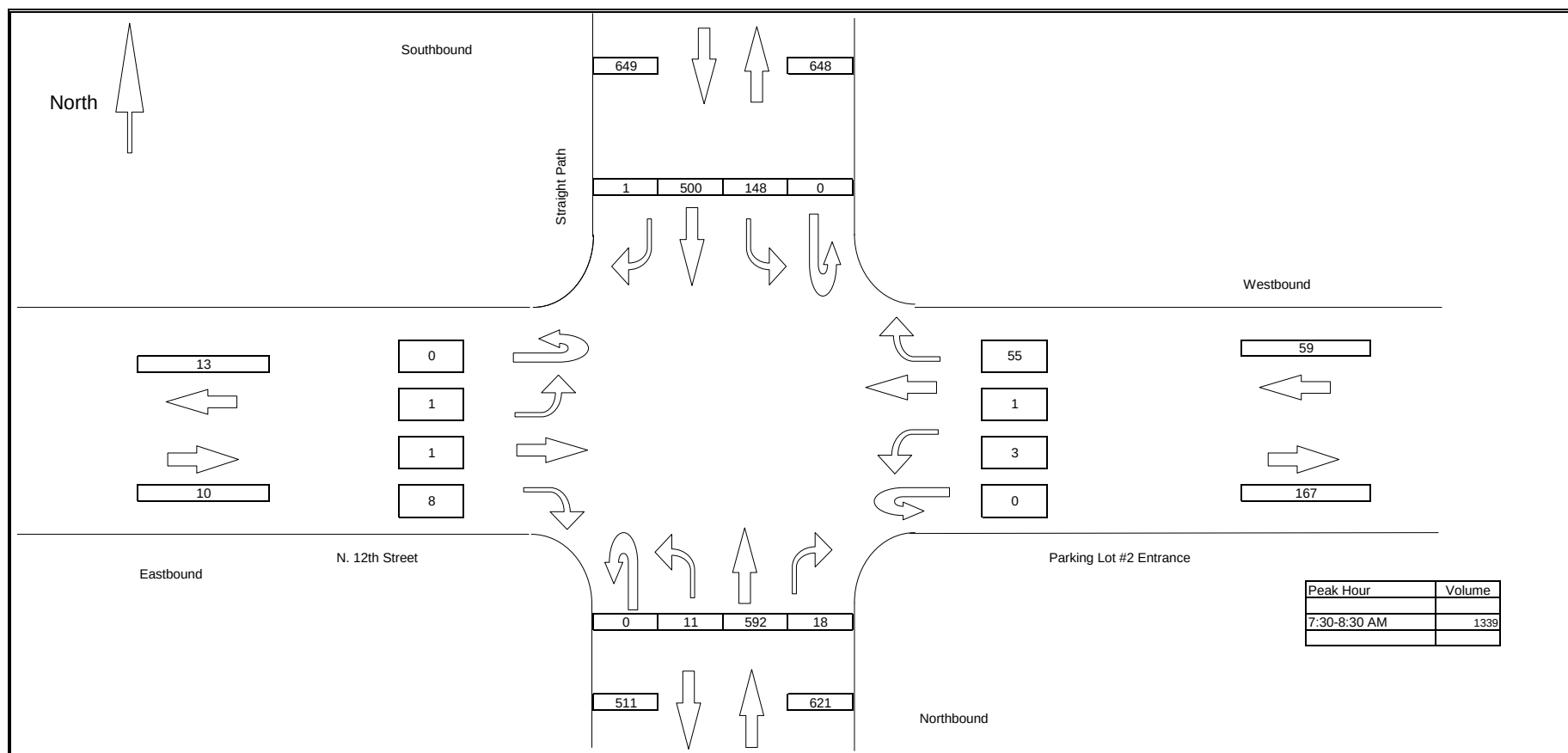
INTERSECTION: Straight Path & Parking Lot #2 Entrance

EAST-WEST STREET: Parking Lot #2 Entrance/N. 12th Street

NORTH-SOUTH STREET: Straight Path



Start Time	EASTBOUND					WESTBOUND					NORTHBOUND					SOUTHBOUND					TOTAL	Cum. Hourly
	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total		
7:00 AM	0	1	1		2	1	1	15		17	1	90	17		108	103	93	0		196	323	
7:15 AM	0	2	2		4	2	1	21		24	4	122	7		133	79	109	0		188	349	
7:30 AM	0	0	2		2	0	1	11		12	3	166	3		172	22	133	0		155	341	
7:45 AM	1	0	1		2	1	0	18		19	2	146	9		157	79	116	0		195	373	1386
8:00 AM	0	1	2		3	1	0	13		14	2	156	4		162	33	120	0		153	332	1395
8:15 AM	0	0	3		3	1	0	13		14	4	124	2		130	14	131	1		146	293	1339
8:30 AM	0	1	4		5	1	0	5		6	4	100	0		104	8	135	0		143	258	1256
8:45 AM	0	0	4		4	0	1	6		7	1	107	2		110	15	105	0		120	241	1124
Peak Hour																						
7:00-8:00 AM	1	3	19		10	4	3	65	0	72	10	524	36	0	570	283	451	0		734	1386	
7:15-8:15 AM	1	3	7		11	4	2	63	0	69	11	590	23	0	624	213	478	0		691	1395	
7:30-8:30 AM	1	1	8		10	3	1	55	0	59	11	592	18	0	621	148	500	1		649	1339	Peak Hour
7:45- 8:45 AM	1	2	10		13	4	0	49	0	53	12	526	15	0	553	134	502	1		637	1256	
8:00-9:00 AM	0	2	13		15	3	1	37	0	41	11	487	8	0	506	70	491	1		562	1124	
7:30-8:30 AM	1	1	8	0	10	3	1	55	0	59	11	592	18	0	621	148	500	1	0	694	1339	Peak Hour



DATE: 4/18/2007

TIME PERIOD: PM Peak Period

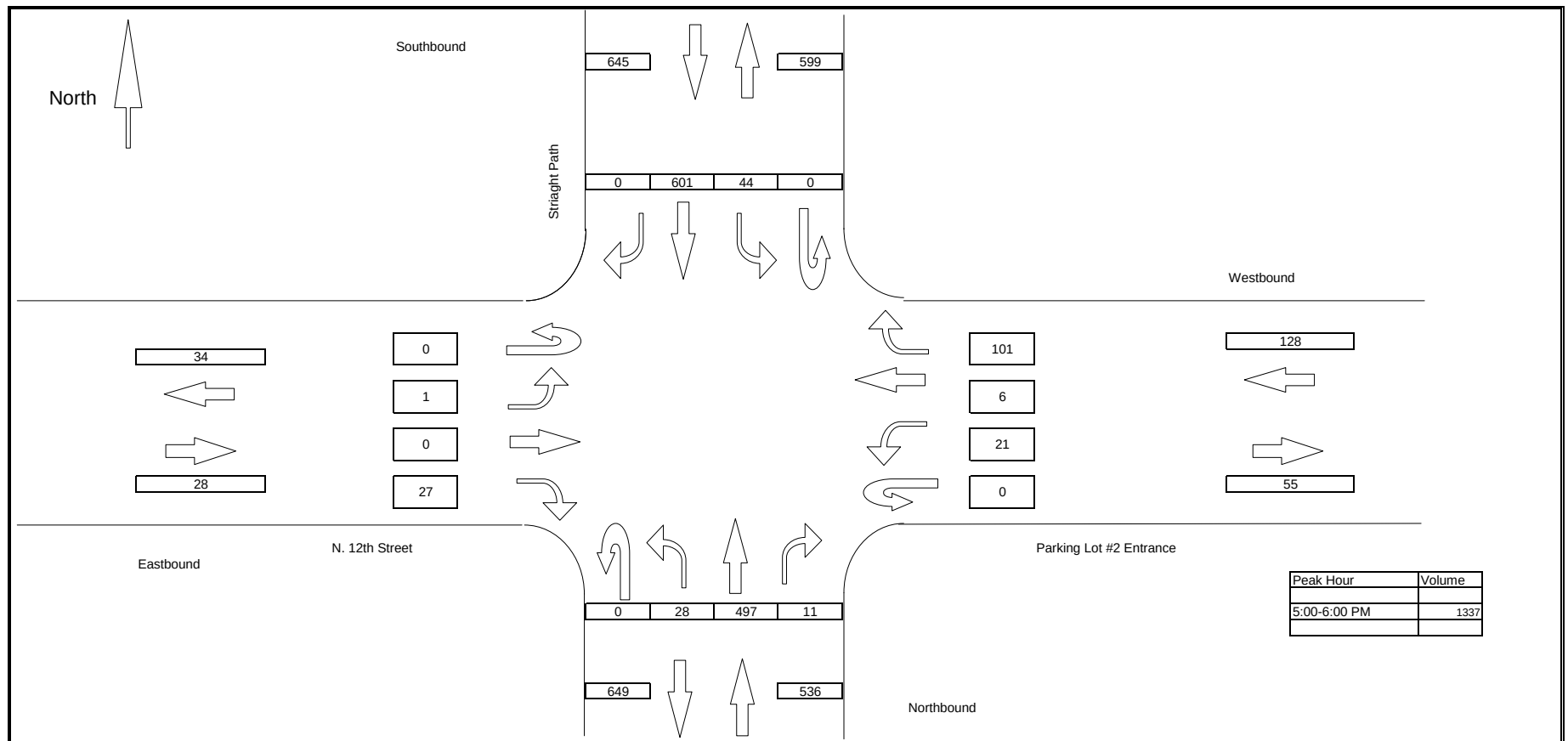
INTERSECTION: Straight Path & Parking Lot #2 Entrance

WEST-EAST STREET: Parking Lot #2 Entrance/N. 12th Street

NORTH-SOUTH STREET: Striaght Path



Start Time	EASTBOUND					WESTBOUND					NORTHBOUND					SOUTHBOUND					TOTAL	Cum. Hourly
	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total		
4:00 PM	1	0	13		14	7	0	19		26	7	95	1		103	12	126	0		138	281	
4:15 PM	0	1	3		4	3	0	14		17	5	131	0		136	11	127	4		142	299	
4:30 PM	0	0	1		1	0	1	5		6	5	109	1		115	4	115	13		132	254	
4:45 PM	0	0	5		5	7	3	31		41	3	120	3		126	12	135	0		147	319	1153
5:00 PM	0	0	7		7	5	1	14		20	6	113	1		120	14	158	0		172	319	1191
5:15 PM	0	0	7		7	6	3	31		40	10	124	2		136	9	169	0		178	361	1253
5:30 PM	1	0	7		8	3	0	15		18	5	129	2		136	12	139	0		151	313	1312
5:45 PM	0	0	6		6	7	2	41		50	7	131	6		144	9	135	0		144	344	1337
Peak Hour																						
4:00-5:00 PM	2	1	22	0	24	38	10	170	0	90	20	952	16	0	480	39	503	17	0	559	1153	
4:15-5:15 PM	0	1	16	0	17	15	5	64	0	84	19	473	5	0	497	41	535	17	0	593	1191	
4:30-5:30 PM	0	0	20	0	20	18	8	81	0	107	24	466	7	0	497	39	577	13	0	629	1253	
4:45-5:45 PM	1	0	26	0	27	21	7	91	0	119	24	486	8	0	518	47	601	0	0	648	1312	
5:00-6:00 PM	1	0	27	0	28	21	6	101	0	128	28	497	11	0	536	44	601	0	0	645	1337	Peak Hour
5:00-6:00 PM	1	0	27	0	28	21	6	101	0	128	28	497	11	0	536	44	601	0	0	645	1337	Peak Hour



DATE: 4/18/2007

TIME PERIOD: AM Peak Period

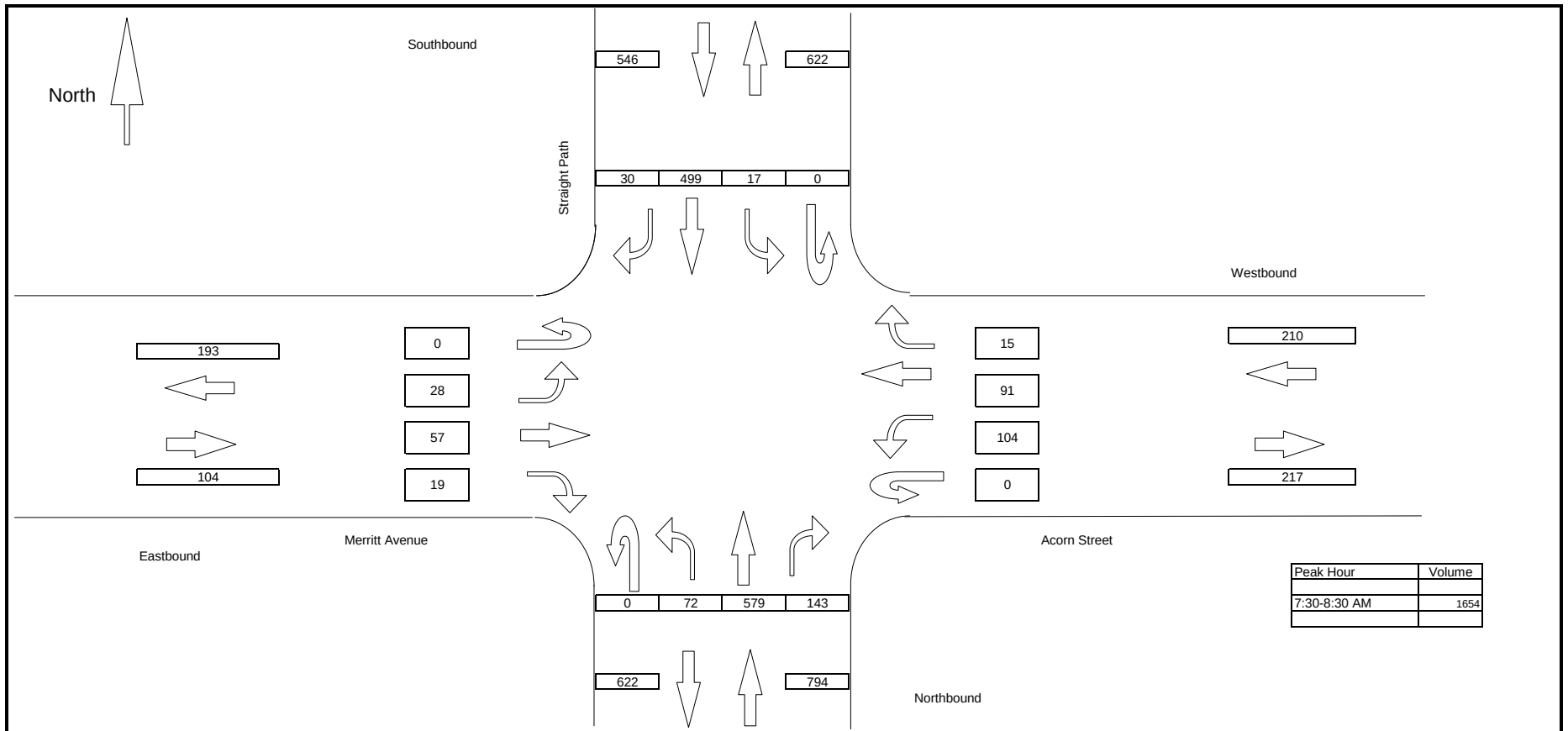
INTERSECTION: Straight Path & Merritt Avenue

EAST-WEST STREET: Merritt Avenue/Acorn Street

NORTH-SOUTH STREET: Straight Path



Start Time	EASTBOUND					WESTBOUND					NORTHBOUND					SOUTHBOUND					TOTAL	Cum. Hourly
	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total		
7:00 AM	10	14	3		27	17	13	2		32	8	92	54		154	2	43	1		46	259	
7:15 AM	7	14	8		29	26	17	7		50	14	124	27		165	2	73	8		83	327	
7:30 AM	9	14	2		25	23	20	3		46	19	154	38		211	2	148	8		158	440	
7:45 AM	7	26	2		35	31	21	1		53	16	141	34		191	9	115	10		134	413	1439
8:00 AM	4	11	10		25	17	18	6		41	21	163	38		222	2	110	4		116	404	1584
8:15 AM	8	6	5		19	33	32	5		70	16	121	33		170	4	126	8		138	397	1654
8:30 AM	4	6	0		10	31	13	6		50	17	84	27		128	3	129	5		137	325	1539
8:45 AM	6	18	11		35	39	17	2		58	15	107	42		164	2	113	11		126	383	1509
Peak Hour																						
7:00-8:00 AM	33	68	15	0	116	97	71	13	0	181	57	511	153	0	721	15	379	27	0	421	1439	
7:15-8:15 AM	27	65	22	0	114	97	76	17	0	190	70	582	137	0	789	15	446	30	0	491	1584	
7:30-8:30 AM	28	57	19	0	104	104	91	15	0	210	72	579	143	0	794	17	499	30	0	546	1654	Peak Hour
7:45-8:45 AM	23	49	17	0	89	112	84	18	0	214	70	509	132	0	711	18	480	27	0	525	1539	
8:00-9:00 AM	22	41	26	0	89	120	80	19	0	219	69	475	140	0	684	11	478	28	0	517	1509	
7:30-8:30 AM	28	57	19	0	104	104	91	15	0	210	72	579	143	0	794	17	499	30	0	546	1654	Peak Hour



DATE: 4/18/2007

TIME PERIOD: PM Peak Period

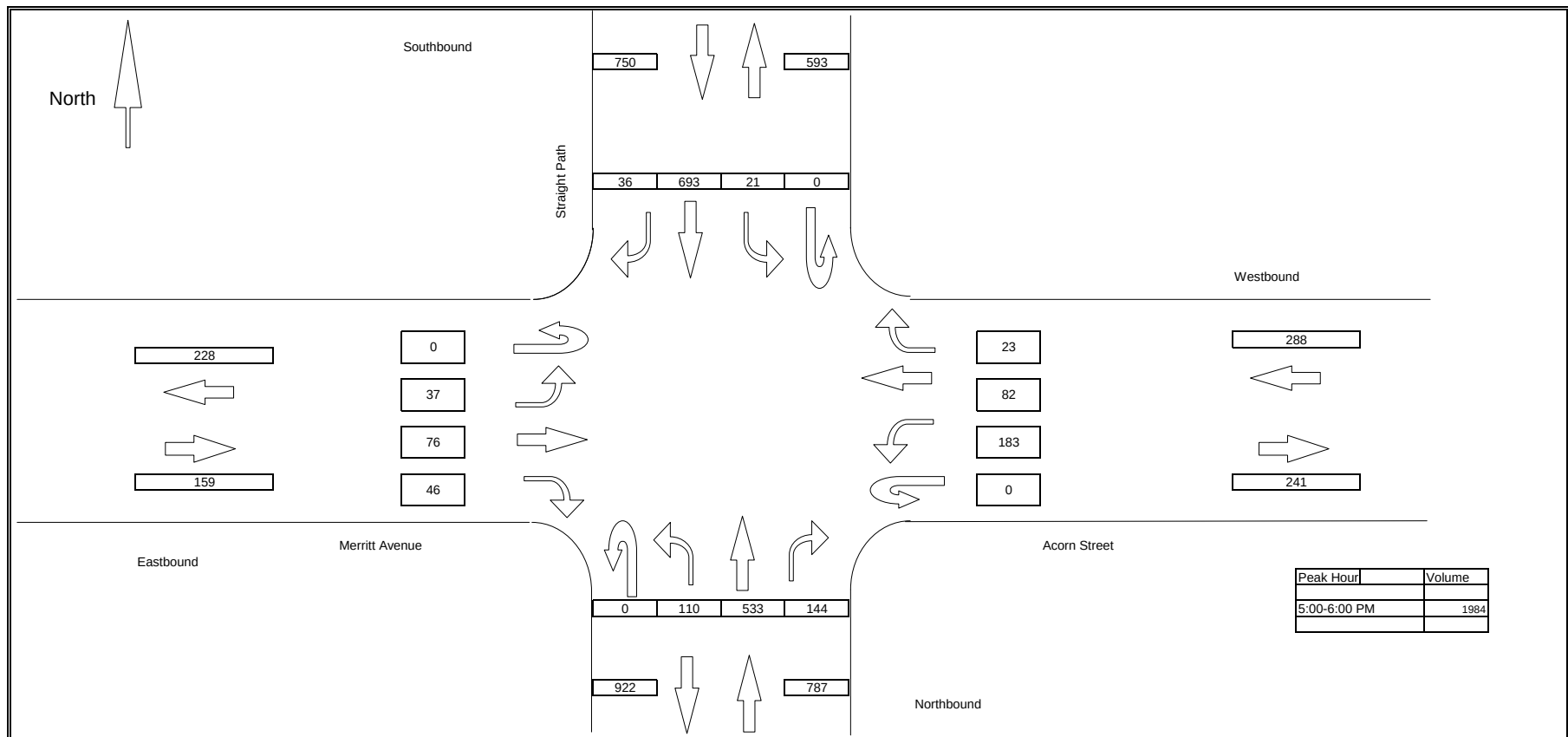
INTERSECTION: Straight Path & Merritt Avenue

WEST-EAST STREET: Merritt Avenue/Acorn Street

NORTH-SOUTH STREET: Straight Path



Start Time	EASTBOUND					WESTBOUND					NORTHBOUND					SOUTHBOUND					TOTAL	Cum. Hourly
	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total		
4:00 PM	11	14	10		35	29	7	1		37	11	104	18		133	5	89	5		99	304	1679
4:15 PM	9	21	8		38	30	14	3		47	19	143	32		194	13	175	3		191	470	
4:30 PM	6	16	9		31	38	16	5		59	23	131	43		197	4	149	6		159	446	
4:45 PM	7	29	11		47	32	15	4		51	21	107	53		181	10	164	6		180	459	
5:00 PM	11	20	7		38	68	23	2		93	33	132	39		204	9	161	8		178	513	
5:15 PM	9	22	13		44	32	15	8		55	26	121	33		180	4	187	5		196	475	
5:30 PM	12	20	12		44	43	23	5		71	25	135	33		193	4	156	13		173	481	
5:45 PM	5	14	14		33	40	21	8		69	26	145	39		210	4	189	10		203	515	
6:00 PM	7	16	10		33	41	28	4		73	30	133	32		195	4	136	4		144	445	
6:15 PM	8	18	7		33	50	19	9		78	27	93	32		152	9	157	8		174	437	
Peak Hour																						
4:00-5:00 PM	85	80	38	0	151	129	52	13	0	194	74	485	146	0	705	32	577	20	0	629	1679	Peak Hour
4:15-5:15 PM	33	86	35	0	154	168	68	14	0	250	96	513	167	0	776	36	649	23	0	708	1888	
4:30-5:30 PM	33	87	40	0	160	170	69	19	0	258	103	491	168	0	762	27	661	25	0	713	1893	
4:45-5:45 PM	39	91	43	0	173	175	76	19	0	270	105	495	158	0	758	27	668	32	0	727	1928	
5:00-6:00 PM	37	76	46	0	159	183	82	23	0	288	110	533	144	0	787	21	693	36	0	750	1984	
5:15-6:15 PM	33	72	49	0	154	156	87	25	0	268	107	534	137	0	778	16	668	32	0	716	1916	
5:30-6:30 PM	32	68	43	0	143	174	91	26	0	291	108	506	136	0	750	21	638	35	0	694	1878	
5:00-6:00 PM	37	76	46	0	159	183	82	23	0	288	110	533	144	0	787	21	693	36	0	750	1984	Peak Hour



The RBA Group
One Huntington Quadrangle, Suite 4C20
Melville, NY 11747

Highway : Straight Path & Merritt Avenue
Location : Intersection of Straight Path (NB) & Merritt Ave (EB)
Town : Wyandanch

Site: Y3938.00
Date: 4/18/2007
Wednesday

Peak Hour Detail

Interval Begin	Southbound Straight Path			Westbound Acorn Street			Northbound Straight Path			Eastbound Merritt Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:30 AM	0	0	0	0	0	0	38	154	19	2	14	9	236
7:45 AM	0	0	0	0	0	0	34	141	16	2	26	7	226
8:00 AM	0	0	0	0	0	0	38	163	21	10	11	4	247
8:15 AM	0	0	0	0	0	0	33	121	16	5	6	8	189
Movement Total	0	0	0	0	0	0	143	579	72	19	57	28	898
Enter Total	0			0			794			104			
Exit Total	607			200			19			72			
Vehicle Totals													
No Shift	0	0	0	0	0	0	125 87.4%	540 93.3%	68 94.4%	18 94.7%	51 89.5%	23 82.1%	825 91.9%
Bus/Truck	0	0	0	0	0	0	18 12.6%	39 6.7%	4 5.6%	1 5.3%	6 10.5%	5 17.9%	73 8.1%

Pedestrians North 0 East 0 South 48 West 23 71

Peak Hour: 7:30 AM - 8:30 AM

Interval Begin	Southbound Straight Path			Westbound Acorn Street			Northbound Straight Path			Eastbound Merritt Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Movement Total	0	0	0	0	0	0	143	579	72	19	57	28	898
Factor							0.94	0.89	0.86	0.48	0.55	0.78	0.91
Enter Total	0			0			794			104			
Factor							0.89			0.74			
Exit Total	607			200			19			72			
Factor	0.91			0.83			0.48			0.86			
Peak Vehicles													
No Shift	0	0	0	0	0	0	125	540	68	18	51	23	825
							87.4%	93.3%	94.4%	94.7%	89.5%	82.1%	91.9%
Bus/Truck	0	0	0	0	0	0	18	39	4	1	6	5	73
							12.6%	6.7%	5.6%	5.3%	10.5%	17.9%	8.1%

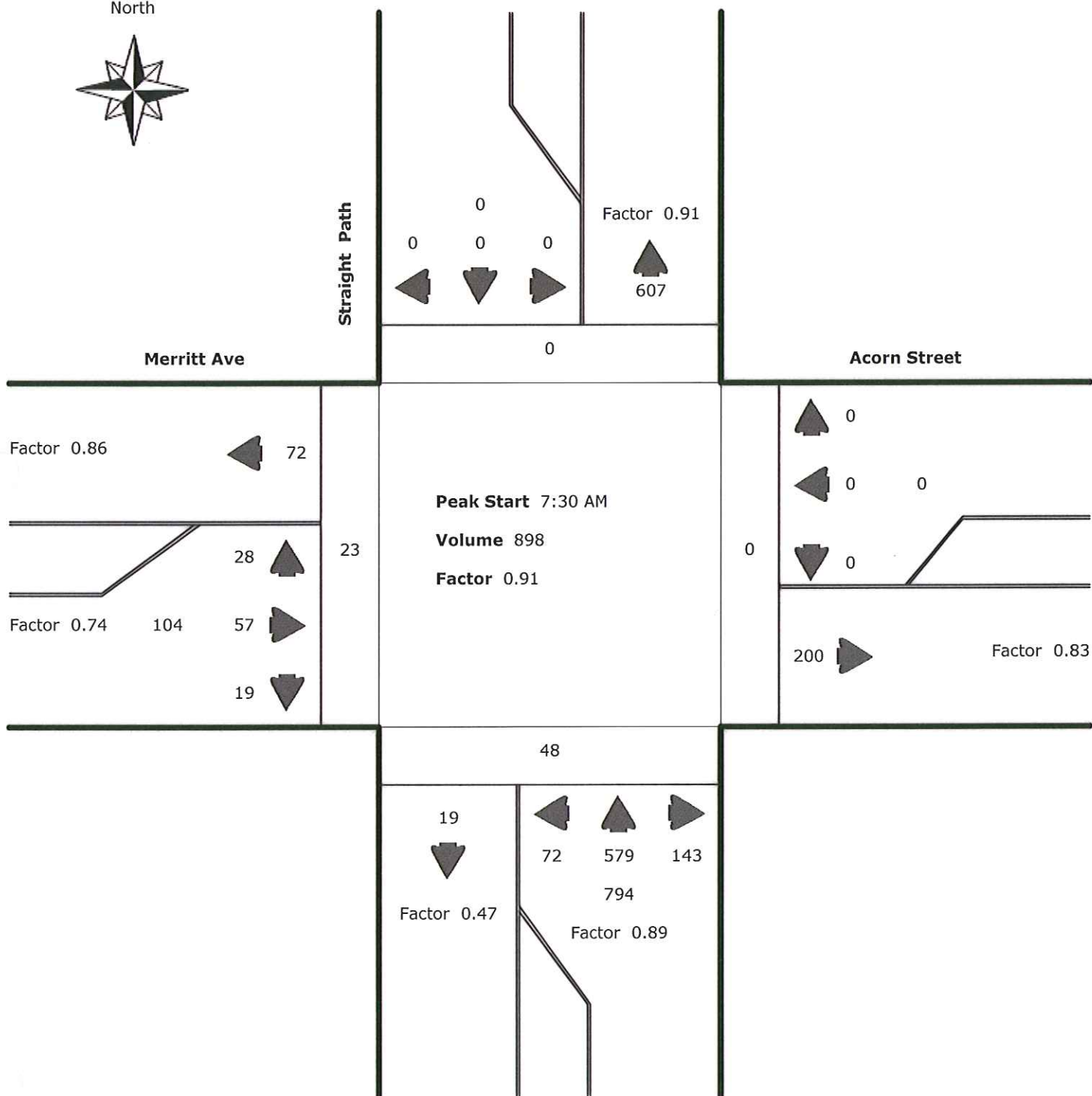
Pedestrians North 0 East 0 South 48 West 23 71

Location
Town

Site:
Date:

Peak Hour Detail

North



The RBA Group
One Huntington Quadrangle, Suite 4C20
Melville, NY 11747

Way : **Straight Path & Merritt Ave**
Location : Intersection of Straight Path (SB) & Merritt Ave (WB)
Town : Wyandanch

Site: Y3938.00
Date: 4/18/2007
Wednesday

Peak Hour Detail

Interval Begin	Southbound Straight Path			Westbound Acorn Street			Northbound Straight Path			Eastbound Merritt Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:04 AM	1	43	2	2	13	17	0	0	0	0	0	0	78
7:15 AM	8	73	2	7	17	26	0	0	0	0	0	0	133
7:30 AM	8	148	2	3	20	23	0	0	0	0	0	0	204
7:45 AM	10	115	9	1	21	31	0	0	0	0	0	0	187
8:00 AM	4	110	2	6	18	17	0	0	0	0	0	0	157
8:15 AM	8	126	4	5	32	33	0	0	0	0	0	0	208
8:30 AM	5	129	3	6	13	31	0	0	0	0	0	0	187
8:45 AM	11	113	2	2	17	39	0	0	0	0	0	0	184
9:00 AM	1	87	1	1	10	22	0	0	0	0	0	0	122
Movement Total	56	944	27	33	161	239	0	0	0	0	0	0	1460
Enter Total	1027			433			0			0			
Exit Total	33			27			1183			217			

Vehicle Totals

No Shift	47	853	22	29	131	186	0	0	0	0	0	0	1268
	83.9%	90.4%	81.5%	87.9%	81.4%	77.8%							86.8%
Bus/Truck	9	91	5	4	30	53	0	0	0	0	0	0	192
	16.1%	9.6%	18.5%	12.1%	18.6%	22.2%							13.2%

Pedestrians	North	East	South	West	
	11	92	0	0	103

Peak Hour: 7:30 AM - 8:30 AM

Interval Begin	Southbound Straight Path			Westbound Acorn Street			Northbound Straight Path			Eastbound Merritt Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Movement Total	30	499	17	15	91	104	0	0	0	0	0	0	756
Factor	0.75	0.84	0.47	0.62	0.71	0.79							0.91
Enter Total	546			210			0			0			
Factor	0.86			0.75									
Exit Total	15			17			603			121			
Factor	0.62			0.47			0.88			0.76			

Peak Vehicles

No Shift	26	455	15	14	72	91	0	0	0	0	0	0	673
	86.7%	91.2%	88.2%	93.3%	79.1%	87.5%							89.0%
Bus/Truck	4	44	2	1	19	13	0	0	0	0	0	0	83
	13.3%	8.8%	11.8%	6.7%	20.9%	12.5%							11.0%

Pedestrians	North	East	South	West	
	6	43	0	0	49

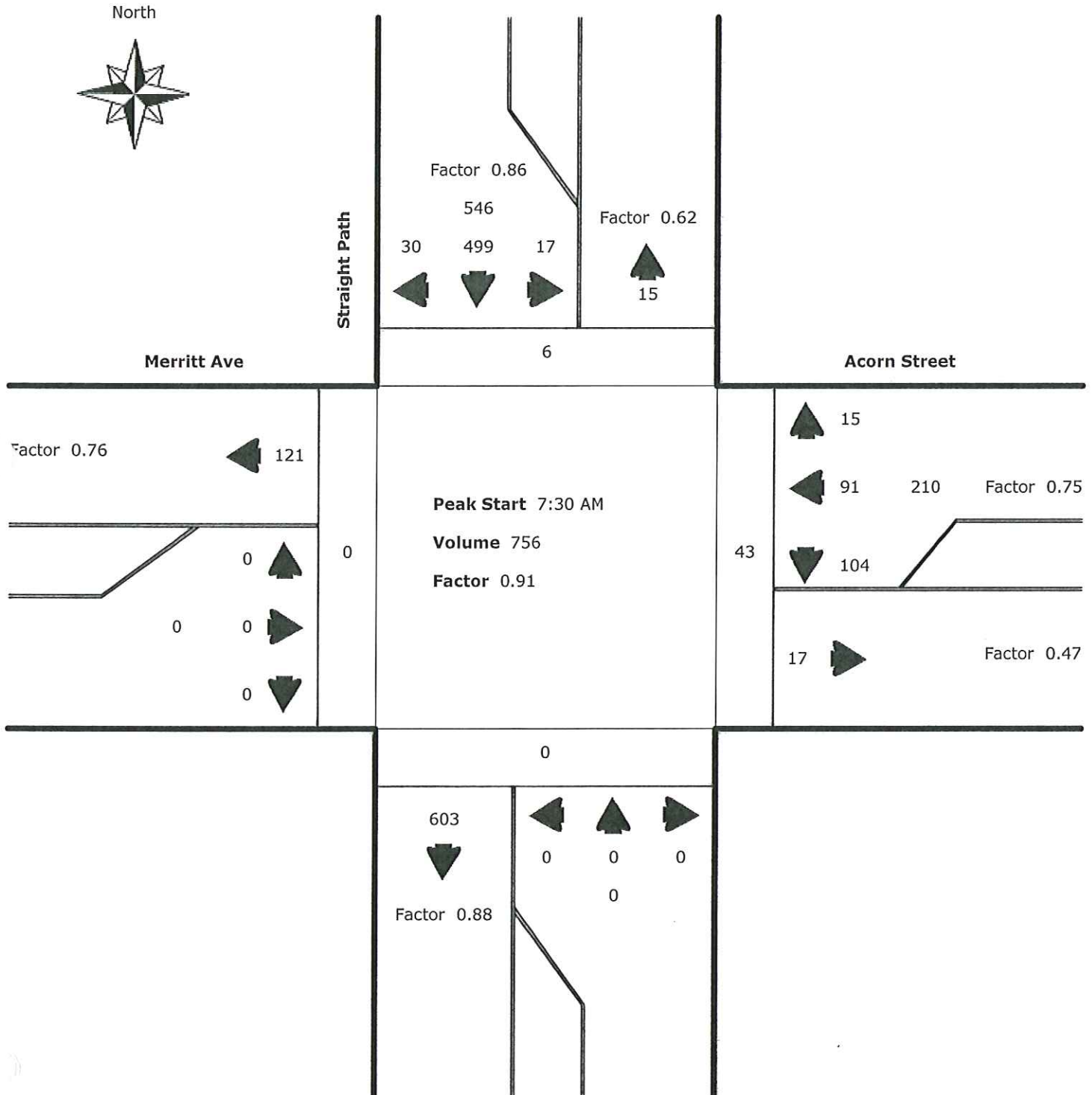
The RBA Group
One Huntington Quadrangle, Suite 4C20
Melville, NY 11747

Adway : Straight Path & Merritt Ave
Location : Intersection of Straight Path (SB) & Merritt Ave (WB)
Town : Wyandanch

Site: Y3938.00
Date: 4/18/2007
Wednesday

Peak Hour Detail

Peak Hour Diagram



The RBA Group
One Huntington Quadrangle, Suite 4C20
Melville, NY 11747

Way : **Straight Path & Merritt Ave**
Location : Intersection of Straight Path (NB) & Merritt Ave (EB)
Town : Wyandanch

Site: Y3938.00
Date: 4/18/2007
Wednesday

Peak Hour Detail

Interval Begin	Southbound Straight Path			Westbound Acorn Street			Northbound Straight Path			Eastbound Merritt Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:01 PM	0	0	0	0	0	0	18	104	11	10	14	11	168
4:15 PM	0	0	0	0	0	0	32	143	19	8	21	9	232
4:30 PM	0	0	0	0	0	0	43	131	23	9	16	6	228
4:45 PM	0	0	0	0	0	0	53	107	21	11	29	7	228
5:00 PM	0	0	0	0	0	0	39	132	33	7	20	11	242
5:15 PM	0	0	1	0	0	0	33	121	26	13	22	9	225
5:30 PM	0	0	0	0	0	0	33	135	25	12	20	12	237
5:45 PM	1	0	0	0	0	0	39	145	26	14	14	5	244
6:00 PM	0	0	0	0	0	0	32	133	30	10	16	7	228
6:15 PM	0	0	0	0	0	0	32	93	27	7	18	8	185
6:30 PM	0	0	0	0	0	0	3	4	3	2	1	1	14
Movement Total	1	0	1	0	0	0	357	1248	244	103	191	86	2231
Enter Total	2			0			1849			380			
Exit Total	1334			549			103			245			

Vehicle Totals

No Shift	1	0	1	0	0	0	326	1229	244	103	182	80	2166
	100.0%		100.0%				91.3%	98.5%	100.0%	100.0%	95.3%	93.0%	97.1%
Bus/Truck	0	0	0	0	0	0	31	19	0	0	9	6	65
	0.0%		0.0%				8.7%	1.5%	0.0%	0.0%	4.7%	7.0%	2.9%

Pedestrians	North 0	East 0	South 84	West 69	153

Peak Hour: 5:00 PM - 6:00 PM

Interval Begin	Southbound Straight Path			Westbound Acorn Street			Northbound Straight Path			Eastbound Merritt Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Movement Total	1	0	1	0	0	0	144	533	110	46	76	37	948
Factor	0.25		0.25				0.92	0.92	0.83	0.82	0.86	0.77	0.97
Enter Total	2			0			787			159			
Factor	0.50						0.94			0.90			
Exit Total	570			221			46			111			
Factor	0.95			0.94			0.82			0.84			

Peak Vehicles

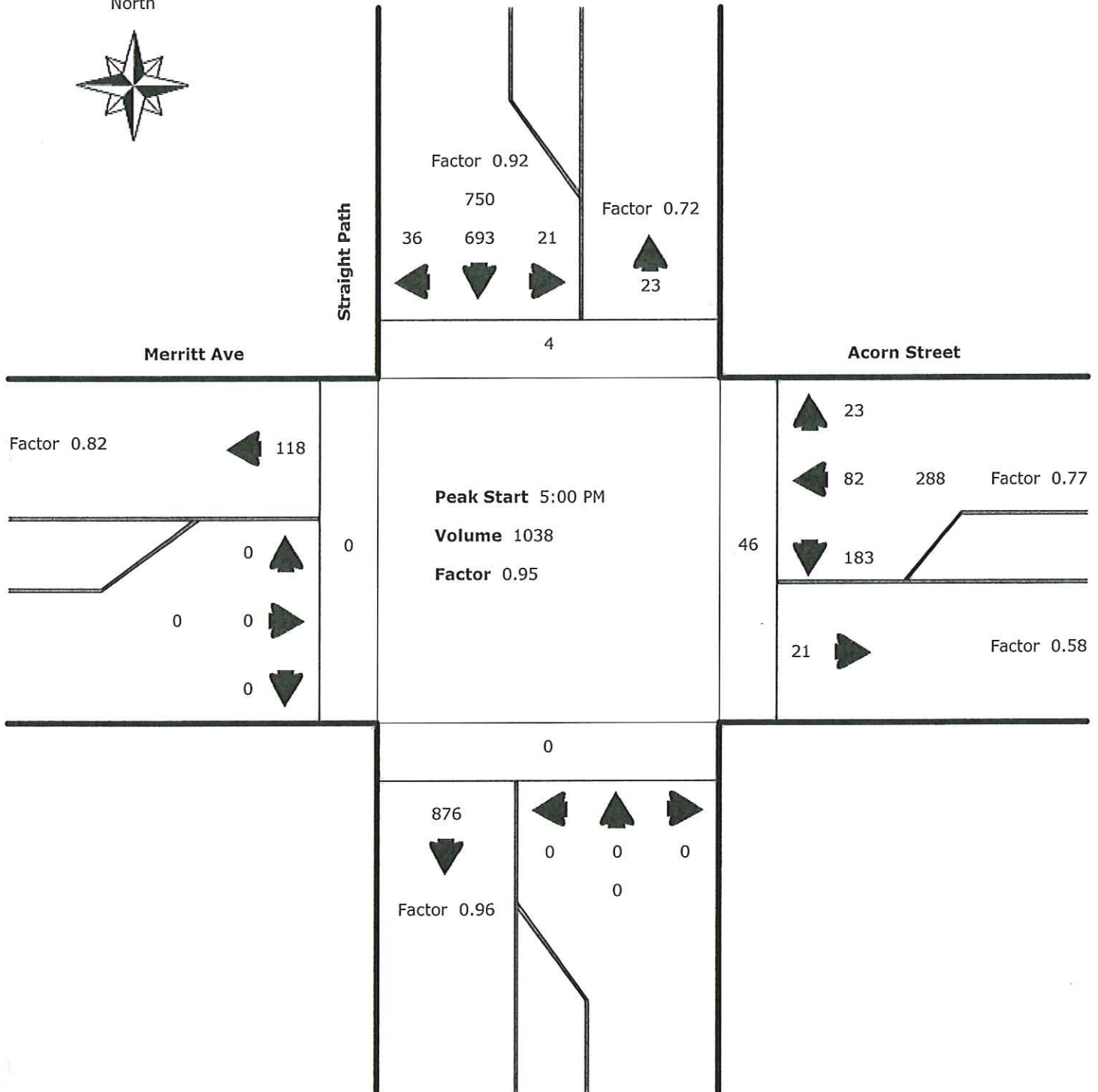
No Shift	1	0	1	0	0	0	132	529	110	46	75	35	929
	100.0%		100.0%				91.7%	99.2%	100.0%	100.0%	98.7%	94.6%	98.0%
Bus/Truck	0	0	0	0	0	0	12	4	0	0	1	2	19
	0.0%		0.0%				8.3%	0.8%	0.0%	0.0%	1.3%	5.4%	2.0%

Pedestrians	North 0	East 0	South 20	West 33	53

Location : Intersection of Straight (SB) & Merritt Ave (WB)
Town : Wyandanch

Peak Hour Detail

North



The RBA Group
One Huntington Quadrangle, Suite 4C20
Melville, NY 11747

Way : **Straight Path & Merritt Avenue**
Location : Intersection of Straight (SB) & Merritt Ave (WB)
Town : Wyandanch

Site: Y3938.00
Date: 4/18/2007
Wednesday

Peak Hour Detail

Interval Begin	Southbound Straight Path			Westbound Acorn Street			Northbound Straight Path			Eastbound Merritt Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:05 PM	5	89	5	1	7	29	0	0	0	0	0	0	136
4:15 PM	3	175	13	3	14	30	0	0	0	0	0	0	238
4:30 PM	6	149	4	5	16	38	0	0	0	0	0	0	218
4:45 PM	6	164	10	4	15	32	0	0	0	0	0	0	231
5:00 PM	8	161	9	2	23	68	0	0	0	0	0	0	271
5:15 PM	5	187	4	8	15	32	0	0	0	0	0	0	251
5:30 PM	13	156	4	5	23	43	0	0	0	0	0	0	244
5:45 PM	10	189	4	8	21	40	0	0	0	0	0	0	272
6:00 PM	4	136	4	4	28	41	0	0	0	0	0	0	217
6:15 PM	8	157	9	9	19	50	0	0	0	0	0	0	252
6:30 PM	2	46	2	3	11	19	0	0	0	0	0	0	83
Movement Total	70	1609	68	52	192	422	0	0	0	0	0	0	2413
Enter Total	1747			666			0			0			
Exit Total	52			68			2031			262			

Vehicle Totals

No Shift	68	1540	65	48	180	395	0	0	0	0	0	0	2296
	97.1%	95.7%	95.6%	92.3%	93.8%	93.6%							95.2%
Bus/Truck	2	69	3	4	12	27	0	0	0	0	0	0	117
	2.9%	4.3%	4.4%	7.7%	6.2%	6.4%							4.8%

Pedestrians	North 8	East 113	South 0	West 0	121

Peak Hour: 5:00 PM - 6:00 PM

Interval Begin	Southbound Straight Path			Westbound Acorn Street			Northbound Straight Path			Eastbound Merritt Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Movement Total	36	693	21	23	82	183	0	0	0	0	0	0	1038
Factor	0.69	0.92	0.58	0.72	0.89	0.67							0.95
Enter Total	750			288			0			0			
Factor	0.92			0.77									
Exit Total	23			21			876			118			
Factor	0.72			0.58			0.96			0.82			

Peak Vehicles

No Shift	36	665	21	19	78	174	0	0	0	0	0	0	993
	100.0%	96.0%	100.0%	82.6%	95.1%	95.1%							95.7%
Bus/Truck	0	28	0	4	4	9	0	0	0	0	0	0	45
	0.0%	4.0%	0.0%	17.4%	4.9%	4.9%							4.3%

Pedestrians	North 4	East 46	South 0	West 0	50

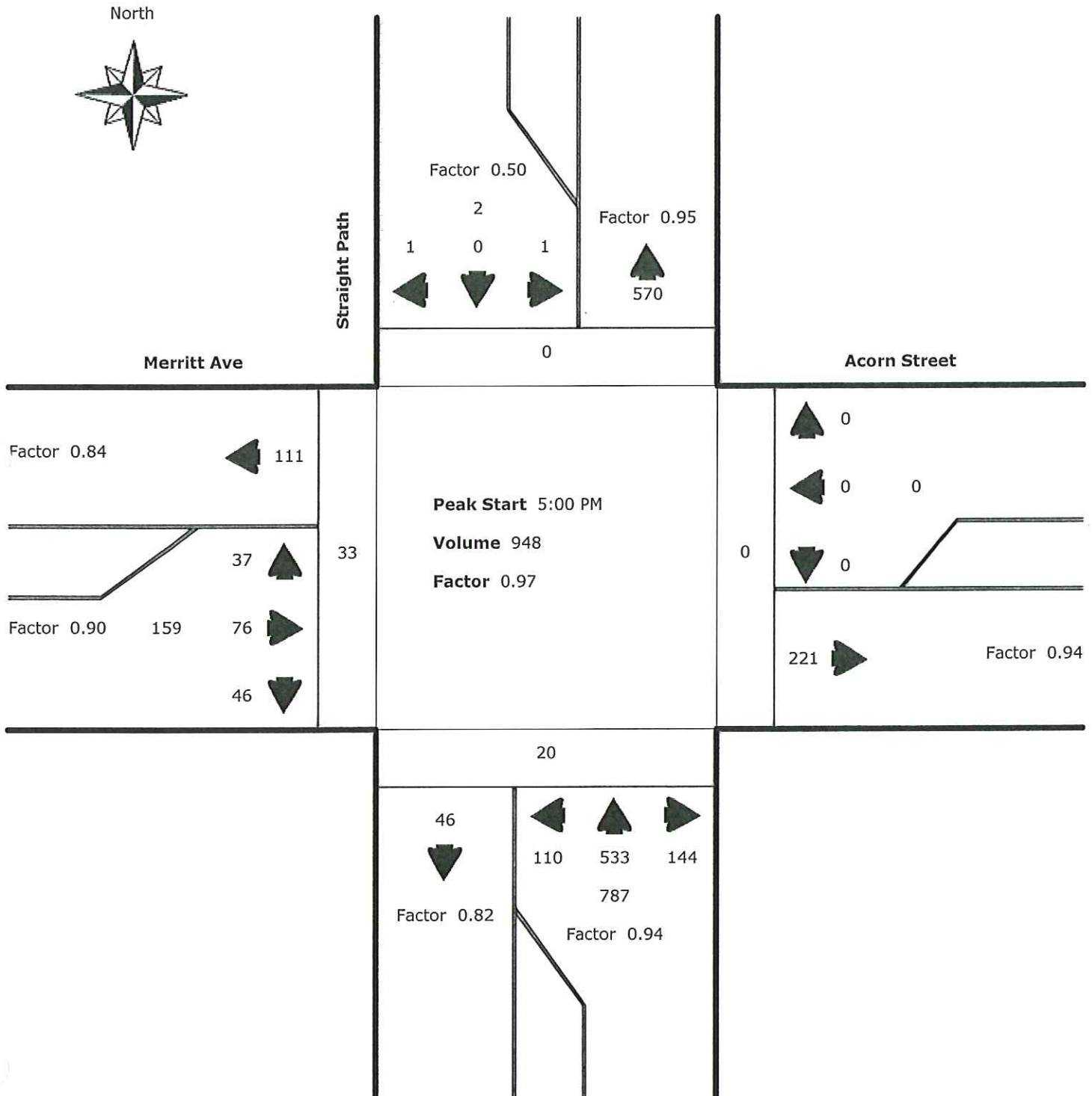
The RBA Group
One Huntington Quadrangle, Suite 4C20
Melville, NY 11747

Roadway : **Straight Path & Merritt Ave**
Location : Intersection of Straight Path (NB) & Merritt Ave (EB)
Town : Wyandanch

Site: Y3938.00
Date: 4/18/2007
Wednesday

Peak Hour Detail

Peak Hour Diagram



The RBA Group
One Huntington Quadrangle, Suite 4C20
Melville, NY 11747

Highway : **Straight Path & Long Island Avenue**
Location : Intersection of Straight Path (NB) & Long Island Avenue (WB)
Town : Wyandanch

Site: Y3938.00
Date: 4/18/2007
Wednesday

Peak Hour Detail

Interval Begin	Southbound Straight Path			Westbound Long Island Ave			Northbound Straight Path			Eastbound Long Island Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:30 AM	0	0	0	29	78	15	6	177	0	0	0	0	305
7:45 AM	0	0	0	31	94	21	6	129	0	0	0	0	281
8:00 AM	0	0	0	27	98	20	10	162	0	0	0	0	317
8:15 AM	0	0	0	30	102	11	9	120	0	0	0	0	272
Movement Total	0	0	0	117	372	67	31	588	0	0	0	0	1175
Enter Total	0			556			619			0			
Exit Total	705			31			67			372			

Vehicle Totals

No Shift	0	0	0	109	357	64	23	505	0	0	0	0	1058
				93.2%	96.0%	95.5%	74.2%	85.9%					90.0%
Bus/Truck	0	0	0	8	15	3	8	83	0	0	0	0	117
				6.8%	4.0%	4.5%	25.8%	14.1%					10.0%

Pedestrians	North	East	South	West	
	0	5	34	0	39

Peak Hour: 7:30 AM - 8:30 AM

Interval Begin	Southbound Straight Path			Westbound Long Island Ave			Northbound Straight Path			Eastbound Long Island Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Movement Total	0	0	0	117	372	67	31	588	0	0	0	0	1175
Factor				0.94	0.91	0.80	0.78	0.83					0.93
Enter Total	0			556			619			0			
Factor				0.95			0.85						
Exit Total	705			31			67			372			
Factor	0.86			0.78			0.80			0.91			

Peak Vehicles

No Shift	0	0	0	109	357	64	23	505	0	0	0	0	1058
				93.2%	96.0%	95.5%	74.2%	85.9%					90.0%
Bus/Truck	0	0	0	8	15	3	8	83	0	0	0	0	117
				6.8%	4.0%	4.5%	25.8%	14.1%					10.0%

Pedestrians	North	East	South	West	
	0	5	34	0	39

The RBA Group
One Huntington Quadrangle, Suite 4C20
Melville, NY 11747

County :
Location :
Town :

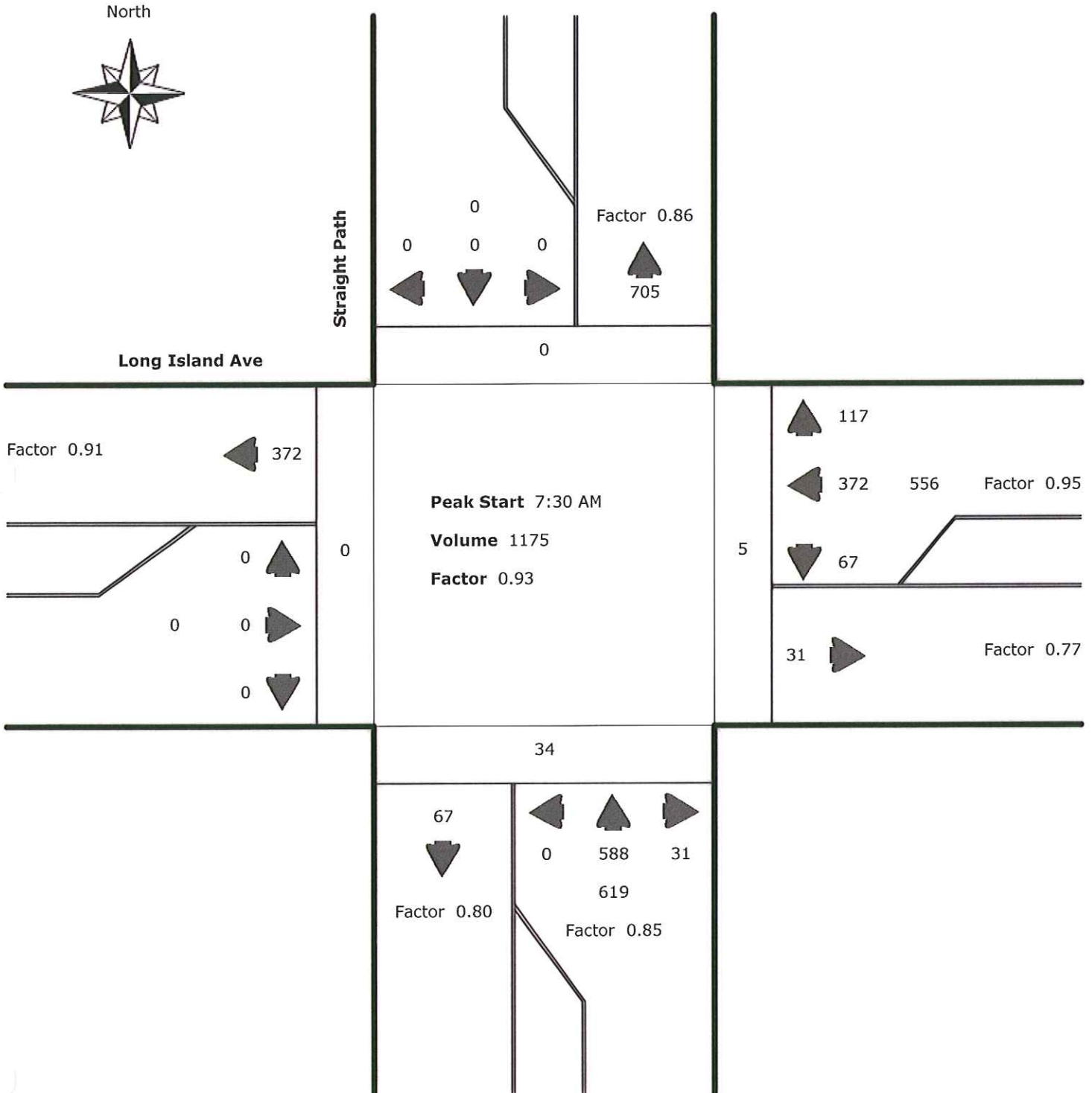
Project : **Straight Path & Long Island Avenue**
Location : Intersection of Straight Path (NB) & Long Island Avenue (WB)
Town : Wyandanch

Site:
Date:

Y3938.00
4/18/2007
Wednesday

Peak Hour Detail

Peak Hour Diagram



The RBA Group
One Huntington Quadrangle, Suite 4C20
Melville, NY 11747

Highway : **Straight Path & Long Island Avenue**
Location : Intersection of Straight Path (SB) & Long Island Ave (EB)
Town : Wyandanch

Site: Y3938.00
Date: 4/18/2007
Wednesday

Peak Hour Detail

Interval Begin	Southbound Straight Path			Westbound Long Island Avenue			Northbound Straight Path			Eastbound Long Island Avenue			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	22	117	2	0	0	0	0	0	0	3	15	6	165
7:05 AM	16	104	11	0	0	0	0	0	0	5	21	8	165
7:10 AM	18	135	10	0	0	0	0	0	0	4	18	15	200
7:15 AM	18	134	14	0	0	0	0	0	0	3	34	8	211
Movement Total	74	490	37	0	0	0	0	0	0	15	88	37	741
Enter Total	601			0			0			140			
Exit Total	37			125			505			74			

Vehicle Totals

No Shift	67	456	35	0	0	0	0	0	0	14	83	30	685
	90.5%	93.1%	94.6%							93.3%	94.3%	81.1%	92.4%
Bus/Truck	7	34	2	0	0	0	0	0	0	1	5	7	56
	9.5%	6.9%	5.4%							6.7%	5.7%	18.9%	7.6%

Pedestrians	North 11	East 0	South 0	West 21	32

7:30 AM - 8:30 AM

Peak Hour: 6:30 AM - 7:30 AM

Interval Begin	Southbound Straight Path			Westbound Long Island Avenue			Northbound Straight Path			Eastbound Long Island Avenue			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Movement Total	74	490	37	0	0	0	0	0	0	15	88	37	741
Factor	0.84	0.91	0.66							0.75	0.65	0.62	0.88
Enter Total	601			0			0			140			
Factor	0.91									0.78			
Exit Total	37			125			505			74			
Factor	0.62			0.65			0.91			0.84			

Peak Vehicles

No Shift	67	456	35	0	0	0	0	0	0	14	83	30	685
	90.5%	93.1%	94.6%							93.3%	94.3%	81.1%	92.4%
Bus/Truck	7	34	2	0	0	0	0	0	0	1	5	7	56
	9.5%	6.9%	5.4%							6.7%	5.7%	18.9%	7.6%

Pedestrians	North 11	East 0	South 0	West 21	32

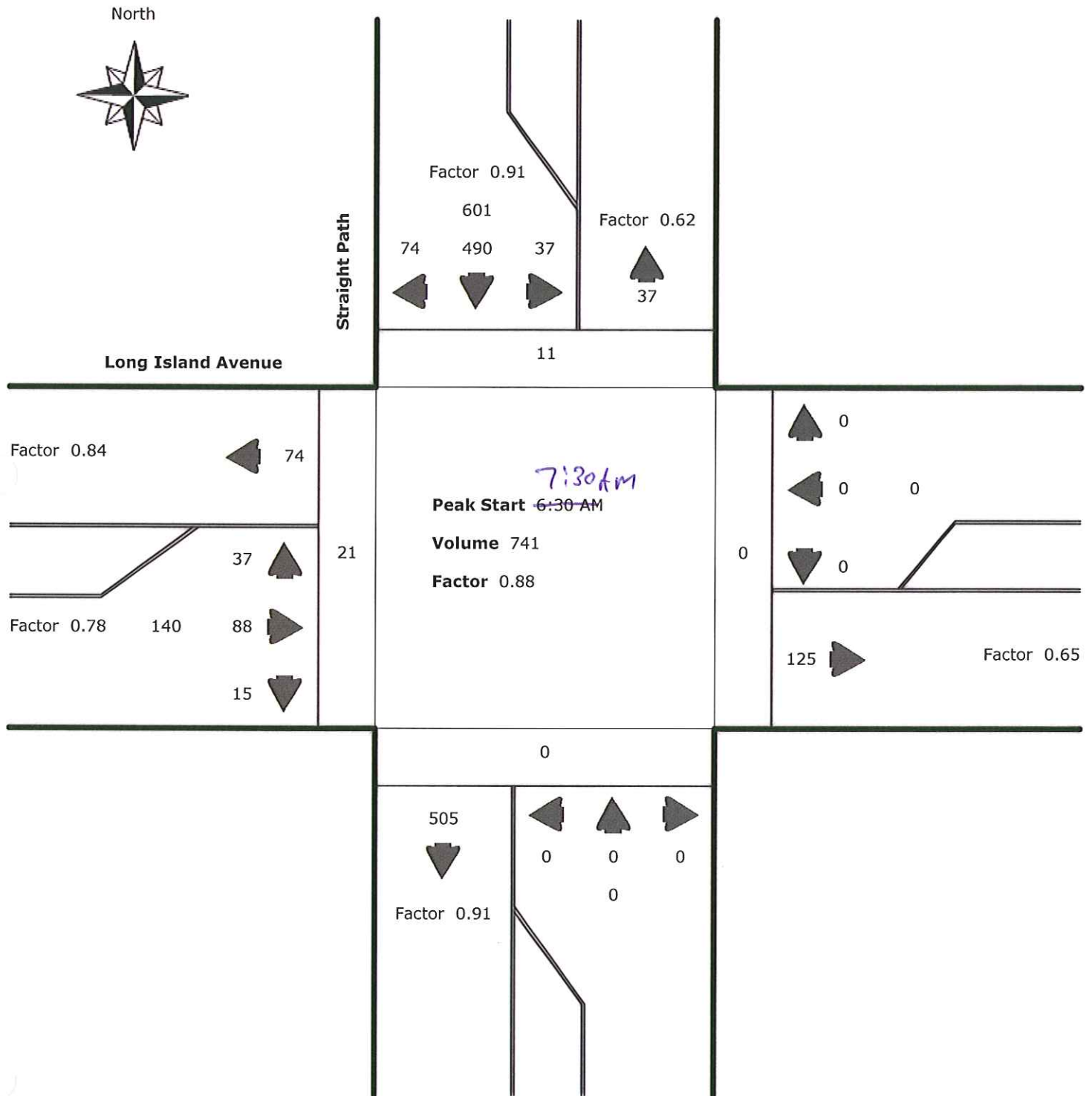
The RBA Group
One Huntington Quadrangle, Suite 4C20
Melville, NY 11747

Highway : Straight Path & Long Island Avenue
Location : Intersection of Straight Path (SB) & Long Island Ave (EB)
Town : Wyandanch

Site: Y3938.00
Date: 4/18/2007
Wednesday

Peak Hour Detail

Peak Hour Diagram



The RBA Group
One Huntington Quadrangle, Suite 4C20
Melville, NY 11747

Roadway : **Straight Path & Long Island Avenue**
 Location : Intersection of Straight Path (NB) & Long Island Ave (WB)
 Town : Wyandanch

Site: Y3938.00
 Date: 4/18/2007
 Wednesday

Peak Hour Detail

Interval Begin	Southbound Straight Path			Westbound Long Island Ave			Northbound Straight Path			Eastbound Long Island Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
5:00 PM	0	0	0	10	23	10	21	151	0	0	0	0	215
5:15 PM	0	0	0	21	47	4	12	129	0	0	0	0	213
5:30 PM	0	0	0	20	41	16	10	131	0	0	0	0	218
5:45 PM	0	0	0	19	60	13	14	103	0	0	0	0	209
Movement Total	0	0	0	70	171	43	57	514	0	0	0	0	855
Enter Total	0			284			571			0			
Exit Total	584			57			43			171			

Vehicle Totals

No Shift	0	0	0	69	166	41	54	500	0	0	0	0	830
				98.6%	97.1%	95.3%	94.7%	97.3%					97.1%
Bus/Truck	0	0	0	1	5	2	3	14	0	0	0	0	25
				1.4%	2.9%	4.7%	5.3%	2.7%					2.9%

Pedestrians	North	East	South	West	
	0	4	15	0	19

Peak Hour: 5:00 PM - 6:00 PM

Interval Begin	Southbound Straight Path			Westbound Long Island Ave			Northbound Straight Path			Eastbound Long Island Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Movement Total	0	0	0	70	171	43	57	514	0	0	0	0	855
Factor				0.83	0.71	0.67	0.68	0.85					0.98
Enter Total	0			284			571			0			
Factor				0.77			0.83						
Exit Total	584			57			43			171			
Factor	0.91			0.68			0.67			0.71			

Peak Vehicles

No Shift	0	0	0	69	166	41	54	500	0	0	0	0	830
				98.6%	97.1%	95.3%	94.7%	97.3%					97.1%
Bus/Truck	0	0	0	1	5	2	3	14	0	0	0	0	25
				1.4%	2.9%	4.7%	5.3%	2.7%					2.9%

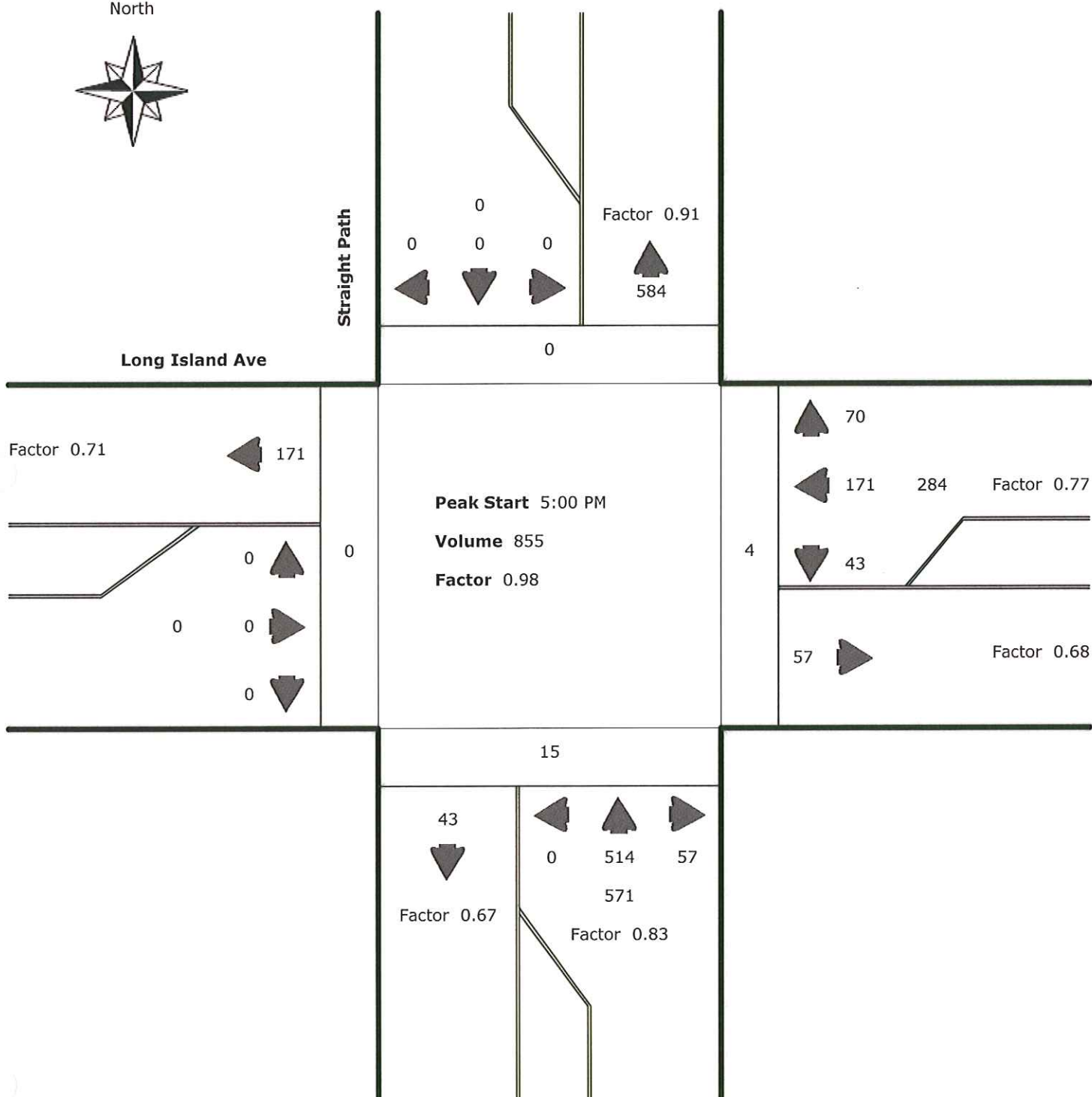
Pedestrians	North	East	South	West	
	0	4	15	0	19

Location
Town

Site:
Date:

Peak Hour Detail

North



The RBA Group
One Huntington Quadrangle, Suite 4C20
Melville, NY 11747

Highway : Straight Path & Long Island Avenue
Location : Intersection of Straight Path (SB) & Long Island Ave (EB)
Town : Wyandanch

Site: Y3938.00
Date: 4/18/2007
Wednesday

Peak Hour Detail

Interval Begin	Southbound Straight Path			Westbound Long Island Ave			Northbound Straight Path			Eastbound Long Island Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	28	189	25	0	0	0	0	0	0	7	104	33	386
4:15 PM	18	201	10	0	0	0	0	0	0	10	118	19	376
4:30 PM	12	176	30	0	0	0	0	0	0	12	107	10	347
4:45 PM	20	166	32	0	0	0	0	0	0	17	75	22	332
Movement Total	78	732	97	0	0	0	0	0	0	46	404	84	1441
Enter Total	907			0			0			534			
Exit Total	84			501			778			78			

Vehicle Totals

No Shift	76	705	95	0	0	0	0	0	0	42	399	79	1396
	97.4%	96.3%	97.9%							91.3%	98.8%	94.0%	96.9%
Bus/Truck	2	27	2	0	0	0	0	0	0	4	5	5	45
	2.6%	3.7%	2.1%							8.7%	1.2%	6.0%	3.1%

Pedestrians	North 24	East 0	South 0	West 34	58

5:00 - 6:00 PM

Peak Hour: ~~4:00 PM - 5:00 PM~~

Interval Begin	Southbound Straight Path			Westbound Long Island Ave			Northbound Straight Path			Eastbound Long Island Ave			Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Movement Total	78	732	97	0	0	0	0	0	0	46	404	84	1441
Factor	0.70	0.91	0.76							0.68	0.86	0.64	0.93
Enter Total	907			0			0			534			
Factor	0.94									0.91			
Exit Total	84			501			778			78			
Factor	0.64			0.91			0.92			0.70			

Peak Vehicles

No Shift	76	705	95	0	0	0	0	0	0	42	399	79	1396
	97.4%	96.3%	97.9%							91.3%	98.8%	94.0%	96.9%
Bus/Truck	2	27	2	0	0	0	0	0	0	4	5	5	45
	2.6%	3.7%	2.1%							8.7%	1.2%	6.0%	3.1%

