Appendix N

Traffic Impact Study

TRAFFIC IMPACT STUDY

Melville Crossing

75 Maxess Road
Melville, Town of Huntington, Suffolk County, New York

PREPARED FOR

Russell Mohr
Steel Equities
700 Hicksville Road
Bethpage, NY 11714

PREPARED BY

VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.
100 Motor Parkway – Suite 350
Hauppauge, NY 11788
631.787.3400

October 2025

Table of Contents

1 **Introduction** **1**

Project Description 2
Study Methodology 4

2 **Existing Conditions** **7**

Roadway and Intersection Conditions 7
Principal Roadways 7
Study Intersections 9
Existing Traffic Volume Data 22
Crash History 24
Crash History Considerations 29

3 **Future Conditions** **30**

No-Build Condition 30
Other Planned Developments 30
Planned Roadway Improvements 31
Background Traffic Growth 31
Build Condition 34
Project Generated Traffic Volumes 34
Trip Distribution and Assignment 36

4 **Traffic Operations Analysis** **43**

Level-of-Service and Delay Criteria 43
Improvements to Area Roadways and Site Access 43
Intersection Capacity Analysis 44
Signalized Intersections 45
Unsignalized Intersections 55
Recommended Mitigation Measures Capacity Analysis 58

5 **Signal Warrant Analysis** **62**

6 **Parking** **65**

Off-Street Parking 65
Town of Huntington Parking Requirements 65
Site Circulation 66

7 **Conclusions** **67**

List of Tables

Table No.	Description	Page
Table 1	Summary of Three-year Crash History	25
Table 2	Peak Hour Site Trip Generation	36
Table 3	Weekday AM Peak Hour LOS Summary - Signalized	45
Table 4	Weekday PM Peak Hour LOS Summary - Signalized	48
Table 5	Saturday Midday Peak Hour LOS Summary - Signalized	51
Table 6	Weekday AM Peak Hour LOS Summary - Unsignalized	55
Table 7	Weekday PM Peak Hour LOS Summary - Unsignalized	56
Table 8	Saturday Midday Peak Hour LOS Summary - Unsignalized	57
Table 9	Mitigation Measures	58
Table 10	AM Peak Hour LOS Summary – Signalized With Mitigation	59
Table 11	PM Peak Hour LOS Summary – Signalized With Mitigation	60
Table 12	Saturday Midday Peak Hour LOS Summary – Signalized With Mitigation	61
Table 13	Signal Warrant Analysis Summary- Maxess Road at Melville Park Road/Site Access	64
Table 14	Parking Requirements	65

List of Figures

Figure No.	Description	Page
Figure 1	Project Location	3
Figure 2	Study Area Intersections	6
Figure 3	2025 Existing Peak Hour Traffic Volumes	23
Figure 4	Other Planned Developments Peak Hour Traffic Volumes	32
Figure 5	2028 No-Build Peak Hour Traffic Volumes	33
Figure 6	Primary Trip Distribution	38
Figure 7	Pass-By Trip Assignments	39
Figure 8	Site Generated Peak Hour Volumes	40
Figure 9	Pass-By Peak Hour Volumes	41
Figure 10	2028 Build Peak Hour Volumes	42

Appendices

Appendix A	Preliminary Site Plan
Appendix B	Turning Movement Traffic Volumes
Appendix C	Automatic Traffic Recorder Traffic Volumes
Appendix D	Crash Data
Appendix E	Internal Capture Worksheets
Appendix F	LOS Definitions
Appendix G	Synchro Capacity Analysis Worksheets
Appendix H	Traffic Signal warrant Analysis

1

Introduction

This Traffic Impact Study (TIS) evaluates the potential traffic and parking impacts associated with the redevelopment of a 16.6± acre property located at 75 Maxess Road in the Hamlet of Melville (the "Subject Property") that is currently developed with an unoccupied, one-story, 170,000± sf office and warehouse building. The proposed development, to be known as Melville Crossing, is located within the Town of Huntington's recently established Melville Town Center Overlay District (MTCOD) and has been proposed to conform to the standards and goals of that district.

The purpose of this study is to determine if there are significant traffic impacts due to the Proposed Project, to evaluate the adequacy of parking provided, and to propose mitigation measures, if required.

Based on the results of the study it has been concluded that the redevelopment of the site as proposed will not have a significant adverse impact on the study intersections or roadway network with the implementation of the recommended mitigation. The parking provided meets the requirements of the Town of Huntington and the needs of the proposed uses.

Project Description

The Applicant, Steel Equities, is proposing redevelopment of the property located at 75 Maxess Road within the Town of Huntington in Suffolk County, New York. The site is located at the northeast corner of the intersection of Maxess Road and Corporate Center Drive and is currently developed with a vacant office/industrial building with approximately 170,000 sf of floor area. The proposed action consists of a request for a special permit and site plan approval to allow the redevelopment of the property with 250 rental apartment units, 110 condominium (ownership) units, and 40 live/work residential units. Additionally, the project will include 15,000 sf of dry retail space, 15,000 sf of restaurant/bistro space, 7,000 sf of medical office, and a 6,300 sf clubhouse on the 16.6± acre site. The proposed development plan is depicted on the Preliminary Site Plan prepared by VHB, dated August 21, 2025, which is included in Appendix A.

As depicted on the plan, the site will provide a total of 781 parking spaces. 709 will be contained on-site and 72 stalls will be provided in the on-street areas along Maxess Road and Corporate Center Drive (32 parallel stalls and 40 angled stalls, respectively) which front along the property. The on-site parking stalls will be a mix of typical at-grade parking stalls and garage parking for residential units. The site is currently accessed at three (3) unsignalized locations; One full access drive on Maxess Road at the northwestern corner of the property, a second right-out only drive on Maxess Road opposite Melville Park Road, and a third full access drive on Corporate Center Drive offset 50 feet west of the access drive to 2 Corporate Center Drive. Access to the proposed development would be continued at each of these locations, though a new traffic signal would be provided at the intersection formed by Maxess Road and Melville Park Road with the site access. As described later in this report, this proposed signal meets warrants and would provide for acceptable traffic operations for activity into and out of the site.

The site location is depicted in Figure 1.

\\vhb.com\gbl\proj\Hauppauge\22734.00 Steel Equities 75 Maxess\05_Work\cad\ts\planset\22734.00_Location Map.dwg

Not to Scale

Study Location Map
Melville Crossing
75 Maxess Road
Melville, New York

Figure 1

Study Methodology

The following describes the methodology used in this traffic study:

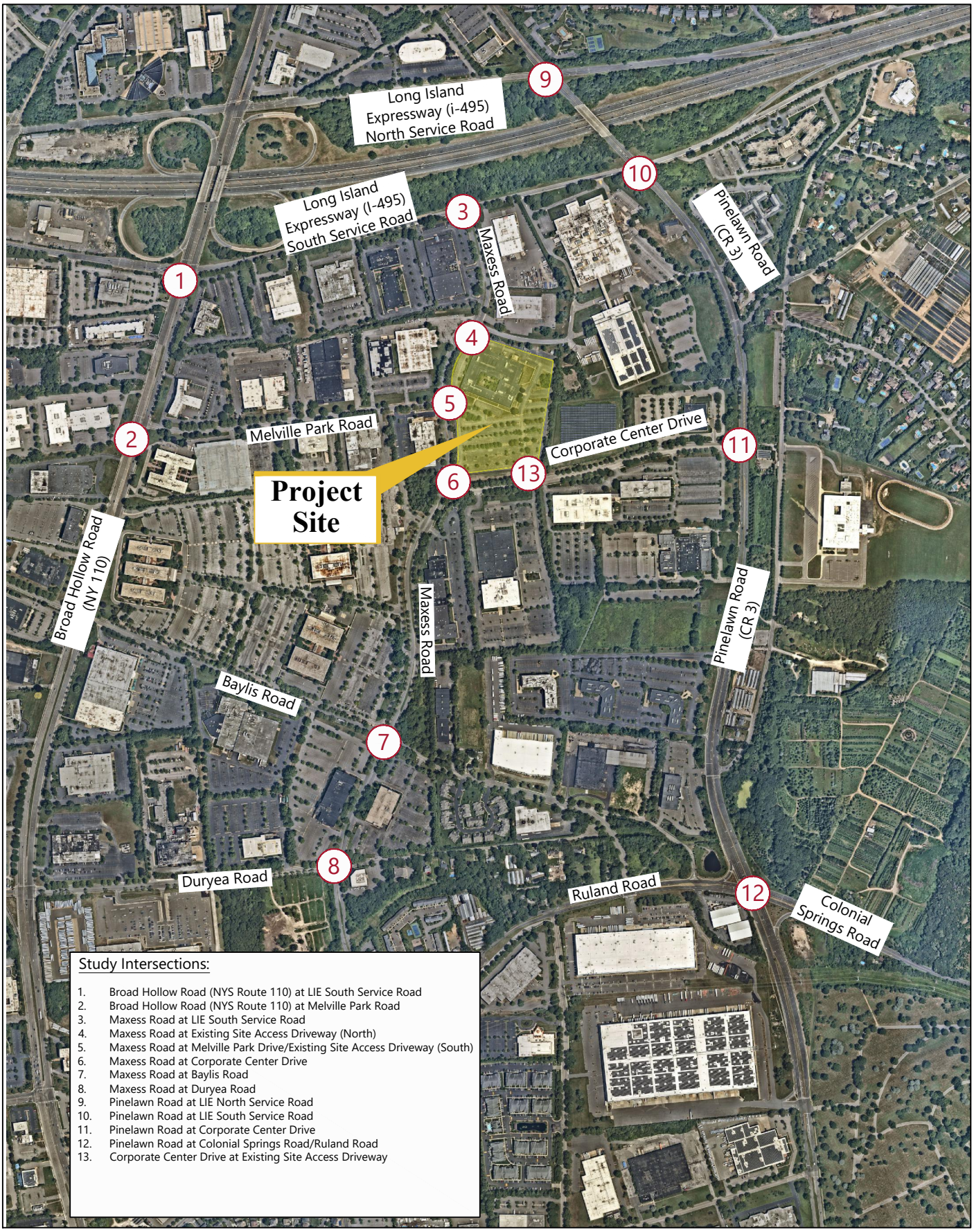
- The project site plan and related documents were reviewed to obtain an understanding of the project scope and layout
- A review was made of the adjacent roadway system and the key intersections that might be significantly impacted by the proposed project were identified
- Field inventories were made to observe the number and direction of travel lanes at the key intersections, along with signal timing, phasing and cycle lengths
- Turning movement counts were collected at the key intersections using Miovision cameras on a typical weekday during the weekday a.m., weekday p.m., and Saturday midday peak hours of commuter traffic
- Automated Traffic Recorder (ATR) machines were placed on Melville Park Road and Maxess Road for 7-days to collect vehicle volume and speed data for the purposes of preparing a traffic signal warrant study
- The existing 2025 traffic volumes at the key intersections were expanded to the future No-Build year (assumed to be 2028)
- Other significant planned developments in the vicinity of the project were identified and the traffic associated with those developments was included in No-Build analysis
- The traffic generated by the proposed development was estimated based on recognized traffic engineering standards
- The site-generated volumes were distributed along the adjacent roadway network and were added to the No-Build volumes to produce the proposed Build volumes
- A traffic signal warrant analysis was prepared for the intersection of Maxess Road and Melville Park Road/Site Access
- Capacity analyses were performed for the key intersections and the site driveways for the Existing, future No-Build and future Build conditions
- The results of the future analyses for the No-Build and Build conditions were compared to assess any significant traffic impacts due to the proposed project
- The need for traffic mitigation measures was evaluated
- The adequacy of the proposed parking was evaluated in the context of Town Code requirements, and the site layout was reviewed.

Based on an examination of the study area and discussions with representatives of the Town of Huntington, the following intersections have been identified for detailed evaluation for the weekday a.m., weekday p.m., and Saturday Midday peak hours:

1. Broad Hollow Road (NYS Route 110) at LIE South Service Road (Signalized)
2. Broad Hollow Road (NYS Route 110) at Melville Park Road (Signalized)
3. Maxess Road at LIE South Service Road (Unsignalized)
4. Maxess Road at Existing North Site Access Driveway (Unsignalized)

5. Maxess Road at Melville Park Drive/Existing South Site Access Driveway (Unsignalized)
6. Maxess Road at Corporate Center Drive (Signalized)
7. Maxess Road at Baylis Road (Signalized)
8. Maxess Road at Duryea Road (Unsignalized)
9. Pinelawn Road (CR 3) at LIE North Service Road (Signalized)
10. Pinelawn Road (CR 3) at LIE South Service Road (Signalized)
11. Pinelawn Road (CR 3) at Corporate Center Drive (Signalized)
12. Pinelawn Road (CR 3) at Colonial Springs Road/Ruland Road (CR 5, Signalized)
13. Corporate Center Drive at Existing Site Access Driveway/Driveway (Unsignalized)

The study area intersections are shown in Figure 2.



Study Intersections:

1. Broad Hollow Road (NYS Route 110) at LIE South Service Road
2. Broad Hollow Road (NYS Route 110) at Melville Park Road
3. Maxess Road at LIE South Service Road
4. Maxess Road at Existing Site Access Driveway (North)
5. Maxess Road at Melville Park Drive/Existing Site Access Driveway (South)
6. Maxess Road at Corporate Center Drive
7. Maxess Road at Baylis Road
8. Maxess Road at Duryea Road
9. Pinelawn Road at LIE North Service Road
10. Pinelawn Road at LIE South Service Road
11. Pinelawn Road at Corporate Center Drive
12. Pinelawn Road at Colonial Springs Road/Ruland Road
13. Corporate Center Drive at Existing Site Access Driveway

Not to Scale

Study Intersections Map
Melville Crossing
75 Maxess Road
Melville, New York

Figure 2

2

Existing Conditions

Evaluation of the transportation impacts associated with the Proposed Project requires a thorough understanding of the existing transportation conditions in the Study Area. Roadway geometry, traffic control, daily and peak hour traffic flow, and multi-modal accommodations are described in detail below.

Roadway and Intersection Conditions

Principal Roadways

Broad Hollow Road (NYS Route 110)

Broad Hollow Road, designated as New York State Route 110, is a north-south principal arterial roadway under the jurisdiction of the New York State Department of Transportation (NYSDOT). It runs north from Merrick Road (NYS Route 27A) in Amityville to its northern terminus at Youngs Hill Road in Halesite. The section of Broad Hollow Road in the vicinity of the project area provides three travel lanes in each direction with additional turning lanes at major intersections. The NYSDOT Traffic Data Viewer reports the 2024 annual average daily traffic (AADT) on Broad Hollow Road between the Long Island Expressway and Ruland Road at 44,200 vehicles per day (vpd). The posted speed limit is 55 miles per hour (mph) and on-street parking is permitted in some areas of the section under study where adequate shoulder width is available.

Long Island Expressway (I-495)

The Long Island Expressway (LIE), designated Interstate 495, is a controlled-access east-west principal arterial interstate under the jurisdiction of the NYSDOT. The LIE runs from the western limit of Long Island in Queens County and terminates at County Road 58 in Riverhead. The section of the LIE in the vicinity of the project area provides four travel lanes in each direction and the study area includes the interchanges associated with Exit 49. The NYSDOT Traffic Data Viewer reports the 2024 AADT at 153,989 vpd between the Nassau County/Suffolk County Line and the LIE Exit 49 Interchange. The posted speed limit on the Long Island Expressway is 55 mph.

LIE Service Roads

The LIE North and South Service Roads are one-way principal arterial roadways that run either westbound (North Service Road) or eastbound (South Service Road) along either side of the LIE. While these roadways are NYSDOT-owned facilities, maintenance of the service roads is under the jurisdiction of the Suffolk County Department of Public Works (SCDPW).

The LIE North Service Road (NSR) in the vicinity of the project area provides two travel lanes in the westbound direction. The NYSDOT Traffic Data Viewer reports the 2024 AADT on this section of the LIE NSR at 15,028 vpd. The posted speed limit for this section of the LIE NSR is 40 mph. On-street parking is permitted on the roadway in the vicinity of the study area where adequate shoulder width exists to accommodate a parked vehicle

The LIE South Service Road (SSR) at this location runs between Broad Hollow Road and Pinelawn Road (CR 3). It provides three travel lanes in the eastbound direction. The NYSDOT Traffic Data Viewer reports the 2019 AADT at 15,243 vpd. The posted speed limit is 40 mph and on-street parking is permitted on the roadway in the vicinity of the study area where adequate shoulder width exists to accommodate a parked vehicle

Pinelawn Road (CR 3)

Pinelawn Road, designated County Road (CR) 3, is a north-south minor arterial roadway under the jurisdiction of the SCDPW. The section of Pinelawn Road in the study area provides two travel lanes in each direction with a mix of striped and raised medians with additional turn lanes at intersections. The NYSDOT Traffic Data Viewer reports the 2024 AADT on the section of Pinelawn Road north of Ruland Road/Colonial Springs Road to Half Hollow Road at 27,599 vpd. The posted speed limit is 40 mph and adequate shoulder width is not available to accommodate parked vehicles.

Ruland Road/Colonial Springs Road (CR 5)

Ruland Road/Colonial Springs Road, designated as CR 5, is an east-west minor arterial roadway under the jurisdiction of the SCDPW. The section of Ruland Road in the study area provides one travel lane in each direction. The NYSDOT Traffic Data Viewer reports the 2024 AADT on this section of Ruland Road from Broad Hollow Road to Republic Road at 14,765 vpd. The posted speed limit is 30 mph. Adequate shoulder width is not available in the study area to accommodate parked vehicles.

Baylis Road

Baylis Road is an east-west Town of Huntington major collector roadway serving an industrial area in the vicinity of the project site. Baylis Road runs east from Old Walt Whitman Road and terminates at Ruland Road. It provides two travel lanes in each direction of travel. The NYSDOT Traffic Data Viewer reports the 2024 AADT on Baylis Road at 6,260 vpd. The posted speed limit is 30 mph. Adequate shoulder width is not available to accommodate parked vehicles in the study area.

Maxess Road

Maxess Road is a north-south Town of Huntington major collector roadway serving the industrial area south of the LIE which includes the project site. Maxess Road runs north from Ruland Road and terminates at the LIE South Service Road. It provides two travel lanes in each direction of travel with a raised, grass center median. The posted speed limit is 30 mph. Adequate shoulder width is not available to accommodate parked vehicles in the study area.

Melville Park Road

Melville Park Road is an east-west Town of Huntington local roadway that runs east from Broad Hollow Road to Maxess Road. It provides one travel lane in each direction of travel. The posted speed limit on Melville Park Road is 30 mph. On-street parking is not permitted on Melville Park Road.

Corporate Center Drive

Corporate Center Drive is an east-west Town of Huntington local roadway that runs east from Maxess Road to Pinelawn Road. It provides two travel lanes in each direction with a two-way center left-turn lane. There is no posted speed limit on Corporate Center Drive and adequate shoulder width is not available to accommodate parked vehicles in the study area.

Duryea Road

Duryea Road is an east-west Town of Huntington major collector roadway that runs east from Broad Hollow Road and terminates at a dead-end west of Baylis Road. It provides one travel lane in each direction. There is no posted speed limit on Duryea Road and parking is prohibited in isolated areas.

Study Intersections

To determine the potential traffic impacts of the proposed project, the study intersections referenced under the study methodology were identified for analysis under the Existing, No-Build and future Build conditions. Aerial views of the intersections and descriptions of same are included below.

Broad Hollow Road (NYS Route 110) at LIE South Service Road

The Broad Hollow Road at LIE at SSR intersection is a four-legged signalized intersection with three active approaches. The SSR is a one-way roadway that permits only eastbound travel. The eastbound SSR approach provides a shared left-turn/through lane, two through lanes, and two dedicated, channelized right-turn lanes. The northbound Broad Hollow Road approach provides three through lanes and a dedicated right-turn lane while the southbound Broad Hollow Road approach provides three through lanes and two dedicated left-turn lanes. Eastbound right-turns on red are restricted at this location. The intersection is controlled by a multi-phase traffic signal. The phasing is as follows:

- North-south through movements
- Lagging protected southbound left-turns and southbound through movement
- Eastbound movements.

Broad Hollow Road (NYS Route 110) at Melville Park Road

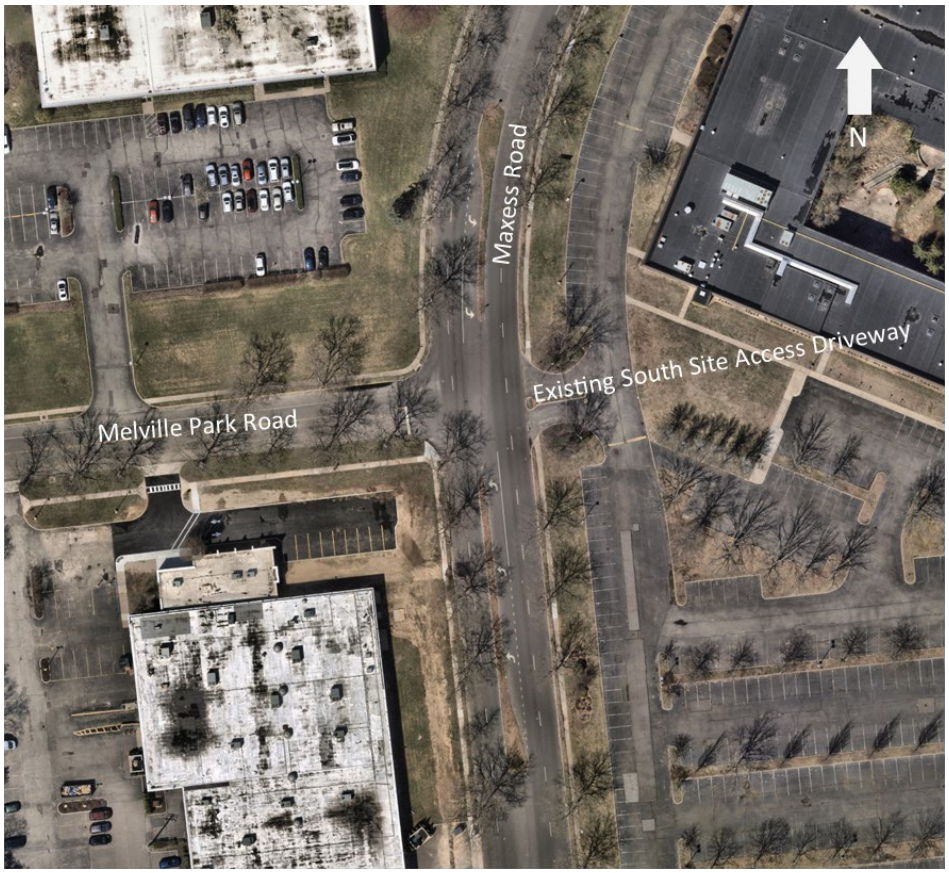
The Broad Hollow Road at Melville Park Road intersection is a three-legged signalized intersection. The northbound Broad Hollow Road approach provides one dedicated left-turn lane for U-turns, two through lanes, and one shared through/right-turn lane. The southbound Broad Hollow Road approach provides a dedicated left-turn lane and three dedicated through lanes. The westbound Melville Park Road approach provides a dedicated left-turn lane and an dedicated right-turn lane. The intersection is controlled by a multi-phase traffic signal. The phasing is as follows:

- Leading protected southbound left-turn movements with northbound u-turns
- North-south through movements
- Westbound movements.

Maxess Road at LIE South Service Road

The SSR at Maxess Road intersection is a three-legged unsignalized intersection with two active approaches. The SSR Road is a one-way roadway and permits eastbound travel only. The eastbound SSR approach provides a through lane and a shared through/right-turn lane. The northbound Maxess Road approach is stop-controlled and provides two dedicated right-turn lanes.

Maxess Road at Existing South Site Access Driveway



The Maxess Road at Melville Park Drive/Existing South Site Access Driveway intersection is a four-legged unsignalized intersection. The northbound and southbound Maxess Road approaches provide a dedicated left-turn lane, a through lane, and a shared through/right-turn lane. The eastbound Melville Park Drive is a stop-controlled approach that was observed to function as a shared left-turn/through lane and a dedicated right-turn lane. The existing South Site Access driveway westbound approach provides a single shared through/right-turn lane. No left-turn movements exiting this site driveway are permitted.

Maxess Road at Corporate Center Drive

The Maxess Road at Corporate Center Drive intersection is a three-legged signalized intersection. The northbound Maxess Road approach provides a through lane and a shared through/right-turn lane. The southbound Maxess Road approach provides an dedicated left-turn lane and two through lanes. The westbound Corporate Center Drive approach provides an dedicated left-turn lane and a dedicated right-turn lane. The intersection is controlled by a two-phase traffic signal. Crosswalks are provided across the southern and eastern legs of the intersection, with pedestrian call buttons provided for the Maxess Road crossing.

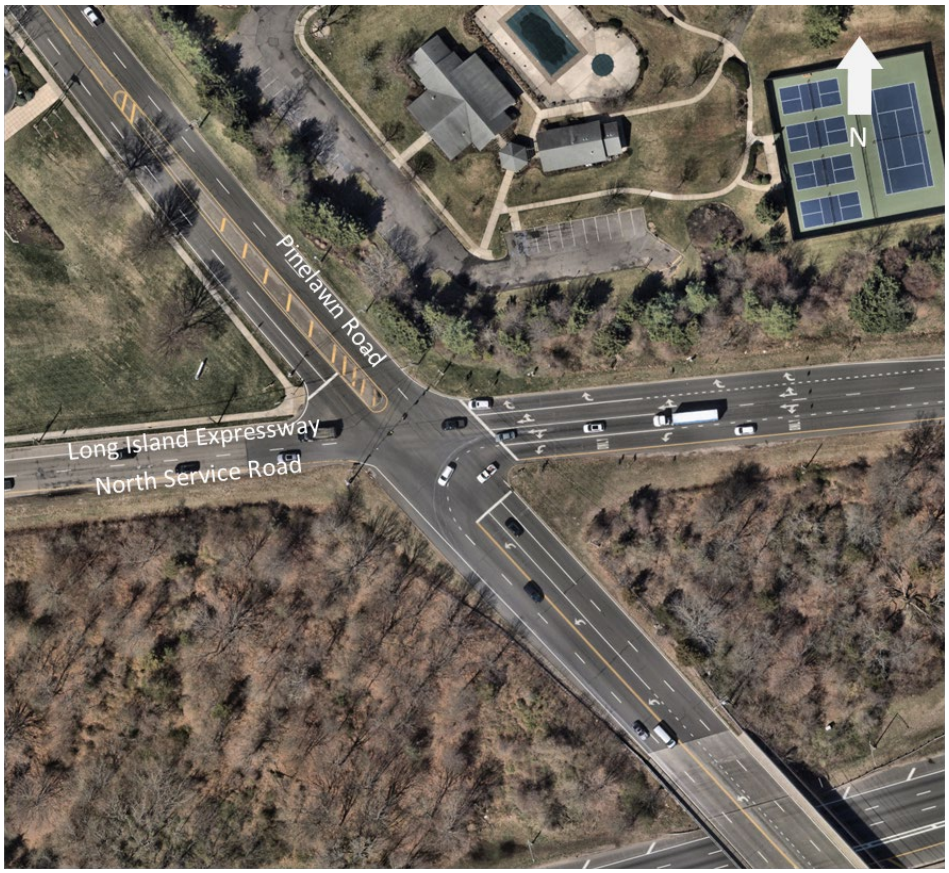
Maxess Road at Baylis Road

The Maxess Road at Corporate Center Drive intersection is a three-legged signalized intersection. The northbound Maxess Road approach provides a through lane and a shared through/right-turn lane. The southbound Maxess Road approach provides a dedicated left-turn lane and two through lanes. The westbound Corporate Center Drive approach provides a dedicated left-turn lane and a dedicated right-turn lane. The intersection is controlled by a two-phase traffic signal.

Maxess Road at Duryea Road

The Maxess Road at Duryea Road intersection is a four-legged, two-way stop-controlled intersection. The northbound and southbound Maxess Road approaches provide a dedicated left-turn lane, a through lane, and a shared through/right-turn lane. The eastbound stop-controlled Duryea Road approach has no visible pavement markings, but the approach was observed to accommodate simultaneous left turning and through traffic due to its width. The eastbound approach includes a channelized right-turn lane with yield control. The westbound, stop-controlled Duryea Road approach also has no visible pavement markings, but is wide enough and was observed to accommodate simultaneous left turning and through/right turning vehicles.

Pinelawn Road (CR 3) at LIE North Service Road



The intersection of Pinelawn Road (CR 3) at NSR is a four-legged signalized intersection with three active approaches. The NSR is a one-way roadway that permits only westbound travel. The westbound NSR approach provides a dedicated left-turn lane, a shared left-turn/through lane, a shared through/right-turn lane, and a dedicated right-turn lane. The northbound Pinelawn Road approach provides a dedicated left-turn lane and two through lanes. The southbound Pinelawn Road approach provides a through lane and a shared through/right-turn lane. No pedestrian crosswalks or pedestrian signal equipment is provided at this intersection. The intersection is controlled by a multi-phase traffic signal which is coordinated with the SSR intersection. The phasing is as follows:

- North-south movements with permitted northbound left-turns
- Lagging northbound movements with protected left-turns
- Westbound movements.

Pinelawn Road (CR 3) at LIE South Service Road

The Pinelawn Road at SSR intersection is a four-legged signalized intersection with three active approaches. The SSR is a one-way roadway that permits only eastbound travel. The eastbound SSR approach provides a shared left-turn/through lane, a through lane, and a dedicated right-turn lane. The northbound Pinelawn Road approach provides two through lanes and a channelized right-turn lane. The southbound Pinelawn Road approach provides a dedicated left-turn lane and two through lanes. Eastbound right-turns on red are restricted at this location. No pedestrian crosswalks or pedestrian signal equipment is provided at this intersection. The intersection is controlled by a multi-phase traffic signal which is coordinated with the LIE North Service Road intersection. The phasing is as follows:

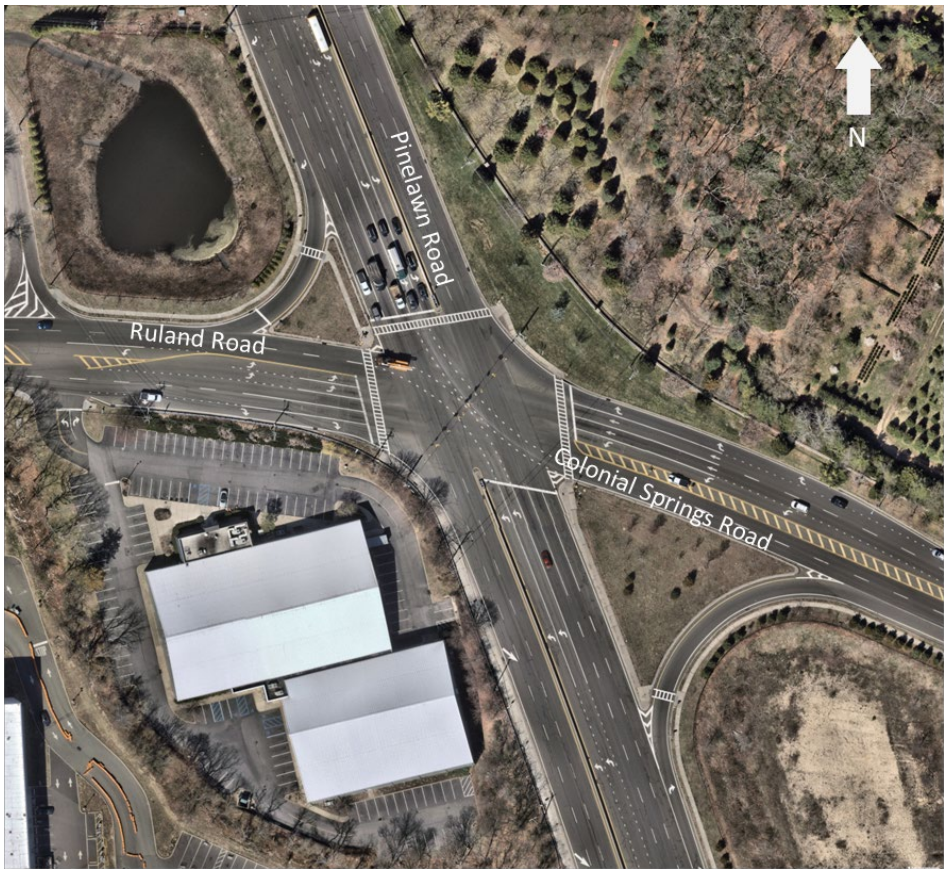
- North-south movements with permitted southbound left-turns
- Lagging southbound movements with protected left-turns
- Eastbound movements.

Pinelawn Road (CR 3) at Corporate Center Drive

The Pinelawn Road at Corporate Center Drive intersection is a three-legged signalized intersection. The northbound Pinelawn Road approach provides a dedicated left-turn lane and two through lanes. The southbound Pinelawn Road approach provides a through lane and a shared through/right-turn lane. The eastbound Corporate Center Drive approach provides two dedicated left-turn lanes and a dedicated right-turn lane. A crosswalk with pedestrian call buttons and pedestrian signals are provided across the southern leg of the intersection. The intersection is controlled by a multi-phase traffic signal and the phasing is as follows:

- Northbound movements with protected left-turns and an eastbound right-turn overlap
- North-south Movements with permitted left-turns
- Eastbound movements.

Pinelawn Road (CR 3) at Colonial Springs Road/Ruland Road (CR 5)



The Pinelawn Road at Colonial Springs Road/Ruland Road intersection is a four-legged signalized intersection. The northbound and southbound Pinelawn Road approaches provide two dedicated left-turn lanes, three through lanes, and a yield-controlled, channelized right-turn lane. The eastbound Ruland Road approach provides two dedicated left-turn lanes, two through lanes, and a dedicated right-turn lane. The westbound Colonial Springs Road approach provides a dedicated left-turn lane, two through lanes, and a dedicated right-turn lane. Pedestrian crosswalks with call buttons are provided across the northern, eastern, and western legs of the intersection. The intersection is controlled by a multi-phase traffic signal and the phasing is as follows:

- Protected east-west left-turns with
- East-west movements with restricted left-turns
- Protected north-south left-turns
- North-south movements with restricted left-turns.

Corporate Center Drive at Existing Site Access Driveway/Driveway

The intersection of Corporate Center Drive and Existing Site Access Driveway/Driveway is a four-legged unsignalized intersection. The northbound Driveway approach is stop-controlled and provides a shared left-turn/right-turn lane. The southbound existing Site Access driveway is stop-controlled and provides a dedicated left-turn lane and a dedicated right-turn lane. The eastbound Corporate Center Drive approach provides a through lane and a shared through/right-turn lane. The westbound Corporate Center Drive approach provides two through lanes and a dedicated right-turn lane. A center two-way left-turn lane accommodates left turns from Corporate Center Drive in both directions.

Existing Traffic Volume Data

Intersection turning movement counts (TMCs) collected for the proposed project were performed on Wednesday, May 28, 2025, during the weekday a.m. peak period from 7:00 a.m. to 9:00 a.m., the weekday p.m. peak period from 4:00 p.m. to 6:00 p.m., and during the Saturday midday peak period on May 31, 2025 from 11:00 a.m. to 2:00 p.m. at the following locations:

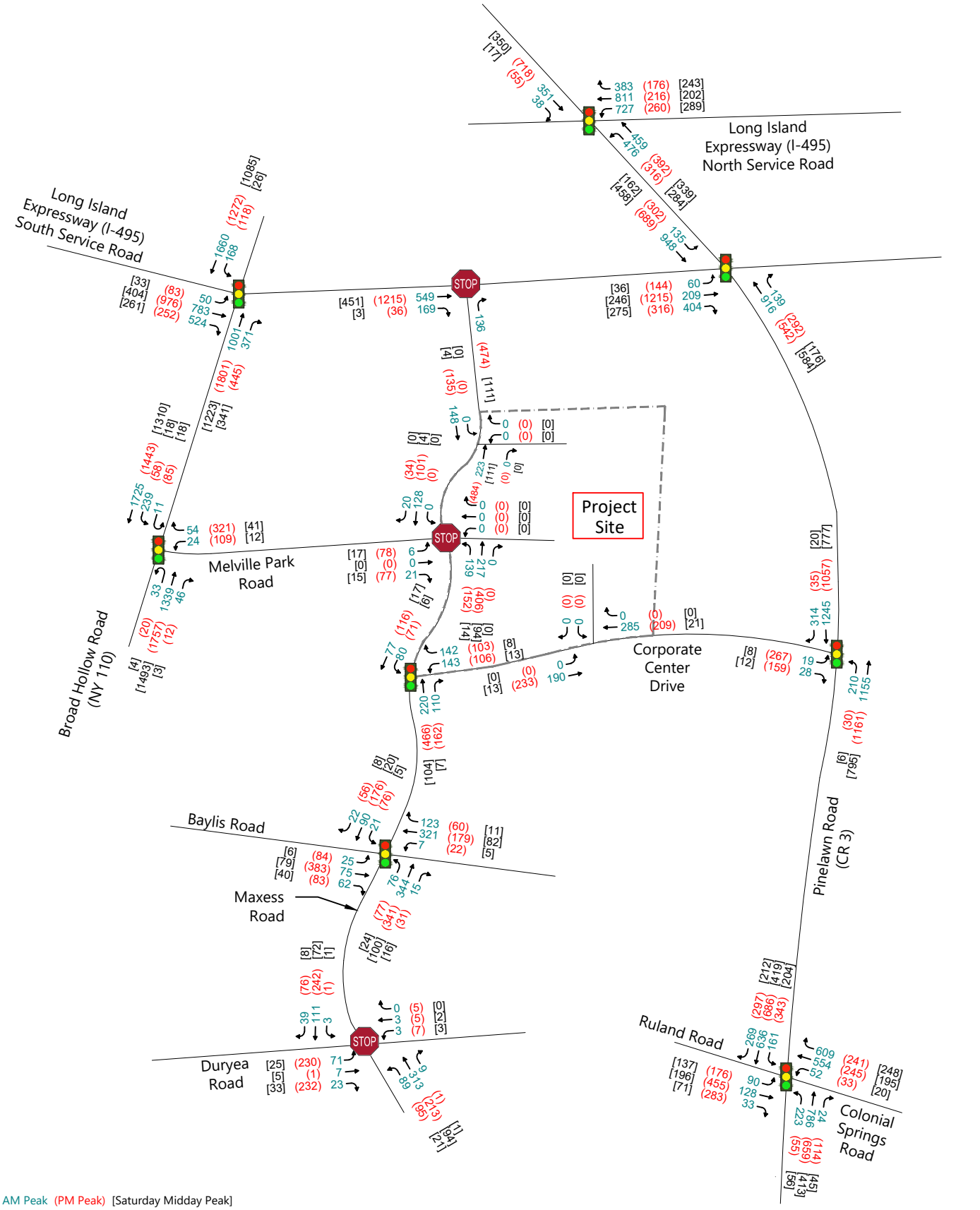
- Broad Hollow Road (NYS Route 110) at SSR
- Broad Hollow Road (NYS Route 110) at Melville Park Road
- Maxess Road at SSR
- Maxess Road at Existing North Site Access Driveway
- Maxess Road at Melville Park Drive/Existing South Site Access Driveway
- Maxess Road at Corporate Center Drive
- Maxess Road at Baylis Road
- Pinelawn Road (CR 3) at NSR
- Pinelawn Road (CR 3) at SSR
- Pinelawn Road (CR 3) at Corporate Center Drive
- Corporate Center Drive at Existing Site Access Driveway/Driveway.

In response to comments from the Town of Huntington to expand the study to include additional locations, turning movement counts were conducted during the same time periods identified above on Tuesday, September 9, 2025, for the weekday periods, and Saturday, September 6, 2025, for the Saturday period at the following intersections

- Maxess Road at Duryea Road
- Pinelawn Road at Ruland Road/Colonial Springs Road.

The peak period traffic volume data is included in Appendix B.

The 2025 Existing peak one-hour traffic volumes for the weekday a.m., weekday p.m., and Saturday midday peak hours are illustrated on Figure 3. Based on the data, the weekday a.m. peak hour occurs from 8:00 a.m. to 9:00 a.m., the weekday p.m. peak hour occurs from 5:00 p.m. to 6:00 p.m., and the Saturday midday peak hour occurs from 1:00 p.m. to 2:00 p.m.



Key: AM Peak (PM Peak) [Saturday Midday Peak]

Not to Scale

2025 Existing Traffc Volumes
Melville Crossing
75 Maxess Road
Melville, New York

Figure 3

Crash History

Crash data for the Project Study Area was obtained from the NYSDOT for the three-year period from February 28, 2022 to March 1, 2025, for the study area intersection listed below, as well as the sections of roadway between them.

- Broad Hollow Road (NYS Route 110) at SSR (Signalized)
- Broad Hollow Road (NYS Route 110) at Melville Park Road (Signalized)
- Maxess Road at SSR (Unsignalized)
- Maxess Road at Melville Park Drive/Existing South Site Access Driveway (Unsignalized)
- Maxess Road at Corporate Center Drive (Signalized)
- Maxess Road at Baylis Road (Signalized)
- Maxess Road at Duryea Road (Unsignalized)
- Pinelawn Road (CR 3) at NSR (Signalized)
- Pinelawn Road (CR 3) at SSR (Signalized)
- Pinelawn Road (CR 3) at Corporate Center Drive (Signalized)
- Pinelawn Road (CR 3) at Colonial Springs Road/Ruland Road (CR 5, Signalized).

Table 1 summarizes the intersection and segment crashes. Detailed crash data can be found in Appendix D.

Table 1 Summary of Three-year Crash History

Intersection/Section	Accident Severity				Total	Accident Type										
	Fatality	Injury [1]	PDO [2]	NR [3]		Rear-End	Overtaking	Right-Angle	Left-Turn	Right-Turn	Fixed Object	Head-On	Sideswipe	Pedestrian	Bicycle	Other
Intersection of Broad Hollow Road (NYS 110) at LIE South Service Road	0	19	61	8	**88**	30	26	9	7	2	2	0	0	1	0	11
Section of Broad Hollow Road (NYS 110) from LIE South Service Road to Melville Park Road	0	5	8	4	**17**	9	2	0	1	1	2	0	0	0	0	2
Intersection of Broad Hollow Road (NYS 110) at Melville Park Road	0	9	21	0	**30**	19	4	1	0	2	0	0	1	0	0	3
Section of LIE South Service Road from Broad Hollow Road to Maxess Road	1	1	3	1	**6**	1	1	1	0	0	2	1	0	0	0	0
Section of Melville Park Road from Broad Hollow Road to Maxess Road	0	0	2	0	**2**	0	0	0	2	0	0	0	0	0	0	0
Intersection of LIE South Service Road at Maxess Road	0	1	2	2	**5**	4	0	0	0	0	0	0	0	0	0	1
Section of Maxess Road from LIE South Service Road to Melville Park Road	0	0	3	0	**3**	1	2	0	0	0	0	0	0	0	0	0
Intersection of Maxess Road at Melville Park Road	0	1	1	0	**2**	0	0	0	0	1	1	0	0	0	0	0
Section of Maxess Road from Melville Park Road to Corporate Center Drive	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0
Intersection of Maxess Road at Corporate Center Drive	0	0	3	0	**3**	2	0	1	0	0	0	0	0	0	0	0
Section of Maxess Road from Corporate Center Drive to Baylis Road	0	0	1	1	**2**	0	1	1	0	0	0	0	0	0	0	0
Intersection of Maxess Road at Baylis Road	0	8	7	0	**15**	3	0	10	2	0	0	0	0	0	0	0
Section of Maxess Road from Baylis Road to Duryea Road	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0
Intersection of Maxess Road at Duryea Road	0	1	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0
Section of LIE South Service Road from Maxess Road to Pinelawn Road	0	10	5	3	**18**	11	2	0	0	1	1	0	0	0	0	3
Section of Corporate Center Drive from Maxess Road to Pinelawn Road	0	0	1	1	**2**	0	1	1	0	0	0	0	0	0	0	0

Table 1 Summary of Three-year Crash History (Continued)

Intersection/Section	Accident Severity				Total	Accident Type										
	Fatality	Injury [1]	PDO [2]	NR [3]		Rear-End	Overtaking	Right-Angle	Left-Turn	Right-Turn	Fixed Object	Head-On	Sideswipe	Pedestrian	Bicycle	Other
Section of Baylis Road from Maxess Road to Ruland Road	0	2	1	1	**4**	1	2	1	0	0	0	0	0	0	0	0
Intersection of Pinelawn Road at LIE North Service Road	0	10	38	6	**54**	15	16	9	7	3	2	0	0	0	0	2
Section of Pinelawn Road from LIE North Service Road to LIE South Service Road	0	4	11	0	**15**	8	3	0	0	0	1	0	0	0	0	3
Intersection of Pinelawn Road at LIE South Service Road	0	15	30	8	**53**	23	11	8	4	0	0	1	1	0	1	4
Section of Pinelawn Road from LIE South Service Road to Corporate Center Drive	0	9	12	2	**23**	10	8	3	0	0	1	0	0	0	0	1
Intersection of Pinelawn Road at Corporate Center Drive	0	3	10	1	**14**	7	4	2	0	0	1	0	0	0	0	0
Section of Pinelawn Road from Corporate Center Drive to Ruland Road	0	3	10	1	**14**	4	4	1	1	1	1	0	1	0	0	1
Intersection of Pinelawn Road at Colonial Springs Road/Ruland Road	1	15	48	6	**70**	42	13	6	2	1	2	0	0	0	0	4
Total	**2**	**116**	**278**	**45**	**441**	**190**	**100**	**55**	**26**	**12**	**16**	**2**	**3**	**1**	**1**	**35**

Source: NYSDOT crash data dated February 2022 through March 2025.

1 Personal Injury

2 Property Damage Only

3 Non-Reportable

As shown in Table 1, of the 441 total intersection crashes reported, there were two fatal crashes, 116 injury crashes, 278 property-damage only crashes, 45 non-reportable crashes (no injury and less than $1,000 in property damage). The locations with the highest occurrence of reported crashes were evaluated and the findings are presented below.

Intersection of Broad Hollow Road (NYS 110) at LIE South Service Road

A total of 88 crashes occurred at this intersection during the three-year study period, including 30 rear-end crashes, 26 overtaking crashes, 9 right-angle crashes, 7 left-turn crashes, and a mix of right-turn, fixed-object, and "other" crashes. A closer look at the rear-end crashes revealed that they were attributed to a mix of following too closely, driver inattention, unsafe travel speed, pavement slippery, driver inexperience, unsafe lane change, reaction to uninvolved vehicles, and passing or lane usage improperly. The overtaking crashes at this intersection were attributed to a mix of driver

inattention, improper turning, failure to yield right-of-way, traffic control devices disregarded, passing or lane usage improperly, unsafe lane change, and improper turning. The right-angle collisions were due to a mix of failure to yield right-of-way, improper turning, driver inattention, traffic control devices disregarded, backing unsafely, and passing or lane usage improperly. The left-turn collisions were due to a mix of improper turning, failure to yield right-of-way, unsafe lane change, and passing or improper lane usage.

There was one crash involving a pedestrian at this intersection. This crash was attributed to backing unsafely and involved a southbound vehicle at night in rainy conditions. The crash did not result in any injuries but given its singularity and the fact that it occurred in nighttime/rainy conditions, it can be surmised that this crash did not occur due to an underlying safety hazard in need of correction.

Given the level of traffic traversing this location, as well as the size and complexity of the intersection and the predominance of crashes that would be expected for a signalized operation, the level of crash experience at this intersection is not unexpected.

Intersection of Broad Hollow Road (NYS 110) at Melville Park Road

A total of 30 crashes occurred at this intersection during the three-year study period, including 19 rear-end crashes, 4 overtaking crashes, and a mix of right-angle, right-turn, fixed object, and "other" crashes. A closer look revealed the rear-end crashes at this intersection were primarily attributed to following too closely, while the remaining were due to a mix of driver inattention, unsafe speed, backing unsafely, failure to yield right-of-way, eating or drinking, and electronic device usage. The overtaking crashes were attributed to a mix of driver inattention, passing or lane usage improperly, unsafe lane change, and failure to yield right-of-way.

Given the level of traffic traversing this location, as well as the size and complexity of the intersection and the predominance of crashes that would be expected for a signalized operation, the level of crash experience at this intersection is not unexpected.

Section of LIE South Service Road from Broad Hollow Road to Maxess Road

A total of 6 crashes occurred at this roadway section during the three-year study period, which were a mix of overtaking, rear-end, right-angle, head-on, and "other" crashes. A closer look revealed the crashes on this section of roadway were due to a mix of passing or lane usage improperly, following too closely, improper turning, traffic control devices disregarded, unsafe speed and reaction to other uninvolved vehicle.

One fatal crash occurred along this section that resulted in one fatality. The crash occurred at night in dark-road lighted conditions and with wet road surface conditions. A westbound vehicle went the wrong way down the one-way, eastbound SSR and collided with an eastbound vehicle. The crash was due to disregarding traffic control devices and improper turning. This crash was due to driver error and does not suggest an issue with safety at this location.

Intersection of Pinelawn Road at LIE North Service Road

A total of 54 crashes occurred at this intersection during the three-year study period, including 16 overtaking crashes, 15 rear-end crashes, 9 right-angle crashes, 7 left-turn crashes, and a mix of left-turn, right-turn, and "other" crashes. A closer look revealed the overtaking crashes at this intersection were attributed to a mix of improper turning, passing or lane usage improperly, driver inattention, driver inexperience, failure to yield right-of-way, and unsafe lane change. The rear-end crashes were attributed to a mix of failure to yield right-of-way, driver inattention, following too closely, backing unsafely, and pavement slippery. The right-angle crashes were attributed to a mix of failure to yield right-of-way, traffic control devices disregarded, improper turning, pavement slippery, and passing or lane usage improperly. The left-turn crashes were attributed to a mix of other car distraction, unsafe speed, driver inattention, improper turning, passing or lane usage improperly, traffic control devices disregarded, and traffic control device improper/non-working.

Given the level of traffic traversing this location, as well as the size and complexity of the intersection and the predominance of crashes that would be expected for a signalized operation, the level of crash experience at this intersection is not unexpected.

Intersection of Pinelawn Road at LIE South Service Road

A total of 53 crashes occurred at this intersection during the three-year study period, including 23 rear-end crashes, 11 overtaking crashes, 8 right-angle crashes, and a mix of left-turn, head-on, sideswipe, and "other" crashes. A closer look revealed the rear-end crashes at this intersection were primarily due to following too closely, while the remaining were due to a mix of driver inattention, improper turning, unsafe speed, slippery pavement, and driver inattention. The overtaking crashes were due to a mix of unsafe lane change, driver inattention, passing or lane usage improperly, unsafe speed, unsafe lane change, and view obstructed/limited. The right-angle crashes were due to a mix of traffic control decides disregarded and failure to yield right-of-way.

There was one crash involving a cyclist. The crash was attributed to failure to yield right-of-way and involved a northbound vehicle.

Given the level of traffic traversing this location, as well as the size and complexity of the intersection and the predominance of crashes that would be expected for a signalized operation, the level of crash experience at this intersection is not unexpected.

Section of Pinelawn Road from LIE South Service Road to Corporate Center Drive

A total of 23 crashes occurred on this roadway section during the three-year study period, including 10 rear-end crashes, 8 overtaking crashes, and a mix of right-angle, fixed object, and "other" crashes. A closer look revealed the rear-end crashes on this section of roadway were due to a mix of driver inattention, following too closely, pavement slippery, and brakes defective. The overtaking crashes were due to a mix of improper turning, passing or lane usage improperly, passing too closely, failure to yield right-of-way, and unsafe lane change.

Intersection of Pinelawn Road at Colonial Springs Road/Ruland Road

A total of 70 crashes occurred at this intersection during the three-year study period, including 42 rear-end crashes, 13 overtaking crashes, 6 right-angle crashes, and a mix of left-turn, right-turn, fixed object, and "other" crashes. A closer look at the rear-end crashes revealed that they were primarily attributed to following too closely, as well as a mix of driver inattention, reaction to other uninvolved vehicle, pavement slippery, unsafe speed, failure to yield right-of-way, and eating or drinking. The overtaking crashes at this intersection were due to a mix of failure to yield right-of-way, unsafe lane change, obstructed view, driver inattention, improper turning, passing or lane usage improperly, aggressive driving/road rage, and oversized vehicle. The right-angle crashes were attributed to a mix of traffic control devices disregarded, failure to yield right-of-way, unsafe speed, slippery pavement, and driver inattention.

One fatal crash reported at this intersection that resulted in two fatalities. The crash occurred in daylight and in dry conditions. An eastbound vehicle exercised improper turning and collided with two southbound vehicles. Based on the available accident data, this crash was due to driver error and does not suggest an issue with safety at this location.

Given the level of traffic traversing this location, as well as the size and complexity of the intersection and the predominance of crashes that would be expected for a signalized operation, the level of crash experience at this intersection is not unexpected.

Crash History Considerations

Given the nature of the roadways in the study area, mainly a major State arterial in the form of Broad Hollow Road (NY 110), the presence of the on and off ramps for the Northern State Parkway, high traffic volumes, and signal-controlled intersections, the level of crash experience that was indicated by the accident data is not abnormal. The introduction of the traffic due to the development of the project site will increase traffic levels in the study area to an extent. However, with a well-developed access plan, the operation of the site as proposed will not unduly increase the rate of accident occurrence in the study area.

3

Future Conditions

The analysis of future conditions, with and without the Proposed Project was performed to evaluate the effect of the Proposed Project on future conditions in the Study Area. Background traffic volumes in the Study Area were projected to the year 2028, reflecting the year when the development is expected to be completed and fully occupied. The No-Build condition represents the future traffic conditions without construction of the Proposed Project and the Build condition represents future traffic conditions with construction of the Proposed Project.

No-Build Condition

No-Build traffic volumes include existing traffic and new traffic due to general traffic growth and other planned developments (OPDs) near the Subject Property as identified by the local municipality and review agencies.

Other Planned Developments

The Town of Huntington was contacted for information relating to OPDs that may affect traffic volumes in the Study Area. In response to this request, one project was identified:

› 115 Baylis Road – A mixed use development consisting of 200 apartment units (50 Studio, 96 1-bedroom, and 54 2-bedroom) and 50,000 sf of office/retail space. Traffic for this development was generated using ITE Trip Gen 11th edition, specifically ITE LUC #221 – Multi-family Housing (Mid-Rise) and ITE LUC #822 – Strip Retail Plaza (<40k). Based on this, the project would generate 218 trips during the weekday a.m. peak period, 408 trips during the weekday p.m. peak period, and 410 trips during the Saturday midday peak period. The volumes were then distributed through the network using a similar distribution developed for the Proposed Melville Crossing Development.

The trips associated with this project are included in the No-Build condition and are shown in Figure 4.

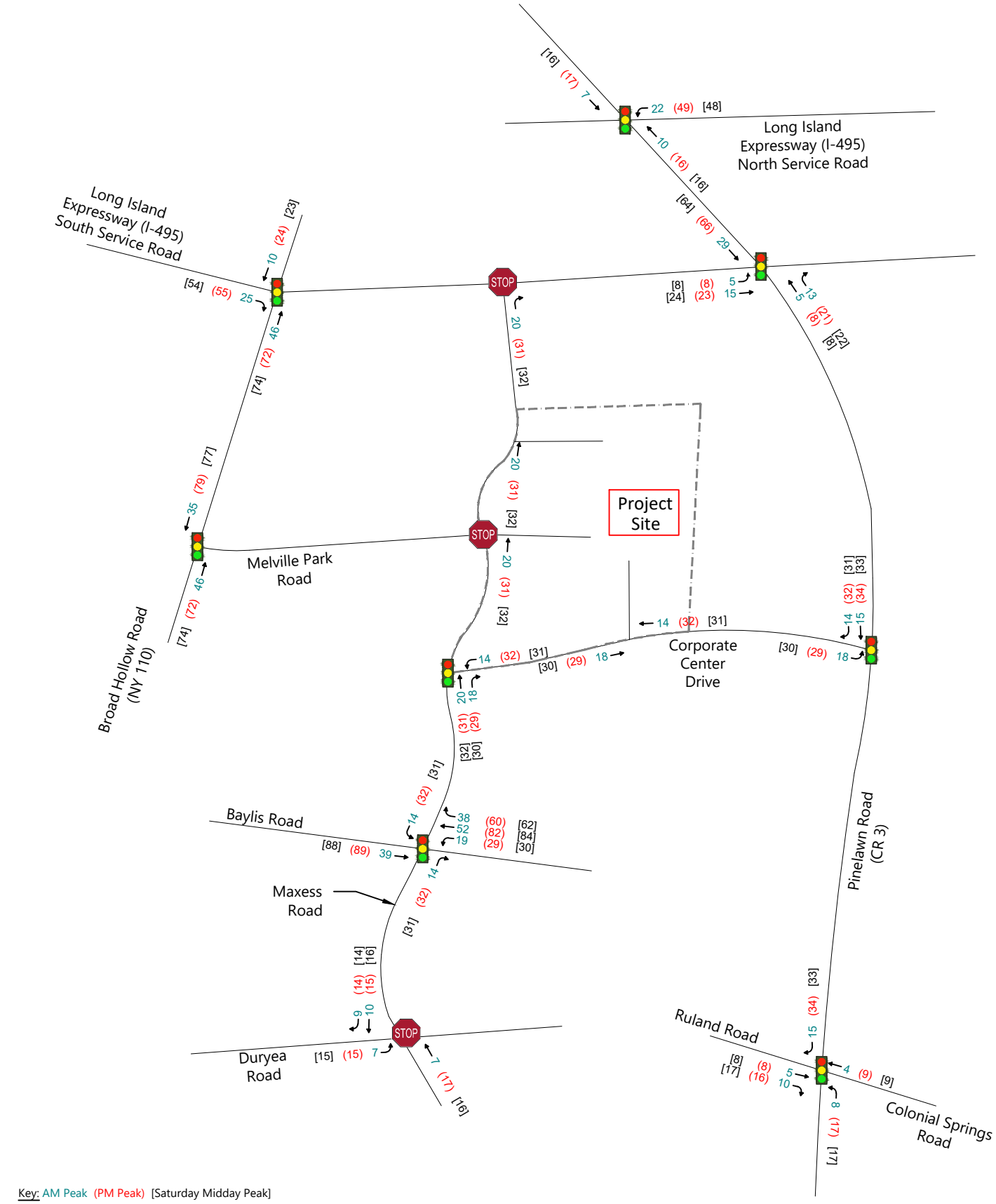
Planned Roadway Improvements

The Nassau/Suffolk Transportation Improvement Program (TIP) is a five-year listing that identifies all proposed federally funded transportation improvement projects in the New York Metropolitan Transportation Council (NYMTC) region. These improvements cover various transportation modes and facilities, including roadways and bridges, bicycle and pedestrian facilities, transit equipment and services, safety improvements and demand management programs. Projects funded through other sources are also identified to provide a more comprehensive picture of proposed transportation improvements in the region.

A review of the current TIP indicates that there are no major projects planned for completion by 2028 that could potentially impact the roadways studied for this proposed development.

Background Traffic Growth

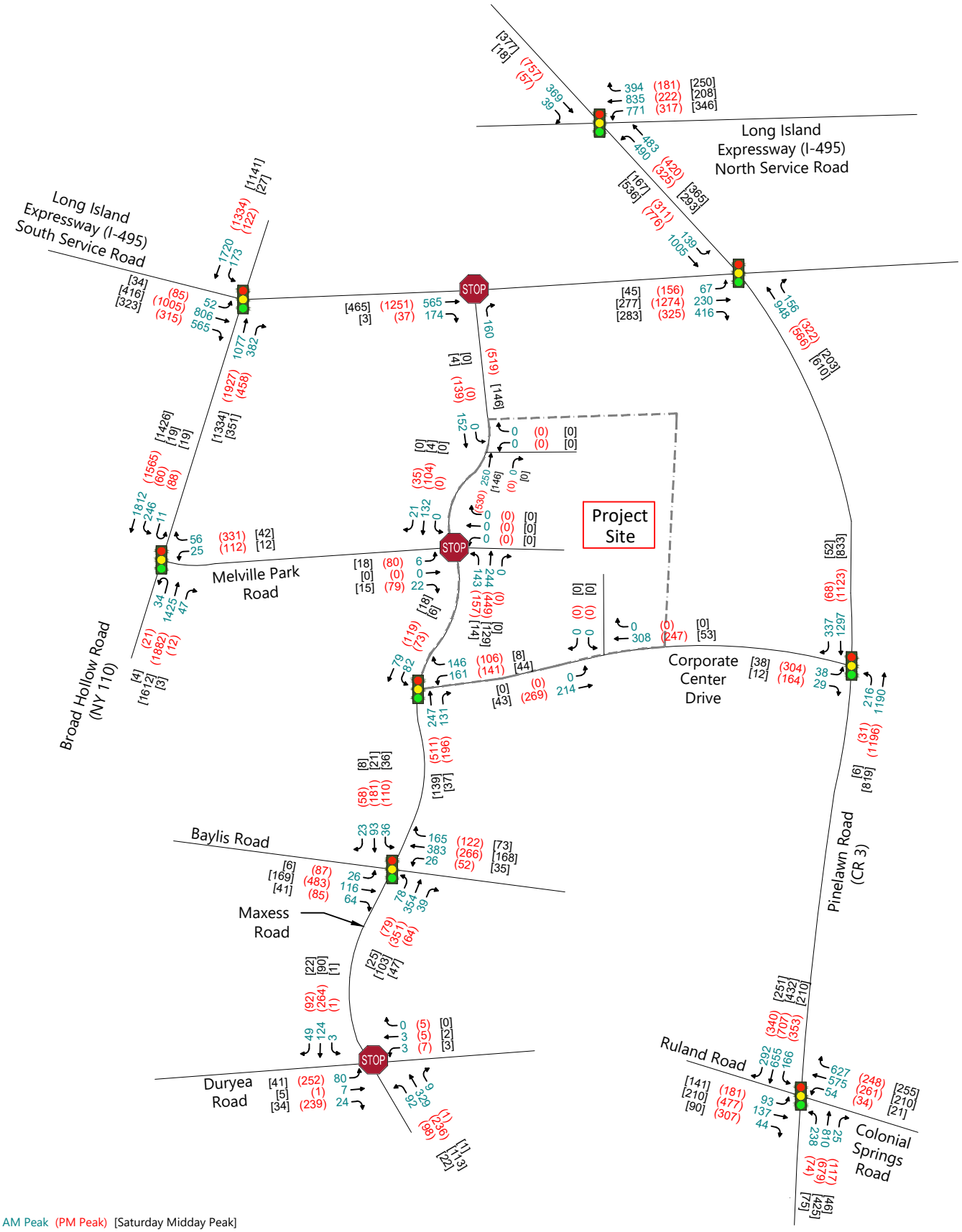
To account for increases in general population and background growth not related to the Proposed Project, an annual growth factor was applied to the existing traffic volumes. Based on a review of background growth rates developed by the NYSDOT and other local municipalities, the anticipated growth rate for the Town of Huntington is one percent per year. The growth rate was applied to the existing traffic volumes for three years to represent the future condition. The No-Build 2028 traffic volumes for the weekday a.m., weekday p.m., and Saturday midday peak hours are shown in Figure 5.



Key: AM Peak (PM Peak) [Saturday Midday Peak]

Not to Scale

Other Planned Development Volumes **Figure 4**
Melville Crossing
75 Maxess Road
Melville, New York



Key: AM Peak (PM Peak) [Saturday Midday Peak]

Not to Scale

2028 No-Build Traffic Volumes
Melville Crossing
75 Maxess Road
Melville, New York

Figure 5

Build Condition

To estimate the traffic impact of the proposed project, it is necessary to determine the traffic volumes expected to be generated by the proposed project.

Project Generated Traffic Volumes

To estimate the site-generated traffic anticipated at the Subject Property, the Institute of Transportation Engineers' (ITE) publication *Trip Generation,11th Edition*[1] was utilized. The number of vehicle trips generated by the Proposed Project was estimated based on the following ITE land use codes (LUC).

- ITE LUC 221 – Multifamily Housing (Mid-Rise) – 400 units
- ITE LUC 822 – Retail Plaza (<40k) – 15,000 sf
- ITE LUC 720 – Medical-Dental Office Building – 7,000 sf
- ITE LUC 932- High Turnover Sit-Down Restaurant – 5,000 sf
- ITE LUC 930 – Fast Casual Restaurant – 5,000 sf
- ITE LUC 933 – Fast Food Restaurant Without Drive Through -5,000 sf

It should be noted that the exact uses of the retail/restaurant spaces are currently unknown. Therefore, a mix of different land uses was selected to represent a range of potential users of those spaces. This includes a mix of dry retail space, sit down restaurants, quick service restaurants, and fast food restaurants without a drive-through window. Additionally, 40 of the residential units are proposed to be live/work units, which will encourage residents to operate their business or work out of those units. As a result, it would be expected that these units would generate less traffic activity during the peak hours as their occupants would be less likely to commute to a separate place of work. Regardless, to present a conservative estimate for the future activity, residential trips were assumed for the peak hours.

In reviewing the trip generation estimates for the project, it can be expected that some of the trips to the site, associated with the retail and restaurant components, will originate from traffic that is already on the adjacent roadway network. These trips, known as pass-by or diverted link trips, contribute to the site driveway volumes, but do not add traffic volume on the adjacent roadway network. Based on the ITE data, pass-by credits of between 25-35 percent could be applied for the retail uses, and pass-by credits of upwards of 50 percent could be applied to the restaurant units. To be conservative, pass-by credits of 25 percent for the weekday AM and weekday PM peak hour were applied to the site-generated traffic for these components. Due to the nature of the study area, no pass by credits were taken during the Saturday midday peak hour.

The evaluation of the Proposed Project with restaurant and retail space results in some multi-use or "internal" vehicle trips at the site, meaning that trips between land uses on the site are generated internally and do not add an additional trip to the adjacent roadway network. For example, a resident may stop at the retail store when leaving their home before exiting the site or when arriving at the

1 Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, Washington D.C., September 2021

site prior to entering their home. To maintain a conservative analysis, internal capture rates were capped at 10% for the interaction between any two uses. The internal trip credit was estimated using the procedures outlined in the ITE publication *Trip Generation Handbook, 3rd Edition*[2]. The resulting overall internal trip credit is nine percent during the weekday a.m. peak hour, 14 percent during the weekday p.m. peak hour, and 14 percent during the Saturday midday peak hour. The internal capture worksheets are included in Appendix E.

The trip generation estimate for the Proposed Project is summarized in Table 2.

2 Trip Generation Handbook, 3rd Edition, Institute of Transportation Engineers, Washington D.C., September 2017

Table 2 Peak Hour Site Trip Generation

Land Use	AM Peak Hour			PM Peak Hour			Sat Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Residential [a]	38	126	164	95	61	156	80	76	156
Strip Retail Plaza [b]	21	14	35	52	52	104	50	49	99
Medical-Dental Office Building [c]	17	5	22	8	17	25	12	9	21
Combined Restaurant Uses [d]	155	116	271	140	123	263	142	132	274
Retail Pass-By [e]	4	4	8	10	11	21	0	0	0
Combined Restaurant Pass-By [e]	32	32	64	30	30	60	0	0	0
Total Pass-By Trips	36	36	72	40	41	81	0	0	0
Internal Capture	-20	-20	-40	-36	-36	-72	-36	-36	-72
Total New Trips	175	205	380	219	176	395	248	230	478

a Trip generation estimate based on ITE LUC 221 – Multifamily Housing (Mid-Rise) with 400 units

b Trip generation estimate based on ITE LUC 822 – Strip Retail Plaza (<40k sf) with 15,000 sf

c Trip generation estimate based on ITE LUC 720 – Medical-Dental Office Building with 7,000 sf

d Trip generation estimate based on 5,000 sf of ITE LUC 932 – High Turnover Sit-Down Restaurant, 5,000 sf of ITE LUC 9320 – Fast Casual Restaurant, and 5,000 sf of ITE LUC 933 – Fast Food Restaurant without Drive Through

e Pass-By credit of 25% a.m. and p.m., 0% for Saturday

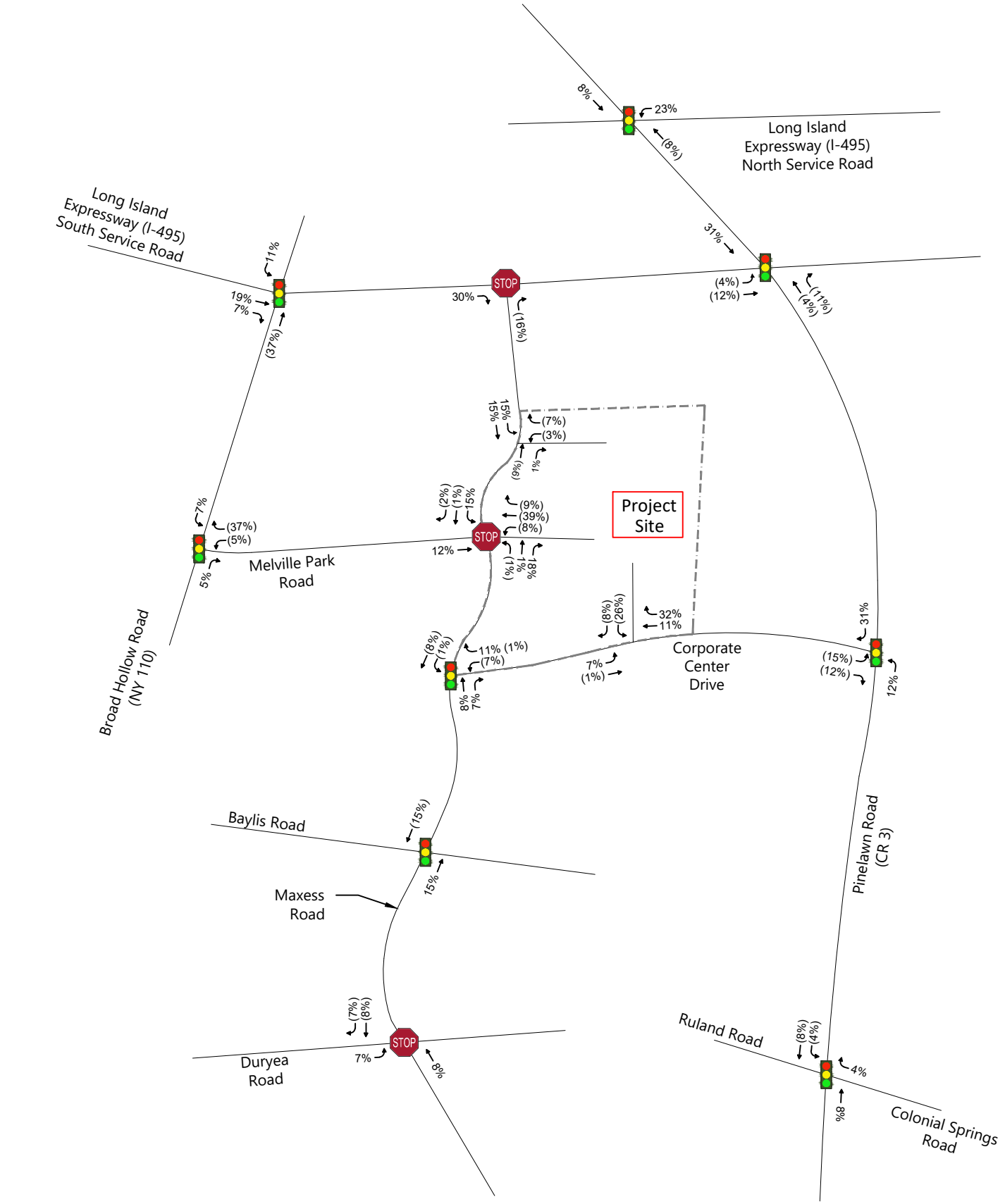
Based on the projections outlined above, the Proposed Project is expected to generate 380 new vehicle trips during the weekday a.m. peak hour(175 entering and 205 exiting), 395 new vehicle trips during the weekday p.m. peak hour (219 entering and 176 exiting), and 478 new vehicle trips during the Saturday midday peak hour (248 entering and 230 exiting).

Trip Distribution and Assignment

The directional distribution of traffic approaching and departing the site is a function of several variables including population densities, existing travel patterns, and the efficiency of the roadways leading to and from the site. Based on a review of the overall existing travel patterns and population centers in the area it is estimated that approximately 60 percent of the site-generated traffic will travel to and from the north of the site and 40 percent will travel to and from the south of the site. The primary trip distribution is illustrated on Figure 6.

Due to the location of the proposed project, it is anticipated that 40 percent of the pass-by trips will come from Corporate Center Drive while 60 percent will come from Maxess Road. The pass-by trip distribution is illustrated on Figure 7.

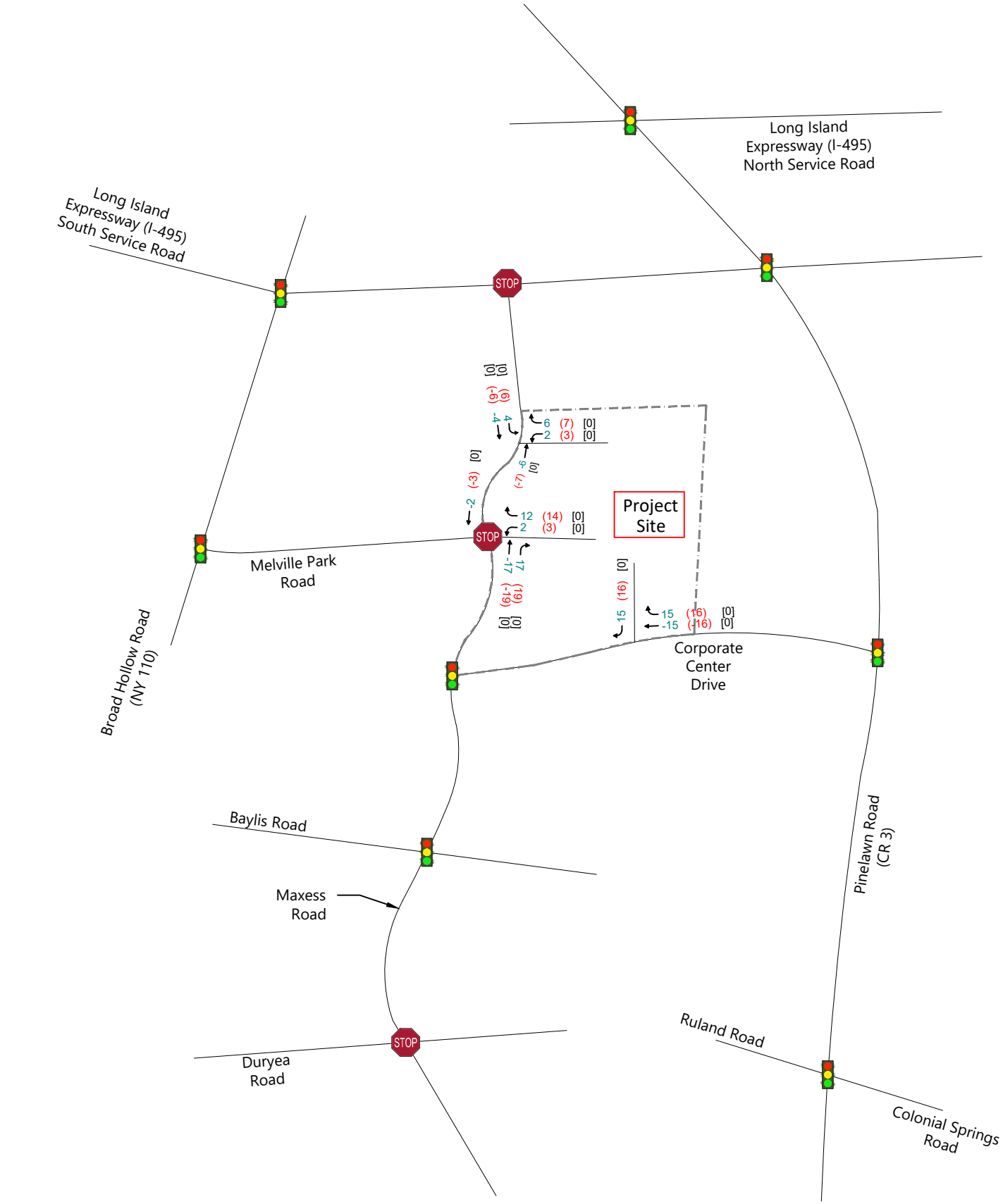
The project-related traffic volumes shown in Table 2 were assigned to the Study Area roadway network based on the primary trip assignments for the project and are illustrated on Figure 8. The pass-by volumes were assigned to the Study Area roadway network based on the pass-by trip assignment are illustrated on Figure 9. The primary trip assignment and pass-by figures volumes were added to the 2028 No-Build volumes to create the 2028 Build traffic volumes, which are summarized on Figure 10.



Not to Scale

Project Trip Distribution
Melville Crossing
75 Maxess Road
Melville, New York

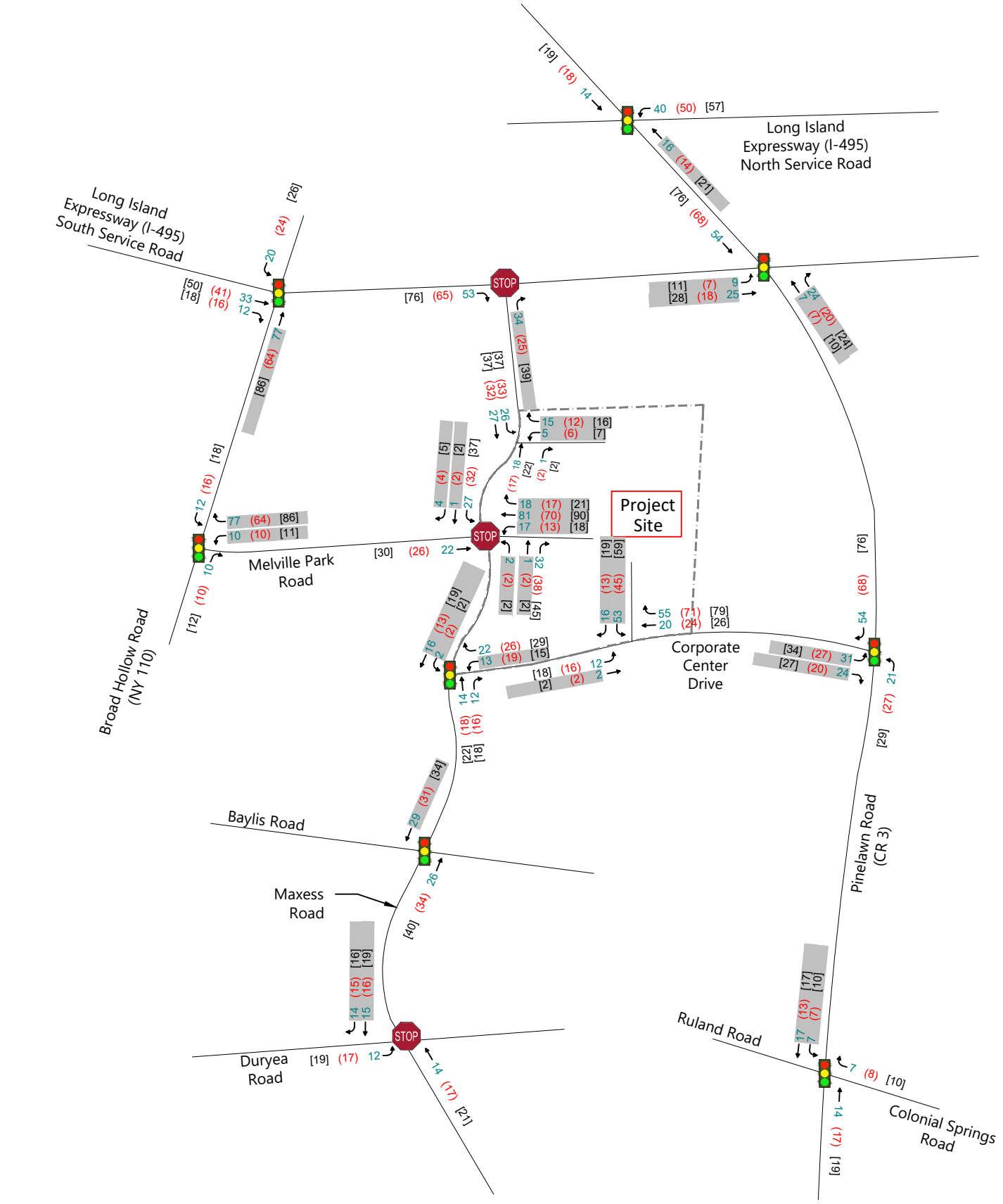
Figure 6



Not to Scale

Project Pass-By Trip Assignments
Melville Crossing
75 Maxess Road
Melville, New York

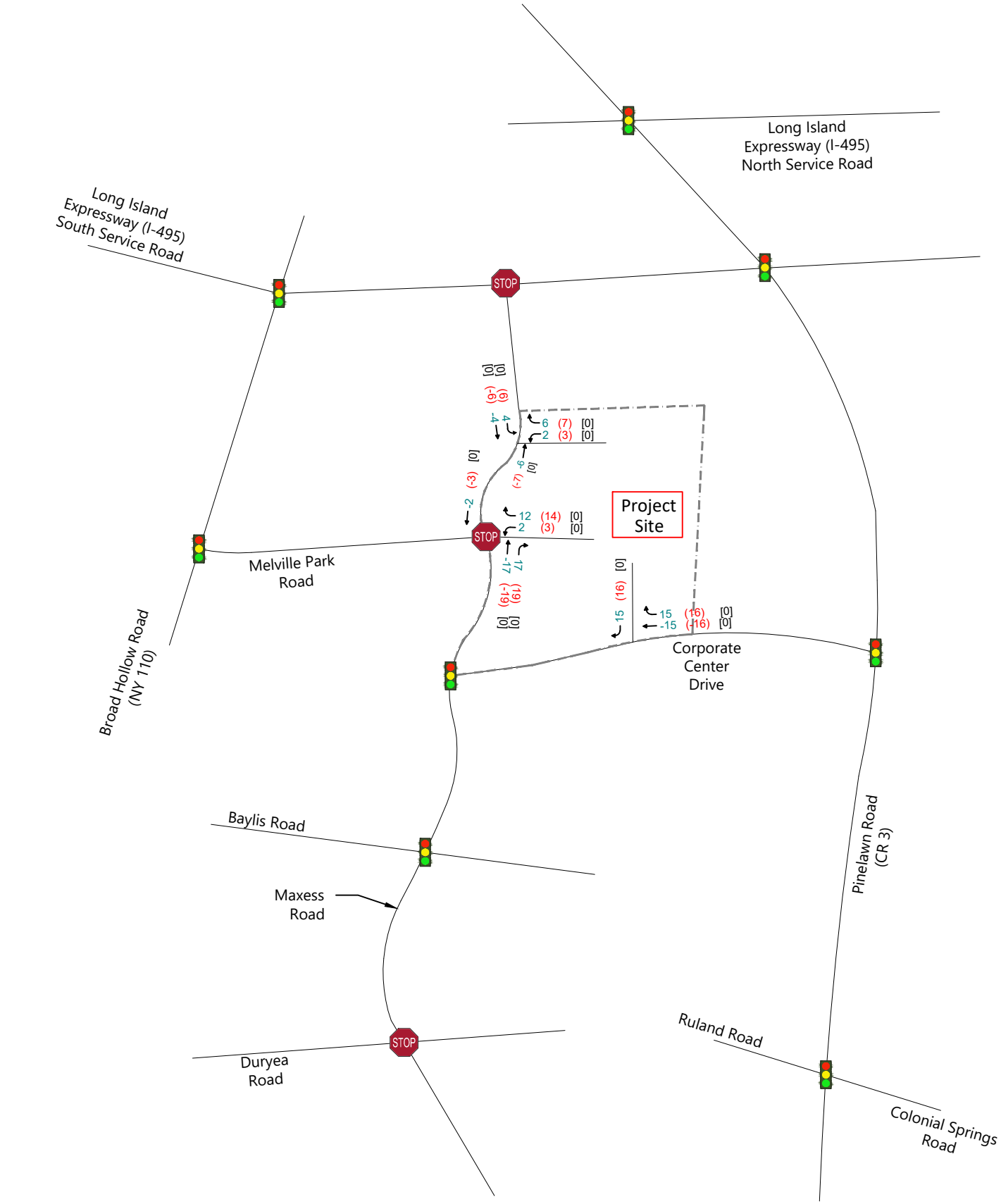
Figure 7



Not to Scale

Project Trip Assignments
Melville Crossing
75 Maxess Road
Melville, New York

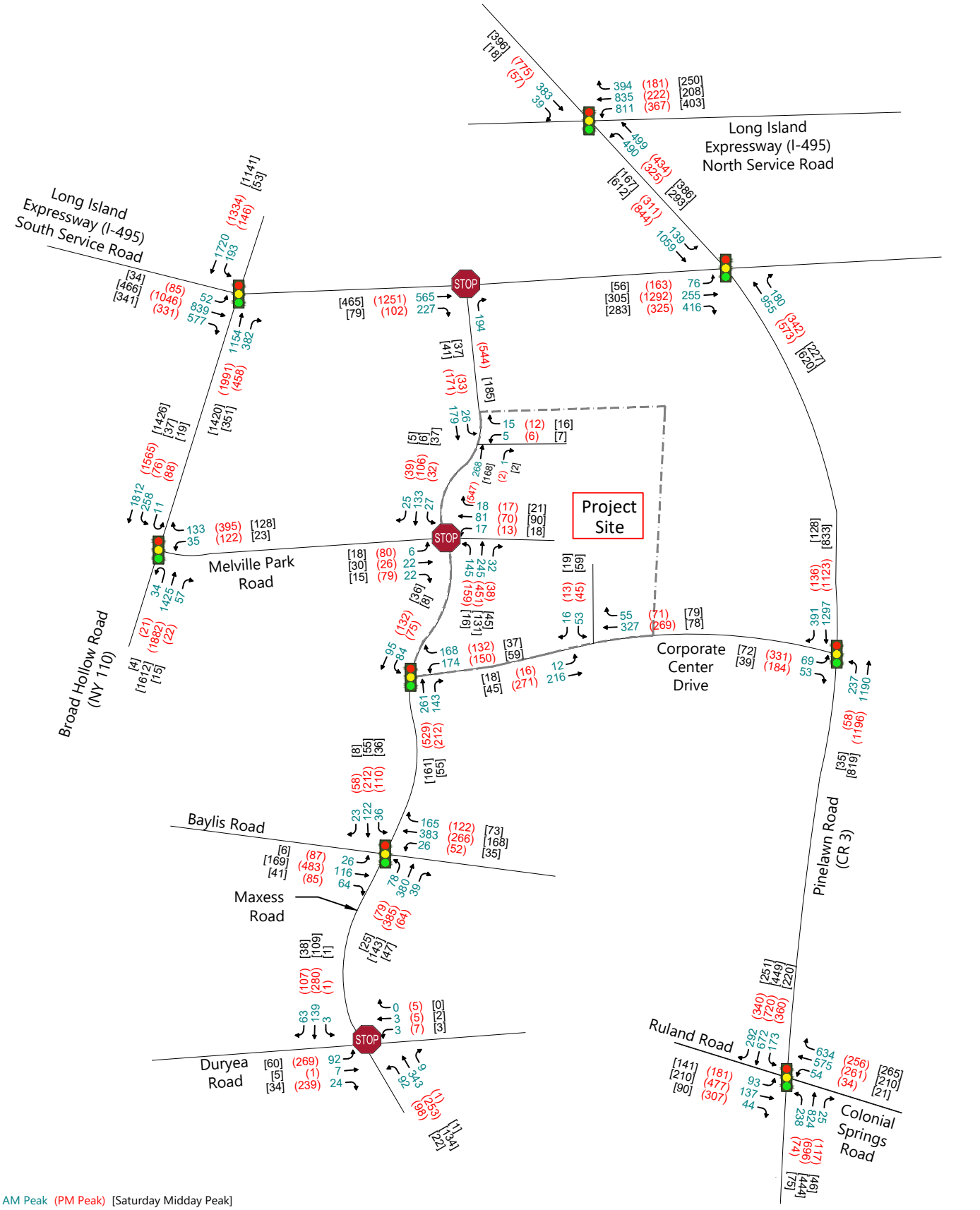
Figure 8



Not to Scale

Project Pass-By Trip Assignments
Melville Crossing
75 Maxess Road
Melville, New York

Figure 9



Key: AM Peak (PM Peak) [Saturday Midday Peak]

Not to Scale

2028 Build Traffic Volumes
Melville Crossing
75 Maxess Road
Melville, New York

Figure 10

4

Traffic Operations Analysis

Measuring existing traffic volumes and projecting future traffic volumes quantifies traffic flow within the study area. To assess the quality of traffic flow, roadway capacity analyses were conducted with respect to the Existing, future No-Build, and future Build conditions. These capacity analyses provide an indication of the adequacy of the roadway facilities to serve the anticipated traffic demands.

Level-of-Service and Delay Criteria

To assess quality of flow, intersection capacity analyses were conducted for 2025 Existing, 2028 No-Build, and 2028 Build traffic volume conditions. Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them. Roadway operating conditions are classified by calculated levels-of-service (LOS).

The evaluation criteria used to analyze the study area intersections is based on the procedures set forth in the latest version of the *Highway Capacity Manual (HCM)*[3]. Given the geometry and phasing of the study area intersection, the Synchro methodology was used. LOS is a measure that considers many factors including roadway geometry, speed, and travel delay. Levels of service range from A to F, with LOS A representing short vehicle delays and LOS F representing longer vehicle delays. The level of service designations, which are based on delay and capacity, are reported differently for signalized and unsignalized intersections. The LOS definitions are included in Appendix F.

Improvements to Area Roadways and Site Access

In keeping with the goals outlined in the MTCOD, the reconfiguration of Maxess Road and Corporate Center Drive are proposed along the site frontage, which will result in a significant change in the roadway's character and operations. Both aforementioned roadways currently provide two travel lanes in each direction separated by a two-way left-turn lane and/or grass median. Under the Build

[3] Highway Capacity Manual, 6th Edition, Transportation Research Board, Washington D.C., 2016

scenario, it is proposed to provide one travel lane in each direction, separated by a two-way left-turn lane. Along the east side of Maxess Road, parallel parking stalls are proposed to support the project and angle parking stalls are proposed on the north side of Corporate Center Drive for a similar purpose. These parking stalls will provide short-term parking for patrons of the site's commercial components (retail and restaurant) and will eliminate the need for many patrons to enter the site to park. This will lessen the traffic burden at the site access points and provide smoother overall operation.

A new traffic signal is also proposed at the intersection of Maxess Road and Melville Park Road/Site Access to provide good levels of traffic service and provide controlled ingress/egress to the proposed project. The traffic signal will mirror the operation of the nearby signal at the intersection of Maxess Road and Corporate Center Drive, and a traffic signal warrant study has been performed for this intersection and is detailed in a later section of this report.

Intersection Capacity Analysis

Levels-of-service analyses were conducted for the 2025 Existing, 2028 No-Build, and 2028 Build conditions for the Study Area intersections. Tables 3 through 8 summarize the capacity analysis results included in Appendix G.

Signalized Intersections

Table 3 Weekday AM Peak Hour LOS Summary - Signalized

Intersection	Approach	Lane Group	Existing 2025		No Build 2028		Build 2028	
			Delay [1]	LOS [2]	Delay [1]	LOS [2]	Delay [1]	LOS [2]
Broad Hollow Road (NYS Route 110) at LIE South Service Road	EB	LT	36.4	D	36.5	D	37.0	D
		R	41.8	D	44.1	D	44.9	D
		Approach	38.5	D	39.5	D	40.1	D
	NB	T	25.0	C	26.2	C	27.4	C
		R	22.9	C	24.0	C	24.1	C
		Approach	24.4	C	25.6	C	26.5	C
	SB	L	75.7	E	78.7	E	94.1	F
		T	17.8	B	18.6	B	18.7	B
		Approach	23.1	C	24.1	C	26.3	C
	Overall		**28.1**	**C**	**29.2**	**C**	**30.5**	**C**
Broad Hollow Road (NYS Route 110) at Melville Park Road	WB	L	43.2	D	43.4	D	43.7	D
		R	15.1	B	15.0	B	13.4	B
		Approach	23.7	C	23.6	C	19.6	B
	NB	U-Turn	55.4	E	55.9	E	55.9	E
		TR	19.6	B	20.9	C	24.3	C
		Approach	20.4	C	21.7	C	25.0	C
	SB	L	52.1	D	52.0	D	51.6	D
		T	8.1	A	8.4	A	9.6	A
		Approach	13.7	B	13.8	B	15.0	B
	Overall		**16.7**	**B**	**17.3**	**B**	**19.2**	**B**
Maxess Road at Corporate Center Drive	WB	L	13.9	B	14.2	B	14.4	B
		R	4.3	A	4.2	A	4.2	A
		Approach	9.1	A	9.5	A	9.4	A
	NB	TR	4.6	A	4.8	A	N/A	N/A
		T	N/A	N/A	N/A	N/A	8.9	A
		R	N/A	N/A	N/A	N/A	2.5	A
		Approach	4.6	A	4.8	A	6.6	A
	SB	L	7.7	A	8.2	A	8.0	A
		T	6.0	A	6.2	A	7.0	A
		Approach	6.9	A	7.2	A	7.5	A
	Overall		**6.7**	**A**	**6.9**	**A**	**7.8**	**A**

Table 3 Weekday AM Peak Hour LOS Summary – Signalized (Continued)

Intersection	Approach	Lane Group	Existing 2025		No Build 2028		Build 2028	
			Delay [1]	LOS [2]	Delay [1]	LOS [2]	Delay [1]	LOS [2]
Maxess Road at Baylis Road	EB	LTR	4.5	A	5.0	A	5.1	A
		Approach	4.5	A	5.0	A	5.1	A
	WB	LTR	6.4	A	7.6	A	7.7	A
		Approach	6.4	A	7.6	A	7.7	A
	NB	L	12.1	B	12.2	B	12.3	B
		TR	11.6	B	11.6	B	11.9	B
		Approach	11.7	B	11.7	B	11.9	B
	SB	L	10.6	B	11.7	B	11.8	B
		TR	8.3	A	8.3	A	8.6	A
		Approach	8.7	A	9.1	A	9.3	A
	Overall		**8.3**	**A**	**8.7**	**A**	**8.9**	**A**
Pinelawn Road at LIE North Service Road	WB	L	78.5	E	93.6	F	101.9	F
		T	68.0	E	83.4	F	94.7	F
		R	31.8	C	33.1	C	33.1	C
		Approach	64.3	E	77.2	E	85.9	F
	NB	L	46.3	D	59.1	E	63.9	E
		T	4.2	A	4.4	A	4.6	A
		Approach	25.7	C	32.0	C	34.0	C
	SB	TR	38.0	D	39.8	D	41.5	D
		Approach	38.0	D	39.8	D	41.5	D
	Overall		**50.0**	**D**	**59.7**	**E**	**65.6**	**E**
Pinelawn Road at LIE South Service Road	EB	LT	21.5	C	22.0	C	22.4	C
		R	67.7	E	78.8	E	79.3	E
		Approach	49.2	D	55.1	E	54.1	D
	NB	L	30.8	C	31.8	C	32.1	C
		T	4.7	A	4.9	A	5.0	A
		Approach	27.3	C	28.0	C	27.8	C
	SB	T	18.8	B	19.6	B	18.0	B
		R	9.1	A	9.3	A	9.5	A
		Approach	10.3	B	10.6	B	10.5	B
	Overall		**26.0**	**C**	**27.8**	**C**	**27.4**	**C**
Pinelawn Road at Corporate Center Drive	EB	L	50.8	D	51.9	D	53.3	D
		R	10.7	B	10.1	B	11.1	B
		Approach	27.1	C	34.0	C	35.0	D
	NB	L	22.9	C	31.0	C	40.0	D
		T	1.6	A	2.3	A	3.1	A
		Approach	4.9	A	6.7	A	9.2	A
	SB	TR	14.5	B	18.8	B	26.6	C
		Approach	14.5	B	18.8	B	26.6	C
	Overall		**10.3**	**B**	**13.7**	**B**	**19.2**	**B**

Table 3 Weekday AM Peak Hour LOS Summary – Signalized (Continued)

Intersection	Approach	Lane Group	Existing 2025		No Build 2028		Build 2028	
			Delay [1]	LOS [2]	Delay [1]	LOS [2]	Delay [1]	LOS [2]
Pinelawn Road at Ruland Road/Colonial Springs Road	EB	LL	54.8	D	54.8	D	54.8	D
		TT	36.3	D	35.4	D	35.4	D
		R	0.2	A	0.2	A	0.2	A
		Approach	38.3	D	36.3	D	36.3	D
	WB	L	59.7	E	59.9	E	59.9	E
		TT	50.8	D	51.2	D	51.3	D
		R	35.8	D	34.2	C	34.6	C
		Approach	43.7	D	43.1	D	43.3	D
	NB	LL	59.2	E	59.3	E	59.3	E
		TTT	34.6	C	39.3	D	40.0	D
		R	0.1	A	0.2	A	0.2	A
		Approach	39.1	D	42.8	D	43.3	D
	SB	LL	43.9	D	42.7	D	42.8	D
		TTT	28.2	C	30.3	C	30.5	C
		R	5.2	A	5.5	A	5.5	A
		Approach	24.8	C	25.7	C	25.9	C
	Overall		**36.3**	**D**	**37.3**	**D**	**37.5**	**D**

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound approach
L, T, R = Left-turn, Through, or Right-turn movement
n/a Not applicable for the condition
1 Average delay in seconds per vehicle
2 Level of Service