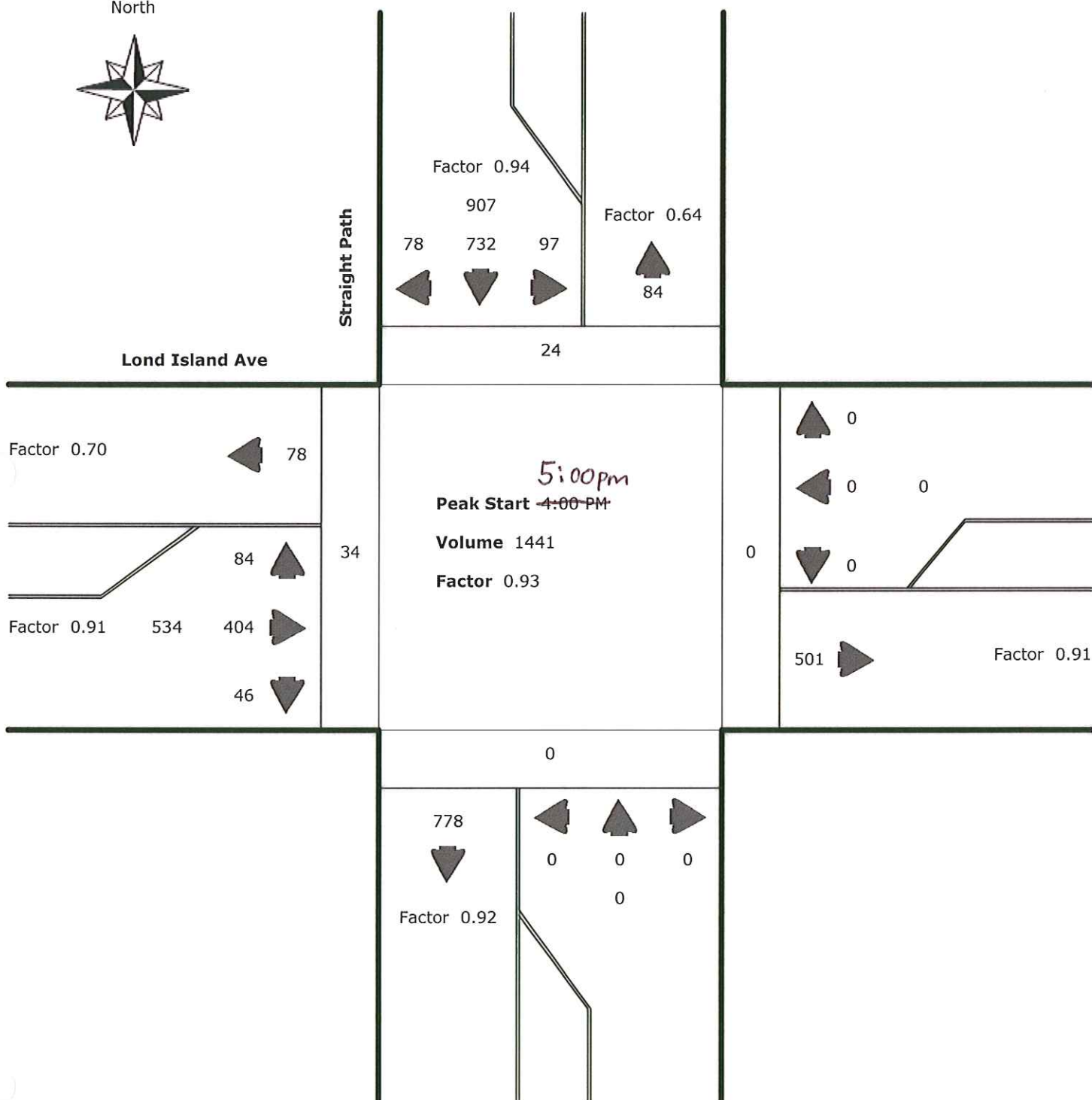
Pedestrians	North 24	East 0	South 0	West 34	58

Midway
Location
Town

Site:
Date:

Peak Hour Detail

North



DATE: 4/18/2007

TIME PERIOD: AM Peak Period (Adjusted Volumes)

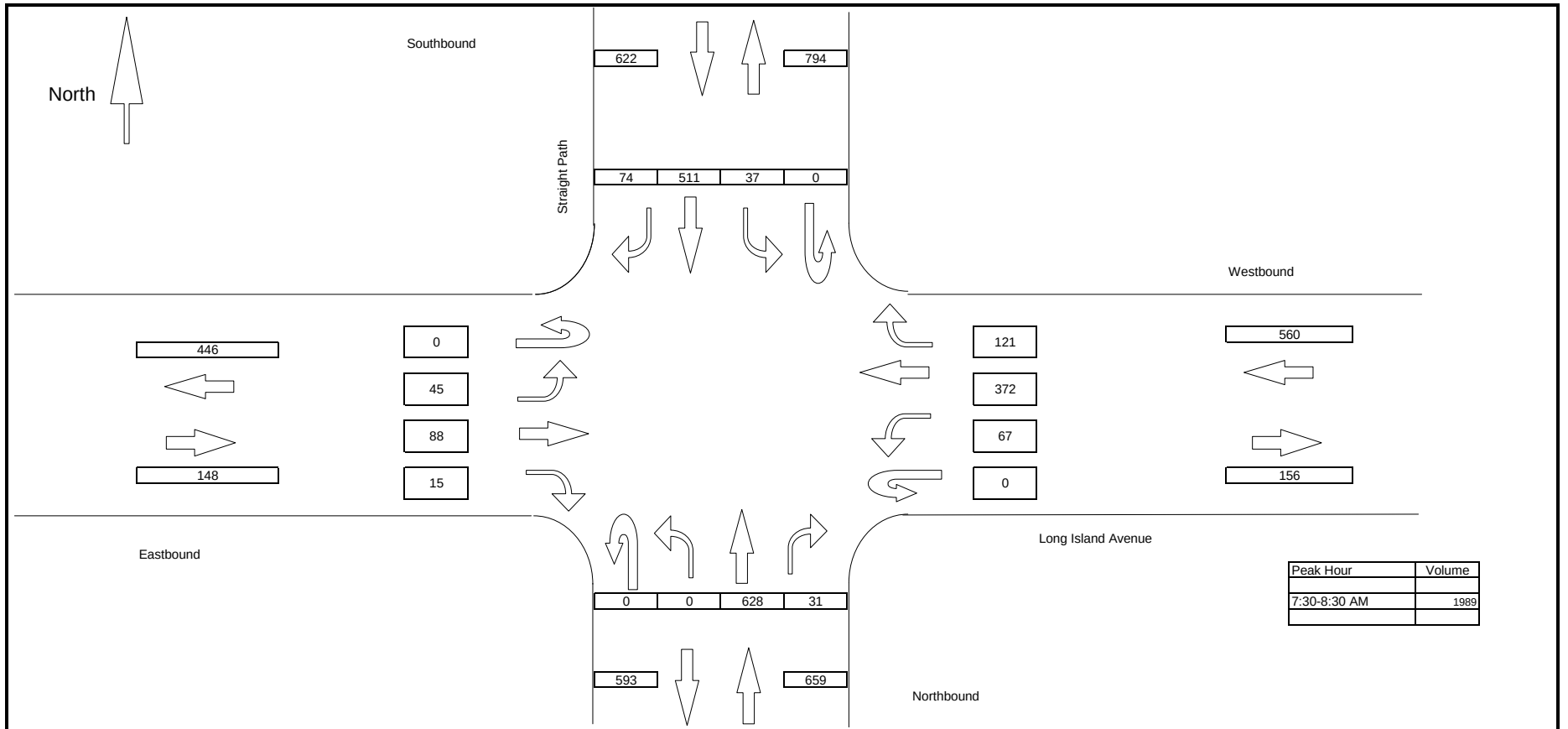
INTERSECTION: Straight Path & Long Island Avenue

EAST-WEST STREET: Long Island Avenue

NORTH-SOUTH STREET: Straight Path



Start Time	EASTBOUND					WESTBOUND					NORTHBOUND					SOUTHBOUND					TOTAL	Cum. Hourly
	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total		
7:00 AM	9	19	4		32	9	109	21		139	0	58	7		65	6	92	15		113	349	
7:15 AM	10	14	3		27	25	84	21		130	0	135	10		145	10	105	22		137	439	
7:30 AM	14	15	3		32	15	78	29		122	0	177	6		183	2	117	22		141	478	
7:45 AM	8	21	5		34	21	94	31		146	0	139	6		145	11	125	16		152	477	1743
8:00 AM	15	18	4		37	20	98	31		149	0	162	10		172	10	135	18		163	521	1915
8:15 AM	8	34	3		45	11	102	30		143	0	150	9		159	14	134	18		166	513	1989
8:30 AM	7	24	4		35	17	77	15		109	0	102	7		109	6	134	20		160	413	1924
8:45 AM	13	34	4		51	20	71	18		109	0	128	11		139	23	123	16		162	461	1908
Peak Hour																						
7:00-8:00 AM	41	69	15	0	125	70	365	102	0	537	0	509	29	0	538	29	439	75	0	543	1743	
7:15-8:15 AM	47	68	15	0	130	81	354	112	0	547	0	613	32	0	645	33	482	78	0	593	1915	
7:30-8:30 AM	45	88	15	0	148	67	372	121	0	560	0	628	31	0	659	37	511	74	0	622	1989	Peak Hour
7:45-8:45 AM	38	97	16	0	151	69	371	107	0	547	0	553	32	0	585	41	528	72	0	641	1924	
8:00-9:00 AM	43	110	15	0	168	68	348	94	0	510	0	542	37	0	579	53	526	72	0	651	1908	
7:30-8:30 AM	45	88	15	0	148	67	372	121	0	560	0	628	31	0	659	37	511	74	0	622	1989	Peak Hour



DATE: 4/18/2007

TIME PERIOD: PM Peak Period (Adjusted Volumes)

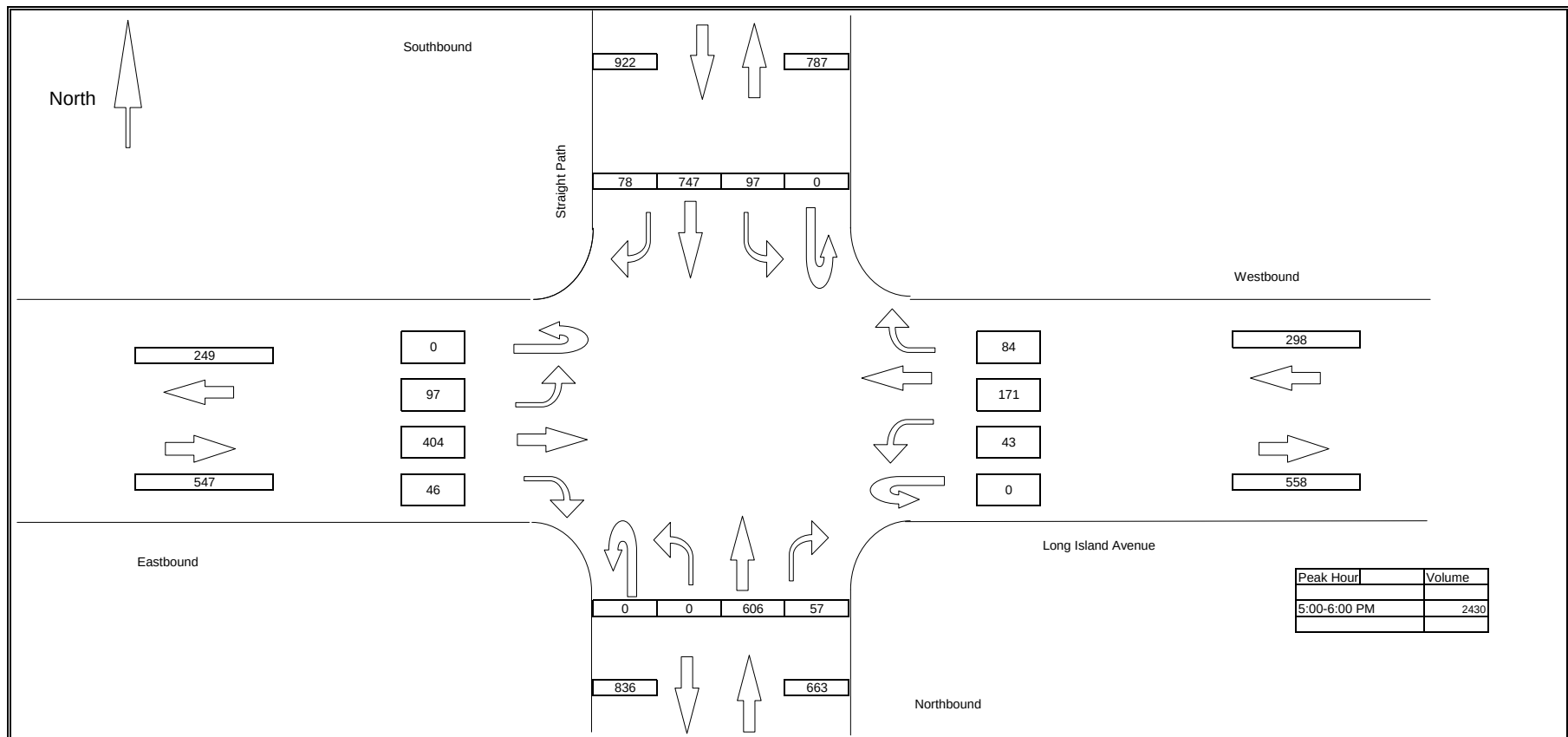
INTERSECTION: Straight Path & Long Island Avenue

WEST-EAST STREET: Long Island Avenue

NORTH-SOUTH STREET: Straight Path



Start Time	EASTBOUND					WESTBOUND					NORTHBOUND					SOUTHBOUND					TOTAL	Cum. Hourly
	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total		
4:00 PM	18	52	9		79	15	16	11		42	0	113	15		128	15	124	18		157	406	2080
4:15 PM	27	82	9		118	16	34	21		71	0	148	25		173	25	166	21		212	574	
4:30 PM	17	74	13		104	13	33	13		59	0	153	27		180	16	176	12		204	547	
4:45 PM	21	90	10		121	11	36	16		63	0	125	18		143	30	179	17		226	553	
5:00 PM	33	104	7		144	10	23	24		57	0	174	21		195	25	189	28		242	638	
5:15 PM	19	118	10		147	4	47	21		72	0	152	12		164	10	201	18		229	612	
5:30 PM	23	107	12		142	16	41	20		77	0	154	10		164	30	176	12		218	601	
5:45 PM	22	75	17		114	13	60	19		92	0	126	14		140	32	181	20		233	579	
6:00 PM	26	71	10		107	15	34	15		64	0	155	19		174	22	159	28		209	554	
6:15 PM	17	82	10		109	16	34	24		74	0	133	10		143	24	173	18		215	541	
Peak Hour																						Peak Hour
4:00-5:00 PM	83	298	41	0	422	55	119	61	0	235	0	539	85	0	624	86	645	68	0	799	2080	
4:15-5:15 PM	98	350	39	0	487	50	126	74	0	250	0	600	91	0	691	96	710	78	0	884	2312	
4:30-5:30 PM	90	386	40	0	516	38	139	74	0	251	0	604	78	0	682	81	745	75	0	901	2350	
4:45-5:45 PM	96	419	39	0	554	41	147	81	0	269	0	605	61	0	666	95	745	75	0	915	2404	
5:00-6:00 PM	97	404	46	0	547	43	171	84	0	298	0	606	57	0	663	97	747	78	0	922	2430	
5:15-6:15 PM	90	371	49	0	510	48	182	75	0	305	0	587	55	0	642	94	717	78	0	889	2346	
5:30-6:30 PM	88	335	49	0	472	60	169	78	0	307	0	568	53	0	621	108	689	78	0	875	2275	
5:00-6:00 PM	97	404	46	0	547	43	171	84	0	298	0	606	57	0	663	97	747	78	0	922	2430	Peak Hour



DATE: 4/18/2007

TIME PERIOD: AM Peak Period

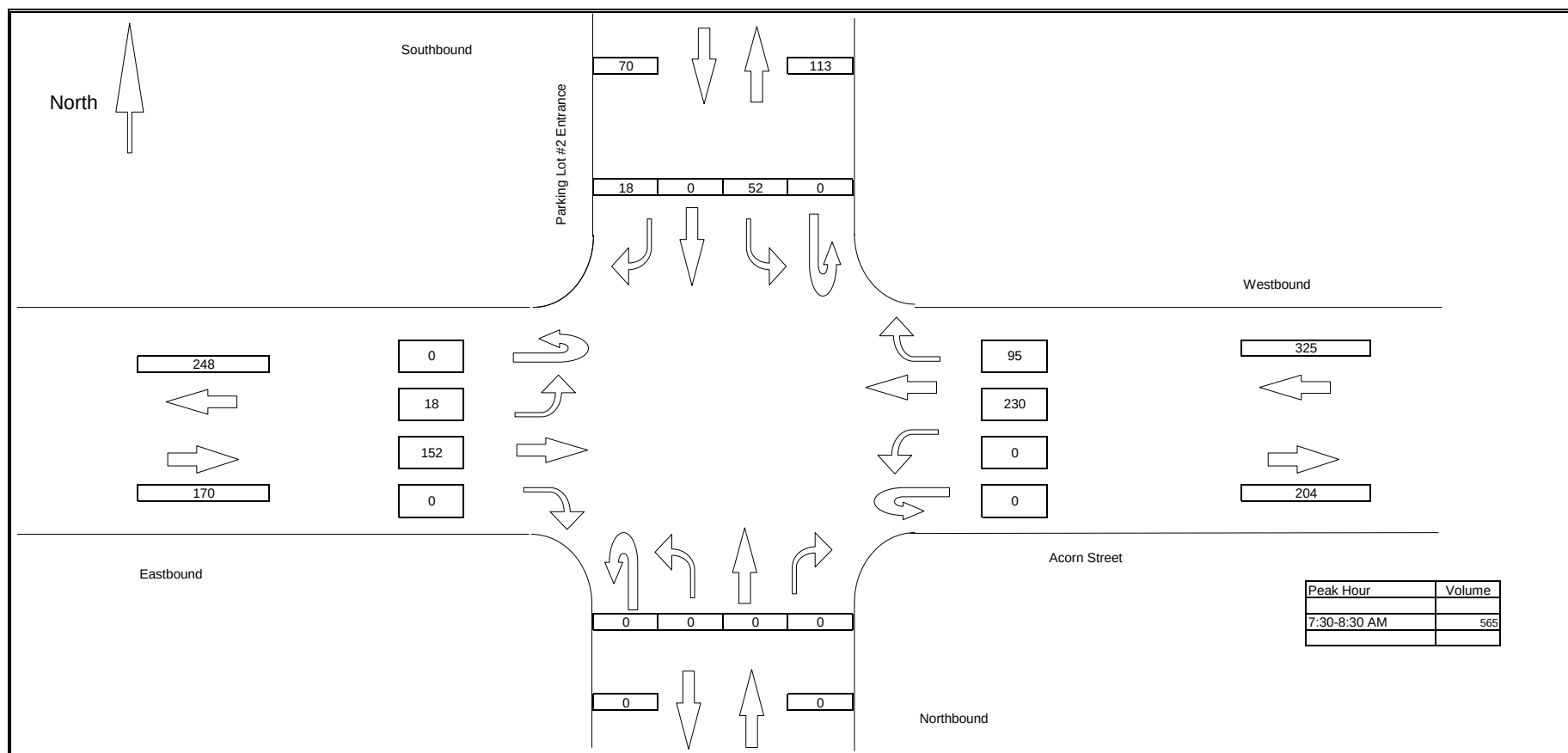
INTERSECTION: Acorn Street & Parking Lot #2 Entrance

EAST-WEST STREET: Acorn Street

NORTH-SOUTH STREET: Parking Lot #2 Entrance



Start Time	EASTBOUND					WESTBOUND					NORTHBOUND					SOUTHBOUND					TOTAL	Cum. Hourly
	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total		
7:00 AM	16	21	0		37	0	22	19		41						6	0	3		9	87	
7:15 AM	11	24	0		35	0	61	41		102						15	0	16		31	168	
7:30 AM	5	40	0		45	0	48	21		69						12	0	2		14	128	
7:45 AM	9	42	0		51	0	70	32		102						12	0	3		15	168	551
8:00 AM	1	31	0		32	0	50	25		75						15	0	3		18	125	589
8:15 AM	3	39	0		42	0	62	17		79						13	0	10		23	144	565
8:30 AM	0	35	0		35	0	51	5		56						7	0	2		9	100	537
8:45 AM	3	44	0		47	0	53	10		63						9	0	5		14	124	493
Peak Hour																						
7:00-8:00 AM	41	127	0		168	0	201	113	0	314						45	0	24		69	551	
7:15-8:15 AM	26	137	0		163	0	229	119	0	348						54	0	24		78	589	
7:30-8:30 AM	18	152	0		170	0	230	95	0	325						52	0	18		70	565	Peak Hour
7:45- 8:45 AM	13	147	0		160	0	233	79	0	312						47	0	18		65	537	
8:00-9:00 AM	7	149	0		156	0	216	57	0	273						44	0	20		64	493	
7:30-8:30 AM	18	152	0	0	170	0	230	95	0	325						52	0	18	0	70	565	Peak Hour



DATE: 4/18/2007

TIME PERIOD: PM Peak Period

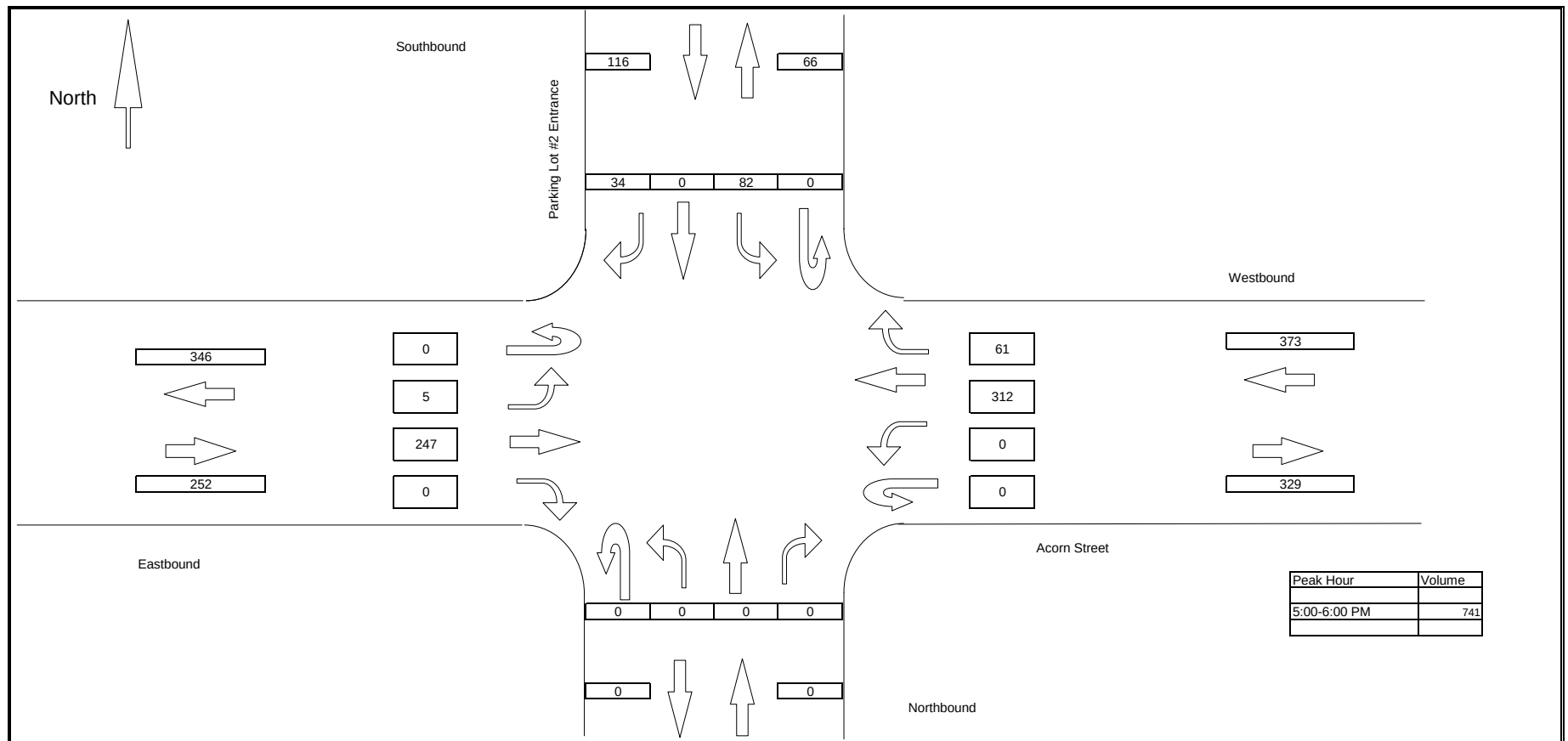
INTERSECTION: Acorn Street & Parking Lot #2 Entrance

WEST-EAST STREET: Acorn Street

NORTH-SOUTH STREET: Parking Lot #2 Entrance



Start Time	EASTBOUND					WESTBOUND					NORTHBOUND					SOUTHBOUND					TOTAL	Cum. Hourly
	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total	Left	Through	Right	U-Turn	Total		
4:00 PM	0	29	0		29	0	29	4		33						14	0	2		16	78	
4:15 PM	2	47	0		49	0	44	9		53						10	0	7		17	119	
4:30 PM	2	60	0		62	0	59	7		66						9	0	1		10	138	
4:45 PM	0	68	0		68	0	60	5		65						7	0	1		8	141	476
5:00 PM	4	64	0		68	0	90	17		107						18	0	13		31	206	604
5:15 PM	0	51	0		51	0	71	15		86						14	0	2		16	153	638
5:30 PM	0	74	0		74	0	80	11		91						17	0	2		19	184	684
5:45 PM	1	58	0		59	0	71	18		89						33	0	17		50	198	741
Peak Hour																						
4:00-5:00 PM	9	204	0	0	208	0	504	86	0	217						40	0	11	0	51	476	
4:15-5:15 PM	8	239	0	0	247	0	253	38	0	291						44	0	22	0	66	604	
4:30-5:30 PM	6	243	0	0	249	0	280	44	0	324						48	0	17	0	65	638	
4:45-5:45 PM	4	257	0	0	261	0	301	48	0	349						56	0	18	0	74	684	
5:00-6:00 PM	5	247	0	0	252	0	312	61	0	373						82	0	34	0	116	741	Peak Hour
5:00-6:00 PM	5	247	0	0	252	0	312	61	0	373						82	0	34	0	116	741	Peak Hour



Travel Time Runs

TRAVEL TIME RUN FIELD SHEET

Date: 5/20/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Seaman Neck Rd / Straight Path

Direction: Northbound

Start Time: 7:08 a.m.

Run No.: 1

Checkpoint		Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Route 27 / Sunrise Highway	Signal	0.00	0.00	00 : 00	01 : 07	01 : 40	:	:	:	:	:	Signal	0.55		
2	North Wellwood Avenue	Signal	0.75	0.75	01 : 45	:	:	:	:	:	:	:		0.00	25.71	37.50
3	Colonial Road	Signal	0.19	0.94	02 : 07	02 : 58	03 : 23	:	:	:	:	:	Signal	0.42	31.09	31.09
4	Route 109	Signal	0.55	1.49	03 : 34	:	:	:	:	:	:	:		0.00	22.76	31.94
5	Herzel Boulevard	Signal	0.23	1.72	04 : 00	:	:	:	:	:	:	:		0.00	31.85	31.85
6	15th Steet	Signal	0.46	2.18	04 : 41	:	:	:	:	:	:	:		0.00	40.39	40.39
7	Commander Avenue	Signal	0.50	2.68	05 : 23	05 : 56	06 : 21	:	:	:	:	:	Signal	0.42	42.86	42.86
8	Edison Avenue / Hilltop Avenue	Signal	0.39	3.07	06 : 25	:	:	:	:	:	:	:		0.00	22.65	37.95
9	Little East Neck Road	Signal	0.06	3.13	06 : 34	:	:	:	:	:	:	:		0.00	24.00	24.00
10	Lincoln Avenue / Wyandanch Ave	Signal	0.39	3.52	07 : 10	:	:	:	:	:	:	:		0.00	39.00	39.00
11	Levey Boulevard	Signal	0.29	3.81	07 : 35	:	:	:	:	:	:	:		0.00	41.76	41.76
12	Mount Avenue	Signal	0.23	4.04	08 : 01	:	:	:	:	:	:	:		0.00	31.85	31.85
13	South 18th Street	Signal	0.19	4.23	08 : 14	08 : 21	08 : 23	:	:	:	:	:	Congestion	0.03	52.62	52.62
14	Irving Avenue	Signal	0.08	4.31	08 : 34	:	:	:	:	:	:	:		0.00	14.40	16.00
15	Commonwealth Drive	Signal	0.10	4.41	08 : 47	08 : 56	09 : 35	:	:	:	:	:	Train Crossing	0.65	27.69	27.69
16	Long Island Avenue	Signal	0.10	4.51	09 : 57	:	:	:	:	:	:	:		0.00	5.14	11.61
17	Merritt Avenue / Acorn Street	Signal	0.04	4.55	10 : 06	:	:	:	:	:	:	:		0.00	16.00	16.00
18	Nicolls Road	Signal	0.40	4.95	10 : 51	:	:	:	:	:	:	:		0.00	32.00	32.00
19	Main Avenue / Brown Boulevard	Signal	0.24	5.19	11 : 15	:	:	:	:	:	:	:		0.00	36.00	36.00
20	Burrs Lane	Signal	0.31	5.50	11 : 49	:	:	:	:	:	:	:		0.00	32.82	32.82
21	Paumanok Elementary School	Signal	0.64	6.14	13 : 04	:	:	:	:	:	:	:		0.00	30.72	30.72
22	Clarendon St / Trescott St	Signal	0.19	6.33	13 : 32	:	:	:	:	:	:	:		0.00	24.43	24.43
23	Deer Park Avenue	Signal	0.53	6.86	14 : 39	:	:	:	:	:	:	:		0.00	28.48	28.48
Total			6.86	6.86	14 : 39									2.07	28.10	32.71

TRAVEL TIME RUN FIELD SHEET

Date: 5/20/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Seaman Neck Rd / Straight Path

Direction: Northbound

Start Time: 7:43 a.m.

Run No.: 2

Checkpoint		Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Route 27 / Sunrise Highway	Signal	0.00	0.00	00 : 00	01 : 10	01 : 44	:	:	:	:	:	Signal	0.57		
2	North Wellwood Avenue	Signal	0.75	0.75	01 : 51	:	:	:	:	:	:	:		0.00	24.32	35.06
3	Colonial Road	Signal	0.19	0.94	02 : 13	02 : 42	02 : 48	3 : 25	5 : 21	:	:	:	Train, Congestion, Signal	2.03	31.09	31.09
4	Route 109	Signal	0.55	1.49	05 : 27	:	:	:	:	:	:	:		0.00	10.21	27.50
5	Herzel Boulevard	Signal	0.23	1.72	05 : 52	06 : 35	06 : 41	:	:	:	:	:	Signal	0.10	33.12	33.12
6	15th Steet	Signal	0.46	2.18	06 : 46	:	:	:	:	:	:	:		0.00	30.67	34.50
7	Commander Avenue	Signal	0.50	2.68	07 : 30	:	:	:	:	:	:	:		0.00	40.91	40.91
8	Edison Avenue / Hilltop Avenue	Signal	0.39	3.07	08 : 03	:	:	:	:	:	:	:		0.00	42.55	42.55
9	Little East Neck Road	Signal	0.06	3.13	08 : 10	:	:	:	:	:	:	:		0.00	30.86	30.86
10	Lincoln Avenue / Wyandanch Ave	Signal	0.39	3.52	08 : 50	:	:	:	:	:	:	:		0.00	35.10	35.10
11	Levey Boulevard	Signal	0.29	3.81	09 : 15	09 : 47	09 : 58	:	:	:	:	:	Signal	0.18	41.76	41.76
12	Mount Avenue	Signal	0.23	4.04	10 : 02	:	:	:	:	:	:	:		0.00	17.62	23.00
13	South 18th Street	Signal	0.19	4.23	10 : 16	10 : 26	10 : 40	:	:	:	:	:	Signal	0.23	48.86	48.86
14	Irving Avenue	Signal	0.08	4.31	10 : 44	:	:	:	:	:	:	:		0.00	10.29	20.57
15	Commonwealth Drive	Signal	0.10	4.41	10 : 57	11 : 04	12 : 46	:	:	:	:	:	Signal, Train Crossing	1.70	27.69	27.69
16	Long Island Avenue	Signal	0.10	4.51	13 : 05	:	:	:	:	:	:	:		0.00	2.81	13.85
17	Merritt Avenue / Acorn Street	Signal	0.04	4.55	13 : 14	13 : 56	14 : 01	:	:	:	:	:	Signal	0.08	16.00	16.00
18	Nicolls Road	Signal	0.40	4.95	14 : 10	14 : 36	14 : 38	:	:	:	:	:	Signal	0.03	25.71	28.24
19	Main Avenue / Brown Boulevard	Signal	0.24	5.19	14 : 47	:	:	:	:	:	:	:		0.00	23.35	24.69
20	Burrs Lane	Signal	0.31	5.50	15 : 19	:	:	:	:	:	:	:		0.00	34.88	34.88
21	Paumanok Elementary School	Signal	0.64	6.14	16 : 17	:	:	:	:	:	:	:		0.00	39.72	39.72
22	Clarendon St / Trescott St	Signal	0.19	6.33	16 : 35	17 : 17	17 : 36	:	:	:	:	:	Signal	0.32	38.00	38.00
23	Deer Park Avenue	Signal	0.53	6.86	17 : 56	:	:	:	:	:	:	:		0.00	23.56	30.77
Total			6.86	6.86	17 : 56									5.25	22.95	32.45

TRAVEL TIME RUN FIELD SHEET

Date: 5/20/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Seaman Neck Rd / Straight Path

Direction: Northbound

Start Time: _____

Run No.: 3

Checkpoint		Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Route 27 / Sunrise Highway	Signal	0.00	0.00	00 : 00	01 : 13	01 : 44	:	:	:	:	:	Signal	0.52		
2	North Wellwood Avenue	Signal	0.75	0.75	01 : 49	:	:	:	:	:	:	:		0.00	24.77	34.62
3	Colonial Road	Signal	0.19	0.94	02 : 09	03 : 04	03 : 45	:	:	:	:	:	Signal	0.68	34.20	34.20
4	Route 109	Signal	0.55	1.49	05 : 02	:	:	:	:	:	:	:		0.00	11.45	15.00
5	Herzel Boulevard	Signal	0.23	1.72	05 : 24	:	:	:	:	:	:	:		0.00	37.64	37.64
6	15th Steet	Signal	0.46	2.18	06 : 06	:	:	:	:	:	:	:		0.00	39.43	39.43
7	Commander Avenue	Signal	0.50	2.68	06 : 47	:	:	:	:	:	:	:		0.00	43.90	43.90
8	Edison Avenue / Hilltop Avenue	Signal	0.39	3.07	07 : 18	:	:	:	:	:	:	:	Signal	0.00	45.29	45.29
9	Little East Neck Road	Signal	0.06	3.13	07 : 23	08 : 00	08 : 06	:	:	:	:	:		0.10	43.20	43.20
10	Lincoln Avenue / Wyandanch Ave	Signal	0.39	3.52	08 : 10	:	:	:	:	:	:	:		0.00	29.87	34.24
11	Levey Boulevard	Signal	0.29	3.81	08 : 38	:	:	:	:	:	:	:		0.00	37.29	37.29
12	Mount Avenue	Signal	0.23	4.04	09 : 00	:	:	:	:	:	:	:		0.00	37.64	37.64
13	South 18th Street	Signal	0.19	4.23	09 : 12	:	:	:	:	:	:	:		0.00	57.00	57.00
14	Irving Avenue	Signal	0.08	4.31	09 : 22	:	:	:	:	:	:	:	Signal	0.00	28.80	28.80
15	Commonwealth Drive	Signal	0.10	4.41	09 : 34	09 : 46	10 : 04	:	:	:	:	:		0.30	30.00	30.00
16	Long Island Avenue	Signal	0.10	4.51	10 : 13	:	:	:	:	:	:	:		0.00	9.23	17.14
17	Merritt Avenue / Acorn Street	Signal	0.04	4.55	10 : 21	:	:	:	:	:	:	:		0.00	18.00	18.00
18	Nicolls Road	Signal	0.40	4.95	11 : 00	11 : 22	11 : 33	:	:	:	:	:		0.18	36.92	36.92
19	Main Avenue / Brown Boulevard	Signal	0.24	5.19	11 : 37	:	:	:	:	:	:	:		0.00	23.35	33.23
20	Burrs Lane	Signal	0.31	5.50	12 : 09	:	:	:	:	:	:	:		0.00	34.88	34.88
21	Paumanok Elementary School	Signal	0.64	6.14	13 : 00	:	:	:	:	:	:	:		0.00	45.18	45.18
22	Clarendon St / Trescott St	Signal	0.19	6.33	13 : 18	14 : 14	15 : 20	:	:	:	:	:	Signal	1.10	38.00	38.00
23	Deer Park Avenue	Signal	0.53	6.86	15 : 40	:	:	:	:	:	:	:		0.00	13.44	25.11
Total			6.86	6.86	15 : 40									2.88	26.27	32.20

TRAVEL TIME RUN FIELD SHEET

Date: 5/19/2009 & 5/20/09
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Seaman Neck Rd / Straight Path

Direction: Northbound

Start Time: 4:30 p.m.

Run No.: 1

Checkpoint		Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Route 27 / Sunrise Highway	Signal	0.00	0.00	00 : 00	01 : 16	02 : 09	:	:	:	:	:	Signal	0.88		
2	North Wellwood Avenue	Signal	0.75	0.75	02 : 11	:	:	:	:	:	:	:		0.00	20.61	34.62
3	Colonial Road	Signal	0.19	0.94	02 : 31	03 : 17	04 : 03	:	:	:	:	:	Signal	0.77	34.20	34.20
4	Route 109	Signal	0.55	1.49	04 : 21	:	:	:	:	:	:	:		0.00	18.00	30.94
5	Herzel Boulevard	Signal	0.23	1.72	04 : 57	:	:	:	:	:	:	:		0.00	23.00	23.00
6	15th Steet	Signal	0.46	2.18	06 : 04	:	:	:	:	:	:	:	Construction	0.00	24.72	24.72
7	Commander Avenue	Signal	0.50	2.68	06 : 48	:	:	:	:	:	:	:		0.00	40.91	40.91
8	Edison Avenue / Hilltop Avenue	Signal	0.39	3.07	:	:	:	:	:	:	:	:		0.00		
9	Little East Neck Road	Signal	0.06	3.13	07 : 31	:	:	:	:	:	:	:		0.00	37.67	37.67
10	Lincoln Avenue / Wyandanch Ave	Signal	0.39	3.52	08 : 11	:	:	:	:	:	:	:		0.00	35.10	35.10
11	Levey Boulevard	Signal	0.29	3.81	08 : 39	:	:	:	:	:	:	:		0.00	37.29	37.29
12	Mount Avenue	Signal	0.23	4.04	09 : 10	:	:	:	:	:	:	:		0.00	26.71	26.71
13	South 18th Street	Signal	0.19	4.23	09 : 28	:	:	:	:	:	:	:		0.00	38.00	38.00
14	Irving Avenue	Signal	0.08	4.31	09 : 38	09 : 53	10 : 34	:	:	:	:	:	Train Crossing, Signal	0.68	28.80	28.80
15	Commonwealth Drive	Signal	0.10	4.41	10 : 42	:	:	:	:	:	:	:		0.00	5.62	15.65
16	Long Island Avenue	Signal	0.10	4.51	11 : 00	:	:	:	:	:	:	:		0.00	20.00	20.00
17	Merritt Avenue / Acorn Street	Signal	0.04	4.55	11 : 07	12 : 13	12 : 19	:	:	:	:	:	Signal	0.10	20.57	20.57
18	Nicolls Road	Signal	0.40	4.95	12 : 27	:	:	:	:	:	:	:		0.00	18.00	19.46
19	Main Avenue / Brown Boulevard	Signal	0.24	5.19	12 : 51	:	:	:	:	:	:	:		0.00	36.00	36.00
20	Burrs Lane	Signal	0.31	5.50	13 : 22	:	:	:	:	:	:	:		0.00	36.00	36.00
21	Paumanok Elementary School	Signal	0.64	6.14	14 : 21	:	:	:	:	:	:	:		0.00	39.05	39.05
22	Clarendon St / Trescott St	Signal	0.19	6.33	14 : 45	15 : 42	15 : 46	:	:	:	:	:	Signal	0.07	28.50	28.50
23	Deer Park Avenue	Signal	0.53	6.86	15 : 48	:	:	:	:	:	:	:		0.00	30.29	32.34
Total			6.86	6.86	15 : 48									2.50	26.05	30.95

TRAVEL TIME RUN FIELD SHEET

Date: 5/19/2009 & 5/20/09
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Seaman Neck Rd / Straight Path

Direction: Northbound

Start Time: 5:35 p.m.

Run No.: 2

Checkpoint		Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Route 27 / Sunrise Highway	Signal	0.00	0.00	00 : 00	01 : 16	01 : 38	:	:	:	:	:	Signal	0.37		
2	North Wellwood Avenue	Signal	0.75	0.75	01 : 43	:	:	:	:	:	:	:		0.00	26.21	33.33
3	Colonial Road	Signal	0.19	0.94	02 : 07	03 : 12	03 : 26	:	:	:	:	:	Signal	0.23	28.50	28.50
4	Route 109	Signal	0.55	1.49	03 : 35	:	:	:	:	:	:	:		0.00	22.50	26.76
5	Herzel Boulevard	Signal	0.23	1.72	04 : 00	:	:	:	:	:	:	:		0.00	33.12	33.12
6	15th Steet	Signal	0.46	2.18	04 : 45	:	:	:	:	:	:	:		0.00	36.80	36.80
7	Commander Avenue	Signal	0.50	2.68	05 : 30	:	:	:	:	:	:	:		0.00	40.00	40.00
8	Edison Avenue / Hilltop Avenue	Signal	0.39	3.07	06 : 01	:	:	:	:	:	:	:		0.00	45.29	45.29
9	Little East Neck Road	Signal	0.06	3.13	06 : 07	06 : 45	07 : 04	:	:	:	:	:	Signal	0.32	36.00	36.00
10	Lincoln Avenue / Wyandanch Ave	Signal	0.39	3.52	07 : 08	:	:	:	:	:	:	:		0.00	23.02	33.43
11	Levey Boulevard	Signal	0.29	3.81	07 : 39	:	:	:	:	:	:	:		0.00	33.68	33.68
12	Mount Avenue	Signal	0.23	4.04	08 : 02	:	:	:	:	:	:	:		0.00	36.00	36.00
13	South 18th Street	Signal	0.19	4.23	08 : 14	:	:	:	:	:	:	:		0.00	57.00	57.00
14	Irving Avenue	Signal	0.08	4.31	08 : 23	08 : 38	08 : 39	:	:	:	:	:	Signal	0.02	32.00	32.00
15	Commonwealth Drive	Signal	0.10	4.41	08 : 42	08 : 57	09 : 08	:	:	:	:	:	Signal	0.18	18.95	20.00
16	Long Island Avenue	Signal	0.10	4.51	09 : 21	:	:	:	:	:	:	:		0.00	9.23	12.86
17	Merritt Avenue / Acorn Street	Signal	0.04	4.55	09 : 29	10 : 19	10 : 25	:	:	:	:	:	Signal	0.10	18.00	18.00
18	Nicolls Road	Signal	0.40	4.95	10 : 34	:	:	:	:	:	:	:		0.00	22.15	24.41
19	Main Avenue / Brown Boulevard	Signal	0.24	5.19	11 : 00	:	:	:	:	:	:	:		0.00	33.23	33.23
20	Burrs Lane	Signal	0.31	5.50	11 : 36	:	:	:	:	:	:	:		0.00	31.00	31.00
21	Paumanok Elementary School	Signal	0.64	6.14	12 : 39	:	:	:	:	:	:	:		0.00	36.57	36.57
22	Clarendon St / Trescott St	Signal	0.19	6.33	13 : 00	:	:	:	:	:	:	:		0.00	32.57	32.57
23	Deer Park Avenue	Signal	0.53	6.86	14 : 01	:	:	:	:	:	:	:		0.00	31.28	31.28
Total			6.86	6.86	14 : 01									1.22	29.37	32.16

TRAVEL TIME RUN FIELD SHEET

Date: 5/19/2009 & 5/20/09
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Seaman Neck Rd / Straight Path

Direction: Northbound

Start Time: 6:07 p.m.

Run No.: 3

Checkpoint		Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Route 27 / Sunrise Highway	Signal	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2	North Wellwood Avenue	Signal	0.75	0.75	01 : 13	:	:	:	:	:	:	:		0.00	36.99	36.99
3	Colonial Road	Signal	0.19	0.94	01 : 37	02 : 28	03 : 17	:	:	:	:	:	Signal	0.82	28.50	28.50
4	Route 109	Signal	0.55	1.49	03 : 27	03 : 57	04 : 02	:	:	:	:	:	Signal	0.08	18.00	32.46
5	Herzel Boulevard	Signal	0.23	1.72	04 : 10	:	:	:	:	:	:	:		0.00	19.26	21.79
6	15th Steet	Signal	0.46	2.18	04 : 53	:	:	:	:	:	:	:		0.00	38.51	38.51
7	Commander Avenue	Signal	0.50	2.68	05 : 39	06 : 13	06 : 22	:	:	:	:	:	Signal	0.15	39.13	39.13
8	Edison Avenue / Hilltop Avenue	Signal	0.39	3.07	06 : 35	:	:	:	:	:	:	:		0.00	25.07	29.87
9	Little East Neck Road	Signal	0.06	3.13	06 : 41	:	:	:	:	:	:	:		0.00	36.00	36.00
10	Lincoln Avenue / Wyandanch Ave	Signal	0.39	3.52	07 : 21	:	:	:	:	:	:	:		0.00	35.10	35.10
11	Levey Boulevard	Signal	0.29	3.81	07 : 51	08 : 23	08 : 29	:	:	:	:	:		0.10	34.80	34.80
12	Mount Avenue	Signal	0.23	4.04	08 : 31	:	:	:	:	:	:	:		0.00	20.70	24.35
13	South 18th Street	Signal	0.19	4.23	08 : 50	:	:	:	:	:	:	:		0.00	36.00	36.00
14	Irving Avenue	Signal	0.08	4.31	08 : 57	09 : 11	09 : 22	:	:	:	:	:	Signal	0.18	41.14	41.14
15	Commonwealth Drive	Signal	0.10	4.41	09 : 25	:	:	:	:	:	:	:		0.00	12.86	21.18
16	Long Island Avenue	Signal	0.10	4.51	09 : 50	:	:	:	:	:	:	:		0.00	14.40	14.40
17	Merritt Avenue / Acorn Street	Signal	0.04	4.55	10 : 01	10 : 44	11 : 04	:	:	:	:	:	Signal	0.33	13.09	13.09
18	Nicolls Road	Signal	0.40	4.95	11 : 07	:	:	:	:	:	:	:		0.00	21.82	31.30
19	Main Avenue / Brown Boulevard	Signal	0.24	5.19	11 : 31	:	:	:	:	:	:	:		0.00	36.00	36.00
20	Burrs Lane	Signal	0.31	5.50	11 : 59	:	:	:	:	:	:	:		0.00	39.86	39.86
21	Paumanok Elementary School	Signal	0.64	6.14	12 : 56	:	:	:	:	:	:	:		0.00	40.42	40.42
22	Clarendon St / Trescott St	Signal	0.19	6.33	13 : 16	:	:	:	:	:	:	:		0.00	34.20	34.20
23	Deer Park Avenue	Signal	0.53	6.86	14 : 12	:	:	:	:	:	:	:		0.00	34.07	34.07
Total			6.86	6.86	14 : 12									1.67	28.99	32.84

TRAVEL TIME RUN
FIELD SHEET

Date: 5/20/09
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments:

Location: Seaman Neck Rd / Straight Path

Direction: Southbound

Start Time: 7:26 a.m.

Run No.: 1

Checkpoint		Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Deer Park Avenue	Signal	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2	Clarendon St / Trescott St	Signal	0.53	0.53	00 : 56	:	:	:	:	:	:	:		0.00	34.07	34.07
3	Paumanok Elementary School	Signal	0.19	0.72	01 : 14	:	:	:	:	:	:	:		0.00	38.00	38.00
4	Burrs Lane	Signal	0.64	1.36	02 : 12	02 : 43	02 : 55	:	:	:	:	:	Signal	0.20	39.72	39.72
5	Main Avenue / Brown Boulevard	Signal	0.31	1.67	02 : 59	:	:	:	:	:	:	:		0.00	23.74	31.89
6	Nicolls Road	Signal	0.24	1.91	03 : 27	04 : 08	04 : 28	:	:	:	:	:	Signal	0.33	30.86	30.86
7	Merritt Avenue / Acorn Street	Signal	0.40	2.31	04 : 34	:	:	:	:	:	:	:		0.00	21.49	30.64
8	Long Island Avenue	Signal	0.04	2.35	04 : 43	:	:	:	:	:	:	:		0.00	16.00	16.00
9	Commonwealth Drive	Signal	0.10	2.45	04 : 57	:	:	:	:	:	:	:		0.00	25.71	25.71
10	Irving Avenue	Signal	0.10	2.55	05 : 09	:	:	:	:	:	:	:		0.00	30.00	30.00
11	South 18th Street	Signal	0.08	2.63	05 : 18	:	:	:	:	:	:	:		0.00	32.00	32.00
12	Mount Avenue	Signal	0.19	2.82	05 : 33	:	:	:	:	:	:	:		0.00	45.60	45.60
13	Levey Boulevard	Signal	0.23	3.05	05 : 56	:	:	:	:	:	:	:		0.00	36.00	36.00
14	Lincoln Avenue / Wyandanch Ave	Signal	0.29	3.34	06 : 23	07 : 02	07 : 31	:	:	:	:	:	Signal	0.48	38.67	38.67
15	Little East Neck Road	Signal	0.39	3.73	07 : 35	:	:	:	:	:	:	:		0.00	19.50	32.65
16	Edison Avenue / Hilltop Avenue	Signal	0.06	3.79	07 : 46	:	:	:	:	:	:	:		0.00	19.64	19.64
17	Commander Avenue	Signal	0.39	4.18	08 : 20	:	:	:	:	:	:	:		0.00	41.29	41.29
18	15th Steet	Signal	0.50	4.68	09 : 04	09 : 46	09 : 52	:	:	:	:	:	Signal	0.10	40.91	40.91
19	Herzel Boulevard	Signal	0.46	5.14	09 : 56	10 : 22	10 : 50	:	:	:	:	:	Signal	0.47	31.85	36.00
20	Route 109	Signal	0.23	5.37	11 : 00	:	:	:	:	:	:	:		0.00	12.94	23.00
21	Colonial Road	Signal	0.55	5.92	11 : 56	:	:	:	:	:	:	:		0.00	35.36	35.36
22	North Wellwood Avenue	Signal	0.19	6.11	12 : 20	13 : 36	14 : 12	:	:	:	:	:	Signal	0.60	28.50	28.50
23	Route 27 / Sunrise Highway	Signal	0.75	6.86	14 : 18	:	:	:	:	:	:	:		0.00	22.88	32.93
Total			6.86	6.86	14 : 18									2.18	28.78	33.97

TRAVEL TIME RUN
FIELD SHEET

Date: 5/20/09
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments:

Location: Seaman Neck Rd / Straight Path

Direction: Southbound

Start Time: 8:03 a.m.

Run No.: 2

Checkpoint		Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Deer Park Avenue	Signal	0.00	0.00	00 : 00	00 : 56	01 : 03	:	:	:	:	:	Signal	0.12		
2	Clarendon St / Trescott St	Signal	0.53	0.53	01 : 06	:	:	:	:	:	:	:		0.00	28.91	32.34
3	Paumanok Elementary School	Signal	0.19	0.72	01 : 26	:	:	:	:	:	:	:		0.00	34.20	34.20
4	Burrs Lane	Signal	0.64	1.36	02 : 20	:	:	:	:	:	:	:		0.00	42.67	42.67
5	Main Avenue / Brown Boulevard	Signal	0.31	1.67	02 : 48	03 : 11	03 : 16	:	:	:	:	:	Signal	0.08	39.86	39.86
6	Nicolls Road	Signal	0.24	1.91	03 : 20	04 : 05	04 : 40	:	:	:	:	:	Signal	0.58	27.00	32.00
7	Merritt Avenue / Acorn Street	Signal	0.40	2.31	04 : 45	:	:	:	:	:	:	:		0.00	16.94	28.80
8	Long Island Avenue	Signal	0.04	2.35	04 : 55	:	:	:	:	:	:	:		0.00	14.40	14.40
9	Commonwealth Drive	Signal	0.10	2.45	05 : 07	:	:	:	:	:	:	:		0.00	30.00	30.00
10	Irving Avenue	Signal	0.10	2.55	05 : 18	:	:	:	:	:	:	:		0.00	32.73	32.73
11	South 18th Street	Signal	0.08	2.63	05 : 27	:	:	:	:	:	:	:		0.00	32.00	32.00
12	Mount Avenue	Signal	0.19	2.82	05 : 52	:	:	:	:	:	:	:		0.00	27.36	27.36
13	Levey Boulevard	Signal	0.23	3.05	06 : 17	:	:	:	:	:	:	:		0.00	33.12	33.12
14	Lincoln Avenue / Wyandanch Ave	Signal	0.29	3.34	06 : 42	07 : 21	07 : 31	:	:	:	:	:	Signal	0.17	41.76	41.76
15	Little East Neck Road	Signal	0.39	3.73	07 : 35	:	:	:	:	:	:	:		0.00	26.49	32.65
16	Edison Avenue / Hilltop Avenue	Signal	0.06	3.79	07 : 44	:	:	:	:	:	:	:		0.00	24.00	24.00
17	Commander Avenue	Signal	0.39	4.18	08 : 22	:	:	:	:	:	:	:		0.00	36.95	36.95
18	15th Steet	Signal	0.50	4.68	09 : 08	:	:	:	:	:	:	:		0.00	39.13	39.13
19	Herzel Boulevard	Signal	0.46	5.14	09 : 54	10 : 22	10 : 49	:	:	:	:	:	Signal	0.45	36.00	36.00
20	Route 109	Signal	0.23	5.37	10 : 58	:	:	:	:	:	:	:		0.00	12.94	22.38
21	Colonial Road	Signal	0.55	5.92	11 : 58	12 : 16	13 : 14	:	:	:	:	:	Signal	0.97	33.00	33.00
22	North Wellwood Avenue	Signal	0.19	6.11	13 : 18	14 : 36	16 : 32	:	:	:	:	:		1.93	8.55	31.09
23	Route 27 / Sunrise Highway	Signal	0.75	6.86	16 : 41	:	:	:	:	:	:	:		0.00	13.30	31.03
Total			6.86	6.86	16 : 41									4.30	24.67	33.24

TRAVEL TIME RUN FIELD SHEET

Date: 5/20/09
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Seaman Neck Rd / Straight Path

Direction: Southbound

Start Time: 8:40 a.m.

Run No.: 3

Checkpoint		Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Deer Park Avenue	Signal	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2	Clarendon St / Trescott St	Signal	0.53	0.53	00 : 56	01 : 17	01 : 24	:	:	:	:	:	Signal	0.12	34.07	34.07
3	Paumanok Elementary School	Signal	0.19	0.72	01 : 28	02 : 30	01 : 41	:	:	:	:	:	Signal	-0.82	21.38	27.36
4	Burrs Lane	Signal	0.64	1.36	02 : 46	03 : 22	03 : 27	:	:	:	:	:		0.08	29.54	18.14
5	Main Avenue / Brown Boulevard	Signal	0.31	1.67	03 : 32	:	:	:	:	:	:	:		0.00	24.26	27.22
6	Nicolls Road	Signal	0.24	1.91	03 : 57	04 : 37	05 : 02	:	:	:	:	:	Signal	0.42	34.56	34.56
7	Merritt Avenue / Acorn Street	Signal	0.40	2.31	05 : 14	:	:	:	:	:	:	:		0.00	18.70	27.69
8	Long Island Avenue	Signal	0.04	2.35	05 : 23	:	:	:	:	:	:	:		0.00	16.00	16.00
9	Commonwealth Drive	Signal	0.10	2.45	05 : 34	:	:	:	:	:	:	:		0.00	32.73	32.73
10	Irving Avenue	Signal	0.10	2.55	05 : 47	:	:	:	:	:	:	:		0.00	27.69	27.69
11	South 18th Street	Signal	0.08	2.63	05 : 58	:	:	:	:	:	:	:		0.00	26.18	26.18
12	Mount Avenue	Signal	0.19	2.82	06 : 14	:	:	:	:	:	:	:		0.00	42.75	42.75
13	Levey Boulevard	Signal	0.23	3.05	06 : 38	07 : 11	07 : 33	:	:	:	:	:	Signal	0.37	34.50	34.50
14	Lincoln Avenue / Wyandanch Ave	Signal	0.29	3.34	07 : 37	:	:	:	:	:	:	:		0.00	17.69	28.22
15	Little East Neck Road	Signal	0.39	3.73	08 : 18	:	:	:	:	:	:	:		0.00	34.24	34.24
16	Edison Avenue / Hilltop Avenue	Signal	0.06	3.79	08 : 26	:	:	:	:	:	:	:		0.00	27.00	27.00
17	Commander Avenue	Signal	0.39	4.18	09 : 07	09 : 55	10 : 01	:	:	:	:	:	Signal	0.10	34.24	34.24
18	15th Steet	Signal	0.50	4.68	10 : 08	:	:	:	:	:	:	:		0.00	29.51	32.73
19	Herzel Boulevard	Signal	0.46	5.14	10 : 49	:	:	:	:	:	:	:		0.00	40.39	40.39
20	Route 109	Signal	0.23	5.37	11 : 14	:	:	:	:	:	:	:		0.00	33.12	33.12
21	Colonial Road	Signal	0.55	5.92	12 : 03	12 : 24	13 : 11	:	:	:	:	:	Signal	0.78	40.41	40.41
22	North Wellwood Avenue	Signal	0.19	6.11	13 : 17	14 : 27	16 : 12	:	:	:	:	:	Signal	1.75	9.24	25.33
23	Route 27 / Sunrise Highway	Signal	0.75	6.86	16 : 18	:	:	:	:	:	:	:		0.00	14.92	35.53
Total			6.86	6.86	16 : 18									2.80	25.25	30.49

TRAVEL TIME RUN FIELD SHEET

Date: 5/20/09
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Seaman Neck Rd / Straight Path

Direction: Southbound

Start Time: 4:48 p.m.

Run No.: 1

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Deer Park Avenue	Signal	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2 Clarendon St / Trescott St	Signal	0.53	0.53	00 : 55	:	:	:	:	:	:	:		0.00	34.69	34.69
3 Paumanok Elementary School	Signal	0.19	0.72	01 : 17	:	:	:	:	:	:	:		0.00	31.09	31.09
4 Burrs Lane	Signal	0.64	1.36	02 : 18	02 : 50	02 : 56	:	:	:	:	:	Signal	0.10	37.77	37.77
5 Main Avenue / Brown Boulevard	Signal	0.31	1.67	02 : 59	:	:	:	:	:	:	:		0.00	27.22	31.89
6 Nicolls Road	Signal	0.24	1.91	03 : 25	04 : 08	04 : 45	:	:	:	:	:	Signal	0.62	33.23	33.23
7 Merritt Avenue / Acorn Street	Signal	0.40	2.31	04 : 53	:	:	:	:	:	:	:		0.00	16.36	28.24
8 Long Island Avenue	Signal	0.04	2.35	05 : 02	:	:	:	:	:	:	:		0.00	16.00	16.00
9 Commonwealth Drive	Signal	0.10	2.45	05 : 14	:	:	:	:	:	:	:		0.00	30.00	30.00
10 Irving Avenue	Signal	0.10	2.55	05 : 25	:	:	:	:	:	:	:		0.00	32.73	32.73
11 South 18th Street	Signal	0.08	2.63	05 : 37	05 : 52	06 : 05	:	:	:	:	:	Signal	0.22	24.00	24.00
12 Mount Avenue	Signal	0.19	2.82	06 : 12	:	:	:	:	:	:	:		0.00	19.54	31.09
13 Levey Boulevard	Signal	0.23	3.05	06 : 39	07 : 10	07 : 35	:	:	:	:	:	Signal	0.42	30.67	30.67
14 Lincoln Avenue / Wyandanch Ave	Signal	0.29	3.34	07 : 39	:	:	:	:	:	:	:		0.00	17.40	29.83
15 Little East Neck Road	Signal	0.39	3.73	08 : 20	08 : 29	08 : 57	:	:	:	:	:	Signal	0.47	34.24	34.24
16 Edison Avenue / Hilltop Avenue	Signal	0.06	3.79	09 : 02	:	:	:	:	:	:	:		0.00	5.14	15.43
17 Commander Avenue	Signal	0.39	4.18	09 : 39	10 : 26	10 : 38	:	:	:	:	:	Signal	0.20	37.95	37.95
18 15th Steet	Signal	0.50	4.68	10 : 42	:	:	:	:	:	:	:		0.00	28.57	35.29
19 Herzel Boulevard	Signal	0.46	5.14	11 : 26	:	:	:	:	:	:	:		0.00	37.64	37.64
20 Route 109	Signal	0.23	5.37	11 : 48	:	:	:	:	:	:	:		0.00	37.64	37.64
21 Colonial Road	Signal	0.55	5.92	12 : 39	13 : 00	13 : 33	:	:	:	:	:	Signal	0.55	38.82	38.82
22 North Wellwood Avenue	Signal	0.19	6.11	13 : 42	14 : 57	15 : 05	15 : 20	17 : 6	17 : 27	19 : 46	:	Signal, Signal, Signal	4.22	10.86	22.80
23 Route 27 / Sunrise Highway	Signal	0.75	6.86	19 : 53	:	:	:	:	:	:	:		0.00	7.28	22.88
Total		6.86	6.86	19 : 53									6.78	20.70	31.42

TRAVEL TIME RUN FIELD SHEET

Date: 5/20/09
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Seaman Neck Rd / Straight Path

Direction: Southbound

Start Time: 5:13 p.m.

Run No.: 2

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Deer Park Avenue	Signal	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2 Clarendon St / Trescott St	Signal	0.53	0.53	00 : 52	:	:	:	:	:	:	:		0.00	36.69	36.69
3 Paumanok Elementary School	Signal	0.19	0.72	01 : 07	:	:	:	:	:	:	:		0.00	45.60	45.60
4 Burrs Lane	Signal	0.64	1.36	02 : 03	:	:	:	:	:	:	:		0.00	41.14	41.14
5 Main Avenue / Brown Boulevard	Signal	0.31	1.67	02 : 36	:	:	:	:	:	:	:		0.00	33.82	33.82
6 Nicolls Road	Signal	0.24	1.91	03 : 00	03 : 41	04 : 07	:	:	:	:	:	Signal	0.43	36.00	36.00
7 Merritt Avenue / Acorn Street	Signal	0.40	2.31	04 : 16	:	:	:	:	:	:	:		0.00	18.95	28.80
8 Long Island Avenue	Signal	0.04	2.35	04 : 27	:	:	:	:	:	:	:		0.00	13.09	13.09
9 Commonwealth Drive	Signal	0.10	2.45	04 : 40	04 : 55	05 : 06	:	:	:	:	:	Signal	0.18	27.69	27.69
10 Irving Avenue	Signal	0.10	2.55	05 : 12	05 : 21	05 : 28	:	:	:	:	:	Signal	0.12	11.25	17.14
11 South 18th Street	Signal	0.08	2.63	05 : 36	:	:	:	:	:	:	:		0.00	12.00	16.94
12 Mount Avenue	Signal	0.19	2.82	05 : 50	:	:	:	:	:	:	:		0.00	48.86	48.86
13 Levey Boulevard	Signal	0.23	3.05	06 : 15	06 : 48	07 : 01	:	:	:	:	:	Signal	0.22	33.12	33.12
14 Lincoln Avenue / Wyandanch Ave	Signal	0.29	3.34	07 : 10	07 : 51	08 : 33	:	:	:	:	:	Signal	0.70	18.98	24.86
15 Little East Neck Road	Signal	0.39	3.73	08 : 38	:	:	:	:	:	:	:		0.00	15.95	30.52
16 Edison Avenue / Hilltop Avenue	Signal	0.06	3.79	08 : 50	:	:	:	:	:	:	:		0.00	18.00	18.00
17 Commander Avenue	Signal	0.39	4.18	09 : 25	:	:	:	:	:	:	:		0.00	40.11	40.11
18 15th Steet	Signal	0.50	4.68	10 : 14	:	:	:	:	:	:	:		0.00	36.73	36.73
19 Herzel Boulevard	Signal	0.46	5.14	10 : 56	11 : 22	12 : 41	:	:	:	:	:	Signal	1.32	39.43	39.43
20 Route 109	Signal	0.23	5.37	12 : 48	:	:	:	:	:	:	:		0.00	7.39	25.09
21 Colonial Road	Signal	0.55	5.92	13 : 44	14 : 06	14 : 30	:	:	:	:	:	Signal	0.40	35.36	35.36
22 North Wellwood Avenue	Signal	0.19	6.11	14 : 38	:	:	:	:	:	:	:		0.00	12.67	22.80
23 Route 27 / Sunrise Highway	Signal	0.75	6.86	15 : 51	:	:	:	:	:	:	:		0.00	36.99	36.99
Total		6.86	6.86	15 : 51									3.37	25.97	32.97

TRAVEL TIME RUN FIELD SHEET

Date: 5/20/09
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Seaman Neck Rd / Straight Path

Direction: Southbound

Start Time: 5:50 p.m.

Run No.: 3

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Deer Park Avenue	Signal	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2 Clarendon St / Trescott St	Signal	0.53	0.53	00 : 51	:	:	:	:	:	:	:		0.00	37.41	37.41
3 Paumanok Elementary School	Signal	0.19	0.72	01 : 08	:	:	:	:	:	:	:		0.00	40.24	40.24
4 Burrs Lane	Signal	0.64	1.36	02 : 01	02 : 32	02 : 45	:	:	:	:	:	Signal	0.22	43.47	43.47
5 Main Avenue / Brown Boulevard	Signal	0.31	1.67	02 : 47	:	:	:	:	:	:	:		0.00	24.26	33.82
6 Nicolls Road	Signal	0.24	1.91	03 : 12	03 : 49	04 : 32	:	:	:	:	:	Signal	0.72	34.56	34.56
7 Merritt Avenue / Acorn Street	Signal	0.40	2.31	04 : 36	:	:	:	:	:	:	:		0.00	17.14	35.12
8 Long Island Avenue	Signal	0.04	2.35	04 : 44	:	:	:	:	:	:	:		0.00	18.00	18.00
9 Commonwealth Drive	Signal	0.10	2.45	04 : 56	:	:	:	:	:	:	:		0.00	30.00	30.00
10 Irving Avenue	Signal	0.10	2.55	05 : 14	:	:	:	:	:	:	:		0.00	20.00	20.00
11 South 18th Street	Signal	0.08	2.63	05 : 26	05 : 46	05 : 52	:	:	:	:	:	Signal	0.10	24.00	24.00
12 Mount Avenue	Signal	0.19	2.82	05 : 57	:	:	:	:	:	:	:		0.00	22.06	27.36
13 Levey Boulevard	Signal	0.23	3.05	06 : 24	:	:	:	:	:	:	:		0.00	30.67	30.67
14 Lincoln Avenue / Wyandanch Ave	Signal	0.29	3.34	06 : 52	07 : 30	07 : 39	:	:	:	:	:	Signal	0.15	37.29	37.29
15 Little East Neck Road	Signal	0.39	3.73	07 : 49	:	:	:	:	:	:	:		0.00	24.63	29.25
16 Edison Avenue / Hilltop Avenue	Signal	0.06	3.79	07 : 56	08 : 31	08 : 44	:	:	:	:	:	Signal	0.22	30.86	30.86
17 Commander Avenue	Signal	0.39	4.18	08 : 54	:	:	:	:	:	:	:		0.00	24.21	31.20
18 15th Steet	Signal	0.50	4.68	09 : 48	:	:	:	:	:	:	:		0.00	33.33	33.33
19 Herzel Boulevard	Signal	0.46	5.14	10 : 32	11 : 04	12 : 44	:	:	:	:	:	Signal	1.67	37.64	37.64
20 Route 109	Signal	0.23	5.37	12 : 53	13 : 43	13 : 55	:	:	:	:	:		0.20	5.87	20.20
21 Colonial Road	Signal	0.55	5.92	13 : 56	14 : 20	15 : 05	:	:	:	:	:		0.75	31.43	38.82
22 North Wellwood Avenue	Signal	0.19	6.11	15 : 08	:	:	:	:	:	:	:		0.00	9.50	25.33
23 Route 27 / Sunrise Highway	Signal	0.75	6.86	16 : 19	:	:	:	:	:	:	:		0.00	38.03	38.03
Total		6.86	6.86	16 : 19									4.02	25.23	33.46

TRAVEL TIME RUN FIELD SHEET

Date: 5/19/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Deer Park Avenue

Direction: Northbound

Start Time: 7:05 a.m.