Table 4 Weekday PM Peak Hour LOS Summary - Signalized

Intersection	Approach	Lane Group	Existing 2025		No Build 2028		Build 2028	
			Delay [1]	LOS [2]	Delay [1]	LOS [2]	Delay [1]	LOS [2]
Broad Hollow Road (NYS Route 110) at LIE South Service Road	EB	LT	36.1	D	35.9	D	36.1	D
		R	29.7	C	30.6	C	30.6	C
		Approach	34.9	C	34.7	C	34.9	C
	NB	T	19.9	B	24.0	C	27.7	C
		R	9.9	A	10.5	B	10.3	B
		Approach	17.9	B	21.4	C	24.5	C
	SB	L	67.4	E	68.6	E	79.3	E
		T	16.6	B	17.3	B	17.5	B
		Approach	20.9	C	21.6	C	23.7	C
	Overall		**23.2**	**C**	**25.0**	**C**	**27.1**	**C**
Broad Hollow Road (NYS Route 110) at Melville Park Road	WB	L	40.0	D	40.3	D	39.3	D
		R	56.2	E	58.6	E	71.4	E
		Approach	52.1	D	54.0	D	63.9	E
	NB	U-Turn	59.6	E	60.1	E	60.1	E
		TR	25.3	C	28.0	C	31.8	C
		Approach	25.7	C	28.4	C	32.1	C
	SB	L	64.8	E	66.4	E	71.3	E
		T	9.5	A	10.1	B	11.0	B
		Approach	14.5	B	15.0	B	16.7	B
	Overall		**24.0**	**C**	**25.5**	**C**	**29.6**	**C**
Maxess Road at Corporate Center Drive	WB	L	15.4	B	18.7	B	25.0	C
		R	4.8	A	5.7	A	9.3	A
		Approach	10.2	B	13.1	B	17.6	B
	NB	TR	7.8	A	8.6	A	N/A	N/A
		T	N/A	N/A	N/A	N/A	13.6	B
		R	N/A	N/A	N/A	N/A	1.9	A
		Approach	7.8	A	8.6	A	10.3	B
	SB	L	11.8	B	15.5	B	12.8	B
		T	6.1	A	6.2	A	6.3	A
		Approach	8.3	A	9.7	A	8.7	A
	Overall		**8.3**	**A**	**9.7**	**A**	**11.7**	**A**

Table 4 Weekday PM Peak Hour LOS Summary – Signalized (Continued)

Intersection	Approach	Lane Group	Existing 2025		No Build 2028		Build 2028	
			Delay [1]	LOS [2]	Delay [1]	LOS [2]	Delay [1]	LOS [2]
Maxess Road at Baylis Road	EB	LTR	9.5	A	12.8	B	13.4	B
		Approach	9.5	A	12.8	B	13.4	B
	WB	LTR	6.1	A	8.6	A	9.0	A
		Approach	6.1	A	8.6	A	9.0	A
	NB	L	13.6	B	15.1	B	15.1	B
		TR	12.0	B	13.1	B	13.3	B
		Approach	12.2	B	13.4	B	13.6	B
	SB	L	15.4	B	22.2	C	23.8	C
		TR	8.4	A	9.5	A	10.2	B
		Approach	10.2	B	13.5	B	14.1	B
	Overall		**9.9**	**A**	**12.1**	**B**	**12.6**	**B**
Pinelawn Road at LIE North Service Road	WB	L	55.4	E	59.7	E	64.5	E
		T	48.7	D	51.3	D	55.0	E
		R	52.7	D	55.7	E	55.7	E
		Approach	51.3	D	54.4	D	57.6	E
	NB	L	19.2	B	20.9	C	21.5	C
		T	2.6	A	2.7	A	2.7	A
		Approach	10.0	B	10.6	B	10.8	B
	SB	TR	33.6	C	34.7	C	35.3	D
		Approach	33.6	C	34.7	C	35.3	D
	Overall		**31.2**	**C**	**33.0**	**C**	**34.7**	**C**
Pinelawn Road at LIE South Service Road	EB	LT	39.1	D	58.3	E	65.6	E
		R	18.7	B	19.7	B	19.7	B
		Approach	35.3	D	51.2	D	57.2	E
	NB	L	60.0	E	62.2	E	63.3	E
		T	48.4	D	58.6	E	68.7	E
		Approach	55.9	E	60.9	E	65.3	E
	SB	T	41.7	D	45.9	D	46.8	D
		R	7.4	A	8.3	A	9.6	A
		Approach	17.9	B	19.1	B	19.6	B
	Overall		**35.3**	**D**	**44.1**	**D**	**47.9**	**D**
Pinelawn Road at Corporate Center Drive	EB	L	59.6	E	59.0	E	58.6	E
		R	34.7	C	35.5	D	35.0	D
		Approach	50.3	D	50.8	D	50.2	D
	NB	L	5.4	A	6.5	A	10.1	B
		T	6.6	A	7.5	A	8.1	A
		Approach	6.6	A	7.5	A	8.2	A
	SB	TR	12.9	B	15.3	B	18.4	B
		Approach	12.9	B	15.3	B	18.4	B
	Overall		**16.0**	**B**	**17.7**	**B**	**19.6**	**B**

Table 4 Weekday PM Peak Hour LOS Summary – Signalized (Continued)

Intersection	Approach	Lane Group	Existing 2025		No Build 2028		Build 2028	
			Delay [1]	LOS [2]	Delay [1]	LOS [2]	Delay [1]	LOS [2]
Pinelawn Road at Ruland Road/Colonial Springs Road	EB	LL	60.8	E	60.8	E	60.8	E
		TT	48.4	D	48.7	D	48.1	D
		R	19.1	B	20.9	C	20.9	C
		Approach	41.7	D	42.1	D	41.8	D
	WB	L	63.9	E	64.0	E	64.0	E
		TT	52.4	D	51.0	D	52.1	D
		R	18.2	B	18.7	B	19.0	B
		Approach	37.2	D	36.2	D	37.4	D
	NB	LL	59.2	E	59.9	E	59.9	E
		TTT	31.6	C	32.1	C	32.7	C
		R	2.3	A	2.5	A	2.5	A
		Approach	29.4	C	30.5	C	31.0	C
	SB	LL	56.2	E	57.4	E	56.8	E
		TTT	22.6	C	23.7	C	24.0	C
		R	4.0	A	4.2	A	4.2	A
		Approach	27.1	C	27.5	C	27.6	C
	Overall		**32.8**	**C**	**33.1**	**C**	**33.4**	**C**

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound approach
L, T, R = Left-turn, Through, or Right-turn movement
n/a Not applicable for the condition
1 Average delay in seconds per vehicle
2 Level of Service

Table 5 Saturday Midday Peak Hour LOS Summary - Signalized

Intersection	Approach	Lane Group	Existing 2025		No Build 2028		Build 2028	
			Delay [1]	LOS [2]	Delay [1]	LOS [2]	Delay [1]	LOS [2]
Broad Hollow Road (NYS Route 110) at LIE South Service Road	EB	LT	34.9	C	32.6	C	32.4	C
		R	36.9	D	36.2	D	35.7	D
		Approach	35.6	D	34.1	C	33.7	C
	NB	T	10.2	B	12.1	B	11.2	B
		R	1.9	A	2.5	A	3.2	A
		Approach	8.4	A	10.1	B	9.7	A
	SB	L	45.3	D	45.4	D	47.3	D
		T	8.9	A	10.4	B	10.9	B
		Approach	9.7	A	11.2	B	12.5	B
	Overall		**14.5**	**B**	**15.6**	**B**	**15.9**	**B**
Broad Hollow Road (NYS Route 110) at Melville Park Road	WB	L	41.9	D	41.9	D	43.3	D
		R	15.5	B	15.6	B	13.4	B
		Approach	21.3	C	21.3	C	18.0	B
	NB	U-Turn	46.2	D	46.2	D	46.2	D
		TR	9.1	A	9.6	A	13.3	B
		Approach	9.2	A	9.6	A	13.4	B
	SB	L	45.1	D	44.5	D	47.4	D
		T	2.9	A	2.9	A	4.0	A
		Approach	4.1	A	4.0	A	5.7	A
	Overall		**7.0**	**A**	**7.2**	**A**	**10.1**	**B**
Maxess Road at Corporate Center Drive	WB	L	12.5	B	11.7	B	11.5	B
		R	8.5	A	7.1	A	5.1	A
		Approach	11.0	B	11.0	B	9.0	A
	NB	TR	2.0	A	3.4	A	N/A	N/A
		T	N/A	N/A	N/A	N/A	5.9	A
		R	N/A	N/A	N/A	N/A	2.5	A
		Approach	2.0	A	3.4	A	5.0	A
	SB	L	2.8	A	5.0	A	5.9	A
		T	2.5	A	4.7	A	5.8	A
		Approach	2.6	A	4.8	A	5.8	A
	Overall		**3.3**	**A**	**5.1**	**A**	**6.2**	**A**

Table 5 Saturday Midday Peak Hour LOS Summary – Signalized (Continued)

Intersection	Approach	Lane Group	Existing 2025		No Build 2028		Build 2028	
			Delay [1]	LOS [2]	Delay [1]	LOS [2]	Delay [1]	LOS [2]
Maxess Road at Baylis Road	EB	LTR	4.4	A	5.3	A	5.3	A
		Approach	4.4	A	5.3	A	5.3	A
	WB	LTR	5.1	A	5.0	A	5.0	A
		Approach	5.1	A	5.0	A	5.0	A
	NB	L	9.4	A	9.6	A	9.8	A
		TR	7.8	A	7.2	A	7.9	A
		Approach	8.1	A	7.6	A	8.1	A
	SB	L	9.2	A	10.0	B	10.3	B
		TR	7.8	A	7.8	A	8.5	A
		Approach	8.0	A	9.0	A	9.2	A
	Overall		**6.2**	**A**	**6.0**	**A**	**6.4**	**A**
Pinelawn Road at LIE North Service Road	WB	L	28.7	C	29.9	C	24.3	C
		T	26.6	C	27.3	C	25.6	C
		R	28.1	C	28.9	C	26.8	C
		Approach	27.5	C	28.3	C	25.7	C
	NB	L	6.8	A	7.3	A	7.6	A
		T	1.3	A	1.5	A	1.7	A
		Approach	3.8	A	4.1	A	4.3	A
	SB	TR	24.3	C	24.7	C	25.0	C
		Approach	24.3	C	24.7	C	25.0	C
	Overall		**18.2**	**B**	**19.0**	**B**	**16.7**	**B**
Pinelawn Road at LIE South Service Road	EB	LT	16.1	B	16.4	B	16.4	B
		R	21.1	C	21.5	C	21.2	C
		Approach	18.5	B	18.8	B	18.5	B
	NB	L	36.3	D	37.7	D	38.3	D
		T	6.4	A	6.4	A	6.4	A
		Approach	29.4	C	29.9	C	29.7	C
	SB	T	13.2	B	14.2	B	16.7	B
		R	6.5	A	6.9	A	9.7	A
		Approach	8.3	A	8.6	A	11.2	B
	Overall		**19.5**	**B**	**19.7**	**B**	**20.2**	**C**
Pinelawn Road at Corporate Center Drive	EB	L	44.9	D	46.4	D	47.7	D
		R	20.9	C	18.2	B	12.1	B
		Approach	30.5	C	39.8	D	35.2	D
	NB	L	1.2	A	1.8	A	2.4	A
		T	0.8	A	1.8	A	2.1	A
		Approach	0.8	A	1.8	A	2.1	A
	SB	TR	2.3	A	3.9	A	1.1	A
		Approach	2.3	A	3.9	A	1.1	A
	Overall		**1.9**	**A**	**3.9**	**A**	**4.0**	**A**

Table 5 Saturday Midday Peak Hour LOS Summary – Signalized (Continued)

Intersection	Approach	Lane Group	Existing 2025		No Build 2028		Build 2028	
			Delay [1]	LOS [2]	Delay [1]	LOS [2]	Delay [1]	LOS [2]
Pinelawn Road at Ruland Road/Colonial Springs Road	EB	LL	49.3	D	49.4	D	49.4	D
		TT	35.0	D	34.7	C	34.7	C
		R	1.5	A	2.8	A	2.8	A
		Approach	34.0	C	32.9	C	32.9	C
	WB	L	49.2	D	49.3	D	49.3	D
		TT	47.9	D	47.8	D	47.8	D
		R	8.5	A	9.7	A	11.3	B
		Approach	26.8	C	27.9	C	28.4	C
	NB	LL	47.7	D	48.5	D	48.5	D
		TTT	21.4	C	21.9	C	22.3	C
		R	0.2	A	0.2	A	0.2	A
		Approach	22.4	C	23.8	C	24.0	C
	SB	LL	49.3	D	49.4	D	49.4	D
		TTT	17.4	B	19.1	B	19.1	B
		R	3.7	A	4.0	A	4.0	A
		Approach	21.8	C	21.9	C	22.2	C
	Overall		**25.2**	**C**	**25.6**	**C**	**25.8**	**C**

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound approach
L, T, R = Left-turn, Through, or Right-turn movement
n/a Not applicable for the condition
1 Average delay in seconds per vehicle
2 Level of Service

Reviews of Tables 3, 4 and 5 show that the signalized intersections generally operate at the same overall intersection levels of service during the Build condition as in the No-Build condition. There are two instances where the overall LOS changes from the No-Build to the Build Conditions, but in both cases the No-Build LOS was close to a LOS threshold and in both cases the Build condition still provides a good LOS. There are some individual movements or approaches that experience increases in delay that cause a change in LOS. However, those changes are generally minor and/or are due to very small increases in delay for movements near the threshold between different levels of service. The notable exceptions are as follows:

Broad Hollow Road (NYS Route 110) at LIE South Service Road

The southbound left-turn movement degrades from LOS E (No-Build) to LOS F (Build) during the weekday a.m. peak hour due to an increase in delay of 15.4 seconds. Recommended mitigation for this condition is discussed in a later section.

Broad Hollow Road (NYS Route 110) at Melville Park Road

The westbound approach degrades from LOS D (No-Build) to LOS E (Build) during the weekday p.m. peak hour due to an increase in delay of 9.9 seconds. Recommended mitigation for this condition is discussed in a later section.

Pinelawn Road at LIE North Service Road

The westbound approach degrades from LOS E (No-Build) to LOS F (Build) during the weekday a.m. peak hour due to an increase in delay of 8.7 seconds. At the same time, the westbound through movement and approach degrade from LOS D (No-Build) to LOS E (Build) during the weekday p.m. peak hour due to an increase in delay of 3.7 seconds and 3.2 seconds, respectively. Recommended mitigation is discussed in a later section.

Pinelawn Road at LIE South Service Road

The eastbound approach degrades from LOS D (No-Build) to LOS E (Build) during the weekday p.m. peak hour due to an increase in delay of 6 seconds. Recommended mitigation is discussed in a later section.

Pinelawn Road at Corporate Center Drive

The eastbound approach and northbound left-turn movement degrade from LOS C (No-Build) to LOS D (Build) during the a.m. peak hour due to an increase in delay of 1.0 second and 9.0 seconds, respectively. This location was reviewed for potential mitigation, however, it was found that the individual movements were not responsive to timing mitigation. Additionally, any more significant changes to phasing and/or geometry to target these movements would potentially impact the mainline of Pinelawn Road resulting in greater overall levels of delay. Due to this, and because the location does not experience and overall change in LOS based on the site generated traffic, no mitigation is recommended for this location.

Unsignalized Intersections

Table 6 Weekday AM Peak Hour LOS Summary - Unsignalized

Intersection	Approach	Lane Group	Existing 2025		No Build 2028		Build 2028	
			Delay [1]	LOS [2]	Delay [1]	LOS [2]	Delay [1]	LOS [2]
Maxess Road at LIE South Service Road	NB	R	11.9	B	12.2	B	12.8	B
Maxess Road at Melville Park Road/ Site Access Driveway	EB	LTR	10.3	B	10.4	B	13.2	B
	WB	LTR	n/a	n/a	n/a	n/a	16.4	C
	NB	L	7.8	A	7.8	A	7.8	A
	SB	L	n/a	n/a	n/a	n/a	7.9	A
Maxess Road at Duryea Road	EB	L	15.2	C	16.2	C	17.5	C
		TR	10.4	B	10.6	B	10.8	B
	WB	LTR	16.2	C	17.0	C	17.6	C
	NB	L	7.7	A	7.8	A	7.9	A
	SB	L	7.9	A	8.0	A	8.0	A
Maxess Road at North Site Access Driveway	WB	LR	n/a	n/a	n/a	n/a	10.1	B
	SB	L	n/a	n/a	n/a	n/a	7.9	A
Corporate Center Drive at East Site Access Driveway/ Driveway	EB	L	n/a	n/a	n/a	n/a	8.2	A
	SB	LR	n/a	n/a	n/a	n/a	11.5	B

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound approach
L, T, R = Left-turn, Through, or Right-turn movement
n/a Not applicable for the condition
1 Average delay in seconds per vehicle
2 Level of Service

Table 7 Weekday PM Peak Hour LOS Summary - Unsignalized

Intersection	Approach	Lane Group	Existing 2025		No Build 2028		Build 2028	
			Delay [1]	LOS [2]	Delay [1]	LOS [2]	Delay [1]	LOS [2]
Maxess Road at LIE South Service Road	NB	R	29.5	D	36.3	E	46.1	E
Maxess Road at Melville Park Road/ Site Access Driveway	EB	LTR	30.2	D	36.3	E	795.6	F
	WB	LTR	n/a	n/a	n/a	n/a	46.9	E
	NB	L	8.0	A	2.1	A	8.1	A
	SB	L	n/a	n/a	n/a	n/a	9.3	A
Maxess Road at Duryea Road	EB	L	45.8	E	75.9	F	111.1	F
		TR	11.2	B	11.6	B	11.8	B
	WB	LTR	16.5	C	17.8	C	18.7	C
	NB	L	8.3	A	8.4	A	8.5	A
	SB	L	7.7	A	7.7	A	7.8	A
Maxess Road at North Site Access Driveway	WB	LR	n/a	n/a	n/a	n/a	12.4	B
	SB	L	n/a	n/a	n/a	n/a	8.8	A
Corporate Center Drive at East Site Access Driveway/ Driveway	EB	L	n/a	n/a	n/a	n/a	8.0	A
	SB	LR	n/a	n/a	n/a	n/a	11.3	B

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound approach
L, T, R = Left-turn, Through, or Right-turn movement
n/a Not applicable for the condition
1 Average delay in seconds per vehicle
2 Level of Service

Table 8 Saturday Midday Peak Hour LOS Summary - Unsignalized

Intersection	Approach	Lane Group	Existing 2025		No Build 2028		Build 2028	
			Delay [1]	LOS [2]	Delay [1]	LOS [2]	Delay [1]	LOS [2]
Maxess Road at LIE South Service Road	NB	R	10.2	B	10.5	B	11.1	B
Maxess Road at Melville Park Road/ Site Access Driveway	EB	LTR	8.9	A	9.0	A	11.2	B
	WB	LTR	n/a	n/a	n/a	n/a	11.8	B
	NB	L	7.2	A	7.2	A	7.3	A
	SB	L	n/a	n/a	n/a	n/a	7.7	A
Maxess Road at Duryea Road	EB	L	10.1	B	10.6	B	11.3	B
		TR	9.0	A	9.2	A	9.3	A
	WB	LTR	10.2	B	10.5	B	10.8	B
	NB	L	7.5	A	7.6	A	7.7	A
	SB	L	7.4	A	7.4	A	7.5	A
Maxess Road at North Site Access Driveway	WB	LR	n/a	n/a	n/a	n/a	9.4	A
	SB	L	n/a	n/a	n/a	n/a	7.6	A
Corporate Center Drive at East Site Access Driveway/ Driveway	EB	L	n/a	n/a	n/a	n/a	7.6	A
	SB	LR	n/a	n/a	n/a	n/a	9.6	A

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound approach
L, T, R = Left-turn, Through, or Right-turn movement
n/a Not applicable for the condition
1 Average delay in seconds per vehicle
2 Level of Service

Review of Tables 6, 7 and 8 shows that the unsignalized intersections generally operate at the same level during the Build condition as the No-Build condition, with the following exceptions:

Maxess Road at Melville Park Road/Site Access Driveway

The westbound approach (site driveway) operates at LOS E during the weekday p.m. period. The eastbound approach degrades from LOS E (No-Build) to LOS F (Build) due to an increase in delay of 759.3 seconds. It is proposed to provide a traffic signal at this location as discussed in the following section.

Maxess Road at Duryea Road

The eastbound left-turn operates at LOS F during the weekday p.m. period for both the No Build and Build conditions with a 35.2 second increase in delay. However, further review indicates that this is due primarily to conservative factors calculated by the Synchro software. In reality, this approach operates with considerably less delay which is supported by the turning movement count video, which shows that the average delay for the existing turning condition is less than the 45.8 seconds the Synchro software calculates. During this time period, the proposed project only projects 17 new trips to perform this movement during the peak hour. Thus, no mitigation is proposed.

Recommended Mitigation Measures Capacity Analysis

The results of the capacity analyses conducted for this Project show that mitigation measures should be provided to improve LOS and operations at select locations which experience an increase in delay and degradation in LOS upon construction of the proposed project. Table 9 summarizes the mitigation measures that were examined:

Table 9 Mitigation Measures

Intersection	Improvement
Broad Hollow Road (NYS Route 110) at LIE South Service Road	AM Period: Timing Adjustment for +1 Second SBL and -1 Second NBT
Broad Hollow Road (NYS Route 110) at Melville Park Road	PM Period: Timing Adjustment for +2.5 Seconds WB and -2.5 Seconds NBT/SBT
Maxess Road at Melville Park Road/ Site Access Driveway[1]	Signalize
Pinelawn Road at LIE North Service Road	AM Period: Timing Adjustment for +1 Second WB and -1 Second NBT/SBT, +3 Second Offset PM Period: Timing Adjustment for +3 Second WB and -3 Second NBT/SBT, +1 Second Offset
Pinelawn Road at LIE South Service Road	AM Period: Associated changes based on North Service Road improvements PM Period: Timing Adjustment for +1 Second EB and -1 Second SBL/SBT

[1] A Traffic Signal Warrant study is presented in the following section.

Tables 10 and 11 provide the capacity analysis results for the weekday a.m. peak hour and weekday p.m. peak hour with the proposed mitigation measures. The signal warrant analysis prepared for the intersection of Maxess Road at Melville Park Rd/Site Access is presented in the following section of this report.

Table 10 AM Peak Hour LOS Summary – Signalized With Mitigation

Intersection	Approach	Lane Group	No Build 2028		Build 2028		Build with Mitigation 2028	
			Delay	LOS	Delay	LOS	Delay	LOS
Broad Hollow Road (NYS Route 110) at LIE South Service Road	EB	LT	36.5	D	37.0	D	37.0	D
		R	44.1	D	44.9	D	44.9	D
		Approach	39.5	D	40.1	D	40.1	D
	NB	T	26.2	C	27.4	C	28.4	C
		R	24.0	C	24.1	C	25.1	C
		Approach	25.6	C	26.5	C	27.5	C
	SB	L	78.7	E	94.1	F	73.9	E
		T	18.6	B	18.7	B	18.7	B
		Approach	24.1	C	26.3	C	24.3	C
	Overall		**29.2**	**C**	**30.5**	**C**	**30.0**	**C**
Maxess Road at Melville Park Rd/ Site Access	EB	LTR	N/A				8.1	A
		Approach					8.1	A
	WB	LTR					10.5	B
		Approach					10.5	B
	NB	L					7.2	A
		TR					6.5	A
		Approach					6.7	A
	SB	L					6.4	A
		TR					5.7	A
		Approach					5.8	A
	Overall						**7.2**	**A**
Pinelawn Road at LIE North Service Road	WB	L	93.6	F	101.9	F	88.6	F
		T	83.4	F	94.7	F	79.6	E
		R	33.1	C	33.1	C	30.7	C
		Approach	77.2	E	85.9	F	73.5	E
	NB	L	59.1	E	63.9	E	72.4	E
		T	4.4	A	4.6	A	3.6	A
		Approach	32.0	C	34.0	C	37.7	D
	SB	TR	39.8	D	41.5	D	47.2	D
		Approach	39.8	D	41.5	D	47.2	D
	Overall		**59.7**	**E**	**65.6**	**E**	**60.0**	**E**
Pinelawn Road at LIE South Service Road	EB	LT	22.0	C	22.4	C	22.4	C
		R	78.8	E	79.3	E	79.3	E
		Approach	55.1	E	54.1	D	54.1	D
	NB	T	31.8	C	32.1	C	32.1	C
		R	4.9	A	5.0	A	5.0	A
		Approach	28.0	C	27.8	C	27.8	C
	SB	L	19.6	B	18.0	B	15.6	B
		T	9.3	A	9.5	A	7.7	A
		Approach	10.6	B	10.5	B	8.6	A
	Overall		**27.8**	**C**	**27.4**	**C**	**26.7**	**C**

Table 11 PM Peak Hour LOS Summary – Signalized With Mitigation

Intersection	Approach	Lane Group	No Build 2028		Build 2028		Build with Mitigation 2028	
			Delay	LOS	Delay	LOS	Delay	LOS
Broad Hollow Road (NYS Route 110) at Melville Park Road	WB	L	40.3	D	39.3	D	36.9	D
		R	58.6	E	71.4	E	60.6	E
		Approach	54.0	D	63.9	E	55.0	E
	NB	U-Turn	60.1	E	60.1	E	60.1	E
		TR	28.0	C	31.8	C	34.5	C
		Approach	28.4	C	32.1	C	34.8	C
	SB	L	66.4	E	71.3	E	72.2	E
		T	10.1	B	11.0	B	11.9	B
		Approach	15.0	B	16.7	B	17.6	B
	Overall		**25.5**	**C**	**29.6**	**C**	**30.2**	**C**
Maxess Road at Melville Park Rd/ Site Access	EB	LTR	N/A				19.2	B
		Approach					19.2	B
	WB	LTR					15.2	B
		Approach					15.2	B
	NB	L					10.9	B
		TR					16.7	B
		Approach					15.3	B
	SB	L					10.4	B
		TR					6.9	A
		Approach					7.5	A
	Overall						**14.7**	**B**
Pinelawn Road at LIE North Service Road	WB	L	59.7	E	64.5	E	53.9	D
		T	51.3	D	55.0	E	47.8	D
		R	55.7	E	55.7	E	48.7	D
		Approach	54.4	D	57.6	E	49.6	D
	NB	L	20.9	C	21.5	C	23.7	C
		T	2.7	A	2.7	A	3.1	A
		Approach	10.6	B	10.8	B	11.9	B
	SB	TR	34.7	C	35.3	D	34.0	C
		Approach	34.7	C	35.3	D	34.0	C
	Overall		**33.0**	**C**	**34.7**	**C**	**32.0**	**C**
Pinelawn Road at LIE South Service Road	EB	LT	58.3	E	65.6	E	60.7	E
		R	19.7	B	19.7	B	19.1	B
		Approach	51.2	D	57.2	E	53.1	D
	NB	T	62.2	E	63.3	E	63.3	E
		R	58.6	E	68.7	E	68.7	E
		Approach	60.9	E	65.3	E	65.3	E
	SB	L	45.9	D	46.8	D	52.1	D
		T	8.3	A	9.6	A	10.1	B
		Approach	19.1	B	19.6	B	21.4	C
	Overall		**44.1**	**D**	**47.9**	**D**	**46.5**	**D**

Table 12 Saturday Midday Peak Hour LOS Summary – Signalized With Mitigation

Intersection	Approach	Lane Group	No Build 2028		Build 2028		Build with Mitigation 2028	
			Delay	LOS	Delay	LOS	Delay	LOS
Maxess Road at Melville Park Rd/ Site Access	EB	LTR	N/A				8.2	A
		Approach					8.2	A
	WB	LTR					9.9	A
		Approach					9.9	A
	NB	L					7.0	A
		TR					7.0	A
		Approach					7.0	A
	SB	L					7.4	A
		TR					5.6	A
		Approach					7.0	A
	Overall						**8.1**	**A**

Review of Tables 10, 11 and 12 indicate that the proposed signalized site access functions well and eliminates the delays anticipated with the unsignalized configuration. Timing adjustments performed at the other impacted signalized intersections result in all LOS returning to No Build conditions, with some minor exceptions, but allowing for the overall operation to remain acceptable. Timing adjustments were only necessary at the signalized study intersections during the a.m. and p.m. peak periods. as no significant project related impacts occurred during the Saturday midday peak period.

5

Signal Warrant Analysis

As demonstrated above, signalizing the site access drive opposite Melville Park Road allows the intersection to operate at good levels of service with low delays. However, to deem a traffic signal appropriate at a location, a traffic signal warrant analysis must be conducted. These analyses were performed in accordance with the 2023 Manual on Uniform Traffic Control Devices (MUTCD)[4]. There are nine warrants described in the MUTCD and the installation of a traffic signal should only be considered if one or more of the nine signal warrants are met. For this analysis, three of the warrants were considered applicable to the project and were examined. The warrants considered are outlined below:

- Warrant 1, Eight-Hour Vehicle Volume
- Warrant 2, Four-Hour Vehicle Volume
- Warrant 3, Peak Hour.

The results of the traffic signal warrant analysis for Warrants 1, 2, and 3 are discussed below. The detailed technical analysis is provided in Appendix H. The analysis was performed for the 2028 Build condition.

Maxess Road at Melville Park Road/Site Access Intersection

The 2025 Existing volumes for the northbound, southbound, and eastbound approaches were obtained utilizing the ATR data on Maxess Road north and south of Melville Park Road and on Melville Park Road west of Maxess Road (ATR beginning Tuesday, September 2, 2025, through Tuesday, September 9, 2025). These ATR counts are included in Appendix C of this report.

To obtain 2028 No-Build condition volumes, the background growth rate of 1.0 percent per year was applied for three years to the 2025 hourly volumes to obtain the 2028 Background hourly volumes on Maxess Road and Melville Park Road. While traffic from OPDs will pass through this intersection,

4 Manual on Uniform Traffic Control Devices 11th Edition, FHWA, December 2023.

to provide a conservative analysis for whether the traffic volumes will meet the thresholds associated with the signal warrant criteria, no traffic from the OPD was included in the performance of the signal warrants.

The hourly volumes for the proposed site access were developed by applying the ITE Trip Generation Vehicle Time of Day Distribution for the following Land Use Codes:

- ITE LUC 221 – Multifamily Housing (Mid-Rise)
- ITE LUC 822 – Retail Plaza (<40k)
- ITE LUC 720 – Medical-Dental Office Building
- ITE LUC 932- High Turnover Site-Down Restaurant
- ITE LUC 930 – Fast Casual Restaurant
- ITE LUC 933 – Fast Food Restaurant Without Drive Through

The appropriate entering and exiting volumes were applied to the trip distribution percentages at the site driveway. These daily entering and exiting trips were added to the 2028 No-Build volumes to obtain the 2028 Build conditions.

The Build condition analyses were performed against the 70 percent warranting criteria since the ATR data showed an 85th percentile operating speed of 43 miles per hour (mph) for the northbound direction on Maxess Road.

Maxess Road at Melville Park Road/Site Access is proposed as a four-legged intersection with a dedicated left-turn lane and shared through/right-turn lane on the northbound and southbound approaches. The eastbound and westbound approaches will provide a single share lane for left/through/right movements.

Warrant 1, Eight-Hour vehicle Volume

This warrant is intended for locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic signal. The need for a traffic signal is based on traffic volume conditions on the major and minor street approaches for each of any eight hours of an average day. On the minor street, the higher volume is not required to be on the same approach during each of the eight hours. Warrant 1 provides two conditions to evaluate; Condition A Minimum Vehicular Volume and Condition B Interruption of Continuous Traffic. If Condition A is satisfied, then Warrant 1 is satisfied and analysis of Condition B and the combination of Conditions A and B are not needed. Given the posted speed, the 85th percentile speed and based upon the proposed intersection geometry with one lane on each approach, the minimum volume criteria for the two conditions are as follows:

- Condition A: 350 vehicles on the major street and 105 vehicles on the minor street
- Condition B: 525 vehicles on the major street and 53 vehicles on the minor street.

Warrant 2, Four-Hour Vehicle Volume

Warrant 2, Four-Hour Vehicular Volume, is intended for locations where the volume of intersecting traffic is the principal reason to consider installing a traffic signal. The need for a traffic signal is

based on traffic volume conditions on the major and minor street approaches for each of any four hours of an average day. On the minor street, the higher volume is not required to be on the same approach during each of the four hours. If four or more hours fall above the applicable curve in MUTCD Figure 4C-2, then the warrant is met.

Warrant 3, Peak Hour

This warrant is intended for locations where for one hour of an average day, the minor street traffic suffers undue delay when entering or crossing the major street. This warrant is typically applied in unusual cases such as office complexes, manufacturing plants, industrial complexes, or high occupancy vehicle facilities that attract or discharge many vehicles over a short time. This warrant includes two conditions to evaluate. Meeting either of these two conditions indicates the warrant is met. Based on the posted speed limit and the 85th percentile operating speed and the proposed geometry, the minimum volume criteria for the two conditions are as follows:

- Condition A: Total stopped delay on one minor street approach equals or exceeds 5 vehicle-hours, the volume on the same minor street approach equals or exceeds 150 vehicles, and the total entering volume equals or exceeds 650 vehicles per hour
- Condition B: The vehicles per hour on the major street and the corresponding vehicles per hour on the higher volume minor street approach for one hour of an average day falls above the applicable curve in MUTCD Figure 4C-4.

Table 13 Signal Warrant Analysis Summary- Maxess Road at Melville Park Road/Site Access

Condition	Warrant 1: Eight Hour	Warrant 2: Four Hour	Warrant 3: Peak Hour	
			Volume	Delay
2028 Build	Yes	Yes	Yes	No

Table 6 shows that the future traffic volumes satisfy the traffic volume criteria for Warrants 1, 2, and 3. Based upon the results of the signal warrant analysis, a traffic signal is appropriate at this location. As shown in the previous chapter of this report, the signalization of this intersection allows for improved traffic operations in the Build condition relative to the unsignalized operation. Accordingly, as a part of this project, a new traffic signal will be proposed at the intersection of Maxess Road and Melville Park Road/Site Access.

6

Parking

To evaluate the adequacy of the off-street parking, one must have a good understanding of the anticipated parking demand, the parking capacity, the uses that will occupy the parking, and a means for estimating the parking demand. The sections below identify the parking requirements, the parking provided, and the analysis procedures utilized to determine the adequacy of the parking provided.

Off-Street Parking

Town of Huntington Parking Requirements

The off-street parking required, based on the Preliminary Site Plan, dated August 2025, is summarized in Table 14:

Table 14 Parking Requirements

Land Use	Units/sf	Required Parking	Number of Spaces
1-Bedroom Units	308 units	1 space per unit	308 spaces
2-bedroom Units	92 Units	1.5 spaces per unit	138 spaces
Retail/Bistro/Food Store/Medical Office	33,300 sf	1 space per 200 sf	167 spaces
Restaurant	5,000 sf	1 space per 50 sf	100 spaces
Total			713 spaces

This results in a total of 713 spaces required for the proposed development. Based on a review of the Preliminary Site Plan, the site will provide a total of 781 paved parking stalls. 40 of the on-street

stalls will be provided via angled stalls on the north side of Corporate Center Drive and 32 parallel stalls on the east side of Maxess Road, which satisfies the Town Code.

Site Circulation

As mentioned previously, the site will be accessed by three site access drives, one on Corporate Center Drive and two on Maxess Road. Additionally, angled street-parking stalls will be available on Corporate Center Drive, while parallel parking stalls will be available on Maxess Road. The angled stalls are each 9 feet wide by 20.5 feet long, while the parallel stalls are 9 feet wide by 20 feet long. Within the site, a series of two-way roads will provide direct access to the residential buildings, retail, medical office and clubhouse space. The restaurant and retail space, as well as the four of the three-story buildings are located along Maxess Road. Three four-story residences, medical office space and the clubhouse are centrally located, while the remaining four four-story residences and all five garages are located on the east end of the property.

It is anticipated that each of the three driveways will be utilized by residents and patrons alike, with the Maxess Road Driveway across from Melville Park Road functioning as the primary access point to the community. The primary drive-aisles run through the development in line with the main Maxess Road Driveway and Corporate Center Drive Driveway. These two drive-aisles meet at an internal intersection to the northeast of the clubhouse. A loop road services the buildings to the east of the Corporate Center Drive Driveway. Various other drive aisles provide easier access to the different land uses in the development ending in dead-ends. Each of the internal roads allow for two-way traffic with a 26’ right-of-way, Standard 9 feet wide and 20 feet long parking stalls are provided along the drive aisles.

Overall, the proposed layout is well designed for the development and will provide for good on-site circulation.

7

Conclusions

VHB has prepared a traffic impact study for the proposed Melville Crossing mixed-use development on a 16.6± acre property located on the northeast corner of Maxess Road and Corporate Center Drive and has been designed to realize the goals of the Town's recently adopted Melville Town Center Overlay District (MTCOD). The Proposed Action would involve the redevelopment of the Subject Property with a mixed-use community that includes 400 residential units (including 110 condominiums and 290 apartments, 40 of which would be live/work units), a 6,300 sf clubhouse, 15,000 sf of retail space, 7,000 sf of medical office, and 15,000 sf of restaurants/bistro. Access to the development would be provided by three full access driveways; two on Maxess Road and one on Corporate Cener Drive. One access drive on Maxess Road would be signalized in the future condition.

The proposed project is expected to be completed by 2028. The following is noted regarding the traffic and parking evaluation:

- The project is expected to generate 380 new vehicle trips during the weekday a.m. peak (175 entering and 205 exiting), 395 new vehicle trips during the weekday p.m. peak hour (219 entering and 176 exiting), and 478 new vehicle trips during the Saturday midday peak hour (248 entering and 230 exiting).
- The level of service evaluation shows that some of the signalized study area intersection will require timing adjustments to maintain No-Build LOS. No physical mitigation is required at any of the existing signalized intersections.
- The main site access, which is currently an unsignalized location (Maxess Road at Melville Park Rd/Site Access), will satisfy traffic signal warrants upon completion of the proposed project. Upon signalization of this location it will operate with good levels of LOS during all study periods.
- The crash data for the three-year period from February 28, 2022 to March 1, 2025, shows that during the three-year period, a total of 441 crashes occurred at the study area intersections and roadway segments. There were two fatalities: one on the roadway segment of the SSR between Broad Hollow Road and Maxess Road and one at the intersection of Pinelawn Road and Colonial

Springs Road/Ruland Road. Construction of the Proposed Project is not expected to unduly impact the occurrence of crashes in the study area.

- The proposed project will provide a total of 781 parking stalls. Based on the Preliminary Site Plan prepared by VHB, 713 parking spaces are required by code. The number of proposed parking stalls exceeds the requirements of the Town Code.
- The proposed project will convert the sections of Maxess Road and Corporate Center Drive fronted by the project site from two lanes in each direction with two-way left-turn lane/medians, to one lane in each direction with a two-way left-turn lane.

Based on the results of the capacity analysis, the Proposed Project will not have an adverse impact on the study intersections or roadway network, and only signal timing mitigation in addition to improvements to facilitate the site access are necessary to accommodate the Project's site generated traffic.

Divider

This page intentionally left blank.

A

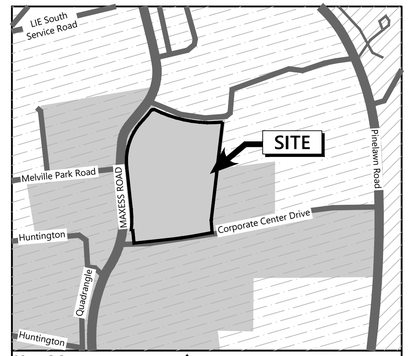
Preliminary Site Plan

\\vhb\gbl\proj\Hauppauge\22734.00 Steel Equities 75 Maxess\05_Work\cad\id\Concepts\22734.00_CP1-26.dwg

Sanitary Density Calculations

Structure Use	Density Load	Kitchen/ Gray Load	Total Hydraulic Load	Per Unit	Total Flow
HOUSING UNIT BETWEEN 601-1200 SF GROSS FLOOR AREA	225 GPD/UNIT	N/A	225 GPD/Unit	400 Units	90,000 GPD
CLUBHOUSE	0.1 GPD/SF	N/A	0.10 GPD/SF	6,300 SF	630 GPD
RETAIL (DRY STORE)	0.03 GPD/SF	N/A	0.03 GPD/SF	10,000 SF	300 GPD
WET STORE W/ FOOD	0.03 GPD/SF	0.12 GPD/SF	0.15 GPD/SF	5,000 SF	750 GPD
SPA/ MEDICAL OFFICE	0.1 GPD/SF	N/A	0.1 GPD/SF	7,000 SF	700 GPD
RESTAURANT	10 GPD/SEAT	20 GPD/SEAT	30 GPD/Seats	300 Seats	9,000 GPD
TOTAL					101,380 GPD

* CALCULATIONS ARE BASED ON THE FOLLOWING ASSUMPTIONS:
- ALL UNIT SIZES (APARTMENTS AND CONDOS) ARE BETWEEN 601-1200 SF GROSS FLOOR AREA
- THE KIOSKS AND CAR GARAGES DO NOT GENERATE ANY SANITARY FLOW.
- 300 SEATS BASED ON 15,000 SF RESTAURANT SPACE (5,000 SF RESTAURANT & 10,000 SF BISTRO) WITH ONE SEAT PER 50 SF OF RESTAURANT SPACE.



Site Data:
SCTM DESIGNATION: 0400-268.00-02.00-003.000 & 017.009

LOT AREA: 723,802 SF (16.62 Acres)

Zoning Summary Chart

Zoning District(S):	I-1 Industrial 1
Overlay District(S):	MTCOD Melville Town Center Overlay District
Existing Use:	Professional Office
Proposed Use:	Mixed Use of Retail, Commercial, Residential Apartments and Condominiums

Zoning Regulation Requirements	Required*	Provided
MAXIMUM BUILDING HEIGHT (FEET/STORIES)	50 Feet / 4 Stories	4 Stories
MINIMUM BUILDING HEIGHT (FEET/STORIES)	25 Feet / 2 Stories	4 Stories
MAXIMUM BUILDING COVERAGE	90%	26.21 %
MINIMUM PERCENT OF USEABLE CIVIC, RECREATIONAL, AND/OR OPEN SPACE TO GENERAL PUBLIC	15%	17%
MAXIMUM FLOOR AREA RATIO	3.6	0.8
MINIMUM FRONT YARD SETBACK	30 Feet	30 Feet
MINIMUM SIDE YARD SETBACK	0 Feet	10.94 Feet
MINIMUM RESIDENTIAL UNIT SIZES		
STUDIO UNIT	600 SF	631 SF
1 BEDROOM UNIT	700 SF	775 SF
2 BEDROOM UNIT	800 SF	1,105 SF
MAXIMUM COMMERCIAL TENANT SPACE	20,000 SF	<20,000 SF

* Zoning regulation requirements as specified in the Town of Huntington Code §198-34.1. (MTCOD) Melville Town Center Overlay District

PARKING PROVIDED:

Description	Size Required	Size Provided	Spaces Required	Spaces Provided
STANDARD SPACES	9' x 20'	9' x 20'	698	476
PARALLEL SPACES	9' x 23'	9' x 23' MIN.	-	8
GARAGE SPACES UNDER BUILDING TYPE A	9' x 20'	±12' x 24'	-	45
STANDARD SPACES UNDER BUILDING TYPE B	9' x 20'	9' x 20'	-	81
STANDARD SPACES UNDER BUILDING TYPE C	9' x 20'	9' x 20'	-	27
STANDARD GARAGE SPACES	9' x 20'	9' x 20'	-	56
STANDARD ACCESSIBLE SPACES *	8' x 20'	9' x 20'	15	16
TOTAL SPACES (OFF-STREET)			-	709
PARALLEL SPACES (ON STREET)	9' x 23'	9' x 23' MIN.	-	32
45 DEG ANGLED SPACES (ON STREET)	9' x 20'	9' x 20'	-	38
45 DEG ANGLED ACCESSIBLE SPACES (ON STREET)	9' x 20'	9' x 20'	-	2
TOTAL PROVIDED SPACES			713	781

* PER ADA/STATE/LOCAL REQUIREMENTS: 2% OF TOTAL BETWEEN 501-1000

Parking Requirements:

1 BEDROOM	308 UNITS	x	1 SPACE	/	UNIT	=	308 SPACES
2 BEDROOMS	92 UNITS	x	1.5 SPACES	/	UNIT	=	138 SPACES
RETAIL/ BISTRO/ FOOD STORE/SPA/ MEDICAL OFFICE	33,300 SF	x	1 SPACE	/	200 SF	=	166.5 SPACES
RESTAURANT	5,000 SF	x	1 SPACE	/	50 SF	=	100 SPACES
					TOTAL PARKING REQUIRED	=	713 SPACES

Residential Unit Summary

UNIT TYPE	STUDIO	1 BEDROOM	1 BEDROOM + DEN	2 BEDROOM	TOTAL
CONDOS	-	33	-	77	110
APARTMENTS	29	174	72	15	290 *
TOTAL	29	207	72	92	400

* 40 OF THE 290 APARTMENT UNITS ARE LIVE WORK UNITS

Building Summary

BUILDING TYPE	NUMBER OF BUILDINGS	BUILDING USES	UNITS PER BUILDING	TOTAL UNITS
TYPE A	2	APARTMENT UNITS, LIVE / WORK UNITS	65	130
TYPE A*	1	APARTMENT UNITS, LIVE / WORK UNITS, RETAIL, COMMERCIAL	60	60
TYPE B	3	CONDOS	27	81
TYPE C	1	CONDOS	29	29
TYPE R	4	APARTMENT UNITS, LIVE / WORK UNITS, RETAIL, COMMERCIAL	25	100

0 25 50 100Feet

For Town of Huntington Use Only

No.	Revision	Date	Appvd

Owner:

Applicant:

Redevelopment Plan

for
75 Maxess Road, Melville NY
Town of Huntington, Suffolk County, New York
District 0400 Section 268.00 Block 02.00 Lot 003.000 & 017.009

Professional's Seal and Signature

STATE OF NEW YORK · ANDREW J. NEE · 096591 · LICENSED PROFESSIONAL ENGINEER

Drawing Number: CSP.1

Drawing Title: Preliminary Site Plan

vhb
Engineering, Surveying, Landscape Architecture and Geology, PC
100 Motor Parkway
Suite 350
Hauppauge, NY 11788
631.787.3400 - f 631.813.2545

Project Number: 22734.00 | Scale: 1" = 50' | Date: August 21, 2025 | Sheet 1 of 1

Saved Friday, August 22, 2025 4:45:29 PM CSULLIVAN Plotted Friday, August 22, 2025 4:46:48 PM Christopher Sullivan

B

Turning Movement Traffic Volumes

1- Broad Hollow Road (NYS Route 110) at LIE ... - TMC

Wed May 28, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304720, Location: 40.779164, -73.41934

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

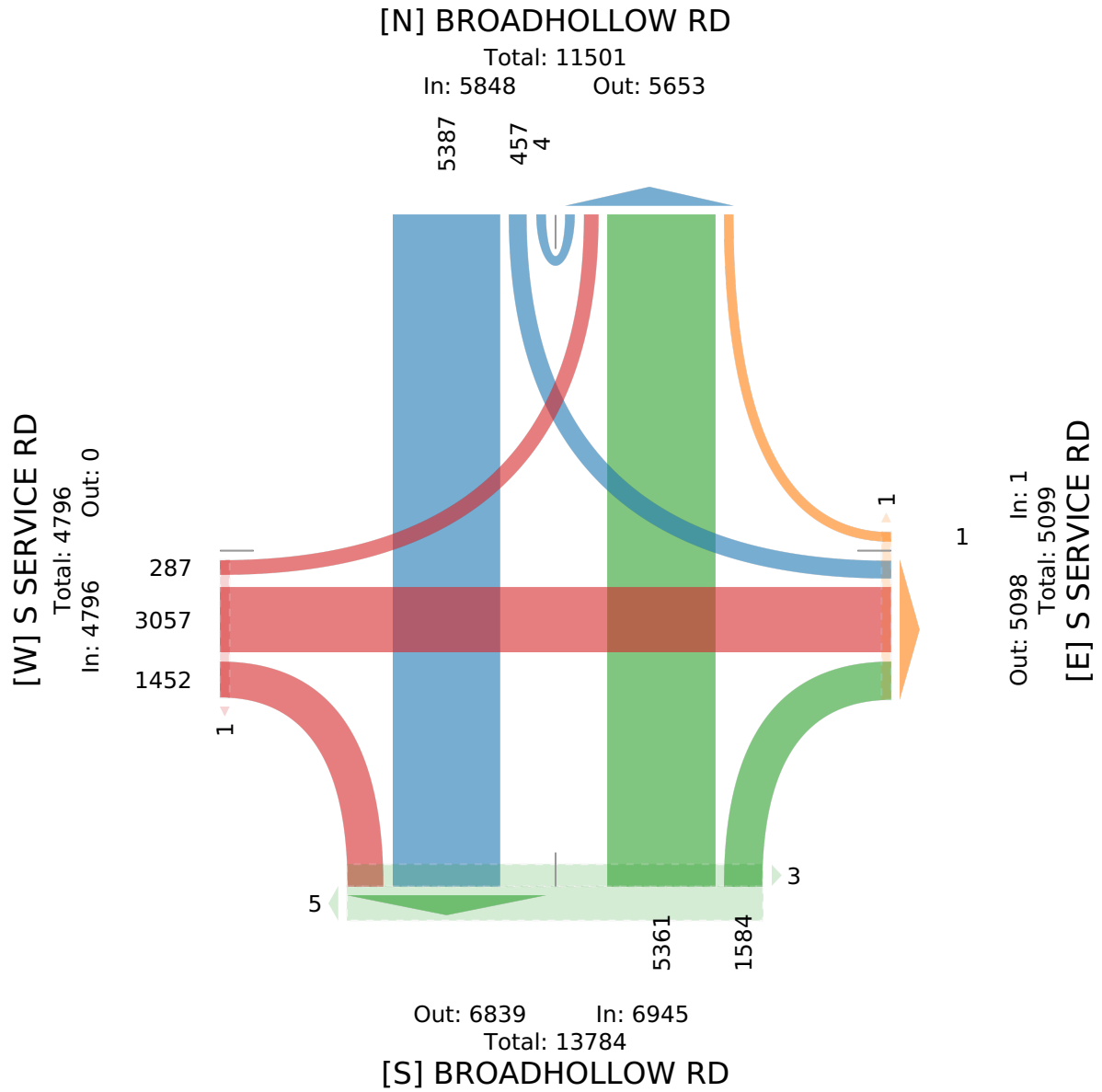
Leg	S SERVICE RD							S SERVICE RD						BROADHOLLOW RD							BROADHOLLOW RD						
Direction	Eastbound							Westbound						Northbound							Southbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-05-28 7:00AM	12	130	84	0	0	**226**	0	0	0	0	0	**0**	0	0	190	53	0	19	**262**	0	11	248	0	0	**259**	0	**747**
7:15AM	7	130	97	0	0	**234**	0	0	0	0	0	**0**	0	0	240	67	0	6	**313**	0	20	311	0	0	**331**	0	**878**
7:30AM	12	140	98	0	0	**250**	0	0	0	0	0	**0**	0	0	249	88	0	18	**355**	0	18	358	0	0	**376**	0	**981**
7:45AM	15	152	127	0	0	**294**	0	0	0	0	0	**0**	0	0	250	82	0	16	**348**	0	51	417	0	0	**468**	0	**1110**
Hourly Total	46	552	406	0	0	**1004**	0	0	0	0	0	**0**	0	0	929	290	0	59	**1278**	0	100	1334	0	0	**1434**	0	**3716**
8:00AM	16	159	111	0	0	**286**	0	0	0	0	0	**0**	0	0	237	89	0	4	**330**	0	42	375	0	0	**417**	0	**1033**
8:15AM	8	214	131	0	0	**353**	0	0	0	0	0	**0**	0	0	237	75	0	3	**315**	1	32	382	0	0	**414**	0	**1082**
8:30AM	9	198	131	0	0	**338**	1	0	0	0	0	**0**	0	0	240	83	0	5	**328**	0	46	423	0	0	**469**	0	**1135**
8:45AM	17	212	151	0	0	**380**	0	0	0	0	0	**0**	0	0	287	109	0	3	**399**	0	48	480	0	0	**528**	0	**1307**
Hourly Total	50	783	524	0	0	**1357**	1	0	0	0	0	**0**	0	0	1001	356	0	15	**1372**	1	168	1660	0	0	**1828**	0	**4557**
4:00PM	25	156	64	0	0	**245**	0	0	0	0	0	**0**	0	0	379	59	0	14	**452**	4	21	281	0	1	**303**	0	**1000**
4:15PM	34	172	72	0	0	**278**	0	0	0	0	0	**0**	1	0	439	111	0	10	**560**	1	15	271	0	0	**286**	0	**1124**
4:30PM	32	151	78	0	1	**262**	0	0	0	0	0	**0**	0	0	429	89	0	10	**528**	0	16	268	0	0	**284**	0	**1074**
4:45PM	14	187	73	0	0	**274**	0	0	0	0	0	**0**	0	0	409	88	0	14	**511**	2	21	299	0	0	**320**	0	**1105**
Hourly Total	105	666	287	0	1	**1059**	0	0	0	0	0	**0**	1	0	1656	347	0	48	**2051**	7	73	1119	0	1	**1193**	0	**4303**
5:00PM	27	271	57	0	0	**355**	0	0	0	1	0	**1**	0	0	491	97	0	9	**597**	0	39	312	0	0	**351**	0	**1304**
5:15PM	27	228	52	0	0	**307**	0	0	0	0	0	**0**	0	0	451	108	0	13	**572**	0	30	369	0	1	**400**	0	**1279**
5:30PM	15	290	70	0	0	**375**	0	0	0	0	0	**0**	0	0	450	105	0	11	**566**	0	26	292	0	1	**319**	0	**1260**
5:45PM	17	267	52	0	3	**339**	0	0	0	0	0	**0**	0	0	383	115	0	11	**509**	0	21	301	0	1	**323**	0	**1171**
Hourly Total	86	1056	231	0	3	**1376**	0	0	0	1	0	**1**	0	0	1775	425	0	44	**2244**	0	116	1274	0	3	**1393**	0	**5014**
Total	287	3057	1448	0	4	**4796**	1	0	0	1	0	**1**	1	0	5361	1418	0	166	**6945**	8	457	5387	0	4	**5848**	0	**17590**
% Approach	6.0%	63.7%	30.2%	0%	0.1%	**-**	-	0%	0%	100%	0%	**-**	-	0%	77.2%	20.4%	0%	2.4%	**-**	-	7.8%	92.1%	0%	0.1%	**-**	-	-
% Total	1.6%	17.4%	8.2%	0%	0%	**27.3%**	-	0%	0%	0%	0%	**0%**	-	0%	30.5%	8.1%	0%	0.9%	**39.5%**	-	2.6%	30.6%	0%	0%	**33.2%**	-	-
Lights	274	2850	1326	0	4	**4454**	-	0	0	1	0	**1**	-	0	4954	1262	0	153	**6369**	-	451	5158	0	4	**5613**	-	16437
% Lights	95.5%	93.2%	91.6%	0%	100%	**92.9%**	-	0%	0%	100%	0%	**100%**	-	0%	92.4%	89.0%	0%	92.2%	**91.7%**	-	98.7%	95.7%	0%	100%	**96.0%**	-	93.4%
Articulated Trucks and Single-Unit Trucks	12	188	120	0	0	**320**	-	0	0	0	0	**0**	-	0	372	146	0	12	**530**	-	5	187	0	0	**192**	-	1042
% Articulated Trucks and Single-Unit Trucks	4.2%	6.1%	8.3%	0%	0%	**6.7%**	-	0%	0%	0%	0%	**0%**	-	0%	6.9%	10.3%	0%	7.2%	**7.6%**	-	1.1%	3.5%	0%	0%	**3.3%**	-	5.9%
Buses	1	19	2	0	0	**22**	-	0	0	0	0	**0**	-	0	35	10	0	1	**46**	-	1	42	0	0	**43**	-	111
% Buses	0.3%	0.6%	0.1%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0.7%	0.7%	0%	0.6%	**0.7%**	-	0.2%	0.8%	0%	0%	**0.7%**	-	0.6%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	8	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

1- Broad Hollow Road (NYS Route 110) at LIE ... - TMC

Wed May 28, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304720, Location: 40.779164, -73.41934

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



1- Broad Hollow Road (NYS Route 110) at LIE ... - TMC

Wed May 28, 2025
AM Peak, Forced Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304720, Location: 40.779164, -73.41934

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

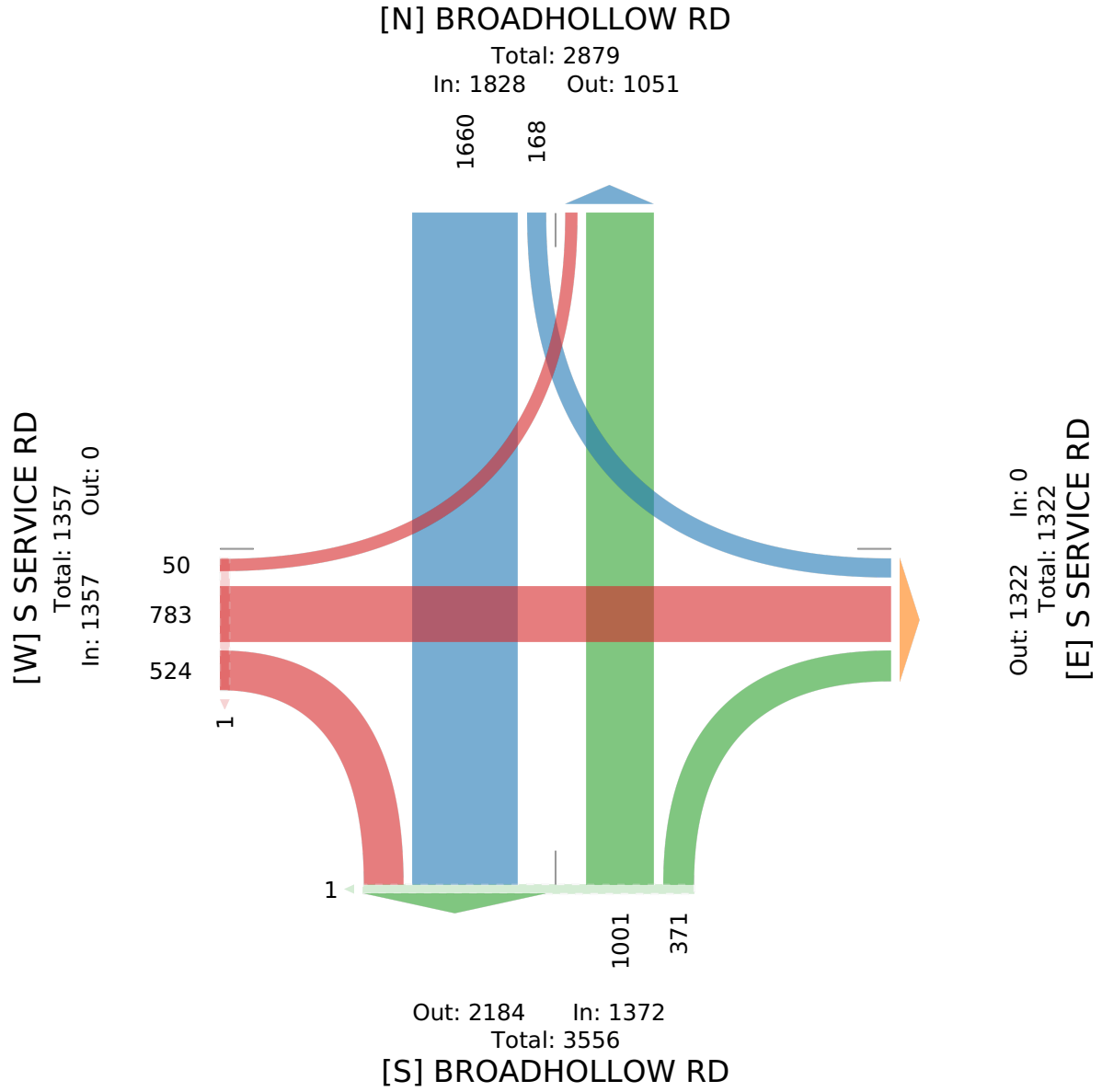
Leg	S SERVICE RD							S SERVICE RD						BROADHOLLOW RD							BROADHOLLOW RD						
Direction	Eastbound							Westbound						Northbound							Southbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-05-28 8:00AM	16	159	111	0	0	**286**	0	0	0	0	0	**0**	0	0	237	89	0	4	**330**	0	42	375	0	0	**417**	0	**1033**
8:15AM	8	214	131	0	0	**353**	0	0	0	0	0	**0**	0	0	237	75	0	3	**315**	1	32	382	0	0	**414**	0	**1082**
8:30AM	9	198	131	0	0	**338**	1	0	0	0	0	**0**	0	0	240	83	0	5	**328**	0	46	423	0	0	**469**	0	**1135**
8:45AM	17	212	151	0	0	**380**	0	0	0	0	0	**0**	0	0	287	109	0	3	**399**	0	48	480	0	0	**528**	0	**1307**
Total	50	783	524	0	0	**1357**	1	0	0	0	0	**0**	0	0	1001	356	0	15	**1372**	1	168	1660	0	0	**1828**	0	**4557**
% Approach	3.7%	57.7%	38.6%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	0%	73.0%	25.9%	0%	1.1%	**-**	-	9.2%	90.8%	0%	0%	**-**	-	-
% Total	1.1%	17.2%	11.5%	0%	0%	**29.8%**	-	0%	0%	0%	0%	**0%**	-	0%	22.0%	7.8%	0%	0.3%	**30.1%**	-	3.7%	36.4%	0%	0%	**40.1%**	-	-
PHF	0.735	0.915	0.868	-	-	**0.893**	-	-	-	-	-	**-**	-	-	0.872	0.817	-	0.750	**0.860**	-	0.875	0.865	-	-	**0.866**	-	0.872
Lights	45	716	488	0	0	**1249**	-	0	0	0	0	**0**	-	0	845	298	0	12	**1155**	-	167	1580	0	0	**1747**	-	4151
% Lights	90.0%	91.4%	93.1%	0%	0%	**92.0%**	-	0%	0%	0%	0%	**-**	-	0%	84.4%	83.7%	0%	80.0%	**84.2%**	-	99.4%	95.2%	0%	0%	**95.6%**	-	91.1%
Articulated Trucks and Single-Unit Trucks	4	57	35	0	0	**96**	-	0	0	0	0	**0**	-	0	145	54	0	2	**201**	-	1	71	0	0	**72**	-	369
% Articulated Trucks and Single-Unit Trucks	8.0%	7.3%	6.7%	0%	0%	**7.1%**	-	0%	0%	0%	0%	**-**	-	0%	14.5%	15.2%	0%	13.3%	**14.7%**	-	0.6%	4.3%	0%	0%	**3.9%**	-	8.1%
Buses	1	10	1	0	0	**12**	-	0	0	0	0	**0**	-	0	11	4	0	1	**16**	-	0	9	0	0	**9**	-	37
% Buses	2.0%	1.3%	0.2%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**-**	-	0%	1.1%	1.1%	0%	6.7%	**1.2%**	-	0%	0.5%	0%	0%	**0.5%**	-	0.8%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

1- Broad Hollow Road (NYS Route 110) at LIE ... - TMC

Wed May 28, 2025
AM Peak, Forced Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304720, Location: 40.779164, -73.41934

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



1- Broad Hollow Road (NYS Route 110) at LIE ... - TMC

Wed May 28, 2025
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304720, Location: 40.779164, -73.41934

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

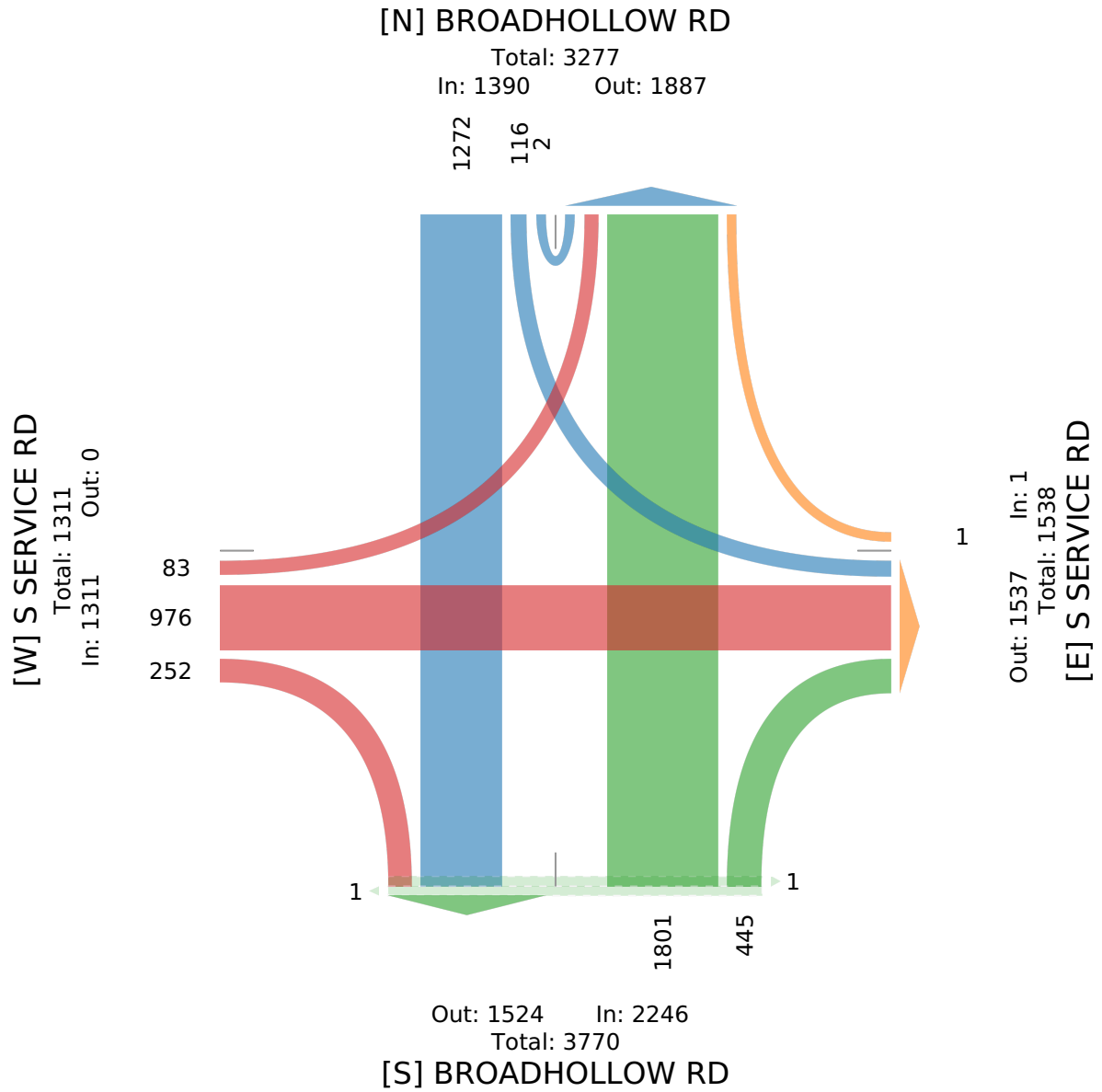
Leg	S SERVICE RD							S SERVICE RD						BROADHOLLOW RD							BROADHOLLOW RD						
Direction	Eastbound							Westbound						Northbound							Southbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-05-28 4:45PM	14	187	73	0	0	**274**	0	0	0	0	0	**0**	0	0	409	88	0	14	**511**	2	21	299	0	0	**320**	0	**1105**
5:00PM	27	271	57	0	0	**355**	0	0	0	1	0	**1**	0	0	491	97	0	9	**597**	0	39	312	0	0	**351**	0	**1304**
5:15PM	27	228	52	0	0	**307**	0	0	0	0	0	**0**	0	0	451	108	0	13	**572**	0	30	369	0	1	**400**	0	**1279**
5:30PM	15	290	70	0	0	**375**	0	0	0	0	0	**0**	0	0	450	105	0	11	**566**	0	26	292	0	1	**319**	0	**1260**
Total	83	976	252	0	0	**1311**	0	0	0	1	0	**1**	0	0	1801	398	0	47	**2246**	2	116	1272	0	2	**1390**	0	**4948**
% Approach	6.3%	74.4%	19.2%	0%	0%	**-**	-	0%	0%	100%	0%	**-**	-	0%	80.2%	17.7%	0%	2.1%	**-**	-	8.3%	91.5%	0%	0.1%	**-**	-	-
% Total	1.7%	19.7%	5.1%	0%	0%	**26.5%**	-	0%	0%	0%	0%	**0%**	-	0%	36.4%	8.0%	0%	0.9%	**45.4%**	-	2.3%	25.7%	0%	0%	**28.1%**	-	-
PHF	0.769	0.841	0.863	-	-	**0.874**	-	-	-	0.250	-	**0.250**	-	-	0.917	0.921	-	0.839	**0.941**	-	0.744	0.862	-	0.500	**0.869**	-	0.949
Lights	82	924	229	0	0	**1235**	-	0	0	1	0	**1**	-	0	1761	374	0	47	**2182**	-	115	1239	0	2	**1356**	-	4774
% Lights	98.8%	94.7%	90.9%	0%	0%	**94.2%**	-	0%	0%	100%	0%	**100%**	-	0%	97.8%	94.0%	0%	100%	**97.2%**	-	99.1%	97.4%	0%	100%	**97.6%**	-	96.5%
Articulated Trucks and Single-Unit Trucks	1	52	23	0	0	**76**	-	0	0	0	0	**0**	-	0	36	23	0	0	**59**	-	1	25	0	0	**26**	-	161
% Articulated Trucks and Single-Unit Trucks	1.2%	5.3%	9.1%	0%	0%	**5.8%**	-	0%	0%	0%	0%	**0%**	-	0%	2.0%	5.8%	0%	0%	**2.6%**	-	0.9%	2.0%	0%	0%	**1.9%**	-	3.3%
Buses	0	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	4	1	0	0	**5**	-	0	8	0	0	**8**	-	13
% Buses	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0.3%	0%	0%	**0.2%**	-	0%	0.6%	0%	0%	**0.6%**	-	0.3%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

1- Broad Hollow Road (NYS Route 110) at LIE ... - TMC

Wed May 28, 2025
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304720, Location: 40.779164, -73.41934

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



1- Broad Hollow Road (NYS Route 110) at LIE ... - TMC

Sat May 31, 2025
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304721, Location: 40.779165, -73.419383

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

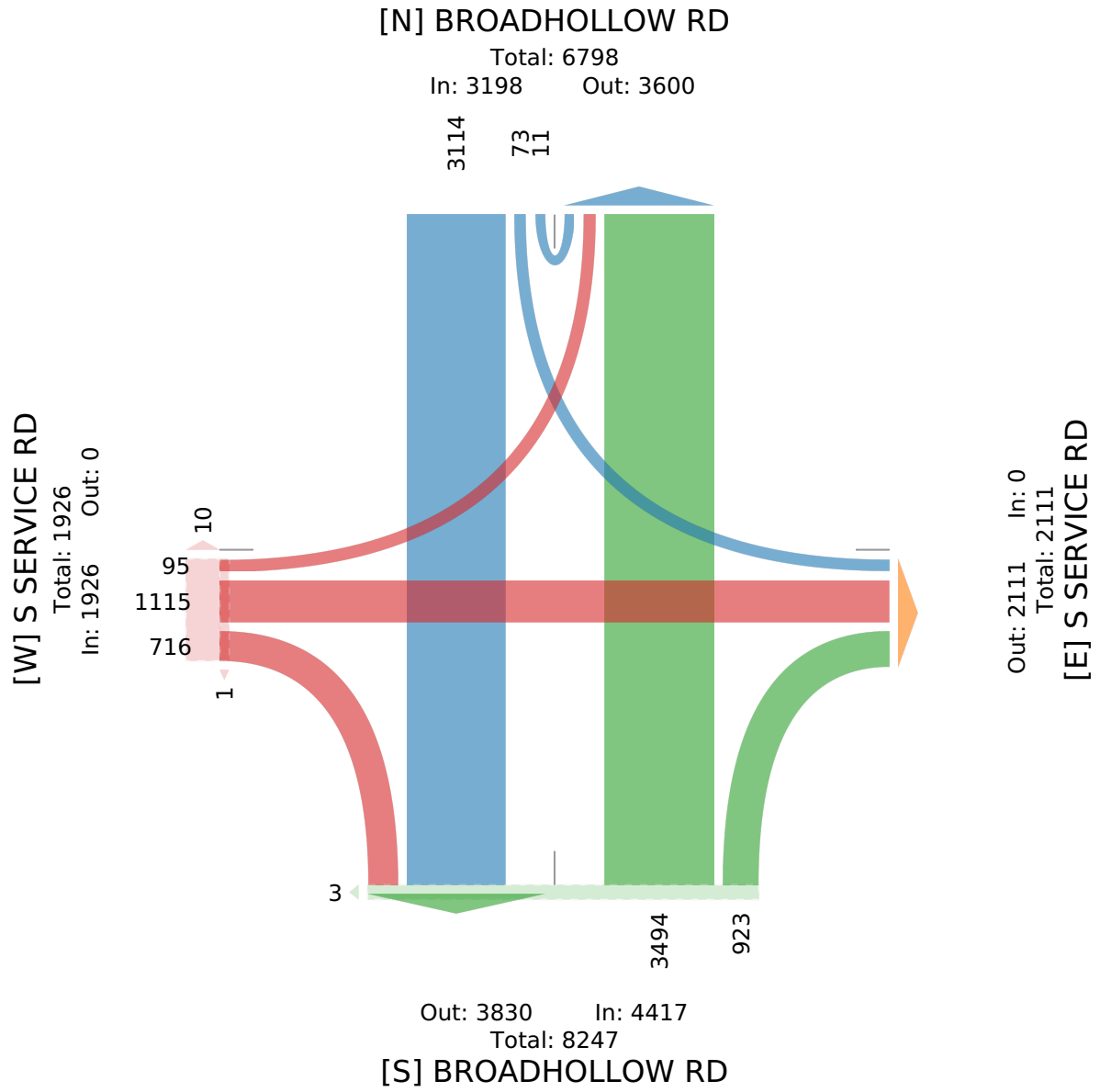
Leg	S SERVICE RD							S SERVICE RD						BROADHOLLOW RD							BROADHOLLOW RD						
Direction	Eastbound							Westbound						Northbound							Southbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-05-31 11:00AM	4	84	57	0	0	**145**	0	0	0	0	0	**0**	0	0	256	62	0	14	**332**	0	9	223	0	1	**233**	0	**710**
11:15AM	8	109	54	0	1	**172**	0	0	0	0	0	**0**	0	0	259	69	0	7	**335**	0	5	231	0	2	**238**	0	**745**
11:30AM	9	83	44	0	0	**136**	0	0	0	0	0	**0**	0	0	257	55	0	15	**327**	0	6	216	0	1	**223**	0	**686**
11:45AM	6	96	54	0	1	**157**	4	0	0	0	0	**0**	0	0	313	63	0	5	**381**	0	8	270	0	1	**279**	0	**817**
Hourly Total	27	372	209	0	2	**610**	4	0	0	0	0	**0**	0	0	1085	249	0	41	**1375**	0	28	940	0	5	**973**	0	**2958**
12:00PM	11	87	58	0	0	**156**	0	0	0	0	0	**0**	0	0	272	75	0	5	**352**	0	9	265	0	1	**275**	0	**783**
12:15PM	5	89	49	0	0	**143**	2	0	0	0	0	**0**	0	0	320	65	0	4	**389**	0	9	274	0	0	**283**	0	**815**
12:30PM	11	87	67	0	1	**166**	0	0	0	0	0	**0**	0	0	304	70	0	1	**375**	0	3	279	0	1	**283**	0	**824**
12:45PM	8	76	69	0	0	**153**	0	0	0	0	0	**0**	0	0	290	67	0	5	**362**	0	2	271	0	0	**273**	0	**788**
Hourly Total	35	339	243	0	1	**618**	2	0	0	0	0	**0**	0	0	1186	277	0	15	**1478**	0	23	1089	0	2	**1114**	0	**3210**
1:00PM	6	106	56	0	0	**168**	2	0	0	0	0	**0**	0	0	296	82	0	4	**382**	1	3	268	0	1	**272**	0	**822**
1:15PM	12	111	63	0	0	**186**	1	0	0	0	0	**0**	0	0	281	84	0	5	**370**	0	9	253	0	2	**264**	0	**820**
1:30PM	8	99	72	0	0	**179**	1	0	0	0	0	**0**	0	0	305	69	0	10	**384**	2	4	245	0	0	**249**	0	**812**
1:45PM	7	88	70	0	0	**165**	1	0	0	0	0	**0**	0	0	341	83	0	4	**428**	0	6	319	0	1	**326**	0	**919**
Hourly Total	33	404	261	0	0	**698**	5	0	0	0	0	**0**	0	0	1223	318	0	23	**1564**	3	22	1085	0	4	**1111**	0	**3373**
Total	95	1115	713	0	3	**1926**	11	0	0	0	0	**0**	0	0	3494	844	0	79	**4417**	3	73	3114	0	11	**3198**	0	**9541**
% Approach	4.9%	57.9%	37.0%	0%	0.2%	**-**	-	0%	0%	0%	0%	**-**	-	0%	79.1%	19.1%	0%	1.8%	**-**	-	2.3%	97.4%	0%	0.3%	**-**	-	-
% Total	1.0%	11.7%	7.5%	0%	0%	**20.2%**	-	0%	0%	0%	0%	**0%**	-	0%	36.6%	8.8%	0%	0.8%	**46.3%**	-	0.8%	32.6%	0%	0.1%	**33.5%**	-	-
Lights	90	1048	666	0	3	**1807**	-	0	0	0	0	**0**	-	0	3365	806	0	74	**4245**	-	73	3022	0	11	**3106**	-	9158
% Lights	94.7%	94.0%	93.4%	0%	100%	**93.8%**	-	0%	0%	0%	0%	**-**	-	0%	96.3%	95.5%	0%	93.7%	**96.1%**	-	100%	97.0%	0%	100%	**97.1%**	-	96.0%
Articulated Trucks and Single-Unit Trucks	5	67	46	0	0	**118**	-	0	0	0	0	**0**	-	0	124	37	0	5	**166**	-	0	82	0	0	**82**	-	366
% Articulated Trucks and Single-Unit Trucks	5.3%	6.0%	6.5%	0%	0%	**6.1%**	-	0%	0%	0%	0%	**-**	-	0%	3.5%	4.4%	0%	6.3%	**3.8%**	-	0%	2.6%	0%	0%	**2.6%**	-	3.8%
Buses	0	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	5	1	0	0	**6**	-	0	10	0	0	**10**	-	17
% Buses	0%	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**-**	-	0%	0.1%	0.1%	0%	0%	**0.1%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.2%
Pedestrians	-	-	-	-	-	-	11	-	-	-	-	-	0	-	-	-	-	-	-	3	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

1- Broad Hollow Road (NYS Route 110) at LIE ... - TMC

Sat May 31, 2025
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304721, Location: 40.779165, -73.419383

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



1- Broad Hollow Road (NYS Route 110) at LIE ... - TMC

Sat May 31, 2025
Midday Peak (WKND), PM Peak (WKND), Forced Peak (1 PM - 2 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304721, Location: 40.779165, -73.419383

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

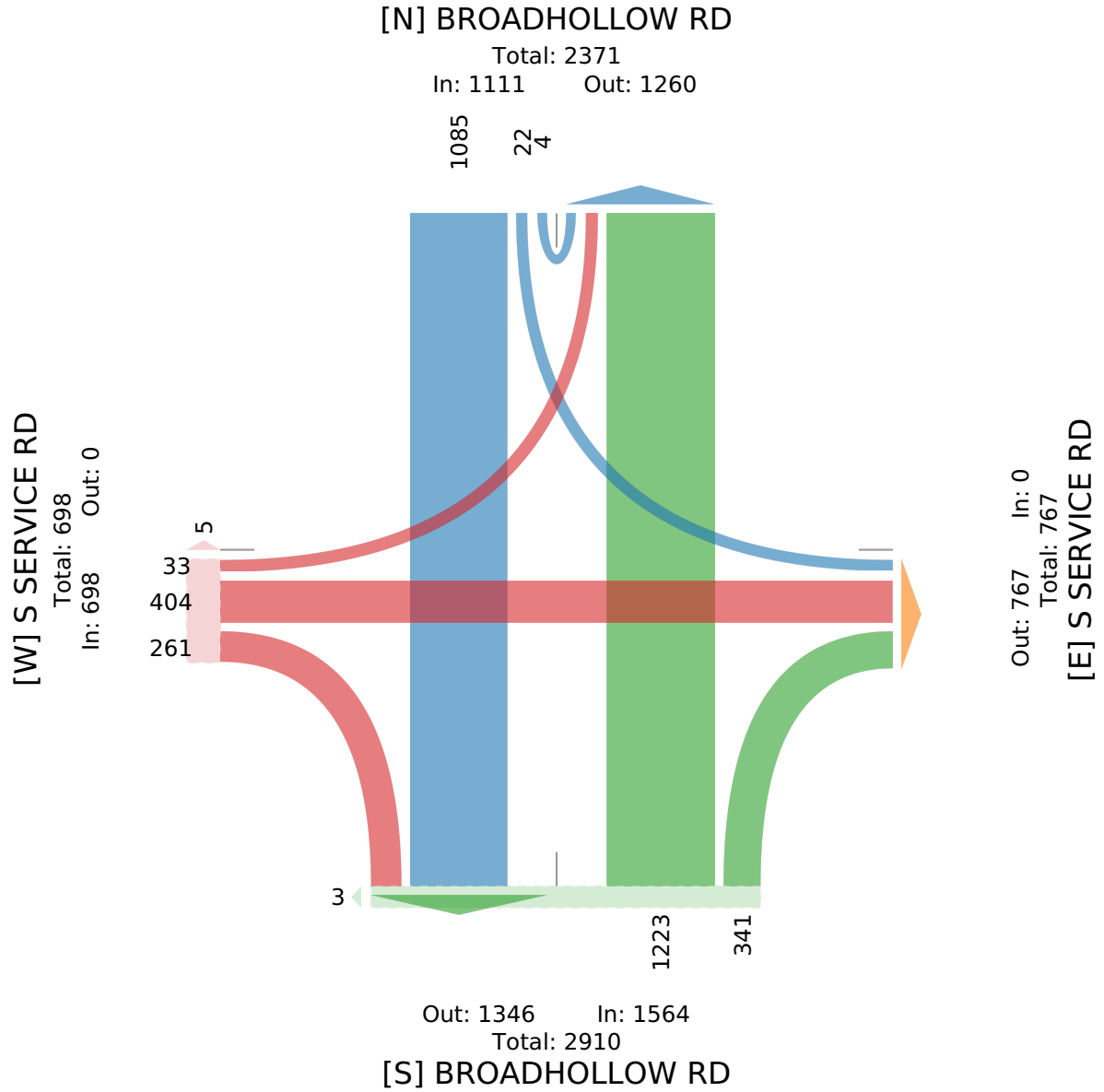
Leg	S SERVICE RD							S SERVICE RD						BROADHOLLOW RD							BROADHOLLOW RD						
Direction	Eastbound							Westbound						Northbound							Southbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-05-31 1:00PM	6	106	56	0	0	**168**	2	0	0	0	0	**0**	0	0	296	82	0	4	**382**	1	3	268	0	1	**272**	0	**822**
1:15PM	12	111	63	0	0	**186**	1	0	0	0	0	**0**	0	0	281	84	0	5	**370**	0	9	253	0	2	**264**	0	**820**
1:30PM	8	99	72	0	0	**179**	1	0	0	0	0	**0**	0	0	305	69	0	10	**384**	2	4	245	0	0	**249**	0	**812**
1:45PM	7	88	70	0	0	**165**	1	0	0	0	0	**0**	0	0	341	83	0	4	**428**	0	6	319	0	1	**326**	0	**919**
Total	33	404	261	0	0	**698**	5	0	0	0	0	**0**	0	0	1223	318	0	23	**1564**	3	22	1085	0	4	**1111**	0	**3373**
% Approach	4.7%	57.9%	37.4%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	0%	78.2%	20.3%	0%	1.5%	**-**	-	2.0%	97.7%	0%	0.4%	**-**	-	-
% Total	1.0%	12.0%	7.7%	0%	0%	**20.7%**	-	0%	0%	0%	0%	**0%**	-	0%	36.3%	9.4%	0%	0.7%	**46.4%**	-	0.7%	32.2%	0%	0.1%	**32.9%**	-	-
PHF	0.688	0.910	0.906	-	-	**0.938**	-	-	-	-	-	**-**	-	-	0.897	0.946	-	0.575	**0.914**	-	0.611	0.850	-	0.500	**0.852**	-	0.918
Lights	33	382	244	0	0	**659**	-	0	0	0	0	**0**	-	0	1183	304	0	19	**1506**	-	22	1057	0	4	**1083**	-	3248
% Lights	100%	94.6%	93.5%	0%	0%	**94.4%**	-	0%	0%	0%	0%	**-**	-	0%	96.7%	95.6%	0%	82.6%	**96.3%**	-	100%	97.4%	0%	100%	**97.5%**	-	96.3%
Articulated Trucks and Single-Unit Trucks	0	22	17	0	0	**39**	-	0	0	0	0	**0**	-	0	38	13	0	4	**55**	-	0	23	0	0	**23**	-	117
% Articulated Trucks and Single-Unit Trucks	0%	5.4%	6.5%	0%	0%	**5.6%**	-	0%	0%	0%	0%	**-**	-	0%	3.1%	4.1%	0%	17.4%	**3.5%**	-	0%	2.1%	0%	0%	**2.1%**	-	3.5%
Buses	0	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	1	0	0	**3**	-	0	5	0	0	**5**	-	8
% Buses	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0.2%	0.3%	0%	0%	**0.2%**	-	0%	0.5%	0%	0%	**0.5%**	-	0.2%
Pedestrians	-	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	-	3	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

1- Broad Hollow Road (NYS Route 110) at LIE ... - TMC

Sat May 31, 2025
Midday Peak (WKND), PM Peak (WKND), Forced Peak (1 PM - 2 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304721, Location: 40.779165, -73.419383

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



2- Broad Hollow Road (NYS Route 110) at Melv... - TMC

Wed May 28, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304723, Location: 40.776151, -73.420563

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

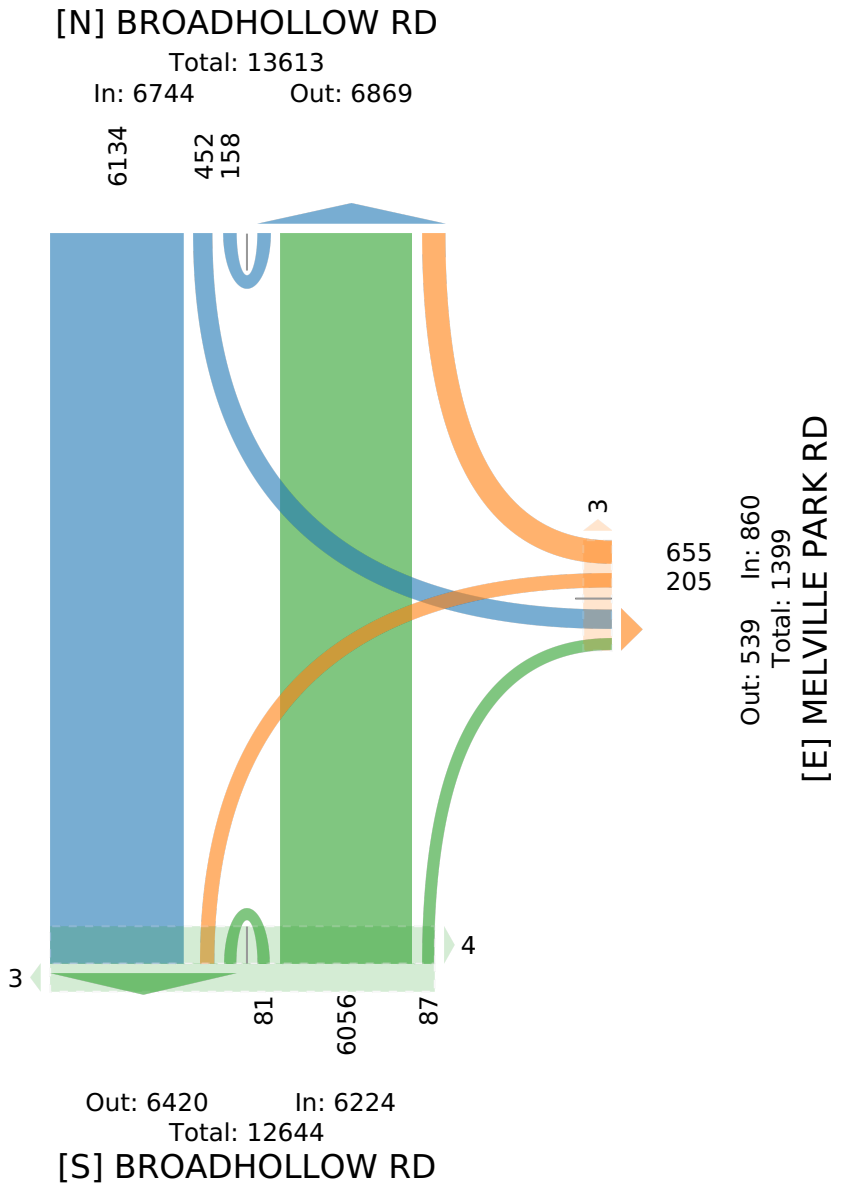
Leg	MELVILLE PARK RD						BROADHOLLOW RD						BROADHOLLOW RD					
Direction	Westbound						Northbound						Southbound					
Time	L	R	U	RR	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2025-05-28 7:00AM	0	7	0	8	**15**	1	267	4	3	1	**275**	0	18	294	2	**314**	0	**604**
7:15AM	2	10	0	3	**15**	0	286	9	2	0	**297**	2	41	352	2	**395**	0	**707**
7:30AM	5	5	0	7	**17**	0	354	5	1	0	**360**	0	14	429	4	**447**	0	**824**
7:45AM	2	5	0	8	**15**	1	356	6	4	1	**367**	1	26	529	1	**556**	0	**938**
Hourly Total	9	27	0	26	**62**	2	1263	24	10	2	**1299**	3	99	1604	9	**1712**	0	**3073**
8:00AM	4	5	0	4	**13**	0	330	12	7	0	**349**	0	37	422	0	**459**	0	**821**
8:15AM	6	15	0	1	**22**	1	298	10	10	2	**320**	0	52	419	3	**474**	0	**816**
8:30AM	6	13	0	2	**21**	0	350	6	7	0	**363**	0	63	426	3	**492**	0	**876**
8:45AM	8	14	0	0	**22**	0	361	16	9	0	**386**	1	87	458	5	**550**	0	**958**
Hourly Total	24	47	0	7	**78**	1	1339	44	33	2	**1418**	1	239	1725	11	**1975**	0	**3471**
4:00PM	10	54	0	13	**77**	0	418	0	9	0	**427**	0	9	367	11	**387**	0	**891**
4:15PM	10	38	0	17	**65**	0	464	1	5	0	**470**	0	13	347	9	**369**	0	**904**
4:30PM	21	41	0	16	**78**	0	440	1	1	0	**442**	1	18	350	17	**385**	0	**905**
4:45PM	17	56	0	9	**82**	0	444	4	4	0	**452**	0	19	350	12	**381**	0	**915**
Hourly Total	58	189	0	55	**302**	0	1766	6	19	0	**1791**	1	59	1414	49	**1522**	0	**3615**
5:00PM	42	104	0	13	**159**	0	417	4	8	0	**429**	1	11	369	33	**413**	0	**1001**
5:15PM	21	60	0	8	**89**	0	441	0	5	0	**446**	0	14	384	19	**417**	0	**952**
5:30PM	29	64	0	7	**100**	0	455	4	3	0	**462**	0	14	340	21	**375**	0	**937**
5:45PM	22	26	0	22	**70**	0	375	1	3	0	**379**	1	16	298	16	**330**	0	**779**
Hourly Total	114	254	0	50	**418**	0	1688	9	19	0	**1716**	2	55	1391	89	**1535**	0	**3669**
Total	205	517	0	138	**860**	3	6056	83	81	4	**6224**	7	452	6134	158	**6744**	0	**13828**
% Approach	23.8%	60.1%	0%	16.0%	**-**	-	97.3%	1.3%	1.3%	0.1%	**-**	-	6.7%	91.0%	2.3%	**-**	-	-
% Total	1.5%	3.7%	0%	1.0%	**6.2%**	-	43.8%	0.6%	0.6%	0%	**45.0%**	-	3.3%	44.4%	1.1%	**48.8%**	-	-
Lights	202	509	0	135	**846**	-	5499	81	80	4	**5664**	-	442	5790	156	**6388**	-	12898
% Lights	98.5%	98.5%	0%	97.8%	**98.4%**	-	90.8%	97.6%	98.8%	100%	**91.0%**	-	97.8%	94.4%	98.7%	**94.7%**	-	93.3%
Articulated Trucks and Single-Unit Trucks	2	7	0	3	**12**	-	508	2	1	0	**511**	-	7	301	2	**310**	-	833
% Articulated Trucks and Single-Unit Trucks	1.0%	1.4%	0%	2.2%	**1.4%**	-	8.4%	2.4%	1.2%	0%	**8.2%**	-	1.5%	4.9%	1.3%	**4.6%**	-	6.0%
Buses	1	1	0	0	**2**	-	49	0	0	0	**49**	-	3	43	0	**46**	-	97
% Buses	0.5%	0.2%	0%	0%	**0.2%**	-	0.8%	0%	0%	0%	**0.8%**	-	0.7%	0.7%	0%	**0.7%**	-	0.7%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	7	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

2- Broad Hollow Road (NYS Route 110) at Melv... - TMC

Wed May 28, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304723, Location: 40.776151, -73.420563

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



2- Broad Hollow Road (NYS Route 110) at Melv... - TMC

Wed May 28, 2025
AM Peak, Forced Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304723, Location: 40.776151, -73.420563

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

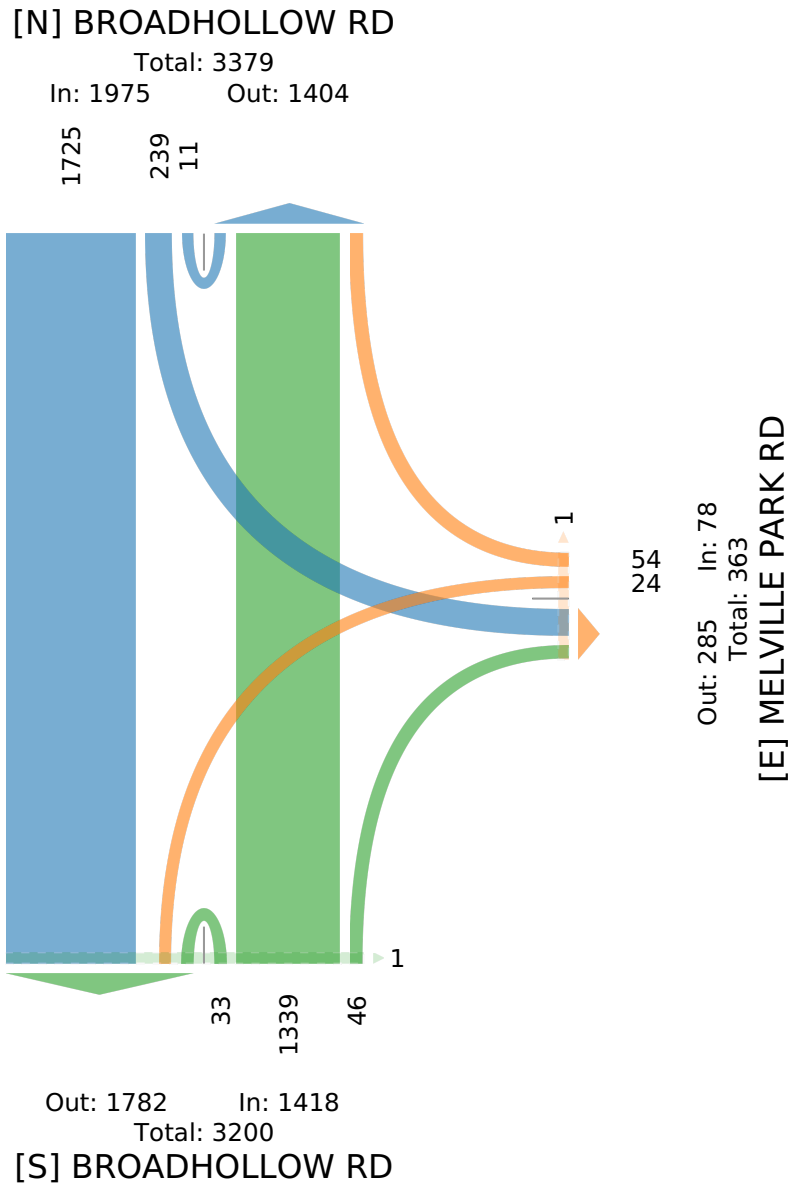
Leg	MELVILLE PARK RD						BROADHOLLOW RD						BROADHOLLOW RD					
Direction	Westbound						Northbound						Southbound					
Time	L	R	U	RR	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2025-05-28 8:00AM	4	5	0	4	**13**	0	330	12	7	0	**349**	0	37	422	0	**459**	0	**821**
8:15AM	6	15	0	1	**22**	1	298	10	10	2	**320**	0	52	419	3	**474**	0	**816**
8:30AM	6	13	0	2	**21**	0	350	6	7	0	**363**	0	63	426	3	**492**	0	**876**
8:45AM	8	14	0	0	**22**	0	361	16	9	0	**386**	1	87	458	5	**550**	0	**958**
Total	24	47	0	7	**78**	1	1339	44	33	2	**1418**	1	239	1725	11	**1975**	0	**3471**
% Approach	30.8%	60.3%	0%	9.0%	**-**	-	94.4%	3.1%	2.3%	0.1%	**-**	-	12.1%	87.3%	0.6%	**-**	-	-
% Total	0.7%	1.4%	0%	0.2%	**2.2%**	-	38.6%	1.3%	1.0%	0.1%	**40.9%**	-	6.9%	49.7%	0.3%	**56.9%**	-	-
PHF	0.750	0.783	-	0.438	**0.886**	-	0.927	0.688	0.825	0.250	**0.918**	-	0.687	0.942	0.550	**0.898**	-	0.906
Lights	24	46	0	6	**76**	-	1121	43	33	2	**1199**	-	236	1618	11	**1865**	-	3140
% Lights	100%	97.9%	0%	85.7%	**97.4%**	-	83.7%	97.7%	100%	100%	**84.6%**	-	98.7%	93.8%	100%	**94.4%**	-	90.5%
Articulated Trucks and Single-Unit Trucks	0	0	0	1	**1**	-	202	1	0	0	**203**	-	2	97	0	**99**	-	303
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	14.3%	**1.3%**	-	15.1%	2.3%	0%	0%	**14.3%**	-	0.8%	5.6%	0%	**5.0%**	-	8.7%
Buses	0	1	0	0	**1**	-	16	0	0	0	**16**	-	1	10	0	**11**	-	28
% Buses	0%	2.1%	0%	0%	**1.3%**	-	1.2%	0%	0%	0%	**1.1%**	-	0.4%	0.6%	0%	**0.6%**	-	0.8%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