Run No.: 1

Checkpoint		Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Route 27 / Sunrise Highway	Overpass	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2	Hunter Avenue	Signal	0.68	0.68	00 : 51	00 : 58	01 : 24	:	:	:	:	:	Signal	0.43	48.00	48.00
3	Hale Road	Signal	0.08	0.76	01 : 37	:	:	:	:	:	:	:		0.00	6.26	14.40
4	Deer Park Ave / Ellsworth Ave	Signal	0.17	0.93	01 : 52	:	:	:	:	:	:	:		0.00	40.80	40.80
5	Sylvan Road	Signal	0.08	1.01	01 : 58	:	:	:	:	:	:	:		0.00	48.00	48.00
6	August Road / Parkdale Drive	Signal	0.26	1.27	02 : 14	:	:	:	:	:	:	:		0.00	58.50	58.50
7	Woods Road	Signal	0.21	1.48	02 : 31	:	:	:	:	:	:	:		0.00	44.47	44.47
8	Ryder Avenue / Weeks Road	Signal	0.12	1.60	02 : 41	:	:	:	:	:	:	:		0.00	43.20	43.20
9	Garnet Street / Commack Road	Signal	0.22	1.82	03 : 00	:	:	:	:	:	:	:		0.00	41.68	41.68
10	Lombard Street / Prairie Drive	Signal	0.33	2.15	03 : 25	03 : 48	04 : 13	:	:	:	:	:	Signal	0.42	47.52	47.52
11	Fairview Avenue / Bayshore Avenue	Signal	0.20	2.35	04 : 17	05 : 08	05 : 25	:	:	:	:	:	Signal	0.28	13.85	26.67
12	Grand Boulevard	Signal	0.52	2.87	05 : 32	05 : 41	06 : 22	:	:	:	:	:	Garbage Truck	0.68	24.96	32.28
13	Joseph Vigiano II Memorial Ave	Signal	0.13	3.00	06 : 29	06 : 45	06 : 55	:	:	:	:	:	Signal	0.17	8.21	29.25
14	Long Island Avenue	Signal	0.13	3.13	07 : 00	07 : 07	07 : 37	:	:	:	:	:	Signal	0.50	15.10	22.29
15	Acorn St / Long Island Ave North	Signal	0.07	3.20	07 : 45	:	:	:	:	:	:	:		0.00	5.60	16.80
16	Waldbaum's Shopping Center Dwy	Signal	0.19	3.39	08 : 05	:	:	:	:	:	:	:		0.00	34.20	34.20
17	Nicolls Road	Signal	0.07	3.46	08 : 11	:	:	:	:	:	:	:		0.00	42.00	42.00
18	Old Country Road	Signal	0.48	3.94	08 : 45	:	:	:	:	:	:	:		0.00	50.82	50.82
19	Kenmore Street	Signal	0.24	4.18	09 : 03	:	:	:	:	:	:	:		0.00	48.00	48.00
20	New Jersey Street	Signal	0.38	4.56	09 : 30	09 : 46	09 : 57	:	:	:	:	:	Signal	0.18	50.67	50.67
21	Seaman Neck Road	Signal	0.16	4.72	10 : 02	:	:	:	:	:	:	:		0.00	18.00	27.43
22	Half Hollow Road	Signal	0.41	5.13	10 : 37	11 : 18	11 : 50	:	:	:	:	:	Signal	0.53	42.17	42.17
23	Macniece Place	Signal	0.51	5.64	12 : 02	:	:	:	:	:	:	:		0.00	21.60	34.64
24	LIE South Service Road	Signal	0.06	5.70	12 : 10	12 : 20	12 : 28	:	:	:	:	:	Signal	0.13	27.00	27.00
25	LIE North Service Road	Signal	0.07	5.77	12 : 30	:	:	:	:	:	:	:		0.00	12.60	21.00
26	Landview Drive	None	0.08	5.85	12 : 39	:	:	:	:	:	:	:		0.00	32.00	32.00
Total			5.85	5.85	12 : 39									3.33	27.75	37.67

TRAVEL TIME RUN FIELD SHEET

Date: 5/19/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Deer Park Avenue

Direction: Northbound

Start Time: 7:32 a.m.

Run No.: 2

Checkpoint		Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays¹		Average	Running
1	Route 27 / Sunrise Highway	Overpass	0.00	0.00	00 : 00	:	:	:	:	:	:	:	:	0.00		
2	Hunter Avenue	Signal	0.68	0.68	00 : 51	:	:	:	:	:	:	:	:	0.00	48.00	48.00
3	Hale Road	Signal	0.08	0.76	00 : 59	:	:	:	:	:	:	:	:	0.00	36.00	36.00
4	Deer Park Ave / Ellsworth Ave	Signal	0.17	0.93	01 : 11	:	:	:	:	:	:	:	:	0.00	51.00	51.00
5	Sylvan Road	Signal	0.08	1.01	01 : 18	01 : 43	02 : 13	:	:	:	:	:	:	0.50	41.14	41.14
6	August Road / Parkdale Drive	Signal	0.26	1.27	02 : 22	:	:	:	:	:	:	:	:	0.00	14.63	27.53
7	Woods Road	Signal	0.21	1.48	02 : 44	:	:	:	:	:	:	:	:	0.00	34.36	34.36
8	Ryder Avenue / Weeks Road	Signal	0.12	1.60	02 : 55	:	:	:	:	:	:	:	:	0.00	39.27	39.27
9	Garnet Street / Commack Road	Signal	0.22	1.82	03 : 14	:	:	:	:	:	:	:	:	0.00	41.68	41.68
10	Lombard Street / Prairie Drive	Signal	0.33	2.15	03 : 41	:	:	:	:	:	:	:	:	0.00	44.00	44.00
11	Fairview Avenue / Bayshore Avenue	Signal	0.20	2.35	04 : 01	:	:	:	:	:	:	:	:	0.00	36.00	36.00
12	Grand Boulevard	Signal	0.52	2.87	04 : 52	:	:	:	:	:	:	:	:	0.00	36.71	36.71
13	Joseph Vigiano II Memorial Ave	Signal	0.13	3.00	05 : 06	05 : 20	05 : 36	:	:	:	:	:	:	0.27	33.43	33.43
14	Long Island Avenue	Signal	0.13	3.13	05 : 41	05 : 51	06 : 08	:	:	:	:	:	:	0.28	13.37	24.63
15	Acorn St / Long Island Ave North	Signal	0.07	3.20	06 : 16	:	:	:	:	:	:	:	:	0.00	7.20	14.00
16	Waldbaum's Shopping Center Dwy	Signal	0.19	3.39	06 : 38	:	:	:	:	:	:	:	:	0.00	31.09	31.09
17	Nicolls Road	Signal	0.07	3.46	06 : 45	:	:	:	:	:	:	:	:	0.00	36.00	36.00
18	Old Country Road	Signal	0.48	3.94	07 : 25	:	:	:	:	:	:	:	:	0.00	43.20	43.20
19	Kenmore Street	Signal	0.24	4.18	07 : 44	:	:	:	:	:	:	:	:	0.00	45.47	45.47
20	New Jersey Street	Signal	0.38	4.56	08 : 16	:	:	:	:	:	:	:	:	0.00	42.75	42.75
21	Seaman Neck Road	Signal	0.16	4.72	08 : 31	:	:	:	:	:	:	:	:	0.00	38.40	38.40
22	Half Hollow Road	Signal	0.41	5.13	09 : 08	09 : 20	09 : 26	10 : 53	11 : 10	11 : 40	12 : 11	:	Congestion, Congestion, Signal	0.90	39.89	39.89
23	Macniece Place	Signal	0.51	5.64	12 : 29	12 : 35	13 : 10	:	:	:	:	:	:	0.58	9.13	12.49
24	LIE South Service Road	Signal	0.06	5.70	13 : 17	13 : 23	13 : 41	:	:	:	:	:	:	0.30	4.50	16.62
25	LIE North Service Road	Signal	0.07	5.77	13 : 50	:	:	:	:	:	:	:	:	0.00	7.64	16.80
26	Landview Drive	None	0.08	5.85	13 : 58	:	:	:	:	:	:	:	:	0.00	36.00	36.00
Total			5.85	5.85	13 : 58									2.83	25.13	31.53

TRAVEL TIME RUN FIELD SHEET

Date: 5/19/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Deer Park Avenue

Direction: Northbound

Start Time: 8:09 a.m.

Run No.: 3

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Route 27 / Sunrise Highway	Overpass	0.00	0.00	00 : 00	00 : 57	01 : 22	:	:	:	:	:	Signal	0.42		
2 Hunter Avenue	Signal	0.68	0.68	01 : 27	:	:	:	:	:	:	:		0.00	28.14	39.48
3 Hale Road	Signal	0.08	0.76	01 : 36	:	:	:	:	:	:	:		0.00	32.00	32.00
4 Deer Park Ave / Ellsworth Ave	Signal	0.17	0.93	01 : 49	:	:	:	:	:	:	:		0.00	47.08	47.08
5 Sylvan Road	Signal	0.08	1.01	01 : 56	:	:	:	:	:	:	:		0.00	41.14	41.14
6 August Road / Parkdale Drive	Signal	0.26	1.27	02 : 16	:	:	:	:	:	:	:		0.00	46.80	46.80
7 Woods Road	Signal	0.21	1.48	02 : 36	:	:	:	:	:	:	:		0.00	37.80	37.80
8 Ryder Avenue / Weeks Road	Signal	0.12	1.60	02 : 47	:	:	:	:	:	:	:		0.00	39.27	39.27
9 Garnet Street / Commack Road	Signal	0.22	1.82	03 : 07	:	:	:	:	:	:	:		0.00	39.60	39.60
10 Lombard Street / Prairie Drive	Signal	0.33	2.15	03 : 36	03 : 59	04 : 24	:	:	:	:	:	Signal	0.42	40.97	40.97
11 Fairview Avenue / Bayshore Avenue	Signal	0.20	2.35	04 : 29	05 : 28	05 : 37	:	:	:	:	:	Signal	0.15	13.58	25.71
12 Grand Boulevard	Signal	0.52	2.87	05 : 46	:	:	:	:	:	:	:		0.00	24.31	27.53
13 Joseph Vigiano II Memorial Ave	Signal	0.13	3.00	06 : 03	06 : 16	06 : 49	:	:	:	:	:	Signal	0.55	27.53	27.53
14 Long Island Avenue	Signal	0.13	3.13	06 : 50	:	:	:	:	:	:	:		0.00	9.96	33.43
15 Acorn St / Long Island Ave North	Signal	0.07	3.20	07 : 10	:	:	:	:	:	:	:		0.00	12.60	12.60
16 Waldbaum's Shopping Center Dwy	Signal	0.19	3.39	07 : 33	:	:	:	:	:	:	:		0.00	29.74	29.74
17 Nicolls Road	Signal	0.07	3.46	07 : 40	:	:	:	:	:	:	:		0.00	36.00	36.00
18 Old Country Road	Signal	0.48	3.94	08 : 29	:	:	:	:	:	:	:		0.00	35.27	35.27
19 Kenmore Street	Signal	0.24	4.18	08 : 52	09 : 21	09 : 40	:	:	:	:	:	Signal	0.32	37.57	37.57
20 New Jersey Street	Signal	0.38	4.56	09 : 55	:	:	:	:	:	:	:		0.00	21.71	31.09
21 Seaman Neck Road	Signal	0.16	4.72	10 : 09	:	:	:	:	:	:	:		0.00	41.14	41.14
22 Half Hollow Road	Signal	0.41	5.13	10 : 38	11 : 04	11 : 14	11 : 54	12 : 1	13 : 23	13 : 30	0 : 29	Congestion, Congestion, Signal	0.88	50.90	50.90
23 Macniece Place	Signal	0.51	5.64	14 : 29	14 : 41	15 : 17	:	:	:	:	:	Signal	0.60	7.95	10.31
24 LIE South Service Road	Signal	0.06	5.70	15 : 20	15 : 26	15 : 44	:	:	:	:	:		0.30	4.24	14.40
25 LIE North Service Road	Signal	0.07	5.77	15 : 50	:	:	:	:	:	:	:		0.00	8.40	21.00
26 Landview Drive	None	0.08	5.85	15 : 58	:	:	:	:	:	:	:		0.00	36.00	36.00
Total		5.85	5.85	15 : 58									3.63	21.98	28.46

TRAVEL TIME RUN FIELD SHEET

Date: 5/18/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Deer Park Avenue

Direction: Northbound

Start Time: 4:00 p.m.

Run No.: 1

Checkpoint		Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Route 27 / Sunrise Highway	Overpass	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2	Hunter Avenue	Signal	0.68	0.68	01 : 12	:	:	:	:	:	:	:		0.00	34.00	34.00
3	Hale Road	Signal	0.08	0.76	01 : 17	:	:	:	:	:	:	:		0.00	57.60	57.60
4	Deer Park Ave / Ellsworth Ave	Signal	0.17	0.93	01 : 31	01 : 39	02 : 16	:	:	:	:	:	Signal	0.62	43.71	43.71
5	Sylvan Road	Signal	0.08	1.01	02 : 16	02 : 49	03 : 12	:	:	:	:	:	Signal	0.38	6.40	36.00
6	August Road / Parkdale Drive	Signal	0.26	1.27	03 : 12	:	:	:	:	:	:	:		0.00	16.71	28.36
7	Woods Road	Signal	0.21	1.48	03 : 40	03 : 55	04 : 22	:	:	:	:	:	Signal	0.45	27.00	27.00
8	Ryder Avenue / Weeks Road	Signal	0.12	1.60	04 : 23	04 : 50	04 : 57	:	:	:	:	:	Signal	0.12	10.05	27.00
9	Garnet Street / Commack Road	Signal	0.22	1.82	05 : 05	05 : 41	05 : 42	:	:	:	:	:	Signal	0.02	18.86	22.63
10	Lombard Street / Prairie Drive	Signal	0.33	2.15	05 : 43	:	:	:	:	:	:	:		0.00	31.26	32.11
11	Fairview Avenue / Bayshore Avenue	Signal	0.20	2.35	06 : 13	07 : 06	07 : 25	:	:	:	:	:	Signal	0.32	24.00	24.00
12	Grand Boulevard	Signal	0.52	2.87	07 : 38	:	:	:	:	:	:	:		0.00	22.02	28.36
13	Joseph Vigiano II Memorial Ave	Signal	0.13	3.00	07 : 54	:	:	:	:	:	:	:		0.00	29.25	29.25
14	Long Island Avenue	Signal	0.13	3.13	08 : 12	08 : 23	09 : 09	:	:	:	:	:	Signal	0.77	26.00	26.00
15	Acorn St / Long Island Ave North	Signal	0.07	3.20	09 : 13	:	:	:	:	:	:	:		0.00	4.13	16.80
16	Waldbaum's Shopping Center Dwy	Signal	0.19	3.39	09 : 38	:	:	:	:	:	:	:		0.00	27.36	27.36
17	Nicolls Road	Signal	0.07	3.46	09 : 46	10 : 34	10 : 50	:	:	:	:	:	Signal	0.27	31.50	31.50
18	Old Country Road	Signal	0.48	3.94	11 : 00	:	:	:	:	:	:	:		0.00	23.35	29.79
19	Kenmore Street	Signal	0.24	4.18	11 : 24	:	:	:	:	:	:	:		0.00	36.00	36.00
20	New Jersey Street	Signal	0.38	4.56	11 : 54	12 : 11	12 : 31	:	:	:	:	:	Signal	0.33	45.60	45.60
21	Seaman Neck Road	Signal	0.16	4.72	12 : 38	13 : 15	13 : 31	:	:	:	:	:	Signal	0.27	13.09	24.00
22	Half Hollow Road	Signal	0.41	5.13	13 : 33	:	:	:	:	:	:	:		0.00	26.84	37.85
23	Macniece Place	Signal	0.51	5.64	14 : 20	14 : 29	14 : 45	:	:	:	:	:	Signal	0.27	39.06	39.06
24	LIE South Service Road	Signal	0.06	5.70	14 : 52	:	:	:	:	:	:	:		0.00	6.75	13.50
25	LIE North Service Road	Signal	0.07	5.77	15 : 02	:	:	:	:	:	:	:		0.00	25.20	25.20
26	Landview Drive	None	0.08	5.85	15 : 10	:	:	:	:	:	:	:		0.00	36.00	36.00
Total			5.85	5.85	15 : 10									3.80	23.14	30.88

TRAVEL TIME RUN FIELD SHEET

Date: 5/18/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Deer Park Avenue

Direction: Northbound

Start Time: 4:42 p.m.

Run No.: 2

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Route 27 / Sunrise Highway	Overpass	0.00	0.00	00 : 00	:	:	:	:	:	:	:	0.00		
2	Hunter Avenue	Signal	0.68	0.68	00 : 56	:	:	:	:	:	:	:	0.00	43.71	43.71
3	Hale Road	Signal	0.08	0.76	01 : 02	:	:	:	:	:	:	:	0.00	48.00	48.00
4	Deer Park Ave / Ellsworth Ave	Signal	0.17	0.93	01 : 14	01 : 24	02 : 05	:	:	:	:	:	0.68	51.00	51.00
5	Sylvan Road	Signal	0.08	1.01	02 : 06	02 : 37	03 : 09	:	:	:	:	:	0.53	5.54	26.18
6	August Road / Parkdale Drive	Signal	0.26	1.27	03 : 21	03 : 51	04 : 19	:	:	:	:	:	0.47	12.48	21.77
7	Woods Road	Signal	0.21	1.48	04 : 23	:	:	:	:	:	:	:	0.00	12.19	22.24
8	Ryder Avenue / Weeks Road	Signal	0.12	1.60	04 : 39	04 : 57	04 : 59	:	:	:	:	:	0.03	27.00	27.00
9	Garnet Street / Commack Road	Signal	0.22	1.82	05 : 02	05 : 41	05 : 52	:	:	:	:	:	0.18	34.43	37.71
10	Lombard Street / Prairie Drive	Signal	0.33	2.15	06 : 08	:	:	:	:	:	:	:	0.00	18.00	21.60
11	Fairview Avenue / Bayshore Avenue	Signal	0.20	2.35	06 : 33	:	:	:	:	:	:	:	0.00	28.80	28.80
12	Grand Boulevard	Signal	0.52	2.87	07 : 27	:	:	:	:	:	:	:	0.00	34.67	34.67
13	Joseph Vigiano II Memorial Ave	Signal	0.13	3.00	07 : 46	:	:	:	:	:	:	:	0.00	24.63	24.63
14	Long Island Avenue	Signal	0.13	3.13	08 : 00	08 : 08	08 : 42	:	:	:	:	:	0.57	33.43	33.43
15	Acorn St / Long Island Ave North	Signal	0.07	3.20	08 : 51	:	:	:	:	:	:	:	0.00	4.94	14.82
16	Waldbaum's Shopping Center Dwy	Signal	0.19	3.39	09 : 10	:	:	:	:	:	:	:	0.00	36.00	36.00
17	Nicolls Road	Signal	0.07	3.46	09 : 18	10 : 02	10 : 26	:	:	:	:	:	0.40	31.50	31.50
18	Old Country Road	Signal	0.48	3.94	10 : 31	:	:	:	:	:	:	:	0.00	23.67	35.27
19	Kenmore Street	Signal	0.24	4.18	10 : 54	:	:	:	:	:	:	:	0.00	37.57	37.57
20	New Jersey Street	Signal	0.38	4.56	11 : 27	11 : 40	12 : 35	:	:	:	:	:	0.92	41.45	41.45
21	Seaman Neck Road	Signal	0.16	4.72	12 : 36	:	:	:	:	:	:	:	0.00	8.35	41.14
22	Half Hollow Road	Signal	0.41	5.13	13 : 15	:	:	:	:	:	:	:	0.00	37.85	37.85
23	Macniece Place	Signal	0.51	5.64	14 : 01	:	:	:	:	:	:	:	0.00	39.91	39.91
24	LIE South Service Road	Signal	0.06	5.70	14 : 06	:	:	:	:	:	:	:	0.00	43.20	43.20
25	LIE North Service Road	Signal	0.07	5.77	14 : 13	:	:	:	:	:	:	:	0.00	36.00	36.00
26	Landview Drive	None	0.08	5.85	14 : 19	:	:	:	:	:	:	:	0.00	48.00	48.00
Total		5.85	5.85	14 : 19									3.78	24.52	33.32

TRAVEL TIME RUN FIELD SHEET

Date: 5/18/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Deer Park Avenue

Direction: Northbound

Start Time: 5:14 p.m.

Run No.: 3

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Route 27 / Sunrise Highway	Overpass	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2 Hunter Avenue	Signal	0.68	0.68	01 : 11	:	:	:	:	:	:	:		0.00	34.48	34.48
3 Hale Road	Signal	0.08	0.76	01 : 17	:	:	:	:	:	:	:		0.00	48.00	48.00
4 Deer Park Ave / Ellsworth Ave	Signal	0.17	0.93	01 : 30	01 : 42	01 : 49	:	:	:	:	:	Signal	0.12	47.08	47.08
5 Sylvan Road	Signal	0.08	1.01	01 : 53	02 : 23	02 : 51	:	:	:	:	:	Signal	0.47	12.52	18.00
6 August Road / Parkdale Drive	Signal	0.26	1.27	02 : 59	:	:	:	:	:	:	:		0.00	14.18	24.63
7 Woods Road	Signal	0.21	1.48	03 : 22	03 : 46	04 : 29	:	:	:	:	:	Signal	0.72	32.87	32.87
8 Ryder Avenue / Weeks Road	Signal	0.12	1.60	04 : 31	:	:	:	:	:	:	:		0.00	6.26	16.62
9 Garnet Street / Commack Road	Signal	0.22	1.82	04 : 55	05 : 27	05 : 36	:	:	:	:	:		0.15	33.00	33.00
10 Lombard Street / Prairie Drive	Signal	0.33	2.15	05 : 43	:	:	:	:	:	:	:		0.00	24.75	30.46
11 Fairview Avenue / Bayshore Avenue	Signal	0.20	2.35	06 : 09	07 : 01	07 : 28	:	:	:	:	:		0.45	27.69	27.69
12 Grand Boulevard	Signal	0.52	2.87	07 : 43	:	:	:	:	:	:	:		0.00	19.91	27.94
13 Joseph Vigiano II Memorial Ave	Signal	0.13	3.00	07 : 56	08 : 14	08 : 43	:	:	:	:	:	Signal	0.48	36.00	36.00
14 Long Island Avenue	Signal	0.13	3.13	08 : 52	08 : 56	09 : 02	:	:	:	:	:	Congestion	0.10	8.36	17.33
15 Acorn St / Long Island Ave North	Signal	0.07	3.20	09 : 15	:	:	:	:	:	:	:		0.00	10.96	14.82
16 Waldbaum's Shopping Center Dwy	Signal	0.19	3.39	09 : 34	:	:	:	:	:	:	:		0.00	36.00	36.00
17 Nicolls Road	Signal	0.07	3.46	09 : 43	10 : 31	10 : 39	:	:	:	:	:	Signal	0.13	28.00	28.00
18 Old Country Road	Signal	0.48	3.94	10 : 50	:	:	:	:	:	:	:		0.00	25.79	29.29
19 Kenmore Street	Signal	0.24	4.18	11 : 15	:	:	:	:	:	:	:		0.00	34.56	34.56
20 New Jersey Street	Signal	0.38	4.56	11 : 47	:	:	:	:	:	:	:		0.00	42.75	42.75
21 Seaman Neck Road	Signal	0.16	4.72	11 : 58	12 : 35	12 : 43	:	:	:	:	:	Signal	0.13	52.36	52.36
22 Half Hollow Road	Signal	0.41	5.13	12 : 44	:	:	:	:	:	:	:		0.00	32.09	38.84
23 Macniece Place	Signal	0.51	5.64	13 : 33	13 : 41	13 : 59	:	:	:	:	:	Signal	0.30	37.47	37.47
24 LIE South Service Road	Signal	0.06	5.70	14 : 07	:	:	:	:	:	:	:		0.00	6.35	13.50
25 LIE North Service Road	Signal	0.07	5.77	14 : 17	:	:	:	:	:	:	:		0.00	25.20	25.20
26 Landview Drive	None	0.08	5.85	14 : 25	:	:	:	:	:	:	:		0.00	36.00	36.00
Total		5.85	5.85	14 : 25									3.05	24.35	30.88

TRAVEL TIME RUN FIELD SHEET

Date: 5/19/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Deer Park Avenue

Direction: Southbound

Start Time: 7:20 a.m.

Run No.: 1

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Landview Drive	None	0.00	0.00	00 : 00	00 : 09	01 : 00	:	:	:	:	:	Signal	0.85		
2 LIE North Service Road	Signal	0.08	0.08	01 : 05	:	:	:	:	:	:	:		0.00	4.43	20.57
3 LIE South Service Road	Signal	0.07	0.15	01 : 13	01 : 21	01 : 26	:	:	:	:	:	Signal	0.08	31.50	31.50
4 Macniece Place	Signal	0.06	0.21	01 : 31	:	:	:	:	:	:	:		0.00	12.00	16.62
5 Half Hollow Road	Signal	0.51	0.72	02 : 11	02 : 43	03 : 19	:	:	:	:	:	Signal	0.60	45.90	45.90
6 Seaman Neck Road	Signal	0.41	1.13	03 : 23	:	:	:	:	:	:	:		0.00	20.50	41.00
7 New Jersey Street	Signal	0.16	1.29	03 : 39	:	:	:	:	:	:	:		0.00	36.00	36.00
8 Kenmore Street	Signal	0.38	1.67	04 : 08	:	:	:	:	:	:	:		0.00	47.17	47.17
9 Old Country Road	Signal	0.24	1.91	04 : 25	05 : 09	05 : 23	:	:	:	:	:		0.23	50.82	50.82
10 Nicolls Road	Signal	0.48	2.39	05 : 29	:	:	:	:	:	:	:		0.00	27.00	34.56
11 Waldbaum's Shopping Center Dwy	Signal	0.07	2.46	05 : 40	:	:	:	:	:	:	:		0.00	22.91	22.91
12 Acorn St / Long Island Ave North	Signal	0.19	2.65	05 : 57	:	:	:	:	:	:	:		0.00	40.24	40.24
13 Long Island Avenue	Signal	0.07	2.72	06 : 04	06 : 18	06 : 35	:	:	:	:	:	Signal	0.28	36.00	36.00
14 Joseph Vigiano II Memorial Ave	Signal	0.13	2.85	06 : 39	06 : 56	07 : 18	:	:	:	:	:	Signal	0.37	13.37	26.00
15 Grand Boulevard	Signal	0.13	2.98	07 : 23	:	:	:	:	:	:	:		0.00	10.64	21.27
16 Fairview Avenue / Bayshore Avenue	Signal	0.52	3.50	08 : 09	:	:	:	:	:	:	:		0.00	40.70	40.70
17 Lombard Street / Prairie Drive	Signal	0.20	3.70	08 : 26	:	:	:	:	:	:	:		0.00	42.35	42.35
18 Garnet Street / Commack Road	Signal	0.33	4.03	08 : 53	09 : 16	09 : 26	:	:	:	:	:	Signal	0.17	44.00	44.00
19 Ryder Avenue / Weeks Road	Signal	0.22	4.25	09 : 31	:	:	:	:	:	:	:		0.00	20.84	28.29
20 Woods Road	Signal	0.12	4.37	09 : 46	:	:	:	:	:	:	:		0.00	28.80	28.80
21 August Road / Parkdale Drive	Signal	0.21	4.58	10 : 03	:	:	:	:	:	:	:		0.00	44.47	44.47
22 Sylvan Road	Signal	0.26	4.84	10 : 25	:	:	:	:	:	:	:		0.00	42.55	42.55
23 Deer Park Ave / Ellsworth Ave	Signal	0.08	4.92	10 : 32	:	:	:	:	:	:	:		0.00	41.14	41.14
24 Hale Road	Signal	0.17	5.09	10 : 50	10 : 57	11 : 12	:	:	:	:	:	Signal	0.25	34.00	34.00
25 Hunter Avenue	Signal	0.08	5.17	11 : 19	:	:	:	:	:	:	:		0.00	9.93	20.57
26 Route 27 / Sunrise Highway	Overpass	0.68	5.85	12 : 10	:	:	:	:	:	:	:		0.00	48.00	48.00
Total		5.85	5.85	12 : 10									2.83	28.85	37.61

TRAVEL TIME RUN FIELD SHEET

Date: 5/19/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Deer Park Avenue

Direction: Southbound

Start Time: 7:50 a.m.

Run No.: 2

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Landview Drive	None	0.00	0.00	00 : 00	00 : 07	00 : 29	:	:	:	:	:	Signal	0.37		
2 LIE North Service Road	Signal	0.08	0.08	00 : 38	:	:	:	:	:	:	:		0.00	7.58	18.00
3 LIE South Service Road	Signal	0.07	0.15	00 : 46	:	:	:	:	:	:	:		0.00	31.50	31.50
4 Macniece Place	Signal	0.06	0.21	00 : 53	:	:	:	:	:	:	:		0.00	30.86	30.86
5 Half Hollow Road	Signal	0.51	0.72	01 : 33	:	:	:	:	:	:	:		0.00	45.90	45.90
6 Seaman Neck Road	Signal	0.41	1.13	02 : 05	:	:	:	:	:	:	:		0.00	46.13	46.13
7 New Jersey Street	Signal	0.16	1.29	02 : 19	02 : 55	03 : 23	:	:	:	:	:	Signal	0.47	41.14	41.14
8 Kenmore Street	Signal	0.38	1.67	03 : 27	:	:	:	:	:	:	:		0.00	20.12	34.20
9 Old Country Road	Signal	0.24	1.91	03 : 52	04 : 35	04 : 57	:	:	:	:	:	Signal	0.37	34.56	34.56
10 Nicolls Road	Signal	0.48	2.39	05 : 07	:	:	:	:	:	:	:		0.00	23.04	32.60
11 Waldbaum's Shopping Center Dwy	Signal	0.07	2.46	05 : 17	05 : 39	06 : 32	:	:	:	:	:	Signal	0.88	25.20	25.20
12 Acorn St / Long Island Ave North	Signal	0.19	2.65	06 : 33	:	:	:	:	:	:	:		0.00	9.00	29.74
13 Long Island Avenue	Signal	0.07	2.72	06 : 48	:	:	:	:	:	:	:		0.00	16.80	16.80
14 Joseph Vigiano II Memorial Ave	Signal	0.13	2.85	07 : 00	:	:	:	:	:	:	:		0.00	39.00	39.00
15 Grand Boulevard	Signal	0.13	2.98	07 : 11	:	:	:	:	:	:	:		0.00	42.55	42.55
16 Fairview Avenue / Bayshore Avenue	Signal	0.52	3.50	07 : 57	:	:	:	:	:	:	:		0.00	40.70	40.70
17 Lombard Street / Prairie Drive	Signal	0.20	3.70	08 : 14	08 : 44	09 : 11	:	:	:	:	:	Signal	0.45	42.35	42.35
18 Garnet Street / Commack Road	Signal	0.33	4.03	09 : 16	:	:	:	:	:	:	:		0.00	19.16	33.94
19 Ryder Avenue / Weeks Road	Signal	0.22	4.25	09 : 39	:	:	:	:	:	:	:		0.00	34.43	34.43
20 Woods Road	Signal	0.12	4.37	09 : 50	10 : 13	10 : 22	:	:	:	:	:	Signal	0.15	39.27	39.27
21 August Road / Parkdale Drive	Signal	0.21	4.58	10 : 27	:	:	:	:	:	:	:		0.00	20.43	27.00
22 Sylvan Road	Signal	0.26	4.84	10 : 53	:	:	:	:	:	:	:		0.00	36.00	36.00
23 Deer Park Ave / Ellsworth Ave	Signal	0.08	4.92	11 : 00	:	:	:	:	:	:	:		0.00	41.14	41.14
24 Hale Road	Signal	0.17	5.09	11 : 13	:	:	:	:	:	:	:		0.00	47.08	47.08
25 Hunter Avenue	Signal	0.08	5.17	11 : 18	:	:	:	:	:	:	:		0.00	57.60	57.60
26 Route 27 / Sunrise Highway	Overpass	0.68	5.85	12 : 02	:	:	:	:	:	:	:		0.00	55.64	55.64
Total		5.85	5.85	12 : 02									2.68	29.17	37.54

TRAVEL TIME RUN FIELD SHEET

Date: 5/19/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Deer Park Avenue

Direction: Southbound

Start Time: 8:28 a.m.

Run No.: 3

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Landview Drive	None	0.00	0.00	00 : 00	00 : 04	00 : 22	0 : 36	1 : 42	:	:	:	Signal, Signal	1.40		
2 LIE North Service Road	Signal	0.08	0.08	01 : 48	:	:	:	:	:	:	:		0.00	2.67	12.00
3 LIE South Service Road	Signal	0.07	0.15	01 : 59	:	:	:	:	:	:	:		0.00	22.91	22.91
4 Macniece Place	Signal	0.06	0.21	02 : 03	02 : 46	03 : 08	:	:	:	:	:	Signal	0.37	54.00	54.00
5 Half Hollow Road	Signal	0.51	0.72	03 : 17	03 : 56	04 : 45	:	:	:	:	:	Signal	0.82	24.81	35.31
6 Seaman Neck Road	Signal	0.41	1.13	04 : 49	:	:	:	:	:	:	:		0.00	16.04	34.33
7 New Jersey Street	Signal	0.16	1.29	05 : 07	05 : 42	05 : 49	:	:	:	:	:	Signal	0.12	32.00	32.00
8 Kenmore Street	Signal	0.38	1.67	05 : 56	:	:	:	:	:	:	:		0.00	27.92	32.57
9 Old Country Road	Signal	0.24	1.91	06 : 19	07 : 00	07 : 07	:	:	:	:	:	Signal	0.12	37.57	37.57
10 Nicolls Road	Signal	0.48	2.39	07 : 14	:	:	:	:	:	:	:		0.00	31.42	36.00
11 Waldbaum's Shopping Center Dwy	Signal	0.07	2.46	07 : 24	:	:	:	:	:	:	:		0.00	25.20	25.20
12 Acorn St / Long Island Ave North	Signal	0.19	2.65	07 : 41	:	:	:	:	:	:	:		0.00	40.24	40.24
13 Long Island Avenue	Signal	0.07	2.72	07 : 45	08 : 01	08 : 27	:	:	:	:	:	Signal	0.43	63.00	63.00
14 Joseph Vigiano II Memorial Ave	Signal	0.13	2.85	08 : 35	08 : 48	08 : 51	:	:	:	:	:	Signal	0.05	9.36	19.50
15 Grand Boulevard	Signal	0.13	2.98	09 : 02	:	:	:	:	:	:	:		0.00	17.33	19.50
16 Fairview Avenue / Bayshore Avenue	Signal	0.52	3.50	09 : 57	:	:	:	:	:	:	:		0.00	34.04	34.04
17 Lombard Street / Prairie Drive	Signal	0.20	3.70	10 : 16	:	:	:	:	:	:	:		0.00	37.89	37.89
18 Garnet Street / Commack Road	Signal	0.33	4.03	10 : 45	11 : 03	11 : 07	:	:	:	:	:	Signal	0.07	40.97	40.97
19 Ryder Avenue / Weeks Road	Signal	0.22	4.25	11 : 16	:	:	:	:	:	:	:		0.00	25.55	29.33
20 Woods Road	Signal	0.12	4.37	11 : 34	12 : 00	12 : 54	:	:	:	:	:		0.90	24.00	24.00
21 August Road / Parkdale Drive	Signal	0.21	4.58	12 : 56	:	:	:	:	:	:	:		0.00	9.22	27.00
22 Sylvan Road	Signal	0.26	4.84	13 : 22	:	:	:	:	:	:	:		0.00	36.00	36.00
23 Deer Park Ave / Ellsworth Ave	Signal	0.08	4.92	13 : 31	:	:	:	:	:	:	:		0.00	32.00	32.00
24 Hale Road	Signal	0.17	5.09	13 : 44	:	:	:	:	:	:	:		0.00	47.08	47.08
25 Hunter Avenue	Signal	0.08	5.17	13 : 52	:	:	:	:	:	:	:		0.00	36.00	36.00
26 Route 27 / Sunrise Highway	Overpass	0.68	5.85	14 : 39	:	:	:	:	:	:	:		0.00	52.09	52.09
Total		5.85	5.85	14 : 39									4.27	23.96	33.80

TRAVEL TIME RUN FIELD SHEET

Date: 5/18/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Deer Park Avenue

Direction: Southbound

Start Time: 4:26 p.m.

Run No.: 1

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Landview Drive	None	0.00	0.00	00 : 00	00 : 12	00 : 24	:	:	:	:	:	Signal	0.20		
2 LIE North Service Road	Signal	0.08	0.08	00 : 34	:	:	:	:	:	:	:		0.00	8.47	13.09
3 LIE South Service Road	Signal	0.07	0.15	00 : 53	:	:	:	:	:	:	:		0.00	13.26	13.26
4 Macniece Place	Signal	0.06	0.21	00 : 59	01 : 39	01 : 51	:	:	:	:	:	Signal	0.20	36.00	36.00
5 Half Hollow Road	Signal	0.51	0.72	02 : 04	:	:	:	:	:	:	:		0.00	28.25	34.64
6 Seaman Neck Road	Signal	0.41	1.13	02 : 39	:	:	:	:	:	:	:		0.00	42.17	42.17
7 New Jersey Street	Signal	0.16	1.29	02 : 51	:	:	:	:	:	:	:		0.00	48.00	48.00
8 Kenmore Street	Signal	0.38	1.67	03 : 22	03 : 45	04 : 32	:	:	:	:	:	Signal	0.78	44.13	44.13
9 Old Country Road	Signal	0.24	1.91	04 : 35	:	:	:	:	:	:	:		0.00	11.84	33.23
10 Nicolls Road	Signal	0.48	2.39	05 : 27	:	:	:	:	:	:	:		0.00	33.23	33.23
11 Waldbaum's Shopping Center Dwy	Signal	0.07	2.46	05 : 43	05 : 47	06 : 00	:	:	:	:	:	Signal	0.22	15.75	15.75
12 Acorn St / Long Island Ave North	Signal	0.19	2.65	06 : 23	:	:	:	:	:	:	:		0.00	17.10	25.33
13 Long Island Avenue	Signal	0.07	2.72	06 : 31	06 : 36	06 : 39	:	:	:	:	:	Congestion	0.05	31.50	31.50
14 Joseph Vigiano II Memorial Ave	Signal	0.13	2.85	06 : 53	07 : 06	08 : 00	:	:	:	:	:	Signal	0.90	21.27	24.63
15 Grand Boulevard	Signal	0.13	2.98	08 : 13	:	:	:	:	:	:	:		0.00	5.85	18.00
16 Fairview Avenue / Bayshore Avenue	Signal	0.52	3.50	09 : 07	:	:	:	:	:	:	:		0.00	34.67	34.67
17 Lombard Street / Prairie Drive	Signal	0.20	3.70	09 : 25	09 : 53	10 : 15	:	:	:	:	:	Signal	0.37	40.00	40.00
18 Garnet Street / Commack Road	Signal	0.33	4.03	10 : 26	:	:	:	:	:	:	:		0.00	19.48	30.46
19 Ryder Avenue / Weeks Road	Signal	0.22	4.25	10 : 50	11 : 05	11 : 47	:	:	:	:	:	Signal	0.70	33.00	33.00
20 Woods Road	Signal	0.12	4.37	11 : 48	12 : 21	12 : 48	:	:	:	:	:	Signal	0.45	7.45	27.00
21 August Road / Parkdale Drive	Signal	0.21	4.58	13 : 00	13 : 28	14 : 18	:	:	:	:	:	Signal	0.83	10.50	16.80
22 Sylvan Road	Signal	0.26	4.84	14 : 19	:	:	:	:	:	:	:		0.00	11.85	32.28
23 Deer Park Ave / Ellsworth Ave	Signal	0.08	4.92	14 : 37	:	:	:	:	:	:	:		0.00	16.00	16.00
24 Hale Road	Signal	0.17	5.09	14 : 51	:	:	:	:	:	:	:		0.00	43.71	43.71
25 Hunter Avenue	Signal	0.08	5.17	14 : 59	:	:	:	:	:	:	:		0.00	36.00	36.00
26 Route 27 / Sunrise Highway	Overpass	0.68	5.85	16 : 17	:	:	:	:	:	:	:		0.00	31.38	31.38
Total		5.85	5.85	16 : 17									4.70	21.56	30.30

TRAVEL TIME RUN FIELD SHEET

Date: 5/18/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Deer Park Avenue

Direction: Southbound

Start Time: 4:58 p.m.

Run No.: 2

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Landview Drive	None	0.00	0.00	00 : 00	00 : 10	00 : 49	:	:	:	:	:	Signal	0.65		
2 LIE North Service Road	Signal	0.08	0.08	00 : 53	01 : 02	01 : 04	:	:	:	:	:		0.03	5.43	20.57
3 LIE South Service Road	Signal	0.07	0.15	01 : 17	01 : 25	01 : 30	:	:	:	:	:	Signal	0.08	10.50	11.45
4 Macniece Place	Signal	0.06	0.21	01 : 44	02 : 27	02 : 49	:	:	:	:	:	Signal	0.37	8.00	9.82
5 Half Hollow Road	Signal	0.51	0.72	02 : 55	03 : 36	03 : 45	:	:	:	:	:	Signal	0.15	25.86	37.47
6 Seaman Neck Road	Signal	0.41	1.13	03 : 51	:	:	:	:	:	:	:		0.00	26.36	31.40
7 New Jersey Street	Signal	0.16	1.29	04 : 07	:	:	:	:	:	:	:	Signal	0.00	36.00	36.00
8 Kenmore Street	Signal	0.38	1.67	04 : 37	04 : 58	05 : 34	:	:	:	:	:		0.60	45.60	45.60
9 Old Country Road	Signal	0.24	1.91	05 : 35	:	:	:	:	:	:	:		0.00	14.90	39.27
10 Nicolls Road	Signal	0.48	2.39	06 : 30	:	:	:	:	:	:	:		0.00	31.42	31.42
11 Waldbaum's Shopping Center Dwy	Signal	0.07	2.46	06 : 48	:	:	:	:	:	:	:		0.00	14.00	14.00
12 Acorn St / Long Island Ave North	Signal	0.19	2.65	07 : 07	:	:	:	:	:	:	:		0.00	36.00	36.00
13 Long Island Avenue	Signal	0.07	2.72	07 : 13	:	:	:	:	:	:	:		0.00	42.00	42.00
14 Joseph Vigiano II Memorial Ave	Signal	0.13	2.85	07 : 30	:	:	:	:	:	:	:		0.00	27.53	27.53
15 Grand Boulevard	Signal	0.13	2.98	07 : 45	08 : 29	08 : 31	8 : 50	9 : 40	:	:	:	Congestion, Signal	0.87	31.20	31.20
16 Fairview Avenue / Bayshore Avenue	Signal	0.52	3.50	09 : 44	:	:	:	:	:	:	:		0.00	15.73	27.94
17 Lombard Street / Prairie Drive	Signal	0.20	3.70	10 : 04	10 : 40	11 : 20	:	:	:	:	:	Signal	0.67	36.00	36.00
18 Garnet Street / Commack Road	Signal	0.33	4.03	11 : 24	:	:	:	:	:	:	:		0.00	14.85	29.70
19 Ryder Avenue / Weeks Road	Signal	0.22	4.25	11 : 51	:	:	:	:	:	:	:		0.00	29.33	29.33
20 Woods Road	Signal	0.12	4.37	12 : 04	:	:	:	:	:	:	:		0.00	33.23	33.23
21 August Road / Parkdale Drive	Signal	0.21	4.58	12 : 25	12 : 50	13 : 09	:	:	:	:	:	Signal	0.32	36.00	36.00
22 Sylvan Road	Signal	0.26	4.84	13 : 18	13 : 29	13 : 31	:	:	:	:	:	Congestion	0.03	17.66	27.53
23 Deer Park Ave / Ellsworth Ave	Signal	0.08	4.92	13 : 33	:	:	:	:	:	:	:		0.00	19.20	22.15
24 Hale Road	Signal	0.17	5.09	13 : 56	:	:	:	:	:	:	:		0.00	26.61	26.61
25 Hunter Avenue	Signal	0.08	5.17	14 : 02	:	:	:	:	:	:	:		0.00	48.00	48.00
26 Route 27 / Sunrise Highway	Overpass	0.68	5.85	14 : 51	:	:	:	:	:	:	:		0.00	49.96	49.96
Total		5.85	5.85	14 : 51									3.77	23.64	31.67

TRAVEL TIME RUN FIELD SHEET

Date: 5/18/2009
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Deer Park Avenue

Direction: Southbound

Start Time: 5:30 p.m.

Run No.: 3

	Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Landview Drive	None	0.00	0.00	00 : 00	00 : 10	00 : 47	:	:	:	:	:	Signal	0.62		
2	LIE North Service Road	Signal	0.08	0.08	01 : 04	01 : 18	01 : 25	:	:	:	:	:	Congestion	0.12	4.50	10.67
3	LIE South Service Road	Signal	0.07	0.15	01 : 26	:	:	:	:	:	:	:		0.00	11.45	16.80
4	Macniece Place	Signal	0.06	0.21	01 : 35	02 : 25	02 : 51	:	:	:	:	:		0.43	24.00	24.00
5	Half Hollow Road	Signal	0.51	0.72	03 : 02	:	:	:	:	:	:	:		0.00	21.10	30.10
6	Seaman Neck Road	Signal	0.41	1.13	03 : 54	:	:	:	:	:	:	:		0.00	28.38	28.38
7	New Jersey Street	Signal	0.16	1.29	04 : 11	04 : 53	05 : 22	:	:	:	:	:	Signal	0.48	33.88	33.88
8	Kenmore Street	Signal	0.38	1.67	05 : 24	:	:	:	:	:	:	:		0.00	18.74	31.09
9	Old Country Road	Signal	0.24	1.91	05 : 53	:	:	:	:	:	:	:		0.00	29.79	29.79
10	Nicolls Road	Signal	0.48	2.39	06 : 43	:	:	:	:	:	:	:		0.00	34.56	34.56
11	Waldbaum's Shopping Center Dwy	Signal	0.07	2.46	06 : 54	:	:	:	:	:	:	:		0.00	22.91	22.91
12	Acorn St / Long Island Ave North	Signal	0.19	2.65	07 : 15	:	:	:	:	:	:	:		0.00	32.57	32.57
13	Long Island Avenue	Signal	0.07	2.72	07 : 22	07 : 33	07 : 42	:	:	:	:	:	Congestion	0.15	36.00	36.00
14	Joseph Vigiano II Memorial Ave	Signal	0.13	2.85	07 : 58	08 : 09	09 : 09	:	:	:	:	:	Signal	1.00	13.00	17.33
15	Grand Boulevard	Signal	0.13	2.98	09 : 28	:	:	:	:	:	:	:		0.00	5.20	15.60
16	Fairview Avenue / Bayshore Avenue	Signal	0.52	3.50	10 : 18	:	:	:	:	:	:	:		0.00	37.44	37.44
17	Lombard Street / Prairie Drive	Signal	0.20	3.70	10 : 35	11 : 01	11 : 15	:	:	:	:	:	Congestion	0.23	42.35	42.35
18	Garnet Street / Commack Road	Signal	0.33	4.03	11 : 31	12 : 06	13 : 02	:	:	:	:	:	Signal	0.93	21.21	28.29
19	Ryder Avenue / Weeks Road	Signal	0.22	4.25	13 : 03	:	:	:	:	:	:	:		0.00	8.61	22.00
20	Woods Road	Signal	0.12	4.37	13 : 20	13 : 43	14 : 03	:	:	:	:	:	Signal	0.33	25.41	25.41
21	August Road / Parkdale Drive	Signal	0.21	4.58	14 : 14	14 : 45	15 : 10	:	:	:	:	:	Signal	0.42	14.00	22.24
22	Sylvan Road	Signal	0.26	4.84	15 : 14	:	:	:	:	:	:	:		0.00	15.60	26.74
23	Deer Park Ave / Ellsworth Ave	Signal	0.08	4.92	15 : 39	:	:	:	:	:	:	:		0.00	11.52	11.52
24	Hale Road	Signal	0.17	5.09	15 : 56	:	:	:	:	:	:	:		0.00	36.00	36.00
25	Hunter Avenue	Signal	0.08	5.17	16 : 03	:	:	:	:	:	:	:		0.00	41.14	41.14
26	Route 27 / Sunrise Highway	Overpass	0.68	5.85	16 : 49	:	:	:	:	:	:	:		0.00	53.22	53.22
Total			5.85	5.85	16 : 49									4.72	20.87	29.01

TRAVEL TIME RUN
FIELD SHEETDate: 5/21/2009
Weather: _____Driver: A. Taiwo
Recorder: V. FriasComments: _____

_____Location: Bagatelle Road / Conklin Avenue / North 22nd Street / Washington AvenueDirection: Westbound / NorthboundStart Time: 7:11 a.m.Run No.: 1

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Straight Path	Stop Sign	0.00	0.00	00 : 00	00 : 18	00 : 27	:	:	:	:	:		0.15		
2 North 14th Street	Stop Sign	0.13	0.13	00 : 23	00 : 56	01 : 00	:	:	:	:	:		0.07	20.35	33.43
3 North 18th Street	Stop Sign	0.19	0.32	01 : 03	01 : 28	01 : 31	:	:	:	:	:		0.05	17.10	19.00
4 Washington Avenue	Stop Sign	0.19	0.51	01 : 34	01 : 51	01 : 59	:	:	:	:	:		0.13	22.06	24.43
5 Colonial Springs Rd / Main Ave	Stop Sign	0.18	0.69	02 : 02	02 : 26	02 : 29	:	:	:	:	:		0.05	23.14	32.40
6 Lee Avenue	Stop Sign	0.19	0.88	02 : 31	:	:	:	:	:	:	:		0.00	23.59	26.31
7 Wilmington Drive	Signal	1.66	2.54	05 : 17	05 : 51	06 : 27	:	:	:	:	:	Signal	0.60	36.00	36.00
8 LIE South Service Road	Signal	0.33	2.87	06 : 30	:	:	:	:	:	:	:		0.00	16.27	32.11
9 LIE North Service Road	Signal	0.12	2.99	06 : 45	:	:	:	:	:	:	:		0.00	28.80	28.80
10 Pettit Drive	None	0.09	3.08	06 : 54	:	:	:	:	:	:	:		0.00	36.00	36.00
Total		3.08	3.08	06 : 54									1.05	26.78	31.59

Start Time: 7:34 a.m.Run No.: 2

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Straight Path	Stop Sign	0.00	0.00	00 : 00	00 : 22	00 : 24	:	:	:	:	:		0.03		
2 North 14th Street	Stop Sign	0.13	0.13	00 : 26	00 : 53	00 : 58	1 : 28	1 : 40	:	:	:	School Bus	0.28	18.00	19.50
3 North 18th Street	Stop Sign	0.19	0.32	01 : 50	01 : 52	01 : 54	:	:	:	:	:		0.03	8.14	10.21
4 Washington Avenue	Stop Sign	0.19	0.51	01 : 55	02 : 21	02 : 30	:	:	:	:	:		0.15	136.80	228.00
5 Colonial Springs Rd / Main Ave	Stop Sign	0.18	0.69	02 : 33	03 : 00	03 : 03	:	:	:	:	:		0.05	17.05	22.34
6 Lee Avenue	Stop Sign	0.19	0.88	03 : 05	05 : 54	06 : 01	:	:	:	:	:	Signal	0.12	21.38	23.59
7 Wilmington Drive	Signal	1.66	2.54	06 : 02	:	:	:	:	:	:	:		0.00	33.76	35.15
8 LIE South Service Road	Signal	0.33	2.87	06 : 38	06 : 55	07 : 35	:	:	:	:	:		0.67	33.00	33.00
9 LIE North Service Road	Signal	0.12	2.99	07 : 38	:	:	:	:	:	:	:		0.00	7.20	21.60
10 Pettit Drive	None	0.09	3.08	07 : 50	:	:	:	:	:	:	:		0.00	27.00	27.00
Total		3.08	3.08	07 : 50									1.33	23.59	28.43

Start Time: 7:51 a.m.Run No.: 3

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Straight Path	Stop Sign	0.00	0.00	00 : 00	00 : 20	00 : 24	:	:	:	:	:		0.07		
2 North 14th Street	Stop Sign	0.13	0.13	00 : 26	00 : 53	00 : 55	:	:	:	:	:		0.03	18.00	21.27
3 North 18th Street	Stop Sign	0.19	0.32	00 : 59	01 : 23	01 : 26	:	:	:	:	:		0.05	20.73	22.06
4 Washington Avenue	Stop Sign	0.19	0.51	01 : 29	01 : 55	02 : 02	:	:	:	:	:		0.12	22.80	25.33
5 Colonial Springs Rd / Main Ave	Stop Sign	0.18	0.69	02 : 04	02 : 29	02 : 32	:	:	:	:	:		0.05	18.51	23.14
6 Lee Avenue	Stop Sign	0.19	0.88	02 : 34	05 : 24	05 : 26	:	:	:	:	:	Signal	0.03	22.80	25.33
7 Wilmington Drive	Signal	1.66	2.54	05 : 28	:	:	:	:	:	:	:		0.00	34.34	34.74
8 LIE South Service Road	Signal	0.33	2.87	06 : 04	:	:	:	:	:	:	:		0.00	33.00	33.00
9 LIE North Service Road	Signal	0.12	2.99	06 : 16	:	:	:	:	:	:	:		0.00	36.00	36.00
10 Pettit Drive	None	0.09	3.08	06 : 27	:	:	:	:	:	:	:		0.00	29.45	29.45
Total		3.08	3.08	06 : 27									0.35	28.65	30.30

TRAVEL TIME RUN
FIELD SHEETDate: 5/20/2009
Weather: _____Driver: A. Taiwo
Recorder: V. FriasComments: _____

_____Location: Bagatelle Road / Conklin Avenue / North 22nd Street / Washington AvenueDirection: Westbound / NorthboundStart Time: 5:21 p.m.Run No.: 1

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Straight Path	Stop Sign	0.00	0.00	00 : 00	00 : 21	00 : 24	:	:	:	:	:		0.05		
2 North 14th Street	Stop Sign	0.13	0.13	00 : 27	01 : 12	01 : 14	:	:	:	:	:		0.03	17.33	19.50
3 North 18th Street	Stop Sign	0.19	0.32	01 : 16	01 : 43	01 : 46	:	:	:	:	:		0.05	13.96	14.55
4 Washington Avenue	Stop Sign	0.19	0.51	01 : 51	02 : 17	02 : 22	:	:	:	:	:		0.08	19.54	21.38
5 Colonial Springs Rd / Main Ave	Stop Sign	0.18	0.69	02 : 24	02 : 49	02 : 52	:	:	:	:	:		0.05	19.64	23.14
6 Lee Avenue	Stop Sign	0.19	0.88	02 : 54	05 : 37	05 : 43	:	:	:	:	:		0.10	22.80	25.33
7 Wilmington Drive	Signal	1.66	2.54	05 : 47	06 : 25	07 : 10	:	:	:	:	:		0.75	34.54	35.78
8 LIE South Service Road	Signal	0.33	2.87	07 : 13	:	:	:	:	:	:	:		0.00	13.81	28.98
9 LIE North Service Road	Signal	0.12	2.99	07 : 28	:	:	:	:	:	:	:		0.00	28.80	28.80
10 Pettit Drive	None	0.09	3.08	07 : 38	:	:	:	:	:	:	:		0.00	32.40	32.40
Total		3.08	3.08	07 : 38									1.12	24.21	28.36

Start Time: _____

Run No.: 2

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Straight Path	Stop Sign	0.00	0.00	00 : 00	00 : 22	00 : 26	:	:	:	:	:		0.07		
2 North 14th Street	Stop Sign	0.13	0.13	00 : 27	00 : 55	00 : 59	:	:	:	:	:		0.07	17.33	20.35
3 North 18th Street	Stop Sign	0.19	0.32	01 : 02	01 : 26	01 : 29	:	:	:	:	:		0.05	19.54	22.06
4 Washington Avenue	Stop Sign	0.19	0.51	01 : 31	01 : 56	01 : 57	:	:	:	:	:		0.02	23.59	26.31
5 Colonial Springs Rd / Main Ave	Stop Sign	0.18	0.69	02 : 00	02 : 25	02 : 27	:	:	:	:	:		0.03	22.34	23.14
6 Lee Avenue	Stop Sign	0.19	0.88	02 : 31	:	:	:	:	:	:	:		0.00	22.06	23.59
7 Wilmington Drive	Signal	1.66	2.54	05 : 18	:	:	:	:	:	:	:		0.00	35.78	35.78
8 LIE South Service Road	Signal	0.33	2.87	05 : 50	:	:	:	:	:	:	:		0.00	37.13	37.13
9 LIE North Service Road	Signal	0.12	2.99	06 : 03	:	:	:	:	:	:	:		0.00	33.23	33.23
10 Pettit Drive	None	0.09	3.08	06 : 12	:	:	:	:	:	:	:		0.00	36.00	36.00
Total		3.08	3.08	06 : 12									0.23	29.81	30.97

Start Time: 5:52 p.m.Run No.: 3

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Straight Path	Stop Sign	0.00	0.00	00 : 00	00 : 22	00 : 24	:	:	:	:	:		0.03		
2 North 14th Street	Stop Sign	0.13	0.13	00 : 26	00 : 54	00 : 57	:	:	:	:	:		0.05	18.00	19.50
3 North 18th Street	Stop Sign	0.19	0.32	01 : 00	01 : 25	01 : 27	:	:	:	:	:		0.03	20.12	22.06
4 Washington Avenue	Stop Sign	0.19	0.51	01 : 30	01 : 58	02 : 00	:	:	:	:	:		0.03	22.80	24.43
5 Colonial Springs Rd / Main Ave	Stop Sign	0.18	0.69	02 : 03	02 : 32	02 : 34	:	:	:	:	:		0.03	19.64	20.90
6 Lee Avenue	Stop Sign	0.19	0.88	02 : 36	:	:	:	:	:	:	:		0.00	20.73	22.06
7 Wilmington Drive	Signal	1.66	2.54	05 : 32	06 : 10	06 : 47	:	:	:	:	:		0.62	33.95	33.95
8 LIE South Service Road	Signal	0.33	2.87	06 : 50	:	:	:	:	:	:	:		0.00	15.23	28.98
9 LIE North Service Road	Signal	0.12	2.99	07 : 04	:	:	:	:	:	:	:		0.00	30.86	30.86
10 Pettit Drive	None	0.09	3.08	07 : 13	:	:	:	:	:	:	:		0.00	36.00	36.00
Total		3.08	3.08	07 : 13									0.80	25.61	28.80

TRAVEL TIME RUN FIELD SHEET

Date: 5/21/2009
Weather: _____

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: **Bagatelle Road / Conklin Avenue / North 22nd Street / Washington Avenue**

Direction: **Southbound / Eastbound**

Start Time: **7:19 a.m.**

Run No.: **1**

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Pettit Drive	None	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2 LIE North Service Road	Signal	0.09	0.09	00 : 13	:	:	:	:	:	:	:		0.00	24.92	24.92
3 LIE South Service Road	Signal	0.12	0.21	00 : 26	:	:	:	:	:	:	:		0.00	33.23	33.23
4 Wilmington Drive	Signal	0.33	0.54	00 : 57	03 : 40	03 : 42	:	:	:	:	:	Signal	0.03	38.32	38.32
5 Lee Avenue	Stop Sign	1.66	2.20	03 : 44	04 : 11	04 : 14	:	:	:	:	:		0.05	35.78	36.22
6 Colonial Springs Rd / Main Ave	Stop Sign	0.19	2.39	04 : 16	04 : 41	04 : 45	:	:	:	:	:		0.07	21.38	23.59
7 Washington Avenue	Stop Sign	0.18	2.57	04 : 48	05 : 14	05 : 16	:	:	:	:	:		0.03	20.25	23.14
8 North 18th Street	Stop Sign	0.19	2.76	05 : 18	05 : 47	05 : 50	:	:	:	:	:		0.05	22.80	24.43
9 North 14th Street	Stop Sign	0.19	2.95	05 : 53	:	:	:	:	:	:	:		0.00	19.54	21.38
10 Straight Path	Stop Sign	0.13	3.08	06 : 15	:	:	:	:	:	:	:		0.00	21.27	21.27
Total		3.08	3.08	06 : 15									0.23	29.57	30.71

Start Time: **7:43 a.m.**

Run No.: **2**

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Pettit Drive	None	0.00	0.00	00 : 00	00 : 13	00 : 20	:	:	:	:	:		0.12		
2 LIE North Service Road	Signal	0.09	0.09	00 : 27	:	:	:	:	:	:	:		0.00	12.00	16.20
3 LIE South Service Road	Signal	0.12	0.21	00 : 40	01 : 18	01 : 32	:	:	:	:	:		0.23	33.23	33.23
4 Wilmington Drive	Signal	0.33	0.54	01 : 39	04 : 21	04 : 24	:	:	:	:	:		0.05	20.14	26.40
5 Lee Avenue	Stop Sign	1.66	2.20	04 : 26	04 : 51	04 : 55	:	:	:	:	:		0.07	35.78	36.44
6 Colonial Springs Rd / Main Ave	Stop Sign	0.19	2.39	04 : 58	05 : 29	05 : 32	:	:	:	:	:		0.05	21.38	24.43
7 Washington Avenue	Stop Sign	0.18	2.57	05 : 35	06 : 02	06 : 05	:	:	:	:	:		0.05	17.51	19.06
8 North 18th Street	Stop Sign	0.19	2.76	06 : 07	06 : 35	06 : 37	:	:	:	:	:		0.03	21.38	23.59
9 North 14th Street	Stop Sign	0.19	2.95	06 : 39	:	:	:	:	:	:	:		0.00	21.38	22.80
10 Straight Path	Stop Sign	0.13	3.08	06 : 59	:	:	:	:	:	:	:		0.00	23.40	23.40
Total		3.08	3.08	06 : 59									0.60	26.46	28.95

Start Time: **7:59 a.m.**

Run No.: **3**

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Pettit Drive	None	0.00	0.00	00 : 00	00 : 12	00 : 27	:	:	:	:	:		0.25		
2 LIE North Service Road	Signal	0.09	0.09	00 : 29	:	:	:	:	:	:	:		0.00	11.17	23.14
3 LIE South Service Road	Signal	0.12	0.21	00 : 45	01 : 21	01 : 37	:	:	:	:	:		0.27	27.00	27.00
4 Wilmington Drive	Signal	0.33	0.54	01 : 40	04 : 37	04 : 41	:	:	:	:	:		0.07	21.60	30.46
5 Lee Avenue	Stop Sign	1.66	2.20	04 : 43	05 : 10	05 : 13	:	:	:	:	:		0.05	32.66	33.39
6 Colonial Springs Rd / Main Ave	Stop Sign	0.19	2.39	05 : 15	05 : 41	05 : 45	:	:	:	:	:		0.07	21.38	23.59
7 Washington Avenue	Stop Sign	0.18	2.57	05 : 48	06 : 15	06 : 19	:	:	:	:	:		0.07	19.64	22.34
8 North 18th Street	Stop Sign	0.19	2.76	06 : 21	06 : 50	06 : 57	:	:	:	:	:		0.12	20.73	23.59
9 North 14th Street	Stop Sign	0.19	2.95	07 : 01	:	:	:	:	:	:	:		0.00	17.10	20.73
10 Straight Path	Stop Sign	0.13	3.08	07 : 16	:	:	:	:	:	:	:		0.00	31.20	31.20
Total		3.08	3.08	07 : 16									0.88	25.43	28.95

TRAVEL TIME RUN FIELD SHEET

Date: 5/20/2009
Weather: _____

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: **Bagatelle Road / Conklin Avenue / North 22nd Street / Washington Avenue**

Direction: **Southbound / Eastbound**

Start Time: **5:30 p.m.**

Run No.: **1**

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Pettit Drive	None	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2 LIE North Service Road	Signal	0.09	0.09	00 : 08	:	:	:	:	:	:	:		0.00	40.50	40.50
3 LIE South Service Road	Signal	0.12	0.21	00 : 24	00 : 56	01 : 13	:	:	:	:	:	Signal	0.28	27.00	27.00
4 Wilmington Drive	Signal	0.33	0.54	01 : 15	03 : 54	03 : 57	:	:	:	:	:		0.05	23.29	34.94
5 Lee Avenue	Stop Sign	1.66	2.20	04 : 08	04 : 25	04 : 29	:	:	:	:	:		0.07	34.54	35.15
6 Colonial Springs Rd / Main Ave	Stop Sign	0.19	2.39	04 : 32	04 : 55	05 : 00	:	:	:	:	:		0.08	28.50	34.20
7 Washington Avenue	Stop Sign	0.18	2.57	05 : 03	05 : 32	05 : 34	:	:	:	:	:		0.03	20.90	24.92
8 North 18th Street	Stop Sign	0.19	2.76	05 : 36	06 : 04	06 : 06	:	:	:	:	:		0.03	20.73	22.06
9 North 14th Street	Stop Sign	0.19	2.95	06 : 09	06 : 32	06 : 34	:	:	:	:	:		0.03	20.73	22.06
10 Straight Path	Stop Sign	0.13	3.08	06 : 39	:	:	:	:	:	:	:		0.00	15.60	16.71
Total		3.08	3.08	06 : 39									0.58	27.79	30.46

Start Time: **5:46 p.m.**

Run No.: **2**

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Pettit Drive	None	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2 LIE North Service Road	Signal	0.09	0.09	00 : 11	:	:	:	:	:	:	:		0.00	29.45	29.45
3 LIE South Service Road	Signal	0.12	0.21	00 : 24	:	:	:	:	:	:	:		0.00	33.23	33.23
4 Wilmington Drive	Signal	0.33	0.54	00 : 56	03 : 38	03 : 40	:	:	:	:	:		0.03	37.13	37.13
5 Lee Avenue	Stop Sign	1.66	2.20	03 : 42	04 : 09	04 : 12	:	:	:	:	:		0.05	36.00	36.44
6 Colonial Springs Rd / Main Ave	Stop Sign	0.19	2.39	04 : 14	04 : 43	04 : 45	:	:	:	:	:		0.03	21.38	23.59
7 Washington Avenue	Stop Sign	0.18	2.57	04 : 48	05 : 18	05 : 23	:	:	:	:	:		0.08	19.06	20.25
8 North 18th Street	Stop Sign	0.19	2.76	05 : 25	05 : 53	05 : 56	:	:	:	:	:		0.05	18.49	21.38
9 North 14th Street	Stop Sign	0.19	2.95	05 : 58	06 : 19	06 : 22	:	:	:	:	:		0.05	20.73	22.80
10 Straight Path	Stop Sign	0.13	3.08	06 : 25	:	:	:	:	:	:	:		0.00	17.33	19.50
Total		3.08	3.08	06 : 25									0.30	28.80	30.21

Start Time: **6:00 p.m.**

Run No.: **3**

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Pettit Drive	None	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2 LIE North Service Road	Signal	0.09	0.09	00 : 12	:	:	:	:	:	:	:		0.00	27.00	27.00
3 LIE South Service Road	Signal	0.12	0.21	00 : 26	:	:	:	:	:	:	:		0.00	30.86	30.86
4 Wilmington Drive	Signal	0.33	0.54	01 : 00	03 : 43	03 : 51	:	:	:	:	:		0.13	34.94	34.94
5 Lee Avenue	Stop Sign	1.66	2.20	03 : 53	04 : 19	04 : 27	:	:	:	:	:		0.13	34.54	36.22
6 Colonial Springs Rd / Main Ave	Stop Sign	0.19	2.39	04 : 30	04 : 55	04 : 58	:	:	:	:	:		0.05	18.49	23.59
7 Washington Avenue	Stop Sign	0.18	2.57	05 : 01	05 : 30	05 : 44	:	:	:	:	:		0.23	20.90	23.14
8 North 18th Street	Stop Sign	0.19	2.76	05 : 46	06 : 18	06 : 21	:	:	:	:	:		0.05	15.20	22.06
9 North 14th Street	Stop Sign	0.19	2.95	06 : 23	:	:	:	:	:	:	:		0.00	18.49	20.12
10 Straight Path	Stop Sign	0.13	3.08	06 : 43	:	:	:	:	:	:	:		0.00	23.40	23.40
Total		3.08	3.08	06 : 43									0.60	27.51	30.21

TRAVEL TIME RUN
FIELD SHEETDate: 5/21/09 & 5/22/09
Weather: _____Driver: A. Taiwo
Recorder: V. FriasComments: _____

_____Location: Long Island AvenueDirection: EastboundStart Time: 8:03 a.m.Run No.: 1

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Wellwood Avenue	Signal	0.00	0.00	00 : 00	01 : 50	02 : 23	:	:	:	:	:	Signal	0.55		
2 Little East Neck Road	Signal	1.07	1.07	02 : 26	:	:	:	:	:	:	:		0.00	26.38	34.09
3 South 18th Street	Signal	0.96	2.03	04 : 01	04 : 20	04 : 57	:	:	:	:	:	Signal	0.62	36.38	36.38
4 MLK Blvd / Straight Path	Signal	0.17	2.20	05 : 02	:	:	:	:	:	:	:		0.00	10.03	25.50
5 Doe Street	Stop Sign	0.15	2.35	05 : 23	06 : 55	06 : 58	:	:	:	:	:	Stop Sign	0.05	25.71	25.71
6 West 13th Street	Stop Sign	0.93	3.28	07 : 00	07 : 36	07 : 39	:	:	:	:	:	Stop Sign	0.05	34.52	35.62
7 West 7th Street	Signal	0.29	3.57	07 : 42	08 : 22	08 : 29	:	:	:	:	:	Signal	0.12	24.86	26.77
8 Deer Park Avenue	Signal	0.35	3.92	08 : 45	:	:	:	:	:	:	:		0.00	20.00	22.50
Total		3.92	3.92	08 : 45									1.38	26.88	31.93

Start Time: 8:21 a.m.Run No.: 2

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Wellwood Avenue	Signal	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2 Little East Neck Road	Signal	1.07	1.07	01 : 43	03 : 13	03 : 41	:	:	:	:	:	Signal	0.47	37.40	37.40
3 South 18th Street	Signal	0.96	2.03	03 : 45	:	:	:	:	:	:	:		0.00	28.33	36.77
4 MLK Blvd / Straight Path	Signal	0.17	2.20	04 : 10	:	:	:	:	:	:	:		0.00	24.48	24.48
5 Doe Street	Stop Sign	0.15	2.35	04 : 38	06 : 13	06 : 15	:	:	:	:	:	Stop Sign	0.03	19.29	19.29
6 West 13th Street	Stop Sign	0.93	3.28	06 : 18	06 : 52	06 : 54	:	:	:	:	:		0.03	33.48	34.16
7 West 7th Street	Signal	0.29	3.57	06 : 56	07 : 40	09 : 00	:	:	:	:	:	Signal	1.33	27.47	29.00
8 Deer Park Avenue	Signal	0.35	3.92	09 : 07	:	:	:	:	:	:	:		0.00	9.62	24.71
Total		3.92	3.92	09 : 07									1.87	25.80	32.44

Start Time: 8:43 a.m.Run No.: 3

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Wellwood Avenue	Signal	0.00	0.00	00 : 00	01 : 45	02 : 18	:	:	:	:	:		0.55		
2 Little East Neck Road	Signal	1.07	1.07	02 : 22	:	:	:	:	:	:	:		0.00	27.13	35.34
3 South 18th Street	Signal	0.96	2.03	03 : 55	:	:	:	:	:	:	:		0.00	37.16	37.16
4 MLK Blvd / Straight Path	Signal	0.17	2.20	04 : 13	:	:	:	:	:	:	:		0.00	34.00	34.00
5 Doe Street	Stop Sign	0.15	2.35	04 : 31	06 : 02	06 : 06	:	:	:	:	:	Stop Sign	0.07	30.00	30.00
6 West 13th Street	Stop Sign	0.93	3.28	06 : 10	06 : 43	06 : 46	:	:	:	:	:	Stop Sign	0.05	33.82	35.24
7 West 7th Street	Signal	0.29	3.57	06 : 48	07 : 30	07 : 59	:	:	:	:	:	Signal	0.48	27.47	29.83
8 Deer Park Avenue	Signal	0.35	3.92	08 : 14	:	:	:	:	:	:	:		0.00	14.65	22.11
Total		3.92	3.92	08 : 14									1.15	28.57	33.20