2- Broad Hollow Road (NYS Route 110) at Melv... - TMC

Wed May 28, 2025
AM Peak, Forced Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304723, Location: 40.776151, -73.420563

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



2- Broad Hollow Road (NYS Route 110) at Melv... - TMC

Wed May 28, 2025
PM Peak, Forced Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304723, Location: 40.776151, -73.420563

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

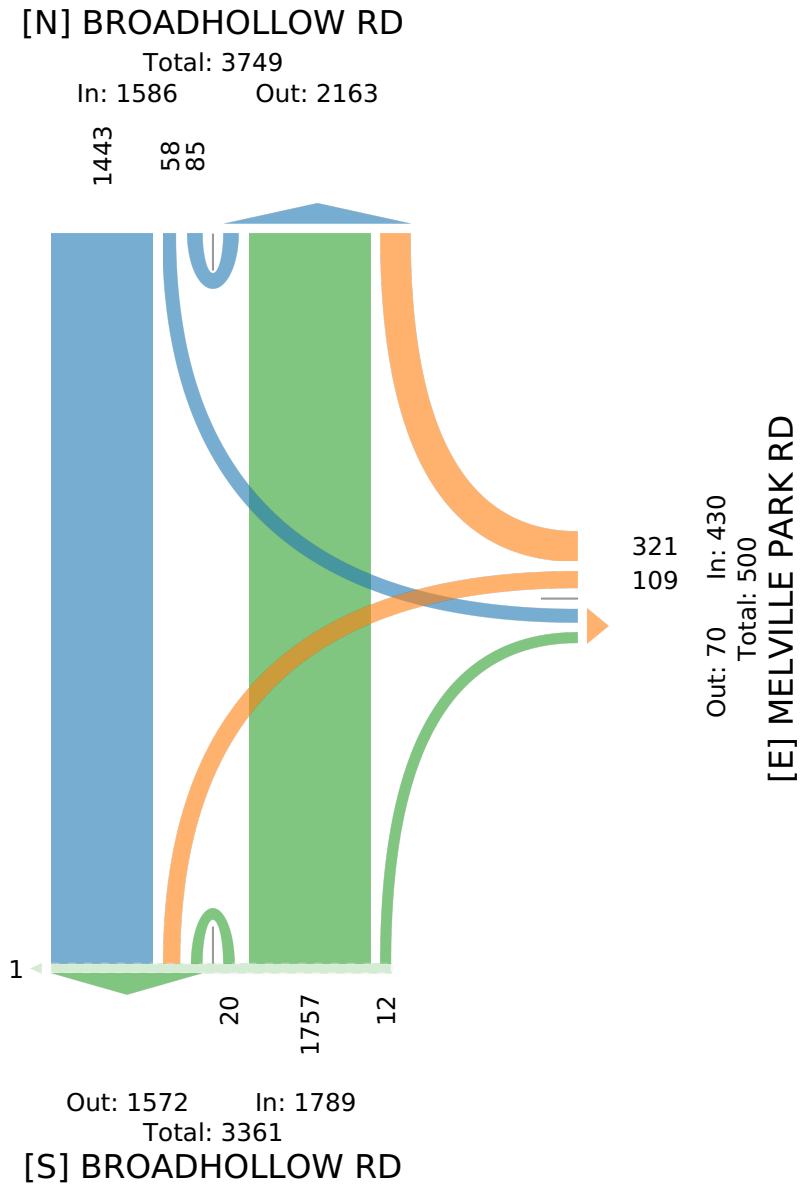
Leg	MELVILLE PARK RD						BROADHOLLOW RD						BROADHOLLOW RD					
Direction	Westbound						Northbound						Southbound					
Time	L	R	U	RR	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2025-05-28 4:45PM	17	56	0	9	**82**	0	444	4	4	0	**452**	0	19	350	12	**381**	0	**915**
5:00PM	42	104	0	13	**159**	0	417	4	8	0	**429**	1	11	369	33	**413**	0	**1001**
5:15PM	21	60	0	8	**89**	0	441	0	5	0	**446**	0	14	384	19	**417**	0	**952**
5:30PM	29	64	0	7	**100**	0	455	4	3	0	**462**	0	14	340	21	**375**	0	**937**
Total	109	284	0	37	**430**	0	1757	12	20	0	**1789**	1	58	1443	85	**1586**	0	**3805**
% Approach	25.3%	66.0%	0%	8.6%	**-**	-	98.2%	0.7%	1.1%	0%	**-**	-	3.7%	91.0%	5.4%	**-**	-	-
% Total	2.9%	7.5%	0%	1.0%	**11.3%**	-	46.2%	0.3%	0.5%	0%	**47.0%**	-	1.5%	37.9%	2.2%	**41.7%**	-	-
PHF	0.649	0.683	-	0.712	**0.676**	-	0.965	0.750	0.625	-	**0.968**	-	0.763	0.939	0.644	**0.951**	-	0.950
Lights	108	283	0	37	**428**	-	1702	11	20	0	**1733**	-	55	1388	84	**1527**	-	3688
% Lights	99.1%	99.6%	0%	100%	**99.5%**	-	96.9%	91.7%	100%	0%	**96.9%**	-	94.8%	96.2%	98.8%	**96.3%**	-	96.9%
Articulated Trucks and Single-Unit Trucks	1	1	0	0	**2**	-	49	1	0	0	**50**	-	2	48	1	**51**	-	103
% Articulated Trucks and Single-Unit Trucks	0.9%	0.4%	0%	0%	**0.5%**	-	2.8%	8.3%	0%	0%	**2.8%**	-	3.4%	3.3%	1.2%	**3.2%**	-	2.7%
Buses	0	0	0	0	**0**	-	6	0	0	0	**6**	-	1	7	0	**8**	-	14
% Buses	0%	0%	0%	0%	**0%**	-	0.3%	0%	0%	0%	**0.3%**	-	1.7%	0.5%	0%	**0.5%**	-	0.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

2- Broad Hollow Road (NYS Route 110) at Melv... - TMC

Wed May 28, 2025
PM Peak, Forced Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304723, Location: 40.776151, -73.420563

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



2- Broad Hollow Road (NYS Route 110) at Melv... - TMC

Sat May 31, 2025
Midday Peak (WKND), PM Peak (WKND), Forced Peak (1 PM - 2 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304724, Location: 40.776151, -73.420563

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	MELVILLE PARK RD						BROADHOLLOW RD						BROADHOLLOW RD					
Direction	Westbound						Northbound						Southbound					
Time	L	R	U	RR	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2025-05-31 1:00PM	3	9	0	4	**16**	0	364	1	1	0	**366**	0	4	310	4	**318**	0	**700**
1:15PM	3	3	0	3	**9**	0	357	1	2	0	**360**	0	4	315	5	**324**	0	**693**
1:30PM	3	11	0	7	**21**	0	361	0	1	0	**362**	0	6	307	8	**321**	0	**704**
1:45PM	3	2	0	2	**7**	0	411	1	0	0	**412**	0	4	378	1	**383**	0	**802**
Total	12	25	0	16	**53**	0	1493	3	4	0	**1500**	0	18	1310	18	**1346**	0	**2899**
% Approach	22.6%	47.2%	0%	30.2%	**-**	-	99.5%	0.2%	0.3%	0%	**-**	-	1.3%	97.3%	1.3%	**-**	-	-
% Total	0.4%	0.9%	0%	0.6%	**1.8%**	-	51.5%	0.1%	0.1%	0%	**51.7%**	-	0.6%	45.2%	0.6%	**46.4%**	-	-
PHF	1.000	0.568	-	0.571	**0.631**	-	0.908	0.750	0.500	-	**0.910**	-	0.750	0.866	0.563	**0.879**	-	0.904
Lights	12	25	0	16	**53**	-	1435	3	4	0	**1442**	-	18	1267	17	**1302**	-	2797
% Lights	100%	100%	0%	100%	**100%**	-	96.1%	100%	100%	0%	**96.1%**	-	100%	96.7%	94.4%	**96.7%**	-	96.5%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	54	0	0	0	**54**	-	0	38	1	**39**	-	93
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	3.6%	0%	0%	0%	**3.6%**	-	0%	2.9%	5.6%	**2.9%**	-	3.2%
Buses	0	0	0	0	**0**	-	4	0	0	0	**4**	-	0	5	0	**5**	-	9
% Buses	0%	0%	0%	0%	**0%**	-	0.3%	0%	0%	0%	**0.3%**	-	0%	0.4%	0%	**0.4%**	-	0.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

2- Broad Hollow Road (NYS Route 110) at Melv... - TMC

Sat May 31, 2025

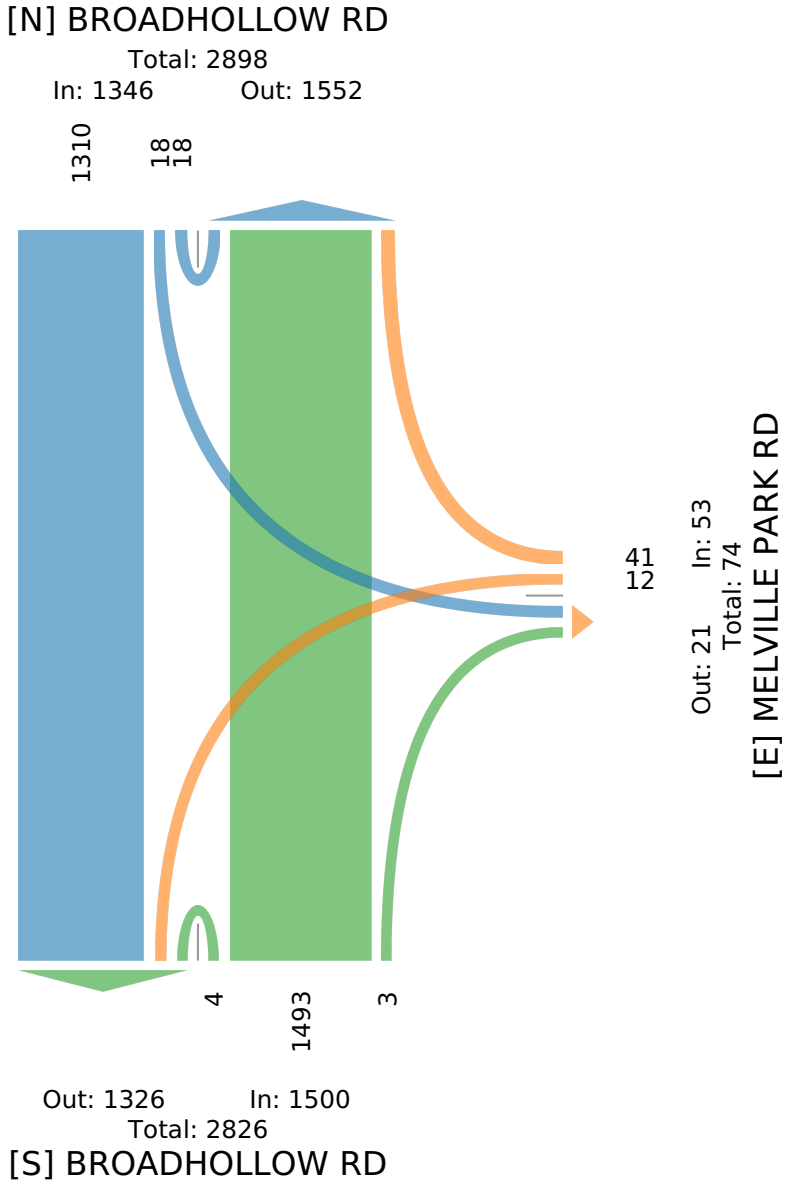
Midday Peak (WKND), PM Peak (WKND), Forced Peak (1 PM - 2 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1304724, Location: 40.776151, -73.420563

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



3- Maxess Road at LIE South Service Road-WKD... - TMC

Wed May 28, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304725, Location: 40.780363, -73.412062

TRAFFIC DATABANK
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

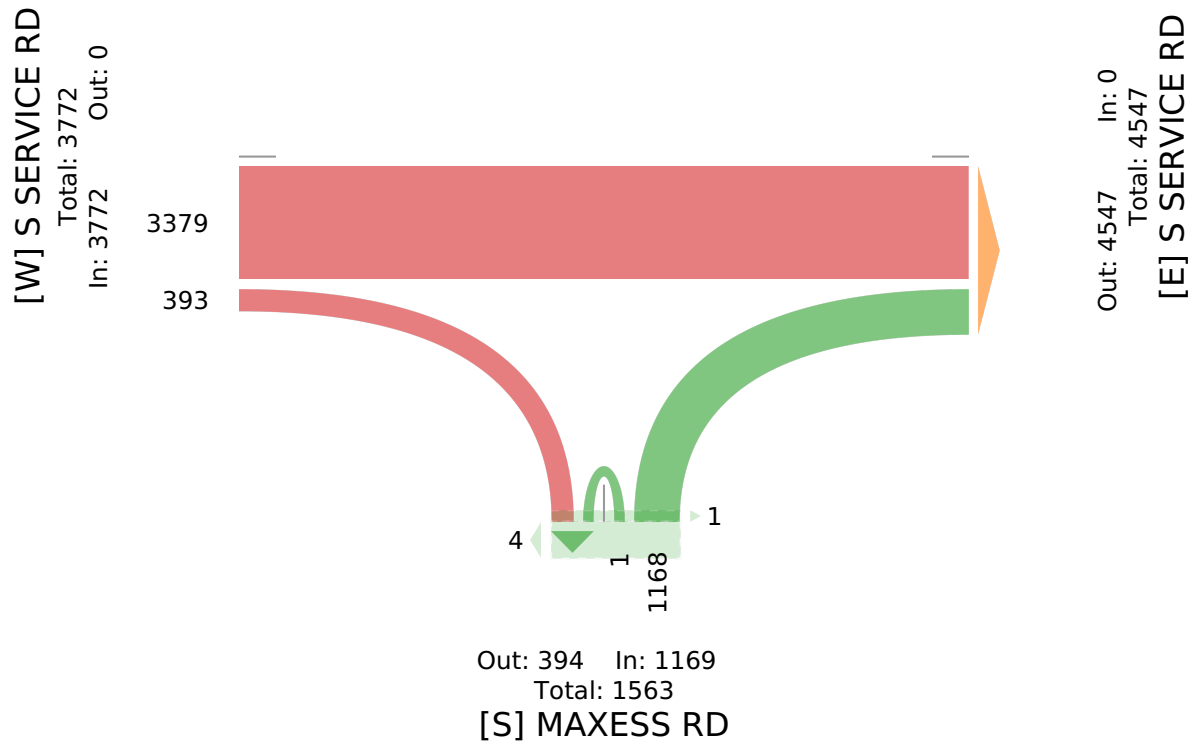
Leg	S SERVICE RD					S SERVICE RD					MAXESS RD					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-05-28 7:00AM	107	26	0	**133**	0	0	0	0	**0**	0	0	24	0	**24**	0	**157**
7:15AM	103	32	0	**135**	0	0	0	0	**0**	0	0	23	0	**23**	0	**158**
7:30AM	106	36	0	**142**	0	0	0	0	**0**	0	0	44	0	**44**	1	**186**
7:45AM	120	42	0	**162**	0	0	0	0	**0**	0	0	17	0	**17**	1	**179**
Hourly Total	436	136	0	**572**	0	0	0	0	**0**	0	0	108	0	**108**	2	**680**
8:00AM	120	39	0	**159**	0	0	0	0	**0**	0	0	41	1	**42**	0	**201**
8:15AM	146	35	0	**181**	0	0	0	0	**0**	0	0	30	0	**30**	0	**211**
8:30AM	146	46	0	**192**	0	0	0	0	**0**	0	0	35	0	**35**	1	**227**
8:45AM	137	49	0	**186**	0	0	0	0	**0**	0	0	30	0	**30**	0	**216**
Hourly Total	549	169	0	**718**	0	0	0	0	**0**	0	0	136	1	**137**	1	**855**
4:00PM	280	15	0	**295**	0	0	0	0	**0**	0	0	115	0	**115**	1	**410**
4:15PM	297	16	0	**313**	0	0	0	0	**0**	0	0	123	0	**123**	0	**436**
4:30PM	283	17	0	**300**	0	0	0	0	**0**	0	0	136	0	**136**	0	**436**
4:45PM	288	8	0	**296**	0	0	0	0	**0**	0	0	107	0	**107**	0	**403**
Hourly Total	1148	56	0	**1204**	0	0	0	0	**0**	0	0	481	0	**481**	1	**1685**
5:00PM	350	11	0	**361**	0	0	0	0	**0**	0	0	108	0	**108**	1	**469**
5:15PM	279	6	0	**285**	0	0	0	0	**0**	0	0	114	0	**114**	0	**399**
5:30PM	298	11	0	**309**	0	0	0	0	**0**	0	0	145	0	**145**	0	**454**
5:45PM	319	4	0	**323**	0	0	0	0	**0**	0	0	76	0	**76**	0	**399**
Hourly Total	1246	32	0	**1278**	0	0	0	0	**0**	0	0	443	0	**443**	1	**1721**
Total	3379	393	0	**3772**	0	0	0	0	**0**	0	0	1168	1	**1169**	5	**4941**
% Approach	89.6%	10.4%	0%	**-**	-	0%	0%	0%	**-**	-	0%	99.9%	0.1%	**-**	-	-
% Total	68.4%	8.0%	0%	**76.3%**	-	0%	0%	0%	**0%**	-	0%	23.6%	0%	**23.7%**	-	-
Lights	3167	384	0	**3551**	-	0	0	0	**0**	-	0	1125	1	**1126**	-	4677
% Lights	93.7%	97.7%	0%	**94.1%**	-	0%	0%	0%	**-**	-	0%	96.3%	100%	**96.3%**	-	94.7%
Articulated Trucks and Single-Unit Trucks	191	8	0	**199**	-	0	0	0	**0**	-	0	39	0	**39**	-	238
% Articulated Trucks and Single-Unit Trucks	5.7%	2.0%	0%	**5.3%**	-	0%	0%	0%	**-**	-	0%	3.3%	0%	**3.3%**	-	4.8%
Buses	21	1	0	**22**	-	0	0	0	**0**	-	0	4	0	**4**	-	26
% Buses	0.6%	0.3%	0%	**0.6%**	-	0%	0%	0%	**-**	-	0%	0.3%	0%	**0.3%**	-	0.5%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3- Maxess Road at LIE South Service Road-WKD... - TMC

Wed May 28, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304725, Location: 40.780363, -73.412062

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



3- Maxess Road at LIE South Service Road-WKD... - TMC

Wed May 28, 2025
AM Peak, Forced Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304725, Location: 40.780363, -73.412062

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

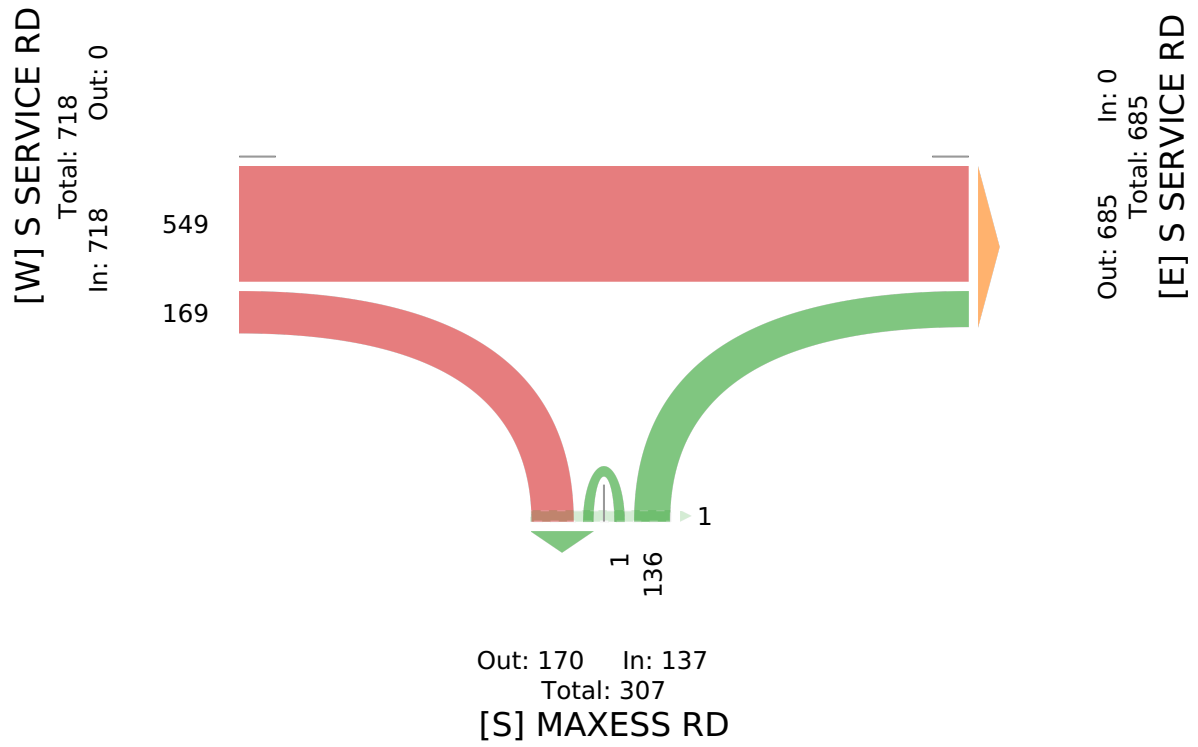
Leg	S SERVICE RD					S SERVICE RD					MAXESS RD					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-05-28 8:00AM	120	39	0	**159**	0	0	0	0	**0**	0	0	41	1	**42**	0	**201**
8:15AM	146	35	0	**181**	0	0	0	0	**0**	0	0	30	0	**30**	0	**211**
8:30AM	146	46	0	**192**	0	0	0	0	**0**	0	0	35	0	**35**	1	**227**
8:45AM	137	49	0	**186**	0	0	0	0	**0**	0	0	30	0	**30**	0	**216**
Total	549	169	0	**718**	0	0	0	0	**0**	0	0	136	1	**137**	1	**855**
% Approach	76.5%	23.5%	0%	**-**	-	0%	0%	0%	**-**	-	0%	99.3%	0.7%	**-**	-	-
% Total	64.2%	19.8%	0%	**84.0%**	-	0%	0%	0%	**0%**	-	0%	15.9%	0.1%	**16.0%**	-	-
PHF	0.940	0.862	-	**0.935**	-	-	-	-	**-**	-	-	0.829	0.250	**0.815**	-	0.942
Lights	484	168	0	**652**	-	0	0	0	**0**	-	0	124	1	**125**	-	777
% Lights	88.2%	99.4%	0%	**90.8%**	-	0%	0%	0%	**-**	-	0%	91.2%	100%	**91.2%**	-	90.9%
Articulated Trucks and Single-Unit Trucks	53	1	0	**54**	-	0	0	0	**0**	-	0	10	0	**10**	-	64
% Articulated Trucks and Single-Unit Trucks	9.7%	0.6%	0%	**7.5%**	-	0%	0%	0%	**-**	-	0%	7.4%	0%	**7.3%**	-	7.5%
Buses	12	0	0	**12**	-	0	0	0	**0**	-	0	2	0	**2**	-	14
% Buses	2.2%	0%	0%	**1.7%**	-	0%	0%	0%	**-**	-	0%	1.5%	0%	**1.5%**	-	1.6%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3- Maxess Road at LIE South Service Road-WKD... - TMC

Wed May 28, 2025
AM Peak, Forced Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304725, Location: 40.780363, -73.412062

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



3- Maxess Road at LIE South Service Road-WKD... - TMC

Wed May 28, 2025
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304725, Location: 40.780363, -73.412062

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

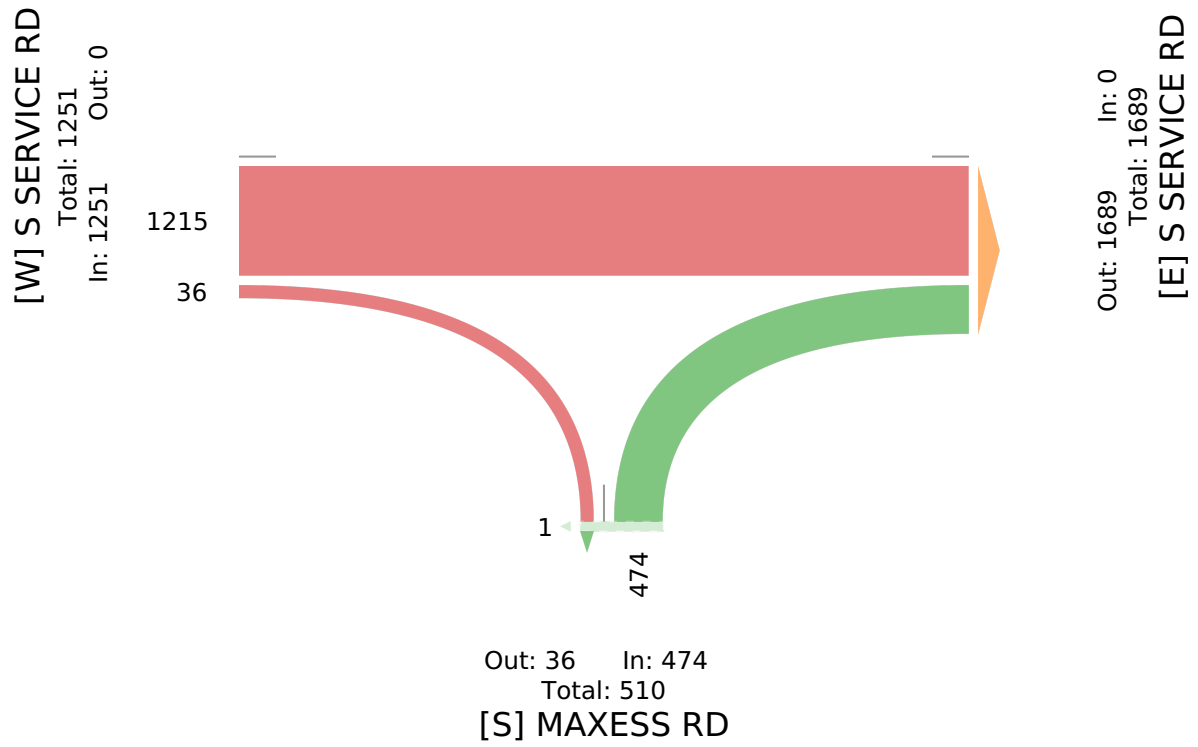
Leg	S SERVICE RD					S SERVICE RD					MAXESS RD					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-05-28 4:45PM	288	8	0	**296**	0	0	0	0	**0**	0	0	107	0	**107**	0	**403**
5:00PM	350	11	0	**361**	0	0	0	0	**0**	0	0	108	0	**108**	1	**469**
5:15PM	279	6	0	**285**	0	0	0	0	**0**	0	0	114	0	**114**	0	**399**
5:30PM	298	11	0	**309**	0	0	0	0	**0**	0	0	145	0	**145**	0	**454**
Total	1215	36	0	**1251**	0	0	0	0	**0**	0	0	474	0	**474**	1	**1725**
% Approach	97.1%	2.9%	0%	**-**	-	0%	0%	0%	**-**	-	0%	100%	0%	**-**	-	-
% Total	70.4%	2.1%	0%	**72.5%**	-	0%	0%	0%	**0%**	-	0%	27.5%	0%	**27.5%**	-	-
PHF	0.868	0.818	-	**0.866**	-	-	-	-	**-**	-	-	0.817	-	**0.817**	-	0.920
Lights	1153	35	0	**1188**	-	0	0	0	**0**	-	0	468	0	**468**	-	1656
% Lights	94.9%	97.2%	0%	**95.0%**	-	0%	0%	0%	**-**	-	0%	98.7%	0%	**98.7%**	-	96.0%
Articulated Trucks and Single-Unit Trucks	60	1	0	**61**	-	0	0	0	**0**	-	0	5	0	**5**	-	66
% Articulated Trucks and Single-Unit Trucks	4.9%	2.8%	0%	**4.9%**	-	0%	0%	0%	**-**	-	0%	1.1%	0%	**1.1%**	-	3.8%
Buses	2	0	0	**2**	-	0	0	0	**0**	-	0	1	0	**1**	-	3
% Buses	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	**-**	-	0%	0.2%	0%	**0.2%**	-	0.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3- Maxess Road at LIE South Service Road-WKD... - TMC

Wed May 28, 2025
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304725, Location: 40.780363, -73.412062

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



3- Maxess Road at LIE South Service Road-SAT - TMC

Sat May 31, 2025
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304726, Location: 40.780363, -73.412062

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

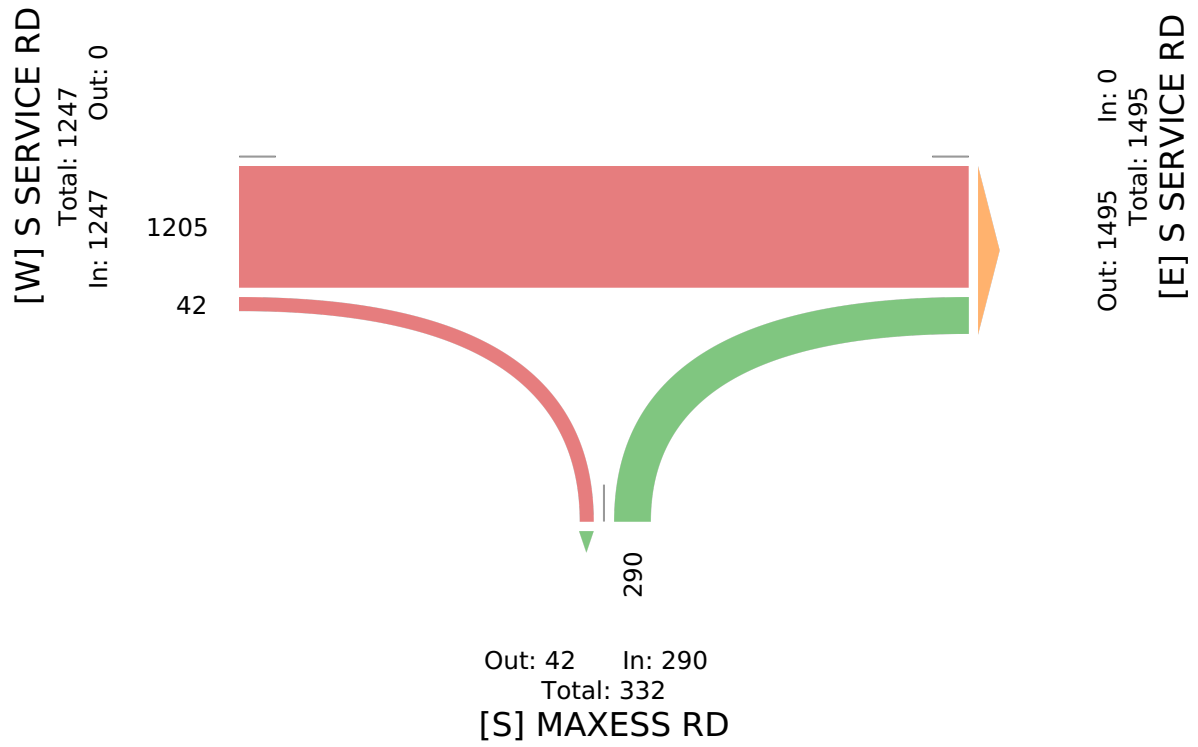
Leg	S SERVICE RD					S SERVICE RD					MAXESS RD					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-05-31 11:00AM	80	6	0	**86**	0	0	0	0	**0**	0	0	29	0	**29**	0	**115**
11:15AM	107	8	0	**115**	0	0	0	0	**0**	0	0	14	0	**14**	0	**129**
11:30AM	98	5	0	**103**	0	0	0	0	**0**	0	0	28	0	**28**	0	**131**
11:45AM	110	7	0	**117**	0	0	0	0	**0**	0	0	27	0	**27**	0	**144**
Hourly Total	395	26	0	**421**	0	0	0	0	**0**	0	0	98	0	**98**	0	**519**
12:00PM	92	6	0	**98**	0	0	0	0	**0**	0	0	19	0	**19**	0	**117**
12:15PM	97	3	0	**100**	0	0	0	0	**0**	0	0	22	0	**22**	0	**122**
12:30PM	90	3	0	**93**	0	0	0	0	**0**	0	0	20	0	**20**	0	**113**
12:45PM	80	1	0	**81**	0	0	0	0	**0**	0	0	20	0	**20**	0	**101**
Hourly Total	359	13	0	**372**	0	0	0	0	**0**	0	0	81	0	**81**	0	**453**
1:00PM	117	1	0	**118**	0	0	0	0	**0**	0	0	19	0	**19**	0	**137**
1:15PM	129	1	0	**130**	0	0	0	0	**0**	0	0	24	0	**24**	0	**154**
1:30PM	110	1	0	**111**	0	0	0	0	**0**	0	0	40	0	**40**	0	**151**
1:45PM	95	0	0	**95**	0	0	0	0	**0**	0	0	28	0	**28**	0	**123**
Hourly Total	451	3	0	**454**	0	0	0	0	**0**	0	0	111	0	**111**	0	**565**
Total	1205	42	0	**1247**	0	0	0	0	**0**	0	0	290	0	**290**	0	**1537**
% Approach	96.6%	3.4%	0%	**-**	-	0%	0%	0%	**-**	-	0%	100%	0%	**-**	-	-
% Total	78.4%	2.7%	0%	**81.1%**	-	0%	0%	0%	**0%**	-	0%	18.9%	0%	**18.9%**	-	-
Lights	1138	41	0	**1179**	-	0	0	0	**0**	-	0	275	0	**275**	-	1454
% Lights	94.4%	97.6%	0%	**94.5%**	-	0%	0%	0%	**-**	-	0%	94.8%	0%	**94.8%**	-	94.6%
Articulated Trucks and Single-Unit Trucks	67	1	0	**68**	-	0	0	0	**0**	-	0	14	0	**14**	-	82
% Articulated Trucks and Single-Unit Trucks	5.6%	2.4%	0%	**5.5%**	-	0%	0%	0%	**-**	-	0%	4.8%	0%	**4.8%**	-	5.3%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	1	0	**1**	-	1
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**-**	-	0%	0.3%	0%	**0.3%**	-	0.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3- Maxess Road at LIE South Service Road-SAT - TMC

Sat May 31, 2025
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304726, Location: 40.780363, -73.412062

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



3- Maxess Road at LIE South Service Road-SAT - TMC

Sat May 31, 2025
Midday Peak (WKND), PM Peak (WKND), Forced Peak (1 PM - 2 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304726, Location: 40.780363, -73.412062

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

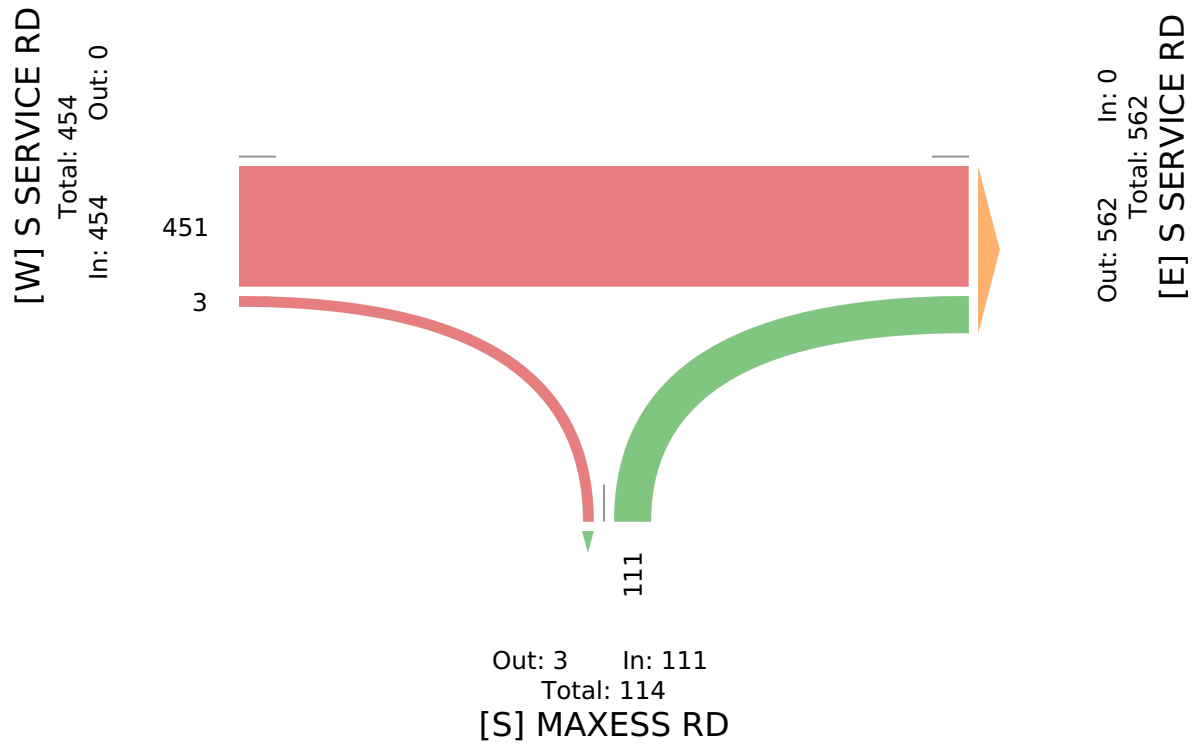
Leg	S SERVICE RD					S SERVICE RD					MAXESS RD					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2025-05-31 1:00PM	117	1	0	**118**	0	0	0	0	**0**	0	0	19	0	**19**	0	**137**
1:15PM	129	1	0	**130**	0	0	0	0	**0**	0	0	24	0	**24**	0	**154**
1:30PM	110	1	0	**111**	0	0	0	0	**0**	0	0	40	0	**40**	0	**151**
1:45PM	95	0	0	**95**	0	0	0	0	**0**	0	0	28	0	**28**	0	**123**
Total	451	3	0	**454**	0	0	0	0	**0**	0	0	111	0	**111**	0	**565**
% Approach	99.3%	0.7%	0%	**-**	-	0%	0%	0%	**-**	-	0%	100%	0%	**-**	-	-
% Total	79.8%	0.5%	0%	**80.4%**	-	0%	0%	0%	**0%**	-	0%	19.6%	0%	**19.6%**	-	-
PHF	0.874	0.750	-	**0.873**	-	-	-	-	**-**	-	-	0.694	-	**0.694**	-	0.917
Lights	430	3	0	**433**	-	0	0	0	**0**	-	0	107	0	**107**	-	540
% Lights	95.3%	100%	0%	**95.4%**	-	0%	0%	0%	**-**	-	0%	96.4%	0%	**96.4%**	-	95.6%
Articulated Trucks and Single-Unit Trucks	21	0	0	**21**	-	0	0	0	**0**	-	0	4	0	**4**	-	25
% Articulated Trucks and Single-Unit Trucks	4.7%	0%	0%	**4.6%**	-	0%	0%	0%	**-**	-	0%	3.6%	0%	**3.6%**	-	4.4%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**-**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3- Maxess Road at LIE South Service Road-SAT - TMC

Sat May 31, 2025
Midday Peak (WKND), PM Peak (WKND), Forced Peak (1 PM - 2 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304726, Location: 40.780363, -73.412062

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



4- Maxess Road at Melville Park Drive/Existi... - TMC

Wed May 28, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304727, Location: 40.776534, -73.412742

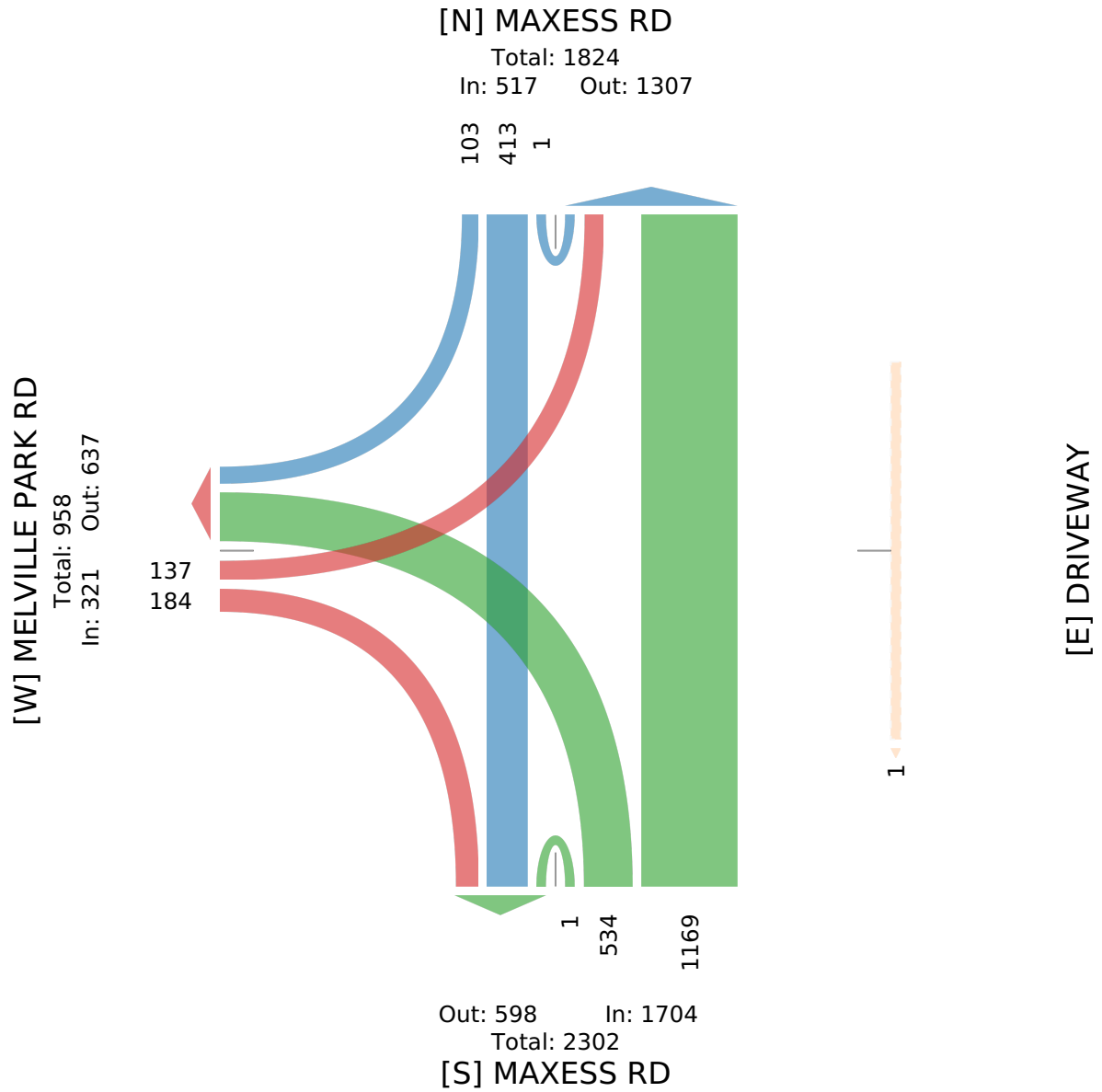
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	MELVILLE PARK RD						DRIVEWAY						MAXESS RD						MAXESS RD						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-05-28 7:00AM	4	0	9	0	**13**	0	0	0	0	0	**0**	0	22	30	0	0	**52**	0	0	21	2	0	**23**	0	**88**
7:15AM	1	0	15	0	**16**	0	0	0	0	0	**0**	0	26	25	0	0	**51**	0	0	25	1	0	**26**	0	**93**
7:30AM	3	0	3	0	**6**	0	0	0	0	0	**0**	0	25	64	0	0	**89**	0	0	26	5	0	**31**	0	**126**
7:45AM	2	0	3	0	**5**	0	0	0	0	0	**0**	0	25	39	0	0	**64**	0	0	34	2	0	**36**	0	**105**
Hourly Total	10	0	30	0	**40**	0	0	0	0	0	**0**	0	98	158	0	0	**256**	0	0	106	10	0	**116**	0	**412**
8:00AM	4	0	7	0	**11**	0	0	0	0	0	**0**	0	29	60	0	0	**89**	0	0	30	6	0	**36**	0	**136**
8:15AM	0	0	6	0	**6**	0	0	0	0	0	**0**	0	38	49	0	0	**87**	0	0	30	4	0	**34**	0	**127**
8:30AM	1	0	4	0	**5**	0	0	0	0	0	**0**	0	31	55	0	0	**86**	0	0	33	4	0	**37**	0	**128**
8:45AM	1	0	4	0	**5**	0	0	0	0	0	**0**	0	41	53	0	0	**94**	0	0	35	5	1	**41**	0	**140**
Hourly Total	6	0	21	0	**27**	0	0	0	0	0	**0**	0	139	217	0	0	**356**	0	0	128	19	1	**148**	0	**531**
4:00PM	7	0	10	0	**17**	0	0	0	0	0	**0**	0	55	114	0	0	**169**	0	0	14	15	0	**29**	0	**215**
4:15PM	7	0	11	0	**18**	0	0	0	0	0	**0**	0	33	105	0	0	**138**	0	0	26	8	0	**34**	0	**190**
4:30PM	17	0	17	0	**34**	0	0	0	0	0	**0**	0	34	111	0	0	**145**	0	0	27	13	0	**40**	0	**219**
4:45PM	21	0	16	0	**37**	0	0	0	0	0	**0**	0	39	77	0	0	**116**	0	0	14	8	0	**22**	0	**175**
Hourly Total	52	0	54	0	**106**	0	0	0	0	0	**0**	0	161	407	0	0	**568**	0	0	81	44	0	**125**	0	**799**
5:00PM	26	0	32	0	**58**	0	0	0	0	0	**0**	0	50	116	0	0	**166**	0	0	54	17	0	**71**	0	**295**
5:15PM	12	0	11	0	**23**	0	0	0	0	0	**0**	0	34	86	0	1	**121**	0	0	17	5	0	**22**	0	**166**
5:30PM	19	0	18	0	**37**	0	0	0	0	0	**0**	0	28	127	0	0	**155**	0	0	16	4	0	**20**	0	**212**
5:45PM	12	0	18	0	**30**	0	0	0	0	0	**0**	1	24	58	0	0	**82**	0	0	11	4	0	**15**	0	**127**
Hourly Total	69	0	79	0	**148**	0	0	0	0	0	**0**	1	136	387	0	1	**524**	0	0	98	30	0	**128**	0	**800**
Total	137	0	184	0	**321**	0	0	0	0	0	**0**	1	534	1169	0	1	**1704**	0	0	413	103	1	**517**	0	**2542**
% Approach	42.7%	0%	57.3%	0%	**-**	-	0%	0%	0%	0%	**-**	-	31.3%	68.6%	0%	0.1%	**-**	-	0%	79.9%	19.9%	0.2%	**-**	-	-
% Total	5.4%	0%	7.2%	0%	**12.6%**	-	0%	0%	0%	0%	**0%**	-	21.0%	46.0%	0%	0%	**67.0%**	-	0%	16.2%	4.1%	0%	**20.3%**	-	-
Lights	133	0	178	0	**311**	-	0	0	0	0	**0**	-	520	1131	0	1	**1652**	-	0	398	100	1	**499**	-	2462
% Lights	97.1%	0%	96.7%	0%	**96.9%**	-	0%	0%	0%	0%	**-**	-	97.4%	96.7%	0%	100%	**96.9%**	-	0%	96.4%	97.1%	100%	**96.5%**	-	96.9%
Articulated Trucks and Single-Unit Trucks	3	0	4	0	**7**	-	0	0	0	0	**0**	-	12	33	0	0	**45**	-	0	13	3	0	**16**	-	68
% Articulated Trucks and Single-Unit Trucks	2.2%	0%	2.2%	0%	**2.2%**	-	0%	0%	0%	0%	**-**	-	2.2%	2.8%	0%	0%	**2.6%**	-	0%	3.1%	2.9%	0%	**3.1%**	-	2.7%
Buses	1	0	2	0	**3**	-	0	0	0	0	**0**	-	2	5	0	0	**7**	-	0	2	0	0	**2**	-	12
% Buses	0.7%	0%	1.1%	0%	**0.9%**	-	0%	0%	0%	0%	**-**	-	0.4%	0.4%	0%	0%	**0.4%**	-	0%	0.5%	0%	0%	**0.4%**	-	0.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4- Maxess Road at Melville Park Drive/Existi... - TMC
Wed May 28, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304727, Location: 40.776534, -73.412742

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



4- Maxess Road at Melville Park Drive/Existi... - TMC

Wed May 28, 2025
AM Peak, Forced Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304727, Location: 40.776534, -73.412742