TRAVEL TIME RUN
FIELD SHEETDate: 5/21/09 & 5/22/09
Weather: _____Driver: A. Taiwo
Recorder: V. FriasComments: _____

_____Location: Long Island AvenueDirection: EastboundStart Time: 4:31 p.m.Run No.: 1

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Wellwood Avenue	Signal	0.00	0.00	00 : 00	01 : 46	01 : 59	:	:	:	:	:	Signal	0.22		
2 Little East Neck Road	Signal	1.07	1.07	02 : 02	03 : 41	03 : 49	:	:	:	:	:	Signal	0.13	31.57	35.34
3 South 18th Street	Signal	0.96	2.03	03 : 53	04 : 12	05 : 58	:	:	:	:	:	Signal	1.77	31.14	33.55
4 MLK Blvd / Straight Path	Signal	0.17	2.20	06 : 08	:	:	:	:	:	:	:		0.00	4.53	21.10
5 Doe Street	Stop Sign	0.15	2.35	06 : 28	07 : 59	08 : 02	:	:	:	:	:		0.05	27.00	27.00
6 West 13th Street	Stop Sign	0.93	3.28	08 : 04	08 : 36	08 : 39	:	:	:	:	:		0.05	34.88	36.00
7 West 7th Street	Signal	0.29	3.57	08 : 41	09 : 25	10 : 26	:	:	:	:	:	Signal	1.02	28.22	30.71
8 Deer Park Avenue	Signal	0.35	3.92	10 : 34	:	:	:	:	:	:	:		0.00	11.15	24.23
Total		3.92	3.92	10 : 34									3.23	22.26	32.07

Start Time: 4:56 p.m.Run No.: 2

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Wellwood Avenue	Signal	0.00	0.00	00 : 00	01 : 46	01 : 56	:	:	:	:	:		0.17		
2 Little East Neck Road	Signal	1.07	1.07	02 : 01	03 : 53	04 : 22	:	:	:	:	:	Signal	0.48	31.83	34.70
3 South 18th Street	Signal	0.96	2.03	04 : 27	04 : 48	06 : 06	:	:	:	:	:		1.30	23.67	29.54
4 MLK Blvd / Straight Path	Signal	0.17	2.20	06 : 22	06 : 44	07 : 03	:	:	:	:	:		0.32	5.32	16.54
5 Doe Street	Stop Sign	0.15	2.35	07 : 07	08 : 41	08 : 44	:	:	:	:	:		0.05	12.00	20.77
6 West 13th Street	Stop Sign	0.93	3.28	08 : 46	09 : 20	09 : 29	:	:	:	:	:		0.15	33.82	34.88
7 West 7th Street	Signal	0.29	3.57	09 : 30	10 : 23	12 : 13	:	:	:	:	:	Signal	1.83	23.73	29.83
8 Deer Park Avenue	Signal	0.35	3.92	12 : 23	:	:	:	:	:	:	:		0.00	7.28	20.00
Total		3.92	3.92	12 : 23									4.30	18.99	29.10

Start Time: 5:25 p.m.Run No.: 3

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Wellwood Avenue	Signal	0.00	0.00	00 : 00	01 : 44	02 : 15	:	:	:	:	:	Signal	0.52		
2 Little East Neck Road	Signal	1.07	1.07	02 : 19	:	:	:	:	:	:	:		0.00	27.71	35.67
3 South 18th Street	Signal	0.96	2.03	03 : 55	04 : 18	05 : 06	:	:	:	:	:	Signal	0.80	36.00	36.00
4 MLK Blvd / Straight Path	Signal	0.17	2.20	05 : 11	:	:	:	:	:	:	:		0.00	8.05	21.86
5 Doe Street	Stop Sign	0.15	2.35	05 : 31	07 : 02	07 : 05	:	:	:	:	:		0.05	27.00	27.00
6 West 13th Street	Stop Sign	0.93	3.28	07 : 07	07 : 41	07 : 43	:	:	:	:	:		0.03	34.88	36.00
7 West 7th Street	Signal	0.29	3.57	07 : 45	08 : 25	09 : 11	:	:	:	:	:	Signal	0.77	27.47	29.00
8 Deer Park Avenue	Signal	0.35	3.92	09 : 21	:	:	:	:	:	:	:		0.00	13.13	25.20
Total		3.92	3.92	09 : 21									2.17	25.16	32.74

TRAVEL TIME RUN
FIELD SHEETDate: 5/21/2009 & 5/22/09
Weather: _____Driver: A. Taiwo
Recorder: V. FriasComments: _____

_____Location: Long Island AvenueDirection: WestboundStart Time: 8:15 a.m.Run No.: 1

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Deer Park Avenue	Signal	0.00	0.00	00 : 00	00 : 48	00 : 57	:	:	:	:	:	Stop Sign	0.15		
2 West 7th Street	Stop Sign	0.35	0.35	01 : 00	01 : 35	01 : 38	:	:	:	:	:	Stop Sign	0.05	21.00	24.71
3 West 13th Street	Stop Sign	0.29	0.64	01 : 40	02 : 24	03 : 25	:	:	:	:	:	Stop Sign	1.02	26.10	28.22
4 Doe Street	Stop Sign	0.93	1.57	03 : 31	:	:	:	:	:	:	:		0.00	30.16	66.96
5 MLK Blvd / Straight Path	Signal	0.15	1.72	03 : 51	:	:	:	:	:	:	:		0.00	27.00	27.00
6 South 18th Street	Signal	0.17	1.89	04 : 12	05 : 48	06 : 14	:	:	:	:	:	Signal	0.43	29.14	29.14
7 Little East Neck Road	Signal	0.96	2.85	06 : 22	08 : 10	10 : 28	:	:	:	:	:	Signal	2.30	26.58	33.23
8 Wellwood Avenue	Signal	1.07	3.92	10 : 33	:	:	:	:	:	:	:		0.00	15.35	34.09
Total		3.92	3.92	10 : 33									3.95	22.29	35.64

Start Time: 8:32 a.m.Run No.: 2

	Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)							Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay		Reasons for Delays ¹	Average
1	Deer Park Avenue	Signal	0.00	0.00	00 : 00	00 : 45	00 : 48	:	:	:	:	:	0.05		
2	West 7th Street	Stop Sign	0.35	0.35	00 : 50	01 : 25	01 : 27	:	:	:	:	:	0.03	25.20	26.81
3	West 13th Street	Stop Sign	0.29	0.64	01 : 31	:	:	:	:	:	:	:	0.00	25.46	26.77
4	Doe Street	Stop Sign	0.93	1.57	03 : 08	03 : 15	03 : 20	:	:	:	:	:	0.08	34.52	34.52
5	MLK Blvd / Straight Path	Signal	0.15	1.72	03 : 25	03 : 47	04 : 06	:	:	:	:	:	0.32	31.76	45.00
6	South 18th Street	Signal	0.17	1.89	04 : 11	:	:	:	:	:	:	:	0.00	13.30	22.67
7	Little East Neck Road	Signal	0.96	2.85	05 : 48	07 : 36	09 : 27	:	:	:	:	:	1.85	35.63	35.63
8	Wellwood Avenue	Signal	1.07	3.92	09 : 38	:	:	:	:	:	:	:	0.00	16.75	32.37
Total			3.92	3.92	09 : 38								2.33	24.42	32.22

Start Time: 8:51 a.m.Run No.: 3

Checkpoint		Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
			Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1	Deer Park Avenue	Signal	0.00	0.00	00 : 00	00 : 46	00 : 48	:	:	:	:	:		0.03		
2	West 7th Street	Stop Sign	0.35	0.35	00 : 51	01 : 24	01 : 26	:	:	:	:	:		0.03	24.71	25.71
3	West 13th Street	Stop Sign	0.29	0.64	01 : 28	:	:	:	:	:	:	:		0.00	28.22	29.83
4	Doe Street	Stop Sign	0.93	1.57	03 : 01	:	:	:	:	:	:	:		0.00	36.00	36.00
5	MLK Blvd / Straight Path	Signal	0.15	1.72	03 : 18	:	:	:	:	:	:	:		0.00	31.76	31.76
6	South 18th Street	Signal	0.17	1.89	03 : 37	05 : 14	05 : 45	:	:	:	:	:	Signal	0.52	32.21	32.21
7	Little East Neck Road	Signal	0.96	2.85	05 : 48	:	:	:	:	:	:	:		0.00	26.38	34.56
8	Wellwood Avenue	Signal	1.07	3.92	07 : 43	:	:	:	:	:	:	:		0.00	33.50	33.50
Total			3.92	3.92	07 : 43									0.58	30.48	32.97

TRAVEL TIME RUN
FIELD SHEETDate: 5/21/2009
Weather: _____Driver: A. Taiwo
Recorder: V. FriasComments: _____

_____Location: Long Island AvenueDirection: WestboundStart Time: 4:42 p.m.Run No.: 1

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Deer Park Avenue	Signal	0.00	0.00	00 : 00	00 : 44	00 : 47	:	:	:	:	:		0.05		
2 West 7th Street	Stop Sign	0.35	0.35	00 : 48	01 : 23	01 : 25	:	:	:	:	:		0.03	26.25	28.00
3 West 13th Street	Stop Sign	0.29	0.64	01 : 27	:	:	:	:	:	:	:		0.00	26.77	28.22
4 Doe Street	Stop Sign	0.93	1.57	03 : 00	03 : 20	04 : 11	:	:	:	:	:	Signal	0.85	36.00	36.00
5 MLK Blvd / Straight Path	Signal	0.15	1.72	04 : 16	04 : 37	05 : 17	:	:	:	:	:	Signal	0.67	7.11	21.60
6 South 18th Street	Signal	0.17	1.89	05 : 20	:	:	:	:	:	:	:		0.00	9.56	25.50
7 Little East Neck Road	Signal	0.96	2.85	06 : 56	08 : 34	09 : 15	:	:	:	:	:	Signal	0.68	36.00	36.00
8 Wellwood Avenue	Signal	1.07	3.92	09 : 29	:	:	:	:	:	:	:		0.00	25.18	34.39
Total		3.92	3.92	09 : 29									2.28	24.80	32.67

Start Time: 5:10 p.m.Run No.: 2

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Deer Park Avenue	Signal	0.00	0.00	00 : 00	00 : 47	00 : 49	:	:	:	:	:		0.03		
2 West 7th Street	Stop Sign	0.35	0.35	00 : 52	01 : 27	01 : 29	:	:	:	:	:		0.03	24.23	25.20
3 West 13th Street	Stop Sign	0.29	0.64	01 : 31	:	:	:	:	:	:	:		0.00	26.77	28.22
4 Doe Street	Stop Sign	0.93	1.57	03 : 04	03 : 17	04 : 05	:	:	:	:	:	Signal	0.80	36.00	36.00
5 MLK Blvd / Straight Path	Signal	0.15	1.72	04 : 24	04 : 49	05 : 27	:	:	:	:	:	Signal	0.63	6.75	16.88
6 South 18th Street	Signal	0.17	1.89	05 : 31	07 : 07	07 : 31	:	:	:	:	:	Signal	0.40	9.13	21.10
7 Little East Neck Road	Signal	0.96	2.85	07 : 36	09 : 20	10 : 11	:	:	:	:	:	Signal	0.85	27.65	34.22
8 Wellwood Avenue	Signal	1.07	3.92	10 : 22	:	:	:	:	:	:	:		0.00	23.20	33.50
Total		3.92	3.92	10 : 22									2.75	22.69	30.88

Start Time: 5:34 p.m.Run No.: 3

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Deer Park Avenue	Signal	0.00	0.00	00 : 00	00 : 48	00 : 51	:	:	:	:	:		0.05		
2 West 7th Street	Stop Sign	0.35	0.35	00 : 53	01 : 25	01 : 28	:	:	:	:	:		0.05	23.77	25.20
3 West 13th Street	Stop Sign	0.29	0.64	01 : 30	03 : 07	03 : 42	:	:	:	:	:	Signal	0.58	28.22	30.71
4 Doe Street	Stop Sign	0.93	1.57	03 : 25	03 : 46	04 : 40	:	:	:	:	:	Signal	0.90	29.11	41.85
5 MLK Blvd / Straight Path	Signal	0.15	1.72	04 : 47	05 : 13	05 : 25	:	:	:	:	:	Signal	0.20	6.59	19.29
6 South 18th Street	Signal	0.17	1.89	05 : 29	07 : 06	07 : 15	:	:	:	:	:	Signal	0.15	14.57	20.40
7 Little East Neck Road	Signal	0.96	2.85	07 : 21	09 : 02	11 : 09	:	:	:	:	:	Signal	2.12	30.86	33.55
8 Wellwood Avenue	Signal	1.07	3.92	11 : 23	:	:	:	:	:	:	:		0.00	15.92	33.50
Total		3.92	3.92	11 : 23									4.05	20.66	32.07

TRAVEL TIME RUN
FIELD SHEETDate: 5/19/09 & 5/22/09
Weather: ClearDriver: A. Taiwo
Recorder: V. FriasComments: _____

_____Location: Acorn StreetDirection: EastboundStart Time: 8:33 a.m.Run No.: 1

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 North 18th Street	Signal	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2 MLK Blvd / Straight Path	Signal	0.20	0.20	00 : 28	02 : 14	02 : 16	:	:	:	:	:	Stop Sign	0.03	25.71	25.71
3 Ocean Avenue	Stop Sign	1.06	1.26	02 : 18	03 : 07	03 : 10	:	:	:	:	:		0.05	34.69	35.33
4 Half Hollow Road	Stop Sign	0.38	1.64	03 : 12	:	:	:	:	:	:	:		0.00	25.33	26.82
5 Deer Park Avenue	Signal	0.25	1.89	03 : 48	:	:	:	:	:	:	:		0.00	25.00	25.00
6 Glenda Drive	None	0.16	2.05	04 : 12	:	:	:	:	:	:	:		0.00	24.00	24.00
Total		2.05	2.05	04 : 12									0.08	29.29	29.88

Start Time: 8:43 a.m.Run No.: 2

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 North 18th Street	Signal	0.00	0.00	00 : 00	00 : 29	00 : 37	:	:	:	:	:	Signal	0.13		
2 MLK Blvd / Straight Path	Signal	0.20	0.20	00 : 43	02 : 30	02 : 31	:	:	:	:	:		0.02	16.74	20.57
3 Ocean Avenue	Stop Sign	1.06	1.26	02 : 34	03 : 20	03 : 22	:	:	:	:	:		0.03	34.38	34.69
4 Half Hollow Road	Stop Sign	0.38	1.64	03 : 24	03 : 57	04 : 26	:	:	:	:	:	Signal	0.48	27.36	28.50
5 Deer Park Avenue	Signal	0.25	1.89	04 : 34	:	:	:	:	:	:	:		0.00	12.86	21.95
6 Glenda Drive	None	0.16	2.05	04 : 58	:	:	:	:	:	:	:		0.00	24.00	24.00
Total		2.05	2.05	04 : 58									0.67	24.77	28.60

Start Time: 8:59 a.m.Run No.: 3

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 North 18th Street	Signal	0.00	0.00	00 : 00	00 : 29	00 : 32	:	:	:	:	:	Signal	0.05		
2 MLK Blvd / Straight Path	Signal	0.20	0.20	00 : 40	02 : 11	02 : 15	:	:	:	:	:	Stop Sign	0.07	18.00	19.46
3 Ocean Avenue	Stop Sign	1.06	1.26	02 : 19	03 : 03	03 : 12	:	:	:	:	:	Stop Sign	0.15	38.55	40.17
4 Half Hollow Road	Stop Sign	0.38	1.64	03 : 18	03 : 52	05 : 00	:	:	:	:	:	Signal	1.13	23.19	27.36
5 Deer Park Avenue	Signal	0.25	1.89	05 : 04	:	:	:	:	:	:	:		0.00	8.49	23.68
6 Glenda Drive	None	0.16	2.05	05 : 29	:	:	:	:	:	:	:		0.00	23.04	23.04
Total		2.05	2.05	05 : 29									1.40	22.43	30.12

TRAVEL TIME RUN
FIELD SHEET

Date: 5/20/09 & 5/21/09
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Acorn Street

Direction: Eastbound

Start Time: 6:08 p.m.

Run No.: 1

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 North 18th Street	Signal	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2 MLK Blvd / Straight Path	Signal	0.20	0.20	00 : 36	02 : 19	02 : 21	:	:	:	:	:		0.03	20.00	20.00
3 Ocean Avenue	Stop Sign	1.06	1.26	02 : 25	03 : 06	03 : 09	:	:	:	:	:		0.05	35.01	35.66
4 Half Hollow Road	Stop Sign	0.38	1.64	03 : 11	03 : 43	05 : 08	:	:	:	:	:	Signal	1.42	29.74	31.81
5 Deer Park Avenue	Signal	0.25	1.89	05 : 15	:	:	:	:	:	:	:		0.00	7.26	23.08
6 Glenda Drive	None	0.16	2.05	05 : 37	:	:	:	:	:	:	:		0.00	26.18	26.18
Total		2.05	2.05	05 : 37									1.50	21.90	29.88

Start Time: 6:10 p.m.

Run No.: 2

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 North 18th Street	Signal	0.00	0.00	00 : 00	:	:	:	:	:	:	:		0.00		
2 MLK Blvd / Straight Path	Signal	0.20	0.20	00 : 27	02 : 14	02 : 17	:	:	:	:	:		0.05	26.67	26.67
3 Ocean Avenue	Stop Sign	1.06	1.26	02 : 19	03 : 04	03 : 06	:	:	:	:	:		0.03	34.07	35.01
4 Half Hollow Road	Stop Sign	0.38	1.64	03 : 09	03 : 40	03 : 50	:	:	:	:	:		0.17	27.36	28.50
5 Deer Park Avenue	Signal	0.25	1.89	03 : 57	:	:	:	:	:	:	:		0.00	18.75	23.68
6 Glenda Drive	None	0.16	2.05	04 : 22	:	:	:	:	:	:	:		0.00	23.04	23.04
Total		2.05	2.05	04 : 22									0.25	28.17	29.88

Start Time: 6:23 p.m.

Run No.: 3

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 North 18th Street	Signal	0.00	0.00	00 : 00	00 : 25	00 : 41	:	:	:	:	:	Signal	0.27		
2 MLK Blvd / Straight Path	Signal	0.20	0.20	00 : 51	02 : 42	02 : 44	:	:	:	:	:		0.03	14.12	20.57
3 Ocean Avenue	Stop Sign	1.06	1.26	02 : 46	03 : 34	03 : 38	:	:	:	:	:		0.07	33.18	33.77
4 Half Hollow Road	Stop Sign	0.38	1.64	03 : 42	04 : 12	04 : 19	:	:	:	:	:		0.12	24.43	26.31
5 Deer Park Avenue	Signal	0.25	1.89	04 : 31	:	:	:	:	:	:	:		0.00	18.37	21.43
6 Glenda Drive	None	0.16	2.05	04 : 57	:	:	:	:	:	:	:		0.00	22.15	22.15
Total		2.05	2.05	04 : 57									0.48	24.85	27.54

TRAVEL TIME RUN
FIELD SHEET

Date: 5/19/09 & 5/22/09
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: Acorn Street

Direction: Westbound

Start Time: 8:37 a.m.

Run No.: 1

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Glenda Drive	None	0.00	0.00	00 : 00	00 : 18	00 : 47	:	:	:	:	:	Signal	0.48		
2 Deer Park Avenue	Signal	0.16	0.16	00 : 59	01 : 35	01 : 45	:	:	:	:	:		0.17	9.76	19.20
3 Half Hollow Road	Stop Sign	0.25	0.41	01 : 47	02 : 31	02 : 37	:	:	:	:	:		0.10	18.75	23.68
4 Ocean Avenue	Stop Sign	0.38	0.79	02 : 37	:	:	:	:	:	:	:		0.00	27.36	31.09
5 MLK Blvd / Straight Path	Signal	1.06	1.85	04 : 22	04 : 48	04 : 59	:	:	:	:	:		0.18	36.34	36.34
6 North 18th Street	Signal	0.20	2.05	05 : 04	:	:	:	:	:	:	:		0.00	17.14	23.23
Total		2.05	2.05	05 : 04									0.93	24.28	29.76

Start Time: 8:49 a.m.

Run No.: 2

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Glenda Drive	None	0.00	0.00	00 : 00	00 : 24	00 : 39	:	:	:	:	:	Signal	0.25		
2 Deer Park Avenue	Signal	0.16	0.16	00 : 43	01 : 14	01 : 20	:	:	:	:	:	Stop Sign	0.10	13.40	20.57
3 Half Hollow Road	Stop Sign	0.25	0.41	01 : 22	02 : 09	02 : 11	:	:	:	:	:		0.03	23.08	27.27
4 Ocean Avenue	Stop Sign	0.38	0.79	02 : 12	:	:	:	:	:	:	:		0.00	27.36	28.50
5 MLK Blvd / Straight Path	Signal	1.06	1.85	04 : 05	:	:	:	:	:	:	:		0.00	33.77	33.77
6 North 18th Street	Signal	0.20	2.05	04 : 30	:	:	:	:	:	:	:		0.00	28.80	28.80
Total		2.05	2.05	04 : 30									0.38	27.33	29.88

Start Time: 8:51 a.m.

Run No.: 3

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Glenda Drive	None	0.00	0.00	00 : 00	00 : 27	01 : 15	:	:	:	:	:	Signal	0.80		
2 Deer Park Avenue	Signal	0.16	0.16	01 : 23	01 : 57	02 : 05	:	:	:	:	:	Stop Sign	0.13	6.94	16.46
3 Half Hollow Road	Stop Sign	0.25	0.41	02 : 07	02 : 46	02 : 51	:	:	:	:	:	Stop Sign	0.08	20.45	25.00
4 Ocean Avenue	Stop Sign	0.38	0.79	02 : 52	04 : 33	05 : 53	:	:	:	:	:	Signal	1.33	30.40	34.20
5 MLK Blvd / Straight Path	Signal	1.06	1.85	06 : 07	06 : 35	07 : 03	:	:	:	:	:	Signal	0.47	19.57	33.18
6 North 18th Street	Signal	0.20	2.05	07 : 04	:	:	:	:	:	:	:		0.00	12.63	24.83
Total		2.05	2.05	07 : 04									2.82	17.41	28.94

TRAVEL TIME RUN
FIELD SHEET

Date: 5/20/09 & 5/21/09
Weather: Clear

Driver: A. Taiwo
Recorder: V. Frias

Comments: _____

Location: **Acorn Street**

Direction: **Westbound**

Start Time: **6:00 p.m.**

Run No.: **1**

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Glenda Drive	None	0.00	0.00	00 : 00	00 : 15	00 : 23	0 : 35	2 : 16	:	:	:	Signal, Signal	1.82		
2 Deer Park Avenue	Signal	0.16	0.16	02 : 24	02 : 56	02 : 59	:	:	:	:	:		0.05	4.00	16.46
3 Half Hollow Road	Stop Sign	0.25	0.41	03 : 00	03 : 44	03 : 46	:	:	:	:	:	Signal	0.03	25.00	27.27
4 Ocean Avenue	Stop Sign	0.38	0.79	03 : 48	05 : 25	05 : 55	:	:	:	:	:	Signal	0.50	28.50	29.74
5 MLK Blvd / Straight Path	Signal	1.06	1.85	05 : 57	06 : 26	07 : 03	:	:	:	:	:	Signal	0.62	29.58	38.55
6 North 18th Street	Signal	0.20	2.05	07 : 07	:	:	:	:	:	:	:		0.00	10.29	21.82
Total		2.05	2.05	07 : 07									3.02	17.28	30.00

Start Time: **6:15 p.m.**

Run No.: **2**

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Glenda Drive	None	0.00	0.00	00 : 00	00 : 21	01 : 20	:	:	:	:	:	Signal	0.98		
2 Deer Park Avenue	Signal	0.16	0.16	01 : 37	02 : 02	02 : 05	:	:	:	:	:		0.05	5.94	15.16
3 Half Hollow Road	Stop Sign	0.25	0.41	02 : 06	02 : 46	02 : 49	:	:	:	:	:		0.05	31.03	34.62
4 Ocean Avenue	Stop Sign	0.38	0.79	02 : 51	04 : 32	05 : 31	:	:	:	:	:		0.98	30.40	32.57
5 MLK Blvd / Straight Path	Signal	1.06	1.85	05 : 53	:	:	:	:	:	:	:		0.00	20.97	31.02
6 North 18th Street	Signal	0.20	2.05	06 : 19	:	:	:	:	:	:	:		0.00	27.69	27.69
Total		2.05	2.05	06 : 19									2.07	19.47	28.94

Start Time: **6:16 p.m.**

Run No.: **3**

Checkpoint	Control	Distance (mi)		Time (min:sec)	Stop Delay (min:sec)								Total Stop Delay (min)	Speed (mph)	
		Segm.	Cum.		Stop 1	Start 1	Stop 2	Start 2	Stop 3	Start 3	Add'l Delay	Reasons for Delays ¹		Average	Running
1 Glenda Drive	None	0.00	0.00	00 : 00	00 : 33	02 : 17	:	:	:	:	:		1.73		
2 Deer Park Avenue	Signal	0.16	0.16	02 : 25	02 : 57	02 : 59	:	:	:	:	:		0.03	3.97	14.05
3 Half Hollow Road	Stop Sign	0.25	0.41	03 : 01	03 : 44	03 : 46	:	:	:	:	:		0.03	25.00	26.47
4 Ocean Avenue	Stop Sign	0.38	0.79	03 : 49	05 : 35	05 : 44	:	:	:	:	:	Signal	0.15	28.50	29.74
5 MLK Blvd / Straight Path	Signal	1.06	1.85	05 : 49	06 : 20	06 : 30	:	:	:	:	:	Signal	0.17	31.80	34.38
6 North 18th Street	Signal	0.20	2.05	06 : 34	:	:	:	:	:	:	:		0.00	16.00	20.57
Total		2.05	2.05	06 : 34									2.12	18.73	27.64

Existing Condition Level of Service Tables for Extended Study Area

2009 Existing Condition Signalized Intersection Analysis Results

Intersection Approach and Movement ¹		Weekday							
		AM Peak-Hour				PM Peak-Hour			
		v/c	Delay (secs/veh)	LOS	Queue ² (ft)	v/c	Delay (secs/veh)	LOS	Queue ² (ft)
Map ID# 1 - Straight Path and Nicolls Road									
EB	LTR	0.18	33.9	C	40	0.38	38.5	D	98
WB	LTR	0.60	45.4	D	137	0.66	52.3	D	101
NB	L	0.01	7.7	A	m3	0.03	1.7	A	m2
NB	TR	0.48	17.2	B	412	0.55	6.0	A	68
SB	L	0.00	4.0	A	1	0.03	4.1	A	6
SB	TR	0.57	7.3	A	231	0.58	7.9	A	205
Overall Intersection			15.7	B			12.4	B	
Map ID# 2 - Straight Path and Merritt Avenue/Acorn Street									
EB	LTR	0.29	23.6	C	72	0.25	22.9	C	85
WB	LTR	0.49	27.8	C	139	0.79	41.2	D	200
NB	L	0.16	5.2	A	m18	0.23	7.1	A	m22
NB	TR	0.39	5.0	A	62	0.41	6.2	A	70
SB	L	0.06	26.3	C	m13	0.10	16.7	B	m12
SB	TR	0.49	26.1	C	208	0.51	17.9	B	206
Overall Intersection			16.8	B			17.3	B	
Map ID# 3 - Straight Path and Long Island Avenue									
EB	L	0.75	82.8	F	#79	0.62	37.6	D	84
EB	TR	0.23	21.2	C	88	0.75	34.9	C	233
WB	L	0.26	23.8	C	66	0.78	84.6	F	#93
WB	TR	0.83	40.3	D	360	0.45	26.4	C	155
NB	TR	0.57	24.8	C	216	0.63	24.2	C	280
SB	L	0.08	5.5	A	m10	0.27	10.2	B	m28
SB	TR	0.37	5.5	A	56	0.40	6.6	A	85
Overall Intersection			23.6	C			23.0	C	
Map ID# 4 - Straight Path and Mount Avenue									
WB	L	0.49	46.0	D	91	0.43	47.4	D	74
WB	R	0.37	7.2	A	43	0.43	10.5	B	51
NB	TR	0.41	7.8	A	169	0.39	7.5	A	171
SB	L	0.39	5.3	A	34	0.58	7.5	A	54
SB	T	0.26	3.1	A	66	0.32	2.9	A	84
Overall Intersection			7.7	A			7.3	A	
Deer Park Avenue and Seaman Neck Road									
EB	LTR	1.03	78.6	E	#536	1.16	134.8	F	#593
WB	LTR	0.68	60.5	E	35	0.27	41.0	D	33
NB	L	0.09	40.0	D	21	0.11	49.9	D	26
NB	TR	0.98	41.9	D	#640	0.46	10.8	B	243
SB	T	0.74	25.0	C	#467	0.95	31.0	C	#1016
SB	R	0.66	5.3	A	82	0.81	9.6	A	303
Overall Intersection			36.7	D			32.0	C	

Notes:

- Intersection approaches: EB = eastbound, WB = westbound, NB = northbound and SB = southbound;
Movements: groups are L = left-turn, R = right-turn, T = through, LT = shared left-turn/through, TR = shared through/right-turn, LTR = shared left-turn/through/right-turn.
- Lane queue: # = 95th percentile queue volume exceeds capacity. Queue may be longer. Queue shown is maximum after two cycles.
m = Volume of 95th percentile queue is metered by upstream signal.

2009 Existing Condition Unsignalized Intersection Analysis Results

Intersection Approach and Movement ¹		Weekday							
		AM Peak-Hour				PM Peak-Hour			
		v/c	Delay (secs/veh)	LOS	Queue (ft)	v/c	Delay (secs/veh)	LOS	Queue (ft)
Map ID# 5 - Straight Path and Washington Avenue									
EB	LTR	0.07	14.1	B	5	0.18	17.6	C	16
WB	LTR	0.15	18.7	C	13	0.14	18.6	C	12
NB	L	0.01	9.0	A	1	0.03	9.7	A	2
NB	TR	0.38	0.0	A	0	0.43	0.0	A	0
SB	L	0.01	9.2	A	1	0.01	9.3	A	0
SB	TR	0.39	0.0	A	0	0.47	0.0	A	0
Overall Intersection			1.0	A			1.3	A	
Map ID# 6 - Straight Path and McCue Avenue/LIRR Main Parking Lot Driveway									
EB	LTR	0.03	14.9	B	2	0.08	14.5	B	6
WB	LTR	0.54	25.8	D	77	0.52	20.5	C	73
NB	L	0.01	9.1	A	1	0.03	9.3	A	3
NB	TR	0.34	0.0	A	0	0.34	0.0	A	0
SB	L	0.06	8.9	A	5	0.02	8.7	A	1
SB	TR	0.42	0.0	A	0	0.43	0.0	A	0
Overall Intersection			3.8	B			3.6	B	
Map ID# 7 - Acorn Street and LIRR Main Parking Lot Driveway									
EB	LT	0.02	1.2	A	1	0.01	0.2	A	0
WB	TR	0.16	0.0	A	0	0.22	0.0	A	0
SB	L	0.12	12.3	B	10	0.30	16.1	C	31
SB	R	0.06	9.7	A	5	0.03	10.2	B	2
Overall Intersection			2.6	A			3.2	A	

Notes:

1. Intersection approaches: EB = eastbound, WB = westbound, NB = northbound and SB = southbound;

Movements: groups are L = left-turn, R = right-turn, LT = shared left-turn/through, TR = shared through/right-turn, LTR = shared left-turn/through/right-turn.

Existing Condition Synchro Printouts for Extended Study Area

Lanes, Volumes, Timings
5: Nicolls Road & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	17	5	48	87	2	3	513	51	1	621	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	11	12	11	11	12
Storage Length (ft)	0		0	0		0	70		0	70		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.979			0.998			0.987				
Flt Protected		0.984			0.983		0.950			0.950		
Satd. Flow (prot)	0	1777	0	0	1954	0	1357	1679	0	1745	1733	0
Flt Permitted		0.894			0.870		0.318			0.389		
Satd. Flow (perm)	0	1615	0	0	1729	0	454	1679	0	714	1733	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								14				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		562			680			1058			2111	
Travel Time (s)		12.8			15.5			24.0			48.0	
Peak Hour Factor	0.73	0.73	0.73	0.88	0.88	0.88	0.92	0.92	0.92	0.83	0.83	0.83
Heavy Vehicles (%)	10%	18%	20%	8%	7%	0%	33%	7%	8%	0%	6%	0%
Bus Blockages (#/hr)	2	2	2	2	2	2	0	2	2	0	0	0
Adj. Flow (vph)	14	23	7	55	99	2	3	558	55	1	748	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	156	0	3	613	0	1	750	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	0.86	1.00	1.00	0.86	1.00	1.00	1.06	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	3		1	3		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	38		20	38		5	5		5	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		5	5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		16			16							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Detector 3 Position(ft)		32			32							

Lanes, Volumes, Timings
5: Nicolls Road & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Size(ft)		6			6							
Detector 3 Type		Cl+Ex			Cl+Ex							
Detector 3 Channel												
Detector 3 Extend (s)		0.0			0.0							
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		45.5	45.5		45.5	45.5	
Total Split (s)	21.0	21.0	0.0	21.0	21.0	0.0	69.0	69.0	0.0	69.0	69.0	0.0
Total Split (%)	23.3%	23.3%	0.0%	23.3%	23.3%	0.0%	76.7%	76.7%	0.0%	76.7%	76.7%	0.0%
Maximum Green (s)	16.5	16.5		16.5	16.5		63.5	63.5		63.5	63.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	-0.5	0.0	0.0	-0.5	0.0	-1.0	-1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.5	4.0	4.0	4.5	4.0	4.0	4.5	4.5	4.0	4.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		8.0	8.0		8.0	8.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		13.4			13.4		68.1	68.1		68.1	68.1	
Actuated g/C Ratio		0.15			0.15		0.76	0.76		0.76	0.76	
v/c Ratio		0.18			0.60		0.01	0.48		0.00	0.57	
Control Delay		33.9			45.4		7.7	17.2		4.0	7.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		33.9			45.4		7.7	17.2		4.0	7.3	
LOS		C			D		A	B		A	A	
Approach Delay		33.9			45.4			17.2			7.3	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)		22			84		1	312		0	150	
Queue Length 95th (ft)		40			137		m3	412		1	231	
Internal Link Dist (ft)		482			600			978			2031	
Turn Bay Length (ft)							70			70		
Base Capacity (vph)		305			327		343	1274		540	1311	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.14			0.48		0.01	0.48		0.00	0.57	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 68 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Lanes, Volumes, Timings 5: Nicolls Road & Straight Path

2010/02/02

Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 15.7
 Intersection Capacity Utilization 50.0%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Nicolls Road & Straight Path

 ø2	 ø4
69 s	21 s
 ø6	 ø8
69 s	21 s

Lanes, Volumes, Timings

2: Merritt Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	44	21	110	56	12	77	525	129	12	491	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	10	11	12	9	10	12
Storage Length (ft)	0		0	0		0	40		0	136		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.98			0.97		0.97	0.96		0.95	0.99	
Frt		0.970			0.991			0.970			0.987	
Flt Protected		0.985			0.970		0.950			0.950		
Satd. Flow (prot)	0	1697	0	0	1866	0	1685	3030	0	1624	3045	0
Flt Permitted		0.866			0.725		0.343			0.331		
Satd. Flow (perm)	0	1490	0	0	1361	0	593	3030	0	540	3045	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					4			51			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		367			389			234			400	
Travel Time (s)		8.3			8.8			5.3			9.1	
Confl. Peds. (#/hr)	6		48	48		6	23		43	43		23
Peak Hour Factor	0.68	0.68	0.68	0.85	0.85	0.85	0.96	0.96	0.96	0.90	0.90	0.90
Heavy Vehicles (%)	10%	2%	0%	12%	9%	8%	0%	8%	7%	0%	9%	0%
Parking (#/hr)	6	6	6									
Adj. Flow (vph)	43	65	31	129	66	14	80	547	134	13	546	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	139	0	0	209	0	80	681	0	13	598	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.02	1.00	1.00	0.85	1.00	1.09	1.04	1.00	1.14	1.09	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	50		5	5		5	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	20		20	20		5	5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		30			30							
Detector 2 Size(ft)		20			20							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lanes, Volumes, Timings

2: Merritt Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	custom			custom			custom			custom		
Protected Phases							7	7				
Permitted Phases	4	4		8	8		2	2		6	6	
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0		20.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		20.5	20.5		25.5	25.5	
Total Split (s)	37.0	37.0	0.0	37.0	37.0	0.0	17.0	17.0	0.0	36.0	36.0	0.0
Total Split (%)	41.1%	41.1%	0.0%	41.1%	41.1%	0.0%	18.9%	18.9%	0.0%	40.0%	40.0%	0.0%
Maximum Green (s)	32.5	32.5		32.5	32.5		12.5	12.5		30.5	30.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	1.0		2.0	2.0	
Lost Time Adjust (s)	0.0	-0.5	-0.5	0.0	0.0	-0.5	-1.0	1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.5	4.0	3.5	4.5	4.5	3.5	3.5	5.5	4.0	4.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0					0.0	0.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0					12.0	12.0	
Pedestrian Calls (#/hr)	0	0		0	0					15	15	
Act Effct Green (s)		28.7			28.2		50.3	51.8		35.8	35.8	
Actuated g/C Ratio		0.32			0.31		0.56	0.58		0.40	0.40	
v/c Ratio		0.29			0.49		0.16	0.39		0.06	0.49	
Control Delay		23.6			27.8		5.2	4.5		26.3	26.1	
Queue Delay		0.0			0.0		0.0	0.4		0.0	0.0	
Total Delay		23.6			27.8		5.2	5.0		26.3	26.1	
LOS		C			C		A	A		C	C	
Approach Delay		23.6			27.8			5.0			26.1	
Approach LOS		C			C			A			C	
Queue Length 50th (ft)		58			92		12	48		5	131	
Queue Length 95th (ft)		72			139		m18	62		m13	208	
Internal Link Dist (ft)		287			309			154			320	
Turn Bay Length (ft)							40			136		
Base Capacity (vph)		546			494		496	1767		215	1220	
Starvation Cap Reductn		0			0		0	582		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.25			0.42		0.16	0.57		0.06	0.49	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master Intersection
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83

Lane Group	ø2
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	20.0
Minimum Split (s)	25.5
Total Split (s)	36.0
Total Split (%)	40%
Maximum Green (s)	30.5
Yellow Time (s)	3.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	0.0
Flash Dont Walk (s)	12.0
Pedestrian Calls (#/hr)	15
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings 2: Merritt Avenue & Straight Path

2010/02/02

Intersection Signal Delay: 16.8

Intersection LOS: B

Intersection Capacity Utilization 65.5%

ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 2: Merritt Avenue & Straight Path

#1 #2 ø2		#1 #2 ø4
36 s		37 s
#1 #2 ø6	#1 #2 ø7	#1 #2 ø8
36 s	17 s	37 s

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	107	15	73	338	121	0	565	44	32	497	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	16	12	10	16	12	12	10	12	10	10	12
Storage Length (ft)	103		0	60		0	0		0	25		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99		0.97	0.99			1.00		0.99	0.98	
Frt		0.982			0.960			0.989			0.976	
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1546	2001	0	1560	1993	0	0	2883	0	1589	2958	0
Flt Permitted	0.142			0.640						0.327		
Satd. Flow (perm)	230	2001	0	1020	1993	0	0	2883	0	544	2958	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		9						10			37	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		401			550			626			234	
Travel Time (s)		9.1			12.5			14.2			5.3	
Confl. Peds. (#/hr)	11		34	34		11			5	5		21
Peak Hour Factor	0.83	0.83	0.83	0.89	0.89	0.89	0.96	0.96	0.96	0.92	0.92	0.92
Heavy Vehicles (%)	9%	3%	13%	8%	2%	3%	0%	8%	5%	6%	7%	20%
Bus Blockages (#/hr)	0	2	2	0	2	2	0	0	0	0	2	2
Parking (#/hr)								6	6			
Adj. Flow (vph)	54	129	18	82	380	136	0	589	46	35	540	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	147	0	82	516	0	0	635	0	35	641	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane												
Headway Factor	1.09	0.86	1.00	1.09	0.86	1.00	1.00	1.19	1.00	1.09	1.10	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2			1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50			5		5	5	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Detector 1 Position(ft)	0	0		0	0			0		0	0	
Detector 1 Size(ft)	20	20		20	20			5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 2 Position(ft)	30	30		30	30							
Detector 2 Size(ft)	20	20		20	20							
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex							

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0							
Turn Type	custom			custom						custom		
Protected Phases										7	7	
Permitted Phases	4	4		8	8			2		6	6	
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0			20.0		10.0	10.0	
Minimum Split (s)	13.5	13.5		13.5	13.5			25.5		20.5	20.5	
Total Split (s)	37.0	37.0	0.0	37.0	37.0	0.0	0.0	36.0	0.0	17.0	17.0	0.0
Total Split (%)	41.1%	41.1%	0.0%	41.1%	41.1%	0.0%	0.0%	40.0%	0.0%	18.9%	18.9%	0.0%
Maximum Green (s)	32.5	32.5		32.5	32.5			30.5		12.5	12.5	
Yellow Time (s)	3.0	3.0		3.0	3.0			3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5			2.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.0	5.5	4.0	4.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Recall Mode	None	None		None	None			C-Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			0.0				
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			12.0				
Pedestrian Calls (#/hr)	0	0		0	0			15				
Act Effct Green (s)	28.2	28.2		28.2	28.2			34.8		48.3	52.8	
Actuated g/C Ratio	0.31	0.31		0.31	0.31			0.39		0.54	0.59	
v/c Ratio	0.75	0.23		0.26	0.83			0.57		0.08	0.37	
Control Delay	82.8	21.2		23.8	40.3			24.8		5.5	5.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.3	
Total Delay	82.8	21.2		23.8	40.3			24.8		5.5	5.5	
LOS	F	C		C	D			C		A	A	
Approach Delay		37.8			38.0			24.8			5.5	
Approach LOS		D			D			C			A	
Queue Length 50th (ft)	27	56		34	265			146		5	43	
Queue Length 95th (ft)	#79	88		66	360			216		m10	56	
Internal Link Dist (ft)		321			470			546			154	
Turn Bay Length (ft)	103			60						25		
Base Capacity (vph)	83	728		368	720			1122		437	1752	
Starvation Cap Reductn	0	0		0	0			0		0	504	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.65	0.20		0.22	0.72			0.57		0.08	0.51	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master Intersection

Natural Cycle: 70

Control Type: Actuated-Coordinated

Lane Group 06

Detector 2 Channel

Detector 2 Extend (s)

Turn Type

Protected Phases 6

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s) 20.0

Minimum Split (s) 25.5

Total Split (s) 36.0

Total Split (%) 40%

Maximum Green (s) 30.5

Yellow Time (s) 3.5

All-Red Time (s) 2.0

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s) 3.0

Recall Mode C-Max

Walk Time (s) 0.0

Flash Dont Walk (s) 12.0

Pedestrian Calls (#/hr) 15

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Lanes, Volumes, Timings
1: Long Island Avenue & Straight Path

2010/02/02

Maximum v/c Ratio: 0.83
Intersection Signal Delay: 23.6
Intersection Capacity Utilization 68.3%
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Long Island Avenue & Straight Path

#1 #2 ø2 36 s		#1 #2 ø4 37 s
#1 #2 ø6 36 s	#1 #2 ø7 17 s	#1 #2 ø8 37 s

Lanes, Volumes, Timings
10: Mount Avenue & Straight Path

2010/02/02

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	80	137	751	82	144	587
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	8	10	12	9	10
Storage Length (ft)	50	0		0	250	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor	0.95		1.00		1.00	
Frt		0.850	0.985			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1504	1272	3110	0	1388	3091
Flt Permitted	0.950				0.282	
Satd. Flow (perm)	1432	1272	3110	0	411	3091
Right Turn on Red		Yes		No		
Satd. Flow (RTOR)		149				
Link Speed (mph)	30		30			30
Link Distance (ft)	1169		1139			595
Travel Time (s)	26.6		25.9			13.5
Confl. Peds. (#/hr)	25			20	20	
Peak Hour Factor	0.92	0.92	0.96	0.96	0.92	0.92
Heavy Vehicles (%)	8%	10%	6%	5%	17%	9%
Bus Blockages (#/hr)	0	0	2	2	0	0
Adj. Flow (vph)	87	149	782	85	157	638
Shared Lane Traffic (%)						
Lane Group Flow (vph)	87	149	867	0	157	638
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	9		9			9
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	1.20	1.10	1.00	1.14	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	1		2	1
Detector Template						
Leading Detector (ft)	25	29	5		50	5
Trailing Detector (ft)	5	5	0		0	0
Detector 1 Position(ft)	5	5	0		0	0
Detector 1 Size(ft)	20	24	5		20	5
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)					30	
Detector 2 Size(ft)					20	
Detector 2 Type					Cl+Ex	
Detector 2 Channel						

Lanes, Volumes, Timings
10: Mount Avenue & Straight Path

2010/02/02

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector 2 Extend (s)					0.0	
Turn Type		pt+ov			pm+pt	
Protected Phases	4	4 1	2		1	6
Permitted Phases					6	
Detector Phase	4	4 1			1	
Switch Phase						
Minimum Initial (s)	6.0		20.0		1.0	20.0
Minimum Split (s)	13.5		45.5		6.0	45.5
Total Split (s)	18.0	35.0	55.0	0.0	17.0	72.0
Total Split (%)	20.0%	38.9%	61.1%	0.0%	18.9%	80.0%
Maximum Green (s)	13.5		49.5		13.0	66.5
Yellow Time (s)	3.0		3.5		3.0	3.5
All-Red Time (s)	1.5		2.0		1.0	2.0
Lost Time Adjust (s)	-0.5	-0.5	-1.0	0.0	-0.5	-1.0
Total Lost Time (s)	4.0	4.0	4.5	4.0	3.5	4.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		8.0		1.0	8.0
Recall Mode	None		C-Max		None	C-Max
Act Effct Green (s)	10.6	20.6	60.9		71.9	70.9
Actuated g/C Ratio	0.12	0.23	0.68		0.80	0.79
v/c Ratio	0.49	0.37	0.41		0.39	0.26
Control Delay	46.0	7.2	7.8		5.3	3.1
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	46.0	7.2	7.8		5.3	3.1
LOS	D	A	A		A	A
Approach Delay	21.5		7.8			3.5
Approach LOS	C		A			A
Queue Length 50th (ft)	47	0	101		15	39
Queue Length 95th (ft)	91	43	169		34	66
Internal Link Dist (ft)	1089		1059			515
Turn Bay Length (ft)	50				250	
Base Capacity (vph)	234	485	2106		475	2436
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.37	0.31	0.41		0.33	0.26

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 58 (64%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 7.7
 Intersection Capacity Utilization 47.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 10: Mount Avenue & Straight Path

 ø1	 ø2	 ø4
17 s	55 s	18 s
 ø6		
72 s		

Lanes, Volumes, Timings

6: Seaman Neck Road & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	493	5	3	14	17	3	9	1507	0	0	993	613
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	10	11	12	12	11	12
Storage Length (ft)	0		0	0		0	250		0	0		300
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.999			0.988							0.850
Flt Protected		0.953			0.980		0.950					
Satd. Flow (prot)	0	1936	0	0	1463	0	1685	3355	0	0	3292	1468
Flt Permitted		0.953			0.980		0.950					
Satd. Flow (perm)	0	1936	0	0	1463	0	1685	3355	0	0	3292	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					4							689
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		547			197			3357			821	
Travel Time (s)		12.4			4.5			76.3			18.7	
Peak Hour Factor	0.88	0.88	0.88	0.33	0.33	0.33	0.94	0.94	0.94	0.89	0.89	0.89
Heavy Vehicles (%)	6%	0%	0%	50%	24%	67%	0%	4%	0%	0%	6%	10%
Adj. Flow (vph)	560	6	3	42	52	9	10	1603	0	0	1116	689
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	569	0	0	103	0	10	1603	0	0	1116	689
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.88	1.00	1.09	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		2	1			1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	27		50	5			5	5
Trailing Detector (ft)	0	0		0	5		0	0			0	0
Detector 1 Position(ft)	0	0		0	5		0	0			0	0
Detector 1 Size(ft)	20	20		20	6		20	5			5	5
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 2 Position(ft)		30			21		30					
Detector 2 Size(ft)		20			6		20					
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex					
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0					
Turn Type	Split			Split			Prot					Perm
Protected Phases	3	3		4	4		5	2			6	

Lanes, Volumes, Timings

6: Seaman Neck Road & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												6
Detector Phase	3	3		4	4		5					
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	20.0			20.0	20.0
Minimum Split (s)	13.5	13.5		13.5	13.5		12.0	30.0			30.0	30.0
Total Split (s)	29.1	29.1	0.0	13.5	13.5	0.0	12.0	46.4	0.0	0.0	34.4	34.4
Total Split (%)	32.7%	32.7%	0.0%	15.2%	15.2%	0.0%	13.5%	52.1%	0.0%	0.0%	38.7%	38.7%
Maximum Green (s)	23.6	23.6		8.0	8.0		7.0	40.4			28.4	28.4
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	4.0			4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	2.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	-1.0	-1.0	-0.5	-1.5	0.0	-1.5	-1.5	-1.5
Total Lost Time (s)	5.5	4.5	4.0	5.5	4.5	3.0	4.5	4.5	4.0	2.5	4.5	4.5
Lead/Lag	Lead	Lead		Lag	Lag		Lag				Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	6.0			6.0	6.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		2.0	4.0			4.0	4.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	3.0			3.0	3.0
Recall Mode	None	None		None	None		None	Max			Max	Max
Walk Time (s)				7.0	7.0							
Flash Dont Walk (s)				20.0	20.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)		24.7			8.7		6.0	42.1			39.8	39.8
Actuated g/C Ratio		0.29			0.10		0.07	0.49			0.46	0.46
v/c Ratio		1.03			0.68		0.09	0.98			0.74	0.66
Control Delay		78.6			60.5		40.0	41.9			25.0	5.3
Queue Delay		0.0			0.0		0.0	0.0			0.0	0.0
Total Delay		78.6			60.5		40.0	41.9			25.0	5.3
LOS		E			E		D	D			C	A
Approach Delay		78.6			60.5			41.9			17.5	
Approach LOS		E			E			D			B	
Queue Length 50th (ft)		~356			55		5	~474			253	0
Queue Length 95th (ft)		#536			35		21	#640			#467	82
Internal Link Dist (ft)		467			117			3277			741	
Turn Bay Length (ft)							250					300
Base Capacity (vph)		554			157		147	1636			1517	1048
Starvation Cap Reductn		0			0		0	0			0	0
Spillback Cap Reductn		0			0		0	0			0	0
Storage Cap Reductn		0			0		0	0			0	0
Reduced v/c Ratio		1.03			0.66		0.07	0.98			0.74	0.66

Intersection Summary

Area Type: Other

Cycle Length: 89

Actuated Cycle Length: 86.3

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 36.7

Intersection LOS: D

Lanes, Volumes, Timings

6: Seaman Neck Road & Deer Park Avenue

2010/02/02

Intersection Capacity Utilization 83.6%

ICU Level of Service E

Analysis Period (min) 15

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

Splits and Phases: 6: Seaman Neck Road & Deer Park Avenue

 ø2	 ø3	 ø4
46.4 s	29.1 s	13.5 s
 ø6	 ø5	
34.4 s	12 s	

Lanes, Volumes, Timings
7: Acorn Street & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	88	141	194	66	105	89	447	1441	77	129	840	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	15	12	16	12	9	10	8	8	11	10
Storage Length (ft)	105		85	0		0	0		75	225		75
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.954			0.992			0.982	
Flt Protected	0.950				0.987		0.950			0.950		
Satd. Flow (prot)	1583	1655	1586	0	1823	0	1577	3198	0	1462	3216	0
Flt Permitted	0.379				0.743		0.950			0.950		
Satd. Flow (perm)	632	1655	1586	0	1372	0	1577	3198	0	1462	3216	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			223		20			7			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		188			1420			383			3564	
Travel Time (s)		4.3			32.3			8.7			81.0	
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.99	0.94	0.94	0.99	0.94	0.94
Heavy Vehicles (%)	14%	11%	12%	5%	12%	15%	3%	4%	6%	7%	6%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	2	2
Adj. Flow (vph)	101	162	223	77	122	103	452	1533	82	130	894	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	162	223	0	302	0	452	1615	0	130	1018	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.04	0.88	1.00	0.85	1.00	1.14	1.10	1.20	1.20	1.05	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	1	2		2	1		2	1	
Detector Template				Left								
Leading Detector (ft)	50	50	5	20	50		50	5		50	5	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	20	5	20	20		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	30			30		30			30		
Detector 2 Size(ft)	20	20			20		20			20		
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0		0.0			0.0		
Turn Type	Perm		Perm	Perm			Prot			Prot		

Lanes, Volumes, Timings

7: Acorn Street & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4								
Detector Phase	8	8		4	4		5			1		
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	14.5	14.5	14.5	31.5	31.5		10.0	17.0		10.0	28.0	
Total Split (s)	32.0	32.0	32.0	32.0	32.0	0.0	35.0	71.0	0.0	17.0	53.0	0.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%	0.0%	29.2%	59.2%	0.0%	14.2%	44.2%	0.0%
Maximum Green (s)	26.5	26.5	26.5	26.5	26.5		30.0	65.0		12.0	47.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	0.0	-1.0	-2.0	-2.5	-1.5	0.0	-0.5	-1.5	-2.0
Total Lost Time (s)	4.5	4.5	4.5	5.5	4.5	2.0	2.5	4.5	4.0	4.5	4.5	2.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	1.0		2.0	1.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				19.0	19.0						15.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)	26.7	26.7	26.7		26.7		32.5	67.7		12.2	49.3	
Actuated g/C Ratio	0.22	0.22	0.22		0.22		0.27	0.56		0.10	0.41	
v/c Ratio	0.72	0.44	0.42		0.94		1.06	0.89		0.88	0.76	
Control Delay	71.6	44.3	7.6		80.7		91.4	17.6		100.6	34.8	
Queue Delay	0.0	0.0	0.0		0.0		38.2	21.0		0.0	0.0	
Total Delay	71.6	44.3	7.6		80.7		129.6	38.6		100.6	34.8	
LOS	E	D	A		F		F	D		F	C	
Approach Delay		33.1			80.7			58.5			42.2	
Approach LOS		C			F			E			D	
Queue Length 50th (ft)	72	108	0		216		~379	501		101	351	
Queue Length 95th (ft)	#152	169	56		#360		m#498	#570		#216	437	
Internal Link Dist (ft)		108			1340			303			3484	
Turn Bay Length (ft)	105		85							225		
Base Capacity (vph)	145	379	526		330		427	1806		152	1331	
Starvation Cap Reductn	0	0	0		0		36	248		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.70	0.43	0.42		0.92		1.16	1.04		0.86	0.76	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 72 (60%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 52.4
 Intersection Capacity Utilization 88.3%
 Intersection LOS: D
 ICU Level of Service E

Lanes, Volumes, Timings

7: Acorn Street & Deer Park Avenue

2010/02/02

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 7: Acorn Street & Deer Park Avenue

 ø1	 ø2	 ø4
17 s	71 s	32 s
 ø5	 ø6	 ø8
35 s	53 s	32 s

Lanes, Volumes, Timings

8: Long Island Avenue & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	152	6	117	3	0	2	36	1811	10	0	951	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	8	11	12	12	11	12
Storage Length (ft)	0		0	0		0	230		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.943			0.944			0.999			0.980	
Flt Protected		0.973			0.972		0.950					
Satd. Flow (prot)	0	1935	0	0	1918	0	1476	3135	0	0	3195	0
Flt Permitted		0.822			0.847		0.189					
Satd. Flow (perm)	0	1635	0	0	1671	0	294	3135	0	0	3195	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			5			1			32	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		221			111			867			383	
Travel Time (s)		5.0			2.5			19.7			8.7	
Peak Hour Factor	0.80	0.80	0.80	0.42	0.42	0.42	0.96	0.96	0.96	0.91	0.91	0.91
Heavy Vehicles (%)	3%	0%	1%	0%	0%	0%	6%	4%	0%	0%	8%	1%
Parking (#/hr)								6	6			
Adj. Flow (vph)	190	8	146	7	0	5	38	1886	10	0	1045	164
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	344	0	0	12	0	38	1896	0	0	1209	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			8			8	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.88	1.00	1.20	1.14	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	1		1	1			1	
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	5		5	5			5	
Trailing Detector (ft)	0	0		0	0		0	0			0	
Detector 1 Position(ft)	0	0		0	0		0	0			0	
Detector 1 Size(ft)	20	20		20	5		5	5			5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)		30										
Detector 2 Size(ft)		20										
Detector 2 Type		Cl+Ex										
Detector 2 Channel												
Detector 2 Extend (s)		0.0										
Turn Type	Perm			Perm			Perm					

Lanes, Volumes, Timings

8: Long Island Avenue & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4			2			6	
Permitted Phases	8			4			2					
Detector Phase	8	8		4								
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0			10.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		17.0	17.0			17.0	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	85.0	85.0	0.0	0.0	85.0	0.0
Total Split (%)	29.2%	29.2%	0.0%	29.2%	29.2%	0.0%	70.8%	70.8%	0.0%	0.0%	70.8%	0.0%
Maximum Green (s)	29.5	29.5		29.5	29.5		79.0	79.0			79.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0			4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	-1.0	0.0	-1.5	-1.5	0.0	-1.5	-1.5	0.0
Total Lost Time (s)	5.5	4.5	4.0	5.5	4.5	4.0	4.5	4.5	4.0	2.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		1.0	1.0			1.0	
Recall Mode	None	None		None	None		C-Max	C-Max			C-Max	
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				15.0	15.0						10.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)		27.6			27.6		83.4	83.4			83.4	
Actuated g/C Ratio		0.23			0.23		0.70	0.70			0.70	
v/c Ratio		0.86			0.03		0.19	0.87			0.54	
Control Delay		61.2			26.0		10.0	20.7			7.1	
Queue Delay		4.4			0.0		0.0	4.0			0.4	
Total Delay		65.6			26.0		10.0	24.7			7.6	
LOS		E			C		B	C			A	
Approach Delay		65.6			26.0			24.4			7.6	
Approach LOS		E			C			C			A	
Queue Length 50th (ft)		230			4		10	581			106	
Queue Length 95th (ft)		291			8		28	734			m201	
Internal Link Dist (ft)		141			31			787			303	
Turn Bay Length (ft)							230					
Base Capacity (vph)		438			388		204	2178			2230	
Starvation Cap Reductn		0			0		0	0			504	
Spillback Cap Reductn		47			0		0	214			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.88			0.03		0.19	0.97			0.70	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 68 (57%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 22.7

Intersection Capacity Utilization 76.5%

Intersection LOS: C

ICU Level of Service D

Lanes, Volumes, Timings

8: Long Island Avenue & Deer Park Avenue

2010/02/02

Analysis Period (min) 15

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

Splits and Phases: 8: Long Island Avenue & Deer Park Avenue

 p2	 p4
85 s	35 s
 p6	 p8
85 s	35 s

HCM Unsignalized Intersection Capacity Analysis

4: Washington Avenue & Straight Path

2010/02/02

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	3	14	18	2	8	9	547	23	11	594	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.60	0.60	0.60	0.89	0.89	0.89	0.90	0.90	0.90
Hourly flow rate (vph)	6	4	18	30	3	13	10	615	26	12	660	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh								2			2	
Upstream signal (ft)								983			1058	
pX, platoon unblocked	0.88	0.88	0.87	0.88	0.88	0.82	0.87			0.82		
vC, conflicting volume	1336	1347	662	1352	1337	628	664			640		
vC1, stage 1 conf vol	687	687		648	648							
vC2, stage 2 conf vol	650	661		704	689							
vCu, unblocked vol	987	999	538	1004	987	436	541			452		
tC, single (s)	7.1	6.5	6.2	7.8	7.5	6.3	4.1			4.2		
tC, 2 stage (s)	6.1	5.5		6.8	6.5							
tF (s)	3.5	4.0	3.3	4.1	4.9	3.4	2.2			2.3		
p0 queue free %	98	99	96	89	99	97	99			99		
cM capacity (veh/h)	350	355	476	269	262	490	904			880		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	28	47	10	640	12	664						
Volume Left	6	30	10	0	12	0						
Volume Right	18	13	0	26	0	4						
cSH	422	308	904	1700	880	1700						
Volume to Capacity	0.07	0.15	0.01	0.38	0.01	0.39						
Queue Length 95th (ft)	5	13	1	0	1	0						
Control Delay (s)	14.1	18.7	9.0	0.0	9.2	0.0						
Lane LOS	B	C	A		A							
Approach Delay (s)	14.1	18.7	0.1		0.2							
Approach LOS	B	C										
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utilization			42.0%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: McCue Avenue & Straight Path

2010/02/02

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	1	8	19	72	64	11	514	0	47	578	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.78	0.78	0.78	0.88	0.88	0.88	0.82	0.82	0.82
Hourly flow rate (vph)	1	1	10	24	92	82	12	584	0	57	705	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)								735			1306	
pX, platoon unblocked	0.85	0.85	0.94	0.85	0.85	0.82	0.94			0.82		
vC, conflicting volume	1557	1429	705	1439	1430	584	706			584		
vC1, stage 1 conf vol	820	820		609	609							
vC2, stage 2 conf vol	737	609		830	821							
vCu, unblocked vol	1404	1253	653	1264	1254	378	654			378		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	98	91	69	85	99			94		
cM capacity (veh/h)	193	298	442	283	302	550	885			973		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	12	199	12	584	57	706						
Volume Left	1	24	12	0	57	0						
Volume Right	10	82	0	0	0	1						
cSH	375	367	885	1700	973	1700						
Volume to Capacity	0.03	0.54	0.01	0.34	0.06	0.42						
Queue Length 95th (ft)	2	77	1	0	5	0						
Control Delay (s)	14.9	25.8	9.1	0.0	8.9	0.0						
Lane LOS	B	D	A		A							
Approach Delay (s)	14.9	25.8	0.2		0.7							
Approach LOS	B	D										
Intersection Summary												
Average Delay			3.8									
Intersection Capacity Utilization			56.1%		ICU Level of Service					B		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

9: Acorn Street & Parking Lot Entrance

2010/02/02

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	18	115	143	56	52	35
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.73	0.73	0.76	0.76
Hourly flow rate (vph)	25	160	196	77	68	46
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	273				444	234
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	273				444	234
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				88	94
cM capacity (veh/h)	1302				564	810
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	185	273	68	46		
Volume Left	25	0	68	0		
Volume Right	0	77	0	46		
cSH	1302	1700	564	810		
Volume to Capacity	0.02	0.16	0.12	0.06		
Queue Length 95th (ft)	1	0	10	5		
Control Delay (s)	1.2	0.0	12.3	9.7		
Lane LOS	A		B	A		
Approach Delay (s)	1.2	0.0	11.2			
Approach LOS			B			
Intersection Summary						
Average Delay			2.6			
Intersection Capacity Utilization			31.3%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
5: Nicolls Road & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	59	20	67	23	8	11	622	70	9	554	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	11	12	11	11	12
Storage Length (ft)	0		0	0		0	70		0	70		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971			0.989			0.985				
Flt Protected		0.992			0.967		0.950			0.950		
Satd. Flow (prot)	0	1999	0	0	2029	0	1656	1777	0	1572	1783	0
Flt Permitted		0.950			0.649		0.301			0.324		
Satd. Flow (perm)	0	1914	0	0	1362	0	525	1777	0	536	1783	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								14				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		562			680			1058			2111	
Travel Time (s)		12.8			15.5			24.0			48.0	
Peak Hour Factor	0.84	0.84	0.84	0.70	0.70	0.70	0.94	0.94	0.94	0.71	0.71	0.71
Heavy Vehicles (%)	0%	3%	5%	1%	0%	0%	9%	1%	1%	11%	3%	0%
Bus Blockages (#/hr)	2	2	2	2	2	2	0	2	2	0	0	0
Adj. Flow (vph)	18	70	24	96	33	11	12	662	74	13	780	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	112	0	0	140	0	12	736	0	13	781	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	0.86	1.00	1.00	0.86	1.00	1.00	1.06	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	3		1	3		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	38		20	38		5	5		5	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		5	5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		16			16					0.0	0.0	
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Detector 3 Position(ft)		32			32							

Lanes, Volumes, Timings
5: Nicolls Road & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Size(ft)		6			6							
Detector 3 Type		Cl+Ex			Cl+Ex							
Detector 3 Channel												
Detector 3 Extend (s)		0.0			0.0							
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		45.5	45.5		45.5	45.5	
Total Split (s)	24.0	24.0	0.0	24.0	24.0	0.0	71.0	71.0	0.0	71.0	71.0	0.0
Total Split (%)	25.3%	25.3%	0.0%	25.3%	25.3%	0.0%	74.7%	74.7%	0.0%	74.7%	74.7%	0.0%
Maximum Green (s)	19.5	19.5		19.5	19.5		65.5	65.5		65.5	65.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	-0.5	0.0	0.0	-0.5	0.0	-1.0	-1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.5	4.0	4.0	4.5	4.0	4.0	4.5	4.5	4.0	4.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		8.0	8.0		8.0	8.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		14.7			14.7		71.8	71.8		71.8	71.8	
Actuated g/C Ratio		0.15			0.15		0.76	0.76		0.76	0.76	
v/c Ratio		0.38			0.66		0.03	0.55		0.03	0.58	
Control Delay		38.5			52.3		1.7	6.0		4.1	7.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		38.5			52.3		1.7	6.0		4.1	7.9	
LOS		D			D		A	A		A	A	
Approach Delay		38.5			52.3			6.0			7.8	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)		61			80		1	137		2	168	
Queue Length 95th (ft)		98			101		m2	68		6	205	
Internal Link Dist (ft)		482			600			978			2031	
Turn Bay Length (ft)							70			70		
Base Capacity (vph)		403			287		397	1346		405	1348	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.28			0.49		0.03	0.55		0.03	0.58	

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 42 (44%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Lanes, Volumes, Timings

5: Nicolls Road & Straight Path

2010/02/02

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 12.4

Intersection LOS: B

Intersection Capacity Utilization 56.1%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 5: Nicolls Road & Straight Path

 ø2	 ø4
71 s	24 s
 ø6	 ø8
71 s	24 s

Lanes, Volumes, Timings
2: Merritt Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	77	12	195	61	14	86	591	154	18	624	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	10	11	12	9	10	12
Storage Length (ft)	0		0	0		0	40		0	136		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99			0.97			0.96		0.97	1.00	
Frt		0.986			0.993			0.969			0.995	
Flt Protected		0.989			0.965		0.950			0.950		
Satd. Flow (prot)	0	1767	0	0	1981	0	1668	3205	0	1624	3309	0
Flt Permitted		0.893			0.690		0.278			0.291		
Satd. Flow (perm)	0	1594	0	0	1372	0	488	3205	0	482	3309	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					4			45			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		367			389			234			400	
Travel Time (s)		8.3			8.8			5.3			9.1	
Confl. Peds. (#/hr)	6		48	48		6	23		43	43		23
Peak Hour Factor	0.88	0.88	0.88	0.77	0.77	0.77	0.97	0.97	0.97	0.86	0.86	0.86
Heavy Vehicles (%)	0%	4%	0%	5%	2%	0%	1%	1%	3%	0%	1%	0%
Parking (#/hr)	6	6	6									
Adj. Flow (vph)	30	88	14	253	79	18	89	609	159	21	726	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	0	0	350	0	89	768	0	21	750	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.02	1.00	1.00	0.85	1.00	1.09	1.04	1.00	1.14	1.09	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	50		5	5		5	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	20		20	20		5	5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		30			30							
Detector 2 Size(ft)		20			20							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lanes, Volumes, Timings
2: Merritt Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	custom			custom			custom			custom		
Protected Phases							7	7				
Permitted Phases	4	4		8	8		2	2		6	6	
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0		20.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		20.5	20.5		25.5	25.5	
Total Split (s)	46.0	46.0	0.0	46.0	46.0	0.0	13.0	13.0	0.0	36.0	36.0	0.0
Total Split (%)	48.4%	48.4%	0.0%	48.4%	48.4%	0.0%	13.7%	13.7%	0.0%	37.9%	37.9%	0.0%
Maximum Green (s)	41.5	41.5		41.5	41.5		8.5	8.5		30.5	30.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	1.0		2.0	2.0	
Lost Time Adjust (s)	0.0	-0.5	-0.5	0.0	0.0	-0.5	-1.0	1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.5	4.0	3.5	4.5	4.5	3.5	3.5	5.5	4.0	4.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0					0.0	0.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0					12.0	12.0	
Pedestrian Calls (#/hr)	0	0		0	0					15	15	
Act Effct Green (s)		31.1			30.6		52.9	54.4		42.4	42.4	
Actuated g/C Ratio		0.33			0.32		0.56	0.57		0.45	0.45	
v/c Ratio		0.25			0.79		0.23	0.41		0.10	0.51	
Control Delay		22.9			41.2		7.1	5.7		16.7	17.9	
Queue Delay		0.0			0.0		0.0	0.5		0.0	0.0	
Total Delay		22.9			41.2		7.1	6.2		16.7	17.9	
LOS		C			D		A	A		B	B	
Approach Delay		22.9			41.2			6.3			17.8	
Approach LOS		C			D			A			B	
Queue Length 50th (ft)		58			190		13	56		5	136	
Queue Length 95th (ft)		85			200		m22	70		m12	206	
Internal Link Dist (ft)		287			309			154			320	
Turn Bay Length (ft)							40			136		
Base Capacity (vph)		705			602		390	1855		215	1480	
Starvation Cap Reductn		0			0		0	595		0	0	
Spillback Cap Reductn		0			0		0	0		0	8	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.19			0.58		0.23	0.61		0.10	0.51	

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79

Lanes, Volumes, Timings
 2: Merritt Avenue & Straight Path

2010/02/02

Lane Group ø2

Detector 2 Extend (s)

Turn Type

Protected Phases 2

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s) 20.0

Minimum Split (s) 25.5

Total Split (s) 36.0

Total Split (%) 38%

Maximum Green (s) 30.5

Yellow Time (s) 3.5

All-Red Time (s) 2.0

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s) 3.0

Recall Mode C-Max

Walk Time (s) 0.0

Flash Dont Walk (s) 12.0

Pedestrian Calls (#/hr) 15

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Lanes, Volumes, Timings

2: Merritt Avenue & Straight Path

2010/02/02

Intersection Signal Delay: 17.3

Intersection LOS: B

Intersection Capacity Utilization 72.3%

ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 2: Merritt Avenue & Straight Path

#1 #2 ø2		#1 #2 ø4
36 s		46 s
#1 #2 ø6	#1 #2 ø7	#1 #2 ø8
36 s	13 s	46 s

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	355	8	59	155	80	0	651	59	88	661	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	16	12	10	16	12	12	10	12	10	10	12
Storage Length (ft)	103		0	60		0	0		0	25		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	1.00		0.99	0.99			1.00			0.99	
Frt		0.997			0.949			0.988			0.984	
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1604	2107	0	1604	1977	0	0	3074	0	1636	3216	0
Flt Permitted	0.422			0.141						0.224		
Satd. Flow (perm)	708	2107	0	235	1977	0	0	3074	0	386	3216	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		1						11			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		401			550			626			234	
Travel Time (s)		9.1			12.5			14.2			5.3	
Confl. Peds. (#/hr)	11		34	34		11			5	5		21
Peak Hour Factor	0.70	0.70	0.70	0.99	0.80	0.80	0.82	0.82	0.82	0.96	0.96	0.96
Heavy Vehicles (%)	5%	1%	0%	5%	1%	3%	0%	1%	0%	3%	1%	6%
Bus Blockages (#/hr)	0	2	2	0	2	2	0	0	0	0	2	2
Parking (#/hr)								6	6			
Adj. Flow (vph)	143	507	11	60	194	100	0	794	72	92	689	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	518	0	60	294	0	0	866	0	92	774	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane												
Headway Factor	1.09	0.86	1.00	1.09	0.86	1.00	1.00	1.19	1.00	1.09	1.10	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2			1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50			5		5	5	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Detector 1 Position(ft)	0	0		0	0			0		0	0	
Detector 1 Size(ft)	20	20		20	20			5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 2 Position(ft)	30	30		30	30							
Detector 2 Size(ft)	20	20		20	20							
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex							

Lanes, Volumes, Timings
1: Long Island Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0							
Turn Type	custom			custom						custom		
Protected Phases										7	7	
Permitted Phases	4	4		8	8			2		6	6	
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0			20.0		10.0	10.0	
Minimum Split (s)	13.5	13.5		13.5	13.5			25.5		20.5	20.5	
Total Split (s)	46.0	46.0	0.0	46.0	46.0	0.0	0.0	36.0	0.0	13.0	13.0	0.0
Total Split (%)	48.4%	48.4%	0.0%	48.4%	48.4%	0.0%	0.0%	37.9%	0.0%	13.7%	13.7%	0.0%
Maximum Green (s)	41.5	41.5		41.5	41.5			30.5		8.5	8.5	
Yellow Time (s)	3.0	3.0		3.0	3.0			3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5			2.0		1.0	1.0	
Lost Time Adjust (s)	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-1.0	-1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.0	4.0	3.5	4.0	4.0	3.5	3.0	4.5	4.0	3.5	3.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Recall Mode	None	None		None	None			C-Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			0.0				
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			12.0				
Pedestrian Calls (#/hr)	0	0		0	0			15				
Act Effct Green (s)	31.1	31.1		31.1	31.1			42.4		52.9	56.4	
Actuated g/C Ratio	0.33	0.33		0.33	0.33			0.45		0.56	0.59	
v/c Ratio	0.62	0.75		0.78	0.45			0.63		0.27	0.40	
Control Delay	37.6	34.9		84.6	26.4			24.2		10.2	6.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.3	
Total Delay	37.6	34.9		84.6	26.4			24.2		10.2	6.6	
LOS	D	C		F	C			C		B	A	
Approach Delay		35.5			36.3			24.2			7.0	
Approach LOS		D			D			C			A	
Queue Length 50th (ft)	73	278		33	140			201		15	69	
Queue Length 95th (ft)	84	233		#93	155			280		m28	85	
Internal Link Dist (ft)		321			470			546			154	
Turn Bay Length (ft)	103			60						25		
Base Capacity (vph)	313	932		104	874			1379		340	1918	
Starvation Cap Reductn	0	0		0	0			0		0	532	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.46	0.56		0.58	0.34			0.63		0.27	0.56	

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings
1: Long Island Avenue & Straight Path

2010/02/02

Lane Group ø6

Detector 2 Channel
Detector 2 Extend (s)
Turn Type
Protected Phases 6
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s) 20.0
Minimum Split (s) 25.5
Total Split (s) 36.0
Total Split (%) 38%
Maximum Green (s) 30.5
Yellow Time (s) 3.5
All-Red Time (s) 2.0
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s) 3.0
Recall Mode C-Max
Walk Time (s) 0.0
Flash Dont Walk (s) 12.0
Pedestrian Calls (#/hr) 15
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/02

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 23.0

Intersection LOS: C

Intersection Capacity Utilization 67.3%

ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 1: Long Island Avenue & Straight Path

#1 #2 ø2		#1 #2 ø4
36 s		46 s
#1 #2 ø6	#1 #2 ø7	#1 #2 ø8
36 s	13 s	46 s

Lanes, Volumes, Timings
10: Mount Avenue & Straight Path

2010/02/02

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	58	148	758	44	249	777
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	8	10	12	9	10
Storage Length (ft)	50	0		0	250	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor	0.95		1.00		1.00	
Frt		0.850	0.992			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1593	1359	3288	0	1547	3271
Flt Permitted	0.950				0.282	
Satd. Flow (perm)	1505	1359	3288	0	458	3271
Right Turn on Red		Yes		No		
Satd. Flow (RTOR)		150				
Link Speed (mph)	30		30			30
Link Distance (ft)	1169		1139			595
Travel Time (s)	26.6		25.9			13.5
Confl. Peds. (#/hr)	25			20	20	
Peak Hour Factor	0.82	0.82	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	1%	2%	5%	3%
Bus Blockages (#/hr)	0	0	2	2	0	0
Adj. Flow (vph)	71	180	824	48	271	845
Shared Lane Traffic (%)						
Lane Group Flow (vph)	71	180	872	0	271	845
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	9		9			9
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	1.20	1.10	1.00	1.14	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	1		2	1
Detector Template						
Leading Detector (ft)	25	29	5		50	5
Trailing Detector (ft)	5	5	0		0	0
Detector 1 Position(ft)	5	5	0		0	0
Detector 1 Size(ft)	20	24	5		20	5
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)					30	
Detector 2 Size(ft)					20	
Detector 2 Type					Cl+Ex	
Detector 2 Channel						

Lanes, Volumes, Timings
10: Mount Avenue & Straight Path

2010/02/02

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector 2 Extend (s)					0.0	
Turn Type		pt+ov			pm+pt	
Protected Phases	4	4 1	2		1	6
Permitted Phases					6	
Detector Phase	4	4 1			1	
Switch Phase						
Minimum Initial (s)	6.0		20.0		1.0	20.0
Minimum Split (s)	13.5		45.5		6.0	45.5
Total Split (s)	17.0	36.0	59.0	0.0	19.0	78.0
Total Split (%)	17.9%	37.9%	62.1%	0.0%	20.0%	82.1%
Maximum Green (s)	12.5		53.5		15.0	72.5
Yellow Time (s)	3.0		3.5		3.0	3.5
All-Red Time (s)	1.5		2.0		1.0	2.0
Lost Time Adjust (s)	-0.5	-0.5	-1.0	0.0	-0.5	-1.0
Total Lost Time (s)	4.0	4.0	4.5	4.0	3.5	4.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		8.0		1.0	8.0
Recall Mode	None		C-Max		None	C-Max
Act Effct Green (s)	9.8	21.2	65.3		77.7	76.7
Actuated g/C Ratio	0.10	0.22	0.69		0.82	0.81
v/c Ratio	0.43	0.43	0.39		0.58	0.32
Control Delay	47.4	10.5	7.5		7.5	2.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	47.4	10.5	7.5		7.5	2.9
LOS	D	B	A		A	A
Approach Delay	21.0		7.5			4.0
Approach LOS	C		A			A
Queue Length 50th (ft)	41	15	102		26	51
Queue Length 95th (ft)	74	51	171		54	84
Internal Link Dist (ft)	1089		1059			515
Turn Bay Length (ft)	50				250	
Base Capacity (vph)	218	508	2259		552	2640
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.33	0.35	0.39		0.49	0.32

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 45 (47%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 7.3
 Intersection Capacity Utilization 51.7%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Lanes, Volumes, Timings
 10: Mount Avenue & Straight Path

2010/02/02

Splits and Phases: 10: Mount Avenue & Straight Path

 ø1	 ø2	 ø4
19 s	59 s	17 s
 ø6		
78 s		

Lanes, Volumes, Timings
6: Seaman Neck Road & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	433	6	16	12	7	6	11	993	9	0	1998	931
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	10	11	12	12	11	12
Storage Length (ft)	0		0	0		0	250		0	0		300
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.995			0.966			0.999				0.850
Flt Protected		0.955			0.977		0.950					
Satd. Flow (prot)	0	2046	0	0	1973	0	1685	3452	0	0	3421	1583
Flt Permitted		0.955			0.977		0.950					
Satd. Flow (perm)	0	2046	0	0	1973	0	1685	3452	0	0	3421	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			11			1				873
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		547			197			3357			821	
Travel Time (s)		12.4			4.5			76.3			18.7	
Peak Hour Factor	0.99	0.99	0.99	0.57	0.57	0.57	0.97	0.97	0.97	0.87	0.99	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	2%
Adj. Flow (vph)	437	6	16	21	12	11	11	1024	9	0	2018	1070
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	459	0	0	44	0	11	1033	0	0	2018	1070
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.88	1.00	1.09	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		2	1			1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	27		50	5			5	5
Trailing Detector (ft)	0	0		0	5		0	0			0	0
Detector 1 Position(ft)	0	0		0	5		0	0			0	0
Detector 1 Size(ft)	20	20		20	6		20	5			5	5
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 2 Position(ft)		30			21			30				
Detector 2 Size(ft)		20			6			20				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Split			Split			Prot					Perm
Protected Phases	3	3		4	4		5	2			6	

Lanes, Volumes, Timings

6: Seaman Neck Road & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												6
Detector Phase	3	3		4	4		5					
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	20.0			20.0	20.0
Minimum Split (s)	13.5	13.5		13.5	13.5		12.0	30.0			30.0	30.0
Total Split (s)	24.0	24.0	0.0	13.5	13.5	0.0	12.0	69.5	0.0	0.0	57.5	57.5
Total Split (%)	22.4%	22.4%	0.0%	12.6%	12.6%	0.0%	11.2%	65.0%	0.0%	0.0%	53.7%	53.7%
Maximum Green (s)	18.5	18.5		8.0	8.0		7.0	63.5			51.5	51.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	4.0			4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	2.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	-1.0	-1.0	-0.5	-1.5	0.0	-1.5	-1.5	-1.5
Total Lost Time (s)	5.5	4.5	4.0	5.5	4.5	3.0	4.5	4.5	4.0	2.5	4.5	4.5
Lead/Lag	Lead	Lead		Lag	Lag		Lead				Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	6.0			6.0	6.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		2.0	4.0			4.0	4.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	3.0			3.0	3.0
Recall Mode	None	None		None	None		None	Max			Max	Max
Walk Time (s)				7.0	7.0							
Flash Dont Walk (s)				20.0	20.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)		19.6			7.9		6.0	65.3			63.0	63.0
Actuated g/C Ratio		0.19			0.08		0.06	0.64			0.62	0.62
v/c Ratio		1.16			0.27		0.11	0.46			0.95	0.81
Control Delay		134.8			41.0		49.9	10.8			31.0	9.6
Queue Delay		0.0			0.0		0.0	0.0			0.0	0.0
Total Delay		134.8			41.0		49.9	10.8			31.0	9.6
LOS		F			D		D	B			C	A
Approach Delay		134.8			41.0			11.2			23.6	
Approach LOS		F			D			B			C	
Queue Length 50th (ft)		~386			21		7	189			632	55
Queue Length 95th (ft)		#593			33		26	243			#1016	303
Internal Link Dist (ft)		467			117			3277			741	
Turn Bay Length (ft)							250					300
Base Capacity (vph)		396			186		125	2222			2127	1315
Starvation Cap Reductn		0			0		0	0			0	0
Spillback Cap Reductn		0			0		0	0			0	0
Storage Cap Reductn		0			0		0	0			0	0
Reduced v/c Ratio		1.16			0.24		0.09	0.46			0.95	0.81

Intersection Summary

Area Type: Other

Cycle Length: 107

Actuated Cycle Length: 101.4

Natural Cycle: 150

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.16

Intersection Signal Delay: 32.0

Intersection LOS: C

Lanes, Volumes, Timings

6: Seaman Neck Road & Deer Park Avenue

2010/02/02

Intersection Capacity Utilization 94.7%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 6: Seaman Neck Road & Deer Park Avenue

 ø2			 ø3			 ø4		
69.5 s			24 s			13.5 s		
 ø5			 ø6					
12 s			57.5 s					

Lanes, Volumes, Timings

7: Acorn Street & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	71	151	155	68	98	55	226	1333	77	92	1614	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	15	12	16	12	9	10	8	8	11	10
Storage Length (ft)	105		85	0		0	0		75	225		75
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.966			0.992			0.996	
Flt Protected	0.950				0.985		0.950			0.950		
Satd. Flow (prot)	1787	1801	1692	0	2022	0	1577	3329	0	1462	3425	0
Flt Permitted	0.424				0.629		0.950			0.950		
Satd. Flow (perm)	798	1801	1692	0	1291	0	1577	3329	0	1462	3425	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151		11			8			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		188			1420			383			3564	
Travel Time (s)		4.3			32.3			8.7			81.0	
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles (%)	1%	2%	5%	0%	3%	0%	3%	0%	0%	7%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	2	2
Adj. Flow (vph)	81	172	176	76	110	62	246	1449	84	96	1681	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	81	172	176	0	248	0	246	1533	0	96	1730	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.04	0.88	1.00	0.85	1.00	1.14	1.10	1.20	1.20	1.05	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	1	2		2	1		2	1	
Detector Template				Left								
Leading Detector (ft)	50	50	5	20	50		50	5		50	5	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	20	5	20	20		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	30			30		30			30		
Detector 2 Size(ft)	20	20			20		20			20		
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0		0.0			0.0		
Turn Type	Perm		Perm	Perm			Prot			Prot		

Lanes, Volumes, Timings
7: Acorn Street & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4								
Detector Phase	8	8		4	4		5			1		
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	14.5	14.5	14.5	31.5	31.5		10.0	17.0		10.0	28.0	
Total Split (s)	32.0	32.0	32.0	32.0	32.0	0.0	27.0	84.0	0.0	19.0	76.0	0.0
Total Split (%)	23.7%	23.7%	23.7%	23.7%	23.7%	0.0%	20.0%	62.2%	0.0%	14.1%	56.3%	0.0%
Maximum Green (s)	26.5	26.5	26.5	26.5	26.5		22.0	78.0		14.0	70.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	0.0	-1.0	-2.0	-0.5	-1.5	0.0	-0.5	-1.5	-2.0
Total Lost Time (s)	4.5	4.5	4.5	5.5	4.5	2.0	4.5	4.5	4.0	4.5	4.5	2.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	1.0		2.0	1.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				19.0	19.0						15.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)	26.6	26.6	26.6		26.6		22.4	82.5		12.4	72.5	
Actuated g/C Ratio	0.20	0.20	0.20		0.20		0.17	0.61		0.09	0.54	
v/c Ratio	0.52	0.48	0.39		0.94		0.94	0.75		0.72	0.94	
Control Delay	60.9	53.0	12.7		93.3		103.0	16.3		87.1	40.6	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.8		0.0	0.0	
Total Delay	60.9	53.0	12.7		93.3		103.0	17.1		87.1	40.6	
LOS	E	D	B		F		F	B		F	D	
Approach Delay		38.0			93.3			29.0			43.1	
Approach LOS		D			F			C			D	
Queue Length 50th (ft)	64	134	18		206		214	540		82	733	
Queue Length 95th (ft)	118	204	78		#365		#392	408		#150	#926	
Internal Link Dist (ft)		108			1340			303			3484	
Turn Bay Length (ft)	105		85							225		
Base Capacity (vph)	163	367	454		272		263	2038		157	1841	
Starvation Cap Reductn	0	0	0		0		0	229		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.50	0.47	0.39		0.91		0.94	0.85		0.61	0.94	

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 92 (68%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 39.6

Intersection Capacity Utilization 93.8%

Intersection LOS: D

ICU Level of Service F

Lanes, Volumes, Timings

7: Acorn Street & Deer Park Avenue

2010/02/02

Analysis Period (min) 15

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

Splits and Phases: 7: Acorn Street & Deer Park Avenue

 ø1	 ø2	 ø4
19 s	84 s	32 s
 ø5	 ø6	 ø8
27 s	76 s	32 s

Lanes, Volumes, Timings

8: Long Island Avenue & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	126	4	41	7	6	5	28	1505	22	0	1674	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	8	11	12	12	11	12
Storage Length (ft)	0		0	0		0	230		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.968			0.961			0.998			0.987	
Flt Protected		0.964			0.981		0.950					
Satd. Flow (prot)	0	1995	0	0	1970	0	1564	3225	0	0	3413	0
Flt Permitted		0.770			0.904		0.066					
Satd. Flow (perm)	0	1593	0	0	1816	0	109	3225	0	0	3413	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			6			3			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		221			111			867			383	
Travel Time (s)		5.0			2.5			19.7			8.7	
Peak Hour Factor	0.82	0.82	0.82	0.90	0.90	0.90	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Parking (#/hr)								6	6			
Adj. Flow (vph)	154	5	50	8	7	6	30	1618	24	0	1800	175
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	209	0	0	21	0	30	1642	0	0	1975	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			8			8	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.88	1.00	1.20	1.14	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	1		1	1			1	
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	5		5	5			5	
Trailing Detector (ft)	0	0		0	0		0	0			0	
Detector 1 Position(ft)	0	0		0	0		0	0			0	
Detector 1 Size(ft)	20	20		20	5		5	5			5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)		30										
Detector 2 Size(ft)		20										
Detector 2 Type		Cl+Ex										
Detector 2 Channel												
Detector 2 Extend (s)		0.0										
Turn Type	Perm			Perm			Perm					

Lanes, Volumes, Timings

8: Long Island Avenue & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4			2			6	
Permitted Phases	8			4	4		2					
Detector Phase	8	8										
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0			10.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		17.0	17.0			17.0	
Total Split (s)	34.0	34.0	0.0	34.0	34.0	0.0	101.0	101.0	0.0	0.0	101.0	0.0
Total Split (%)	25.2%	25.2%	0.0%	25.2%	25.2%	0.0%	74.8%	74.8%	0.0%	0.0%	74.8%	0.0%
Maximum Green (s)	28.5	28.5		28.5	28.5		95.0	95.0			95.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0			4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	-1.0	0.0	-1.5	-1.5	0.0	-1.5	-1.5	0.0
Total Lost Time (s)	5.5	4.5	4.0	5.5	4.5	4.0	4.5	4.5	4.0	2.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		1.0	1.0			1.0	
Recall Mode	None	None		None	None		C-Max	C-Max			C-Max	
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				15.0	15.0						10.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)		22.7			22.7		103.3	103.3			103.3	
Actuated g/C Ratio		0.17			0.17		0.77	0.77			0.77	
v/c Ratio		0.75			0.07		0.36	0.67			0.76	
Control Delay		66.9			35.1		21.1	10.0			4.9	
Queue Delay		0.0			0.0		0.0	0.2			0.2	
Total Delay		67.0			35.1		21.1	10.1			5.2	
LOS		E			D		C	B			A	
Approach Delay		67.0			35.1			10.3			5.2	
Approach LOS		E			D			B			A	
Queue Length 50th (ft)		167			11		8	319			68	
Queue Length 95th (ft)		217			34		42	475			m98	
Internal Link Dist (ft)		141			31			787			303	
Turn Bay Length (ft)							230					
Base Capacity (vph)		357			311		83	2468			2615	
Starvation Cap Reductn		0			0		0	0			132	
Spillback Cap Reductn		1			0		0	190			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.59			0.07		0.36	0.72			0.80	

Intersection Summary

Area Type: Other
 Cycle Length: 135
 Actuated Cycle Length: 135
 Offset: 105 (78%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 10.9
 Intersection Capacity Utilization 75.3%

Intersection LOS: B
 ICU Level of Service D

Lanes, Volumes, Timings

8: Long Island Avenue & Deer Park Avenue

2010/02/02

Analysis Period (min) 15

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

Splits and Phases: 8: Long Island Avenue & Deer Park Avenue

 ø2	 ø4
101 s	34 s
 ø6	 ø8
101 s	34 s

HCM Unsignalized Intersection Capacity Analysis

4: Washington Avenue & Straight Path

2010/02/02

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	1	23	14	2	9	22	621	8	4	603	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.60	0.60	0.60	0.57	0.57	0.57	0.87	0.87	0.87	0.77	0.77	0.77
Hourly flow rate (vph)	22	2	38	25	4	16	25	714	9	5	783	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)								983			1058	
pX, platoon unblocked	0.91	0.91	0.82	0.91	0.91	0.82	0.82			0.82		
vC, conflicting volume	1579	1571	787	1602	1570	718	791			723		
vC1, stage 1 conf vol	797	797		769	769							
vC2, stage 2 conf vol	782	774		833	801							
vCu, unblocked vol	1146	1137	632	1171	1136	547	637			553		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	92	99	90	91	99	96	97			99		
cM capacity (veh/h)	288	307	398	259	299	443	786			843		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	62	44	25	723	5	791						
Volume Left	22	25	25	0	5	0						
Volume Right	38	16	0	9	0	8						
cSH	348	308	786	1700	843	1700						
Volume to Capacity	0.18	0.14	0.03	0.43	0.01	0.47						
Queue Length 95th (ft)	16	12	2	0	0	0						
Control Delay (s)	17.6	18.6	9.7	0.0	9.3	0.0						
Lane LOS	C	C	A		A							
Approach Delay (s)	17.6	18.6	0.3		0.1							
Approach LOS	C	C										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			43.2%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: McCue Avenue & Straight Path

2010/02/02

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	0	27	26	7	124	28	526	11	14	626	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.64	0.64	0.64	0.94	0.94	0.94	0.86	0.86	0.86
Hourly flow rate (vph)	1	0	31	41	11	194	30	560	12	16	728	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)								735			1306	
pX, platoon unblocked	0.86	0.86	0.91	0.86	0.86	0.81	0.91			0.81		
vC, conflicting volume	1579	1391	728	1416	1385	565	728			571		
vC1, stage 1 conf vol	760	760		625	625							
vC2, stage 2 conf vol	818	631		791	760							
vCu, unblocked vol	1356	1137	652	1166	1130	348	652			355		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	93	86	97	66	97			98		
cM capacity (veh/h)	191	328	429	284	320	568	860			985		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	32	245	30	571	16	728						
Volume Left	1	41	30	0	16	0						
Volume Right	31	194	0	12	0	0						
cSH	411	473	860	1700	985	1700						
Volume to Capacity	0.08	0.52	0.03	0.34	0.02	0.43						
Queue Length 95th (ft)	6	73	3	0	1	0						
Control Delay (s)	14.5	20.5	9.3	0.0	8.7	0.0						
Lane LOS	B	C	A		A							
Approach Delay (s)	14.5	20.5	0.5		0.2							
Approach LOS	B	C										
Intersection Summary												
Average Delay			3.6									
Intersection Capacity Utilization			55.7%		ICU Level of Service					B		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

9: Acorn Street & Parking Lot Entrance

2010/02/02

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	5	211	259	49	81	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.84	0.84	0.58	0.58
Hourly flow rate (vph)	6	254	308	58	140	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	367				604	338
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	367				604	338
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				70	97
cM capacity (veh/h)	1203				463	709
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	260	367	140	19		
Volume Left	6	0	140	0		
Volume Right	0	58	0	19		
cSH	1203	1700	463	709		
Volume to Capacity	0.01	0.22	0.30	0.03		
Queue Length 95th (ft)	0	0	31	2		
Control Delay (s)	0.2	0.0	16.1	10.2		
Lane LOS	A		C	B		
Approach Delay (s)	0.2	0.0	15.4			
Approach LOS			C			
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			27.8%		ICU Level of Service	A
Analysis Period (min)			15			

Suffolk County Department of Public Works Accident Data and Analysis

CR 2, Straight Path from 24TH ST (Offset: 0) to SR231 (Offset: 0) From: 1/1/2004,00:00:00 to 9/28/2007,23:59:59
Date Prepared: 6/26/2009

Most Current Accident Data — SCPD: 9/28/2007; Other Police: 12/31/2008 4:18:00 PM; Fatal (all sources): 4/11/2009 4:36:00 PM

CC Number	Date/Time	Day	Number of Vehicles	Number Injured	Number Killed	Light	Weather	Roadway	Diagram Description	1st Event	Distance from Intersection	Direction	X Street	Milepost
07001641	1/1/2007 8:16:00 PM	Monday	3	0	0	Dark-Road Lighted	Rain	Wet	Rear End	Other Motor Vehicle	0	AT	24TH ST	28807
06192508	4/14/2006 6:50:00 PM	Friday	2	0	0	Dusk	Rain	Wet	Rear End	Other Motor Vehicle	-1000	S	21ST ST	28906
04305713	6/7/2004 8:05:00 AM	Monday	1	0	0	Daylight	Cloudy	Dry	Fixed Object	Tree	0	AT	LEVEY BLVD	29291
05108852	3/2/2005 8:45:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	LEVEY BLVD	29291
05177269	4/9/2005 1:25:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	LEVEY BLVD	29291
05361924	7/6/2005 12:50:00 PM	Wednesday	2	0	0	Unknown	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	LEVEY BLVD	29291
05393445	7/20/2005 12:38:00 PM	Wednesday	1	1	0	Daylight	Clear	Dry	Sketch	Pedestrian	0	AT	LEVEY BLVD	29291
06342348	6/24/2006 4:00:00 PM	Saturday	2	2	0	Daylight	Cloudy	Wet	Rear End	Other Motor Vehicle	0	AT	LEVEY BLVD	29291
06486957	8/25/2006 6:55:00 PM	Friday	2	0	0	Daylight	Cloudy	Dry	Right Angle	Other Motor Vehicle	0	AT	LEVEY BLVD	29291
06490686	8/27/2006 12:30:00 PM	Sunday	1	1	0	Daylight	Rain	Wet	Fixed Object	Light Support/Utility Pole	0	AT	LEVEY BLVD	29291
06648858	11/12/2006 7:30:00 AM	Sunday	2	0	0	Daylight	Unknown	Unknown	Rear End	Other Motor Vehicle	0	AT	LEVEY BLVD	29291
05390893	7/19/2005 9:18:00 AM	Tuesday	1	0	0	Daylight	Cloudy	Dry	Fixed Object	Light Support/Utility Pole	100	N	LEVEY BLVD	29391
04108577	2/28/2004 12:15:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	22ND ST	29534
05626016	11/5/2005 7:05:00 PM	Saturday	2	5	1	Dark-Road Lighted	Clear	Dry	Left Turn Opposing	Other Motor Vehicle	0	AT	22ND ST	29534

									Direction						
05672398	11/30/2005 7:50:00 AM	Wednesday	1	1	0	Daylight	Cloudy	Wet	Sketch	Bicyclist	0		AT	22ND ST	29534
06152940	3/25/2006 5:25:00 AM	Saturday	2	3	0	Dawn	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	22ND ST	29534
06317992	6/14/2006 2:36:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	22ND ST	29534
07186150	4/12/2007 6:45:00 AM	Thursday	2	0	0	Dawn	Rain	Wet	Right Angle	Other Motor Vehicle	0		AT	22ND ST	29534
07410876	7/26/2007 2:29:00 PM	Thursday	1	0	0	Daylight	Rain	Wet	Fixed Object	Light Support/Utility Pole	0		AT	22ND ST	29534
04550918	9/23/2004 2:40:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Sketch	Other Motor Vehicle	1000		N	24TH ST	29807
04364940	7/2/2004 10:00:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Non-fixed Object	Other Motor Vehicle	0		AT	21ST ST	29906
05006136	1/4/2005 3:21:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	21ST ST	29906
06071830	2/8/2006 7:40:00 PM	Wednesday	3	1	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	BROOKLYN AV	29906
06090525	2/18/2006 5:00:00 PM	Saturday	2	1	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	21ST ST	29906
06161746	3/29/2006 11:15:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	BROOKLYN AV	29906
06306794	6/9/2006 4:13:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	21ST ST	29906
06347631	6/26/2006 10:35:00 PM	Monday	2	0	0	Dark-Road Lighted	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	21ST ST	29906
07242768	5/10/2007 9:48:00 PM	Thursday	2	1	0	Dark-Road Lighted	Cloudy	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	0		AT	BROOKLYN AV	29906
04314906	6/11/2004 12:05:00 PM	Friday	3	1	0	Daylight	Not Applicable	Dry	Rear End	Other Motor Vehicle	100		N	21ST ST	30006
07517477	9/9/2007 4:26:00 PM	Sunday	2	0	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	-50		S	20TH ST	30263

05325625	6/21/2005 10:40:00 AM	Tuesday	2	1	0	Daylight	Clear	Dry	Rear End	Not Applicable	0		AT	20TH ST	30313
05360486	7/5/2005 6:26:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	20TH ST	30313
05377117	7/13/2005 8:10:00 AM	Wednesday	2	0	0	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	20TH ST	30313
06503369	9/2/2006 3:52:00 PM	Saturday	2	1	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	20TH ST	30313
07308322	6/9/2007 9:57:00 PM	Saturday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	20TH ST	30313
07534867	9/17/2007 4:25:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	20TH ST	30313
07252995	5/14/2007 6:00:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	-200		S	MOUNT AV	30352
04089564	2/17/2004 7:50:00 PM	Tuesday	2	0	0	Dark-Road Lighted	Cloudy	Dry	Unknown	Other Motor Vehicle	0		AT	MOUNT AV	30552
04097042	2/22/2004 12:30:00 AM	Sunday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	MOUNT AV	30552
04098484	2/22/2004 8:20:00 PM	Sunday	2	2	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	MOUNT AV	30552
04212307	4/23/2004 6:45:00 PM	Friday	2	0	0	Dusk	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	MOUNT AV	30552
04244830	5/9/2004 7:35:00 PM	Sunday	2	1	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	MOUNT AV	30552
04326331	6/16/2004 9:30:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	MOUNT AV	30552
04339789	6/21/2004 5:00:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	MOUNT AV	30552
04422306	7/27/2004 3:15:00 AM	Tuesday	2	0	0	Daylight	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	MOUNT AV	30552
04437787	8/3/2004 2:04:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	MOUNT AV	30552

04575587	10/5/2004 7:37:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	MOUNT AV	30552
04683960	11/29/2004 5:13:00 PM	Monday	3	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	MOUNT AV	30552
05000135	1/1/2005 1:10:00 AM	Saturday	2	0	0	Dark-Road Lighted	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	MOUNT AV	30552
05016965	1/10/2005 9:35:00 PM	Monday	2	1	0	Dark-Road Lighted	Clear	Dry	Head On	Other Motor Vehicle	0		AT	MOUNT AV	30552
05087010	2/18/2005 8:53:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	MOUNT AV	30552
05255671	5/20/2005 5:58:00 AM	Friday	1	1	0	Daylight	Clear	Dry	Sketch	Bicyclist	0		AT	MOUNT AV	30552
05587822	10/18/2005 6:02:00 AM	Tuesday	3	0	0	Dawn	Rain	Wet	Unknown	Other Motor Vehicle	0		AT	MOUNT AV	30552
06022576	1/13/2006 5:50:00 PM	Friday	2	0	0	Dark-Road Lighted	Cloudy	Wet	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	MOUNT AV	30552
06075660	2/10/2006 10:34:00 PM	Friday	1	1	0	Dark-Road Lighted	Clear	Dry	Head On	Bicyclist	0		AT	MOUNT AV	30552
06075674	2/10/2006 10:35:00 PM	Friday	2	0	0	Dark-Road Lighted	Cloudy	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	MOUNT AV	30552
06286714	5/30/2006 8:02:00 PM	Tuesday	2	4	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	MOUNT AV	30552
06312314	6/11/2006 9:20:00 PM	Sunday	1	1	0	Dark-Road Lighted	Clear	Dry	Sketch	Pedestrian	0		AT	MOUNT AV	30552
06408519	7/22/2006 11:40:00 AM	Saturday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	MOUNT AV	30552
06536484	9/19/2006 11:30:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	MOUNT AV	30552
06668300	11/22/2006 9:20:00 PM	Wednesday	1	0	0	Dark-Road Lighted	Rain	Wet	Fixed Object	Light Support/Utility Pole	0		AT	MOUNT AV	30552
06698702	12/8/2006 5:54:00 PM	Friday	2	4	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	MOUNT AV	30552
06702669	12/10/2006 5:50:00 PM	Sunday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	MOUNT AV	30552
06718720	12/19/2006 2:50:00 AM	Tuesday	1	1	0	Dark-Road Lighted	Clear	Dry	Sketch	Pedestrian	0		AT	MOUNT AV	30552
07104408	2/27/2007	Tuesday	2	0	0	Daylight	Rain	Wet	Left Turn	Other Motor	0		AT	MOUNT AV	30552

	7:50:00 AM								Opposing Direction	Vehicle				
07115860	3/5/2007 11:58:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	MOUNT AV 30552
07215383	4/27/2007 10:53:00 AM	Friday	2	0	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	MOUNT AV 30552
07296119	6/4/2007 10:48:00 AM	Monday	2	0	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	MOUNT AV 30552
07411821	7/23/2007 10:43:00 PM	Monday	1	1	0	Dark-Road Lighted	Clear	Dry	Fixed Object	Light Support/Utility Pole	0		AT	MOUNT AV 30552
07500642	9/1/2007 10:40:00 PM	Saturday	1	1	0	Dark-Road Lighted	Clear	Dry	Sketch	Bicyclist	0		AT	MOUNT AV 30552
07503599	9/3/2007 6:50:00 AM	Monday	2	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	MOUNT AV 30552
07552768	9/26/2007 8:09:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	MOUNT AV 30552
05301249	6/10/2005 7:15:00 PM	Friday	3	0	0	Daylight	Cloudy	Wet	Rear End	Other Motor Vehicle	50		N	MOUNT AV 30602
07509789	9/6/2007 8:40:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	100		N	MOUNT AV 30652
06438022	8/3/2006 4:00:00 PM	Thursday	1	1	0	Daylight	Clear	Dry	Sketch	Bicyclist	250		N	MOUNT AV 30802
05689726	12/9/2005 10:00:00 AM	Friday	2	0	0	Daylight	Rain	Wet	Sketch	Other Motor Vehicle	-70		S	JAMAICA AV 30833
04064836	2/4/2004 9:46:00 AM	Wednesday	1	1	0	Daylight	Clear	Wet	Sketch	Pedestrian	-40		S	JAMAICA AV 30863
04053663	1/29/2004 12:56:00 PM	Thursday	2	0	0	Daylight	Cloudy	Snow/Ice	Right Turn Same Direction / RTOR	Other Motor Vehicle	0		AT	JAMAICA AV 30903
04074320	2/9/2004 8:40:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	JAMAICA AV 30903
04310736	6/9/2004 1:55:00 PM	Wednesday	2	1	0	Daylight	Clear	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	0		AT	JAMAICA AV 30903
04525926	9/11/2004	Saturday	2	0	0	Daylight	Clear	Dry	Overtaking /	Other Motor	0		AT	JAMAICA AV 30903

	7:46:00 PM								Passing / Lane Change	Vehicle					
04565285	9/30/2004 8:05:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	JAMAICA AV	30903
04703113	12/9/2004 9:35:00 PM	Thursday	2	0	0	Dark-Road Lighted	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	JAMAICA AV	30903
05047768	1/27/2005 12:47:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	JAMAICA AV	30903
06142815	3/19/2006 12:55:00 PM	Sunday	2	0	0	Daylight	Clear	Dry	Sketch	Other Motor Vehicle	0		AT	JAMAICA AV	30903
06581347	10/11/2006 12:05:00 AM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	JAMAICA AV	30903
06696668	12/7/2006 7:40:00 PM	Thursday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	JAMAICA AV	30903
07030498	1/17/2007 6:00:00 PM	Wednesday	2	1	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	JAMAICA AV	30903
07178125	4/7/2007 12:44:00 PM	Saturday	2	0	0	Daylight	Cloudy	Dry	Sketch	Other Motor Vehicle	0		AT	JAMAICA AV	30903
05586018	10/17/2005 9:30:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	-100		S	S 18TH ST	31016
05294532	6/7/2005 8:20:00 PM	Tuesday	1	0	0	Dusk	Clear	Dry	Fixed Object	Building/Wall	500		N	MOUNT AV	31052
07266030	5/22/2007 5:40:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	-60		S	S 18TH ST	31056
04098322	2/22/2004 5:59:00 PM	Sunday	2	0	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	S 18TH ST	31116
04134187	3/13/2004 5:15:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
04253027	5/13/2004 4:15:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	S 18TH ST	31116
04397587	7/15/2004 5:15:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	S 18TH ST	31116
04406499	7/20/2004 12:05:00	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing /	Other Motor Vehicle	0		AT	S 18TH ST	31116

	PM								Lane Change						
04518739	9/8/2004 5:10:00 PM	Wednesday	3	1	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
04664095	11/18/2004 9:25:00 PM	Thursday	1	1	0	Dark-Road Lighted	Clear	Dry	Fixed Object	Sign Post	0		AT	S 18TH ST	31116
04674333	11/24/2004 4:15:00 PM	Wednesday	3	0	0	Dusk	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
04691830	12/3/2004 6:26:00 PM	Friday	2	0	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	S 18TH ST	31116
05046058	1/26/2005 2:20:00 PM	Wednesday	2	0	0	Daylight	Cloudy	Wet	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
05083985	2/16/2005 2:14:00 PM	Wednesday	2	0	0	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change	Not Applicable	0		AT	S 18TH ST	31116
05115182	3/6/2005 2:00:00 PM	Sunday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
05155177	3/28/2005 8:30:00 PM	Monday	2	0	0	Dark-Road Lighted	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	S 18TH ST	31116
05261571	5/23/2005 7:25:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	S 18TH ST	31116
05368688	7/9/2005 3:30:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	S 18TH ST	31116
05371736	7/10/2005 6:45:00 PM	Sunday	3	2	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	S 18TH ST	31116
05377920	7/13/2005 4:00:00 PM	Wednesday	2	0	0	Daylight	Cloudy	Dry	Sketch	Other Motor Vehicle	0		AT	S 18TH ST	31116
05477647	8/27/2005 3:40:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
05506139	9/9/2005 7:34:00 PM	Friday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
05546336	9/28/2005 8:28:00 PM	Wednesday	3	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
05569971	10/10/2005 8:50:00 AM	Monday	2	1	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
05622014	11/3/2005 9:45:00 PM	Thursday	1	1	0	Dark-Road Lighted	Clear	Dry	Sketch	Pedestrian	0		AT	S 18TH ST	31116
05722383	12/26/2005 1:40:00 PM	Monday	2	0	0	Daylight	Cloudy	Wet	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116

06153464	3/25/2006 12:44:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
06296214	6/4/2006 10:35:00 AM	Sunday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
06299465	6/5/2006 10:32:00 PM	Monday	2	0	0	Dark-Road Lighted	Clear	Dry	Sketch	Bicyclist	0		AT	S 18TH ST	31116
06327651	6/18/2006 12:30:00 PM	Sunday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
06395168	7/16/2006 10:10:00 PM	Sunday	2	1	0	Dark-Road Lighted	Clear	Dry	Sketch	Pedestrian	0		AT	S 18TH ST	31116
06415461	7/25/2006 3:40:00 PM	Tuesday	1	2	0	Daylight	Clear	Dry	Sketch	Pedestrian	0		AT	S 18TH ST	31116
06500753	9/1/2006 1:40:00 PM	Friday	3	1	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
06526342	9/14/2006 4:35:00 PM	Thursday	2	0	0	Daylight	Rain	Wet	Unknown	Other Motor Vehicle	0		AT	S 18TH ST	31116
06543354	9/22/2006 7:34:00 PM	Friday	3	3	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	S 18TH ST	31116
06563580	10/2/2006 1:00:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
06574173	10/7/2006 2:45:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	S 18TH ST	31116
06607403	10/23/2006 7:01:00 PM	Monday	2	2	0	Dark-Road Lighted	Clear	Dry	Sketch	Other Motor Vehicle	0		AT	S 18TH ST	31116
06635069	11/5/2006 3:15:00 PM	Sunday	2	0	0	Dusk	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
06656256	11/16/2006 4:43:00 PM	Thursday	2	0	0	Dusk	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
06676067	11/27/2006 10:00:00 AM	Monday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
06722306	12/20/2006 8:25:00 PM	Wednesday	2	1	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	S 18TH ST	31116
07015762	1/9/2007 2:00:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	S 18TH ST	31116
07106160	2/28/2007 9:05:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Sketch	Other Motor Vehicle	0		AT	S 18TH ST	31116
07121901	3/8/2007	Thursday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor	0		AT	S 18TH ST	31116

	3:15:00 PM									Vehicle					
07124430	3/9/2007 8:40:00 PM	Friday	2	1	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	S 18TH ST	31116	
07228976	5/4/2007 8:30:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	S 18TH ST	31116	
07255974	5/17/2007 6:50:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	S 18TH ST	31116	
07429136	7/31/2007 3:49:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	S 18TH ST	31116	
07453503	8/11/2007 10:00:00 AM	Saturday	2	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	S 18TH ST	31116	
07456734	8/12/2007 3:40:00 PM	Sunday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	S 18TH ST	31116	
07477538	8/22/2007 10:19:00 AM	Wednesday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0	AT	S 18TH ST	31116	
07478656	8/22/2007 8:42:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	S 18TH ST	31116	
07486167	8/26/2007 8:45:00 AM	Sunday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0	AT	S 18TH ST	31116	
07488477	8/27/2007 1:00:00 PM	Monday	1	1	0	Daylight	Clear	Dry	Sketch	Bicyclist	0	AT	S 18TH ST	31116	
07525167	9/13/2007 7:00:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	S 18TH ST	31116	
05520861	9/16/2005 8:30:00 PM	Friday	2	0	0	Dark-Road Lighted	Cloudy	Dry	Sketch	Other Motor Vehicle	25	N	S 18TH ST	31141	
07250705	5/14/2007 4:18:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	50	N	S 18TH ST	31166	
06135819	3/15/2006 5:08:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	100	N	S 18TH ST	31216	
05278058	5/31/2005 7:55:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	200	N	S 18TH ST	31316	
07227670	5/3/2007 3:08:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	200	N	18TH ST 105	31316	
06726267	12/22/2006 8:54:00 PM	Friday	1	1	0	Dark-Road Lighted	Rain	Wet	Sketch	Pedestrian	-75	S	IRVING AV	31461	
04293369	6/1/2004 7:50:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Non-fixed Object	Other Motor Vehicle	-50	S	IRVING AV	31486	

04623833	10/30/2004 9:30:00 AM	Saturday	2	0	0	Daylight	Rain	Wet	Non-fixed Object	Other Motor Vehicle	-50		S	IRVING AV	31486
04048397	1/26/2004 12:00:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
04054096	1/29/2004 4:25:00 PM	Thursday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
04116473	3/3/2004 5:00:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
04173973	4/4/2004 4:45:00 PM	Sunday	2	0	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
04368064	7/3/2004 10:00:00 AM	Saturday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	IRVING AV	31536
04423614	7/28/2004 8:55:00 AM	Wednesday	1	1	0	Daylight	Rain	Wet	Sketch	Pedestrian	0		AT	IRVING AV	31536
04528868	9/13/2004 7:15:00 AM	Monday	3	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
04549818	9/22/2004 9:42:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
04570925	10/2/2004 8:00:00 PM	Saturday	2	0	0	Dark-Road Lighted	Rain	Wet	Right Angle	Other Motor Vehicle	0		AT	IRVING AV	31536
04576901	10/5/2004 7:10:00 PM	Tuesday	2	2	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
05031235	1/19/2005 5:49:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	IRVING AV	31536
05057399	2/1/2005 4:47:00 PM	Tuesday	2	0	0	Dusk	Clear	Wet	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
05365811	7/8/2005 7:40:00 AM	Friday	3	1	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
05815698	8/20/2005 12:30:00 PM	Saturday	1	1	0	Daylight	Cloudy	Dry	Sketch	Bicyclist	0		AT	IRVING AV	31536
05550135	9/30/2005 5:38:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
05886044	10/23/2005 1:50:00 PM	Sunday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
05670497	11/29/2005 8:40:00 AM	Tuesday	2	0	0	Daylight	Cloudy	Wet	Unknown	Other Motor Vehicle	0		AT	IRVING AV	31536
05684123	12/6/2005 10:45:00 AM	Tuesday	2	1	0	Daylight	Cloudy	Wet	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
05703159	12/16/2005 7:45:00 AM	Friday	2	0	0	Daylight	Rain	Wet	Overtaking / Passing / Lane	Other Motor Vehicle	0		AT	IRVING AV	31536

													Change		
06004680	1/3/2006 6:33:00 PM	Tuesday	1	1	0	Dark-Road Lighted	Rain	Wet	Sketch	Pedestrian	0		AT	IRVING AV	31536
06368867	7/5/2006 9:10:00 AM	Wednesday	2	0	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
06418584	7/26/2006 11:22:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	IRVING AV	31536
06486632	8/25/2006 4:15:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	IRVING AV	31536
06667925	11/22/2006 5:35:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
06676935	11/27/2006 6:10:00 PM	Monday	3	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
06682878	12/1/2006 12:20:00 AM	Friday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	IRVING AV	31536
07336264	6/22/2007 2:10:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
07381873	7/11/2007 12:08:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	IRVING AV	31536
05699456	12/14/2005 12:30:00 PM	Wednesday	1	0	0	Daylight	Cloudy	Dry	Non-fixed Object	Other Object (Not Fixed)*	10		N	IRVING AV	31546
05144066	3/22/2005 2:05:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	20		N	IRVING AV	31556
06243515	5/10/2006 8:50:00 AM	Wednesday	2	0	0	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	-1000		S	LONG ISLAND AV	31587
06015259	1/9/2006 3:02:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	150		N	IRVING AV	31686
04035990	1/19/2004 4:04:00 PM	Monday	2	0	0	Daylight	Clear	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ARLINGTON AV	31789
04588848	10/11/2004 3:30:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ARLINGTON AV	31789
04685130	11/30/2004 11:23:00 AM	Tuesday	2	2	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	ARLINGTON AV	31789
04740983	12/29/2004	Wednesday	1	1	0	Dark-Road	Clear	Dry	Sketch	Pedestrian	0		AT	ARLINGTON AV	31789

	6:39:00 PM					Lighted										
04743499	12/31/2004 6:10:00 AM	Friday	2	0	0	Dark-Road Lighted	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	ARLINGTON AV	31789	
05086246	2/17/2005 5:45:00 PM	Thursday	2	0	0	Dark-Road Lighted	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	ARLINGTON AV	31789	
05360222	7/5/2005 5:10:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Non-fixed Object	Other Object (Not Fixed)*	0		AT	ARLINGTON AV	31789	
05416893	7/30/2005 1:00:00 PM	Saturday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	ARLINGTON AV	31789	
05668619	11/28/2005 8:43:00 AM	Monday	2	0	0	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ARLINGTON AV	31789	
06255785	5/16/2006 4:50:00 PM	Tuesday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	ARLINGTON AV	31789	
06315215	6/13/2006 9:30:00 AM	Tuesday	3	0	0	Daylight	Clear	Dry	Rear End	Not Applicable	0		AT	ARLINGTON AV	31789	
06625805	11/1/2006 4:50:00 AM	Wednesday	1	0	0	Dark-Road Lighted	Rain	Wet	Fixed Object	Light Support/Utility Pole	0		AT	ARLINGTON AV	31789	
07183146	4/10/2007 1:13:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ARLINGTON AV	31789	
07196801	4/17/2007 5:25:00 PM	Tuesday	3	0	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	ARLINGTON AV	31789	
07490381	8/28/2007 10:00:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	100		N	ARLINGTON AV	31889	
07449974	8/9/2007 3:55:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	800		N	S 18TH ST	31916	
06296507	6/4/2006 1:50:00 PM	Sunday	2	0	0	Daylight	Cloudy	Dry	Sketch	Other Motor Vehicle	-100		S	COMMONWEALTH DR	31956	
07045220	1/25/2007 10:30:00 PM	Thursday	2	0	0	Dark-Road Lighted	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	-100		S	COMMONWEALTH DR	31956	
06690237	12/4/2006 12:00:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Non-fixed Object	Other Object (Not Fixed)*	-30		S	COMMONWEALTH DR	32026	
04437854	8/3/2004 2:40:00 PM	Tuesday	3	0	0	Daylight	Clear	Dry	Rear End	Not Applicable	-20		S	COMMONWEALTH DR	32036	
04010031	1/6/2004 5:20:00 PM	Tuesday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056	
04078874	2/11/2004 5:50:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056	

04099964	2/23/2004 5:50:00 PM	Monday	1	0	0	Dusk	Clear	Dry	Fixed Object	Other Object (Not Fixed)*	0		AT	COMMONWEALTH DR	32056
04137108	3/15/2004 10:10:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
04252948	5/13/2004 3:45:00 PM	Thursday	2	2	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
04257549	5/15/2004 3:45:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
04269779	5/21/2004 10:15:00 AM	Friday	2	0	0	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
04374744	7/5/2004 4:20:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
04516920	9/7/2004 7:20:00 PM	Tuesday	2	0	0	Dark-Road Lighted	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
04614472	10/25/2004 10:40:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
05066750	2/6/2005 3:00:00 PM	Sunday	1	0	0	Daylight	Clear	Dry	Sketch	Pedestrian	0		AT	COMMONWEALTH DR	32056
05109659	3/3/2005 11:14:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
05184539	4/13/2005 8:55:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
05194571	4/18/2005 9:35:00 AM	Monday	2	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
05334841	6/25/2005 10:10:00 AM	Saturday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
05338598	6/26/2005 7:10:00 PM	Sunday	2	0	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
05472827	8/25/2005 1:22:00 PM	Thursday	2	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
05567817	10/9/2005 12:04:00 AM	Sunday	2	0	0	Dark-Road Lighted	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
05731253	12/31/2005 10:32:00 AM	Saturday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
06029512	1/16/2006 4:16:00 PM	Monday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056

06060020	2/2/2006 8:30:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
06087839	2/17/2006 1:10:00 PM	Friday	3	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
06100514	2/24/2006 11:35:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
06139400	3/17/2006 4:50:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Sideswipe	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
06161535	3/29/2006 8:00:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
06219481	4/28/2006 11:30:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
06270437	5/23/2006 4:09:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
06392396	7/15/2006 8:15:00 PM	Saturday	2	2	0	Dusk	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
06457392	8/12/2006 4:17:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
06594613	10/17/2006 5:00:00 PM	Tuesday	1	1	0	Daylight	Clear	Dry	Sketch	Bicyclist	0		AT	COMMONWEALTH DR	32056
07007481	1/5/2007 6:00:00 AM	Friday	2	0	0	Dark-Road Lighted	Clear	Wet	Right Angle	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
07038596	1/22/2007 8:40:00 AM	Monday	2	0	0	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
07229111	5/4/2007 9:58:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
07243425	5/11/2007 9:30:00 AM	Friday	2	0	0	Daylight	Cloudy	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
07319812	6/15/2007 11:50:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	COMMONWEALTH DR	32056
04246349	5/10/2004 4:15:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	-500		S	LONG ISLAND AV	32087
05477484	8/27/2005	Saturday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor	50		N	COMMONWEALTH	32106

	2:10:00 PM									Vehicle			DR	
05330999	6/23/2005 6:20:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	100	N	COMMONWEALTH DR	32156
06391543	7/15/2006 12:25:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	100	N	COMMONWEALTH DR	32156
07264978	5/21/2007 3:45:00 PM	Monday	3	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	200	N	GARDEN CITY AV	32189
06327751	6/18/2006 1:34:00 PM	Sunday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	-300	S	LONG ISLAND AV	32287
07505673	9/4/2007 8:47:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Non-fixed Object	Other Object (Not Fixed)*	-300	S	LONG ISLAND AV	32287
05107510	3/2/2005 6:30:00 AM	Wednesday	1	0	0	Daylight	Clear	Snow/Ice	Fixed Object	Light Support/Utility Pole	500	N	ARLINGTON AV	32289
05730426	12/30/2005 9:00:00 PM	Friday	2	0	0	Dark-Road Lighted	Clear	Dry	Non-fixed Object	Other Object (Not Fixed)*	-200	S	LONG ISLAND AV	32387
07260475	5/19/2007 11:29:00 AM	Saturday	2	0	0	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	-150	S	LONG ISLAND AV	32437
06145673	3/21/2006 7:30:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	-120	S	LONG ISLAND AV	32467
05001859	1/1/2005 10:30:00 PM	Saturday	2	0	0	Dark-Road Lighted	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	-100	S	LONG ISLAND AV	32487
05672764	11/30/2005 12:04:00 PM	Wednesday	2	0	0	Daylight	Cloudy	Wet	Non-fixed Object	Other Object (Not Fixed)*	-100	S	LONG ISLAND AV	32487
06344487	6/25/2006 3:35:00 PM	Sunday	2	0	0	Daylight	Cloudy	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	-100	S	LONG ISLAND AV	32487
04107680	2/27/2004 10:07:00 PM	Friday	1	1	0	Dark-Road Unlighted	Clear	Dry	Sketch	Pedestrian	-50	S	LONG ISLAND AV	32537
04581948	10/8/2004 11:27:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	-50	S	LONG ISLAND AV	32537

04728418	12/23/2004 11:00:00 AM	Thursday	2	0	0	Daylight	Cloudy	Wet	Right Turn Same Direction / RTOR	Other Motor Vehicle	-50		S	LONG ISLAND AV	32537
06119195	3/6/2006 5:00:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	-50		S	LONG ISLAND AV	32537
04068773	2/6/2004 11:35:00 AM	Friday	2	0	0	Daylight	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
04105744	2/26/2004 11:19:00 PM	Thursday	1	1	0	Dark-Road Lighted	Clear	Dry	Sketch	Pedestrian	0		AT	LONG ISLAND AV	32587
04109445	2/28/2004 7:50:00 PM	Saturday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
04208631	4/21/2004 9:00:00 PM	Wednesday	1	1	0	Dark-Road Lighted	Cloudy	Dry	Sketch	Pedestrian	0		AT	LONG ISLAND AV	32587
04221718	4/28/2004 2:15:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
04247032	5/10/2004 4:30:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
04285194	5/28/2004 1:15:00 PM	Friday	2	0	0	Daylight	Cloudy	Wet	Unknown	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
04310136	6/9/2004 8:45:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
04342176	6/22/2004 6:35:00 PM	Tuesday	2	0	0	Daylight	Cloudy	Dry	Non-fixed Object	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
04350270	6/26/2004 4:20:00 AM	Saturday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
04541200	9/18/2004 7:25:00 PM	Saturday	2	0	0	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
04592068	10/13/2004 10:04:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
04614136	10/25/2004 6:20:00 AM	Monday	2	0	0	Dawn	Cloudy	Dry	Overtaking / Passing / Lane	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587

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04637326	11/5/2004 7:50:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
04653872	11/13/2004 7:30:00 PM	Saturday	2	0	0	Dark-Road Lighted	Clear	Dry	Non-fixed Object	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05005033	1/3/2005 9:45:00 PM	Monday	1	0	0	Dark-Road Lighted	Rain	Wet	Sketch	Pedestrian	0		AT	LONG ISLAND AV	32587
05048384	1/27/2005 6:00:00 PM	Thursday	3	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05050027	1/28/2005 3:47:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05087832	2/18/2005 5:00:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05134851	3/17/2005 7:55:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Sideswipe	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05210975	4/26/2005 6:30:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05286448	6/4/2005 9:01:00 AM	Saturday	2	0	0	Daylight	Cloudy	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05302874	6/11/2005 1:02:00 PM	Saturday	2	1	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05329832	6/23/2005 9:30:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05342421	6/28/2005 2:50:00 PM	Tuesday	2	0	0	Daylight	Cloudy	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05359708	7/5/2005 12:40:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05422974	8/2/2005 7:43:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05571043	10/10/2005 7:30:00 PM	Monday	2	0	0	Dark-Road Lighted	Rain	Wet	Unknown	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05644122	11/15/2005 8:03:00 AM	Tuesday	2	0	0	Daylight	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05646323	11/16/2005 11:18:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05694403	12/11/2005 5:30:00 PM	Sunday	2	0	0	Dusk	Clear	Dry	Overtaking / Passing /	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587

									Lane Change							
06014571	1/9/2006 8:10:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587	
06043970	1/24/2006 10:40:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587	
06050942	1/27/2006 11:15:00 PM	Friday	2	0	0	Dark-Road Lighted	Clear	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587	
06111258	3/2/2006 12:30:00 PM	Thursday	2	0	0	Daylight	Snow	Snow/Ice	Unknown	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587	
06160647	3/29/2006 12:47:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587	
06174982	4/5/2006 6:00:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587	
06222242	4/29/2006 2:59:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587	
06229247	5/3/2006 7:08:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587	
06265280	5/21/2006 12:30:00 AM	Sunday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587	
06317271	6/14/2006 7:20:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587	
06422405	7/28/2006 5:30:00 PM	Friday	2	0	0	Daylight	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587	
06481358	8/23/2006 9:10:00 AM	Wednesday	1	1	0	Daylight	Clear	Dry	Sketch	Pedestrian	0		AT	LONG ISLAND AV	32587	
06500253	9/1/2006 8:05:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587	
06501903	9/1/2006 10:45:00 PM	Friday	1	1	0	Dark-Road Lighted	Rain	Wet	Sketch	Bicyclist	0		AT	LONG ISLAND AV	32587	
06564671	10/5/2006 10:21:00 PM	Thursday	2	0	0	Dark-Road Lighted	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587	

07068984	2/8/2007 3:40:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
07135274	3/15/2007 7:21:00 PM	Thursday	3	2	0	Dark-Road Lighted	Rain	Wet	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
07412338	7/24/2007 9:04:00 AM	Tuesday	2	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
07415324	7/25/2007 3:30:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
07520467	9/11/2007 9:00:00 AM	Tuesday	2	0	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
07529177	9/14/2007 10:11:00 PM	Friday	1	1	0	Dark-Road Lighted	Rain	Wet	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
07547264	9/23/2007 2:08:00 PM	Sunday	2	2	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	LONG ISLAND AV	32587
05578217	10/14/2005 7:40:00 AM	Friday	2	0	0	Daylight	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	50		N	LONG ISLAND AV	32637
07143615	3/19/2007 4:14:00 PM	Monday	2	0	0	Daylight	Rain	Dry	Rear End	Other Motor Vehicle	0		AT	LIRR XING	32705
06711269	12/15/2006 10:05:00 AM	Friday	2	0	0	Daylight	Cloudy	Dry	Left Turn Same Direction	Other Motor Vehicle	-100		S	ACORN ST	32755
04061574	2/2/2004 6:00:00 PM	Monday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	MERRITT AV	32855
04120159	3/5/2004 5:55:00 PM	Friday	2	0	0	Dark-Road Lighted	Cloudy	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ACORN ST	32855
04133598	3/13/2004 12:22:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	MERRITT AV	32855
04231637	5/3/2004 1:20:00 PM	Monday	2	0	0	Daylight	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ACORN ST	32855
04263721	5/18/2004 1:04:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	ACORN ST	32855
04294422	6/1/2004 5:30:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	ACORN ST	32855
04495724	8/29/2004 10:30:00 AM	Sunday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane	Other Motor Vehicle	0		AT	MERRITT AV	32855

									Change						
04551175	9/23/2004 4:36:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	ACORN ST	32855
04597330	10/15/2004 11:38:00 PM	Friday	2	3	0	Dark-Road Lighted	Rain	Wet	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	MERRITT AV	32855
04600276	10/17/2004 1:30:00 PM	Sunday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ACORN ST	32855
04606224	10/20/2004 8:35:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	MERRITT AV	32855
04609840	10/22/2004 7:30:00 PM	Friday	2	0	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	MERRITT AV	32855
04636534	11/4/2004 6:45:00 PM	Thursday	2	0	0	Dark-Road Lighted	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ACORN ST	32855
04649240	11/11/2004 7:15:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	ANDREW ST	32855
04698078	12/7/2004 7:50:00 AM	Tuesday	2	0	0	Daylight	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ACORN ST	32855
04704646	12/10/2004 6:30:00 PM	Friday	2	0	0	Dark-Road Lighted	Rain	Wet	Unknown	Other Motor Vehicle	0		AT	ACORN ST	32855
04722440	12/20/2004 1:25:00 PM	Monday	2	0	0	Daylight	Clear	Snow/Ice	Rear End	Other Motor Vehicle	0		AT	ACORN ST	32855
05028029	1/17/2005 9:54:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	ACORN ST	32855
05049250	1/28/2005 7:35:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	ACORN ST	32855
05066171	2/6/2005 7:55:00 AM	Sunday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	ACORN ST	32855
05068027	2/7/2005 11:45:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ANDREW ST	32855
05129903	3/14/2005 10:20:00 AM	Monday	2	1	0	Daylight	Clear	Dry	Head On	Other Motor Vehicle	0		AT	N 14TH ST	32855
05161882	4/1/2005 3:00:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	0		AT	ACORN ST	32855

05194498	4/18/2005 8:45:00 AM	Monday	2	1	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0	AT	ACORN ST	32855
05256847	5/20/2005 5:45:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	ACORN ST	32855
05342756	6/28/2005 5:40:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	ACORN ST	32855
05379305	7/14/2005 9:30:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	MERRITT AV	32855
05389476	7/18/2005 4:40:00 PM	Monday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0	AT	MERRITT AV	32855
05548451	9/29/2005 8:56:00 PM	Thursday	2	2	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0	AT	ACORN ST	32855
05622927	11/4/2005 11:24:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0	AT	ACORN ST	32855
05623570	11/4/2005 4:53:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Sketch	Other Motor Vehicle	0	AT	ACORN ST	32855
05676839	12/2/2005 1:50:00 PM	Friday	2	1	0	Daylight	Clear	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	0	AT	ACORN ST	32855
05690127	12/9/2005 2:00:00 PM	Friday	2	0	0	Daylight	Clear	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	MERRITT AV	32855
06144892	3/20/2006 4:55:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	MERRITT AV	32855
06180956	4/8/2006 8:25:00 PM	Saturday	2	0	0	Dark-Road Lighted	Clear	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	MERRITT AV	32855
06198594	4/17/2006 12:55:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0	AT	MERRITT AV	32855
06246121	5/11/2006 4:57:00 PM	Thursday	1	0	0	Daylight	Cloudy	Dry	Sketch	Bicyclist	0	AT	MERRITT AV	32855
06334322	6/21/2006 9:59:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	ACORN ST	32855
06351205	6/28/2006 1:08:00 PM	Wednesday	2	0	0	Daylight	Cloudy	Dry	Left Turn Opposing	Other Motor Vehicle	0	AT	MERRITT AV	32855

													Direction					
06375780	7/8/2006 12:30:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	MERRITT AV	32855			
06509589	9/4/2006 8:18:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	MERRITT AV	32855			
06572444	10/6/2006 6:36:00 PM	Friday	2	1	0	Dark-Road Lighted	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	ACORN ST	32855			
06610997	10/25/2006 5:10:00 PM	Wednesday	2	0	0	Dusk	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	MERRITT AV	32855			
06613180	10/26/2006 7:00:00 PM	Thursday	1	1	0	Dark-Road Lighted	Clear	Dry	Sketch	Pedestrian	0		AT	ACORN ST	32855			
06622821	10/31/2006 8:30:00 AM	Tuesday	1	1	0	Daylight	Clear	Dry	Sketch	Pedestrian	0		AT	ACORN ST	32855			
07082755	2/15/2007 8:30:00 AM	Thursday	2	0	0	Daylight	Clear	Snow/Ice	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ACORN ST	32855			
07173066	4/4/2007 3:41:00 PM	Wednesday	2	0	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	ACORN ST	32855			
07184418	4/11/2007 7:03:00 AM	Wednesday	3	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ACORN ST	32855			
07293172	6/2/2007 10:35:00 PM	Saturday	2	1	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	ACORN ST	32855			
07316070	6/13/2007 4:11:00 PM	Wednesday	1	1	0	Daylight	Cloudy	Wet	Sketch	Pedestrian	0		AT	ACORN ST	32855			
07320433	6/15/2007 4:45:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	ACORN ST	32855			
07327701	6/18/2007 5:45:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	MERRITT AV	32855			
07398302	7/18/2007 10:33:00 AM	Wednesday	2	0	0	Daylight	Rain	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ACORN ST	32855			
07424901	7/29/2007 3:20:00 PM	Sunday	2	0	0	Daylight	Rain	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ACORN ST	32855			
05137076	3/18/2005 2:10:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane	Other Motor Vehicle	50		N	ANDREW ST	32905			

05022751	1/14/2005 9:57:00 AM	Friday	2	0	0	Daylight	Rain	Wet	Change Right Turn Same Direction / RTOR	Other Motor Vehicle	100	N	MERRITT AV	32955
05324483	6/20/2005 6:30:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	100	N	MERRITT AV	32955
06241606	5/9/2006 7:35:00 AM	Tuesday	2	0	0	Daylight	Cloudy	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	100	N	MERRITT AV	32955
05302786	6/11/2005 12:10:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	200	N	MERRITT AV	33055
04419623	7/26/2004 10:55:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	N 13TH ST	33166
04474858	8/20/2004 10:35:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	N 13TH ST	33166
04620241	10/28/2004 2:55:00 PM	Thursday	2	3	0	Daylight	Clear	Dry	Left Turn Same Direction	Other Motor Vehicle	0	AT	N 13TH ST	33166
04693185	12/4/2004 12:05:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0	AT	N 13TH ST	33166
05522318	9/17/2005 1:55:00 PM	Saturday	1	1	0	Daylight	Clear	Dry	Sketch	Bicyclist	0	AT	N 13TH ST	33166
06060616	2/2/2006 2:40:00 PM	Thursday	2	2	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0	AT	N 13TH ST	33166
06085336	2/16/2006 8:07:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	N 13TH ST	33166
06154081	3/25/2006 6:30:00 PM	Saturday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	N 13TH ST	33166
07016328	1/9/2007 7:25:00 PM	Tuesday	1	1	0	Dark-Road Lighted	Clear	Dry	Sketch	Pedestrian	0	AT	N 13TH ST	33166
07169836	4/2/2007 5:55:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	500	N	MERRITT AV	33355
05623537	11/4/2005 4:32:00 PM	Friday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0	AT	N 12TH ST	33564
07443442	8/6/2007	Monday	2	4	0	Daylight	Clear	Dry	Left Turn	Other Motor	58	N	MCCUE ST	33622

	6:55:00 PM								Same Direction	Vehicle					
04328674	6/17/2004 10:20:00 AM	Thursday	2	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	-100	S	WASHINGTON AV	33783	
04272165	5/22/2004 10:05:00 AM	Saturday	2	0	0	Daylight	Cloudy	Dry	Right Angle	Not Applicable	0	AT	WASHINGTON AV	33883	
04380211	7/7/2004 11:15:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	WASHINGTON AV	33883	
04484773	8/24/2004 1:55:00 PM	Tuesday	1	0	0	Daylight	Clear	Dry	Sketch	Bicyclist	0	AT	WASHINGTON AV	33883	
05544846	9/28/2005 6:30:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	0	AT	WASHINGTON AV	33883	
05660848	11/23/2005 7:27:00 PM	Wednesday	2	0	0	Dark-Road Lighted	Clear	Dry	Head On	Other Motor Vehicle	0	AT	WASHINGTON AV	33883	
06346537	6/26/2006 2:35:00 PM	Monday	1	1	0	Daylight	Cloudy	Dry	Fixed Object	Tree	0	AT	WASHINGTON AV	33883	
07414928	7/25/2007 12:15:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Sketch	Other Motor Vehicle	0	AT	WASHINGTON AV	33883	
05608198	10/28/2005 7:50:00 PM	Friday	1	1	0	Dark-Road Lighted	Clear	Dry	Sketch	Bicyclist	0	AT	N 11TH ST	33962	
04657232	11/15/2004 8:15:00 AM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	100	N	N 11TH ST	34062	
07207654	4/23/2007 1:57:00 PM	Monday	2	1	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	-200	S	N 10TH ST	34164	
06653469	11/15/2006 7:00:00 AM	Wednesday	2	1	0	Daylight	Cloudy	Wet	Overtaking / Passing / Lane Change	Other Motor Vehicle	-100	S	N 10TH ST	34264	
07134556	3/15/2007 12:20:00 PM	Thursday	2	1	0	Daylight	Cloudy	Dry	Non-fixed Object	Other Object (Not Fixed)*	-50	S	N 10TH ST	34314	
05339674	6/27/2005 8:50:00 AM	Monday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0	AT	9TH ST	34758	
04174886	4/5/2004 7:50:00 AM	Monday	1	0	0	Daylight	Clear	Dry	Fixed Object	Light Support/Utility Pole	0	AT	NICOLLS RD	34970	
04263895	5/18/2004 2:44:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0	AT	NICOLLS RD	34970	
06066184	2/5/2006 2:30:00 PM	Sunday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing /	Other Motor Vehicle	0	AT	NICOLLS RD	34970	