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

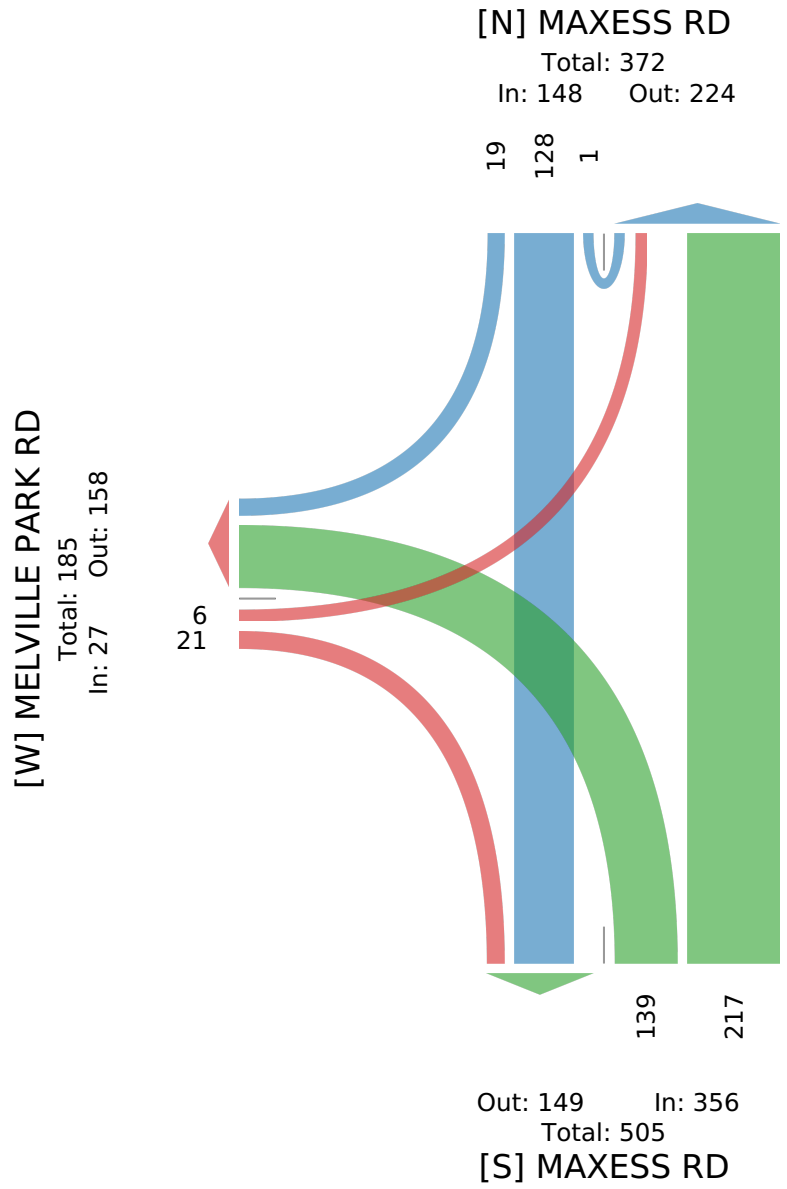
Leg	MELVILLE PARK RD						DRIVEWAY						MAXESS RD						MAXESS RD						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-05-28 8:00AM	4	0	7	0	**11**	0	0	0	0	0	**0**	0	29	60	0	0	**89**	0	0	30	6	0	**36**	0	**136**
8:15AM	0	0	6	0	**6**	0	0	0	0	0	**0**	0	38	49	0	0	**87**	0	0	30	4	0	**34**	0	**127**
8:30AM	1	0	4	0	**5**	0	0	0	0	0	**0**	0	31	55	0	0	**86**	0	0	33	4	0	**37**	0	**128**
8:45AM	1	0	4	0	**5**	0	0	0	0	0	**0**	0	41	53	0	0	**94**	0	0	35	5	1	**41**	0	**140**
Total	6	0	21	0	**27**	0	0	0	0	0	**0**	0	139	217	0	0	**356**	0	0	128	19	1	**148**	0	**531**
% Approach	22.2%	0%	77.8%	0%	**-**	-	0%	0%	0%	0%	**-**	-	39.0%	61.0%	0%	0%	**-**	-	0%	86.5%	12.8%	0.7%	**-**	-	**-**
% Total	1.1%	0%	4.0%	0%	**5.1%**	-	0%	0%	0%	0%	**0%**	-	26.2%	40.9%	0%	0%	**67.0%**	-	0%	24.1%	3.6%	0.2%	**27.9%**	-	**-**
PHF	0.375	-	0.750	-	**0.614**	-	-	-	-	-	**-**	-	0.848	0.904	-	-	**0.947**	-	-	0.914	0.792	0.250	**0.902**	-	0.948
Lights	5	0	20	0	**25**	-	0	0	0	0	**0**	-	137	205	0	0	**342**	-	0	127	18	1	**146**	-	513
% Lights	83.3%	0%	95.2%	0%	**92.6%**	-	0%	0%	0%	0%	**-**	-	98.6%	94.5%	0%	0%	**96.1%**	-	0%	99.2%	94.7%	100%	**98.6%**	-	96.6%
Articulated Trucks and Single-Unit Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	2	10	0	0	**12**	-	0	1	1	0	**2**	-	15
% Articulated Trucks and Single-Unit Trucks	0%	0%	4.8%	0%	**3.7%**	-	0%	0%	0%	0%	**-**	-	1.4%	4.6%	0%	0%	**3.4%**	-	0%	0.8%	5.3%	0%	**1.4%**	-	2.8%
Buses	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	3
% Buses	16.7%	0%	0%	0%	**3.7%**	-	0%	0%	0%	0%	**-**	-	0%	0.9%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4- Maxess Road at Melville Park Drive/Existi... - TMC

Wed May 28, 2025
AM Peak, Forced Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304727, Location: 40.776534, -73.412742

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



4- Maxess Road at Melville Park Drive/Existi... - TMC

Wed May 28, 2025
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304727, Location: 40.776534, -73.412742

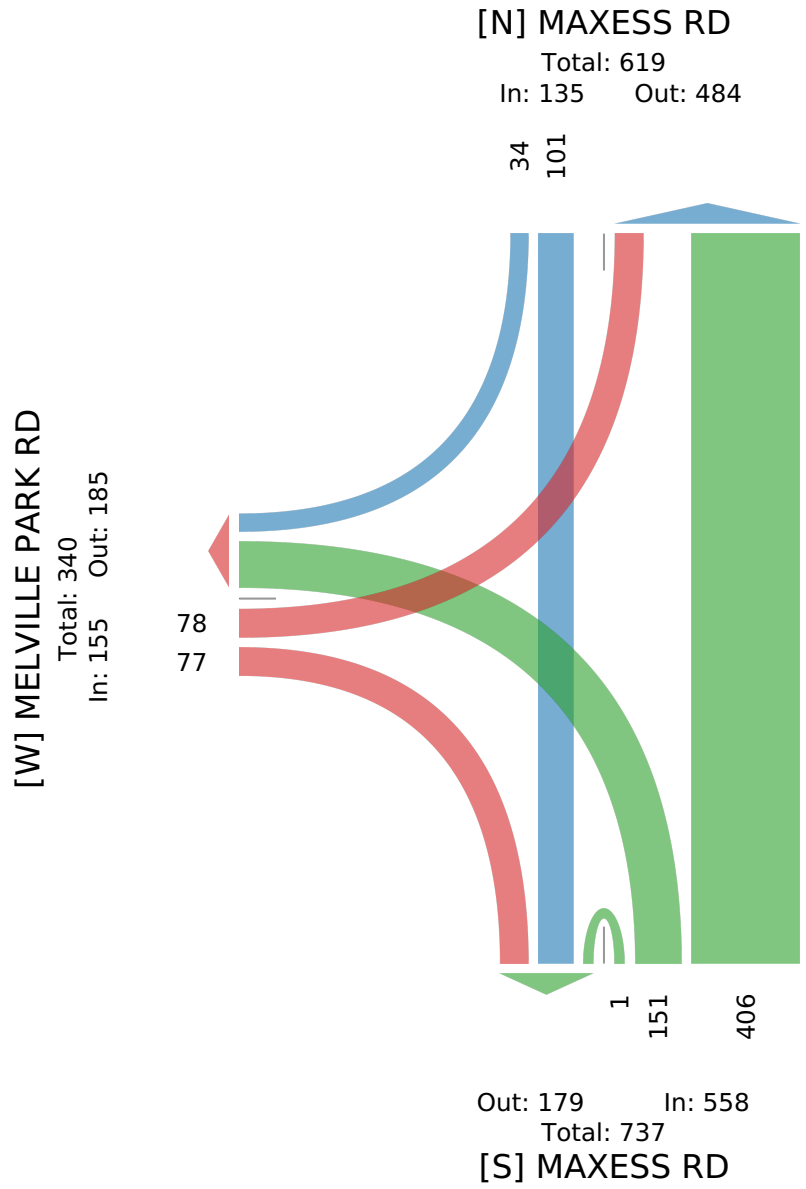
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	MELVILLE PARK RD						DRIVEWAY						MAXESS RD						MAXESS RD						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-05-28 4:45PM	21	0	16	0	**37**	0	0	0	0	0	**0**	0	39	77	0	0	**116**	0	0	14	8	0	**22**	0	**175**
5:00PM	26	0	32	0	**58**	0	0	0	0	0	**0**	0	50	116	0	0	**166**	0	0	54	17	0	**71**	0	**295**
5:15PM	12	0	11	0	**23**	0	0	0	0	0	**0**	0	34	86	0	1	**121**	0	0	17	5	0	**22**	0	**166**
5:30PM	19	0	18	0	**37**	0	0	0	0	0	**0**	0	28	127	0	0	**155**	0	0	16	4	0	**20**	0	**212**
Total	78	0	77	0	**155**	0	0	0	0	0	**0**	0	151	406	0	1	**558**	0	0	101	34	0	**135**	0	**848**
% Approach	50.3%	0%	49.7%	0%	**-**	-	0%	0%	0%	0%	**-**	-	27.1%	72.8%	0%	0.2%	**-**	-	0%	74.8%	25.2%	0%	**-**	-	**-**
% Total	9.2%	0%	9.1%	0%	**18.3%**	-	0%	0%	0%	0%	**0%**	-	17.8%	47.9%	0%	0.1%	**65.8%**	-	0%	11.9%	4.0%	0%	**15.9%**	-	**-**
PHF	0.750	-	0.602	-	**0.668**	-	-	-	-	-	**-**	-	0.755	0.799	-	0.250	**0.840**	-	-	0.468	0.500	-	**0.475**	-	0.719
Lights	76	0	75	0	**151**	-	0	0	0	0	**0**	-	150	398	0	1	**549**	-	0	100	33	0	**133**	-	833
% Lights	97.4%	0%	97.4%	0%	**97.4%**	-	0%	0%	0%	0%	**-**	-	99.3%	98.0%	0%	100%	**98.4%**	-	0%	99.0%	97.1%	0%	**98.5%**	-	98.2%
Articulated Trucks and Single-Unit Trucks	2	0	1	0	**3**	-	0	0	0	0	**0**	-	1	7	0	0	**8**	-	0	1	1	0	**2**	-	13
% Articulated Trucks and Single-Unit Trucks	2.6%	0%	1.3%	0%	**1.9%**	-	0%	0%	0%	0%	**-**	-	0.7%	1.7%	0%	0%	**1.4%**	-	0%	1.0%	2.9%	0%	**1.5%**	-	1.5%
Buses	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	2
% Buses	0%	0%	1.3%	0%	**0.6%**	-	0%	0%	0%	0%	**-**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4- Maxess Road at Melville Park Drive/Existi... - TMC
Wed May 28, 2025
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304727, Location: 40.776534, -73.412742

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



4- Maxess Road at Melville Park Drive/Existi... - TMC

Sat May 31, 2025
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304728, Location: 40.776534, -73.412742

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

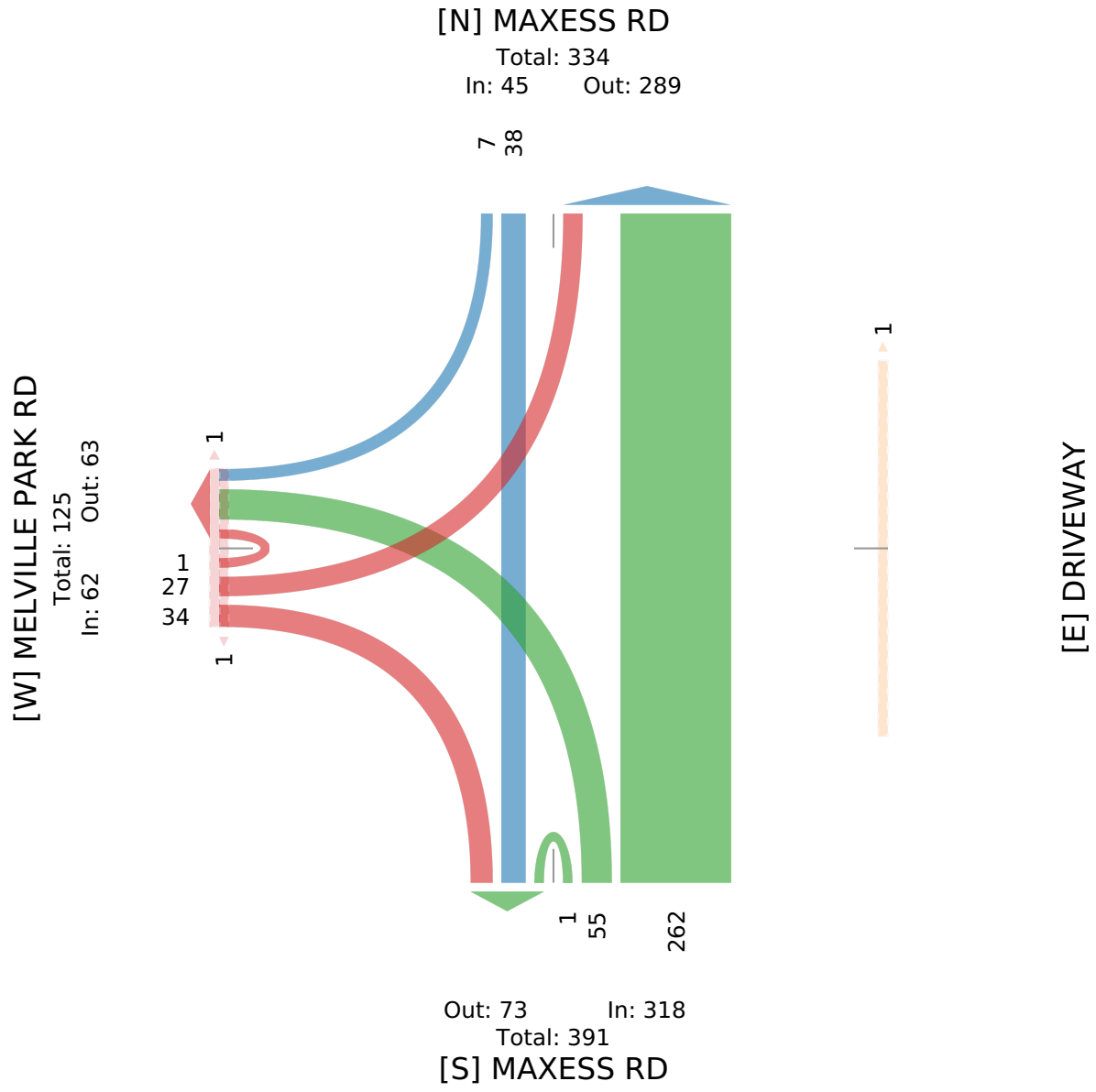
Leg	MELVILLE PARK RD						DRIVEWAY						MAXESS RD						MAXESS RD						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-05-31 11:00AM	2	0	2	0	**4**	0	0	0	0	0	**0**	0	4	25	0	0	**29**	0	0	5	0	0	**5**	0	**38**
11:15AM	0	0	2	0	**2**	0	0	0	0	0	**0**	0	11	14	0	0	**25**	0	0	4	4	0	**8**	0	**35**
11:30AM	3	0	1	0	**4**	0	0	0	0	0	**0**	1	4	28	0	0	**32**	0	0	4	1	0	**5**	0	**41**
11:45AM	0	0	4	0	**4**	0	0	0	0	0	**0**	0	8	25	0	0	**33**	0	0	5	0	0	**5**	0	**42**
Hourly Total	5	0	9	0	**14**	0	0	0	0	0	**0**	1	27	92	0	0	**119**	0	0	18	5	0	**23**	0	**156**
12:00PM	0	0	1	0	**1**	0	0	0	0	0	**0**	0	4	17	0	0	**21**	0	0	7	0	0	**7**	0	**29**
12:15PM	2	0	3	0	**5**	0	0	0	0	0	**0**	0	3	21	0	0	**24**	0	0	5	0	0	**5**	0	**34**
12:30PM	3	0	5	0	**8**	0	0	0	0	0	**0**	0	2	20	0	1	**23**	0	0	2	2	0	**4**	0	**35**
12:45PM	0	0	1	1	**2**	0	0	0	0	0	**0**	0	5	18	0	0	**23**	0	0	2	0	0	**2**	0	**27**
Hourly Total	5	0	10	1	**16**	0	0	0	0	0	**0**	0	14	76	0	1	**91**	0	0	16	2	0	**18**	0	**125**
1:00PM	2	0	6	0	**8**	1	0	0	0	0	**0**	0	7	14	0	0	**21**	0	0	2	0	0	**2**	0	**31**
1:15PM	3	0	3	0	**6**	1	0	0	0	0	**0**	0	3	22	0	0	**25**	0	0	1	0	0	**1**	0	**32**
1:30PM	8	0	2	0	**10**	0	0	0	0	0	**0**	0	1	32	0	0	**33**	0	0	1	0	0	**1**	0	**44**
1:45PM	4	0	4	0	**8**	0	0	0	0	0	**0**	0	3	26	0	0	**29**	0	0	0	0	0	**0**	0	**37**
Hourly Total	17	0	15	0	**32**	2	0	0	0	0	**0**	0	14	94	0	0	**108**	0	0	4	0	0	**4**	0	**144**
Total	27	0	34	1	**62**	2	0	0	0	0	**0**	1	55	262	0	1	**318**	0	0	38	7	0	**45**	0	**425**
% Approach	43.5%	0%	54.8%	1.6%	**-**	-	0%	0%	0%	0%	**-**	-	17.3%	82.4%	0%	0.3%	**-**	-	0%	84.4%	15.6%	0%	**-**	-	-
% Total	6.4%	0%	8.0%	0.2%	**14.6%**	-	0%	0%	0%	0%	**0%**	-	12.9%	61.6%	0%	0.2%	**74.8%**	-	0%	8.9%	1.6%	0%	**10.6%**	-	-
Lights	27	0	34	1	**62**	-	0	0	0	0	**0**	-	55	246	0	1	**302**	-	0	38	7	0	**45**	-	409
% Lights	100%	0%	100%	100%	**100%**	-	0%	0%	0%	0%	**-**	-	100%	93.9%	0%	100%	**95.0%**	-	0%	100%	100%	0%	**100%**	-	96.2%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	15	0	0	**15**	-	0	0	0	0	**0**	-	15
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	5.7%	0%	0%	**4.7%**	-	0%	0%	0%	0%	**0%**	-	3.5%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	1
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0.4%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4- Maxess Road at Melville Park Drive/Existi... - TMC

Sat May 31, 2025
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304728, Location: 40.776534, -73.412742

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



4- Maxess Road at Melville Park Drive/Existi... - TMC

Sat May 31, 2025
PM Peak (WKND), Forced Peak (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304728, Location: 40.776534, -73.412742

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

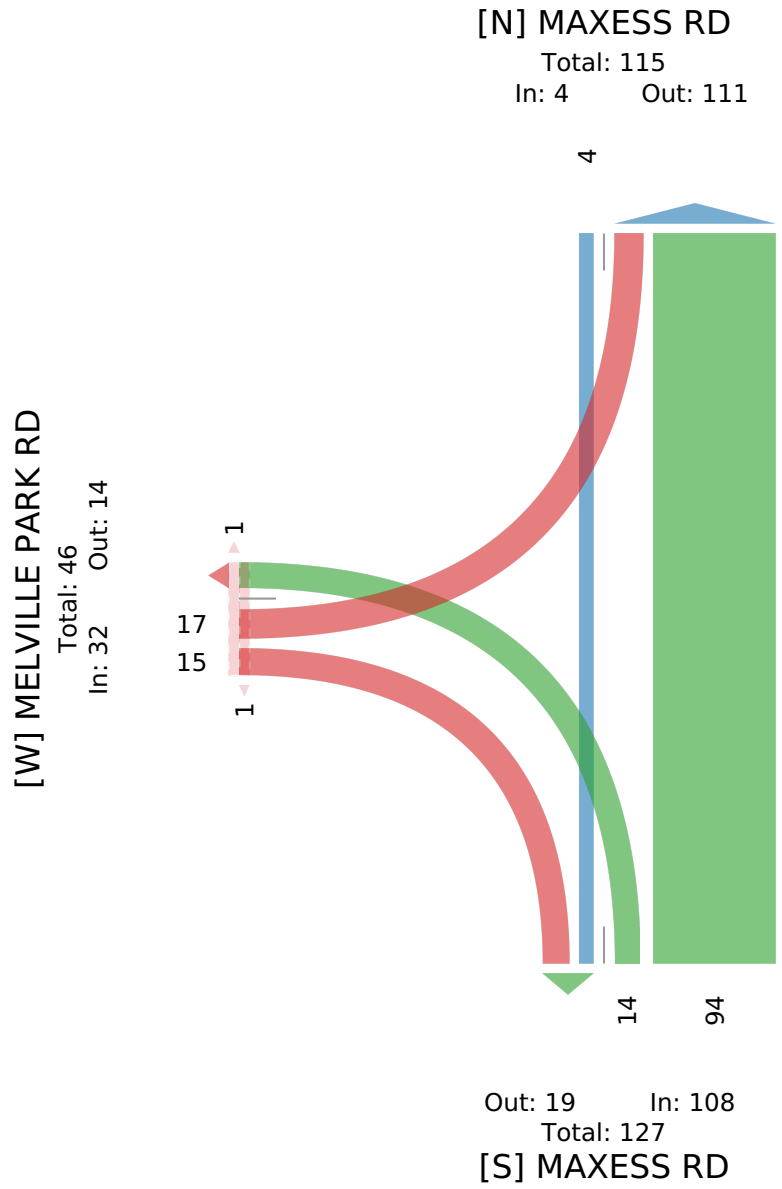
Leg	MELVILLE PARK RD						DRIVEWAY						MAXESS RD						MAXESS RD						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-05-31 1:00PM	2	0	6	0	**8**	1	0	0	0	0	**0**	0	7	14	0	0	**21**	0	0	2	0	0	**2**	0	**31**
1:15PM	3	0	3	0	**6**	1	0	0	0	0	**0**	0	3	22	0	0	**25**	0	0	1	0	0	**1**	0	**32**
1:30PM	8	0	2	0	**10**	0	0	0	0	0	**0**	0	1	32	0	0	**33**	0	0	1	0	0	**1**	0	**44**
1:45PM	4	0	4	0	**8**	0	0	0	0	0	**0**	0	3	26	0	0	**29**	0	0	0	0	0	**0**	0	**37**
Total	17	0	15	0	**32**	2	0	0	0	0	**0**	0	14	94	0	0	**108**	0	0	4	0	0	**4**	0	**144**
% Approach	53.1%	0%	46.9%	0%	**-**	-	0%	0%	0%	0%	**-**	-	13.0%	87.0%	0%	0%	**-**	-	0%	100%	0%	0%	**-**	-	**-**
% Total	11.8%	0%	10.4%	0%	**22.2%**	-	0%	0%	0%	0%	**0%**	-	9.7%	65.3%	0%	0%	**75.0%**	-	0%	2.8%	0%	0%	**2.8%**	-	**-**
PHF	0.531	-	0.625	-	**0.800**	-	-	-	-	-	**-**	-	0.500	0.734	-	-	**0.818**	-	-	0.500	-	-	**0.500**	-	0.818
Lights	17	0	15	0	**32**	-	0	0	0	0	**0**	-	14	90	0	0	**104**	-	0	4	0	0	**4**	-	140
% Lights	100%	0%	100%	0%	**100%**	-	0%	0%	0%	0%	**-**	-	100%	95.7%	0%	0%	**96.3%**	-	0%	100%	0%	0%	**100%**	-	97.2%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	4
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	4.3%	0%	0%	**3.7%**	-	0%	0%	0%	0%	**0%**	-	2.8%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4- Maxess Road at Melville Park Drive/Existi... - TMC

Sat May 31, 2025
PM Peak (WKND), Forced Peak (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304728, Location: 40.776534, -73.412742

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



5- Maxess Road at Corporate Center Drive-WKD... - TMC

Wed May 28, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304729, Location: 40.774735, -73.412725

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

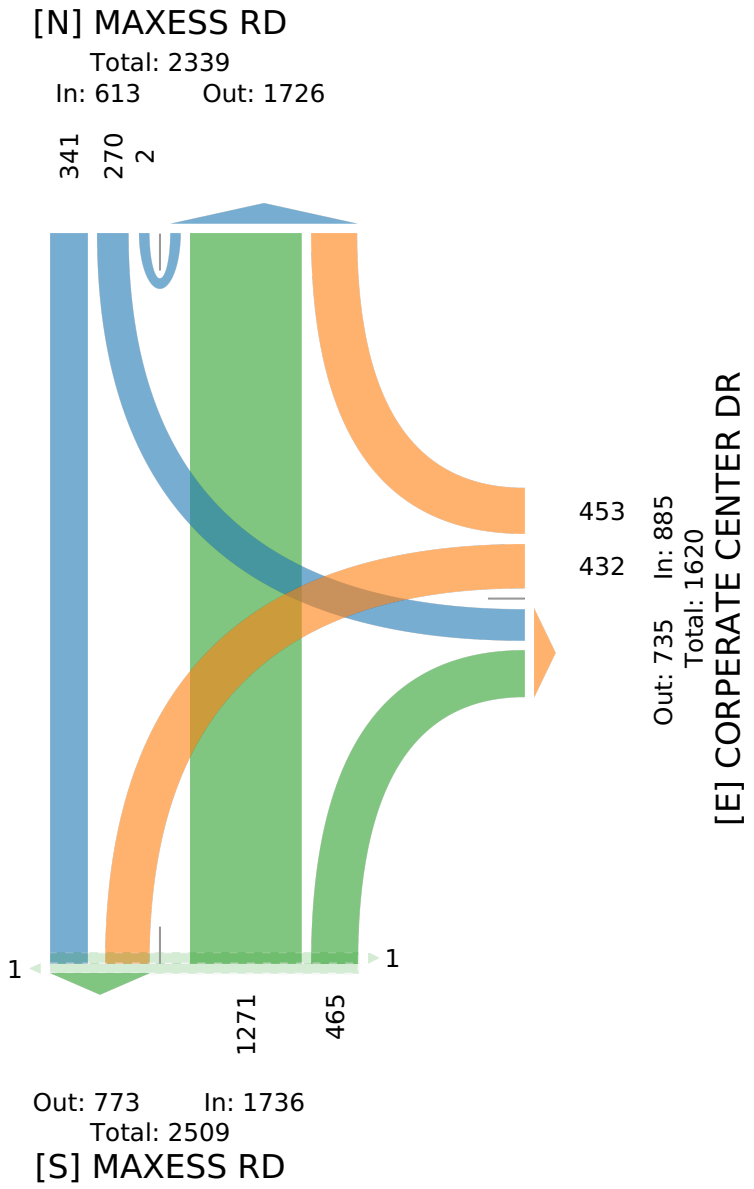
Leg	CORPERATE CENTER DR						MAXESS RD						MAXESS RD					
Direction	Westbound						Northbound						Southbound					
Time	L	R	U	RR	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2025-05-28 7:00AM	27	13	0	5	**45**	0	33	8	0	7	**48**	0	18	11	0	**29**	0	**122**
7:15AM	23	13	0	9	**45**	0	29	6	0	5	**40**	0	20	20	0	**40**	0	**125**
7:30AM	19	12	0	18	**49**	0	62	16	0	4	**82**	1	12	14	0	**26**	0	**157**
7:45AM	40	19	0	13	**72**	0	34	17	0	10	**61**	0	22	14	0	**36**	0	**169**
Hourly Total	109	57	0	45	**211**	0	158	47	0	26	**231**	1	72	59	0	**131**	0	**573**
8:00AM	22	14	0	21	**57**	0	56	25	0	11	**92**	0	29	14	0	**43**	0	**192**
8:15AM	33	16	0	19	**68**	0	53	20	0	3	**76**	0	18	17	0	**35**	0	**179**
8:30AM	32	12	0	18	**62**	0	56	23	0	6	**85**	0	15	24	0	**39**	0	**186**
8:45AM	56	20	0	22	**98**	0	55	12	0	10	**77**	0	17	22	1	**40**	0	**215**
Hourly Total	143	62	0	80	**285**	0	220	80	0	30	**330**	0	79	77	1	**157**	0	**772**
4:00PM	25	24	0	14	**63**	0	130	31	0	10	**171**	0	11	14	0	**25**	0	**259**
4:15PM	9	17	0	14	**40**	0	107	21	0	2	**130**	1	11	29	0	**40**	0	**210**
4:30PM	17	9	0	18	**44**	0	118	33	0	3	**154**	0	13	32	0	**45**	0	**243**
4:45PM	25	13	0	16	**54**	0	91	17	0	10	**118**	0	16	14	0	**30**	0	**202**
Hourly Total	76	63	0	62	**201**	0	446	102	0	25	**573**	1	51	89	0	**140**	0	**914**
5:00PM	41	19	0	13	**73**	0	138	46	0	6	**190**	0	36	55	0	**91**	0	**354**
5:15PM	21	14	0	9	**44**	0	101	43	0	6	**150**	0	9	21	0	**30**	0	**224**
5:30PM	19	13	0	6	**38**	0	136	30	0	4	**170**	0	9	26	1	**36**	0	**244**
5:45PM	23	5	0	5	**33**	0	72	18	0	2	**92**	0	14	14	0	**28**	0	**153**
Hourly Total	104	51	0	33	**188**	0	447	137	0	18	**602**	0	68	116	1	**185**	0	**975**
Total	432	233	0	220	**885**	0	1271	366	0	99	**1736**	2	270	341	2	**613**	0	**3234**
% Approach	48.8%	26.3%	0%	24.9%	**-**	-	73.2%	21.1%	0%	5.7%	**-**	-	44.0%	55.6%	0.3%	**-**	-	-
% Total	13.4%	7.2%	0%	6.8%	**27.4%**	-	39.3%	11.3%	0%	3.1%	**53.7%**	-	8.3%	10.5%	0.1%	**19.0%**	-	-
Lights	407	229	0	215	**851**	-	1227	359	0	96	**1682**	-	261	327	2	**590**	-	3123
% Lights	94.2%	98.3%	0%	97.7%	**96.2%**	-	96.5%	98.1%	0%	97.0%	**96.9%**	-	96.7%	95.9%	100%	**96.2%**	-	96.6%
Articulated Trucks and Single-Unit Trucks	24	2	0	4	**30**	-	41	6	0	1	**48**	-	7	14	0	**21**	-	99
% Articulated Trucks and Single-Unit Trucks	5.6%	0.9%	0%	1.8%	**3.4%**	-	3.2%	1.6%	0%	1.0%	**2.8%**	-	2.6%	4.1%	0%	**3.4%**	-	3.1%
Buses	1	2	0	1	**4**	-	3	1	0	2	**6**	-	2	0	0	**2**	-	12
% Buses	0.2%	0.9%	0%	0.5%	**0.5%**	-	0.2%	0.3%	0%	2.0%	**0.3%**	-	0.7%	0%	0%	**0.3%**	-	0.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

5- Maxess Road at Corporate Center Drive-WKD... - TMC

Wed May 28, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304729, Location: 40.774735, -73.412725

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



5- Maxess Road at Corporate Center Drive-WKD... - TMC

Wed May 28, 2025
AM Peak, Forced Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304729, Location: 40.774735, -73.412725

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

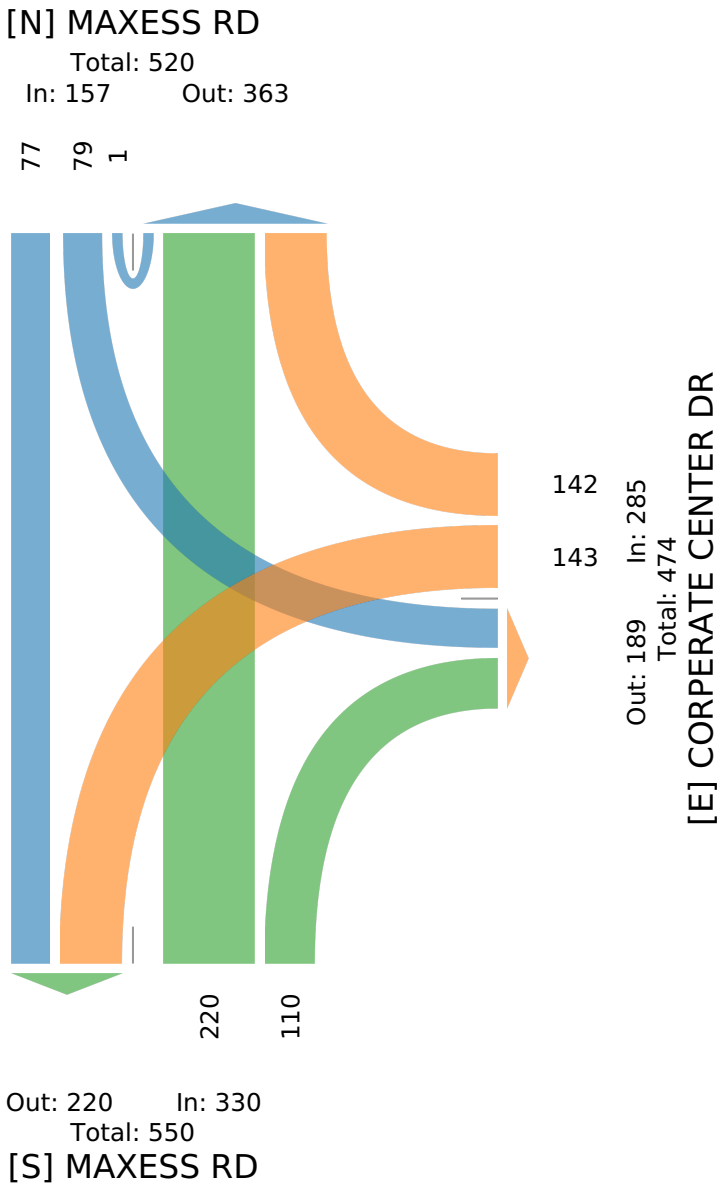
Leg	CORPERATE CENTER DR						MAXESS RD						MAXESS RD					
Direction	Westbound						Northbound						Southbound					
Time	L	R	U	RR	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2025-05-28 8:00AM	22	14	0	21	**57**	0	56	25	0	11	**92**	0	29	14	0	**43**	0	**192**
8:15AM	33	16	0	19	**68**	0	53	20	0	3	**76**	0	18	17	0	**35**	0	**179**
8:30AM	32	12	0	18	**62**	0	56	23	0	6	**85**	0	15	24	0	**39**	0	**186**
8:45AM	56	20	0	22	**98**	0	55	12	0	10	**77**	0	17	22	1	**40**	0	**215**
Total	143	62	0	80	**285**	0	220	80	0	30	**330**	0	79	77	1	**157**	0	**772**
% Approach	50.2%	21.8%	0%	28.1%	**-**	-	66.7%	24.2%	0%	9.1%	**-**	-	50.3%	49.0%	0.6%	**-**	-	-
% Total	18.5%	8.0%	0%	10.4%	**36.9%**	-	28.5%	10.4%	0%	3.9%	**42.7%**	-	10.2%	10.0%	0.1%	**20.3%**	-	-
PHF	0.638	0.775	-	0.909	**0.727**	-	0.982	0.800	-	0.682	**0.897**	-	0.681	0.802	0.250	**0.913**	-	0.898
Lights	139	61	0	78	**278**	-	208	80	0	30	**318**	-	78	74	1	**153**	-	749
% Lights	97.2%	98.4%	0%	97.5%	**97.5%**	-	94.5%	100%	0%	100%	**96.4%**	-	98.7%	96.1%	100%	**97.5%**	-	97.0%
Articulated Trucks and Single-Unit Trucks	4	1	0	2	**7**	-	10	0	0	0	**10**	-	1	3	0	**4**	-	21
% Articulated Trucks and Single-Unit Trucks	2.8%	1.6%	0%	2.5%	**2.5%**	-	4.5%	0%	0%	0%	**3.0%**	-	1.3%	3.9%	0%	**2.5%**	-	2.7%
Buses	0	0	0	0	**0**	-	2	0	0	0	**2**	-	0	0	0	**0**	-	2
% Buses	0%	0%	0%	0%	**0%**	-	0.9%	0%	0%	0%	**0.6%**	-	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

5- Maxess Road at Corporate Center Drive-WKD... - TMC

Wed May 28, 2025
AM Peak, Forced Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304729, Location: 40.774735, -73.412725

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



5- Maxess Road at Corporate Center Drive-WKD... - TMC

Wed May 28, 2025
PM Peak, Forced Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304729, Location: 40.774735, -73.412725

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

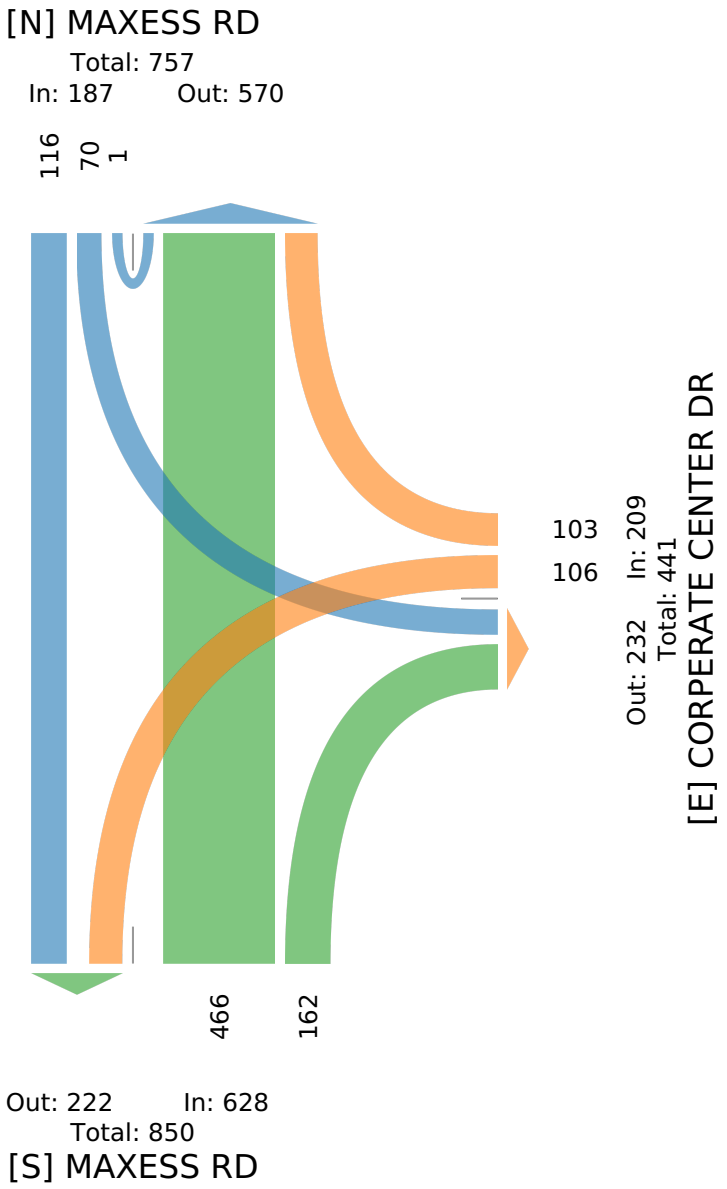
Leg	CORPERATE CENTER DR						MAXESS RD						MAXESS RD					
Direction	Westbound						Northbound						Southbound					
Time	L	R	U	RR	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2025-05-28 4:45PM	25	13	0	16	**54**	0	91	17	0	10	**118**	0	16	14	0	**30**	0	**202**
5:00PM	41	19	0	13	**73**	0	138	46	0	6	**190**	0	36	55	0	**91**	0	**354**
5:15PM	21	14	0	9	**44**	0	101	43	0	6	**150**	0	9	21	0	**30**	0	**224**
5:30PM	19	13	0	6	**38**	0	136	30	0	4	**170**	0	9	26	1	**36**	0	**244**
Total	106	59	0	44	**209**	0	466	136	0	26	**628**	0	70	116	1	**187**	0	**1024**
% Approach	50.7%	28.2%	0%	21.1%	**-**	-	74.2%	21.7%	0%	4.1%	**-**	-	37.4%	62.0%	0.5%	**-**	-	-
% Total	10.4%	5.8%	0%	4.3%	**20.4%**	-	45.5%	13.3%	0%	2.5%	**61.3%**	-	6.8%	11.3%	0.1%	**18.3%**	-	-
PHF	0.646	0.776	-	0.688	**0.716**	-	0.844	0.739	-	0.650	**0.826**	-	0.486	0.527	0.250	**0.514**	-	0.723
Lights	99	59	0	43	**201**	-	456	132	0	23	**611**	-	69	113	1	**183**	-	995
% Lights	93.4%	100%	0%	97.7%	**96.2%**	-	97.9%	97.1%	0%	88.5%	**97.3%**	-	98.6%	97.4%	100%	**97.9%**	-	97.2%
Articulated Trucks and Single-Unit Trucks	6	0	0	0	**6**	-	9	4	0	1	**14**	-	0	3	0	**3**	-	23
% Articulated Trucks and Single-Unit Trucks	5.7%	0%	0%	0%	**2.9%**	-	1.9%	2.9%	0%	3.8%	**2.2%**	-	0%	2.6%	0%	**1.6%**	-	2.2%
Buses	1	0	0	1	**2**	-	1	0	0	2	**3**	-	1	0	0	**1**	-	6
% Buses	0.9%	0%	0%	2.3%	**1.0%**	-	0.2%	0%	0%	7.7%	**0.5%**	-	1.4%	0%	0%	**0.5%**	-	0.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

5- Maxess Road at Corporate Center Drive-WKD... - TMC

Wed May 28, 2025
PM Peak, Forced Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304729, Location: 40.774735, -73.412725

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



5- Maxess Road at Corporate Center Drive-SAT - TMC

Sat May 31, 2025
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304730, Location: 40.774741, -73.41271

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

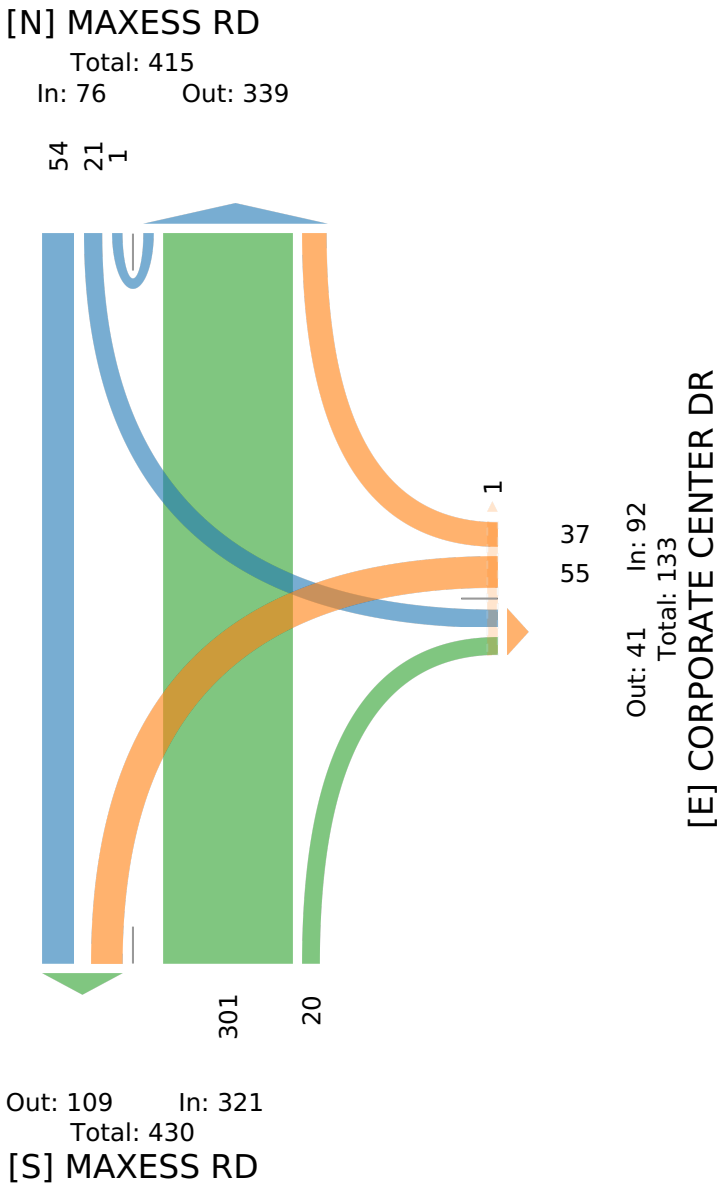
Leg	CORPORATE CENTER DR						MAXESS RD						MAXESS RD					
Direction	Westbound						Northbound						Southbound					
Time	L	R	U	RR	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2025-05-31 11:00AM	6	3	0	0	**9**	0	28	1	0	0	**29**	0	3	4	1	**8**	0	**46**
11:15AM	4	8	0	1	**13**	0	20	0	0	0	**20**	0	1	3	0	**4**	0	**37**
11:30AM	6	4	0	0	**10**	1	33	2	0	0	**35**	0	4	5	0	**9**	0	**54**
11:45AM	9	7	0	0	**16**	0	27	1	0	0	**28**	0	1	8	0	**9**	0	**53**
Hourly Total	25	22	0	1	**48**	1	108	4	0	0	**112**	0	9	20	1	**30**	0	**190**
12:00PM	4	1	0	0	**5**	0	20	1	0	0	**21**	0	1	5	0	**6**	0	**32**
12:15PM	3	1	0	0	**4**	0	24	2	0	0	**26**	0	2	5	0	**7**	0	**37**
12:30PM	6	1	0	0	**7**	0	24	0	0	0	**24**	0	2	4	0	**6**	0	**37**
12:45PM	4	3	0	0	**7**	0	21	6	0	0	**27**	0	1	3	0	**4**	0	**38**
Hourly Total	17	6	0	0	**23**	0	89	9	0	0	**98**	0	6	17	0	**23**	0	**144**
1:00PM	3	0	0	0	**3**	0	25	2	0	0	**27**	0	1	7	0	**8**	0	**38**
1:15PM	5	3	0	1	**9**	0	22	2	0	0	**24**	0	2	3	0	**5**	0	**38**
1:30PM	1	1	0	0	**2**	0	32	0	0	0	**32**	0	2	4	0	**6**	0	**40**
1:45PM	4	3	0	0	**7**	0	25	3	0	0	**28**	0	1	3	0	**4**	0	**39**
Hourly Total	13	7	0	1	**21**	0	104	7	0	0	**111**	0	6	17	0	**23**	0	**155**
Total	55	35	0	2	**92**	1	301	20	0	0	**321**	0	21	54	1	**76**	0	**489**
% Approach	59.8%	38.0%	0%	2.2%	**-**	-	93.8%	6.2%	0%	0%	**-**	-	27.6%	71.1%	1.3%	**-**	-	-
% Total	11.2%	7.2%	0%	0.4%	**18.8%**	-	61.6%	4.1%	0%	0%	**65.6%**	-	4.3%	11.0%	0.2%	**15.5%**	-	-
Lights	43	35	0	2	**80**	-	285	20	0	0	**305**	-	21	54	1	**76**	-	461
% Lights	78.2%	100%	0%	100%	**87.0%**	-	94.7%	100%	0%	0%	**95.0%**	-	100%	100%	100%	**100%**	-	94.3%
Articulated Trucks and Single-Unit Trucks	12	0	0	0	**12**	-	15	0	0	0	**15**	-	0	0	0	**0**	-	27
% Articulated Trucks and Single-Unit Trucks	21.8%	0%	0%	0%	**13.0%**	-	5.0%	0%	0%	0%	**4.7%**	-	0%	0%	0%	**0%**	-	5.5%
Buses	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	0	**0**	-	1
% Buses	0%	0%	0%	0%	**0%**	-	0.3%	0%	0%	0%	**0.3%**	-	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

5- Maxess Road at Corporate Center Drive-SAT - TMC

Sat May 31, 2025
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304730, Location: 40.774741, -73.41271

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



5- Maxess Road at Corporate Center Drive-SAT - TMC

Sat May 31, 2025
PM Peak (WKND), Forced Peak (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304730, Location: 40.774741, -73.41271