									Lane Change						
06184991	4/10/2006 10:45:00 PM	Monday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	NICOLLS RD	34970
07430709	8/1/2007 9:50:00 AM	Wednesday	1	0	0	Daylight	Clear	Dry	Fixed Object	Curbing	0		AT	NICOLLS RD	34970
05233164	5/8/2005 4:50:00 PM	Sunday	2	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	PORTLAND WAY	35030
05253803	5/19/2005 7:12:00 AM	Thursday	1	1	0	Daylight	Clear	Dry	Sketch	Bicyclist	0		AT	PORTLAND WAY	35030
07395265	7/17/2007 7:11:00 AM	Tuesday	1	1	0	Daylight	Clear	Dry	Sketch	Bicyclist	0		AT	PORTLAND WAY	35030
04375860	7/6/2004 7:10:00 PM	Tuesday	2	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	SPRING ST	35432
04223051	4/29/2004 7:58:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Sketch	Other Motor Vehicle	0		AT	MAIN AV	36219
05015097	1/9/2005 6:00:00 PM	Sunday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	MAIN AV	36219
05202439	4/22/2005 9:36:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	MAIN AV	36219
05247601	5/15/2005 9:20:00 PM	Sunday	2	0	0	Dark-Road Lighted	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	MAIN AV	36219
06287857	5/31/2006 12:11:00 PM	Wednesday	2	0	0	Daylight	Cloudy	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	MAIN AV	36219
06546366	9/24/2006 4:23:00 AM	Sunday	1	0	0	Dark-Road Lighted	Cloudy	Dry	Fixed Object	Tree	0		AT	MAIN AV	36219
04262035	5/17/2004 4:00:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Sketch	Other Motor Vehicle	0		AT	VENEDIA DR	36681
06495548	8/29/2006 9:45:00 PM	Tuesday	2	1	0	Dark-Road Lighted	Rain	Wet	Right Angle	Other Motor Vehicle	0		AT	VENEDIA DR	36681
06370811	7/6/2006 5:22:00 AM	Thursday	4	0	0	Dawn	Rain	Wet	Fixed Object	Other Motor Vehicle	-100		S	NAPOLI DR	36905
04478535	8/21/2004 7:37:00 PM	Saturday	2	2	0	Dark-Road Lighted	Cloudy	Wet	Head On	Other Motor Vehicle	0		AT	NAPOLI DR	37005
05556943	10/3/2005 10:30:00 PM	Monday	2	0	0	Dark-Road Lighted	Clear	Dry	Non-fixed Object	Other Object (Not Fixed)*	-100		S	OLD COUNTRY RD	37176
04431190	7/31/2004 4:30:00 PM	Saturday	3	0	0	Daylight	Clear	Dry	Left Turn Same Direction	Other Motor Vehicle	0		AT	OLD COUNTRY RD	37276
05421532	8/1/2005 2:56:00 PM	Monday	2	5	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	OLD COUNTRY RD	37276

05473736	8/25/2005 8:45:00 PM	Thursday	2	6	0	Dark-Road Lighted	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	OLD COUNTRY RD	37276
06170885	4/3/2006 1:36:00 PM	Monday	2	3	0	Daylight	Cloudy	Wet	Right Angle	Other Motor Vehicle	0		AT	OLD COUNTRY RD	37276
07066797	2/7/2007 11:19:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	OLD COUNTRY RD	37276
07225062	5/2/2007 6:15:00 AM	Wednesday	2	0	0	Daylight	Cloudy	Wet	Right Angle	Other Motor Vehicle	0		AT	OLD COUNTRY RD	37276
07302213	6/7/2007 8:38:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	OLD COUNTRY RD	37276
05072777	2/10/2005 8:02:00 AM	Thursday	1	0	0	Daylight	Rain	Wet	Fixed Object	Curbing	25		N	OLD COUNTRY RD	37301
05606722	10/28/2005 5:20:00 AM	Friday	1	0	0	Dark-Road Lighted	Clear	Dry	Fixed Object	Light Support/Utility Pole	0		AT	MORRIS DR	37823
04036210	1/19/2004 5:45:00 PM	Monday	2	0	0	Dark-Road Lighted	Clear	Snow/Ice	Rear End	Other Motor Vehicle	0		AT	BURRS LA	37900
04572025	10/3/2004 10:50:00 AM	Sunday	2	1	0	Daylight	Clear	Dry	Sketch	Bicyclist	0		AT	BURRS LA	37900
04662696	11/18/2004 7:45:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	BURRS LA	37900
05069417	2/8/2005 7:00:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	BURRS LA	37900
07201518	4/20/2007 7:37:00 AM	Friday	1	1	0	Daylight	Clear	Dry	Sketch	Bicyclist	0		AT	BURRS LA	37900
07443171	8/6/2007 4:56:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	ST MARKS PL	38084
06025505	1/15/2006 12:05:00 AM	Sunday	2	1	0	Dark-Road Lighted	Rain	Wet	Right Angle	Other Motor Vehicle	0		AT	HALF HOLLOWS RD	38507
07546470	9/23/2007 3:00:00 AM	Sunday	2	0	0	Dark-Road Lighted	Clear	Dry	Non-fixed Object	Other Object (Not Fixed)*	0		AT	HALF HOLLOWS RD	38507
05405049	7/25/2005 9:20:00 AM	Monday	1	0	0	Daylight	Cloudy	Dry	Fixed Object	Light Support/Utility Pole	150		N	HALF HOLLOWS RD	38657
04405982	7/20/2004 6:58:00 AM	Tuesday	1	1	0	Daylight	Clear	Dry	Sketch	Bicyclist	0		AT	SAGAMORE LA	39135
06598038	10/19/2006 1:10:00 PM	Thursday	1	0	0	Daylight	Clear	Dry	Fixed Object	Light Support/Utility Pole	-100		S	DARTMOUTH DR	39645
07224270	5/1/2007 5:38:00 PM	Tuesday	1	0	0	Daylight	Clear	Dry	Fixed Object	Fence	200		N	DARTMOUTH DR	39945
05185145	4/13/2005 3:20:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing /	Other Motor Vehicle	-50		S	BRUNO LA	40825

									Lane Change						
07020559	1/12/2007 5:35:00 AM	Friday	1	2	0	Dark-Road Lighted	Clear	Dry	Fixed Object	Light Support/Utility Pole	0		AT	BRUNO LA	40875
07291358	6/2/2007 6:40:00 AM	Saturday	2	2	0	Daylight	Clear	Dry	Sketch	Other Motor Vehicle	0		AT	BRUNO LA	40875
04075863	2/10/2004 7:05:00 AM	Tuesday	1	1	0	Daylight	Clear	Snow/Ice	Fixed Object	Other Object (Not Fixed)*	30		N	BRUNO LA	40905
05552554	10/1/2005 6:55:00 PM	Saturday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	SCOTT ST	41631
06570075	10/5/2006 3:12:00 PM	Thursday	2	1	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	SCOTT ST	41631
06606291	10/23/2006 8:40:00 AM	Monday	2	2	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	SCOTT ST	41631
05425666	8/3/2005 3:35:00 PM	Wednesday	2	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	UNDERSSET CT	41976
05267915	5/25/2005 4:00:00 PM	Wednesday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	-40		S	TRESCOTT ST	42179
04119892	3/5/2004 3:40:00 PM	Friday	2	0	0	Daylight	Rain	Wet	Right Angle	Other Motor Vehicle	0		AT	TRESCOTT ST	42219
04640230	11/6/2004 12:50:00 PM	Saturday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	TRESCOTT ST	42219
04693533	12/4/2004 3:05:00 PM	Saturday	2	2	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	TRESCOTT ST	42219
05467429	8/22/2005 8:42:00 PM	Monday	2	0	0	Dark-Road Lighted	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	TRESCOTT ST	42219
05664317	11/25/2005 4:49:00 PM	Friday	2	0	0	Dark-Road Lighted	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	TRESCOTT ST	42219
06631108	11/3/2006 5:25:00 PM	Friday	2	0	0	Dusk	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	TRESCOTT ST	42219
06731919	12/25/2006 11:33:00 PM	Monday	2	0	0	Dark-Road Lighted	Rain	Wet	Sketch	Other Motor Vehicle	0		AT	TRESCOTT ST	42219
07527492	9/14/2007 8:11:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	TRESCOTT ST	42219
06447263	8/8/2006 8:30:00 AM	Tuesday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	CLARENDON ST	42239
04698986	12/7/2004 5:20:00 PM	Tuesday	2	0	0	Dark-Road Lighted	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	HASTINGS ST	42819
05644516	11/15/2005	Tuesday	1	1	0	Daylight	Cloudy	Wet	Fixed Object	Light	0		AT	HASTINGS ST	42819

	12:30:00 PM									Support/Utility Pole					
07240063	5/9/2007 4:20:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Unknown	Other Motor Vehicle	0		AT	HASTINGS ST	42819
05441227	8/10/2005 12:20:00 PM	Wednesday	2	2	0	Daylight	Clear	Dry	Non-fixed Object	Other Motor Vehicle	0		AT	FOOTHILL LA	43284
06144425	3/20/2006 1:02:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	FOOTHILL LA	43284
05237575	5/11/2005 5:50:00 AM	Wednesday	2	0	0	Daylight	Cloudy	Dry	Left Turn Same Direction	Other Motor Vehicle	0		AT	CONCORD ST	43580
07479977	8/23/2007 2:55:00 PM	Thursday	2	2	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	-200		S	WASHINGTON AV	43644
07423360	7/29/2007 12:12:00 AM	Sunday	3	0	0	Dark-Road Lighted	Clear	Dry	Non-fixed Object	Not Applicable	0		AT	YORKTOWN RD	43647
05503328	9/8/2005 1:45:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	MARYLAND ST	43844
05535484	9/23/2005 6:37:00 PM	Friday	2	0	0	Dusk	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	MARYLAND ST	43909
06027184	1/15/2006 2:15:00 PM	Sunday	1	1	0	Daylight	Clear	Snow/Ice	Fixed Object	Light Support/Utility Pole	0		AT	MARYLAND ST	43909
06723353	12/21/2006 12:39:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	NEW JERSEY ST	44097
07447674	8/8/2007 12:00:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Right Angle	Other Motor Vehicle	0		AT	NEW JERSEY ST	44097
06198018	4/17/2006 2:15:00 PM	Monday	2	0	0	Daylight	Clear	Dry	Sketch	Other Motor Vehicle	0		AT	NEW JERSEY (N/E SIDE) ST	44169
07006014	1/4/2007 10:30:00 AM	Thursday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0		AT	ILLINOIS ST	44430
07520432	9/11/2007 7:50:00 AM	Tuesday	2	0	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	ILLINOIS ST	44430
05257797	5/21/2005 6:25:00 AM	Saturday	1	0	0	Daylight	Clear	Dry	Fixed Object	Light Support/Utility Pole	50		N	ILLINOIS ST	44480
06617199	10/28/2006 1:45:00 PM	Saturday	2	4	0	Daylight	Rain	Wet	Right Angle	Other Motor Vehicle	-425		S	DEER PARK RD	44661

07450473	8/9/2007 7:46:00 PM	Thursday	2	2	0	Dusk	Clear	Dry	Rear End	Other Motor Vehicle	-75	S	SR231	45011
04074660	2/9/2004 12:30:00 PM	Monday	2	1	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	DEER PARK RD	45086
04126117	3/9/2004 11:35:00 AM	Tuesday	2	0	0	Daylight	Cloudy	Wet	Right Angle	Other Motor Vehicle	0	AT	DEER PARK RD	45086
04161711	3/28/2004 9:13:00 PM	Sunday	2	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	SR231	45086
04181816	4/8/2004	Thursday	2	0	0	Daylight	Rain	Wet	Fixed Object	Light Support/Utility Pole	0	AT	SR231	45086
04212427	4/23/2004 7:45:00 PM	Friday	2	0	0	Dark-Road Lighted	Cloudy	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	DEER PARK RD	45086
04224541	4/29/2004 9:05:00 PM	Thursday	2	0	0	Dark-Road Lighted	Clear	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	0	AT	DEER PARK RD	45086
04352512	6/27/2004 12:05:00 AM	Sunday	3	1	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	SR231	45086
04424719	7/28/2004 7:20:00 PM	Wednesday	2	0	0	Dusk	Cloudy	Dry	Rear End	Other Motor Vehicle	0	AT	SR231	45086
04460851	8/13/2004 7:50:00 PM	Friday	2	0	0	Dark-Road Lighted	Rain	Wet	Rear End	Other Motor Vehicle	0	AT	SR231	45086
04587782	10/11/2004 12:09:00 AM	Monday	2	1	0	Dark-Road Lighted	Cloudy	Dry	Sketch	Other Motor Vehicle	0	AT	DEER PARK RD	45086
04690620	12/3/2004 7:05:00 AM	Friday	3	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	SR231	45086
04734637	12/26/2004 5:31:00 PM	Sunday	2	0	0	Dark-Road Lighted	Snow	Snow/Ice	Left Turn Opposing Direction	Other Motor Vehicle	0	AT	SR231	45086
05048499	1/27/2005 6:58:00 PM	Thursday	2	1	0	Dark-Road Lighted	Clear	Dry	Left Turn Opposing Direction	Other Motor Vehicle	0	AT	DEER PARK RD	45086
05120559	3/9/2005 7:58:00 AM	Wednesday	2	0	0	Daylight	Clear	Snow/Ice	Right Turn Opposing Direction	Other Motor Vehicle	0	AT	SR231	45086
05120735	3/9/2005 8:55:00 AM	Wednesday	2	0	0	Daylight	Clear	Snow/Ice	Unknown	Other Motor Vehicle	0	AT	SR231	45086
05120753	3/9/2005 9:00:00 AM	Wednesday	2	0	0	Daylight	Clear	Snow/Ice	Unknown	Other Motor Vehicle	0	AT	SR231	45086
05134066	3/16/2005	Wednesday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor	0	AT	SR231	45086

	5:08:00 PM									Vehicle					
05231527	5/7/2005 6:25:00 PM	Saturday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	SR231	45086
05246140	5/15/2005 4:46:00 AM	Sunday	1	0	0	Dark-Road Lighted	Clear	Dry	Fixed Object	Curbing	0		AT	SR231	45086
05266079	5/25/2005 4:50:00 PM	Wednesday	3	1	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	SR231	45086
05277157	5/30/2005 5:53:00 PM	Monday	2	1	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	SR231	45086
05277223	5/30/2005 6:26:00 PM	Monday	2	0	0	Daylight	Cloudy	Dry	Sketch	Other Motor Vehicle	0		AT	SR231	45086
05386530	7/17/2005 10:58:00 AM	Sunday	3	1	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	SR231	45086
05466076	8/22/2005 8:30:00 AM	Monday	1	0	0	Daylight	Clear	Dry	Fixed Object	Curbing	0		AT	DEER PARK RD	45086
05596950	10/22/2005 11:50:00 AM	Saturday	2	2	0	Daylight	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	SR231	45086
05600059	10/24/2005 4:27:00 PM	Monday	3	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0		AT	SR231	45086
05657544	11/22/2005 8:28:00 AM	Tuesday	2	0	0	Daylight	Rain	Wet	Right Angle	Other Motor Vehicle	0		AT	SR231	45086
05689544	12/9/2005 7:50:00 AM	Friday	2	0	0	Daylight	Rain	Wet	Right Angle	Other Motor Vehicle	0		AT	SR231	45086
06025949	1/15/2006 3:20:00 AM	Sunday	1	0	0	Dark-Road Lighted	Snow	Snow/Ice	Fixed Object	Curbing	0		AT	SR231	45086
06057628	1/31/2006 7:34:00 PM	Tuesday	2	1	0	Dark-Road Lighted	Rain	Wet	Left Turn Opposing Direction	Other Motor Vehicle	0		AT	SR231	45086
06057853	1/31/2006 10:30:00 PM	Tuesday	2	0	0	Dark-Road Lighted	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	SR231	45086
06121623	3/8/2006 6:23:00 AM	Wednesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	SR231	45086
06155004	3/26/2006 8:36:00 AM	Sunday	3	0	0	Daylight	Cloudy	Dry	Right Turn Opposing Direction	Other Motor Vehicle	0		AT	SR231	45086
06200552	4/14/2006 11:30:00 AM	Friday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0		AT	DEER PARK RD	45086
06230514	5/3/2006 7:10:00 PM	Wednesday	2	1	0	Dusk	Rain	Wet	Rear End	Other Motor Vehicle	0		AT	DEER PARK RD	45086
06302706	6/7/2006 4:07:00 PM	Wednesday	2	0	0	Daylight	Rain	Wet	Right Angle	Other Motor Vehicle	0		AT	SR231	45086
06384205	7/12/2006	Wednesday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor	0		AT	SR231	45086

	10:21:00 AM									Vehicle				
06399853	7/18/2006 11:23:00 PM	Tuesday	1	0	0	Dark-Road Lighted	Cloudy	Dry	Fixed Object	Light Support/Utility Pole	0	AT	SR231	45086
06498341	8/31/2006 10:39:00 AM	Thursday	2	0	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0	AT	SR231	45086
06802695	9/9/2006 11:21:00 PM	Saturday	1	0	0	Dark-Road Lighted	Cloudy	Dry	Fixed Object	Light Support/Utility Pole	0	AT	SR231	45086
06561150	10/1/2006 6:00:00 AM	Sunday	2	2	0	Dawn	Cloudy	Wet	Right Angle	Other Motor Vehicle	0	AT	SR231	45086
06565608	10/3/2006 1:15:00 PM	Tuesday	3	2	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	SR231	45086
06637053	11/6/2006 6:07:00 PM	Monday	3	0	0	Dark-Road Lighted	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	SR231	45086
06704901	12/11/2006 8:55:00 PM	Monday	2	1	0	Dark-Road Lighted	Clear	Dry	Right Angle	Other Motor Vehicle	0	AT	SR231	45086
07013869	1/8/2007 12:50:00 PM	Monday	2	0	0	Daylight	Rain	Wet	Sketch	Other Motor Vehicle	0	AT	DEER PARK RD	45086
07031743	1/18/2007 12:52:00 PM	Thursday	2	0	0	Daylight	Clear	Dry	Overtaking / Passing / Lane Change	Other Motor Vehicle	0	AT	SR231	45086
07065376	2/6/2007 3:46:00 PM	Tuesday	2	0	0	Daylight	Clear	Dry	Rear End	Other Motor Vehicle	0	AT	SR231	45086
07285158	5/30/2007 1:24:00 PM	Wednesday	2	0	0	Daylight	Clear	Dry	Right Turn Same Direction / RTOR	Other Motor Vehicle	0	AT	SR231	45086
07368411	7/5/2007 3:30:00 PM	Thursday	1	0	0	Daylight	Clear	Dry	Fixed Object	Median/Barrier	0	AT	SR231	45086
07464853	8/16/2007 8:59:00 AM	Thursday	2	0	0	Daylight	Cloudy	Dry	Unknown	Other Motor Vehicle	0	AT	SR231	45086
07528301	9/14/2007 3:29:00 PM	Friday	2	1	0	Daylight	Cloudy	Dry	Rear End	Other Motor Vehicle	0	AT	SR231	45086
07534285	9/17/2007 11:00:00 AM	Monday	4	3	0	Daylight	Cloudy	Dry	Right Turn Opposing Direction	Other Motor Vehicle	0	AT	SR231	45086

Number of Accidents: 529

ACCIDENT ANALYSIS

A summary of police accident reports (“reportable” accidents) for the three-year period from January 2005 through December 2007 was obtained from NYSDOT for the Project Site and the surrounding area. More complete information (for both “reportable” and “non-reportable” accidents) for January 2004 through September 2007 was obtained from Suffolk County for CR 2, Straight Path/Seaman Neck Road. The accident data from both sources included collision type, severity, weather conditions, pavement conditions, existing light conditions, etc. for intersection and mid-block accidents. Based on the data provided by Suffolk County, the Project Site and immediate study area experienced a total of 159 accidents, 28 of which occurred at mid-block locations.

It should be noted that, in accordance with Section 603 of the New York State Vehicle and Traffic Law, all accidents involving death, injury, or property damage in excess of \$1,000 must be “reported” to the Department of Motor Vehicles (DMV) by police agencies. Accidents with unknown or estimated damages of less than \$1,000 or that are reported by police agencies but not the involved motorists are filed by DMV as “non-reportable”. As shown in the table below, the 159 accidents along Straight Path in the Project Site and immediate study area included 30 injury and 129 PDO plus non-reportable accidents. Over 80 percent of the accidents in the Project Site and immediate study area occurred at the Straight Path intersections immediately north and south of the railroad tracks (43 percent at Long Island Avenue and 39 percent at Merritt Avenue/Acorn Street). Data that follows this page indicates that the most frequent types of accidents were rear-end collisions followed by collisions occurring during overtaking. Finally, it should be noted that there were 9 accidents that involved pedestrians and 4 that involved bicyclists, with the majority (5 pedestrian) of these occurring at the intersection of Straight Path and Long Island Avenue.

**Project Site and Immediate Study Area:
Accident Numbers by Severity and Location**

Intersection	Numbers of Accidents			
	Injury	Fatal	PDO and Non-Reportable	Total
Straight Path at Nicolls Road		0	5	5
Straight Path at N. 9th Street	0	0	1	1
Straight Path at N. 10th Street	3	0	0	3
Straight Path at Washington Avenue/ N. 11th Street	2	0	7	9
Straight Path at McCue Street	1	0	1	2
Straight Path at Winter Avenue	4	0	5	9
Straight Path at Merritt Avenue/ Acorn Street/Andrew Avenue	10	0	52	62
Straight Path at Long Island Avenue	10	0	58	68
Total	30	0	129	159

No Build Alternative Condition Level of Service Tables for Extended Study Area

2012 No Build Condition Signalized Intersection Analysis Results

Intersection Approach and Movement ¹		Weekday							
		AM Peak-Hour				PM Peak-Hour			
		v/c	Delay (secs/veh)	LOS	Queue ² (ft)	v/c	Delay (secs/veh)	LOS	Queue ² (ft)
Map ID# 1 - Straight Path and Nicolls Road									
EB	LTR	0.17	33.6	C	38	0.38	38.5	D	99
WB	LTR	0.61	45.7	D	139	0.67	52.6	D	102
NB	L	0.00	7.0	A	m1	0.03	2.3	A	m3
NB	TR	0.49	17.3	B	417	0.57	5.0	A	m99
SB	L	0.00	4.0	A	1	0.03	4.2	A	6
SB	TR	0.60	7.8	A	251	0.60	8.2	A	215
Overall Intersection			15.8	B			12.1	B	
Map ID# 2 - Straight Path and Merritt Avenue/Acorn Street									
EB	LTR	0.31	23.9	C	78	0.36	26.5	C	130
WB	LTR	5.00	28.2	C	149	0.91	59.4	E	247
NB	L	0.22	5.8	A	m23	0.26	6.9	A	m23
NB	TR	0.40	5.3	A	67	0.40	5.5	A	64
SB	L	0.08	26.0	C	m15	0.10	16.6	B	m11
SB	TR	0.49	26.2	C	204	0.54	19.9	B	190
Overall Intersection			16.8	B			21.2	C	
Map ID# 3 - Straight Path and Long Island Avenue									
EB	L	0.76	85.9	F	#84	0.58	39.0	D	82
EB	TR	0.23	21.1	C	89	0.78	38.4	D	270
WB	L	0.23	23.3	C	62	0.79	93.5	F	#99
WB	TR	0.86	43.0	D	#399	0.50	29.0	C	191
NB	TR	0.60	25.5	C	222	0.70	26.8	C	275
SB	L	0.09	5.7	A	m11	0.28	13.0	B	m30
SB	TR	0.38	5.8	A	59	0.40	6.7	A	m92
Overall Intersection			24.7	C			24.8	C	
Map ID# 4 - Straight Path and Mount Avenue									
WB	L	0.49	45.9	D	91	0.44	47.5	D	75
WB	R	0.38	8.2	A	48	0.45	12.0	B	58
NB	TR	0.43	8.0	A	177	0.40	7.8	A	182
SB	L	0.41	5.7	A	35	0.61	8.1	A	54
SB	T	0.27	3.1	A	67	0.33	3.0	A	87
Overall Intersection			7.9	A			7.6	A	
Deer Park Avenue and Seaman Neck Road									
EB	LTR	1.04	81.8	F	#545	1.10	119.4	F	#679
WB	LTR	0.68	60.5	E	35	0.32	52.8	D	39
NB	L	0.09	40.0	D	21	0.13	61.5	E	29
NB	TR	1.00	46.7	D	#660	0.48	13.4	B	288
SB	T	0.75	25.6	C	#481	0.98	39.4	D	#1189
SB	R	0.68	5.6	A	86	0.86	14.5	B	#577
Overall Intersection			39.0	D			36.1	D	
Deer Park Avenue and Acorn Street/Long Island Avenue (North)									
EB	L	0.71	70.4	E	#153	0.51	60.6	E	120
EB	T	0.44	44.2	D	171	0.48	52.8	D	206
EB	R	0.43	7.5	A	57	0.39	12.9	B	80
WB	LTR	0.95	82.5	F	#370	0.95	94.9	F	#376
NB	L	1.09	141.0	F	m#493	0.95	103.8	F	#400
NB	TR	0.92	50.9	D	#676	0.76	16.7	B	342
SB	L	0.94	116.6	F	#229	0.77	95.5	F	#172
SB	TR	0.80	36.4	D	459	0.96	44.8	D	#960
Overall Intersection			59.6	E			41.5	D	
Deer Park Avenue and Long Island Avenue (South)									
EB	LTR	0.88	69.6	E	299	0.76	67.4	E	224
WB	LTR	0.03	26.4	C	8	0.07	34.8	C	34
NB	L	0.21	10.5	B	30	0.41	26.7	C	53
NB	TR	0.90	30.9	C	#803	0.68	10.6	B	492
SB	TR	0.56	8.1	A	m218	0.77	5.8	A	m98
Overall Intersection			26.5	C			11.5	B	

Notes:

- Intersection approaches: EB = eastbound, WB = westbound, NB = northbound and SB = southbound;
Movements: groups are L = left-turn, R = right-turn, T = through, LT = shared left-turn/through, TR = shared through/right-turn, LTR = shared left-turn/through/right-turn.
- Lane queue: # = 95th percentile queue volume exceeds capacity. Queue may be longer. Queue shown is maximum after two cycles.
m = Volume of 95th percentile queue is metered by upstream signal.

2012 No Build Condition Unsignalized Intersection Analysis Results

Intersection Approach and Movement ¹		Weekday							
		AM Peak-Hour				PM Peak-Hour			
		v/c	Delay (secs/veh)	LOS	Queue (ft)	v/c	Delay (secs/veh)	LOS	Queue (ft)
Map ID# 5 - Straight Path and Washington Avenue									
EB	LTR	0.08	14.6	B	7	0.31	21.4	C	32
WB	LTR	0.15	18.8	C	13	0.14	18.7	C	12
NB	L	0.01	9.2	A	1	0.03	9.9	A	2
NB	TR	0.38	0.0	A	0	0.43	0.0	A	0
SB	L	0.01	9.2	A	1	0.01	9.3	A	0
SB	TR	0.41	0.0	A	0	0.48	0.0	A	0
Overall Intersection			1.1	A			1.9	A	
Map ID# 6 - Straight Path and McCue Avenue/LIRR Main Parking Lot Driveway									
EB	LTR	0.04	15.6	C	3	0.08	14.5	B	6
WB	LTR	0.59	29.5	D	89	0.52	20.8	C	74
NB	L	0.01	9.1	A	1	0.03	9.3	A	3
NB	TR	0.36	0.0	A	0	0.34	0.0	A	0
SB	L	0.09	9.2	A	7	0.02	8.7	A	1
SB	TR	0.41	0.0	A	0	0.43	0.0	A	0
Overall Intersection			4.3	B			3.7	B	
Map ID# 7 - Acorn Street and LIRR Main Parking Lot Driveway									
EB	LT	0.02	1.2	A	1	0.01	0.2	A	0
WB	TR	0.17	0.0	A	0	0.22	0.0	A	0
SB	L	0.13	12.6	B	11	0.31	16.5	C	32
SB	R	0.06	9.8	A	5	0.03	10.3	B	2
Overall Intersection			2.6	A			3.2	A	

Notes:

1. Intersection approaches: EB = eastbound, WB = westbound, NB = northbound and SB = southbound;

Movements: groups are L = left-turn, R = right-turn, LT = shared left-turn/through, TR = shared through/right-turn, LTR = shared left-turn/through/right-turn.

No Build Alternative Synchro Printouts for Extended Study Area

Lanes, Volumes, Timings
5: Nicolls Road & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	17	2	49	88	2	1	521	52	1	651	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	11	12	11	11	12
Storage Length (ft)	0		0	0		0	70		0	70		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.998			0.986				
Flt Protected		0.983			0.983		0.950			0.950		
Satd. Flow (prot)	0	1767	0	0	1954	0	902	1678	0	1745	1733	0
Flt Permitted		0.883			0.871		0.301			0.384		
Satd. Flow (perm)	0	1587	0	0	1731	0	286	1678	0	705	1733	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								14				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		562			680			1058			2111	
Travel Time (s)		12.8			15.5			24.0			48.0	
Peak Hour Factor	0.73	0.73	0.73	0.88	0.88	0.88	0.92	0.92	0.92	0.83	0.83	0.83
Heavy Vehicles (%)	10%	18%	51%	8%	7%	0%	100%	7%	8%	0%	6%	0%
Bus Blockages (#/hr)	2	2	2	2	2	2	0	2	2	0	0	0
Adj. Flow (vph)	14	23	3	56	100	2	1	566	57	1	784	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	0	0	158	0	1	623	0	1	786	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	0.86	1.00	1.00	0.86	1.00	1.00	1.06	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	3		1	3		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	38		20	38		5	5		5	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		5	5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		16			16							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Detector 3 Position(ft)		32			32							

Lanes, Volumes, Timings
5: Nicolls Road & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Size(ft)		6			6							
Detector 3 Type		Cl+Ex			Cl+Ex							
Detector 3 Channel												
Detector 3 Extend (s)		0.0			0.0							
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		45.5	45.5		45.5	45.5	
Total Split (s)	21.0	21.0	0.0	21.0	21.0	0.0	69.0	69.0	0.0	69.0	69.0	0.0
Total Split (%)	23.3%	23.3%	0.0%	23.3%	23.3%	0.0%	76.7%	76.7%	0.0%	76.7%	76.7%	0.0%
Maximum Green (s)	16.5	16.5		16.5	16.5		63.5	63.5		63.5	63.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	-0.5	0.0	0.0	-0.5	0.0	-1.0	-1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.5	4.0	4.0	4.5	4.0	4.0	4.5	4.5	4.0	4.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		8.0	8.0		8.0	8.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		13.4			13.4		68.1	68.1		68.1	68.1	
Actuated g/C Ratio		0.15			0.15		0.76	0.76		0.76	0.76	
v/c Ratio		0.17			0.61		0.00	0.49		0.00	0.60	
Control Delay		33.6			45.7		7.0	17.3		4.0	7.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		33.6			45.7		7.0	17.3		4.0	7.8	
LOS		C			D		A	B		A	A	
Approach Delay		33.6			45.7			17.3			7.8	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)		20			85		0	316		0	163	
Queue Length 95th (ft)		38			139		m1	417		1	251	
Internal Link Dist (ft)		482			600			978			2031	
Turn Bay Length (ft)							70			70		
Base Capacity (vph)		300			327		216	1273		533	1311	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.13			0.48		0.00	0.49		0.00	0.60	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 68 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Lanes, Volumes, Timings 5: Nicolls Road & Straight Path

2010/02/02

Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 15.8
Intersection Capacity Utilization 51.3%
Analysis Period (min) 15
Intersection LOS: B
ICU Level of Service A
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Nicolls Road & Straight Path

 ø2	 ø4
69 s	21 s
 ø6	 ø8
69 s	21 s

Lanes, Volumes, Timings
2: Merritt Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	45	27	112	62	12	104	539	132	14	500	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	10	11	12	9	10	12
Storage Length (ft)	0		0	0		0	40		0	136		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.98			0.98		0.97	0.96		0.96	0.99	
Frt		0.964			0.991			0.970			0.991	
Flt Protected		0.986			0.971		0.950			0.950		
Satd. Flow (prot)	0	1687	0	0	1874	0	1685	3030	0	1624	3059	0
Flt Permitted		0.871			0.718		0.344			0.319		
Satd. Flow (perm)	0	1488	0	0	1354	0	594	3030	0	522	3059	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					4			52			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		367			389			234			400	
Travel Time (s)		8.3			8.8			5.3			9.1	
Confl. Peds. (#/hr)	6		48	48		6	23		43	43		23
Peak Hour Factor	0.68	0.68	0.68	0.85	0.85	0.85	0.96	0.96	0.96	0.90	0.90	0.90
Heavy Vehicles (%)	10%	2%	0%	12%	8%	8%	0%	8%	7%	0%	9%	0%
Parking (#/hr)	6	6	6									
Adj. Flow (vph)	43	66	40	132	73	14	108	561	138	16	556	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	149	0	0	219	0	108	699	0	16	592	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.02	1.00	1.00	0.85	1.00	1.09	1.04	1.00	1.14	1.09	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	50		5	5		5	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	20		20	20		5	5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		30			30							
Detector 2 Size(ft)		20			20							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lanes, Volumes, Timings
2: Merritt Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	custom			custom			custom			custom		
Protected Phases							7	7				
Permitted Phases	4	4		8	8		2	2		6	6	
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0		20.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		20.5	20.5		25.5	25.5	
Total Split (s)	36.0	36.0	0.0	36.0	36.0	0.0	17.0	17.0	0.0	37.0	37.0	0.0
Total Split (%)	40.0%	40.0%	0.0%	40.0%	40.0%	0.0%	18.9%	18.9%	0.0%	41.1%	41.1%	0.0%
Maximum Green (s)	31.5	31.5		31.5	31.5		12.5	12.5		31.5	31.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	1.0		2.0	2.0	
Lost Time Adjust (s)	0.0	-0.5	-0.5	0.0	0.0	-0.5	-1.0	1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.5	4.0	3.5	4.5	4.5	3.5	3.5	5.5	4.0	4.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0					0.0	0.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0					12.0	12.0	
Pedestrian Calls (#/hr)	0	0		0	0					15	15	
Act Effct Green (s)		29.2			28.7		49.8	51.3		35.3	35.3	
Actuated g/C Ratio		0.32			0.32		0.55	0.57		0.39	0.39	
v/c Ratio		0.31			0.50		0.22	0.40		0.08	0.49	
Control Delay		23.9			28.2		5.8	4.8		26.0	26.2	
Queue Delay		0.0			0.0		0.0	0.5		0.0	0.0	
Total Delay		23.9			28.2		5.8	5.3		26.0	26.2	
LOS		C			C		A	A		C	C	
Approach Delay		23.9			28.2			5.4			26.2	
Approach LOS		C			C			A			C	
Queue Length 50th (ft)		60			94		16	53		6	133	
Queue Length 95th (ft)		78			149		m23	67		m15	204	
Internal Link Dist (ft)		287			309			154			320	
Turn Bay Length (ft)							40			136		
Base Capacity (vph)		529			477		492	1749		205	1204	
Starvation Cap Reductn		0			0		0	591		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.28			0.46		0.22	0.60		0.08	0.49	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86

Lanes, Volumes, Timings
2: Merritt Avenue & Straight Path

2010/02/02

Lane Group ø2

Detector 2 Extend (s)

Turn Type

Protected Phases 2

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s) 20.0

Minimum Split (s) 25.5

Total Split (s) 37.0

Total Split (%) 41%

Maximum Green (s) 31.5

Yellow Time (s) 3.5

All-Red Time (s) 2.0

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s) 3.0

Recall Mode C-Max

Walk Time (s) 0.0

Flash Dont Walk (s) 12.0

Pedestrian Calls (#/hr) 15

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Lanes, Volumes, Timings

2: Merritt Avenue & Straight Path

2010/02/02

Intersection Signal Delay: 16.8

Intersection LOS: B

Intersection Capacity Utilization 66.2%

ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 2: Merritt Avenue & Straight Path

#1 #2		#1 #2
ø2		ø4
37 s		36 s
#1 #2	#1 #2	#1 #2
ø6	ø7	ø8
37 s	17 s	36 s

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	46	107	15	66	344	140	0	589	45	35	508	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	16	12	10	16	12	12	10	12	10	10	12
Storage Length (ft)	103		0	60		0	0		0	25		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99		0.97	0.99			1.00		1.00	0.98	
Frt		0.982			0.957			0.989			0.976	
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1546	2001	0	1546	1985	0	0	2885	0	1589	2956	0
Flt Permitted	0.139			0.641						0.309		
Satd. Flow (perm)	225	2001	0	1012	1985	0	0	2885	0	514	2956	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		9						10			39	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		401			550			626			234	
Travel Time (s)		9.1			12.5			14.2			5.3	
Confl. Peds. (#/hr)	11		34	34		11			5	5		21
Peak Hour Factor	0.83	0.83	0.83	0.89	0.89	0.89	0.96	0.96	0.96	0.92	0.92	0.92
Heavy Vehicles (%)	9%	3%	13%	9%	2%	3%	0%	8%	4%	6%	7%	20%
Bus Blockages (#/hr)	0	2	2	0	2	2	0	0	0	0	2	2
Parking (#/hr)								6	6			
Adj. Flow (vph)	55	129	18	74	387	157	0	614	47	38	552	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	147	0	74	544	0	0	661	0	38	657	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane												
Headway Factor	1.09	0.86	1.00	1.09	0.86	1.00	1.00	1.19	1.00	1.09	1.10	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2			1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50			5		5	5	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Detector 1 Position(ft)	0	0		0	0			0		0	0	
Detector 1 Size(ft)	20	20		20	20			5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 2 Position(ft)	30	30		30	30							
Detector 2 Size(ft)	20	20		20	20							
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex							

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0							
Turn Type	custom			custom						custom		
Protected Phases										7	7	
Permitted Phases	4	4		8	8			2		6	6	
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0			20.0		10.0	10.0	
Minimum Split (s)	13.5	13.5		13.5	13.5			25.5		20.5	20.5	
Total Split (s)	36.0	36.0	0.0	36.0	36.0	0.0	0.0	37.0	0.0	17.0	17.0	0.0
Total Split (%)	40.0%	40.0%	0.0%	40.0%	40.0%	0.0%	0.0%	41.1%	0.0%	18.9%	18.9%	0.0%
Maximum Green (s)	31.5	31.5		31.5	31.5			31.5		12.5	12.5	
Yellow Time (s)	3.0	3.0		3.0	3.0			3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5			2.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.0	5.5	4.0	4.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Recall Mode	None	None		None	None			C-Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			0.0				
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			12.0				
Pedestrian Calls (#/hr)	0	0		0	0			15				
Act Effct Green (s)	28.7	28.7		28.7	28.7			34.3		47.8	52.3	
Actuated g/C Ratio	0.32	0.32		0.32	0.32			0.38		0.53	0.58	
v/c Ratio	0.76	0.23		0.23	0.86			0.60		0.09	0.38	
Control Delay	85.9	21.1		23.3	43.0			25.5		5.7	5.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.3	
Total Delay	85.9	21.1		23.3	43.0			25.5		5.7	5.8	
LOS	F	C		C	D			C		A	A	
Approach Delay		38.8			40.6			25.5			5.8	
Approach LOS		D			D			C			A	
Queue Length 50th (ft)	27	54		29	275			161		5	45	
Queue Length 95th (ft)	#84	89		62	#399			222		m11	59	
Internal Link Dist (ft)		321			470			546			154	
Turn Bay Length (ft)	103			60						25		
Base Capacity (vph)	79	706		354	695			1105		422	1733	
Starvation Cap Reductn	0	0		0	0			0		0	483	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.70	0.21		0.21	0.78			0.60		0.09	0.53	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings
1: Long Island Avenue & Straight Path

2010/02/02

Lane Group ø6

Detector 2 Channel
Detector 2 Extend (s)
Turn Type
Protected Phases 6
Permitted Phases
Detector Phase
Switch Phase
Minimum Initial (s) 20.0
Minimum Split (s) 25.5
Total Split (s) 37.0
Total Split (%) 41%
Maximum Green (s) 31.5
Yellow Time (s) 3.5
All-Red Time (s) 2.0
Lost Time Adjust (s)
Total Lost Time (s)
Lead/Lag
Lead-Lag Optimize?
Vehicle Extension (s) 3.0
Recall Mode C-Max
Walk Time (s) 0.0
Flash Dont Walk (s) 12.0
Pedestrian Calls (#/hr) 15
Act Effct Green (s)
Actuated g/C Ratio
v/c Ratio
Control Delay
Queue Delay
Total Delay
LOS
Approach Delay
Approach LOS
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/02

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 24.7

Intersection LOS: C

Intersection Capacity Utilization 72.3%

ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 1: Long Island Avenue & Straight Path

#1 #2 ø2		#1 #2 ø4
37 s		36 s
#1 #2 ø6	#1 #2 ø7	#1 #2 ø8
37 s	17 s	36 s

Lanes, Volumes, Timings
9: Mount Avenue & Straight Path

2010/02/02

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	81	142	783	83	147	597
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	8	10	12	9	10
Storage Length (ft)	50	0		0	250	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor	0.95		1.00		1.00	
Frt		0.850	0.986			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1518	1272	3113	0	1400	3091
Flt Permitted	0.950				0.269	
Satd. Flow (perm)	1445	1272	3113	0	395	3091
Right Turn on Red		Yes		No		
Satd. Flow (RTOR)		146				
Link Speed (mph)	30		30			30
Link Distance (ft)	1169		1139			595
Travel Time (s)	26.6		25.9			13.5
Confl. Peds. (#/hr)	25			20	20	
Peak Hour Factor	0.92	0.92	0.96	0.96	0.92	0.92
Heavy Vehicles (%)	7%	10%	6%	5%	16%	9%
Bus Blockages (#/hr)	0	0	2	2	0	0
Adj. Flow (vph)	88	154	816	86	160	649
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	154	902	0	160	649
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	9		9			9
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	1.20	1.10	1.00	1.14	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	1		2	1
Detector Template						
Leading Detector (ft)	25	29	5		50	5
Trailing Detector (ft)	5	5	0		0	0
Detector 1 Position(ft)	5	5	0		0	0
Detector 1 Size(ft)	20	24	5		20	5
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)					30	
Detector 2 Size(ft)					20	
Detector 2 Type					Cl+Ex	
Detector 2 Channel						

Lanes, Volumes, Timings
9: Mount Avenue & Straight Path

2010/02/02

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector 2 Extend (s)					0.0	
Turn Type		pt+ov			pm+pt	
Protected Phases	4	4 1	2		1	6
Permitted Phases					6	
Detector Phase	4	4 1			1	
Switch Phase						
Minimum Initial (s)	6.0		20.0		1.0	20.0
Minimum Split (s)	13.5		45.5		6.0	45.5
Total Split (s)	18.0	35.0	55.0	0.0	17.0	72.0
Total Split (%)	20.0%	38.9%	61.1%	0.0%	18.9%	80.0%
Maximum Green (s)	13.5		49.5		13.0	66.5
Yellow Time (s)	3.0		3.5		3.0	3.5
All-Red Time (s)	1.5		2.0		1.0	2.0
Lost Time Adjust (s)	-0.5	-0.5	-1.0	0.0	-0.5	-1.0
Total Lost Time (s)	4.0	4.0	4.5	4.0	3.5	4.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		8.0		1.0	8.0
Recall Mode	None		C-Max		None	C-Max
Act Effct Green (s)	10.6	20.6	60.9		71.9	70.9
Actuated g/C Ratio	0.12	0.23	0.68		0.80	0.79
v/c Ratio	0.49	0.38	0.43		0.41	0.27
Control Delay	45.9	8.2	8.0		5.7	3.1
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	45.9	8.2	8.0		5.7	3.1
LOS	D	A	A		A	A
Approach Delay	21.9		8.0			3.6
Approach LOS	C		A			A
Queue Length 50th (ft)	48	4	107		16	40
Queue Length 95th (ft)	91	48	177		35	67
Internal Link Dist (ft)	1089		1059			515
Turn Bay Length (ft)	50				250	
Base Capacity (vph)	236	483	2107		466	2436
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.37	0.32	0.43		0.34	0.27

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 58 (64%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 7.9
 Intersection Capacity Utilization 48.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Lanes, Volumes, Timings
 9: Mount Avenue & Straight Path

2010/02/02

Splits and Phases: 9: Mount Avenue & Straight Path

 ø1	 ø2	 ø4
17 s	55 s	18 s
 ø6		
72 s		

Lanes, Volumes, Timings

6: Seaman Neck Road & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	501	5	3	14	17	3	9	1534	0	0	1012	645
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	10	11	12	12	11	12
Storage Length (ft)	0		0	0		0	250		0	0		300
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.999			0.988							0.850
Flt Protected		0.953			0.980		0.950					
Satd. Flow (prot)	0	1936	0	0	1463	0	1685	3355	0	0	3292	1468
Flt Permitted		0.953			0.980		0.950					
Satd. Flow (perm)	0	1936	0	0	1463	0	1685	3355	0	0	3292	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					4							725
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		547			197			3357			821	
Travel Time (s)		12.4			4.5			76.3			18.7	
Peak Hour Factor	0.88	0.88	0.88	0.33	0.33	0.33	0.94	0.94	0.94	0.89	0.89	0.89
Heavy Vehicles (%)	6%	0%	0%	50%	24%	67%	0%	4%	0%	0%	6%	10%
Adj. Flow (vph)	569	6	3	42	52	9	10	1632	0	0	1137	725
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	578	0	0	103	0	10	1632	0	0	1137	725
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.88	1.00	1.09	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		2	1			1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	27		50	5			5	5
Trailing Detector (ft)	0	0		0	5		0	0			0	0
Detector 1 Position(ft)	0	0		0	5		0	0			0	0
Detector 1 Size(ft)	20	20		20	6		20	5			5	5
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 2 Position(ft)		30			21		30					
Detector 2 Size(ft)		20			6		20					
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex					
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0					
Turn Type	Split			Split			Prot					Perm
Protected Phases	3	3		4	4		5	2			6	

Lanes, Volumes, Timings

6: Seaman Neck Road & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												6
Detector Phase	3	3		4	4		5					
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	20.0			20.0	20.0
Minimum Split (s)	13.5	13.5		13.5	13.5		12.0	30.0			30.0	30.0
Total Split (s)	29.2	29.2	0.0	13.5	13.5	0.0	12.0	46.3	0.0	0.0	34.3	34.3
Total Split (%)	32.8%	32.8%	0.0%	15.2%	15.2%	0.0%	13.5%	52.0%	0.0%	0.0%	38.5%	38.5%
Maximum Green (s)	23.7	23.7		8.0	8.0		7.0	40.3			28.3	28.3
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	4.0			4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	2.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	-1.0	-1.0	-0.5	-1.5	0.0	-1.5	-1.5	-1.5
Total Lost Time (s)	5.5	4.5	4.0	5.5	4.5	3.0	4.5	4.5	4.0	2.5	4.5	4.5
Lead/Lag	Lead	Lead		Lag	Lag		Lag				Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	6.0			6.0	6.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		2.0	4.0			4.0	4.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	3.0			3.0	3.0
Recall Mode	None	None		None	None		None	Max			Max	Max
Walk Time (s)				7.0	7.0							
Flash Dont Walk (s)				20.0	20.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)		24.8			8.7		6.0	42.0			39.7	39.7
Actuated g/C Ratio		0.29			0.10		0.07	0.49			0.46	0.46
v/c Ratio		1.04			0.68		0.09	1.00			0.75	0.68
Control Delay		81.8			60.5		40.0	46.7			25.6	5.6
Queue Delay		0.0			0.0		0.0	0.0			0.0	0.0
Total Delay		81.8			60.5		40.0	46.7			25.6	5.6
LOS		F			E		D	D			C	A
Approach Delay		81.8			60.5			46.7			17.8	
Approach LOS		F			E			D			B	
Queue Length 50th (ft)		~365			55		5	~524			261	0
Queue Length 95th (ft)		#545			35		21	#660			#481	86
Internal Link Dist (ft)		467			117			3277			741	
Turn Bay Length (ft)							250					300
Base Capacity (vph)		556			157		147	1632			1513	1066
Starvation Cap Reductn		0			0		0	0			0	0
Spillback Cap Reductn		0			0		0	0			0	0
Storage Cap Reductn		0			0		0	0			0	0
Reduced v/c Ratio		1.04			0.66		0.07	1.00			0.75	0.68

Intersection Summary

Area Type: Other

Cycle Length: 89

Actuated Cycle Length: 86.3

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 39.0

Intersection LOS: D

Lanes, Volumes, Timings
6: Seaman Neck Road & Deer Park Avenue

2010/02/02

Intersection Capacity Utilization 84.8% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Seaman Neck Road & Deer Park Avenue

 ø2	 ø3	 ø4
46.3 s	29.2 s	13.5 s
 ø6	 ø5	
34.3 s	12 s	

L 7	ies acc	Vo ns	me ee	, T x L	in er	arl	ave	ue													20	/02
Le	Gr				E		BT	ET		3L	WE		R	NB		T	NBF				BT	S
Le	Co	jur	ns				↑				←					→			↑	↑		
Ve	ne	h)					43	2		68	10		10	46		1	2	79		368	1	
Id	Flo	vpt			19		100	19		30	190		10	190		1	0	900	1	300	19	
Le	Wi	(ft)					11			12			2			0	8		11			
St	ge	ngth	)							0			0				79	1	1			
St	ge	nes								0			0				0					
Te	r Le	th (								25			25	2			29					
Le	Uti	act			1		.00	1.		30	1.0		10	1.0		1	5	0.95	1	.95	0	
Fr								0.8			0.95					0	2			381		
Fl	ote	d			0.9						0.95			.95				0.9				
Se	Flo	(pro			19		.55	15		0	189		0	157		3	8		1	213		
Fl	erm	d			0.9						0.79			.95				0.9				
Se	Flo	(pe			6		.55	15		0	137		0	157		3	8		1	213		
Ri	Tu	on I						Y					15				Yes					Y
Se	Flo	(RT	l)					2			2					7				15		
Lil	Spe	(m)					30				3					0				30		
Lil	Dist	ce (					88				142					3				564		
Tr	al T	(s)					4.3				32					7				1.0		
Pe	Ho	Fac			0		.87	0.		36	0.8		16	0.9		1	4	0.94	0	.94	0	
He	y V	cles	o)		1		1%	12		%	12		%	3%		6		6%		6%		
Bi	oloc	ges	hr)				0			0			0			2		2		2		
Ac	Flov	ph)			1		64	2		79	12		15	46		1	7	84		323	1	
St	ed I	e T	ic (																			
Le	Gr	o Flo	(vp		1		64	2		0	30		0	46		1	1			053		
Er	Blk	ed	arse	on			No	I		No	N		lo	N		0		No		No		
Le	Ali	nen			L		eft	Ric		eft	Le		I	nt		Le		igh		eft	Ric	
M	an	lth(					12									9				9		
Lil	Offe	ft)					0									0				0		
Cr	swa	Mid	it)				16				1					3				16		
Tv	way	eft T	n Le																			
He	wa	acte			1		04	0.		30	0.8		10	1.1		0		1.20	1	.05	1.	
Tu	ng	eed	ph)							15			9	1				9				
Ni	per	Det	ors				2			1						1				1		
De	ctor	imp								eft												
Le	ing	teci	(ft)				50			20	5			5		5				5		
Tr	ng I	ect	ft)				0			0						0				0		
De	ctor	Pos	n(ft				0			0						0				0		
De	ctor	Size					20			20	2			2		5				5		
De	ctor	Gyp			Ch		Ex	Cl+	(	Ex	Cl+E			I+E	Cl	x		Cl-		-Ex		
De	ctor	Cha	el																			
De	ctor	Exte	(s)				0.0	(		0.0	0			0.		0				0.0		
De	ctor	Que	(s)				0.0	(		0.0	0			0.		0				0.0		
De	ctor	Del	(s)				0.0	C		0.0	0			0.		0				0.0		
De	ctor	Pos	n(ft				30				3			3								
De	ctor	Size					20			2				2								
De	ctor	Gyp			Ch		Ex				Cl+E			I+E				Cl-				
De	ctor	Cha	el																			
De	ctor	Exte	(s)				0.0				0			0.								
Tu	Typ				Pe			Pei		m				Prc				F				
20	We	day	A N	uik	ond	n													Syn	o 7	Rep	ge

Lanes, Volumes, Timings

7: Acorn Street & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4								
Detector Phase	8	8		4	4		5			1		
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	14.5	14.5	14.5	31.5	31.5		10.0	17.0		10.0	28.0	
Total Split (s)	32.0	32.0	32.0	32.0	32.0	0.0	35.0	72.0	0.0	16.0	53.0	0.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%	0.0%	29.2%	60.0%	0.0%	13.3%	44.2%	0.0%
Maximum Green (s)	26.5	26.5	26.5	26.5	26.5		30.0	66.0		11.0	47.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	0.0	-1.0	-2.0	-2.5	-1.5	0.0	-0.5	-1.5	-2.0
Total Lost Time (s)	4.5	4.5	4.5	5.5	4.5	2.0	2.5	4.5	4.0	4.5	4.5	2.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	1.0		2.0	1.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				19.0	19.0						15.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)	27.0	27.0	27.0		27.0		32.5	68.0		11.5	49.0	
Actuated g/C Ratio	0.22	0.22	0.22		0.22		0.27	0.57		0.10	0.41	
v/c Ratio	0.71	0.44	0.43		0.95		1.09	0.92		0.94	0.80	
Control Delay	70.4	44.2	7.5		82.5		99.8	18.3		116.6	36.4	
Queue Delay	0.0	0.0	0.0		0.0		41.1	32.6		0.0	0.0	
Total Delay	70.4	44.2	7.5		82.5		141.0	50.9		116.6	36.4	
LOS	E	D	A		F		F	D		F	D	
Approach Delay		32.5			82.5			70.5			45.3	
Approach LOS		C			F			E			D	
Queue Length 50th (ft)	73	109	0		222		~401	480		103	369	
Queue Length 95th (ft)	#153	171	57		#370		m#493	#676		#229	459	
Internal Link Dist (ft)		108			1340			303			3484	
Turn Bay Length (ft)	105		85							225		
Base Capacity (vph)	146	379	536		329		427	1815		140	1321	
Starvation Cap Reductn	0	0	0		0		36	252		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.70	0.43	0.43		0.94		1.19	1.07		0.94	0.80	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 72 (60%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 59.6
 Intersection Capacity Utilization 90.4%

Intersection LOS: E
 ICU Level of Service E

Lanes, Volumes, Timings

7: Acorn Street & Deer Park Avenue

2010/02/02

Analysis Period (min) 15

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

Splits and Phases: 7: Acorn Street & Deer Park Avenue

 ø1	 ø2	 ø4
16 s	72 s	32 s
 ø5	 ø6	 ø3
35 s	53 s	32 s

Lanes, Volumes, Timings

8: Long Island Avenue & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	154	6	119	3	0	2	39	1875	10	0	984	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	8	11	12	12	11	12
Storage Length (ft)	0		0	0		0	230		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.942			0.944			0.999			0.980	
Flt Protected		0.973			0.972		0.950					
Satd. Flow (prot)	0	1934	0	0	1918	0	1490	3135	0	0	3194	0
Flt Permitted		0.822			0.845		0.179					
Satd. Flow (perm)	0	1633	0	0	1667	0	281	3135	0	0	3194	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			5			1			32	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		221			111			867			383	
Travel Time (s)		5.0			2.5			19.7			8.7	
Peak Hour Factor	0.80	0.80	0.80	0.42	0.42	0.42	0.96	0.96	0.96	0.91	0.91	0.91
Heavy Vehicles (%)	3%	0%	1%	0%	0%	0%	5%	4%	0%	0%	8%	1%
Parking (#/hr)								6	6			
Adj. Flow (vph)	192	8	149	7	0	5	41	1953	10	0	1081	167
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	349	0	0	12	0	41	1963	0	0	1248	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			8			8	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.88	1.00	1.20	1.14	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	1		1	1			1	
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	5		5	5			5	
Trailing Detector (ft)	0	0		0	0		0	0			0	
Detector 1 Position(ft)	0	0		0	0		0	0			0	
Detector 1 Size(ft)	20	20		20	5		5	5			5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)		30										
Detector 2 Size(ft)		20										
Detector 2 Type		Cl+Ex										
Detector 2 Channel												
Detector 2 Extend (s)		0.0										
Turn Type	Perm			Perm			Perm					

Lanes, Volumes, Timings

8: Long Island Avenue & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4			2			6	
Permitted Phases	8			4			2					
Detector Phase	8	8		4								
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0			10.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		17.0	17.0			17.0	
Total Split (s)	34.4	34.4	0.0	34.4	34.4	0.0	85.6	85.6	0.0	0.0	85.6	0.0
Total Split (%)	28.7%	28.7%	0.0%	28.7%	28.7%	0.0%	71.3%	71.3%	0.0%	0.0%	71.3%	0.0%
Maximum Green (s)	28.9	28.9		28.9	28.9		79.6	79.6			79.6	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0			4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	-1.0	0.0	-1.5	-1.5	0.0	-1.5	-1.5	0.0
Total Lost Time (s)	5.5	4.5	4.0	5.5	4.5	4.0	4.5	4.5	4.0	2.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		1.0	1.0			1.0	
Recall Mode	None	None		None	None		C-Max	C-Max			C-Max	
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				15.0	15.0						10.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)		27.6			27.6		83.4	83.4			83.4	
Actuated g/C Ratio		0.23			0.23		0.70	0.70			0.70	
v/c Ratio		0.88			0.03		0.21	0.90			0.56	
Control Delay		63.5			26.4		10.5	22.8			7.6	
Queue Delay		6.1			0.0		0.0	8.1			0.5	
Total Delay		69.6			26.4		10.5	30.9			8.1	
LOS		E			C		B	C			A	
Approach Delay		69.6			26.4			30.5			8.1	
Approach LOS		E			C			C			A	
Queue Length 50th (ft)		235			4		11	631			110	
Queue Length 95th (ft)		299			8		30	#803			m218	
Internal Link Dist (ft)		141			31			787			303	
Turn Bay Length (ft)							230					
Base Capacity (vph)		429			387		195	2180			2230	
Starvation Cap Reductn		0			0		0	0			507	
Spillback Cap Reductn		46			0		0	209			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.91			0.03		0.21	1.00			0.72	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 68 (57%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 26.5

Intersection Capacity Utilization 78.5%

Intersection LOS: C

ICU Level of Service D

Lanes, Volumes, Timings

8: Long Island Avenue & Deer Park Avenue

2010/02/02

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 8: Long Island Avenue & Deer Park Avenue

 ø2	 ø4
85.6 s	34.4 s
 ø6	 ø8
85.6 s	34.4 s

HCM Unsignalized Intersection Capacity Analysis

4: Washington Avenue & Straight Path

2010/02/02

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	3	16	18	2	8	9	552	23	11	604	21
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.60	0.60	0.60	0.89	0.89	0.89	0.90	0.90	0.90
Hourly flow rate (vph)	10	4	20	30	3	13	10	620	26	12	671	23
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)								983			1058	
pX, platoon unblocked	0.89	0.89	0.85	0.89	0.89	0.82	0.85			0.82		
vC, conflicting volume	1363	1374	683	1371	1372	633	694			646		
vC1, stage 1 conf vol	707	707		653	653							
vC2, stage 2 conf vol	655	666		718	719							
vCu, unblocked vol	961	973	535	970	971	440	548			456		
tC, single (s)	7.1	6.5	6.2	7.8	7.5	6.3	4.1			4.2		
tC, 2 stage (s)	6.1	5.5		6.8	6.5							
tF (s)	3.5	4.0	3.3	4.1	4.9	3.4	2.2			2.3		
p0 queue free %	97	99	96	89	99	97	99			99		
cM capacity (veh/h)	348	354	465	268	258	486	873			874		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	34	47	10	646	12	694						
Volume Left	10	30	10	0	12	0						
Volume Right	20	13	0	26	0	23						
cSH	410	306	873	1700	874	1700						
Volume to Capacity	0.08	0.15	0.01	0.38	0.01	0.41						
Queue Length 95th (ft)	7	13	1	0	1	0						
Control Delay (s)	14.6	18.8	9.2	0.0	9.2	0.0						
Lane LOS	B	C	A		A							
Approach Delay (s)	14.6	18.8	0.1		0.2							
Approach LOS	B	C										
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			43.1%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: McCue Avenue & Straight Path

2010/02/02

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	2	8	23	71	62	11	521	25	66	570	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.78	0.78	0.78	0.88	0.88	0.88	0.82	0.82	0.82
Hourly flow rate (vph)	1	2	10	29	91	79	12	592	28	80	695	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLT			TWLT	
Median storage (veh)								2			2	
Upstream signal (ft)								735			1306	
pX, platoon unblocked	0.83	0.83	0.95	0.83	0.83	0.81	0.95			0.81		
vC, conflicting volume	1599	1502	696	1498	1489	606	696			620		
vC1, stage 1 conf vol	857	857		631	631							
vC2, stage 2 conf vol	742	645		867	857							
vCu, unblocked vol	1479	1362	652	1358	1346	390	652			408		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	98	89	68	85	99			91		
cM capacity (veh/h)	172	269	447	260	281	534	895			936		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	13	200	12	620	80	696						
Volume Left	1	29	12	0	80	0						
Volume Right	10	79	0	28	0	1						
cSH	354	341	895	1700	936	1700						
Volume to Capacity	0.04	0.59	0.01	0.36	0.09	0.41						
Queue Length 95th (ft)	3	89	1	0	7	0						
Control Delay (s)	15.6	29.5	9.1	0.0	9.2	0.0						
Lane LOS	C	D	A		A							
Approach Delay (s)	15.6	29.5	0.2		1.0							
Approach LOS	C	D										
Intersection Summary												
Average Delay			4.3									
Intersection Capacity Utilization			57.0%		ICU Level of Service					B		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 10: Acorn Street & Parking Lot Entrance

2010/02/02

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	18	120	156	56	53	36
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.73	0.73	0.76	0.76
Hourly flow rate (vph)	25	167	214	77	70	47
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	290				469	252
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	290				469	252
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				87	94
cM capacity (veh/h)	1283				546	792
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	192	290	70	47		
Volume Left	25	0	70	0		
Volume Right	0	77	0	47		
cSH	1283	1700	546	792		
Volume to Capacity	0.02	0.17	0.13	0.06		
Queue Length 95th (ft)	1	0	11	5		
Control Delay (s)	1.2	0.0	12.6	9.8		
Lane LOS	A		B	A		
Approach Delay (s)	1.2	0.0	11.5			
Approach LOS			B			
Intersection Summary						
Average Delay			2.6			
Intersection Capacity Utilization			31.5%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
5: Nicolls Road & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	60	20	68	24	8	11	648	72	9	570	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	11	12	11	11	12
Storage Length (ft)	0		0	0		0	70		0	70		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971			0.990			0.985				
Flt Protected		0.992			0.967		0.950			0.950		
Satd. Flow (prot)	0	1999	0	0	2031	0	1656	1777	0	1572	1783	0
Flt Permitted		0.950			0.648		0.290			0.308		
Satd. Flow (perm)	0	1914	0	0	1361	0	506	1777	0	510	1783	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								14				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		562			680			1058			2111	
Travel Time (s)		12.8			15.5			24.0			48.0	
Peak Hour Factor	0.84	0.84	0.84	0.70	0.70	0.70	0.94	0.94	0.94	0.71	0.71	0.71
Heavy Vehicles (%)	0%	3%	5%	1%	0%	0%	9%	1%	1%	11%	3%	0%
Bus Blockages (#/hr)	2	2	2	2	2	2	0	2	2	0	0	0
Adj. Flow (vph)	18	71	24	97	34	11	12	689	77	13	803	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	113	0	0	142	0	12	766	0	13	804	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	0.86	1.00	1.00	0.86	1.00	1.00	1.06	1.00	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	3		1	3		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	38		20	38		5	5		5	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		5	5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		16			16							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Detector 3 Position(ft)		32			32							

Lanes, Volumes, Timings
5: Nicolls Road & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Size(ft)		6			6							
Detector 3 Type		Cl+Ex			Cl+Ex							
Detector 3 Channel												
Detector 3 Extend (s)		0.0			0.0							
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		45.5	45.5		45.5	45.5	
Total Split (s)	24.0	24.0	0.0	24.0	24.0	0.0	71.0	71.0	0.0	71.0	71.0	0.0
Total Split (%)	25.3%	25.3%	0.0%	25.3%	25.3%	0.0%	74.7%	74.7%	0.0%	74.7%	74.7%	0.0%
Maximum Green (s)	19.5	19.5		19.5	19.5		65.5	65.5		65.5	65.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	-0.5	0.0	0.0	-0.5	0.0	-1.0	-1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.5	4.0	4.0	4.5	4.0	4.0	4.5	4.5	4.0	4.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		8.0	8.0		8.0	8.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		14.8			14.8		71.7	71.7		71.7	71.7	
Actuated g/C Ratio		0.16			0.16		0.75	0.75		0.75	0.75	
v/c Ratio		0.38			0.67		0.03	0.57		0.03	0.60	
Control Delay		38.5			52.6		2.3	5.0		4.2	8.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		38.5			52.6		2.3	5.0		4.2	8.2	
LOS		D			D		A	A		A	A	
Approach Delay		38.5			52.6			4.9			8.2	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)		62			82		1	62		2	178	
Queue Length 95th (ft)		99			102		m3	m99		6	215	
Internal Link Dist (ft)		482			600			978			2031	
Turn Bay Length (ft)							70			70		
Base Capacity (vph)		403			287		382	1344		385	1346	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.28			0.49		0.03	0.57		0.03	0.60	

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 42 (44%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Lanes, Volumes, Timings 5: Nicolls Road & Straight Path

2010/02/02

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 12.1

Intersection LOS: B

Intersection Capacity Utilization 57.7%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 5: Nicolls Road & Straight Path

 ø2	 ø4
71 s	24 s
 ø6	 ø6
71 s	24 s

Lanes, Volumes, Timings
2: Merritt Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	88	43	188	67	22	110	587	151	18	625	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	10	11	12	9	10	12
Storage Length (ft)	0		0	0		0	40		0	136		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.98			0.97		0.98	0.96		0.96	1.00	
Frt		0.963			0.989			0.969			0.995	
Flt Protected		0.992			0.967		0.950			0.950		
Satd. Flow (prot)	0	1729	0	0	1984	0	1668	3207	0	1624	3309	0
Flt Permitted		0.917			0.635		0.265			0.293		
Satd. Flow (perm)	0	1597	0	0	1270	0	458	3207	0	482	3309	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					5			54			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		367			389			234			400	
Travel Time (s)		8.3			8.8			5.3			9.1	
Confl. Peds. (#/hr)	6		48	48		6	23		43	43		23
Peak Hour Factor	0.88	0.88	0.88	0.77	0.77	0.77	0.97	0.97	0.97	0.86	0.86	0.86
Heavy Vehicles (%)	0%	3%	0%	5%	1%	0%	1%	1%	3%	0%	1%	0%
Parking (#/hr)	6	6	6									
Adj. Flow (vph)	30	100	49	244	87	29	113	605	156	21	727	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	179	0	0	360	0	113	761	0	21	750	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.02	1.00	1.00	0.85	1.00	1.09	1.04	1.00	1.14	1.09	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	60		20	60		5	5		5	5	
Trailing Detector (ft)	0	10		0	10		0	0		0	0	
Detector 1 Position(ft)	0	10		0	10		0	0		0	0	
Detector 1 Size(ft)	20	20		20	20		5	5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		40			40							
Detector 2 Size(ft)		20			20							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lanes, Volumes, Timings
2: Merritt Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	custom			custom			custom			custom		
Protected Phases							7	7				
Permitted Phases	4	4		8	8		2	2		6	6	
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		10.0	10.0		20.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		20.5	20.5		25.5	25.5	
Total Split (s)	37.0	37.0	0.0	37.0	37.0	0.0	17.0	17.0	0.0	41.0	41.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	38.9%	38.9%	0.0%	17.9%	17.9%	0.0%	43.2%	43.2%	0.0%
Maximum Green (s)	32.5	32.5		32.5	32.5		12.5	12.5		35.5	35.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	1.0		2.0	2.0	
Lost Time Adjust (s)	0.0	-0.5	-0.5	0.0	0.0	-0.5	-1.0	1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.5	4.0	3.5	4.5	4.5	3.5	3.5	5.5	4.0	4.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0					0.0	0.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0					12.0	12.0	
Pedestrian Calls (#/hr)	0	0		0	0					15	15	
Act Effct Green (s)		29.8			29.3		54.2	55.7		39.7	39.7	
Actuated g/C Ratio		0.31			0.31		0.57	0.59		0.42	0.42	
v/c Ratio		0.36			0.91		0.26	0.40		0.10	0.54	
Control Delay		26.5			59.4		6.8	4.9		16.6	19.9	
Queue Delay		0.0			0.0		0.0	0.6		0.0	0.0	
Total Delay		26.5			59.4		6.9	5.5		16.6	19.9	
LOS		C			E		A	A		B	B	
Approach Delay		26.5			59.4			5.7			19.8	
Approach LOS		C			E			A			B	
Queue Length 50th (ft)		79			195		15	50		7	194	
Queue Length 95th (ft)		130			247		m23	64		m11	190	
Internal Link Dist (ft)		287			309			154			320	
Turn Bay Length (ft)							40			136		
Base Capacity (vph)		555			438		434	1904		202	1387	
Starvation Cap Reductn		0			0		11	713		0	0	
Spillback Cap Reductn		0			0		0	0		0	16	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.32			0.82		0.27	0.64		0.10	0.55	

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91

Lanes, Volumes, Timings
2: Merritt Avenue & Straight Path

2010/02/02

Lane Group ø2

Detector 2 Extend (s)

Turn Type

Protected Phases 2

Permitted Phases

Detector Phase

Switch Phase

Minimum Initial (s) 20.0

Minimum Split (s) 25.5

Total Split (s) 41.0

Total Split (%) 43%

Maximum Green (s) 35.5

Yellow Time (s) 3.5

All-Red Time (s) 2.0

Lost Time Adjust (s)

Total Lost Time (s)

Lead/Lag

Lead-Lag Optimize?

Vehicle Extension (s) 3.0

Recall Mode C-Max

Walk Time (s) 0.0

Flash Dont Walk (s) 12.0

Pedestrian Calls (#/hr) 15

Act Effct Green (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Total Delay

LOS

Approach Delay

Approach LOS

Queue Length 50th (ft)

Queue Length 95th (ft)

Internal Link Dist (ft)

Turn Bay Length (ft)

Base Capacity (vph)

Starvation Cap Reductn

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Intersection Summary

Lanes, Volumes, Timings

2: Merritt Avenue & Straight Path

2010/02/02

Intersection Signal Delay: 21.2

Intersection LOS: C

Intersection Capacity Utilization 88.8%

ICU Level of Service E

Analysis Period (min) 15

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

Splits and Phases: 2: Merritt Avenue & Straight Path

#1 #2 ø2		#1 #2 ø4
41 s		37 s
#1 #2 ø6	#1 #2 ø7	#1 #2 ø8
41 s	17 s	37 s

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	81	353	9	54	158	91	0	677	61	102	670	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	16	12	10	16	12	12	10	12	10	10	12
Storage Length (ft)	103		0	60		0	0		0	25		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	1.00		0.99	0.99			1.00			0.99	
Frt		0.996			0.945			0.988			0.984	
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1589	2104	0	1589	1974	0	0	3074	0	1636	3216	0
Flt Permitted	0.386			0.134						0.195		
Satd. Flow (perm)	641	2104	0	222	1974	0	0	3074	0	336	3216	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		1						11			23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		401			550			626			234	
Travel Time (s)		9.1			12.5			14.2			5.3	
Confl. Peds. (#/hr)	11		34	34		11			5	5		21
Peak Hour Factor	0.70	0.70	0.70	0.99	0.80	0.80	0.82	0.82	0.82	0.96	0.96	0.96
Heavy Vehicles (%)	6%	1%	0%	6%	1%	2%	0%	1%	0%	3%	1%	6%
Bus Blockages (#/hr)	0	2	2	0	2	2	0	0	0	0	2	2
Parking (#/hr)								6	6			
Adj. Flow (vph)	116	504	13	55	198	114	0	826	74	106	698	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	116	517	0	55	312	0	0	900	0	106	784	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane												
Headway Factor	1.09	0.86	1.00	1.09	0.86	1.00	1.00	1.19	1.00	1.09	1.10	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2			1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50			5		5	5	
Trailing Detector (ft)	0	0		0	0			0		0	0	
Detector 1 Position(ft)	0	0		0	0			0		0	0	
Detector 1 Size(ft)	20	20		20	20			5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Detector 2 Position(ft)	30	30		30	30							
Detector 2 Size(ft)	20	20		20	20							
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex							

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0							
Turn Type	custom			custom						custom		
Protected Phases										7	7	
Permitted Phases	4	4		8	8			2		6	6	
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0			20.0		10.0	10.0	
Minimum Split (s)	13.5	13.5		13.5	13.5			25.5		20.5	20.5	
Total Split (s)	37.0	37.0	0.0	37.0	37.0	0.0	0.0	41.0	0.0	17.0	17.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	38.9%	38.9%	0.0%	0.0%	43.2%	0.0%	17.9%	17.9%	0.0%
Maximum Green (s)	32.5	32.5		32.5	32.5			35.5		12.5	12.5	
Yellow Time (s)	3.0	3.0		3.0	3.0			3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5			2.0		1.0	1.0	
Lost Time Adjust (s)	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-1.0	-1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.0	4.0	3.5	4.0	4.0	3.5	3.0	4.5	4.0	3.5	3.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Recall Mode	None	None		None	None			C-Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			0.0				
Flash Dont Walk (s)	18.0	18.0		18.0	18.0			12.0				
Pedestrian Calls (#/hr)	0	0		0	0			15				
Act Effct Green (s)	29.8	29.8		29.8	29.8			39.7		54.2	57.7	
Actuated g/C Ratio	0.31	0.31		0.31	0.31			0.42		0.57	0.61	
v/c Ratio	0.58	0.78		0.79	0.50			0.70		0.28	0.40	
Control Delay	39.0	38.4		93.5	29.0			26.8		13.0	6.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.4	
Total Delay	39.0	38.4		93.5	29.0			26.8		13.0	6.7	
LOS	D	D		F	C			C		B	A	
Approach Delay		38.5			38.7			26.8			7.4	
Approach LOS		D			D			C			A	
Queue Length 50th (ft)	55	267		29	145			240		19	74	
Queue Length 95th (ft)	82	270		#99	191			275		m30	m92	
Internal Link Dist (ft)		321			470			546			154	
Turn Bay Length (ft)	103			60						25		
Base Capacity (vph)	223	732		77	686			1292		377	1964	
Starvation Cap Reductn	0	0		0	0			0		0	656	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.52	0.71		0.71	0.45			0.70		0.28	0.60	

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green, Master Intersection
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Lanes, Volumes, Timings
1: Long Island Avenue & Straight Path

2010/02/02

Lane Group 06

Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	20.0
Minimum Split (s)	25.5
Total Split (s)	41.0
Total Split (%)	43%
Maximum Green (s)	35.5
Yellow Time (s)	3.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	0.0
Flash Dont Walk (s)	12.0
Pedestrian Calls (#/hr)	15
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/02

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 24.8

Intersection LOS: C

Intersection Capacity Utilization 68.1%

ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 1: Long Island Avenue & Straight Path

#1 #2 ø2		#1 #2 ø4
41 s		37 s
#1 #2 ø6	#1 #2 ø7	#1 #2 ø6
41 s	17 s	37 s

Lanes, Volumes, Timings
9: Mount Avenue & Straight Path

2010/02/02

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	59	153	779	45	255	800
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	8	10	12	9	10
Storage Length (ft)	50	0		0	250	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor	0.95		1.00		1.00	
Frt		0.850	0.992			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1593	1359	3288	0	1547	3271
Flt Permitted	0.950				0.272	
Satd. Flow (perm)	1505	1359	3288	0	441	3271
Right Turn on Red		Yes		No		
Satd. Flow (RTOR)		142				
Link Speed (mph)	30		30			30
Link Distance (ft)	1169		1139			595
Travel Time (s)	26.6		25.9			13.5
Confl. Peds. (#/hr)	25			20	20	
Peak Hour Factor	0.82	0.82	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	1%	2%	5%	3%
Bus Blockages (#/hr)	0	0	2	2	0	0
Adj. Flow (vph)	72	187	847	49	277	870
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	187	896	0	277	870
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	9		9			9
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	1.20	1.10	1.00	1.14	1.09
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	1		2	1
Detector Template						
Leading Detector (ft)	25	29	5		50	5
Trailing Detector (ft)	5	5	0		0	0
Detector 1 Position(ft)	5	5	0		0	0
Detector 1 Size(ft)	20	24	5		20	5
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)					30	
Detector 2 Size(ft)					20	
Detector 2 Type					Cl+Ex	
Detector 2 Channel						

Lanes, Volumes, Timings
9: Mount Avenue & Straight Path

2010/02/02

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector 2 Extend (s)					0.0	
Turn Type		pt+ov			pm+pt	
Protected Phases	4	4 1	2		1	6
Permitted Phases					6	
Detector Phase	4	4 1			1	
Switch Phase						
Minimum Initial (s)	6.0		20.0		1.0	20.0
Minimum Split (s)	13.5		45.5		6.0	45.5
Total Split (s)	17.0	36.0	59.0	0.0	19.0	78.0
Total Split (%)	17.9%	37.9%	62.1%	0.0%	20.0%	82.1%
Maximum Green (s)	12.5		53.5		15.0	72.5
Yellow Time (s)	3.0		3.5		3.0	3.5
All-Red Time (s)	1.5		2.0		1.0	2.0
Lost Time Adjust (s)	-0.5	-0.5	-1.0	0.0	-0.5	-1.0
Total Lost Time (s)	4.0	4.0	4.5	4.0	3.5	4.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		8.0		1.0	8.0
Recall Mode	None		C-Max		None	C-Max
Act Effct Green (s)	9.9	21.5	65.0		77.6	76.6
Actuated g/C Ratio	0.10	0.23	0.68		0.82	0.81
v/c Ratio	0.44	0.45	0.40		0.61	0.33
Control Delay	47.5	12.0	7.8		8.1	3.0
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	47.5	12.0	7.8		8.1	3.0
LOS	D	B	A		A	A
Approach Delay	21.8		7.8			4.2
Approach LOS	C		A			A
Queue Length 50th (ft)	41	22	106		27	53
Queue Length 95th (ft)	75	58	182		54	87
Internal Link Dist (ft)	1089		1059			515
Turn Bay Length (ft)	50				250	
Base Capacity (vph)	218	503	2249		541	2639
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.33	0.37	0.40		0.51	0.33

Intersection Summary

Area Type:	Other
Cycle Length:	95
Actuated Cycle Length:	95
Offset:	45 (47%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.61
Intersection Signal Delay:	7.6
Intersection Capacity Utilization	52.6%
Analysis Period (min)	15
	Intersection LOS: A
	ICU Level of Service A

Lanes, Volumes, Timings
 9: Mount Avenue & Straight Path

2010/02/02

Splits and Phases: 9: Mount Avenue & Straight Path

 ø1	 ø2	 ø4
19 s	59 s	17 s
 ø6		
78 s		

Lanes, Volumes, Timings

6: Seaman Neck Road & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	453	6	16	12	7	6	11	1010	9	0	2035	954
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	10	11	12	12	11	12
Storage Length (ft)	0		0	0		0	250		0	0		300
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.996			0.966			0.999				0.850
Flt Protected		0.954			0.977		0.950					
Satd. Flow (prot)	0	2046	0	0	1973	0	1685	3452	0	0	3421	1583
Flt Permitted		0.954			0.977		0.950					
Satd. Flow (perm)	0	2046	0	0	1973	0	1685	3452	0	0	3421	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			10			1				778
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		547			197			3357			821	
Travel Time (s)		12.4			4.5			76.3			18.7	
Peak Hour Factor	0.99	0.99	0.99	0.57	0.57	0.57	0.97	0.97	0.97	0.87	0.99	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	2%
Adj. Flow (vph)	458	6	16	21	12	11	11	1041	9	0	2056	1097
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	480	0	0	44	0	11	1050	0	0	2056	1097
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.88	1.00	1.09	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		2	1			1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	27		50	5			5	5
Trailing Detector (ft)	0	0		0	5		0	0			0	0
Detector 1 Position(ft)	0	0		0	5		0	0			0	0
Detector 1 Size(ft)	20	20		20	6		20	5			5	5
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 2 Position(ft)		30			21		30					
Detector 2 Size(ft)		20			6		20					
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex					
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0					
Turn Type	Split			Split			Prot					Perm
Protected Phases	3	3		4	4		5	2			6	

Lanes, Volumes, Timings

6: Seaman Neck Road & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6											
Detector Phase	3	3		4	4		5					
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	20.0			20.0	20.0
Minimum Split (s)	13.5	13.5		13.5	13.5		12.0	30.0			30.0	30.0
Total Split (s)	31.0	31.0	0.0	13.5	13.5	0.0	12.0	83.5	0.0	0.0	71.5	71.5
Total Split (%)	24.2%	24.2%	0.0%	10.5%	10.5%	0.0%	9.4%	65.2%	0.0%	0.0%	55.9%	55.9%
Maximum Green (s)	25.5	25.5		8.0	8.0		7.0	77.5			65.5	65.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	4.0			4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	2.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	-1.0	-1.0	-0.5	-1.5	0.0	-1.5	-1.5	-1.5
Total Lost Time (s)	5.5	4.5	4.0	5.5	4.5	3.0	4.5	4.5	4.0	2.5	4.5	4.5
Lead/Lag	Lead	Lead		Lag	Lag		Lead				Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	6.0			6.0	6.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		2.0	4.0			4.0	4.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	3.0			3.0	3.0
Recall Mode	None	None		None	None		None	Max			Max	Max
Walk Time (s)				7.0	7.0							
Flash Dont Walk (s)				20.0	20.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)		26.6			8.0		6.1	79.2			76.8	76.8
Actuated g/C Ratio		0.21			0.06		0.05	0.63			0.61	0.61
v/c Ratio		1.10			0.32		0.13	0.48			0.98	0.86
Control Delay		119.4			52.8		61.5	13.4			39.4	14.5
Queue Delay		0.0			0.0		0.0	0.0			0.0	0.0
Total Delay		119.4			52.8		61.5	13.4			39.4	14.5
LOS		F			D		E	B			D	B
Approach Delay		119.4			52.8			13.9			30.7	
Approach LOS		F			D			B			C	
Queue Length 50th (ft)		~459			27		9	234			801	202
Queue Length 95th (ft)		#679			39		29	288			#1189	#577
Internal Link Dist (ft)		467			117			3277			741	
Turn Bay Length (ft)							250					300
Base Capacity (vph)		436			152		101	2188			2104	1273
Starvation Cap Reductn		0			0		0	0			0	0
Spillback Cap Reductn		0			0		0	0			0	0
Storage Cap Reductn		0			0		0	0			0	0
Reduced v/c Ratio		1.10			0.29		0.11	0.48			0.98	0.86

Intersection Summary

Area Type: Other

Cycle Length: 128

Actuated Cycle Length: 124.9

Natural Cycle: 150

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.10

Intersection Signal Delay: 36.1

Intersection LOS: D

Lanes, Volumes, Timings

6: Seaman Neck Road & Deer Park Avenue

2010/02/02

Intersection Capacity Utilization 96.8%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 6: Seaman Neck Road & Deer Park Avenue

 ø2			 ø3			 ø4		
83.5 s			31 s			13.5 s		
 ø5			 ø6					
12 s			71.5 s					

Lanes, Volumes, Timings

7: Acorn Street & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	72	153	157	69	100	56	229	1359	78	93	1645	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	15	12	16	12	9	10	8	8	11	10
Storage Length (ft)	105		85	0		0	0		75	225		75
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.966			0.992			0.996	
Flt Protected	0.950				0.985		0.950			0.950		
Satd. Flow (prot)	1787	1801	1708	0	2022	0	1577	3329	0	1476	3425	0
Flt Permitted	0.424				0.626		0.950			0.950		
Satd. Flow (perm)	798	1801	1708	0	1285	0	1577	3329	0	1476	3425	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151		11			8			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		188			1420			383			3564	
Travel Time (s)		4.3			32.3			8.7			81.0	
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles (%)	1%	2%	4%	0%	3%	0%	3%	0%	0%	6%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	2	2
Adj. Flow (vph)	82	174	178	78	112	63	249	1477	85	97	1714	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	174	178	0	253	0	249	1562	0	97	1764	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.04	0.88	1.00	0.85	1.00	1.14	1.10	1.20	1.20	1.05	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	1	2		2	1		2	1	
Detector Template				Left								
Leading Detector (ft)	50	50	5	20	50		50	5		50	5	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	20	5	20	20		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	30			30		30			30		
Detector 2 Size(ft)	20	20			20		20			20		
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0		0.0			0.0		
Turn Type	Perm		Perm	Perm			Prot			Prot		

Lanes, Volumes, Timings
7: Acorn Street & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4								
Detector Phase	8	8		4	4		5			1		
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	14.5	14.5	14.5	31.5	31.5		10.0	17.0		10.0	28.0	
Total Split (s)	32.0	32.0	32.0	32.0	32.0	0.0	27.0	86.0	0.0	17.0	76.0	0.0
Total Split (%)	23.7%	23.7%	23.7%	23.7%	23.7%	0.0%	20.0%	63.7%	0.0%	12.6%	56.3%	0.0%
Maximum Green (s)	26.5	26.5	26.5	26.5	26.5		22.0	80.0		12.0	70.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0	-1.0	0.0	-1.0	-2.0	-0.5	-1.5	0.0	-0.5	-1.5	-2.0
Total Lost Time (s)	4.5	4.5	4.5	5.5	4.5	2.0	4.5	4.5	4.0	4.5	4.5	2.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	1.0		2.0	1.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				19.0	19.0						15.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)	27.0	27.0	27.0		27.0		22.5	83.0		11.5	72.0	
Actuated g/C Ratio	0.20	0.20	0.20		0.20		0.17	0.61		0.09	0.53	
v/c Ratio	0.51	0.48	0.39		0.95		0.95	0.76		0.77	0.96	
Control Delay	60.6	52.8	12.9		94.9		103.8	15.7		95.5	44.8	
Queue Delay	0.0	0.0	0.0		0.0		0.0	1.0		0.0	0.0	
Total Delay	60.6	52.8	12.9		94.9		103.8	16.7		95.5	44.8	
LOS	E	D	B		F		F	B		F	D	
Approach Delay		37.9			94.9			28.7			47.5	
Approach LOS		D			F			C			D	
Queue Length 50th (ft)	64	136	19		212		219	546		84	763	
Queue Length 95th (ft)	120	206	80		#376		#400	342		#172	#960	
Internal Link Dist (ft)		108			1340			303			3484	
Turn Bay Length (ft)	105		85							225		
Base Capacity (vph)	163	367	462		271		263	2049		137	1828	
Starvation Cap Reductn	0	0	0		0		0	235		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.50	0.47	0.39		0.93		0.95	0.86		0.71	0.96	

Intersection Summary

Area Type: Other
 Cycle Length: 135
 Actuated Cycle Length: 135
 Offset: 92 (68%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 41.5
 Intersection Capacity Utilization 95.2%

Intersection LOS: D
 ICU Level of Service F

Lanes, Volumes, Timings
7: Acorn Street & Deer Park Avenue

2010/02/02

Analysis Period (min) 15

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

Splits and Phases: 7: Acorn Street & Deer Park Avenue

 ø1	 ø2	 ø4
17 s	86 s	32 s
 ø5	 ø6	 ø8
27 s	76 s	32 s

Lanes, Volumes, Timings

8: Long Island Avenue & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	130	4	42	7	6	5	29	1531	22	0	1702	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	8	11	12	12	11	12
Storage Length (ft)	0		0	0		0	230		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.968			0.961			0.998			0.986	
Flt Protected		0.964			0.981		0.950					
Satd. Flow (prot)	0	1995	0	0	1970	0	1564	3225	0	0	3410	0
Flt Permitted		0.769			0.904		0.061					
Satd. Flow (perm)	0	1591	0	0	1816	0	100	3225	0	0	3410	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			6			3			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		221			111			867			383	
Travel Time (s)		5.0			2.5			19.7			8.7	
Peak Hour Factor	0.82	0.82	0.82	0.90	0.90	0.90	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Parking (#/hr)								6	6			
Adj. Flow (vph)	159	5	51	8	7	6	31	1646	24	0	1830	182
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	215	0	0	21	0	31	1670	0	0	2012	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			8			8	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.88	1.00	1.20	1.14	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	1		1	1			1	
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	5		5	5			5	
Trailing Detector (ft)	0	0		0	0		0	0			0	
Detector 1 Position(ft)	0	0		0	0		0	0			0	
Detector 1 Size(ft)	20	20		20	5		5	5			5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)		30										
Detector 2 Size(ft)		20										
Detector 2 Type		Cl+Ex										
Detector 2 Channel												
Detector 2 Extend (s)		0.0										
Turn Type	Perm			Perm			Perm					

Lanes, Volumes, Timings

8: Long Island Avenue & Deer Park Avenue

2010/02/02

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4			2			6	
Permitted Phases	8			4			2					
Detector Phase	8	8		4								
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0			10.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		17.0	17.0			17.0	
Total Split (s)	34.0	34.0	0.0	34.0	34.0	0.0	101.0	101.0	0.0	0.0	101.0	0.0
Total Split (%)	25.2%	25.2%	0.0%	25.2%	25.2%	0.0%	74.8%	74.8%	0.0%	0.0%	74.8%	0.0%
Maximum Green (s)	28.5	28.5		28.5	28.5		95.0	95.0			95.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0			4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	-1.0	0.0	-1.5	-1.5	0.0	-1.5	-1.5	0.0
Total Lost Time (s)	5.5	4.5	4.0	5.5	4.5	4.0	4.5	4.5	4.0	2.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		1.0	1.0			1.0	
Recall Mode	None	None		None	None		C-Max	C-Max			C-Max	
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				15.0	15.0						10.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)		23.2			23.2		102.8	102.8			102.8	
Actuated g/C Ratio		0.17			0.17		0.76	0.76			0.76	
v/c Ratio		0.76			0.07		0.41	0.68			0.77	
Control Delay		67.4			34.8		26.7	10.4			5.5	
Queue Delay		0.0			0.0		0.0	0.2			0.2	
Total Delay		67.4			34.8		26.7	10.6			5.8	
LOS		E			C		C	B			A	
Approach Delay		67.4			34.8			10.9			5.8	
Approach LOS		E			C			B			A	
Queue Length 50th (ft)		172			11		8	336			71	
Queue Length 95th (ft)		224			34		53	492			m98	
Internal Link Dist (ft)		141			31			787			303	
Turn Bay Length (ft)							230					
Base Capacity (vph)		356			317		76	2457			2602	
Starvation Cap Reductn		0			0		0	0			124	
Spillback Cap Reductn		0			0		0	167			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.60			0.07		0.41	0.73			0.81	

Intersection Summary

Area Type: Other
 Cycle Length: 135
 Actuated Cycle Length: 135
 Offset: 105 (78%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 11.5
 Intersection Capacity Utilization 76.6%

Intersection LOS: B
 ICU Level of Service D

Analysis Period (min) 15

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

Splits and Phases: 8: Long Island Avenue & Deer Park Avenue

 ø2	 ø4
101 s	34 s
 ø6	 ø8
101 s	34 s

HCM Unsignalized Intersection Capacity Analysis

4: Washington Avenue & Straight Path

2010/02/02

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	35	1	23	14	2	9	21	627	8	4	602	24
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.60	0.60	0.60	0.57	0.57	0.57	0.87	0.87	0.87	0.77	0.77	0.77
Hourly flow rate (vph)	58	2	38	25	4	16	24	721	9	5	782	31
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh								2			2	
Upstream signal (ft)								983			1058	
pX, platoon unblocked	0.89	0.89	0.81	0.89	0.89	0.83	0.81			0.83		
vC, conflicting volume	1594	1586	797	1605	1597	725	813			730		
vC1, stage 1 conf vol	808	808		774	774							
vC2, stage 2 conf vol	787	778		831	823							
vCu, unblocked vol	1170	1161	627	1182	1173	564	647			569		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	79	99	90	90	99	96	97			99		
cM capacity (veh/h)	282	301	392	257	291	438	764			838		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	98	44	24	730	5	813						
Volume Left	58	25	24	0	5	0						
Volume Right	38	16	0	9	0	31						
cSH	317	306	764	1700	838	1700						
Volume to Capacity	0.31	0.14	0.03	0.43	0.01	0.48						
Queue Length 95th (ft)	32	12	2	0	0	0						
Control Delay (s)	21.4	18.7	9.9	0.0	9.3	0.0						
Lane LOS	C	C	A		A							
Approach Delay (s)	21.4	18.7	0.3		0.1							
Approach LOS	C	C										
Intersection Summary												
Average Delay			1.9									
Intersection Capacity Utilization			44.4%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: McCue Avenue & Straight Path

2010/02/02

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	0	27	26	7	124	28	531	12	14	625	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.64	0.64	0.64	0.94	0.94	0.94	0.86	0.86	0.86
Hourly flow rate (vph)	1	0	31	41	11	194	30	565	13	16	727	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh								2			2	
Upstream signal (ft)								735			1306	
pX, platoon unblocked	0.86	0.86	0.91	0.86	0.86	0.82	0.91			0.82		
vC, conflicting volume	1583	1397	727	1421	1390	571	727			578		
vC1, stage 1 conf vol	759	759		631	631							
vC2, stage 2 conf vol	824	637		790	759							
vCu, unblocked vol	1360	1144	650	1172	1137	364	650			372		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	93	86	97	65	97			98		
cM capacity (veh/h)	188	327	430	283	319	560	860			979		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	32	245	30	578	16	727						
Volume Left	1	41	30	0	16	0						
Volume Right	31	194	0	13	0	0						
cSH	411	469	860	1700	979	1700						
Volume to Capacity	0.08	0.52	0.03	0.34	0.02	0.43						
Queue Length 95th (ft)	6	74	3	0	1	0						
Control Delay (s)	14.5	20.8	9.3	0.0	8.7	0.0						
Lane LOS	B	C	A		A							
Approach Delay (s)	14.5	20.8	0.5		0.2							
Approach LOS	B	C										
Intersection Summary												
Average Delay			3.7									
Intersection Capacity Utilization			55.7%		ICU Level of Service					B		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

10: Acorn Street & Parking Lot Entrance

2010/02/02

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	5	219	265	50	81	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.84	0.84	0.58	0.58
Hourly flow rate (vph)	6	264	315	60	140	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	375				621	345
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	375				621	345
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				69	97
cM capacity (veh/h)	1195				452	702
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	270	375	140	19		
Volume Left	6	0	140	0		
Volume Right	0	60	0	19		
cSH	1195	1700	452	702		
Volume to Capacity	0.01	0.22	0.31	0.03		
Queue Length 95th (ft)	0	0	32	2		
Control Delay (s)	0.2	0.0	16.5	10.3		
Lane LOS	A		C	B		
Approach Delay (s)	0.2	0.0	15.7			
Approach LOS			C			
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			28.1%		ICU Level of Service	A
Analysis Period (min)			15			

Preferred Alternative Condition Level of Service Tables for Extended Study
Area

2012 Preferred Alternative Signalized Intersection Analysis Results

Intersection Approach and Movement ¹		Weekday							
		AM Peak-Hour				PM Peak-Hour			
		v/c	Delay (secs/veh)	LOS	Queue ² (ft)	v/c	Delay (secs/veh)	LOS	Queue ² (ft)
Map ID# 1 - Straight Path and Nicolls Road									
EB	LTR	0.17	31.7	C	36	0.46	34.2	C	80
WB	LTR	0.62	44.2	D	132	0.58	41.9	D	93
NB	L	0.01	1.0	A	m0	0.03	2.2	A	m2
NB	TR	0.57	2.9	A	56	0.63	5.4	A	149
SB	L	0.00	4.0	A	1	0.03	3.2	A	5
SB	TR	0.60	8.3	A	240	0.47	5.4	A	151
Overall Intersection			10.4	B			9.9	A	
Map ID# 5 - Straight Path and Washington Avenue									
EB	LTR	0.50	42.0	D	82	0.33	22.3	C	74
WB	L	0.02	30.5	C	6	0.90	64.8	E	112
WB	TR	0.10	24.9	C	15	0.39	9.2	A	19
NB	L	0.00	0.0	A	0	0.05	0.5	A	m0
NB	TR	0.56	4.1	A	29	0.55	3.6	A	10
SB	L	0.18	4.5	A	m26	0.03	4.6	A	m5
SB	TR	0.62	13.3	B	329	0.74	19.4	B	#442
Overall Intersection			11.1	B			20.0	C	
Map ID# 8- Straight Path and Acorn Street/North 13th Street (Realigned/New Intersection)									
EB	LTR	0.18	34.6	C	36	0.26	30.3	C	47
WB	L	0.60	40.9	D	81	0.90	72.8	E	83
WB	TR	0.19	22.0	C	33	0.32	24.6	C	56
NB	L	0.13	2.2	A	m11	0.28	4.6	A	m15
NB	T	0.50	4.6	A	102	0.50	5.3	A	97
NB	R	0.25	1.1	A	14	0.19	1.1	A	14
SB	L	0.02	7.8	A	m5	0.04	7.5	A	m5
SB	TR	0.73	20.2	C	#463	0.85	26.1	C	m#517
Overall Intersection			14.1	B			21.3	C	
Map ID# 3 - Straight Path and Long Island Avenue									
EB	L	0.53	43.2	D	59	0.35	26.0	C	64
EB	TR	0.27	23.0	C	89	0.79	36.7	D	242
WB	L	0.27	25.5	C	62	0.66	60.3	E	#81
WB	T	0.80	41.2	D	266	0.39	24.8	C	115
WB	R	0.41	27.5	C	114	0.26	23.1	C	71
NB	TR	0.58	24.5	C	211	0.59	22.3	C	192
SB	L	0.08	4.5	A	m7	0.19	3.1	A	m8
SB	T	0.51	6.3	A	101	0.63	4.7	A	m67
SB	R	0.14	0.9	A	m1	0.11	0.6	A	m0
Overall Intersection			22.2	C			19.4	B	
Map ID# 4 - Straight Path and Mount Avenue									
WB	LR	0.65	25.0	C	116	0.58	15.4	B	78
NB	TR	0.84	23.4	C	#747	0.76	17.2	B	#573
SB	L	0.77	36.6	D	#119	0.92	45.9	D	#160
SB	T	0.61	10.8	B	379	0.72	11.6	B	#540
Overall Intersection			20.5	C			18.5	B	
Deer Park Avenue and Seaman Neck Road									
EB	LTR	1.04	81.8	F	#535	1.08	115.4	F	#519
WB	LTR	0.67	60.3	E	35	0.45	52.6	D	29
NB	L	0.09	40.0	D	21	0.21	63.5	E	30
NB	TR	0.99	43.4	D	#654	0.49	11.8	B	267
SB	T	0.74	25.0	C	#475	1.08	69.6	E	#1216
SB	R	0.66	5.3	A	82	0.82	11.1	B	402
Overall Intersection			37.5	D			47.7	D	
Deer Park Avenue and Acorn Street/Long Island Avenue (North)									
EB	L	0.71	70.4	E	#152	0.46	56.6	E	106
EB	T	0.44	43.8	D	170	0.47	51.3	D	202
EB	R	0.43	7.5	A	57	0.39	12.5	B	77
WB	LTR	0.94	79.8	E	#363	0.94	89.5	F	#353
NB	L	0.96	117.5	F	m#471	0.89	95.3	F	#354
NB	TR	0.90	44.8	D	#591	0.76	18.5	B	631
SB	L	0.94	116.6	F	#229	0.64	77.5	E	138
SB	TR	0.88	45.5	D	#524	0.95	40.5	D	#968
Overall Intersection			57.0	E			39.0	D	
Deer Park Avenue and Long Island Avenue (South)									
EB	LTR	0.83	65.3	E	304	0.75	65.6	E	222
WB	LTR	0.03	26.8	C	8	0.14	35.8	D	21
NB	L	0.17	9.1	A	24	0.42	27.9	C	#56
NB	TR	0.89	24.7	C	#796	0.66	9.9	A	433
SB	TR	0.55	4.8	A	m117	0.79	5.8	A	m101
Overall Intersection			21.3	C			11.2	B	

Notes:
1. Intersection approaches: EB = eastbound, WB = westbound, NB = northbound and SB = southbound;
Movements: groups are L = left-turn, R = right-turn, T = through, LR = shared left-turn/right-turn, TR = shared through/right-turn,
LTR = shared left-turn/through/right-turn.
2. Lane queue: # = 95th percentile queue volume exceeds capacity. Queue may be longer. Queue shown is maximum after two cycles.
m = Volume of 95th percentile queue is metered by upstream signal.

2012 Preferred Alternative Unsignalized Intersection Analysis Results

Intersection Approach and Movement ¹		Weekday							
		AM Peak-Hour				PM Peak-Hour			
		v/c	Delay (secs/veh)	LOS	Queue (ft)	v/c	Delay (secs/veh)	LOS	Queue (ft)
Map ID# 9 - Straight Path and North 9th Street (New Intersection)									
WB	LR	0.02	12.5	B	1	0.30	15.9	C	31
NB	T	0.36	0.0	A	0	0.39	0.0	A	0
SB	T	0.46	0.0	A	0	0.43	0.0	A	0
Overall Intersection			0.1	A			1.5	A	
Map ID#10 - Straight Path and North 10th Street (New Intersection)									
EB	LTR	0.00	0.0	A	0	0.00	0.0	A	0
WB	LTR	0.30	39.9	E	29	0.12	37.7	E	10
NB	L	0.00	0.0	A	0	0.00	0.0	A	0
NB	TR	0.37	0.0	A	0	0.10	0.0	A	0
SB	L	0.01	9.1	A	1	0.00	9.1	A	0
SB	TR	0.45	0.0	A	0	0.42	0.0	A	0
Overall Intersection			1.3	A			0.4	A	
Map ID# 6- Straight Path and McCue Avenue (Formalized Intersection)									
EB	R	0.02	12.4	B	1	0.08	15.8	C	6
WB	R	0.11	11.9	B	9	0.00	10.9	B	0
NB	TR	0.32	0.0	A	0	0.30	0.0	A	0
SB	TR	0.39	0.0	A	0	0.53	0.0	A	0
Overall Intersection			0.7	A			0.3	A	
Map ID# 2 - Straight Path and Merritt Avenue									
EB	R	0.08	13.5	B	7	0.09	17.9	C	7
NB	T	0.24	0.0	A	0	0.23	0.0	A	0
SB	TR	0.39	0.0	A	0	0.55	0.0	A	0
Overall Intersection			0.3	A	0		0.3	A	
Map ID# 11 - Montaukett Street and North 9th Street (New Intersection)									
NB	LT	0.00	0.0	A	0	0.00	0.0	A	0
SB	TR	0.02	0.0	A	0	0.01	0.0	A	0
NE	LR	0.00	0.0	A	0	0.00	0.0	A	0
Overall Intersection			0.0	A	0		0.0	A	
Map ID# 12 - Montaukett Street and Washington Avenue (New Intersection)									
EB	LTR	0.00	0.0	A	0	0.00	0.0	A	0
WB	LTR	0.00	0.0	A	0	0.00	0.0	A	0
NB	LTR	0.01	9.9	A	1	0.28	12.3	B	28
SB	LTR	0.00	0.0	A	0	0.00	0.0	A	0
Overall Intersection			0.5	A			5.4	A	
Map ID# 13 - Montaukett Street and McCue Avenue/Fairchild Street (North) (New Intersection)									
EB	LR	0.00	0.0	A	0	0.00	9.8	A	0
NB	LT	0.04	6.6	A	4	0.00	0.1	A	0
SB	TR	0.01	0.0	A	0	0.00	0.0	A	0
Overall Intersection			5.8	A			0.2	A	
Map ID# 14 - Montaukett Street and McCue Avenue/Fairchild Street (South) (New Intersection)									
WB	LR	0.09	9.3	A	8	0.03	10.3	B	3
NB	TR	0.01	0.0	A	0	0.12	0.0	A	0
SB	LT	0.00	0.0	A	0	0.00	0.0	A	0
Overall Intersection			7.2	A			1.1	A	
Map ID# 15 - Montaukett Street and Acorn/Kiss and Ride Dropoff (New Intersection)									
EB	LT	0.01	0.4	A	1	0.02	0.8	A	2
WB	TR	0.10	0.0	A	0	0.25	0.0	A	0
SB	LR	0.05	10.4	B	4	0.04	11.1	B	3
Overall Intersection			0.9	A			0.7	A	
Map ID# 16 - North 9th Street and North 10th Street (New Intersection)									
EB	R	0.04	8.9	A	3	0.02	9.2	A	1
NB	LT	0.04	7.0	A	3	0.01	0.9	A	1
Overall Intersection			7.9	A			1.7	A	
Map ID# 17 - North 9th Street and Washington Avenue (New Intersection)									
EB	LR	0.04	8.9	A	3	0.20	9.7	A	18
NB	LT	0.00	0.8	A	0	0.00	0.0	A	0
SB	TR	0.01	0.0	A	0	0.02	0.0	A	0
Overall Intersection			3.7	A			7.8	A	
Map ID# 18 - North 9th Street and Acorn Street (New Intersection)									
EB	LT	0.00	0.0	A	0	0.00	0.0	A	0
WB	TR	0.17	0.0	A	0	0.20	0.0	A	0
SB	LR	0.24	13.4	B	23	0.16	16.9	C	14
Overall Intersection			3.2	A			1.3	A	
Map ID# 19 - Fairchild Street and Acorn Street (New Intersection)									
EB	LT	0.02	0.6	A	1	0.02	0.9	A	2
WB	TR	0.14	0.0	A	0	0.25	0.0	A	0
SB	LR	0.00	10.0	B	0	0.02	11.8	B	2
Overall Intersection			0.4	A			0.6	A	
Map ID #20 - Washington Avenue and Parking Garage Entrance/Exit (New Intersection)									
EB	TR	0.10	0.0	A	0	0.05	0.0	A	0
WB	LT	0.00	0.0	A	0	0.00	0.0	A	0
NB	LR	0.00	0.0	A	0	0.29	10.3	B	30
Overall Intersection			0.0	A			7.5	A	
Map ID #21 - Acorn Street and Parking Garage Exit (New Intersection)									
EB	T	0.20	0.0	A	0	0.15	0.0	A	0
WB	T	0.14	0.0	A	0	0.15	0.0	A	0
SB	LR	0.00	0.0	A	0	0.43	14.4	B	54
Overall Intersection				A			5.2	A	
Map ID# 22 - Acorn Street and Parking Garage Entrance (New Intersection)									
EB	LT	0.16	5.7	A	15	0.02	1.1	A	2
WB	TR	0.20	0.0	A	0	0.19	0.0	A	0
Overall Intersection			2.8	A			0.5	A	

Notes:
1. Intersection approaches: EB = eastbound, WB = westbound, NB = northbound and SB = southbound; NE = northeast.
Movements: groups are L = left-turn, T = through, R = right-turn, LT = shared left-turn/through, TR = shared through/right-turn, LR = shared left-turn/right-turn
LTR = shared left-turn/through/right-turn.

Preferred Alternative Synchro Printouts for Extended Study Area

Lanes, Volumes, Timings
4: Nicolls Road & Straight Path

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↘		↙	↘	
Volume (vph)	10	17	2	49	88	2	1	509	52	1	628	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	10	10	10	11	11	12
Storage Length (ft)	0		0	0		0	50		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.998			0.986				
Flt Protected		0.983			0.983		0.950			0.950		
Satd. Flow (prot)	0	1767	0	0	1954	0	752	1458	0	1745	1733	0
Flt Permitted		0.886			0.866		0.311			0.392		
Satd. Flow (perm)	0	1592	0	0	1721	0	246	1458	0	720	1733	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								15				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		562			680			133			2111	
Travel Time (s)		12.8			15.5			3.0			48.0	
Peak Hour Factor	0.73	0.73	0.73	0.88	0.88	0.88	0.92	0.92	0.92	0.83	0.83	0.83
Heavy Vehicles (%)	10%	18%	51%	8%	7%	0%	100%	7%	8%	0%	6%	0%
Bus Blockages (#/hr)	2	2	2	2	2	2	2	2	2	0	0	0
Parking (#/hr)							0	0	0			
Adj. Flow (vph)	14	23	3	56	100	2	1	553	57	1	757	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	0	0	158	0	1	610	0	1	759	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	0.86	1.00	1.00	0.86	1.00	1.26	1.26	1.09	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	3		1	3		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	43		20	43		5	5		5	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		5	5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		21			21							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							

2012 Weekday AM Build Condition
1 lane south of Long Island Avenue

Synchro 7 - Report
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Lanes, Volumes, Timings
4: Nicolls Road & Straight Path

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Position(ft)		37			37							
Detector 3 Size(ft)		6			6							
Detector 3 Type		Cl+Ex			Cl+Ex							
Detector 3 Channel												
Detector 3 Extend (s)		0.0			0.0							
Turn Type	custom			custom			custom			custom		
Protected Phases												
Permitted Phases	4	4		8	8		2	2		6	6	
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		45.5	45.5		45.5	45.5	
Total Split (s)	20.0	20.0	0.0	20.0	20.0	0.0	64.0	64.0	0.0	64.0	64.0	0.0
Total Split (%)	23.8%	23.8%	0.0%	23.8%	23.8%	0.0%	76.2%	76.2%	0.0%	76.2%	76.2%	0.0%
Maximum Green (s)	15.5	15.5		15.5	15.5		58.5	58.5		58.5	58.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	5.5	5.5	4.0	5.5	5.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		8.0	8.0		8.0	8.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		12.4			12.4		61.6	61.6		61.6	61.6	
Actuated g/C Ratio		0.15			0.15		0.73	0.73		0.73	0.73	
v/c Ratio		0.17			0.62		0.01	0.57		0.00	0.60	
Control Delay		31.7			44.2		1.0	2.9		4.0	8.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		31.7			44.2		1.0	2.9		4.0	8.3	
LOS		C			D		A	A		A	A	
Approach Delay		31.7			44.2			2.9			8.2	
Approach LOS		C			D			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 84

Actuated Cycle Length: 84

Offset: 8 (10%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 10.4

Intersection LOS: B

Intersection Capacity Utilization 51.4%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
 4: Nicolls Road & Straight Path

2010/02/09

Splits and Phases: 4: Nicolls Road & Straight Path

 02	 04
64 s	20 s
 06	 08
64 s	20 s

Queues

4: Nicolls Road & Straight Path

2010/02/09



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	40	158	1	610	1	759
v/c Ratio	0.17	0.62	0.01	0.57	0.00	0.60
Control Delay	31.7	44.2	1.0	2.9	4.0	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.7	44.2	1.0	2.9	4.0	8.3
Queue Length 50th (ft)	19	79	0	16	0	158
Queue Length 95th (ft)	36	132	0	56	1	240
Internal Link Dist (ft)	482	600		53		2031
Turn Bay Length (ft)			50		75	
Base Capacity (vph)	294	318	180	1074	528	1272
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.50	0.01	0.57	0.00	0.60

Intersection Summary

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

Lanes, Volumes, Timings

3: Washington Avenue & Straight Path

2010/02/09

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↵	↵		↵	↵		↵	↵	
Volume (vph)	36	44	0	2	7	4	0	520	10	82	538	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1000	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	11	11	11	10	10	10	10	10	10
Storage Length (ft)	0		0	0		100	100		0	50		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.945			0.997			0.993	
Flt Protected		0.978		0.950						0.950		
Satd. Flow (prot)	0	1947	0	1570	1562	0	1596	1462	0	1516	1393	0
Flt Permitted		0.846		0.671						0.383		
Satd. Flow (perm)	0	1685	0	1109	1562	0	1596	1462	0	611	1393	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					7			2			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		611			343			279			534	
Travel Time (s)		13.9			7.8			6.3			12.1	
Peak Hour Factor	0.79	0.79	0.79	0.60	0.60	0.60	0.89	0.89	0.89	0.90	0.90	0.90
Heavy Vehicles (%)	11%	0%	0%	0%	0%	0%	0%	9%	0%	0%	12%	32%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	2
Parking (#/hr)				0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	46	56	0	3	12	7	0	584	11	91	598	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	102	0	3	19	0	0	595	0	91	626	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.19	1.19	2.26	1.25	1.25	1.09	1.25	1.26	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		2	1		2	1	
Detector Template	Left											
Leading Detector (ft)	20	50		50	50		50	5		50	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	20		20	20		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		30		30	30		30			30		
Detector 2 Size(ft)		20		20	20		20			20		
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0			0.0		

2012 Weekday AM Build Condition
1 lane south of Long Island Avenue

Synchro 7 - Report
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Lanes, Volumes, Timings
3: Washington Avenue & Straight Path

2010/02/09



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	custom			custom			custom			custom		
Protected Phases							1			1		
Permitted Phases	4	4		8	8		2	2		2	2	
Detector Phase	4	4		8	8		1			1		
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.5	20.5		20.5	20.5		8.0	21.5		8.0	21.5	
Total Split (s)	20.6	20.6	0.0	20.6	20.6	0.0	8.0	55.4	0.0	8.0	55.4	0.0
Total Split (%)	24.5%	24.5%	0.0%	24.5%	24.5%	0.0%	9.5%	66.0%	0.0%	9.5%	66.0%	0.0%
Maximum Green (s)	16.1	16.1		16.1	16.1		4.0	49.9		4.0	49.9	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.5		3.0	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.0	5.5	4.0	4.0	5.5	4.0
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effect Green (s)		10.3		10.1	10.1			60.6		64.2	60.6	
Actuated g/C Ratio		0.12		0.12	0.12			0.72		0.76	0.72	
v/c Ratio		0.50		0.02	0.10			0.56		0.18	0.62	
Control Delay		42.0		30.5	24.9			4.1		4.5	13.3	
Queue Delay		0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay		42.0		30.5	24.9			4.1		4.5	13.3	
LOS		D		C	C			A		A	B	
Approach Delay		42.0			25.7			4.1			12.1	
Approach LOS		D			C			A			B	

Intersection Summary

Area Type:	Other
Cycle Length:	84
Actuated Cycle Length:	84
Offset:	80 (95%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.62
Intersection Signal Delay:	11.1
Intersection Capacity Utilization	55.8%
Analysis Period (min)	15
Intersection LOS:	B
ICU Level of Service	B

Lanes, Volumes, Timings

3: Washington Avenue & Straight Path

2010/02/09

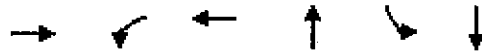
Splits and Phases: 3: Washington Avenue & Straight Path

 ø2	 ø1	 ø4
55.4 s	8 s	20.6 s
		 ø8
		20.6 s

Queues

3: Washington Avenue & Straight Path

2010/02/09



Lane Group	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	102	3	19	595	91	626
v/c Ratio	0.50	0.02	0.10	0.56	0.18	0.62
Control Delay	42.0	30.5	24.9	4.1	4.5	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	30.5	24.9	4.1	4.5	13.3
Queue Length 50th (ft)	51	1	6	19	8	156
Queue Length 95th (ft)	82	6	15	29	m26	329
Internal Link Dist (ft)	531		263	199		454
Turn Bay Length (ft)					50	
Base Capacity (vph)	323	213	305	1055	510	1006
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.01	0.06	0.56	0.18	0.62

Intersection Summary

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

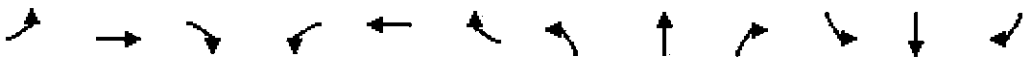
Lanes, Volumes, Timings
2: N 13th Street & Straight Path

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	30	0	101	31	9	50	470	234	8	539	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	9	10	10	10	10	10	10	10	10
Storage Length (ft)	0		0	0		100	50		0	50		0
Storage Lanes	0		0	1		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.96	0.99				0.97			
Frt					0.967				0.850			
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	2153	0	1397	1466	0	1685	1612	1507	1516	1425	0
Flt Permitted				0.732			0.296			0.398		
Satd. Flow (perm)	0	2153	0	1031	1466	0	525	1612	1466	635	1425	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					12				254			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		266			166			357			391	
Travel Time (s)		6.0			3.8			8.1			8.9	
Confl. Peds. (#/hr)	3		17	17		3	11		3	3		11
Peak Hour Factor	0.76	0.76	0.76	0.73	0.73	0.73	0.92	0.92	0.92	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	12%	0%
Parking (#/hr)				8	8	8				0	0	0
Adj. Flow (vph)	0	39	0	138	42	12	54	511	254	10	657	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	138	54	0	54	511	254	10	657	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		9			9			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.38	1.32	1.09	1.09	1.09	1.09	1.25	1.25	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		2	1	1	2	1	
Detector Template	Left											
Leading Detector (ft)	20	50		50	50		50	5	5	50	5	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	20		20	20		20	5	5	20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		30		30	30		30			30		
Detector 2 Size(ft)		20		20	20		20			20		
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												

Lanes, Volumes, Timings
2: N 13th Street & Straight Path

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0		0.0	0.0		0.0			0.0		
Turn Type	custom			custom			pm+pt		Perm	D.P+P		
Protected Phases				3			1	2		1		
Permitted Phases	4	4		8	8		2		2	2	2	
Detector Phase	4	4		3	8		1			1		
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.5	20.5		20.5	20.5		8.0	21.5	21.5	8.0	21.5	
Total Split (s)	20.5	20.5	0.0	20.5	41.0	0.0	8.0	35.0	35.0	8.0	35.0	0.0
Total Split (%)	24.4%	24.4%	0.0%	24.4%	48.8%	0.0%	9.5%	41.7%	41.7%	9.5%	41.7%	0.0%
Maximum Green (s)	16.0	16.0		16.0	36.5		4.0	29.5	29.5	4.0	29.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.5	3.5	3.0	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.0	5.5	5.5	4.0	5.5	4.0
Lead/Lag	Lead	Lead		Lag			Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0	5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	9	9			2			2	2		2	
Act Effct Green (s)		8.4		16.1	16.1		58.6	53.1	53.1	58.6	53.1	
Actuated g/C Ratio		0.10		0.19	0.19		0.70	0.63	0.63	0.70	0.63	
v/c Ratio		0.18		0.60	0.19		0.13	0.50	0.25	0.02	0.73	
Control Delay		34.6		40.9	22.0		2.2	4.6	1.1	7.8	20.2	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		34.6		40.9	22.0		2.2	4.6	1.1	7.8	20.2	
LOS		C		D	C		A	A	A	A	C	
Approach Delay		34.6			35.6			3.3			20.1	
Approach LOS		C			D			A			C	

Intersection Summary

Area Type: Other
 Cycle Length: 84
 Actuated Cycle Length: 84
 Offset: 82 (98%), Referenced to phase 2:NBSB, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 14.1
 Intersection Capacity Utilization 55.7%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Lanes, Volumes, Timings 2: N 13th Street & Straight Path

2010/02/09

Splits and Phases: 2: N 13th Street & Straight Path

 ø2	 ø1	 ø4	 ø3
35 s	8 s	20.5 s	20.5 s
		ø8	
		41 s	

Queues

2: N 13th Street & Straight Path

2010/02/09



Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	39	138	54	54	511	254	10	657
v/c Ratio	0.18	0.60	0.19	0.13	0.50	0.25	0.02	0.73
Control Delay	34.6	40.9	22.0	2.2	4.6	1.1	7.8	20.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.6	40.9	22.0	2.2	4.6	1.1	7.8	20.2
Queue Length 50th (ft)	20	65	18	1	58	3	2	195
Queue Length 95th (ft)	36	81	33	m11	102	14	m5	#463
Internal Link Dist (ft)	186		86		277			311
Turn Bay Length (ft)				50			50	
Base Capacity (vph)	410	374	644	421	1019	1020	485	901
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.37	0.08	0.13	0.50	0.25	0.02	0.73

Intersection Summary

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

Queue shown is maximum after two cycles.

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

Lanes, Volumes, Timings
1: Long Island Avenue & Straight Path

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	107	15	66	338	142	0	581	45	35	489	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	16	12	11	11	11	10	12	14	10	10	10
Storage Length (ft)	125		0	75		125	250		0	100		0
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99		0.95		0.98		1.00		1.00		0.91
Frt		0.982				0.850		0.989				0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1616	1994	0	1601	1786	1504	0	3060	0	1589	1657	1246
Flt Permitted	0.249			0.634						0.304		
Satd. Flow (perm)	422	1994	0	1019	1786	1477	0	3060	0	507	1657	1131
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		9						10				99
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		401			550			503			232	
Travel Time (s)		9.1			12.5			11.4			5.3	
Confl. Peds. (#/hr)	6		34	34		6			5	5		21
Peak Hour Factor	0.83	0.83	0.83	0.89	0.89	0.89	0.96	0.96	0.96	0.92	0.92	0.92
Heavy Vehicles (%)	8%	3%	13%	9%	2%	3%	0%	8%	4%	6%	7%	21%
Bus Blockages (#/hr)	0	2	2	0	2	2	0	0	0	0	0	0
Parking (#/hr)								10	10			
Adj. Flow (vph)	60	129	18	74	380	160	0	605	47	38	532	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	147	0	74	380	160	0	652	0	38	532	99
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			18			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane												
Headway Factor	1.04	0.86	1.00	1.04	1.06	1.06	1.09	1.11	0.92	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2		1		1	1	1
Detector Template												Right
Leading Detector (ft)	50	50		50	50	50		5		5	5	20
Trailing Detector (ft)	0	0		0	0	0		0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0		0		0	0	0
Detector 1 Size(ft)	20	20		20	20	20		5		5	5	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)	30	30		30	30	30						
Detector 2 Size(ft)	20	20		20	20	20						
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex						

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0						
Turn Type	custom			Perm		Perm				custom		custom
Protected Phases					8			2		7	7 6	7
Permitted Phases	4	4		8		8				6		6
Detector Phase	4	4		8	8	8						
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0		6.0		10.0		10.0
Minimum Split (s)	13.5	13.5		13.5	13.5	13.5		13.5		20.5		20.5
Total Split (s)	31.0	31.0	0.0	31.0	31.0	31.0	0.0	31.8	0.0	21.2	53.0	21.2
Total Split (%)	36.9%	36.9%	0.0%	36.9%	36.9%	36.9%	0.0%	37.9%	0.0%	25.2%	63.1%	25.2%
Maximum Green (s)	26.5	26.5		26.5	26.5	26.5		26.8		16.7		16.7
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0		3.5		3.5		3.5
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5		1.5		1.0		1.0
Lost Time Adjust (s)	0.0	0.0	-0.5	0.0	0.0	0.0	-1.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	3.5	4.5	4.5	4.5	3.0	5.0	4.0	4.5	4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0		3.0
Recall Mode	None	None		None	None	None		C-Max		Max		Max
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0				
Flash Dont Walk (s)	18.0	18.0		18.0	18.0	18.0		18.0				
Pedestrian Calls (#/hr)	17	17		3	3	3		3				
Act Effct Green (s)	22.4	22.4		22.4	22.4	22.4		30.9		48.1	52.6	48.1
Actuated g/C Ratio	0.27	0.27		0.27	0.27	0.27		0.37		0.57	0.63	0.57
v/c Ratio	0.53	0.27		0.27	0.80	0.41		0.58		0.08	0.51	0.14
Control Delay	43.2	23.0		25.5	41.2	27.5		24.5		4.5	6.3	0.9
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	43.2	23.0		25.5	41.2	27.5		24.5		4.5	6.3	0.9
LOS	D	C		C	D	C		C		A	A	A
Approach Delay		28.8			35.7			24.5			5.4	
Approach LOS		C			D			C			A	

Intersection Summary

Area Type:	Other
Cycle Length: 84	
Actuated Cycle Length: 84	
Offset: 73 (87%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 22.2	Intersection LOS: C
Intersection Capacity Utilization 63.7%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	ø6
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	20.0
Minimum Split (s)	25.5
Total Split (s)	31.8
Total Split (%)	38%
Maximum Green (s)	26.3
Yellow Time (s)	3.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	0.0
Flash Dont Walk (s)	12.0
Pedestrian Calls (#/hr)	11
Act Effect Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/09

Splits and Phases: 1: Long Island Avenue & Straight Path

 ø2		 ø4
31.8 s		31 s
 ø6	 ø7	 ø8
31.8 s	21.2 s	31 s

Queues

1: Long Island Avenue & Straight Path

2010/02/09



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	60	147	74	380	160	652	38	532	99
v/c Ratio	0.53	0.27	0.27	0.80	0.41	0.58	0.08	0.51	0.14
Control Delay	43.2	23.0	25.5	41.2	27.5	24.5	4.5	6.3	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.2	23.0	25.5	41.2	27.5	24.5	4.5	6.3	0.9
Queue Length 50th (ft)	26	56	30	182	68	144	4	60	1
Queue Length 95th (ft)	59	89	62	266	114	211	m7	101	m1
Internal Link Dist (ft)		321		470		423		152	
Turn Bay Length (ft)	125		75		125		100		
Base Capacity (vph)	133	635	321	563	466	1131	505	1037	712
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.23	0.23	0.67	0.34	0.58	0.08	0.51	0.14

Intersection Summary

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

Lanes, Volumes, Timings
8: Mount Avenue & Straight Path

2010/02/09

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	81	141	770	83	145	590
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	10	10	10	10
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98		0.99			
Fr _t	0.914		0.987			
Flt Protected	0.982				0.950	
Satd. Flow (prot)	1775	0	1626	0	1296	1464
Flt Permitted	0.982				0.179	
Satd. Flow (perm)	1742	0	1626	0	244	1464
Right Turn on Red		Yes		No		
Satd. Flow (RTOR)	106					
Link Speed (mph)	30		30			30
Link Distance (ft)	1169		1139			595
Travel Time (s)	26.6		25.9			13.5
Confl. Peds. (#/hr)	30			25	25	
Peak Hour Factor	0.92	0.92	0.96	0.96	0.92	0.92
Heavy Vehicles (%)	7%	10%	6%	5%	17%	9%
Bus Blockages (#/hr)	0	0	2	2	0	0
Parking (#/hr)					0	0
Adj. Flow (vph)	88	153	802	86	158	641
Shared Lane Traffic (%)						
Lane Group Flow (vph)	241	0	888	0	158	641
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.85	0.85	1.10	1.09	1.25	1.25
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		1		2	1
Detector Template						
Leading Detector (ft)	20		5		50	5
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		5		20	5
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)					30	
Detector 2 Size(ft)					20	
Detector 2 Type					Cl+Ex	

Lanes, Volumes, Timings
8: Mount Avenue & Straight Path

2010/02/09



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector 2 Channel						
Detector 2 Extend (s)					0.0	
Turn Type					pm+pt	
Protected Phases	4		2		1	6
Permitted Phases					6	
Detector Phase	4				1	
Switch Phase						
Minimum Initial (s)	6.0		20.0		1.0	20.0
Minimum Split (s)	29.5		45.5		6.0	45.5
Total Split (s)	29.5	0.0	48.5	0.0	6.0	54.5
Total Split (%)	35.1%	0.0%	57.7%	0.0%	7.1%	64.9%
Maximum Green (s)	25.0		43.0		2.0	49.0
Yellow Time (s)	3.0		3.5		3.0	3.5
All-Red Time (s)	1.5		2.0		1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.0	5.5	4.0	4.0	5.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		8.0		1.0	8.0
Recall Mode	None		C-Max		None	C-Max
Walk Time (s)	7.0		5.0			
Flash Dont Walk (s)	18.0		11.0			
Pedestrian Calls (#/hr)	15		13			
Act Effct Green (s)	13.5		54.5		62.0	60.5
Actuated g/C Ratio	0.16		0.65		0.74	0.72
v/c Ratio	0.65		0.84		0.77	0.61
Control Delay	25.0		23.4		36.6	10.8
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	25.0		23.4		36.6	10.8
LOS	C		C		D	B
Approach Delay	25.0		23.4			15.9
Approach LOS	C		C			B

Intersection Summary

Area Type: Other
Cycle Length: 84
Actuated Cycle Length: 84
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 20.5
Intersection Capacity Utilization 78.6%
Analysis Period (min) 15
Intersection LOS: C
ICU Level of Service D

Lanes, Volumes, Timings
 8: Mount Avenue & Straight Path

2010/02/09

Splits and Phases: 8: Mount Avenue & Straight Path

 ø1	 ø2	 ø4
6 s	48.5 s	29.5 s
 ø6		
54.5 s		

Queues

8: Mount Avenue & Straight Path

2010/02/09



Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	241	888	158	641
v/c Ratio	0.65	0.84	0.77	0.61
Control Delay	25.0	23.4	36.6	10.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	25.0	23.4	36.6	10.8
Queue Length 50th (ft)	67	301	18	128
Queue Length 95th (ft)	116	#747	#119	379
Internal Link Dist (ft)	1089	1059		515
Turn Bay Length (ft)			50	
Base Capacity (vph)	603	1056	205	1055
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.40	0.84	0.77	0.61

Intersection Summary

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

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
9: Merritt Avenue & Straight Path

2010/02/09



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑		↑↑	↑	
Volume (vph)	0	26	0	773	589	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	10	10	10	10
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25	25	25			25
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1620	0	3149	1451	0
Flt Permitted						
Satd. Flow (perm)	0	1620	0	3149	1451	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	367			232	357	
Travel Time (s)	8.3			5.3	8.1	
Confl. Peds. (#/hr)						21
Peak Hour Factor	0.68	0.68	0.96	0.96	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	7%	10%	0%
Parking (#/hr)	6	6			0	0
Adj. Flow (vph)	0	38	0	805	654	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	38	0	805	656	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			10	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	8			8	8	
Two way Left Turn Lane						
Headway Factor	1.00	1.02	1.09	1.09	1.25	1.09
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 41.1%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
5: Seaman Neck Road & Deer Park Avenue

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↗↔			↖↖	↖
Volume (vph)	489	5	3	14	17	3	9	1534	0	0	1012	622
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	10	11	12	12	11	12
Storage Length (ft)	0		0	0		0	250		0	0		300
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.999			0.988							0.850
Flt Protected		0.953			0.980		0.950					
Satd. Flow (prot)	0	1936	0	0	1463	0	1685	3355	0	0	3292	1468
Flt Permitted		0.953			0.980		0.950					
Satd. Flow (perm)	0	1936	0	0	1463	0	1685	3355	0	0	3292	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					4							699
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		547			197			3357			821	
Travel Time (s)		12.4			4.5			76.3			18.7	
Peak Hour Factor	0.88	0.88	0.88	0.33	0.33	0.33	0.94	0.94	0.94	0.89	0.89	0.89
Heavy Vehicles (%)	6%	0%	0%	50%	24%	67%	0%	4%	0%	0%	6%	10%
Adj. Flow (vph)	556	6	3	42	52	9	10	1632	0	0	1137	699
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	565	0	0	103	0	10	1632	0	0	1137	699
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.88	1.00	1.09	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		2	1			1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	30		50	5			5	5
Trailing Detector (ft)	0	0		0	0		0	0			0	0
Detector 1 Position(ft)	0	0		0	0		0	0			0	0
Detector 1 Size(ft)	20	20		20	10		20	5			5	5
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 2 Position(ft)		30			20			30				
Detector 2 Size(ft)		20			10			20				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Split			Split			Prot					Perm
Protected Phases	3	3		4	4		5	2			6	

Lanes, Volumes, Timings
5: Seaman Neck Road & Deer Park Avenue

2010/02/09



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												6
Detector Phase	3	3		4	4		5					
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	20.0			20.0	20.0
Minimum Split (s)	13.5	13.5		13.5	13.5		12.0	30.0			30.0	30.0
Total Split (s)	28.7	28.7	0.0	13.5	13.5	0.0	12.0	46.8	0.0	0.0	34.8	34.8
Total Split (%)	32.2%	32.2%	0.0%	15.2%	15.2%	0.0%	13.5%	52.6%	0.0%	0.0%	39.1%	39.1%
Maximum Green (s)	23.2	23.2		8.0	8.0		7.0	40.8			28.8	28.8
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	4.0			4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	2.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	-1.0	-1.0	-0.5	-1.5	0.0	-1.5	-1.5	-1.5
Total Lost Time (s)	5.5	4.5	4.0	5.5	4.5	3.0	4.5	4.5	4.0	2.5	4.5	4.5
Lead/Lag	Lead	Lead		Lag	Lag		Lag				Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	6.0			6.0	6.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		2.0	4.0			4.0	4.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	3.0			3.0	3.0
Recall Mode	None	None		None	None		None	Max			Max	Max
Walk Time (s)				7.0	7.0							
Flash Dont Walk (s)				20.0	20.0							
Pedestrian Calls (#/hr)				0	0							
Act Effect Green (s)		24.3			8.8		6.0	42.5			40.2	40.2
Actuated g/C Ratio		0.28			0.10		0.07	0.49			0.47	0.47
v/c Ratio		1.04			0.67		0.09	0.99			0.74	0.66
Control Delay		81.8			60.3		40.0	43.4			25.0	5.3
Queue Delay		0.0			0.0		0.0	0.0			0.0	0.0
Total Delay		81.8			60.3		40.0	43.4			25.0	5.3
LOS		F			E		D	D			C	A
Approach Delay		81.8			60.3			43.3			17.5	
Approach LOS		F			E			D			B	

Intersection Summary

Area Type: Other

Cycle Length: 89

Actuated Cycle Length: 86.3

Natural Cycle: 110

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 37.5

Intersection LOS: D

Intersection Capacity Utilization 84.1%

ICU Level of Service E

Analysis Period (min) 15

Lanes, Volumes, Timings

5: Seaman Neck Road & Deer Park Avenue

2010/02/09

Splits and Phases: 5: Seaman Neck Road & Deer Park Avenue

 ø2	 ø3	 ø4
46.8 s	28.7 s	13.5 s
 ø6	 ø5	
34.8 s	12 s	

Queues

5: Seaman Neck Road & Deer Park Avenue

2010/02/09



Lane Group	EBT	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	565	103	10	1632	1137	699
v/c Ratio	1.04	0.67	0.09	0.99	0.74	0.66
Control Delay	81.8	60.3	40.0	43.4	25.0	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.8	60.3	40.0	43.4	25.0	5.3
Queue Length 50th (ft)	~357	55	5	~518	258	0
Queue Length 95th (ft)	#535	35	21	#654	#475	82
Internal Link Dist (ft)	467	117		3277	741	
Turn Bay Length (ft)			250			300
Base Capacity (vph)	545	157	147	1652	1532	1057
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.04	0.66	0.07	0.99	0.74	0.66

Intersection Summary

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

Lanes, Volumes, Timings
6: Acorn Street & Deer Park Avenue

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	89	143	200	68	106	90	484	1492	79	131	867	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	15	12	16	12	9	10	8	8	11	10
Storage Length (ft)	105		85	0		0	0		75	225		75
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.954			0.992			0.982	
Flt Protected	0.950				0.987		0.950			0.950		
Satd. Flow (prot)	1597	1655	1586	0	1833	0	1577	3198	0	1462	3216	0
Flt Permitted	0.375				0.739		0.950			0.950		
Satd. Flow (perm)	631	1655	1586	0	1372	0	1577	3198	0	1462	3216	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			230		20			7			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		188			1420			383			3564	
Travel Time (s)		4.3			32.3			8.7			81.0	
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.99	0.94	0.94	0.99	0.94	0.94
Heavy Vehicles (%)	13%	11%	12%	4%	12%	14%	3%	4%	6%	7%	6%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	2	2
Adj. Flow (vph)	102	164	230	79	123	105	489	1587	84	132	922	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	164	230	0	307	0	489	1671	0	132	1046	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.04	0.88	1.00	0.85	1.00	1.14	1.10	1.20	1.20	1.05	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	1	2		2	1		2	1	
Detector Template				Left								
Leading Detector (ft)	50	50	5	20	50		50	5		50	5	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	20	5	20	20		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	30			30		30			30		
Detector 2 Size(ft)	20	20			20		20			20		
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0		0.0			0.0		
Turn Type	Perm		Perm	Perm			Prot			Prot		

Lanes, Volumes, Timings
6: Acorn Street & Deer Park Avenue

2010/02/09

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4								
Detector Phase	8	8		4	4		5			1		
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	14.5	14.5	14.5	31.5	31.5		10.0	17.0		10.0	28.0	
Total Split (s)	32.0	32.0	32.0	32.0	32.0	0.0	41.5	72.5	0.0	15.5	46.5	0.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%	0.0%	34.6%	60.4%	0.0%	12.9%	38.8%	0.0%
Maximum Green (s)	26.5	26.5	26.5	26.5	26.5		36.5	66.5		10.5	40.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.5	-1.5	-1.0	0.0	-1.5	-2.0	-2.5	-2.0	0.0	-1.0	-2.5	-2.0
Total Lost Time (s)	4.0	4.0	4.5	5.5	4.0	2.0	2.5	4.0	4.0	4.0	3.5	2.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	1.0		2.0	1.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				19.0	19.0						15.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)	27.2	27.2	26.7		27.2		38.9	69.3		11.5	43.9	
Actuated g/C Ratio	0.23	0.23	0.22		0.23		0.32	0.58		0.10	0.37	
v/c Ratio	0.71	0.44	0.43		0.94		0.96	0.90		0.94	0.88	
Control Delay	70.4	43.8	7.5		79.8		63.1	18.3		116.6	45.5	
Queue Delay	0.0	0.0	0.0		0.0		54.4	26.5		0.0	0.0	
Total Delay	70.4	43.8	7.5		79.8		117.5	44.8		116.6	45.5	
LOS	E	D	A		E		F	D		F	D	
Approach Delay		32.4			79.8			61.3			53.5	
Approach LOS		C			E			E			D	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 64 (53%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 57.0

Intersection LOS: E

Intersection Capacity Utilization 90.2%

ICU Level of Service E

Analysis Period (min) 15

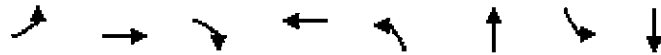
Splits and Phases: 6: Acorn Street & Deer Park Avenue

ø1	ø2	ø4
15.5 s	72.5 s	32 s
ø5	ø6	ø8
41.5 s	46.5 s	32 s

Queues

6: Acorn Street & Deer Park Avenue

2010/02/09



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	102	164	230	307	489	1671	132	1046
v/c Ratio	0.71	0.44	0.43	0.94	0.96	0.90	0.94	0.88
Control Delay	70.4	43.8	7.5	79.8	63.1	18.3	116.6	45.5
Queue Delay	0.0	0.0	0.0	0.0	54.4	26.5	0.0	0.0
Total Delay	70.4	43.8	7.5	79.8	117.5	44.8	116.6	45.5
Queue Length 50th (ft)	73	109	0	220	338	316	103	396
Queue Length 95th (ft)	#152	170	57	#363	m#471	#591	#229	#524
Internal Link Dist (ft)		108		1340		303		3484
Turn Bay Length (ft)	105		85				225	
Base Capacity (vph)	147	386	532	335	513	1850	140	1185
Starvation Cap Reductn	0	0	0	0	80	262	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.42	0.43	0.92	1.13	1.05	0.94	0.88

Intersection Summary

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

Queue shown is maximum after two cycles.

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

Lanes, Volumes, Timings

7: Long Island Avenue & Deer Park Avenue

2010/02/09



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔			↔	
Volume (vph)	154	6	119	3	0	2	33	1899	10	0	984	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	8	11	12	12	11	12
Storage Length (ft)	0		0	0		0	230		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.942			0.944			0.999			0.980	
Flt Protected		0.973			0.972		0.950					
Satd. Flow (prot)	0	1933	0	0	1918	0	1476	3135	0	0	3194	0
Flt Permitted		0.822			0.848		0.183					
Satd. Flow (perm)	0	1633	0	0	1673	0	284	3135	0	0	3194	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			5			1			32	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		221			111			867			383	
Travel Time (s)		5.0			2.5			19.7			8.7	
Peak Hour Factor	0.86	0.86	0.86	0.42	0.42	0.42	0.96	0.96	0.96	0.91	0.91	0.91
Heavy Vehicles (%)	3%	0%	1%	0%	0%	0%	6%	4%	0%	0%	8%	1%
Parking (#/hr)								6	6			
Adj. Flow (vph)	179	7	138	7	0	5	34	1978	10	0	1081	166
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	324	0	0	12	0	34	1988	0	0	1247	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			8			8	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.88	1.00	1.20	1.14	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	1		1	1			1	
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	5		5	5			5	
Trailing Detector (ft)	0	0		0	0		0	0			0	
Detector 1 Position(ft)	0	0		0	0		0	0			0	
Detector 1 Size(ft)	20	20		20	5		5	5			5	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex			CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)		30										
Detector 2 Size(ft)		20										
Detector 2 Type		CI+Ex										
Detector 2 Channel												
Detector 2 Extend (s)		0.0										
Turn Type	Perm			Perm			Perm					

Lanes, Volumes, Timings

7: Long Island Avenue & Deer Park Avenue

2010/02/09



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4			2			6	
Permitted Phases	8			4			2					
Detector Phase	8	8		4								
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0			10.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		17.0	17.0			17.0	
Total Split (s)	33.2	33.2	0.0	33.2	33.2	0.0	86.8	86.8	0.0	0.0	86.8	0.0
Total Split (%)	27.7%	27.7%	0.0%	27.7%	27.7%	0.0%	72.3%	72.3%	0.0%	0.0%	72.3%	0.0%
Maximum Green (s)	27.7	27.7		27.7	27.7		80.8	80.8			80.8	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0			4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	-2.0	0.0	0.0	-1.5	0.0	-1.5	-1.5	0.0	-1.5	-1.5	0.0
Total Lost Time (s)	5.5	3.5	4.0	5.5	4.0	4.0	4.5	4.5	4.0	2.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		1.0	1.0			1.0	
Recall Mode	None	None		None	None		C-Max	C-Max			C-Max	
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				15.0	15.0						10.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effect Green (s)		27.0			26.5		85.0	85.0			85.0	
Actuated g/C Ratio		0.22			0.22		0.71	0.71			0.71	
v/c Ratio		0.83			0.03		0.17	0.89			0.55	
Control Delay		58.3			26.8		9.1	21.5			4.5	
Queue Delay		7.0			0.0		0.0	3.1			0.3	
Total Delay		65.3			26.8		9.1	24.7			4.8	
LOS		E			C		A	C			A	
Approach Delay		65.3			26.8			24.4			4.8	
Approach LOS		E			C			C			A	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 72 (60%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 21.3

Intersection LOS: C

Intersection Capacity Utilization 78.7%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 7: Long Island Avenue & Deer Park Avenue

↑ ø2	← ø4
86.8 s	33.2 s
↓ ø6	→ ø8
86.8 s	33.2 s

Queues

7: Long Island Avenue & Deer Park Avenue

2010/02/09



Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	324	12	34	1988	1247
v/c Ratio	0.83	0.03	0.17	0.89	0.55
Control Delay	58.3	26.8	9.1	21.5	4.5
Queue Delay	7.0	0.0	0.0	3.1	0.3
Total Delay	65.3	26.8	9.1	24.7	4.8
Queue Length 50th (ft)	214	4	8	623	69
Queue Length 95th (ft)	304	8	24	#796	m117
Internal Link Dist (ft)	141	31		787	303
Turn Bay Length (ft)			230		
Base Capacity (vph)	427	373	201	2222	2273
Starvation Cap Reductn	0	0	0	0	407
Spillback Cap Reductn	67	0	0	156	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.90	0.03	0.17	0.96	0.67

Intersection Summary

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

Queue shown is maximum after two cycles.