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

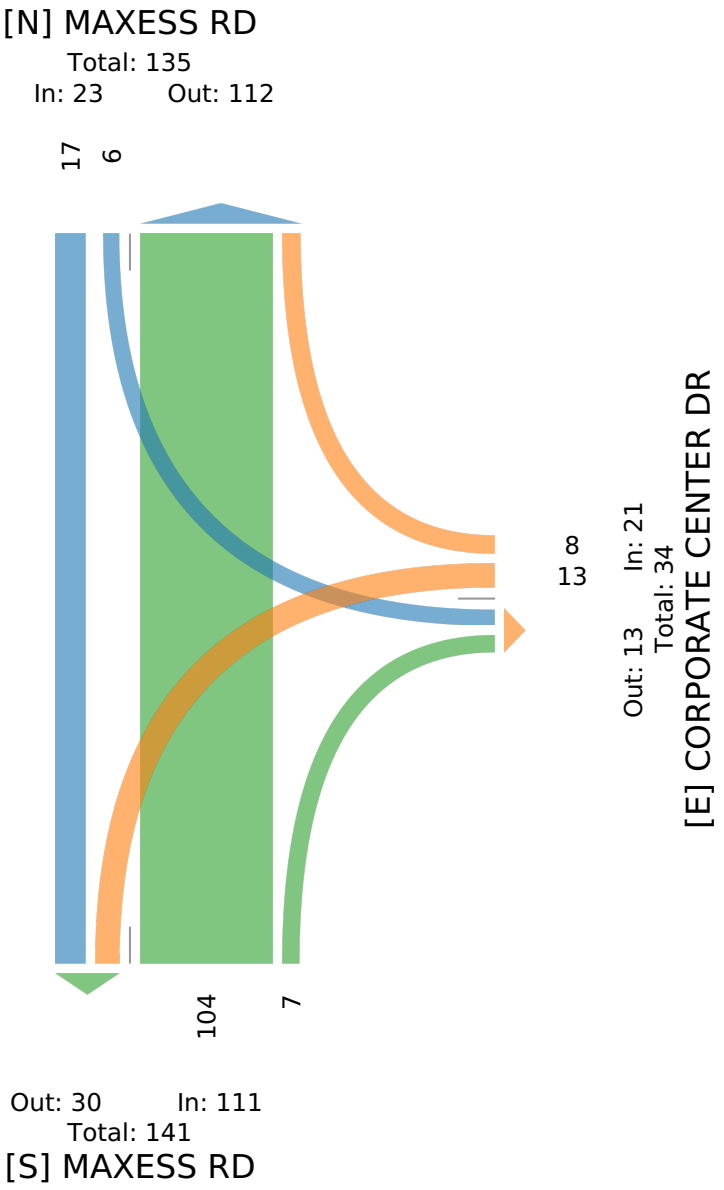
Leg	CORPORATE CENTER DR						MAXESS RD						MAXESS RD					
Direction	Westbound						Northbound						Southbound					
Time	L	R	U	RR	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2025-05-31 1:00PM	3	0	0	0	**3**	0	25	2	0	0	**27**	0	1	7	0	**8**	0	**38**
1:15PM	5	3	0	1	**9**	0	22	2	0	0	**24**	0	2	3	0	**5**	0	**38**
1:30PM	1	1	0	0	**2**	0	32	0	0	0	**32**	0	2	4	0	**6**	0	**40**
1:45PM	4	3	0	0	**7**	0	25	3	0	0	**28**	0	1	3	0	**4**	0	**39**
Total	13	7	0	1	**21**	0	104	7	0	0	**111**	0	6	17	0	**23**	0	**155**
% Approach	61.9%	33.3%	0%	4.8%	**-**	-	93.7%	6.3%	0%	0%	**-**	-	26.1%	73.9%	0%	**-**	-	-
% Total	8.4%	4.5%	0%	0.6%	**13.5%**	-	67.1%	4.5%	0%	0%	**71.6%**	-	3.9%	11.0%	0%	**14.8%**	-	-
PHF	0.650	0.583	-	0.250	**0.583**	-	0.813	0.583	-	-	**0.867**	-	0.750	0.607	-	**0.719**	-	0.969
Lights	12	7	0	1	**20**	-	100	7	0	0	**107**	-	6	17	0	**23**	-	150
% Lights	92.3%	100%	0%	100%	**95.2%**	-	96.2%	100%	0%	0%	**96.4%**	-	100%	100%	0%	**100%**	-	96.8%
Articulated Trucks and Single-Unit Trucks	1	0	0	0	**1**	-	4	0	0	0	**4**	-	0	0	0	**0**	-	5
% Articulated Trucks and Single-Unit Trucks	7.7%	0%	0%	0%	**4.8%**	-	3.8%	0%	0%	0%	**3.6%**	-	0%	0%	0%	**0%**	-	3.2%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

5- Maxess Road at Corporate Center Drive-SAT - TMC

Sat May 31, 2025
PM Peak (WKND), Forced Peak (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304730, Location: 40.774741, -73.41271

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



6- Maxess Road at Baylis Road-WKDAY - TMC

Wed May 28, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304731, Location: 40.769873, -73.414237

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

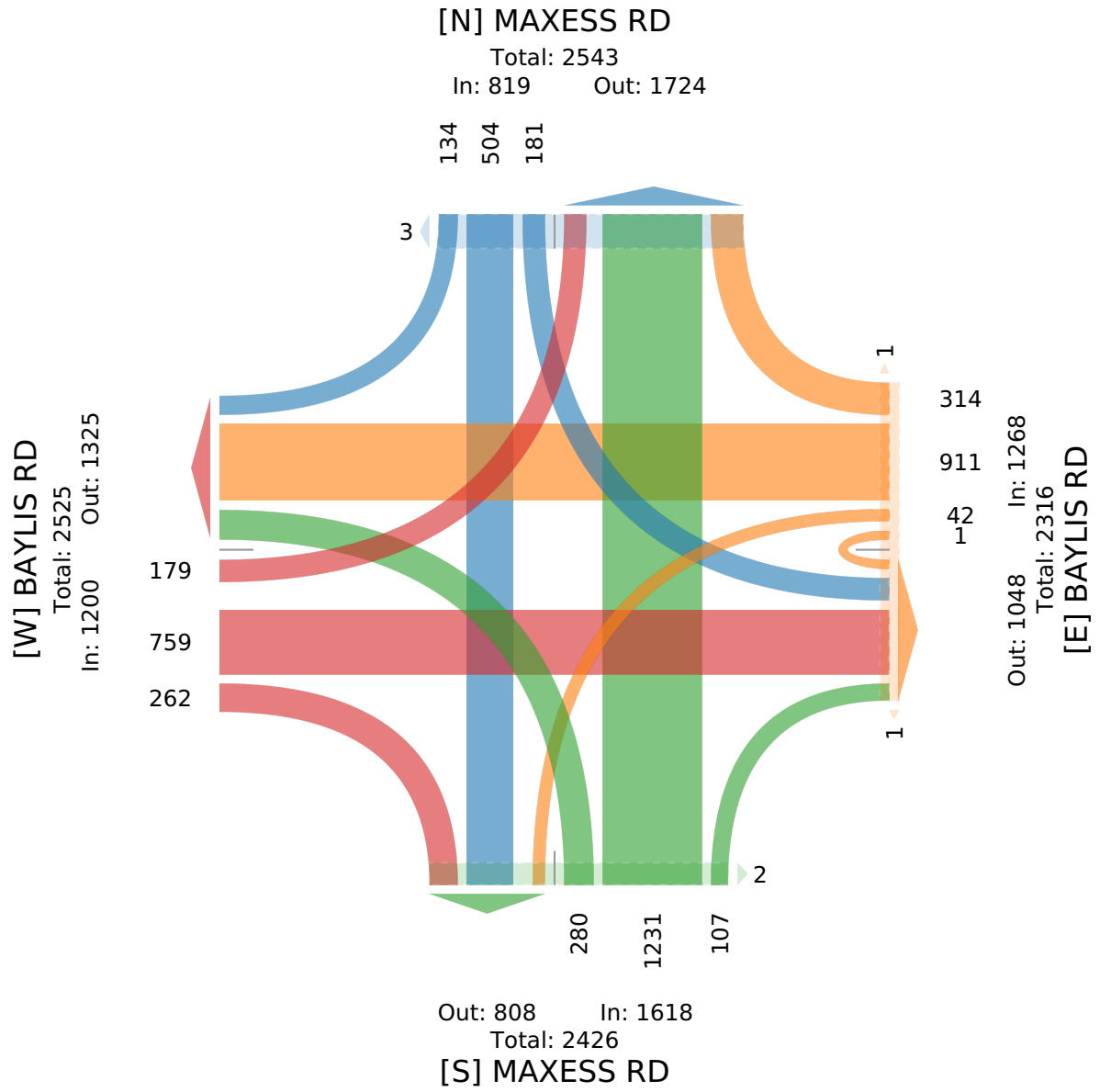
Leg	BAYLIS RD							BAYLIS RD							MAXESS RD							MAXESS RD							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2025-05-28 7:00AM	2	17	3	0	4	**26**	0	2	43	10	0	2	**57**	1	10	39	3	0	2	**54**	0	1	23	7	0	2	**33**	0	**170**
7:15AM	1	12	7	0	5	**25**	0	1	40	6	0	9	**56**	0	15	42	6	0	1	**64**	0	7	23	4	0	1	**35**	1	**180**
7:30AM	5	20	6	0	11	**42**	0	3	84	17	0	13	**117**	0	19	68	11	0	1	**99**	0	6	13	2	0	1	**22**	0	**280**
7:45AM	4	19	10	0	6	**39**	0	1	88	11	0	11	**111**	0	22	58	4	0	0	**84**	0	9	23	4	0	3	**39**	0	**273**
Hourly Total	12	68	26	0	26	**132**	0	7	255	44	0	35	**341**	1	66	207	24	0	4	**301**	0	23	82	17	0	7	**129**	1	**903**
8:00AM	9	24	4	0	4	**41**	0	3	63	16	0	13	**95**	0	11	94	0	0	6	**111**	1	4	18	3	0	1	**26**	1	**273**
8:15AM	5	12	8	0	8	**33**	0	1	61	19	0	7	**88**	0	15	75	0	0	2	**92**	0	5	18	1	0	2	**26**	0	**239**
8:30AM	5	16	7	0	10	**38**	0	1	91	20	0	15	**127**	0	19	89	4	0	1	**113**	0	9	25	7	0	1	**42**	1	**320**
8:45AM	6	23	4	0	17	**50**	0	1	106	24	1	9	**141**	0	31	86	0	0	2	**119**	0	3	29	7	0	0	**39**	0	**349**
Hourly Total	25	75	23	0	39	**162**	0	6	321	79	1	44	**451**	0	76	344	4	0	11	**435**	1	21	90	18	0	4	**133**	2	**1181**
4:00PM	15	53	11	0	5	**84**	0	0	44	7	0	8	**59**	0	17	91	6	0	2	**116**	0	27	54	9	0	4	**94**	0	**353**
4:15PM	16	38	11	0	8	**73**	0	4	31	7	0	7	**49**	0	12	90	3	0	1	**106**	0	11	39	4	0	1	**55**	0	**283**
4:30PM	19	69	5	0	6	**99**	0	1	48	6	0	6	**61**	0	20	87	17	0	1	**125**	0	17	39	6	0	1	**63**	0	**348**
4:45PM	13	67	8	0	4	**92**	0	1	49	6	0	5	**61**	0	24	81	10	0	2	**117**	1	12	29	5	0	6	**52**	0	**322**
Hourly Total	63	227	35	0	23	**348**	0	6	172	26	0	26	**230**	0	73	349	36	0	6	**464**	1	67	161	24	0	12	**264**	0	**1306**
5:00PM	24	124	9	0	11	**168**	0	12	54	9	0	6	**81**	1	13	81	4	0	3	**101**	0	32	81	22	0	3	**138**	0	**488**
5:15PM	28	101	15	0	12	**156**	0	6	33	9	0	6	**54**	0	10	88	3	0	0	**101**	0	13	28	9	0	1	**51**	0	**362**
5:30PM	19	91	12	0	12	**134**	0	3	43	12	0	7	**65**	0	30	91	6	0	3	**130**	0	19	38	8	0	2	**67**	0	**396**
5:45PM	8	73	9	0	10	**100**	0	2	33	2	0	9	**46**	0	12	71	1	0	2	**86**	0	6	24	2	0	5	**37**	0	**269**
Hourly Total	79	389	45	0	45	**558**	0	23	163	32	0	28	**246**	1	65	331	14	0	8	**418**	0	70	171	41	0	11	**293**	0	**1515**
Total	179	759	129	0	133	**1200**	0	42	911	181	1	133	**1268**	2	280	1231	78	0	29	**1618**	2	181	504	100	0	34	**819**	3	**4905**
% Approach	14.9%	63.3%	10.8%	0%	11.1%	**-**	-	3.3%	71.8%	14.3%	0.1%	10.5%	**-**	-	17.3%	76.1%	4.8%	0%	1.8%	**-**	-	22.1%	61.5%	12.2%	0%	4.2%	**-**	-	-
% Total	3.6%	15.5%	2.6%	0%	2.7%	**24.5%**	-	0.9%	18.6%	3.7%	0%	2.7%	**25.9%**	-	5.7%	25.1%	1.6%	0%	0.6%	**33.0%**	-	3.7%	10.3%	2.0%	0%	0.7%	**16.7%**	-	-
Lights	177	746	121	0	131	**1175**	-	38	885	175	1	130	**1229**	-	278	1193	72	0	28	**1571**	-	174	478	96	0	33	**781**	-	4756
% Lights	98.9%	98.3%	93.8%	0%	98.5%	**97.9%**	-	90.5%	97.1%	96.7%	100%	97.7%	**96.9%**	-	99.3%	96.9%	92.3%	0%	96.6%	**97.1%**	-	96.1%	94.8%	96.0%	0%	97.1%	**95.4%**	-	97.0%
Articulated Trucks and Single-Unit Trucks	1	10	7	0	2	**20**	-	3	25	4	0	2	**34**	-	0	35	6	0	0	**41**	-	7	26	3	0	0	**36**	-	131
% Articulated Trucks and Single-Unit Trucks	0.6%	1.3%	5.4%	0%	1.5%	**1.7%**	-	7.1%	2.7%	2.2%	0%	1.5%	**2.7%**	-	0%	2.8%	7.7%	0%	0%	**2.5%**	-	3.9%	5.2%	3.0%	0%	0%	**4.4%**	-	2.7%
Buses	1	3	1	0	0	**5**	-	1	1	2	0	1	**5**	-	2	3	0	0	1	**6**	-	0	0	1	0	1	**2**	-	18
% Buses	0.6%	0.4%	0.8%	0%	0%	**0.4%**	-	2.4%	0.1%	1.1%	0%	0.8%	**0.4%**	-	0.7%	0.2%	0%	0%	3.4%	**0.4%**	-	0%	0%	1.0%	0%	2.9%	**0.2%**	-	0.4%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	-	-	2	-	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

6- Maxess Road at Baylis Road-WKDAY - TMC

Wed May 28, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304731, Location: 40.769873, -73.414237

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



6- Maxess Road at Baylis Road-WKDAY - TMC

Wed May 28, 2025
AM Peak, Forced Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304731, Location: 40.769873, -73.414237

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

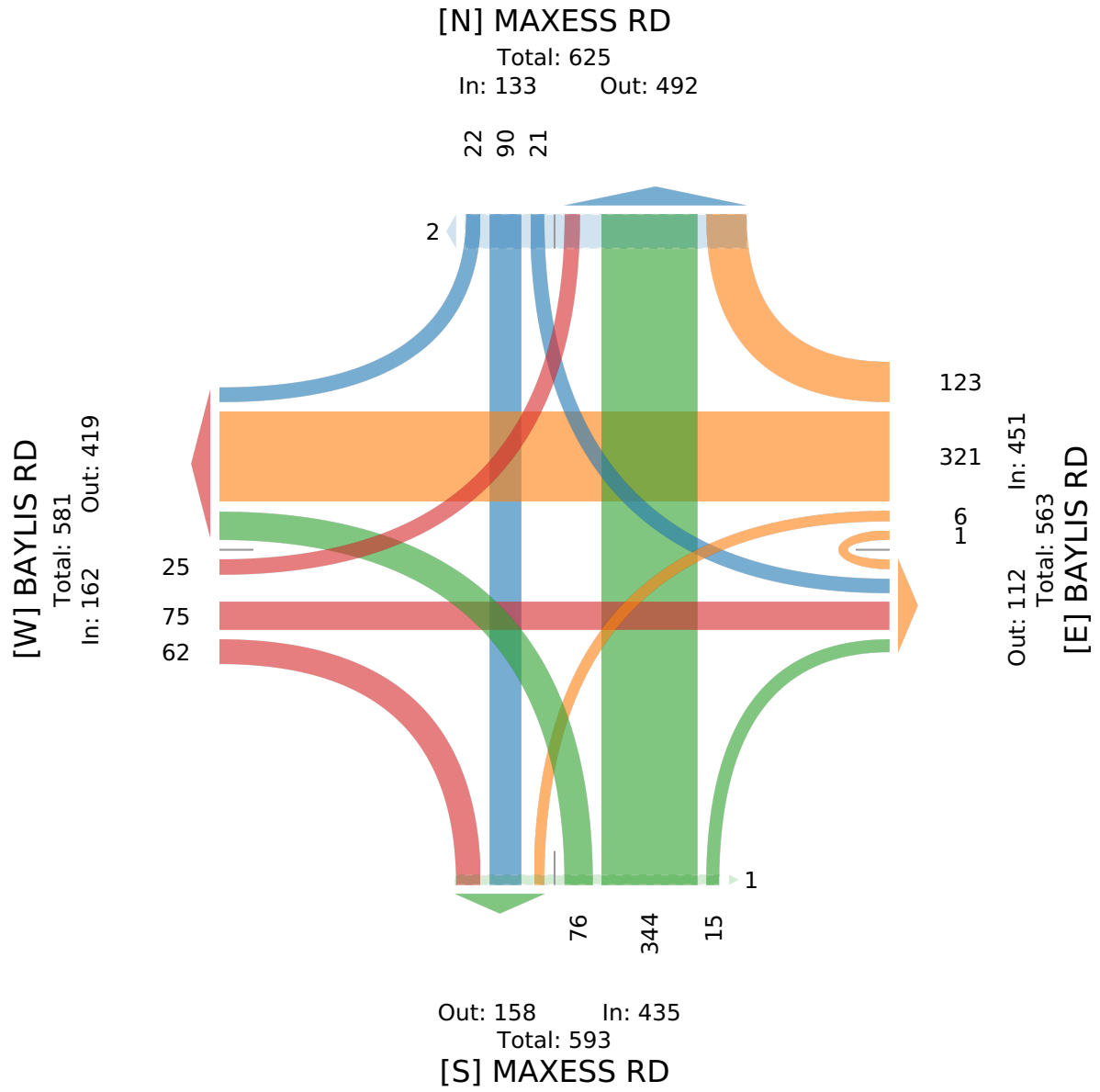
Leg	BAYLIS RD							BAYLIS RD							MAXESS RD							MAXESS RD							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2025-05-28 8:00AM	9	24	4	0	4	**41**	0	3	63	16	0	13	**95**	0	11	94	0	0	6	**111**	1	4	18	3	0	1	**26**	1	**273**
8:15AM	5	12	8	0	8	**33**	0	1	61	19	0	7	**88**	0	15	75	0	0	2	**92**	0	5	18	1	0	2	**26**	0	**239**
8:30AM	5	16	7	0	10	**38**	0	1	91	20	0	15	**127**	0	19	89	4	0	1	**113**	0	9	25	7	0	1	**42**	1	**320**
8:45AM	6	23	4	0	17	**50**	0	1	106	24	1	9	**141**	0	31	86	0	0	2	**119**	0	3	29	7	0	0	**39**	0	**349**
Total	25	75	23	0	39	**162**	0	6	321	79	1	44	**451**	0	76	344	4	0	11	**435**	1	21	90	18	0	4	**133**	2	**1181**
% Approach	15.4%	46.3%	14.2%	0%	24.1%	**-**	-	1.3%	71.2%	17.5%	0.2%	9.8%	**-**	-	17.5%	79.1%	0.9%	0%	2.5%	**-**	-	15.8%	67.7%	13.5%	0%	3.0%	**-**	-	-
% Total	2.1%	6.4%	1.9%	0%	3.3%	**13.7%**	-	0.5%	27.2%	6.7%	0.1%	3.7%	**38.2%**	-	6.4%	29.1%	0.3%	0%	0.9%	**36.8%**	-	1.8%	7.6%	1.5%	0%	0.3%	**11.3%**	-	-
PHF	0.694	0.781	0.719	-	0.574	**0.810**	-	0.500	0.757	0.823	0.250	0.733	**0.800**	-	0.613	0.915	0.250	-	0.458	**0.914**	-	0.583	0.776	0.643	-	0.500	**0.792**	-	0.846
Lights	25	71	23	0	39	**158**	-	6	315	78	1	44	**444**	-	75	336	4	0	11	**426**	-	19	86	17	0	4	**126**	-	1154
% Lights	100%	94.7%	100%	0%	100%	**97.5%**	-	100%	98.1%	98.7%	100%	100%	**98.4%**	-	98.7%	97.7%	100%	0%	100%	**97.9%**	-	90.5%	95.6%	94.4%	0%	100%	**94.7%**	-	97.7%
Articulated Trucks and Single-Unit Trucks	0	3	0	0	0	**3**	-	0	6	1	0	0	**7**	-	0	6	0	0	0	**6**	-	2	4	1	0	0	**7**	-	23
% Articulated Trucks and Single-Unit Trucks	0%	4.0%	0%	0%	0%	**1.9%**	-	0%	1.9%	1.3%	0%	0%	**1.6%**	-	0%	1.7%	0%	0%	0%	**1.4%**	-	9.5%	4.4%	5.6%	0%	0%	**5.3%**	-	1.9%
Buses	0	1	0	0	0	**1**	-	0	0	0	0	0	**0**	-	1	2	0	0	0	**3**	-	0	0	0	0	0	**0**	-	4
% Buses	0%	1.3%	0%	0%	0%	**0.6%**	-	0%	0%	0%	0%	0%	**0%**	-	1.3%	0.6%	0%	0%	0%	**0.7%**	-	0%	0%	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

6- Maxess Road at Baylis Road-WKDAY - TMC

Wed May 28, 2025
AM Peak, Forced Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304731, Location: 40.769873, -73.414237

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



6- Maxess Road at Baylis Road-WKDAY - TMC

Wed May 28, 2025
PM Peak, Forced Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304731, Location: 40.769873, -73.414237

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

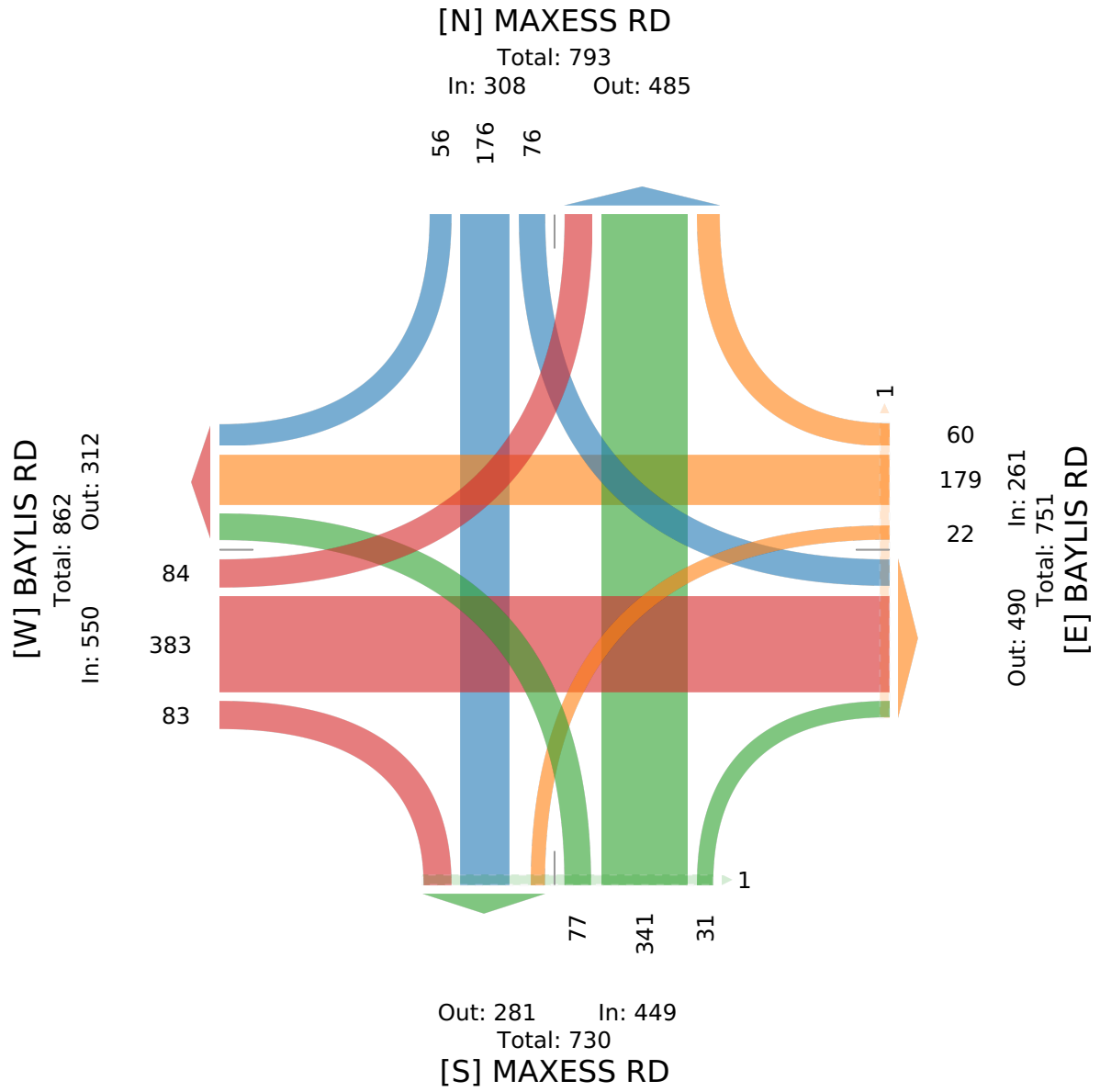
Leg	BAYLIS RD							BAYLIS RD							MAXESS RD							MAXESS RD							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2025-05-28 4:45PM	13	67	8	0	4	**92**	0	1	49	6	0	5	**61**	0	24	81	10	0	2	**117**	1	12	29	5	0	6	**52**	0	**322**
5:00PM	24	124	9	0	11	**168**	0	12	54	9	0	6	**81**	1	13	81	4	0	3	**101**	0	32	81	22	0	3	**138**	0	**488**
5:15PM	28	101	15	0	12	**156**	0	6	33	9	0	6	**54**	0	10	88	3	0	0	**101**	0	13	28	9	0	1	**51**	0	**362**
5:30PM	19	91	12	0	12	**134**	0	3	43	12	0	7	**65**	0	30	91	6	0	3	**130**	0	19	38	8	0	2	**67**	0	**396**
Total	84	383	44	0	39	**550**	0	22	179	36	0	24	**261**	1	77	341	23	0	8	**449**	1	76	176	44	0	12	**308**	0	**1568**
% Approach	15.3%	69.6%	8.0%	0%	7.1%	**-**	-	8.4%	68.6%	13.8%	0%	9.2%	**-**	-	17.1%	75.9%	5.1%	0%	1.8%	**-**	-	24.7%	57.1%	14.3%	0%	3.9%	**-**	-	-
% Total	5.4%	24.4%	2.8%	0%	2.5%	**35.1%**	-	1.4%	11.4%	2.3%	0%	1.5%	**16.6%**	-	4.9%	21.7%	1.5%	0%	0.5%	**28.6%**	-	4.8%	11.2%	2.8%	0%	0.8%	**19.6%**	-	-
PHF	0.750	0.772	0.733	-	0.813	**0.818**	-	0.458	0.829	0.750	-	0.857	**0.806**	-	0.642	0.937	0.575	-	0.667	**0.863**	-	0.594	0.543	0.500	-	0.500	**0.558**	-	0.803
Lights	83	382	41	0	38	**544**	-	22	177	35	0	23	**257**	-	77	330	22	0	8	**437**	-	75	170	42	0	12	**299**	-	1537
% Lights	98.8%	99.7%	93.2%	0%	97.4%	**98.9%**	-	100%	98.9%	97.2%	0%	95.8%	**98.5%**	-	100%	96.8%	95.7%	0%	100%	**97.3%**	-	98.7%	96.6%	95.5%	0%	100%	**97.1%**	-	98.0%
Articulated Trucks and Single-Unit Trucks	1	1	3	0	1	**6**	-	0	2	0	0	0	**2**	-	0	11	1	0	0	**12**	-	1	6	1	0	0	**8**	-	28
% Articulated Trucks and Single-Unit Trucks	1.2%	0.3%	6.8%	0%	2.6%	**1.1%**	-	0%	1.1%	0%	0%	0%	**0.8%**	-	0%	3.2%	4.3%	0%	0%	**2.7%**	-	1.3%	3.4%	2.3%	0%	0%	**2.6%**	-	1.8%
Buses	0	0	0	0	0	**0**	-	0	0	1	0	1	**2**	-	0	0	0	0	0	**0**	-	0	0	1	0	0	**1**	-	3
% Buses	0%	0%	0%	0%	0%	**0%**	-	0%	0%	2.8%	0%	4.2%	**0.8%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	2.3%	0%	0%	**0.3%**	-	0.2%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

6- Maxess Road at Baylis Road-WKDAY - TMC

Wed May 28, 2025
PM Peak, Forced Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304731, Location: 40.769873, -73.414237

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



6- Maxess Road at Baylis Road-SAT - TMC

Sat May 31, 2025
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304732, Location: 40.769873, -73.414237

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

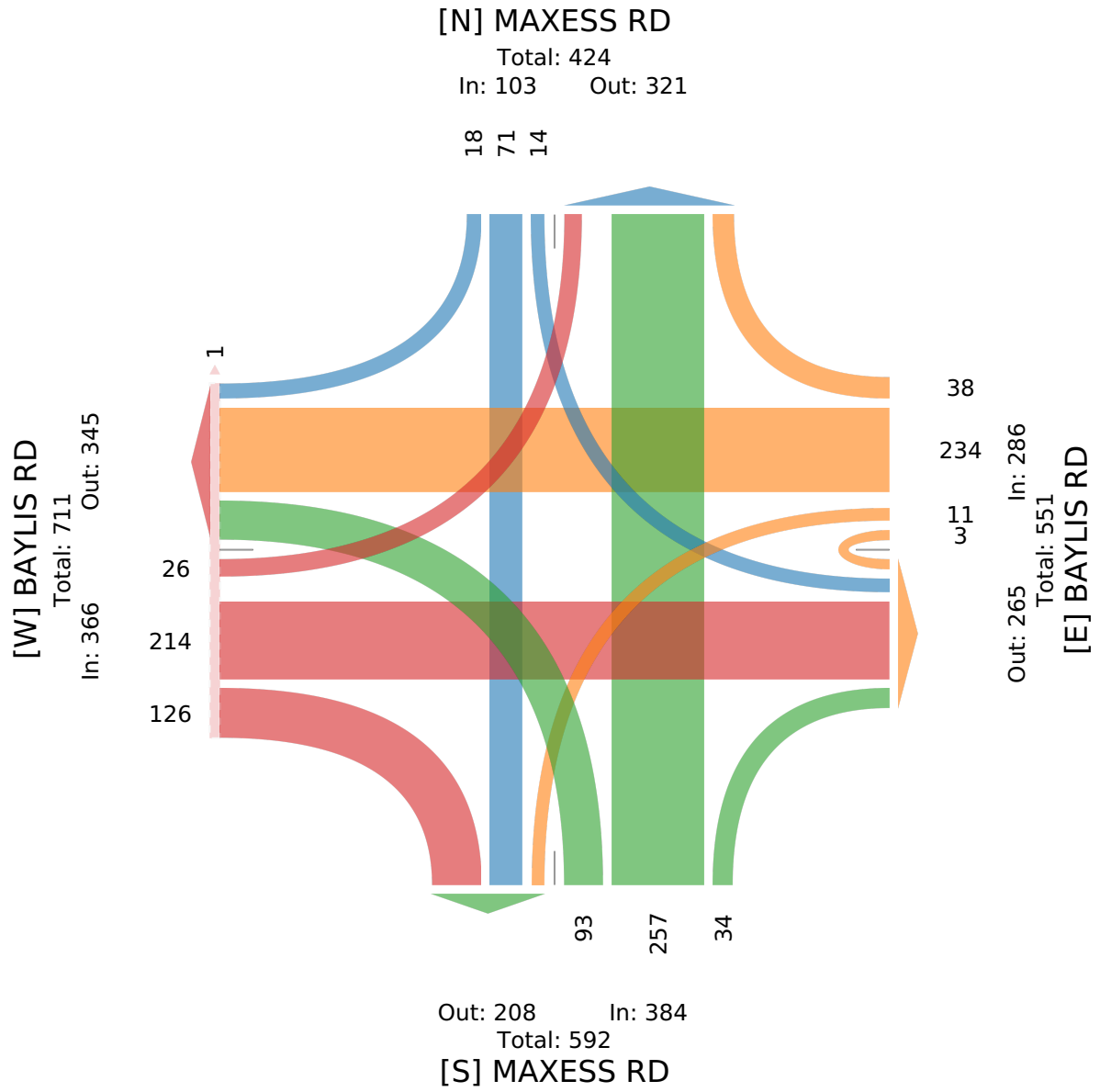
Leg	BAYLIS RD							BAYLIS RD							MAXESS RD							MAXESS RD							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2025-05-31 11:00AM	4	12	2	0	8	**26**	0	0	19	5	0	2	**26**	0	9	23	1	0	1	**34**	0	2	8	2	0	0	**12**	0	**98**
11:15AM	2	14	3	0	7	**26**	0	1	15	5	0	0	**21**	0	9	12	2	0	0	**23**	0	0	1	1	0	1	**3**	0	**73**
11:30AM	3	16	4	0	4	**27**	0	1	22	2	0	3	**28**	0	9	24	2	0	3	**38**	0	0	10	0	0	0	**10**	0	**103**
11:45AM	4	20	2	0	14	**40**	0	0	22	4	0	1	**27**	0	12	21	1	0	2	**36**	0	1	12	0	0	1	**14**	0	**117**
Hourly Total	13	62	11	0	33	**119**	0	2	78	16	0	6	**102**	0	39	80	6	0	6	**131**	0	3	31	3	0	2	**39**	0	**391**
12:00PM	1	19	9	0	5	**34**	0	1	27	2	3	0	**33**	0	10	13	1	0	0	**24**	0	3	5	0	0	0	**8**	0	**99**
12:15PM	3	15	2	0	7	**27**	0	1	13	0	0	1	**15**	0	10	21	0	0	0	**31**	0	0	5	0	0	0	**5**	0	**78**
12:30PM	1	24	8	0	7	**40**	0	1	17	1	0	0	**19**	0	6	20	3	0	0	**29**	0	2	6	2	0	1	**11**	0	**99**
12:45PM	2	15	2	0	2	**21**	0	1	17	1	0	0	**19**	0	4	23	0	0	2	**29**	0	1	4	0	0	2	**7**	0	**76**
Hourly Total	7	73	21	0	21	**122**	0	4	74	4	3	1	**86**	0	30	77	4	0	2	**113**	0	6	20	2	0	3	**31**	0	**352**
1:00PM	0	15	8	0	2	**25**	1	3	19	0	0	2	**24**	0	7	25	2	0	2	**36**	0	1	6	2	0	2	**11**	0	**96**
1:15PM	2	23	7	0	5	**37**	0	0	20	4	0	0	**24**	0	6	25	4	0	2	**37**	0	2	5	1	0	1	**9**	0	**107**
1:30PM	0	23	3	0	5	**31**	0	1	19	2	0	1	**23**	0	4	29	0	0	5	**38**	0	0	4	0	0	0	**4**	0	**96**
1:45PM	4	18	3	0	7	**32**	0	1	24	0	0	2	**27**	0	7	21	1	0	0	**29**	0	2	5	0	0	2	**9**	0	**97**
Hourly Total	6	79	21	0	19	**125**	1	5	82	6	0	5	**98**	0	24	100	7	0	9	**140**	0	5	20	3	0	5	**33**	0	**396**
Total	26	214	53	0	73	**366**	1	11	234	26	3	12	**286**	0	93	257	17	0	17	**384**	0	14	71	8	0	10	**103**	0	**1139**
% Approach	7.1%	58.5%	14.5%	0%	19.9%	**-**	-	3.8%	81.8%	9.1%	1.0%	4.2%	**-**	-	24.2%	66.9%	4.4%	0%	4.4%	**-**	-	13.6%	68.9%	7.8%	0%	9.7%	**-**	-	-
% Total	2.3%	18.8%	4.7%	0%	6.4%	**32.1%**	-	1.0%	20.5%	2.3%	0.3%	1.1%	**25.1%**	-	8.2%	22.6%	1.5%	0%	1.5%	**33.7%**	-	1.2%	6.2%	0.7%	0%	0.9%	**9.0%**	-	-
Lights	26	210	52	0	71	**359**	-	11	231	26	3	12	**283**	-	92	240	17	0	17	**366**	-	14	59	8	0	10	**91**	-	1099
% Lights	100%	98.1%	98.1%	0%	97.3%	**98.1%**	-	100%	98.7%	100%	100%	100%	**99.0%**	-	98.9%	93.4%	100%	0%	100%	**95.3%**	-	100%	83.1%	100%	0%	100%	**88.3%**	-	96.5%
Articulated Trucks and Single-Unit Trucks	0	4	0	0	2	**6**	-	0	3	0	0	0	**3**	-	1	16	0	0	0	**17**	-	0	12	0	0	0	**12**	-	38
% Articulated Trucks and Single-Unit Trucks	0%	1.9%	0%	0%	2.7%	**1.6%**	-	0%	1.3%	0%	0%	0%	**1.0%**	-	1.1%	6.2%	0%	0%	0%	**4.4%**	-	0%	16.9%	0%	0%	0%	**11.7%**	-	3.3%
Buses	0	0	1	0	0	**1**	-	0	0	0	0	0	**0**	-	0	1	0	0	0	**1**	-	0	0	0	0	0	**0**	-	2
% Buses	0%	0%	1.9%	0%	0%	**0.3%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	0%	**0.3%**	-	0%	0%	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

6- Maxess Road at Baylis Road-SAT - TMC

Sat May 31, 2025
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304732, Location: 40.769873, -73.414237

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



6- Maxess Road at Baylis Road-SAT - TMC

Sat May 31, 2025
PM Peak (WKND), Forced Peak (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304732, Location: 40.769873, -73.414237

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

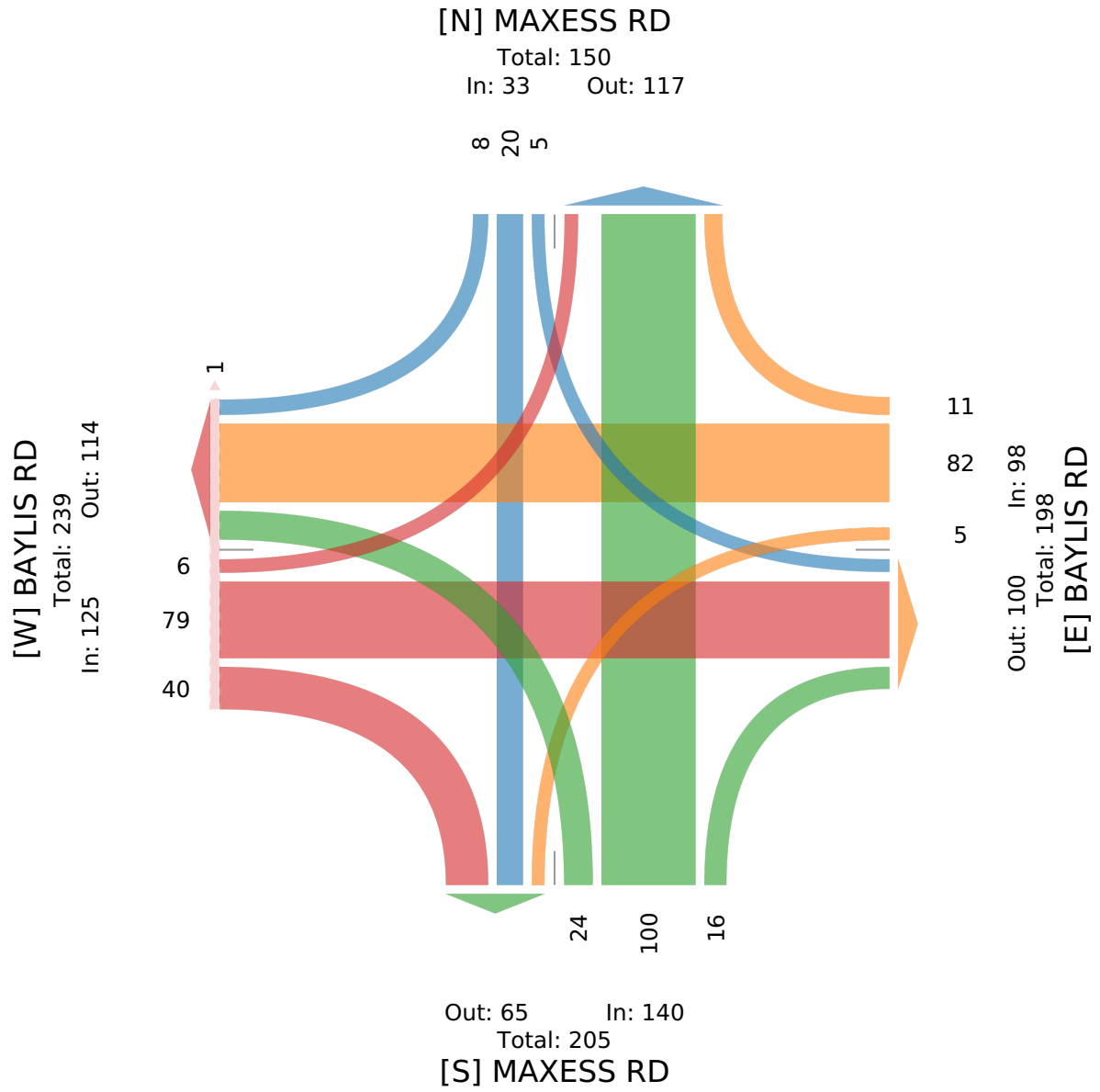
Leg	BAYLIS RD							BAYLIS RD							MAXESS RD							MAXESS RD							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2025-05-31 1:00PM	0	15	8	0	2	**25**	1	3	19	0	0	2	**24**	0	7	25	2	0	2	**36**	0	1	6	2	0	2	**11**	0	**96**
1:15PM	2	23	7	0	5	**37**	0	0	20	4	0	0	**24**	0	6	25	4	0	2	**37**	0	2	5	1	0	1	**9**	0	**107**
1:30PM	0	23	3	0	5	**31**	0	1	19	2	0	1	**23**	0	4	29	0	0	5	**38**	0	0	4	0	0	0	**4**	0	**96**
1:45PM	4	18	3	0	7	**32**	0	1	24	0	0	2	**27**	0	7	21	1	0	0	**29**	0	2	5	0	0	2	**9**	0	**97**
Total	6	79	21	0	19	**125**	1	5	82	6	0	5	**98**	0	24	100	7	0	9	**140**	0	5	20	3	0	5	**33**	0	**396**
% Approach	4.8%	63.2%	16.8%	0%	15.2%	**-**	-	5.1%	83.7%	6.1%	0%	5.1%	**-**	-	17.1%	71.4%	5.0%	0%	6.4%	**-**	-	15.2%	60.6%	9.1%	0%	15.2%	**-**	-	-
% Total	1.5%	19.9%	5.3%	0%	4.8%	**31.6%**	-	1.3%	20.7%	1.5%	0%	1.3%	**24.7%**	-	6.1%	25.3%	1.8%	0%	2.3%	**35.4%**	-	1.3%	5.1%	0.8%	0%	1.3%	**8.3%**	-	-
PHF	0.375	0.859	0.656	-	0.679	**0.845**	-	0.417	0.854	0.375	-	0.625	**0.907**	-	0.857	0.862	0.438	-	0.450	**0.921**	-	0.625	0.833	0.375	-	0.625	**0.750**	-	0.925
Lights	6	77	21	0	19	**123**	-	5	81	6	0	5	**97**	-	24	95	7	0	9	**135**	-	5	19	3	0	5	**32**	-	387
% Lights	100%	97.5%	100%	0%	100%	**98.4%**	-	100%	98.8%	100%	0%	100%	**99.0%**	-	100%	95.0%	100%	0%	100%	**96.4%**	-	100%	95.0%	100%	0%	100%	**97.0%**	-	97.7%
Articulated Trucks and Single-Unit Trucks	0	2	0	0	0	**2**	-	0	1	0	0	0	**1**	-	0	5	0	0	0	**5**	-	0	1	0	0	0	**1**	-	9
% Articulated Trucks and Single-Unit Trucks	0%	2.5%	0%	0%	0%	**1.6%**	-	0%	1.2%	0%	0%	0%	**1.0%**	-	0%	5.0%	0%	0%	0%	**3.6%**	-	0%	5.0%	0%	0%	0%	**3.0%**	-	2.3%
Buses	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	0
% Buses	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

6- Maxess Road at Baylis Road-SAT - TMC

Sat May 31, 2025
PM Peak (WKND), Forced Peak (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304732, Location: 40.769873, -73.414237

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



1-Maxess Road at Duryea Road-TUES - TMC

Tue Sep 9, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1333331, Location: 40.767344, -73.415574

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

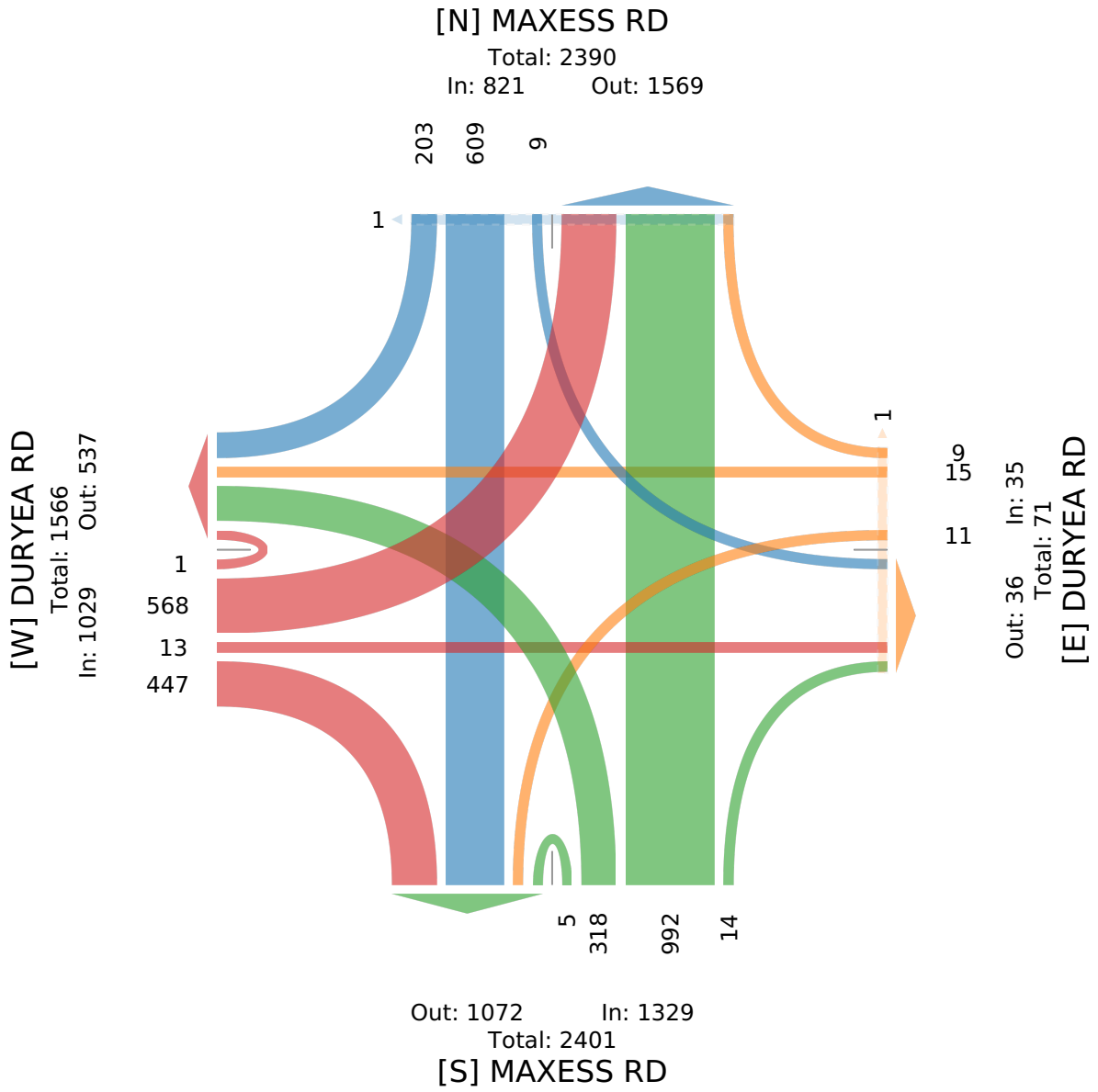
Leg	DURYEA RD						DURYEA RD						MAXESS RD						MAXESS RD						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-09-09 7:00AM	5	2	3	0	**10**	0	0	1	1	0	**2**	0	16	35	1	0	**52**	0	4	20	9	0	**33**	0	**97**
7:15AM	9	0	9	0	**18**	0	0	2	1	0	**3**	1	10	55	2	0	**67**	0	0	15	7	0	**22**	0	**110**
7:30AM	11	1	16	0	**28**	0	0	0	0	0	**0**	0	9	42	0	1	**52**	0	0	14	9	0	**23**	1	**103**
7:45AM	18	0	8	0	**26**	0	0	2	0	0	**2**	0	24	104	0	0	**128**	0	0	17	6	0	**23**	0	**179**
Hourly Total	43	3	36	0	**82**	0	0	5	2	0	**7**	1	59	236	3	1	**299**	0	4	66	31	0	**101**	1	**489**
8:00AM	20	3	6	1	**30**	0	0	1	0	0	**1**	0	18	81	0	0	**99**	0	1	27	15	0	**43**	0	**173**
8:15AM	12	3	5	0	**20**	0	0	1	0	0	**1**	0	20	74	4	1	**99**	0	0	26	12	0	**38**	0	**158**
8:30AM	16	1	5	0	**22**	0	3	1	0	0	**4**	0	28	81	5	0	**114**	0	0	24	2	0	**26**	0	**166**
8:45AM	22	0	7	0	**29**	0	0	0	0	0	**0**	0	22	77	0	0	**99**	0	2	34	10	0	**46**	0	**174**
Hourly Total	70	7	23	1	**101**	0	3	3	0	0	**6**	0	88	313	9	1	**411**	0	3	111	39	0	**153**	0	**671**
4:00PM	26	0	15	0	**41**	0	0	0	0	0	**0**	0	19	58	1	1	**79**	0	1	46	16	0	**63**	0	**183**
4:15PM	50	1	49	0	**100**	0	0	1	0	0	**1**	0	18	49	0	0	**67**	0	0	46	13	0	**59**	0	**227**
4:30PM	87	0	56	0	**143**	0	1	0	1	0	**2**	0	15	83	0	0	**98**	0	0	48	20	0	**68**	0	**311**
4:45PM	70	1	71	0	**142**	0	3	1	0	0	**4**	0	17	60	1	2	**80**	0	0	55	16	0	**71**	0	**297**
Hourly Total	233	2	191	0	**426**	0	4	2	1	0	**7**	0	69	250	2	3	**324**	0	1	195	65	0	**261**	0	**1018**
5:00PM	61	0	59	0	**120**	0	3	3	2	0	**8**	0	19	51	0	0	**70**	0	1	73	29	0	**103**	0	**301**
5:15PM	45	0	48	0	**93**	0	1	1	2	0	**4**	0	25	55	0	0	**80**	0	0	51	13	0	**64**	0	**241**
5:30PM	54	0	54	0	**108**	0	0	0	1	0	**1**	0	32	47	0	0	**79**	0	0	63	18	0	**81**	0	**269**
5:45PM	62	1	36	0	**99**	0	0	1	1	0	**2**	0	26	40	0	0	**66**	0	0	50	8	0	**58**	0	**225**
Hourly Total	222	1	197	0	**420**	0	4	5	6	0	**15**	0	102	193	0	0	**295**	0	1	237	68	0	**306**	0	**1036**
Total	568	13	447	1	**1029**	0	11	15	9	0	**35**	1	318	992	14	5	**1329**	0	9	609	203	0	**821**	1	**3214**
% Approach	55.2%	1.3%	43.4%	0.1%	**-**	-	31.4%	42.9%	25.7%	0%	**-**	-	23.9%	74.6%	1.1%	0.4%	**-**	-	1.1%	74.2%	24.7%	0%	**-**	-	-
% Total	17.7%	0.4%	13.9%	0%	**32.0%**	-	0.3%	0.5%	0.3%	0%	**1.1%**	-	9.9%	30.9%	0.4%	0.2%	**41.4%**	-	0.3%	18.9%	6.3%	0%	**25.5%**	-	-
Lights	538	13	432	1	**984**	-	10	13	9	0	**32**	-	300	966	13	5	**1284**	-	9	597	180	0	**786**	-	3086
% Lights	94.7%	100%	96.6%	100%	**95.6%**	-	90.9%	86.7%	100%	0%	**91.4%**	-	94.3%	97.4%	92.9%	100%	**96.6%**	-	100%	98.0%	88.7%	0%	**95.7%**	-	96.0%
Articulated Trucks and Single-Unit Trucks	28	0	14	0	**42**	-	0	2	0	0	**2**	-	17	23	0	0	**40**	-	0	11	22	0	**33**	-	117
% Articulated Trucks and Single-Unit Trucks	4.9%	0%	3.1%	0%	**4.1%**	-	0%	13.3%	0%	0%	**5.7%**	-	5.3%	2.3%	0%	0%	**3.0%**	-	0%	1.8%	10.8%	0%	**4.0%**	-	3.6%
Buses	2	0	1	0	**3**	-	1	0	0	0	**1**	-	1	3	1	0	**5**	-	0	1	1	0	**2**	-	11
% Buses	0.4%	0%	0.2%	0%	**0.3%**	-	9.1%	0%	0%	0%	**2.9%**	-	0.3%	0.3%	7.1%	0%	**0.4%**	-	0%	0.2%	0.5%	0%	**0.2%**	-	0.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1-Maxess Road at Duryea Road-TUES - TMC