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

HCM Unsignalized Intersection Capacity Analysis

24: N 9th Street & Straight Path

2010/02/09



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑			↑
Volume (veh/h)	0	6	556	0	0	679
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.73	0.73	0.91	0.91	0.87	0.87
Hourly flow rate (vph)	0	8	611	0	0	780
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			883			133
pX, platoon unblocked	0.86	0.86			0.86	
vC, conflicting volume	1391	611			611	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1012	469			469	
tC, single (s)	6.4	6.4			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.5			2.2	
p0 queue free %	100	98			100	
cM capacity (veh/h)	229	487			951	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	8	611	780
Volume Left	0	0	0
Volume Right	8	0	0
cSH	487	1700	1700
Volume to Capacity	0.02	0.36	0.46
Queue Length 95th (ft)	1	0	0
Control Delay (s)	12.5	0.0	0.0
Lane LOS	B		
Approach Delay (s)	12.5	0.0	0.0
Approach LOS	B		

Intersection Summary		
Average Delay	0.1	
Intersection Capacity Utilization	45.7%	ICU Level of Service A
Analysis Period (min)	15	

HCM Unsignalized Intersection Capacity Analysis

23: N 10th Street & Straight Path

2010/02/09

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	32	0	0	0	556	20	10	669	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.73	0.73	0.73	0.91	0.91	0.91	0.87	0.87	0.87
Hourly flow rate (vph)	0	0	0	44	0	0	0	611	22	11	769	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								534			482	
pX, platoon unblocked	0.87	0.87	0.78	0.87	0.87	0.82	0.78			0.82		
vC, conflicting volume	1403	1425	769	1414	1414	622	769			633		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	918	944	566	931	931	425	566			439		
tC, single (s)	7.1	6.5	6.2	8.1	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	4.4	4.0	3.3	2.2			2.3		
p0 queue free %	100	100	100	70	100	100	100			99		
cM capacity (veh/h)	220	228	413	146	232	517	795			882		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	0	44	0	633	11	769						
Volume Left	0	44	0	0	11	0						
Volume Right	0	0	0	22	0	0						
cSH	1700	146	1700	1700	882	1700						
Volume to Capacity	0.00	0.30	0.00	0.37	0.01	0.45						
Queue Length 95th (ft)	0	29	0	0	1	0						
Control Delay (s)	0.0	39.9	0.0	0.0	9.1	0.0						
Lane LOS	A	E			A							
Approach Delay (s)	0.0	39.9	0.0		0.1							
Approach LOS	A	E										

Intersection Summary

Average Delay	1.3											
Intersection Capacity Utilization	45.2%											
Analysis Period (min)	15											
ICU Level of Service										A		

HCM Unsignalized Intersection Capacity Analysis

11: McCue Avenue & Straight Path

2010/02/09

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	8	0	0	51	0	479	0	0	539	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.78	0.78	0.78	0.88	0.88	0.88	0.82	0.82	0.82
Hourly flow rate (vph)	0	0	10	0	0	65	0	544	0	0	657	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								391			279	
pX, platoon unblocked	0.86	0.86	0.77	0.86	0.86	0.82	0.77			0.82		
vC, conflicting volume	1268	1202	658	1212	1203	544	659			544		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	756	680	408	691	680	332	409			332		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	100	100	89	100			100		
cM capacity (veh/h)	251	324	499	306	324	585	895			1014		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	10	65	544	659								
Volume Left	0	0	0	0								
Volume Right	10	65	0	1								
cSH	499	585	1700	1700								
Volume to Capacity	0.02	0.11	0.32	0.39								
Queue Length 95th (ft)	1	9	0	0								
Control Delay (s)	12.4	11.9	0.0	0.0								
Lane LOS	B	B										
Approach Delay (s)	12.4	11.9	0.0	0.0								
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.7									
Intersection Capacity Utilization			38.4%	ICU Level of Service		A						
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

9: Merritt Avenue & Straight Path

2010/02/09



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑	
Volume (veh/h)	0	26	0	773	589	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.68	0.68	0.96	0.96	0.90	0.90
Hourly flow rate (vph)	0	38	0	805	654	2
Pedestrians	21					
Lane Width (ft)	16.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				232	357	
pX, platoon unblocked	0.77	0.70	0.70			
vC, conflicting volume	1079	677	678			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	234	322	323			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	92	100			
cM capacity (veh/h)	558	464	852			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	38	403	403	657
Volume Left	0	0	0	0
Volume Right	38	0	0	2
cSH	464	1700	1700	1700
Volume to Capacity	0.08	0.24	0.24	0.39
Queue Length 95th (ft)	7	0	0	0
Control Delay (s)	13.5	0.0	0.0	0.0
Lane LOS	B			
Approach Delay (s)	13.5	0.0		0.0
Approach LOS	B			

Intersection Summary			
Average Delay		0.3	
Intersection Capacity Utilization		41.1%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

21: N 9th Street & Montaukett Street

2010/02/09



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↔	↔		↔	
Volume (veh/h)	0	38	30	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.73	0.73	0.72	0.72	0.73	0.73
Hourly flow rate (vph)	0	52	42	0	0	0
Pedestrians		8	8		11	
Lane Width (ft)		11.0	11.0		10.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		1	1		1	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	53				113	61
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	53				113	61
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1554				877	996

Direction, Lane #	NB 1	SB 1	NE 1
Volume Total	52	42	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1554	1700	1700
Volume to Capacity	0.00	0.02	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary		
Average Delay	0.0	
Intersection Capacity Utilization	15.7%	ICU Level of Service A
Analysis Period (min)	15	

HCM Unsignalized Intersection Capacity Analysis

20: Washington Avenue & Montaukett Street

2010/02/09



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Volume (veh/h)	0	128	8	0	6	0	7	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.74	0.74	0.74	0.73	0.73	0.73	0.73	0.73	0.73	0.72	0.72	0.72
Hourly flow rate (vph)	0	173	11	0	8	0	10	0	0	0	0	0
Pedestrians		9			9			9			9	
Lane Width (ft)		10.0			10.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		343										
pX, platoon unblocked												
vC, conflicting volume	17			193			205	205	196	205	210	26
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	17			193			205	205	196	205	210	26
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	100	100	100
cM capacity (veh/h)	1603			1384			741	687	839	741	682	1042
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	184	8	10	0								
Volume Left	0	0	10	0								
Volume Right	11	0	0	0								
cSH	1603	1384	741	1700								
Volume to Capacity	0.00	0.00	0.01	0.00								
Queue Length 95th (ft)	0	0	1	0								
Control Delay (s)	0.0	0.0	9.9	0.0								
Lane LOS			A	A								
Approach Delay (s)	0.0	0.0	9.9	0.0								
Approach LOS			A	A								

Intersection Summary

Average Delay	0.5		
Intersection Capacity Utilization	21.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

43: McCue Street & Montaukett Street

2010/02/09



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Volume (veh/h)	0	0	51	7	8	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.76	0.76	0.73	0.73	0.72	0.72
Hourly flow rate (vph)	0	0	70	10	11	0
Pedestrians	25			5	5	
Lane Width (ft)	10.0			10.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	2			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	190	41	36			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	190	41	36			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	96			
cM capacity (veh/h)	751	1014	1560			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	79	11			
Volume Left	0	70	0			
Volume Right	0	0	0			
cSH	1700	1560	1700			
Volume to Capacity	0.00	0.04	0.01			
Queue Length 95th (ft)	0	4	0			
Control Delay (s)	0.0	6.6	0.0			
Lane LOS	A	A				
Approach Delay (s)	0.0	6.6	0.0			
Approach LOS	A					

Intersection Summary						
Average Delay		5.8				
Intersection Capacity Utilization		21.4%	ICU Level of Service		A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 42: Curved Path & Montaukett Street

2010/02/09



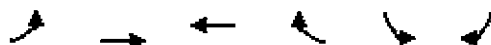
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰		↑			↱
Volume (veh/h)	15	49	9	2	0	8
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.73	0.73	0.73	0.73	0.76	0.72
Hourly flow rate (vph)	21	67	12	3	0	11
Pedestrians	25		40			40
Lane Width (ft)	10.0		10.0			10.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	2		3			3
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	90	79			40	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	90	79			40	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	93			100	
cM capacity (veh/h)	875	943			1555	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	88	15	11
Volume Left	21	0	0
Volume Right	67	3	0
cSH	926	1700	1555
Volume to Capacity	0.09	0.01	0.00
Queue Length 95th (ft)	8	0	0
Control Delay (s)	9.3	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.3	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay		7.2	
Intersection Capacity Utilization		27.2%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis 12: Acorn Street & Montaukett Street

2010/02/09



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Volume (veh/h)	11	261	121	0	3	20
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.73	0.73	0.72	0.72
Hourly flow rate (vph)	15	362	166	0	4	28
Pedestrians		17	38		50	
Lane Width (ft)		10.0	10.0		10.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		1	3		3	
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)		308				
pX, platoon unblocked						
vC, conflicting volume	216				647	233
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	216				647	233
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	96
cM capacity (veh/h)	1319				408	774

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	378	166	32
Volume Left	15	0	4
Volume Right	0	0	28
cSH	1319	1700	693
Volume to Capacity	0.01	0.10	0.05
Queue Length 95th (ft)	1	0	4
Control Delay (s)	0.4	0.0	10.4
Lane LOS	A		B
Approach Delay (s)	0.4	0.0	10.4
Approach LOS			B

Intersection Summary		
Average Delay	0.9	
Intersection Capacity Utilization	37.0%	ICU Level of Service: A
Analysis Period (min)	15	

HCM Unsignalized Intersection Capacity Analysis

22: N 10th Street & N 9th Street

2010/02/09



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖		
Volume (veh/h)	0	30	32	6	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.72	0.72	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	0	42	44	8	0	0
Pedestrians	12					
Lane Width (ft)	10.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	108	12	12			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	108	12	12			
tC, single (s)	6.4	6.6	5.1			
tC, 2 stage (s)						
tF (s)	3.5	3.7	3.1			
p0 queue free %	100	96	96			
cM capacity (veh/h)	853	960	1138			

Direction, Lane #	EB 1	NB 1
Volume Total	42	52
Volume Left	0	44
Volume Right	42	0
cSH	960	1138
Volume to Capacity	0.04	0.04
Queue Length 95th (ft)	3	3
Control Delay (s)	8.9	7.0
Lane LOS	A	A
Approach Delay (s)	8.9	7.0
Approach LOS	A	

Intersection Summary		
Average Delay	7.9	
Intersection Capacity Utilization	12.1%	ICU Level of Service A
Analysis Period (min)	15	

HCM Unsignalized Intersection Capacity Analysis

17: Washington Avenue & N 9th Street

2010/02/09

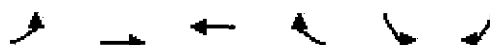


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	13	15	4	32	10	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.72	0.72	0.73	0.73	0.72	0.72
Hourly flow rate (vph)	18	21	5	44	14	3
Pedestrians	12			7	7	
Lane Width (ft)	10.0			11.0	11.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	89	34	29			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	89	34	29			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	98	100			
cM capacity (veh/h)	901	1030	1584			
Direction Lane #	EB 1	NB 1	SB 1			
Volume Total	39	49	17			
Volume Left	18	5	0			
Volume Right	21	0	3			
cSH	966	1584	1700			
Volume to Capacity	0.04	0.00	0.01			
Queue Length 95th (ft)	3	0	0			
Control Delay (s)	8.9	0.8	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.9	0.8	0.0			
Approach LOS	A					

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	18.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis 16: Acorn Street & N 9th Street

2010/02/09



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Volume (veh/h)	0	100	214	0	61	36
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.73	0.73	0.72	0.72
Hourly flow rate (vph)	0	139	293	0	85	50
Pedestrians		8	15		28	
Lane Width (ft)		10.0	10.0		11.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		1	1		2	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		1069				
pX, platoon unblocked						
vC, conflicting volume	321				475	329
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	321				475	329
tC, single (s)	4.1				6.6	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.3
p0 queue free %	100				83	93
cM capacity (veh/h)	1223				507	698

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	139	293	135
Volume Left	0	0	85
Volume Right	0	0	50
cSH	1223	1700	564
Volume to Capacity	0.00	0.17	0.24
Queue Length 95th (ft)	0	0	23
Control Delay (s)	0.0	0.0	13.4
Lane LOS			B
Approach Delay (s)	0.0	0.0	13.4
Approach LOS			B

Intersection Summary			
Average Delay		3.2	
Intersection Capacity Utilization		26.4%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis 13: Acorn Street & Curved Path

2010/02/09



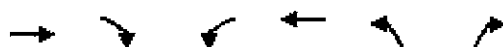
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Volume (veh/h)	15	249	119	49	0	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.73	0.73	0.76	0.76
Hourly flow rate (vph)	21	346	163	67	0	3
Pedestrians		25	35		58	
Lane Width (ft)		10.0	10.0		10.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		4	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		699				
pX, platoon unblocked						
vC, conflicting volume	288				677	280
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	288				677	280
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	100
cM capacity (veh/h)	1234				388	721

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	367	230	3
Volume Left	21	0	0
Volume Right	0	67	3
cSH	1234	1700	721
Volume to Capacity	0.02	0.14	0.00
Queue Length 95th (ft)	1	0	0
Control Delay (s)	0.6	0.0	10.0
Lane LOS	A		B
Approach Delay (s)	0.6	0.0	10.0
Approach LOS			B

Intersection Summary			
Average Delay		0.4	
Intersection Capacity Utilization		41.0%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis 18: Washington Avenue & Garage Entrance

2010/02/09



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩			↩	↩	
Volume (veh/h)	28	100	0	6	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.72	0.76	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	39	132	0	8	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	428					
pX, platoon unblocked						
vC, conflicting volume			170		113	105
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			170		113	105
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1419		889	955

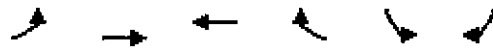
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	170	8	0
Volume Left	0	0	0
Volume Right	132	0	0
cSH	1700	1419	1700
Volume to Capacity	0.10	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary		
Average Delay	0.0	
Intersection Capacity Utilization	11.0%	ICU Level of Service A
Analysis Period (min)	15	

HCM Unsignalized Intersection Capacity Analysis

14: Acorn Street & Garage Exit

2010/02/09



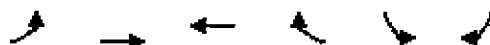
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	
Volume (veh/h)	0	249	168	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.74	0.74	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	0	336	230	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		855				
pX, platoon unblocked						
vC, conflicting volume	230				567	230
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	230				567	230
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1350				489	814

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	336	230	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.20	0.14	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		16.4%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis 15: Acorn Street & Garage Entrance

2010/02/09



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱			
Volume (veh/h)	149	100	168	82	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.74	0.74	0.73	0.73	0.92	0.92
Hourly flow rate (vph)	201	135	230	112	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		988				
pX, platoon unblocked						
vC, conflicting volume	342				824	286
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	342				824	286
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	84				100	100
cM capacity (veh/h)	1228				289	758

Direction, Lane #	EB 1	WB 1
Volume Total	336	342
Volume Left	201	0
Volume Right	0	112
cSH	1228	1700
Volume to Capacity	0.16	0.20
Queue Length 95th (ft)	15	0
Control Delay (s)	5.7	0.0
Lane LOS	A	
Approach Delay (s)	5.7	0.0
Approach LOS		

Intersection Summary			
Average Delay		2.8	
Intersection Capacity Utilization		34.0%	ICU Level of Service A
Analysis Period (min)		15	

Lanes, Volumes, Timings
4: Nicolls Road & Straight Path

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↖	↗		↖	↗	
Volume (vph)	15	60	18	66	24	8	11	634	69	9	547	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	10	10	10	11	11	12
Storage Length (ft)	0		0	0		0	50		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.974			0.989			0.985				
Flt Protected		0.992			0.967		0.950			0.950		
Satd. Flow (prot)	0	2002	0	0	2016	0	1380	1544	0	1572	1783	0
Flt Permitted		0.946			0.634		0.371			0.318		
Satd. Flow (perm)	0	1909	0	0	1322	0	539	1544	0	526	1783	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								19				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		562			680			133			2111	
Travel Time (s)		12.8			15.5			3.0			48.0	
Peak Hour Factor	0.73	0.73	0.73	0.88	0.88	0.88	0.92	0.92	0.92	0.83	0.83	0.83
Heavy Vehicles (%)	0%	3%	6%	2%	0%	0%	9%	1%	1%	11%	3%	0%
Bus Blockages (#/hr)	2	2	2	2	2	2	2	2	2	0	0	0
Parking (#/hr)							0	0	0			
Adj. Flow (vph)	21	82	25	75	27	9	12	689	75	11	659	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	128	0	0	111	0	12	764	0	11	660	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	0.86	1.00	1.00	0.86	1.00	1.26	1.26	1.09	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	3		1	3		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	43		20	43		5	5		5	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		5	5		5	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		21			21							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							

2012 Weekday PM Build Condition
1 lane south of Long Island Avenue

Synchro 7 - Report
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Lanes, Volumes, Timings
4: Nicolls Road & Straight Path

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Position(ft)		37			37							
Detector 3 Size(ft)		6			6							
Detector 3 Type		Cl+Ex			Cl+Ex							
Detector 3 Channel												
Detector 3 Extend (s)		0.0			0.0							
Turn Type	custom			custom			custom			custom		
Protected Phases												
Permitted Phases	4	4		8	8		2	2		6	6	
Detector Phase	4	4		8	8							
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		45.5	45.5		45.5	45.5	
Total Split (s)	16.6	16.6	0.0	16.6	16.6	0.0	57.4	57.4	0.0	57.4	57.4	0.0
Total Split (%)	22.4%	22.4%	0.0%	22.4%	22.4%	0.0%	77.6%	77.6%	0.0%	77.6%	77.6%	0.0%
Maximum Green (s)	12.1	12.1		12.1	12.1		51.9	51.9		51.9	51.9	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	-0.5	0.0	0.0	-0.5	0.0	-1.0	-1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.5	4.0	4.0	4.5	4.0	4.0	4.5	4.5	4.0	4.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		8.0	8.0		8.0	8.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0										
Flash Dont Walk (s)	15.0	15.0										
Pedestrian Calls (#/hr)	0	0										
Act Effct Green (s)		10.7			10.6		57.9	57.9		57.9	57.9	
Actuated g/C Ratio		0.14			0.14		0.78	0.78		0.78	0.78	
v/c Ratio		0.46			0.58		0.03	0.63		0.03	0.47	
Control Delay		34.2			41.9		2.2	5.4		3.2	5.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		34.2			41.9		2.2	5.4		3.2	5.4	
LOS		C			D		A	A		A	A	
Approach Delay		34.2			41.9			5.3			5.3	
Approach LOS		C			D			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 74
 Actuated Cycle Length: 74
 Offset: 8 (11%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 9.9
 Intersection Capacity Utilization 56.7%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Lanes, Volumes, Timings
 4: Nicolls Road & Straight Path

2010/02/09

Splits and Phases: 4: Nicolls Road & Straight Path

 ø2	 ø4
57.4 s	16.6 s
 ø6	 ø8
57.4 s	16.6 s

Queues

4: Nicolls Road & Straight Path

2010/02/09



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	128	111	12	764	11	660
v/c Ratio	0.46	0.58	0.03	0.63	0.03	0.47
Control Delay	34.2	41.9	2.2	5.4	3.2	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.2	41.9	2.2	5.4	3.2	5.4
Queue Length 50th (ft)	54	48	1	71	1	103
Queue Length 95th (ft)	80	93	m2	149	5	151
Internal Link Dist (ft)	482	600		53		2031
Turn Bay Length (ft)			50		75	
Base Capacity (vph)	325	225	422	1213	412	1396
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.49	0.03	0.63	0.03	0.47

Intersection Summary

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

Lanes, Volumes, Timings

3: Washington Avenue & Straight Path

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	41	21	145	19	90	15	435	6	14	566	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1000	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	11	11	11	10	10	10	10	10	10
Storage Length (ft)	0		0	0		100	100		0	50		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.972			0.876			0.998			0.994	
Flt Protected		0.981		0.950			0.950			0.950		
Satd. Flow (prot)	0	1939	0	1570	1448	0	1516	1547	0	1516	1511	0
Flt Permitted		0.823		0.677			0.277			0.397		
Satd. Flow (perm)	0	1627	0	1119	1448	0	442	1547	0	634	1511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			150			1			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		611			343			279			534	
Travel Time (s)		13.9			7.8			6.3			12.1	
Peak Hour Factor	0.79	0.79	0.79	0.60	0.60	0.60	0.89	0.89	0.89	0.90	0.90	0.90
Heavy Vehicles (%)	7%	0%	0%	0%	0%	0%	0%	3%	0%	0%	4%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	2
Parking (#/hr)				0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	52	52	27	242	32	150	17	489	7	16	629	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	131	0	242	182	0	17	496	0	16	656	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			10			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.19	1.19	2.26	1.25	1.25	1.09	1.25	1.26	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		2	1		2	1	
Detector Template	Left											
Leading Detector (ft)	20	50		50	50		50	5		50	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	20		20	20		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		30		30	30		30			30		
Detector 2 Size(ft)		20		20	20		20			20		
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0			0.0		

2012 Weekday PM Build Condition
1 lane south of Long Island Avenue

Synchro 7 - Report
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Lanes, Volumes, Timings

3: Washington Avenue & Straight Path

2010/02/09



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	custom			custom			custom			custom		
Protected Phases							1			1		
Permitted Phases	4	4		8	8		2	2		2	2	
Detector Phase	4	4		8	8		1			1		
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.5	20.5		20.5	20.5		8.0	21.5		8.0	21.5	
Total Split (s)	23.0	23.0	0.0	23.0	23.0	0.0	8.0	43.0	0.0	8.0	43.0	0.0
Total Split (%)	31.1%	31.1%	0.0%	31.1%	31.1%	0.0%	10.8%	58.1%	0.0%	10.8%	58.1%	0.0%
Maximum Green (s)	18.5	18.5		18.5	18.5		4.0	37.5		4.0	37.5	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.5		3.0	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.0	4.5	4.5	4.0	4.0	5.5	4.0	4.0	5.5	4.0
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effect Green (s)		17.7		17.7	17.7		48.6	43.1		48.6	43.1	
Actuated g/C Ratio		0.24		0.24	0.24		0.66	0.58		0.66	0.58	
v/c Ratio		0.33		0.90	0.39		0.05	0.55		0.03	0.74	
Control Delay		22.3		64.8	9.2		0.5	3.6		4.6	19.4	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		22.3		64.8	9.2		0.5	3.6		4.6	19.4	
LOS		C		E	A		A	A		A	B	
Approach Delay		22.3			40.9			3.5			19.1	
Approach LOS		C			D			A			B	

Intersection Summary

Area Type: Other
 Cycle Length: 74
 Actuated Cycle Length: 74
 Offset: 4 (5%), Referenced to phase 2:NBSB, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 20.0
 Intersection Capacity Utilization 54.3%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service A

Lanes, Volumes, Timings

3: Washington Avenue & Straight Path

2010/02/09

Splits and Phases: 3: Washington Avenue & Straight Path

ø2		ø1	ø4
43 s	6 s	23 s	ø8

Queues

3: Washington Avenue & Straight Path

2010/02/09



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	131	242	182	17	496	16	656
v/c Ratio	0.33	0.90	0.39	0.05	0.55	0.03	0.74
Control Delay	22.3	64.8	9.2	0.5	3.6	4.6	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.3	64.8	9.2	0.5	3.6	4.6	19.4
Queue Length 50th (ft)	42	106	11	0	8	1	147
Queue Length 95th (ft)	74	112	19	m0	10	m5	#442
Internal Link Dist (ft)	531		263		199		454
Turn Bay Length (ft)				100		50	
Base Capacity (vph)	420	280	475	348	901	464	882
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.86	0.38	0.05	0.55	0.03	0.74

Intersection Summary

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

Queue shown is maximum after two cycles.

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

Lanes, Volumes, Timings
2: N 13th Street & Straight Path

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	51	0	121	79	0	81	454	157	15	607	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	9	10	10	10	10	10	10	10	10
Storage Length (ft)	0		0	0		100	50		0	50		0
Storage Lanes	0		0	1		1	1		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.97					0.97	1.00		
Frt									0.850			
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	2153	0	1397	1525	0	1685	1739	1507	1516	1535	0
Flt Permitted				0.463			0.211			0.396		
Satd. Flow (perm)	0	2153	0	660	1525	0	374	1739	1467	631	1535	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									171			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		266			308			357			391	
Travel Time (s)		6.0			7.0			8.1			8.9	
Confl. Peds. (#/hr)	3		17	17		3	11		3	3		11
Peak Hour Factor	0.76	0.76	0.76	0.73	0.73	0.73	0.92	0.92	0.92	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	4%	0%
Parking (#/hr)				8	8	8				0	0	0
Adj. Flow (vph)	0	67	0	166	108	0	88	493	171	18	740	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	166	108	0	88	493	171	18	740	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		9			9			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.38	1.32	1.09	1.09	1.09	1.09	1.25	1.25	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		2	1	1	2	1	
Detector Template	Left								Right			
Leading Detector (ft)	20	50		50	50		50	5	5	50	5	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	20		20	20		20	5	5	20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		30		30	30		30			30		
Detector 2 Size(ft)		20		20	20		20			20		
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												

Lanes, Volumes, Timings
2: N 13th Street & Straight Path

2010/02/09

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0		0.0	0.0		0.0			0.0		
Turn Type	Perm			pm+pt			pm+pt		Perm	D.P+P		
Protected Phases		4		3	8		1	2		1		
Permitted Phases	4			8			2		2	2	2	
Detector Phase	4	4		3	8		1			1		
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.5	20.5		8.5	21.5		8.0	21.5	21.5	8.0	21.5	
Total Split (s)	20.5	20.5	0.0	8.5	29.0	0.0	8.0	37.0	37.0	8.0	37.0	0.0
Total Split (%)	27.7%	27.7%	0.0%	11.5%	39.2%	0.0%	10.8%	50.0%	50.0%	10.8%	50.0%	0.0%
Maximum Green (s)	16.0	16.0		4.0	25.0		4.0	31.5	31.5	4.0	31.5	
Yellow Time (s)	3.0	3.0		3.5	3.0		3.0	3.5	3.5	3.0	3.5	
All-Red Time (s)	1.5	1.5		1.0	1.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.0	4.5	4.0	4.0	4.0	5.5	5.5	4.0	5.5	4.0
Lead/Lag	Lag	Lag		Lead			Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)	5.0	5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)	11.0	11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	9	9			2			2	2		2	
Act Effct Green (s)		8.9		15.8	16.3		47.3	41.8	41.8	47.3	41.8	
Actuated g/C Ratio		0.12		0.21	0.22		0.64	0.56	0.56	0.64	0.56	
v/c Ratio		0.26		0.90	0.32		0.28	0.50	0.19	0.04	0.85	
Control Delay		30.3		72.8	24.6		4.6	5.3	1.1	7.5	26.1	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		30.3		72.8	24.6		4.6	5.3	1.1	7.5	26.1	
LOS		C		E	C		A	A	A	A	C	
Approach Delay		30.3			53.8			4.3			25.7	
Approach LOS		C			D			A			C	

Intersection Summary

Area Type: Other
 Cycle Length: 74
 Actuated Cycle Length: 74
 Offset: 68 (92%), Referenced to phase 2:NBSB, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 21.3
 Intersection Capacity Utilization 61.1%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service B

Lanes, Volumes, Timings
 2: N 13th Street & Straight Path

2010/02/09

Splits and Phases: 2: N 13th Street & Straight Path

 Ø2	 Ø1	 Ø3	 Ø4
37 s	8 s	8.5 s	20.5 s
		 Ø8	
		29 s	

Queues

2: N 13th Street & Straight Path

2010/02/09



Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	67	166	108	88	493	171	18	740
v/c Ratio	0.26	0.90	0.32	0.28	0.50	0.19	0.04	0.85
Control Delay	30.3	72.8	24.6	4.6	5.3	1.1	7.5	26.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.3	72.8	24.6	4.6	5.3	1.1	7.5	26.1
Queue Length 50th (ft)	29	68	41	1	40	0	2	257
Queue Length 95th (ft)	47	83	56	m15	97	14	m5	m#517
Internal Link Dist (ft)	186		228		277			311
Turn Bay Length (ft)				50			50	
Base Capacity (vph)	466	184	515	310	983	904	452	868
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.90	0.21	0.28	0.50	0.19	0.04	0.85

Intersection Summary

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

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	73	353	0	54	158	89	0	597	60	97	653	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	16	12	11	11	11	10	12	14	10	10	10
Storage Length (ft)	125		0	75		125	250		0	100		0
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	1.00			0.98		0.98		1.00		1.00		0.92
Frt						0.850		0.986				0.850
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1631	2115	0	1646	1804	1518	0	3254	0	1636	1756	1422
Flt Permitted	0.575			0.212						0.270		
Satd. Flow (perm)	983	2115	0	360	1804	1492	0	3254	0	463	1756	1303
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)								15				86
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		401			550			503			232	
Travel Time (s)		9.1			12.5			11.4			5.3	
Confl. Peds. (#/hr)	6		34	34		6			5	5		21
Peak Hour Factor	0.83	0.83	0.83	0.89	0.89	0.89	0.96	0.96	0.96	0.92	0.92	0.92
Heavy Vehicles (%)	7%	1%	0%	6%	1%	2%	0%	1%	0%	3%	1%	6%
Bus Blockages (#/hr)	0	2	2	0	2	2	0	0	0	0	0	0
Parking (#/hr)								10	10			
Adj. Flow (vph)	88	425	0	61	178	100	0	622	62	105	710	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	425	0	61	178	100	0	684	0	105	710	86
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			18			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane												
Headway Factor	1.04	0.86	1.00	1.04	1.06	1.06	1.09	1.11	0.92	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2		1		1	1	1
Detector Template												Right
Leading Detector (ft)	50	50		50	50	50		5		5	5	20
Trailing Detector (ft)	0	0		0	0	0		0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0		0		0	0	0
Detector 1 Size(ft)	20	20		20	20	20		5		5	5	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Detector 2 Position(ft)	30	30		30	30	30						
Detector 2 Size(ft)	20	20		20	20	20						
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex						

Lanes, Volumes, Timings
1: Long Island Avenue & Straight Path

2010/02/09



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0						
Turn Type	custom			Perm		Perm				custom		custom
Protected Phases					8					7	7 6	7
Permitted Phases	4	4		8		8		2		6		6
Detector Phase	4	4		8	8	8		2				
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0		4.0		10.0		10.0
Minimum Split (s)	13.5	13.5		13.5	13.5	13.5		21.0		20.5		20.5
Total Split (s)	25.0	25.0	0.0	25.0	25.0	25.0	0.0	28.0	0.0	21.0	49.0	21.0
Total Split (%)	33.8%	33.8%	0.0%	33.8%	33.8%	33.8%	0.0%	37.8%	0.0%	28.4%	66.2%	28.4%
Maximum Green (s)	20.5	20.5		20.5	20.5	20.5		23.0		16.5		16.5
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0		3.5		3.5		3.5
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5		1.5		1.0		1.0
Lost Time Adjust (s)	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-1.0	-1.0	0.0	-1.0	-1.0	0.0
Total Lost Time (s)	4.0	4.0	3.5	4.0	4.0	4.0	3.0	4.0	4.0	3.5	3.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0		3.0		3.0
Recall Mode	None	None		None	None	None		C-Max		Max		Max
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		5.0				
Flash Dont Walk (s)	18.0	18.0		18.0	18.0	18.0		11.0				
Pedestrian Calls (#/hr)	17	17		3	3	3		3				
Act Effct Green (s)	18.9	18.9		18.9	18.9	18.9		26.1		44.1	47.6	42.1
Actuated g/C Ratio	0.26	0.26		0.26	0.26	0.26		0.35		0.60	0.64	0.57
v/c Ratio	0.35	0.79		0.66	0.39	0.26		0.59		0.19	0.63	0.11
Control Delay	26.0	36.7		60.3	24.8	23.1		22.3		3.1	4.6	0.6
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.1	0.0
Total Delay	26.0	36.7		60.3	24.8	23.1		22.3		3.1	4.7	0.6
LOS	C	D		E	C	C		C		A	A	A
Approach Delay		34.9			30.7			22.3			4.2	
Approach LOS		C			C			C			A	

Intersection Summary

Area Type: Other
Cycle Length: 74
Actuated Cycle Length: 74
Offset: 66 (89%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 19.4
Intersection Capacity Utilization 69.5%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service C

Lanes, Volumes, Timings
1: Long Island Avenue & Straight Path

2010/02/09

Lane Group	ø6
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	20.0
Minimum Split (s)	25.5
Total Split (s)	28.0
Total Split (%)	38%
Maximum Green (s)	22.5
Yellow Time (s)	3.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	0.0
Flash Dont Walk (s)	12.0
Pedestrian Calls (#/hr)	11
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings

1: Long Island Avenue & Straight Path

2010/02/09

Splits and Phases: 1: Long Island Avenue & Straight Path

 ø2		 ø4
28 s		25 s
 ø6	 ø7	 ø8
28 s	21 s	25 s

Queues

1: Long Island Avenue & Straight Path

2010/02/09



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	88	425	61	178	100	684	105	710	86
v/c Ratio	0.35	0.79	0.66	0.39	0.26	0.59	0.19	0.63	0.11
Control Delay	26.0	36.7	60.3	24.8	23.1	22.3	3.1	4.6	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay	26.0	36.7	60.3	24.8	23.1	22.3	3.1	4.7	0.6
Queue Length 50th (ft)	32	176	24	65	35	133	8	76	0
Queue Length 95th (ft)	64	242	#81	115	71	192	m8	m67	m0
Internal Link Dist (ft)		321		470		423		152	
Turn Bay Length (ft)	125		75		125		100		
Base Capacity (vph)	279	600	102	512	423	1157	553	1130	805
Starvation Cap Reductn	0	0	0	0	0	0	0	38	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.71	0.60	0.35	0.24	0.59	0.19	0.65	0.11

Intersection Summary

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

Queue shown is maximum after two cycles.

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

Lanes, Volumes, Timings
8: Mount Avenue & Straight Path

2010/02/09

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	59	151	760	45	251	775
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	10	10	10	10
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		1.00			
Frt	0.903		0.992			
Flt Protected	0.986				0.950	
Satd. Flow (prot)	1866	0	1719	0	1444	1550
Flt Permitted	0.986				0.197	
Satd. Flow (perm)	1843	0	1719	0	299	1550
Right Turn on Red		Yes		No		
Satd. Flow (RTOR)	163					
Link Speed (mph)	30		30			30
Link Distance (ft)	1169		1139			595
Travel Time (s)	26.6		25.9			13.5
Confl. Peds. (#/hr)	30			25	25	
Peak Hour Factor	0.92	0.92	0.96	0.96	0.92	0.92
Heavy Vehicles (%)	2%	3%	1%	2%	5%	3%
Bus Blockages (#/hr)	0	0	2	2	0	0
Parking (#/hr)					0	0
Adj. Flow (vph)	64	164	792	47	273	842
Shared Lane Traffic (%)						
Lane Group Flow (vph)	228	0	839	0	273	842
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	16		10			10
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.85	0.85	1.10	1.09	1.25	1.25
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		1		2	1
Detector Template						
Leading Detector (ft)	20		5		50	5
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		5		20	5
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)					30	
Detector 2 Size(ft)					20	
Detector 2 Type					Cl+Ex	

Lanes, Volumes, Timings
8: Mount Avenue & Straight Path

2010/02/09



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector 2 Channel						
Detector 2 Extend (s)					0.0	
Turn Type					pm+pt	
Protected Phases	4		2		1	6
Permitted Phases					6	
Detector Phase	4				1	
Switch Phase						
Minimum Initial (s)	6.0		20.0		4.0	20.0
Minimum Split (s)	29.5		45.5		8.0	45.5
Total Split (s)	21.5	0.0	44.5	0.0	8.0	52.5
Total Split (%)	29.1%	0.0%	60.1%	0.0%	10.8%	70.9%
Maximum Green (s)	17.0		39.0		4.0	47.0
Yellow Time (s)	3.0		3.5		3.0	3.5
All-Red Time (s)	1.5		2.0		1.0	2.0
Lost Time Adjust (s)	-0.5	-0.5	-1.0	0.0	-0.5	-1.0
Total Lost Time (s)	4.0	3.5	4.5	4.0	3.5	4.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		8.0		1.0	8.0
Recall Mode	None		C-Max		None	C-Max
Walk Time (s)	7.0		5.0			
Flash Dont Walk (s)	18.0		11.0			
Pedestrian Calls (#/hr)	15		13			
Act Effct Green (s)	10.0		47.5		56.5	55.5
Actuated g/C Ratio	0.14		0.64		0.76	0.75
v/c Ratio	0.58		0.76		0.92	0.72
Control Delay	15.4		17.2		45.9	11.6
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	15.4		17.2		45.9	11.6
LOS	B		B		D	B
Approach Delay	15.4		17.2			20.0
Approach LOS	B		B			C

Intersection Summary

Area Type: Other

Cycle Length: 74

Actuated Cycle Length: 74

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 18.5

Intersection LOS: B

Intersection Capacity Utilization 79.7%

ICU Level of Service D

Analysis Period (min) 15

Lanes, Volumes, Timings 8: Mount Avenue & Straight Path

2010/02/09

Splits and Phases: 8: Mount Avenue & Straight Path

 ø1	 ø2	 ø4
8 s	44.5 s	21.5 s
 ø6		
52.5 s		

Queues

8: Mount Avenue & Straight Path

2010/02/09



Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	228	839	273	842
v/c Ratio	0.58	0.76	0.92	0.72
Control Delay	15.4	17.2	45.9	11.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	15.4	17.2	45.9	11.6
Queue Length 50th (ft)	28	219	24	144
Queue Length 95th (ft)	78	#573	#160	#540
Internal Link Dist (ft)	1089	1059		515
Turn Bay Length (ft)			50	
Base Capacity (vph)	566	1103	298	1162
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.40	0.76	0.92	0.72

Intersection Summary

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

Lanes, Volumes, Timings
5: Seaman Neck Road & Deer Park Avenue

2010/02/09



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔			↔	↔
Volume (vph)	324	6	16	12	7	6	11	1010	9	0	2035	931
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	10	11	12	12	11	12
Storage Length (ft)	0		0	0		0	250		0	0		300
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.994			0.968			0.999				0.850
Flt Protected		0.955			0.977		0.950					
Satd. Flow (prot)	0	2044	0	0	1977	0	1685	3452	0	0	3421	1583
Flt Permitted		0.955			0.977		0.950					
Satd. Flow (perm)	0	2044	0	0	1977	0	1685	3452	0	0	3421	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			11			1				782
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		547			197			3357			821	
Travel Time (s)		12.4			4.5			76.3			18.7	
Peak Hour Factor	0.88	0.88	0.88	0.33	0.33	0.33	0.94	0.94	0.94	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	2%
Adj. Flow (vph)	368	7	18	36	21	18	12	1074	10	0	2287	1046
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	393	0	0	75	0	12	1084	0	0	2287	1046
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.88	1.00	1.09	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		2	1			1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	30		50	5			5	5
Trailing Detector (ft)	0	0		0	0		0	0			0	0
Detector 1 Position(ft)	0	0		0	0		0	0			0	0
Detector 1 Size(ft)	20	20		20	10		20	5			5	5
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Detector 2 Position(ft)		30			20		30					
Detector 2 Size(ft)		20			10		20					
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex					
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0					
Turn Type	Split			Split			Prot					Perm
Protected Phases	3	3		4	4		5	2			6	

Lanes, Volumes, Timings
5: Seaman Neck Road & Deer Park Avenue

2010/02/09



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												6
Detector Phase	3	3		4	4		5					
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	20.0			20.0	20.0
Minimum Split (s)	13.5	13.5		13.5	13.5		12.0	30.0			30.0	30.0
Total Split (s)	24.6	24.6	0.0	14.5	14.5	0.0	8.4	77.9	0.0	0.0	69.5	69.5
Total Split (%)	21.0%	21.0%	0.0%	12.4%	12.4%	0.0%	7.2%	66.6%	0.0%	0.0%	59.4%	59.4%
Maximum Green (s)	19.1	19.1		9.0	9.0		3.4	71.9			63.5	63.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	4.0			4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	2.0
Lost Time Adjust (s)	0.0	-1.0	0.0	0.0	-1.0	-1.0	-0.5	-1.5	0.0	-1.5	-1.5	-1.5
Total Lost Time (s)	5.5	4.5	4.0	5.5	4.5	3.0	4.5	4.5	4.0	2.5	4.5	4.5
Lead/Lag	Lead	Lead		Lag	Lag		Lag				Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	6.0			6.0	6.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		2.0	4.0			4.0	4.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	3.0			3.0	3.0
Recall Mode	None	None		None	None		None	Max			Max	Max
Walk Time (s)				7.0	7.0							
Flash Dont Walk (s)				20.0	20.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)		20.1			9.0		3.9	73.6			70.3	70.3
Actuated g/C Ratio		0.18			0.08		0.03	0.65			0.62	0.62
v/c Ratio		1.08			0.45		0.21	0.49			1.08	0.82
Control Delay		115.4			52.6		63.5	11.8			69.6	11.1
Queue Delay		0.0			0.0		0.0	0.0			0.0	0.0
Total Delay		115.4			52.6		63.5	11.8			69.6	11.1
LOS		F			D		E	B			E	B
Approach Delay		115.4			52.6			12.4			51.2	
Approach LOS		F			D			B			D	

Intersection Summary

Area Type: Other

Cycle Length: 117

Actuated Cycle Length: 113.8

Natural Cycle: 150

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.08

Intersection Signal Delay: 47.7

Intersection Capacity Utilization 89.7%

Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service E

Lanes, Volumes, Timings

5: Seaman Neck Road & Deer Park Avenue

2010/02/09

Splits and Phases: 5: Seaman Neck Road & Deer Park Avenue

 ø2	 ø3	 ø4
77.9 s	24.6 s	14.5 s
 ø6	 ø5	
69.5 s	8.4 s	

Queues

5: Seaman Neck Road & Deer Park Avenue

2010/02/09



Lane Group	EBT	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	393	75	12	1084	2287	1046
v/c Ratio	1.08	0.45	0.21	0.49	1.08	0.82
Control Delay	115.4	52.6	63.5	11.8	69.6	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	115.4	52.6	63.5	11.8	69.6	11.1
Queue Length 50th (ft)	~340	46	9	217	~1003	108
Queue Length 95th (ft)	#519	29	30	267	#1216	402
Internal Link Dist (ft)	467	117		3277	741	
Turn Bay Length (ft)			250			300
Base Capacity (vph)	364	184	58	2232	2114	1277
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.08	0.41	0.21	0.49	1.08	0.82

Intersection Summary

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

Lanes, Volumes, Timings
6: Acorn Street & Deer Park Avenue

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	64	152	158	69	100	56	229	1358	78	93	1644	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	15	12	16	12	9	10	8	8	11	10
Storage Length (ft)	105		85	0		0	0		75	225		75
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.966			0.992			0.996	
Flt Protected	0.950				0.985		0.950			0.950		
Satd. Flow (prot)	1770	1801	1708	0	2022	0	1577	3329	0	1476	3425	0
Flt Permitted	0.419				0.636		0.950			0.950		
Satd. Flow (perm)	780	1801	1708	0	1306	0	1577	3329	0	1476	3425	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			155		11			7			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		188			1420			383			3564	
Travel Time (s)		4.3			32.3			8.7			81.0	
Peak Hour Factor	0.87	0.87	0.87	0.86	0.86	0.86	0.99	0.94	0.94	0.99	0.94	0.94
Heavy Vehicles (%)	2%	2%	4%	0%	3%	0%	3%	0%	0%	6%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	2	0	2	2
Adj. Flow (vph)	74	175	182	80	116	65	231	1445	83	94	1749	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	175	182	0	261	0	231	1528	0	94	1800	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			9			9	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.04	0.88	1.00	0.85	1.00	1.14	1.10	1.20	1.20	1.05	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	1	1	2		2	1		2	1	
Detector Template				Left								
Leading Detector (ft)	50	50	5	20	50		50	5		50	5	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	20	5	20	20		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	30	30			30		30			30		
Detector 2 Size(ft)	20	20			20		20			20		
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0			0.0		0.0			0.0		
Turn Type	Perm		Perm	Perm			Prot			Prot		

Lanes, Volumes, Timings
6: Acorn Street & Deer Park Avenue

2010/02/09

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8		8	4								
Detector Phase	8	8		4	4		5			1		
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	14.5	14.5	14.5	31.5	31.5		10.0	17.0		10.0	28.0	
Total Split (s)	33.0	33.0	33.0	33.0	33.0	0.0	25.0	81.0	0.0	21.0	77.0	0.0
Total Split (%)	24.4%	24.4%	24.4%	24.4%	24.4%	0.0%	18.5%	60.0%	0.0%	15.6%	57.0%	0.0%
Maximum Green (s)	27.5	27.5	27.5	27.5	27.5		20.0	75.0		16.0	71.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.5	-1.5	-1.0	0.0	-1.5	-2.0	-2.5	-2.0	0.0	-1.0	-2.5	-2.0
Total Lost Time (s)	4.0	4.0	4.5	5.5	4.0	2.0	2.5	4.0	4.0	4.0	3.5	2.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	1.0		2.0	1.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				19.0	19.0						15.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)	28.0	28.0	27.5		28.0		22.2	81.6		13.4	74.8	
Actuated g/C Ratio	0.21	0.21	0.20		0.21		0.16	0.60		0.10	0.55	
v/c Ratio	0.46	0.47	0.39		0.94		0.89	0.76		0.64	0.95	
Control Delay	56.6	51.3	12.5		89.5		95.3	17.7		77.5	40.5	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.9		0.0	0.0	
Total Delay	56.6	51.3	12.5		89.5		95.3	18.5		77.5	40.5	
LOS	E	D	B		F		F	B		E	D	
Approach Delay		35.8			89.5			28.6			42.3	
Approach LOS		D			F			C			D	

Intersection Summary

Area Type: Other

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 92 (68%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 39.0

Intersection LOS: D

Intersection Capacity Utilization 93.5%

ICU Level of Service F

Analysis Period (min) 15

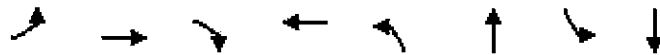
Splits and Phases: 6: Acorn Street & Deer Park Avenue

← ø1	↑ ø2	← ø4
21 s	81 s	33 s
← ø5	↓ ø6	→ ø8
25 s	77 s	33 s

Queues

6: Acorn Street & Deer Park Avenue

2010/02/09



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	74	175	182	261	231	1528	94	1800
v/c Ratio	0.46	0.47	0.39	0.94	0.89	0.76	0.64	0.95
Control Delay	56.6	51.3	12.5	89.5	95.3	17.7	77.5	40.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0
Total Delay	56.6	51.3	12.5	89.5	95.3	18.5	77.5	40.5
Queue Length 50th (ft)	57	135	19	216	201	539	80	768
Queue Length 95th (ft)	106	202	77	#353	#354	631	138	#968
Internal Link Dist (ft)		108		1340		303		3484
Turn Bay Length (ft)	105		85				225	
Base Capacity (vph)	168	387	471	289	263	2015	186	1898
Starvation Cap Reductn	0	0	0	0	0	221	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.45	0.39	0.90	0.88	0.85	0.51	0.95

Intersection Summary

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

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings

7: Long Island Avenue & Deer Park Avenue

2010/02/09

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↗			↗	
Volume (vph)	129	4	41	7	6	5	29	1531	22	0	1703	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	15	12	8	11	12	12	11	12
Storage Length (ft)	0		0	0		0	230		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.968			0.962			0.998			0.987	
Flt Protected		0.964			0.981		0.950					
Satd. Flow (prot)	0	1995	0	0	1972	0	1564	3225	0	0	3413	0
Flt Permitted		0.777			0.887		0.057					
Satd. Flow (perm)	0	1608	0	0	1783	0	94	3225	0	0	3413	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			12			3			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		221			111			867			383	
Travel Time (s)		5.0			2.5			19.7			8.7	
Peak Hour Factor	0.80	0.80	0.80	0.42	0.42	0.42	0.96	0.96	0.96	0.91	0.91	0.91
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Parking (#/hr)								6	6			
Adj. Flow (vph)	161	5	51	17	14	12	30	1595	23	0	1871	185
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	217	0	0	43	0	30	1618	0	0	2056	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			8			8	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	0.88	1.00	1.20	1.14	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	1		1	1			1	
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	5		5	5			5	
Trailing Detector (ft)	0	0		0	0		0	0			0	
Detector 1 Position(ft)	0	0		0	0		0	0			0	
Detector 1 Size(ft)	20	20		20	5		5	5			5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)		30										
Detector 2 Size(ft)		20										
Detector 2 Type		Cl+Ex										
Detector 2 Channel												
Detector 2 Extend (s)		0.0										
Turn Type	Perm			Perm			Perm					

Lanes, Volumes, Timings
7: Long Island Avenue & Deer Park Avenue

2010/02/09

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4			2			6	
Permitted Phases	8			4			2					
Detector Phase	8	8		4								
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0			10.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		17.0	17.0			17.0	
Total Split (s)	32.0	32.0	0.0	32.0	32.0	0.0	103.0	103.0	0.0	0.0	103.0	0.0
Total Split (%)	23.7%	23.7%	0.0%	23.7%	23.7%	0.0%	76.3%	76.3%	0.0%	0.0%	76.3%	0.0%
Maximum Green (s)	26.5	26.5		26.5	26.5		97.0	97.0			97.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0			4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	
Lost Time Adjust (s)	0.0	-2.0	0.0	0.0	-1.5	0.0	-1.5	-1.5	0.0	-1.5	-1.5	0.0
Total Lost Time (s)	5.5	3.5	4.0	5.5	4.0	4.0	4.5	4.5	4.0	2.5	4.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		1.0	1.0			1.0	
Recall Mode	None	None		None	None		C-Max	C-Max			C-Max	
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				15.0	15.0						10.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effect Green (s)		23.8			23.3		103.2	103.2			103.2	
Actuated g/C Ratio		0.18			0.17		0.76	0.76			0.76	
v/c Ratio		0.75			0.14		0.42	0.66			0.79	
Control Delay		65.5			35.8		27.9	9.7			5.6	
Queue Delay		0.0			0.0		0.0	0.2			0.2	
Total Delay		65.6			35.8		27.9	9.9			5.8	
LOS		E			D		C	A			A	
Approach Delay		65.6			35.8			10.2			5.8	
Approach LOS		E			D			B			A	

Intersection Summary

Area Type: Other
 Cycle Length: 135
 Actuated Cycle Length: 135
 Offset: 105 (78%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 11.2
 Intersection Capacity Utilization 76.0%
 Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service D

Splits and Phases: 7: Long Island Avenue & Deer Park Avenue

↑ ø2 103 s	← ø4 32 s
↓ ø6 103 s	→ ø8 32 s

Queues

7: Long Island Avenue & Deer Park Avenue

2010/02/09



Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	217	43	30	1618	2056
v/c Ratio	0.75	0.14	0.42	0.66	0.79
Control Delay	65.5	35.8	27.9	9.7	5.6
Queue Delay	0.0	0.0	0.0	0.2	0.2
Total Delay	65.6	35.8	27.9	9.9	5.8
Queue Length 50th (ft)	173	23	8	316	73
Queue Length 95th (ft)	222	21	#56	433	m101
Internal Link Dist (ft)	141	31		787	303
Turn Bay Length (ft)			230		
Base Capacity (vph)	347	317	72	2466	2614
Starvation Cap Reductn	0	0	0	0	83
Spillback Cap Reductn	1	0	0	218	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.63	0.14	0.42	0.72	0.81

Intersection Summary

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

Queue shown is maximum after two cycles.

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

HCM Unsignalized Intersection Capacity Analysis 24: N 9th Street & Straight Path

2010/02/09



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	←		↑			↑
Volume (veh/h)	0	103	611	0	0	631
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.73	0.73	0.91	0.91	0.87	0.87
Hourly flow rate (vph)	0	141	671	0	0	725
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			883			133
pX, platoon unblocked	0.93	0.86			0.86	
vC, conflicting volume	1397	671			671	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1041	533			533	
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	70			100	
cM capacity (veh/h)	238	472			895	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	141	671	725
Volume Left	0	0	0
Volume Right	141	0	0
cSH	472	1700	1700
Volume to Capacity	0.30	0.39	0.43
Queue Length 95th (ft)	31	0	0
Control Delay (s)	15.9	0.0	0.0
Lane LOS	C		
Approach Delay (s)	15.9	0.0	0.0
Approach LOS	C		

Intersection Summary		
Average Delay	1.5	
Intersection Capacity Utilization	46.3%	ICU Level of Service A
Analysis Period (min)	15	

HCM Unsignalized Intersection Capacity Analysis

23: N 10th Street & Straight Path

2010/02/09

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	11	0	0	0	611	9	3	628	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.73	0.73	0.73	0.91	0.91	0.91	0.87	0.87	0.87
Hourly flow rate (vph)	0	0	0	15	0	0	0	671	10	3	722	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								534			482	
pX, platoon unblocked	0.89	0.89	0.86	0.89	0.89	0.82	0.86			0.82		
vC, conflicting volume	1400	1410	722	1405	1405	676	722			681		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1027	1038	593	1033	1033	493	593			499		
tC, single (s)	7.1	6.5	6.2	8.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	4.4	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	88	100	100	100			100		
cM capacity (veh/h)	190	206	437	125	208	474	852			880		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	0	15	0	681	3	722						
Volume Left	0	15	0	0	3	0						
Volume Right	0	0	0	10	0	0						
cSH	1700	125	1700	1700	880	1700						
Volume to Capacity	0.00	0.12	0.00	0.40	0.00	0.42						
Queue Length 95th (ft)	0	10	0	0	0	0						
Control Delay (s)	0.0	37.7	0.0	0.0	9.1	0.0						
Lane LOS	A	E			A							
Approach Delay (s)	0.0	37.7	0.0		0.0							
Approach LOS	A	E										

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

11: McCue Avenue & Straight Path

2010/02/09



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↗			↗	
Volume (veh/h)	0	0	24	0	0	2	0	454	0	0	731	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.78	0.78	0.78	0.88	0.88	0.88	0.82	0.82	0.82
Hourly flow rate (vph)	0	0	29	0	0	3	0	516	0	0	891	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								391			279	
pX, platoon unblocked	0.64	0.64	0.55	0.64	0.64	0.82	0.55			0.82		
vC, conflicting volume	1411	1408	892	1437	1409	516	893			516		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	724	720	394	765	721	298	395			298		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	92	100	100	100	100			100		
cM capacity (veh/h)	219	228	363	190	228	611	646			1044		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	29	3	516	893
Volume Left	0	0	0	0
Volume Right	29	3	0	1
cSH	363	611	1700	1700
Volume to Capacity	0.08	0.00	0.30	0.53
Queue Length 95th (ft)	6	0	0	0
Control Delay (s)	15.8	10.9	0.0	0.0
Lane LOS	C	B		
Approach Delay (s)	15.8	10.9	0.0	0.0
Approach LOS	C	B		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	48.5%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

9: Merritt Avenue & Straight Path

2010/02/09



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑	
Volume (veh/h)	0	18	0	759	811	23
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.68	0.68	0.96	0.96	0.90	0.90
Hourly flow rate (vph)	0	26	0	791	901	26
Pedestrians	21					
Lane Width (ft)	16.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				232	357	
pX, platoon unblocked	0.59	0.51	0.51			
vC, conflicting volume	1330	935	948			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	241	393	418			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	91	100			
cM capacity (veh/h)	419	305	574			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	26	395	395	927
Volume Left	0	0	0	0
Volume Right	26	0	0	26
cSH	305	1700	1700	1700
Volume to Capacity	0.09	0.23	0.23	0.55
Queue Length 95th (ft)	7	0	0	0
Control Delay (s)	17.9	0.0	0.0	0.0
Lane LOS	C			
Approach Delay (s)	17.9	0.0		0.0
Approach LOS	C			

Intersection Summary			
Average Delay		0.3	
Intersection Capacity Utilization		54.1%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

21: N 9th Street & Montaukett Street

2010/02/09



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↩	↩		↩	
Volume (veh/h)	0	114	12	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.73	0.73	0.72	0.72	0.73	0.73
Hourly flow rate (vph)	0	156	17	0	0	0
Pedestrians		8	8		11	
Lane Width (ft)		11.0	11.0		10.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		1	1		1	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	28				192	36
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	28				192	36
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1587				791	1028

Direction, Lane #	NB 1	SB 1	NE 1
Volume Total	156	17	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1587	1700	1700
Volume to Capacity	0.00	0.01	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization	18.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

20: Washington Avenue & Montaukett Street

2010/02/09



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Volume (veh/h)	0	61	0	0	116	0	138	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.74	0.74	0.74	0.73	0.73	0.73	0.73	0.73	0.73	0.72	0.72	0.72
Hourly flow rate (vph)	0	82	0	0	159	0	189	0	0	0	0	0
Pedestrians		9			9			9			9	
Lane Width (ft)		10.0			10.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)		343										
pX, platoon unblocked												
vC, conflicting volume	168			91			259	259	100	259	259	177
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	168			91			259	259	100	259	259	177
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			72	100	100	100	100	100
cM capacity (veh/h)	1413			1507			683	640	949	683	640	861

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	82	159	189	0
Volume Left	0	0	189	0
Volume Right	0	0	0	0
cSH	1413	1507	683	1700
Volume to Capacity	0.00	0.00	0.28	0.00
Queue Length 95th (ft)	0	0	28	0
Control Delay (s)	0.0	0.0	12.3	0.0
Lane LOS			B	A
Approach Delay (s)	0.0	0.0	12.3	0.0
Approach LOS			B	A

Intersection Summary			
Average Delay		5.4	
Intersection Capacity Utilization		28.1%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

43: McCue Street & Montaukett Street

2010/02/09



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	0	2	138	1	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.76	0.76	0.73	0.73	0.72	0.72
Hourly flow rate (vph)	1	0	3	189	1	0
Pedestrians	25			5	5	
Lane Width (ft)	10.0			10.0	10.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	2			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	226	31	26			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	226	31	26			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	749	1027	1573			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	1	192	1			
Volume Left	1	3	0			
Volume Right	0	0	0			
cSH	749	1573	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	9.8	0.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.8	0.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			20.5%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

42: Curved Path & Montaukett Street

2010/02/09



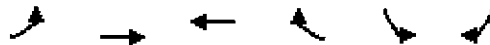
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Volume (veh/h)	17	0	140	9	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.73	0.73	0.73	0.73	0.76	0.72
Hourly flow rate (vph)	23	0	192	12	0	0
Pedestrians	25		40			40
Lane Width (ft)	10.0		10.0			10.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	2		3			3
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	263	263			229	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	263	263			229	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			100	
cM capacity (veh/h)	698	746			1327	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	23	204	0
Volume Left	23	0	0
Volume Right	0	12	0
cSH	698	1700	1700
Volume to Capacity	0.03	0.12	0.00
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.3	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.3	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay		1.1	
Intersection Capacity Utilization		28.4%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis 12: Acorn Street & Montaukett Street

2010/02/09



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Volume (veh/h)	16	207	183	133	0	17
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.73	0.73	0.72	0.72
Hourly flow rate (vph)	22	288	251	182	0	24
Pedestrians		17	38		50	
Lane Width (ft)		10.0	10.0		10.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		1	3		3	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		308				
pX, platoon unblocked					0.99	
vC, conflicting volume	483				762	409
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	483				756	409
iC, single (s)	4.1				6.4	6.2
iC, 2 stage (s)						
iF (s)	2.2				3.5	3.3
p0 queue free %	98				100	96
cM capacity (veh/h)	1052				346	617

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	310	433	24
Volume Left	22	0	0
Volume Right	0	182	24
cSH	1052	1700	617
Volume to Capacity	0.02	0.25	0.04
Queue Length 95th (ft)	2	0	3
Control Delay (s)	0.8	0.0	11.1
Lane LOS	A		B
Approach Delay (s)	0.8	0.0	11.1
Approach LOS			B

Intersection Summary		
Average Delay	0.7	
Intersection Capacity Utilization	38.4%	ICU Level of Service A
Analysis Period (min)	15	

HCM Unsignalized Intersection Capacity Analysis

22: N 10th Street & N 9th Street

2010/02/09



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖		
Volume (veh/h)	0	12	11	103	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.72	0.72	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	0	17	15	141	0	0
Pedestrians	12					
Lane Width (ft)	10.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	183	12	12			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	183	12	12			
tC, single (s)	6.4	7.0	5.1			
tC, 2 stage (s)						
tF (s)	3.5	4.0	3.1			
p0 queue free %	100	98	99			
cM capacity (veh/h)	793	883	1138			

Direction, Lane #	EB 1	NB 1
Volume Total	17	156
Volume Left	0	15
Volume Right	17	0
cSH	883	1138
Volume to Capacity	0.02	0.01
Queue Length 95th (ft)	1	1
Control Delay (s)	9.2	0.9
Lane LOS	A	A
Approach Delay (s)	9.2	0.9
Approach LOS	A	

Intersection Summary		
Average Delay	1.7	
Intersection Capacity Utilization	16.0%	ICU Level of Service A
Analysis Period (min)	15	

HCM Unsignalized Intersection Capacity Analysis 17: Washington Avenue & N 9th Street

2010/02/09



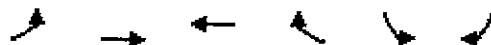
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰			↱	↱	
Volume (veh/h)	103	35	0	11	8	13
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.72	0.72	0.73	0.73	0.72	0.72
Hourly flow rate (vph)	143	49	0	15	11	18
Pedestrians	12			7	7	
Lane Width (ft)	10.0			11.0	11.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	54	39	41			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	54	39	41			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	85	95	100			
cM capacity (veh/h)	946	1024	1568			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	192	15	29
Volume Left	143	0	0
Volume Right	49	0	18
cSH	965	1568	1700
Volume to Capacity	0.20	0.00	0.02
Queue Length 95th (ft)	18	0	0
Control Delay (s)	9.7	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.7	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay		7.8	
Intersection Capacity Utilization	22.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis 16: Acorn Street & N 9th Street

2010/02/09



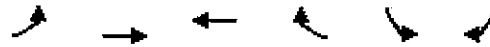
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Volume (veh/h)	0	251	231	11	41	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.73	0.73	0.72	0.72
Hourly flow rate (vph)	0	349	316	15	57	0
Pedestrians		8	15		28	
Lane Width (ft)		10.0	10.0		11.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		1	1		2	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		1069				
pX, platoon unblocked						
vC, conflicting volume	360				716	360
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	360				716	360
tC, single (s)	4.1				6.6	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.7	3.3
p0 queue free %	100				84	100
cM capacity (veh/h)	1184				360	671

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	349	332	57
Volume Left	0	0	57
Volume Right	0	15	0
cSH	1184	1700	360
Volume to Capacity	0.00	0.20	0.16
Queue Length 95th (ft)	0	0	14
Control Delay (s)	0.0	0.0	16.9
Lane LOS			C
Approach Delay (s)	0.0	0.0	16.9
Approach LOS			C

Intersection Summary			
Average Delay		1.3	
Intersection Capacity Utilization		25.6%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis 13: Acorn Street & Curved Path

2010/02/09



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Volume (veh/h)	17	190	307	0	0	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.73	0.73	0.76	0.76
Hourly flow rate (vph)	24	264	421	0	0	12
Pedestrians		25	35		58	
Lane Width (ft)		10.0	10.0		10.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		2	2		4	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		699				
pX, platoon unblocked						
vC, conflicting volume	479				825	504
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	479				825	504
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	98
cM capacity (veh/h)	1050				316	540

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	288	421	12
Volume Left	24	0	0
Volume Right	0	0	12
cSH	1050	1700	540
Volume to Capacity	0.02	0.25	0.02
Queue Length 95th (ft)	2	0	2
Control Delay (s)	0.9	0.0	11.8
Lane LOS	A		B
Approach Delay (s)	0.9	0.0	11.8
Approach LOS			B

Intersection Summary			
Average Delay		0.6	
Intersection Capacity Utilization		39.7%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

18: Washington Avenue & Garage Entrance

2010/02/09



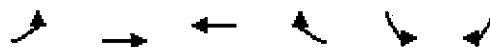
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↰	↱
Volume (veh/h)	40	21	0	13	103	96
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.72	0.76	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	56	28	0	18	141	132
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	428					
pX, platoon unblocked						
vC, conflicting volume			83		87	69
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			83		87	69
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		85	87
cM capacity (veh/h)			1527		919	999

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	83	18	273
Volume Left	0	0	141
Volume Right	28	0	132
cSH	1700	1527	956
Volume to Capacity	0.05	0.00	0.29
Queue Length 95th (ft)	0	0	30
Control Delay (s)	0.0	0.0	10.3
Lane LOS			B
Approach Delay (s)	0.0	0.0	10.3
Approach LOS			B

Intersection Summary			
Average Delay		7.5	
Intersection Capacity Utilization		21.6%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis 14: Acorn Street & Garage Exit

2010/02/09



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		Y	
Volume (veh/h)	0	190	182	0	82	125
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.74	0.74	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	0	257	249	0	112	171
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		855				
pX, platoon unblocked						
vC, conflicting volume	249				506	249
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	249				506	249
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				79	78
cM capacity (veh/h)	1328				530	794

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	257	249	284
Volume Left	0	0	112
Volume Right	0	0	171
cSH	1700	1700	663
Volume to Capacity	0.15	0.15	0.43
Queue Length 95th (ft)	0	0	54
Control Delay (s)	0.0	0.0	14.4
Lane LOS			B
Approach Delay (s)	0.0	0.0	14.4
Approach LOS			B

Intersection Summary		
Average Delay	5.2	
Intersection Capacity Utilization	28.9%	ICU Level of Service A
Analysis Period (min)	15	

HCM Unsignalized Intersection Capacity Analysis

15: Acorn Street & Garage Entrance

2010/02/09



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱			
Volume (veh/h)	21	169	182	49	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.74	0.74	0.73	0.73	0.92	0.92
Hourly flow rate (vph)	28	228	249	67	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		988				
pX, platoon unblocked						
vC, conflicting volume	316				568	283
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	316				568	283
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	100
cM capacity (veh/h)	1255				477	761
Direction, Lane #	EB 1	WB 1				
Volume Total	257	316				
Volume Left	28	0				
Volume Right	0	67				
cSH	1255	1700				
Volume to Capacity	0.02	0.19				
Queue Length 95th (ft)	2	0				
Control Delay (s)	1.1	0.0				
Lane LOS	A					
Approach Delay (s)	1.1	0.0				
Approach LOS						

Intersection Summary		
Average Delay	0.5	
Intersection Capacity Utilization	29.3%	ICU Level of Service A
Analysis Period (min)	15	

Wyandanch Intermodal Transit Facility Parking Study
Wyandanch, Town of Babylon, Suffolk county, New York
On & Off-Street Parking Volumes

Location: Wyandanch downtown area within the vicinity of the Long Island Rail Road Station

2009 Existing, 2012 & 2032 No Build Conditions On & Off-Street Parking Volumes

				Existing							2012 No Build				
Lot #	Location	Usage	Restriction	Capacity			Occupied 8:30 AM	Available Parking	2009 Assign	Total Existing Parking Volumes	Remaining Available Parking	2012 Background Parking Demand	Additional Demand	Background Assign	2012 Total Parking Volumes
				Regular	Handicap	Total									
2	Corner of Straight Path & Acorn Street (North of Acorn Street)	Public (Long Island Railroad commuter parking)	None Posted	648	4	718	718	0		718	0	731	13		718
3	Corner of Straight Path & Acorn Street (South of Acorn Street)	Public (Long Island Railroad commuter parking)	None Posted	122	20	142	140	2	2	142	0	145	3		142
6	Long Island Avenue (North side, located west of Straight Path)	Public (Long Island Railroad commuter parking)	None Posted	49	0	49	38	11	11	49	0	50	1		49
7	Merritt Avenue (South side, located west of Straight Path)	Public (Long Island Railroad commuter & retail	2 hour parking for retail customer section only (Eastmost section of	145	0	145	106	39	39	145	0	148	3		145
	Winter Ave / N 13th St (btwn Straight Path & Washington Ave)		None Posted			10		10	10	10	0	10	0		10
	McCue Ave / N 12th St (between Straight Path & Washington Ave)		None Posted			7		7	7	7	0	7	0		7
	Andrews Ave / N 14th St (between Merritt Ave & Washington Ave)		None Posted			47		47	13	13	34	13	0	8	21
	N 16th St (between Merritt Ave & Washington Ave)		None Posted			12		12	12	12	0	12	0		12
	Straight Path (between Long Island Ave & Commonwealth Dr)		None Posted			14		14	6	6	8	6	0	8	14
	Long Island Ave ((between Garden City Av & S 18th St)		None Posted			11		11	6	6	5	6	0		6
	Acorn St (East of Straight Path, in front of factory)		None Posted			15		15	7	7	8	7	0	4	11
	Commonwealth Dr (btwn Straight Path & Doe St)		None Posted			25		25		0	25	0	0		0
	Garden City Ave (South of Long Island Ave)		No Parking 11 pm - 7:30 am			17		17		0	17	0	0		0
	N 17th St (between Merritt Ave & Washington Ave)		None Posted			6		6		0	6	0	0		0
				964	24	1,218	1,002	216	113	1,115	103	1,135	20	20	1,135