Tue Sep 9, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1333331, Location: 40.767344, -73.415574

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



1-Maxess Road at Duryea Road-TUES - TMC

Tue Sep 9, 2025
Forced Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1333331, Location: 40.767344, -73.415574

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

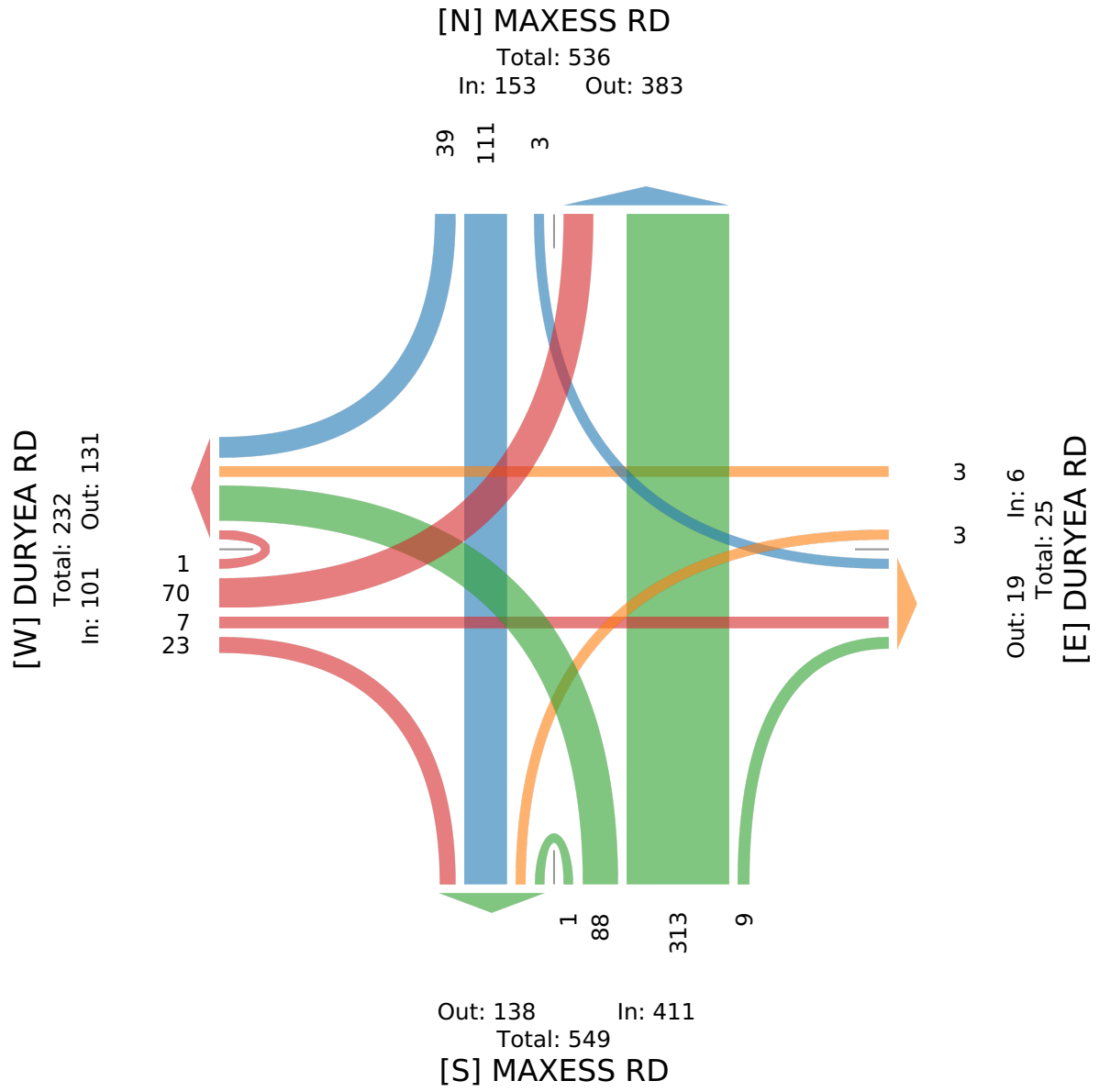
Leg	DURYEA RD						DURYEA RD						MAXESS RD						MAXESS RD						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-09-09 8:00AM	20	3	6	1	**30**	0	0	1	0	0	**1**	0	18	81	0	0	**99**	0	1	27	15	0	**43**	0	**173**
8:15AM	12	3	5	0	**20**	0	0	1	0	0	**1**	0	20	74	4	1	**99**	0	0	26	12	0	**38**	0	**158**
8:30AM	16	1	5	0	**22**	0	3	1	0	0	**4**	0	28	81	5	0	**114**	0	0	24	2	0	**26**	0	**166**
8:45AM	22	0	7	0	**29**	0	0	0	0	0	**0**	0	22	77	0	0	**99**	0	2	34	10	0	**46**	0	**174**
Total	70	7	23	1	**101**	0	3	3	0	0	**6**	0	88	313	9	1	**411**	0	3	111	39	0	**153**	0	**671**
% Approach	69.3%	6.9%	22.8%	1.0%	**-**	-	50.0%	50.0%	0%	0%	**-**	-	21.4%	76.2%	2.2%	0.2%	**-**	-	2.0%	72.5%	25.5%	0%	**-**	-	-
% Total	10.4%	1.0%	3.4%	0.1%	**15.1%**	-	0.4%	0.4%	0%	0%	**0.9%**	-	13.1%	46.6%	1.3%	0.1%	**61.3%**	-	0.4%	16.5%	5.8%	0%	**22.8%**	-	-
PHF	0.795	0.583	0.821	0.250	**0.842**	-	0.250	0.750	-	-	**0.375**	-	0.786	0.966	0.450	0.250	**0.901**	-	0.375	0.816	0.650	-	**0.832**	-	0.964
Lights	67	7	22	1	**97**	-	2	3	0	0	**5**	-	84	304	8	1	**397**	-	3	110	35	0	**148**	-	647
% Lights	95.7%	100%	95.7%	100%	**96.0%**	-	66.7%	100%	0%	0%	**83.3%**	-	95.5%	97.1%	88.9%	100%	**96.6%**	-	100%	99.1%	89.7%	0%	**96.7%**	-	96.4%
Articulated Trucks and Single-Unit Trucks	3	0	1	0	**4**	-	0	0	0	0	**0**	-	4	9	0	0	**13**	-	0	1	4	0	**5**	-	22
% Articulated Trucks and Single-Unit Trucks	4.3%	0%	4.3%	0%	**4.0%**	-	0%	0%	0%	0%	**0%**	-	4.5%	2.9%	0%	0%	**3.2%**	-	0%	0.9%	10.3%	0%	**3.3%**	-	3.3%
Buses	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	2
% Buses	0%	0%	0%	0%	**0%**	-	33.3%	0%	0%	0%	**16.7%**	-	0%	0%	11.1%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1-Maxess Road at Duryea Road-TUES - TMC

Tue Sep 9, 2025
Forced Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1333331, Location: 40.767344, -73.415574

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



1-Maxess Road at Duryea Road-TUES - TMC

Tue Sep 9, 2025
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1333331, Location: 40.767344, -73.415574

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

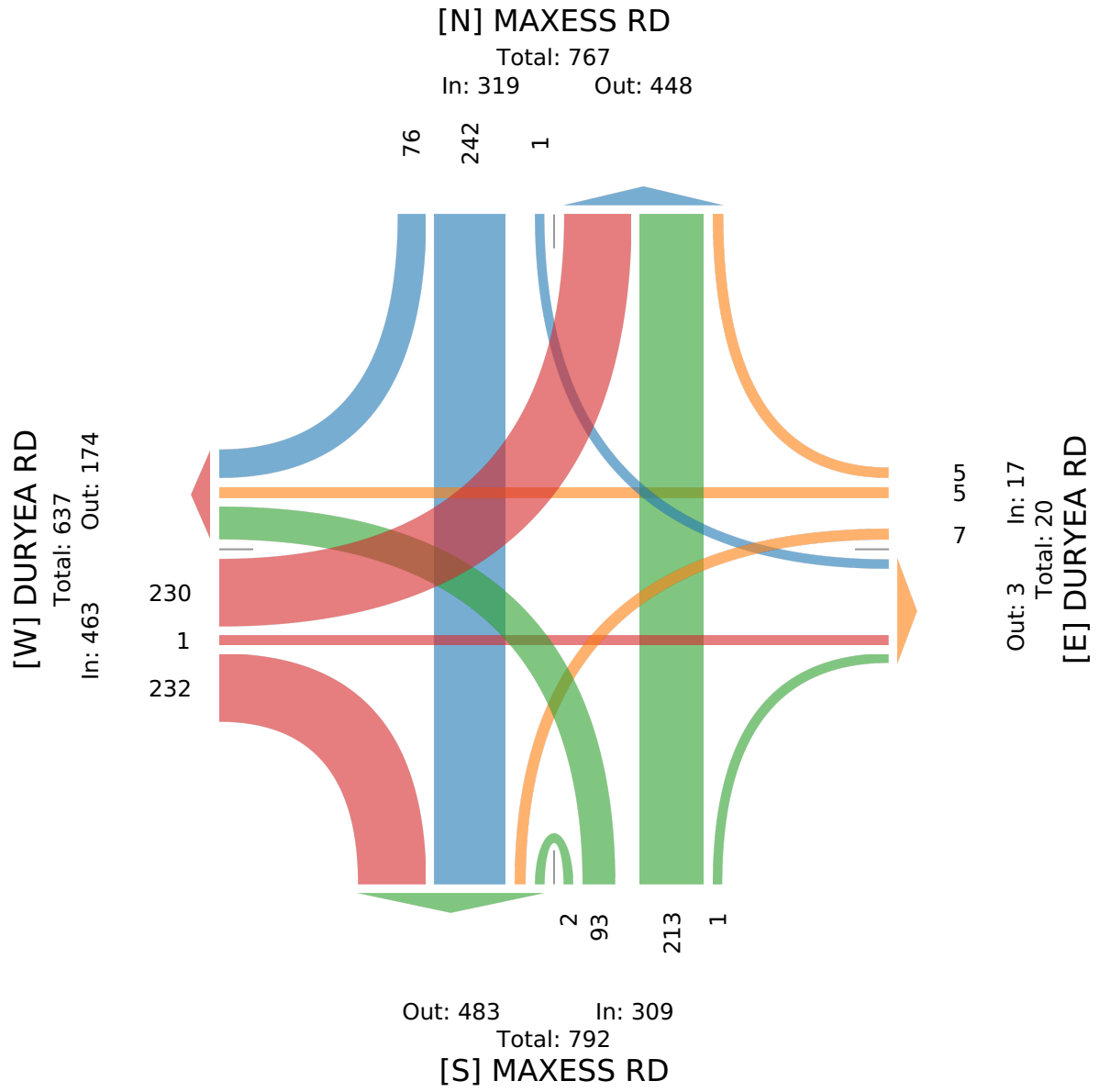
Leg	DURYEA RD						DURYEA RD						MAXESS RD						MAXESS RD						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-09-09 4:45PM	70	1	71	0	**142**	0	3	1	0	0	**4**	0	17	60	1	2	**80**	0	0	55	16	0	**71**	0	**297**
5:00PM	61	0	59	0	**120**	0	3	3	2	0	**8**	0	19	51	0	0	**70**	0	1	73	29	0	**103**	0	**301**
5:15PM	45	0	48	0	**93**	0	1	1	2	0	**4**	0	25	55	0	0	**80**	0	0	51	13	0	**64**	0	**241**
5:30PM	54	0	54	0	**108**	0	0	0	1	0	**1**	0	32	47	0	0	**79**	0	0	63	18	0	**81**	0	**269**
Total	230	1	232	0	**463**	0	7	5	5	0	**17**	0	93	213	1	2	**309**	0	1	242	76	0	**319**	0	**1108**
% Approach	49.7%	0.2%	50.1%	0%	**-**	-	41.2%	29.4%	29.4%	0%	**-**	-	30.1%	68.9%	0.3%	0.6%	**-**	-	0.3%	75.9%	23.8%	0%	**-**	-	-
% Total	20.8%	0.1%	20.9%	0%	**41.8%**	-	0.6%	0.5%	0.5%	0%	**1.5%**	-	8.4%	19.2%	0.1%	0.2%	**27.9%**	-	0.1%	21.8%	6.9%	0%	**28.8%**	-	-
PHF	0.821	0.250	0.817	-	**0.815**	-	0.583	0.417	0.625	-	**0.531**	-	0.727	0.888	0.250	0.250	**0.966**	-	0.250	0.829	0.655	-	**0.774**	-	0.920
Lights	215	1	224	0	**440**	-	7	4	5	0	**16**	-	90	211	1	2	**304**	-	1	237	72	0	**310**	-	1070
% Lights	93.5%	100%	96.6%	0%	**95.0%**	-	100%	80.0%	100%	0%	**94.1%**	-	96.8%	99.1%	100%	100%	**98.4%**	-	100%	97.9%	94.7%	0%	**97.2%**	-	96.6%
Articulated Trucks and Single-Unit Trucks	13	0	8	0	**21**	-	0	1	0	0	**1**	-	2	0	0	0	**2**	-	0	5	4	0	**9**	-	33
% Articulated Trucks and Single-Unit Trucks	5.7%	0%	3.4%	0%	**4.5%**	-	0%	20.0%	0%	0%	**5.9%**	-	2.2%	0%	0%	0%	**0.6%**	-	0%	2.1%	5.3%	0%	**2.8%**	-	3.0%
Buses	2	0	0	0	**2**	-	0	0	0	0	**0**	-	1	2	0	0	**3**	-	0	0	0	0	**0**	-	5
% Buses	0.9%	0%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	1.1%	0.9%	0%	0%	**1.0%**	-	0%	0%	0%	0%	**0%**	-	0.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1-Maxess Road at Duryea Road-TUES - TMC

Tue Sep 9, 2025
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1333331, Location: 40.767344, -73.415574

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



1-Maxess Road at Duryea Road-SAT - TMC

Sat Sep 6, 2025
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1333330, Location: 40.767344, -73.415574

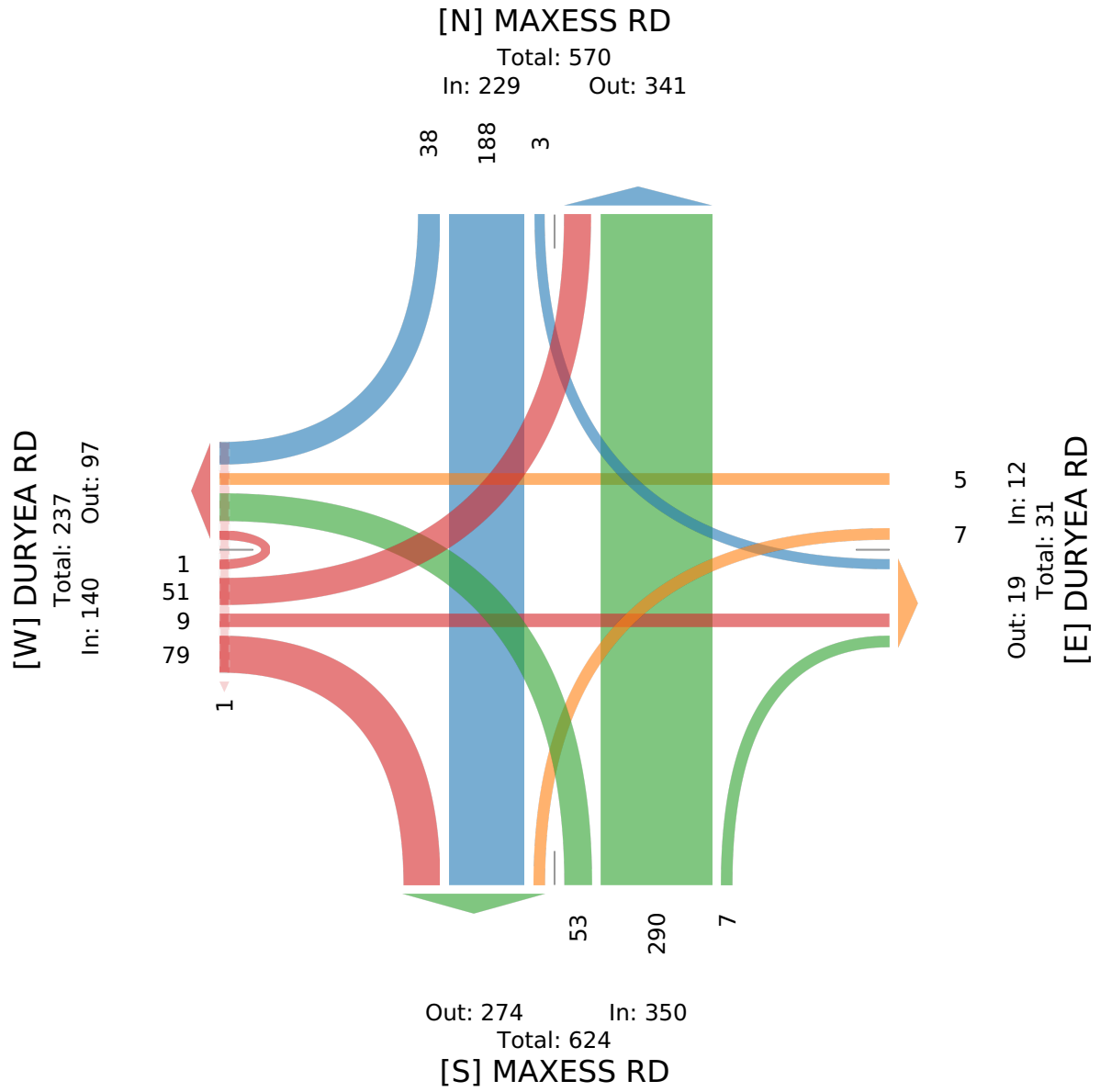
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	DURYEA RD						DURYEA RD						MAXESS RD						MAXESS RD						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2025-09-06 11:00AM	3	0	6	0	**9**	0	0	1	0	0	**1**	0	3	27	0	0	**30**	0	0	17	5	0	**22**	0	**62**
11:15AM	4	1	1	0	**6**	1	1	1	0	0	**2**	0	2	21	1	0	**24**	0	1	7	3	0	**11**	0	**43**
11:30AM	3	1	6	0	**10**	0	0	0	0	0	**0**	0	3	28	1	0	**32**	0	0	16	4	0	**20**	0	**62**
11:45AM	2	0	5	0	**7**	0	0	1	0	0	**1**	0	8	26	0	0	**34**	0	0	19	6	0	**25**	0	**67**
Hourly Total	12	2	18	0	**32**	1	1	3	0	0	**4**	0	16	102	2	0	**120**	0	1	59	18	0	**78**	0	**234**
12:00PM	1	1	10	0	**12**	0	1	0	0	0	**1**	0	4	24	1	0	**29**	0	1	17	2	0	**20**	0	**62**
12:15PM	9	1	4	0	**14**	0	2	0	0	0	**2**	0	5	19	1	0	**25**	0	0	11	2	0	**13**	0	**54**
12:30PM	4	0	8	0	**12**	0	0	0	0	0	**0**	0	3	25	1	0	**29**	0	0	12	5	0	**17**	0	**58**
12:45PM	1	0	6	0	**7**	0	0	0	0	0	**0**	0	4	26	1	0	**31**	0	0	17	3	0	**20**	0	**58**
Hourly Total	15	2	28	0	**45**	0	3	0	0	0	**3**	0	16	94	4	0	**114**	0	1	57	12	0	**70**	0	**232**
1:00PM	6	2	9	0	**17**	0	0	0	0	0	**0**	0	1	23	0	0	**24**	0	0	25	2	0	**27**	0	**68**
1:15PM	2	0	7	0	**9**	0	1	1	0	0	**2**	0	7	22	0	0	**29**	0	1	20	3	0	**24**	0	**64**
1:30PM	7	2	9	0	**18**	0	1	0	0	0	**1**	0	5	29	0	0	**34**	0	0	13	1	0	**14**	0	**67**
1:45PM	9	1	8	1	**19**	0	1	1	0	0	**2**	0	8	20	1	0	**29**	0	0	14	2	0	**16**	0	**66**
Hourly Total	24	5	33	1	**63**	0	3	2	0	0	**5**	0	21	94	1	0	**116**	0	1	72	8	0	**81**	0	**265**
Total	51	9	79	1	**140**	1	7	5	0	0	**12**	0	53	290	7	0	**350**	0	3	188	38	0	**229**	0	**731**
% Approach	36.4%	6.4%	56.4%	0.7%	**-**	-	58.3%	41.7%	0%	0%	**-**	-	15.1%	82.9%	2.0%	0%	**-**	-	1.3%	82.1%	16.6%	0%	**-**	-	-
% Total	7.0%	1.2%	10.8%	0.1%	**19.2%**	-	1.0%	0.7%	0%	0%	**1.6%**	-	7.3%	39.7%	1.0%	0%	**47.9%**	-	0.4%	25.7%	5.2%	0%	**31.3%**	-	-
Lights	41	6	73	0	**120**	-	7	5	0	0	**12**	-	47	288	7	0	**342**	-	3	188	26	0	**217**	-	691
% Lights	80.4%	66.7%	92.4%	0%	**85.7%**	-	100%	100%	0%	0%	**100%**	-	88.7%	99.3%	100%	0%	**97.7%**	-	100%	100%	68.4%	0%	**94.8%**	-	94.5%
Articulated Trucks and Single-Unit Trucks	10	3	6	1	**20**	-	0	0	0	0	**0**	-	6	2	0	0	**8**	-	0	0	12	0	**12**	-	40
% Articulated Trucks and Single-Unit Trucks	19.6%	33.3%	7.6%	100%	**14.3%**	-	0%	0%	0%	0%	**0%**	-	11.3%	0.7%	0%	0%	**2.3%**	-	0%	0%	31.6%	0%	**5.2%**	-	5.5%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1-Maxess Road at Duryea Road-SAT - TMC
Sat Sep 6, 2025
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1333330, Location: 40.767344, -73.415574

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



1-Maxess Road at Duryea Road-SAT - TMC

Sat Sep 6, 2025
Midday Peak (WKND), PM Peak (WKND), Forced Peak (1 PM - 2 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1333330, Location: 40.767344, -73.415574

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

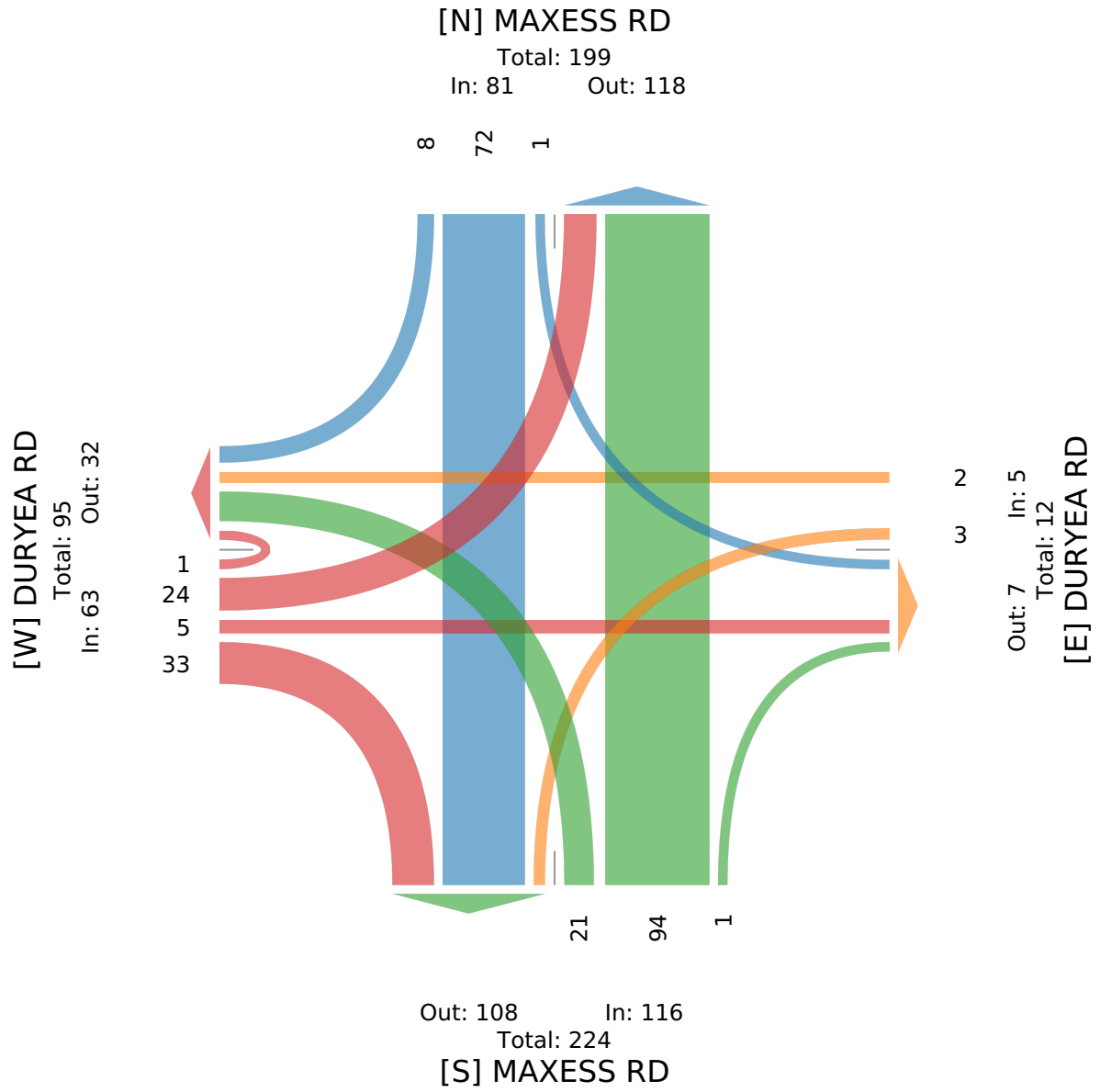
Leg	DURYEA RD						DURYEA RD						MAXESS RD						MAXESS RD						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-09-06 1:00PM	6	2	9	0	**17**	0	0	0	0	0	**0**	0	1	23	0	0	**24**	0	0	25	2	0	**27**	0	**68**
1:15PM	2	0	7	0	**9**	0	1	1	0	0	**2**	0	7	22	0	0	**29**	0	1	20	3	0	**24**	0	**64**
1:30PM	7	2	9	0	**18**	0	1	0	0	0	**1**	0	5	29	0	0	**34**	0	0	13	1	0	**14**	0	**67**
1:45PM	9	1	8	1	**19**	0	1	1	0	0	**2**	0	8	20	1	0	**29**	0	0	14	2	0	**16**	0	**66**
Total	24	5	33	1	**63**	0	3	2	0	0	**5**	0	21	94	1	0	**116**	0	1	72	8	0	**81**	0	**265**
% Approach	38.1%	7.9%	52.4%	1.6%	**-**	-	60.0%	40.0%	0%	0%	**-**	-	18.1%	81.0%	0.9%	0%	**-**	-	1.2%	88.9%	9.9%	0%	**-**	-	-
% Total	9.1%	1.9%	12.5%	0.4%	**23.8%**	-	1.1%	0.8%	0%	0%	**1.9%**	-	7.9%	35.5%	0.4%	0%	**43.8%**	-	0.4%	27.2%	3.0%	0%	**30.6%**	-	-
PHF	0.667	0.625	0.917	0.250	**0.829**	-	0.750	0.500	-	-	**0.625**	-	0.656	0.810	0.250	-	**0.853**	-	0.250	0.720	0.667	-	**0.750**	-	0.974
Lights	21	4	31	0	**56**	-	3	2	0	0	**5**	-	19	93	1	0	**113**	-	1	72	7	0	**80**	-	254
% Lights	87.5%	80.0%	93.9%	0%	**88.9%**	-	100%	100%	0%	0%	**100%**	-	90.5%	98.9%	100%	0%	**97.4%**	-	100%	100%	87.5%	0%	**98.8%**	-	95.8%
Articulated Trucks and Single-Unit Trucks	3	1	2	1	**7**	-	0	0	0	0	**0**	-	2	1	0	0	**3**	-	0	0	1	0	**1**	-	11
% Articulated Trucks and Single-Unit Trucks	12.5%	20.0%	6.1%	100%	**11.1%**	-	0%	0%	0%	0%	**0%**	-	9.5%	1.1%	0%	0%	**2.6%**	-	0%	0%	12.5%	0%	**1.2%**	-	4.2%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1-Maxess Road at Duryea Road-SAT - TMC

Sat Sep 6, 2025
Midday Peak (WKND), PM Peak (WKND), Forced Peak (1 PM - 2 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1333330, Location: 40.767344, -73.415574

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



7- Pinelawn Road at LIE North Service Road-W... - TMC

Wed May 28, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304733, Location: 40.783039, -73.409956

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

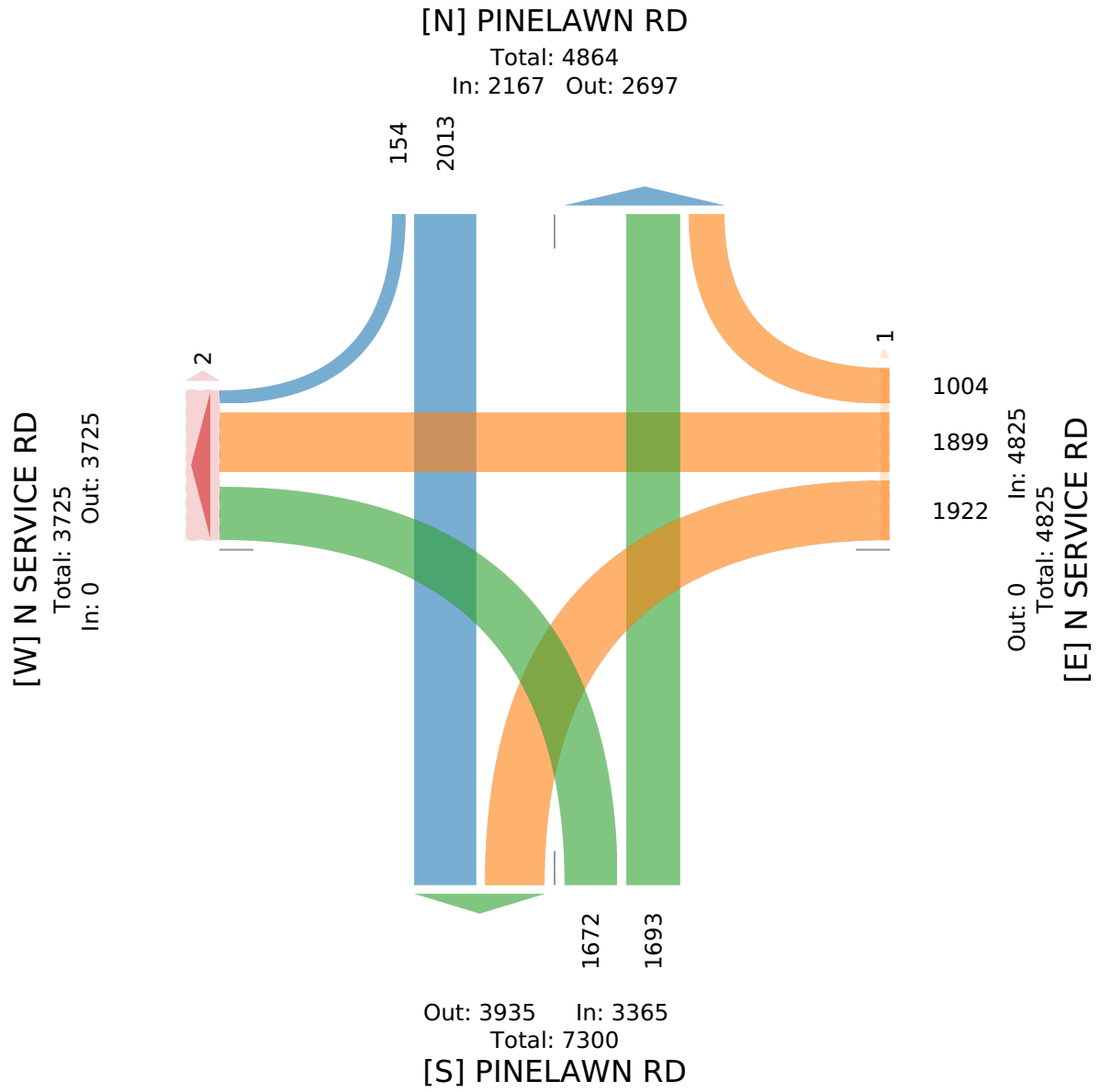
Leg	N SERVICE RD						N SERVICE RD							PINELAWN RD						PINELAWN RD							
Direction	Eastbound						Westbound							Northbound						Southbound							
Time	L	T	R	U	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2025-05-28 7:00AM	0	0	0	0	**0**	0	135	117	51	0	1	**304**	0	103	81	0	0	**184**	0	0	67	0	0	2	**69**	0	**557**
7:15AM	0	0	0	0	**0**	1	142	180	49	0	2	**373**	0	128	95	0	0	**223**	0	0	75	2	0	0	**77**	0	**673**
7:30AM	0	0	0	0	**0**	0	187	159	66	0	0	**412**	0	137	154	0	0	**291**	0	0	99	3	0	2	**104**	0	**807**
7:45AM	0	0	0	0	**0**	0	179	187	89	0	0	**455**	0	126	136	0	0	**262**	0	0	76	1	0	1	**78**	0	**795**
Hourly Total	0	0	0	0	**0**	1	643	643	255	0	3	**1544**	0	494	466	0	0	**960**	0	0	317	6	0	5	**328**	0	**2832**
8:00AM	0	0	0	0	**0**	0	182	184	88	0	0	**454**	0	104	108	0	0	**212**	0	0	77	7	0	2	**86**	0	**752**
8:15AM	0	0	0	0	**0**	0	164	193	91	0	0	**448**	0	123	109	0	0	**232**	0	0	88	6	0	1	**95**	0	**775**
8:30AM	0	0	0	0	**0**	0	168	202	105	0	0	**475**	0	122	132	0	0	**254**	0	0	88	7	0	0	**95**	0	**824**
8:45AM	0	0	0	0	**0**	0	213	232	99	0	0	**544**	0	127	110	0	0	**237**	0	0	98	15	0	0	**113**	0	**894**
Hourly Total	0	0	0	0	**0**	0	727	811	383	0	0	**1921**	0	476	459	0	0	**935**	0	0	351	35	0	3	**389**	0	**3245**
4:00PM	0	0	0	0	**0**	0	62	65	46	0	0	**173**	0	107	87	0	0	**194**	0	0	138	10	0	1	**149**	0	**516**
4:15PM	0	0	0	0	**0**	0	78	47	36	0	0	**161**	1	104	103	0	0	**207**	0	0	162	6	0	0	**168**	0	**536**
4:30PM	0	0	0	0	**0**	1	58	65	52	0	0	**175**	0	88	95	0	0	**183**	0	0	156	18	0	0	**174**	0	**532**
4:45PM	0	0	0	0	**0**	0	63	61	41	0	0	**165**	0	79	108	0	0	**187**	0	0	144	9	0	2	**155**	0	**507**
Hourly Total	0	0	0	0	**0**	1	261	238	175	0	0	**674**	1	378	393	0	0	**771**	0	0	600	43	0	3	**646**	0	**2091**
5:00PM	0	0	0	0	**0**	0	75	61	39	0	1	**176**	0	91	92	0	0	**183**	0	0	208	22	0	1	**231**	0	**590**
5:15PM	0	0	0	0	**0**	0	73	52	51	0	0	**176**	0	71	100	0	0	**171**	0	0	180	11	0	0	**191**	0	**538**
5:30PM	0	0	0	0	**0**	0	49	42	44	0	0	**135**	0	75	92	0	0	**167**	0	0	186	7	0	3	**196**	0	**498**
5:45PM	0	0	0	0	**0**	0	94	52	53	0	0	**199**	0	87	91	0	0	**178**	0	0	171	10	0	5	**186**	0	**563**
Hourly Total	0	0	0	0	**0**	0	291	207	187	0	1	**686**	0	324	375	0	0	**699**	0	0	745	50	0	9	**804**	0	**2189**
Total	0	0	0	0	**0**	2	1922	1899	1000	0	4	**4825**	1	1672	1693	0	0	**3365**	0	0	2013	134	0	20	**2167**	0	**10357**
% Approach	0%	0%	0%	0%	**-**	-	39.8%	39.4%	20.7%	0%	0.1%	**-**	-	49.7%	50.3%	0%	0%	**-**	-	0%	92.9%	6.2%	0%	0.9%	**-**	-	-
% Total	0%	0%	0%	0%	**0%**	-	18.6%	18.3%	9.7%	0%	0%	**46.6%**	-	16.1%	16.3%	0%	0%	**32.5%**	-	0%	19.4%	1.3%	0%	0.2%	**20.9%**	-	-
Lights	0	0	0	0	**0**	-	1773	1785	958	0	4	**4520**	-	1548	1618	0	0	**3166**	-	0	1922	133	0	19	**2074**	-	9760
% Lights	0%	0%	0%	0%	**-**	-	92.2%	94.0%	95.8%	0%	100%	**93.7%**	-	92.6%	95.6%	0%	0%	**94.1%**	-	0%	95.5%	99.3%	0%	95.0%	**95.7%**	-	94.2%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	108	100	33	0	0	**241**	-	117	49	0	0	**166**	-	0	53	1	0	1	**55**	-	462
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**-**	-	5.6%	5.3%	3.3%	0%	0%	**5.0%**	-	7.0%	2.9%	0%	0%	**4.9%**	-	0%	2.6%	0.7%	0%	5.0%	**2.5%**	-	4.5%
Buses	0	0	0	0	**0**	-	41	14	9	0	0	**64**	-	7	26	0	0	**33**	-	0	38	0	0	0	**38**	-	135
% Buses	0%	0%	0%	0%	**-**	-	2.1%	0.7%	0.9%	0%	0%	**1.3%**	-	0.4%	1.5%	0%	0%	**1.0%**	-	0%	1.9%	0%	0%	0%	**1.8%**	-	1.3%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

7- Pinelawn Road at LIE North Service Road-W... - TMC

Wed May 28, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304733, Location: 40.783039, -73.409956

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



7- Pinelawn Road at LIE North Service Road-W... - TMC

Wed May 28, 2025
AM Peak, Forced Peak (8 AM - 9 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304733, Location: 40.783039, -73.409956

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

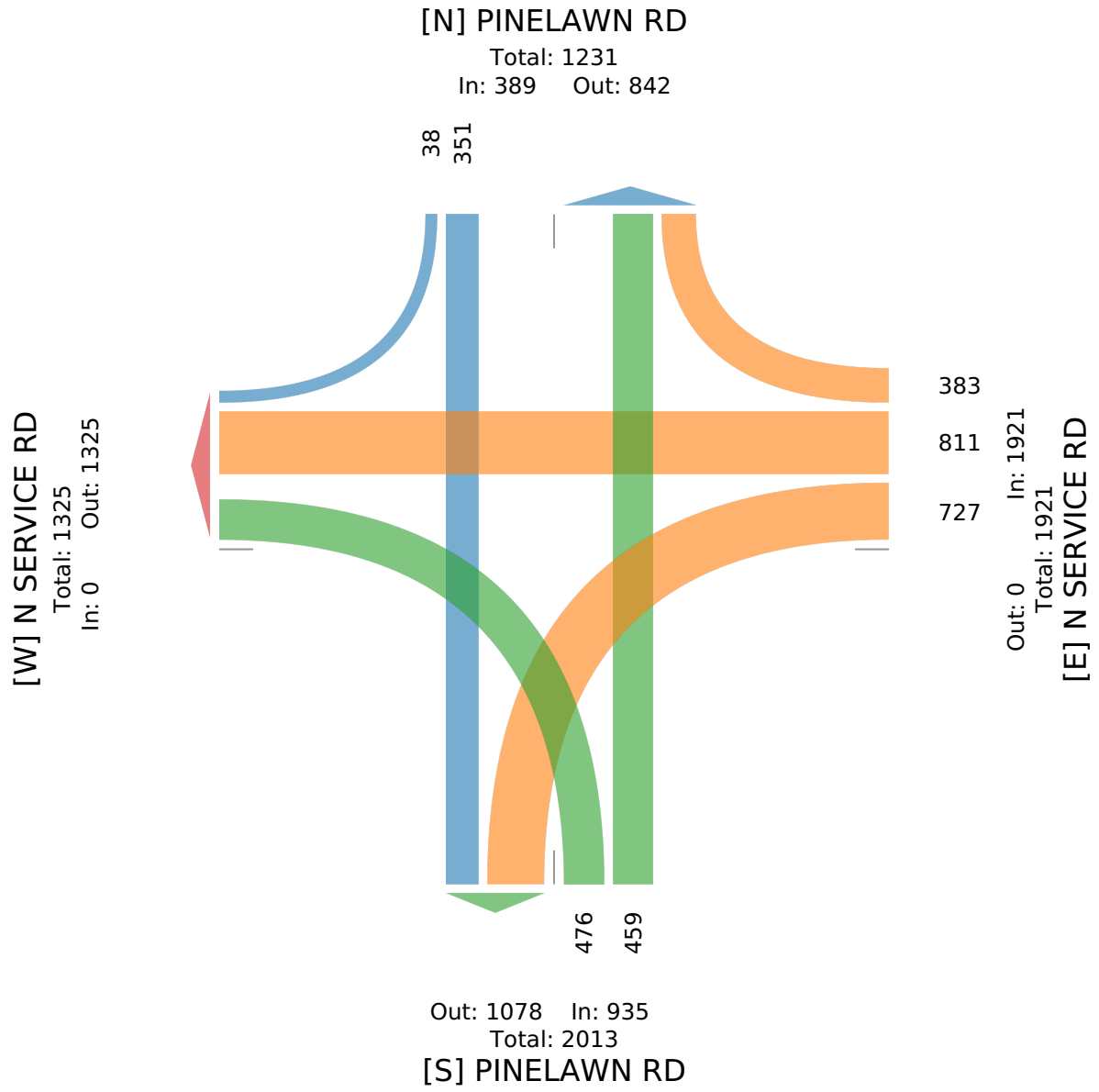
Leg	N SERVICE RD						N SERVICE RD						PINELAWN RD						PINELAWN RD						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2025-05-28 8:00AM	0	0	0	0	**0**	0	182	184	88	0	0	**454**	0	104	108	0	0	**212**	0	0	77	7	0	2	**86**	0	**752**
8:15AM	0	0	0	0	**0**	0	164	193	91	0	0	**448**	0	123	109	0	0	**232**	0	0	88	6	0	1	**95**	0	**775**
8:30AM	0	0	0	0	**0**	0	168	202	105	0	0	**475**	0	122	132	0	0	**254**	0	0	88	7	0	0	**95**	0	**824**
8:45AM	0	0	0	0	**0**	0	213	232	99	0	0	**544**	0	127	110	0	0	**237**	0	0	98	15	0	0	**113**	0	**894**
Total	0	0	0	0	**0**	0	727	811	383	0	0	**1921**	0	476	459	0	0	**935**	0	0	351	35	0	3	**389**	0	**3245**
% Approach	0%	0%	0%	0%	**-**	-	37.8%	42.2%	19.9%	0%	0%	**-**	-	50.9%	49.1%	0%	0%	**-**	-	0%	90.2%	9.0%	0%	0.8%	**-**	-	-
% Total	0%	0%	0%	0%	**0%**	-	22.4%	25.0%	11.8%	0%	0%	**59.2%**	-	14.7%	14.1%	0%	0%	**28.8%**	-	0%	10.8%	1.1%	0%	0.1%	**12.0%**	-	-
PHF	-	-	-	-	**-**	-	0.853	0.874	0.912	-	-	**0.883**	-	0.937	0.869	-	-	**0.920**	-	-	0.895	0.583	-	0.375	**0.861**	-	0.907
Lights	0	0	0	0	**0**	-	683	773	375	0	0	**1831**	-	434	428	0	0	**862**	-	0	321	35	0	3	**359**	-	3052
% Lights	0%	0%	0%	0%	**-**	-	93.9%	95.3%	97.9%	0%	0%	**95.3%**	-	91.2%	93.2%	0%	0%	**92.2%**	-	0%	91.5%	100%	0%	100%	**92.3%**	-	94.1%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	19	32	6	0	0	**57**	-	41	19	0	0	**60**	-	0	13	0	0	0	**13**	-	130
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**-**	-	2.6%	3.9%	1.6%	0%	0%	**3.0%**	-	8.6%	4.1%	0%	0%	**6.4%**	-	0%	3.7%	0%	0%	0%	**3.3%**	-	4.0%
Buses	0	0	0	0	**0**	-	25	6	2	0	0	**33**	-	1	12	0	0	**13**	-	0	17	0	0	0	**17**	-	63
% Buses	0%	0%	0%	0%	**-**	-	3.4%	0.7%	0.5%	0%	0%	**1.7%**	-	0.2%	2.6%	0%	0%	**1.4%**	-	0%	4.8%	0%	0%	0%	**4.4%**	-	1.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

7- Pinelawn Road at LIE North Service Road-W... - TMC

Wed May 28, 2025
AM Peak, Forced Peak (8 AM - 9 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304733, Location: 40.783039, -73.409956

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



7- Pinelawn Road at LIE North Service Road-W... - TMC

Wed May 28, 2025
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304733, Location: 40.783039, -73.409956

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

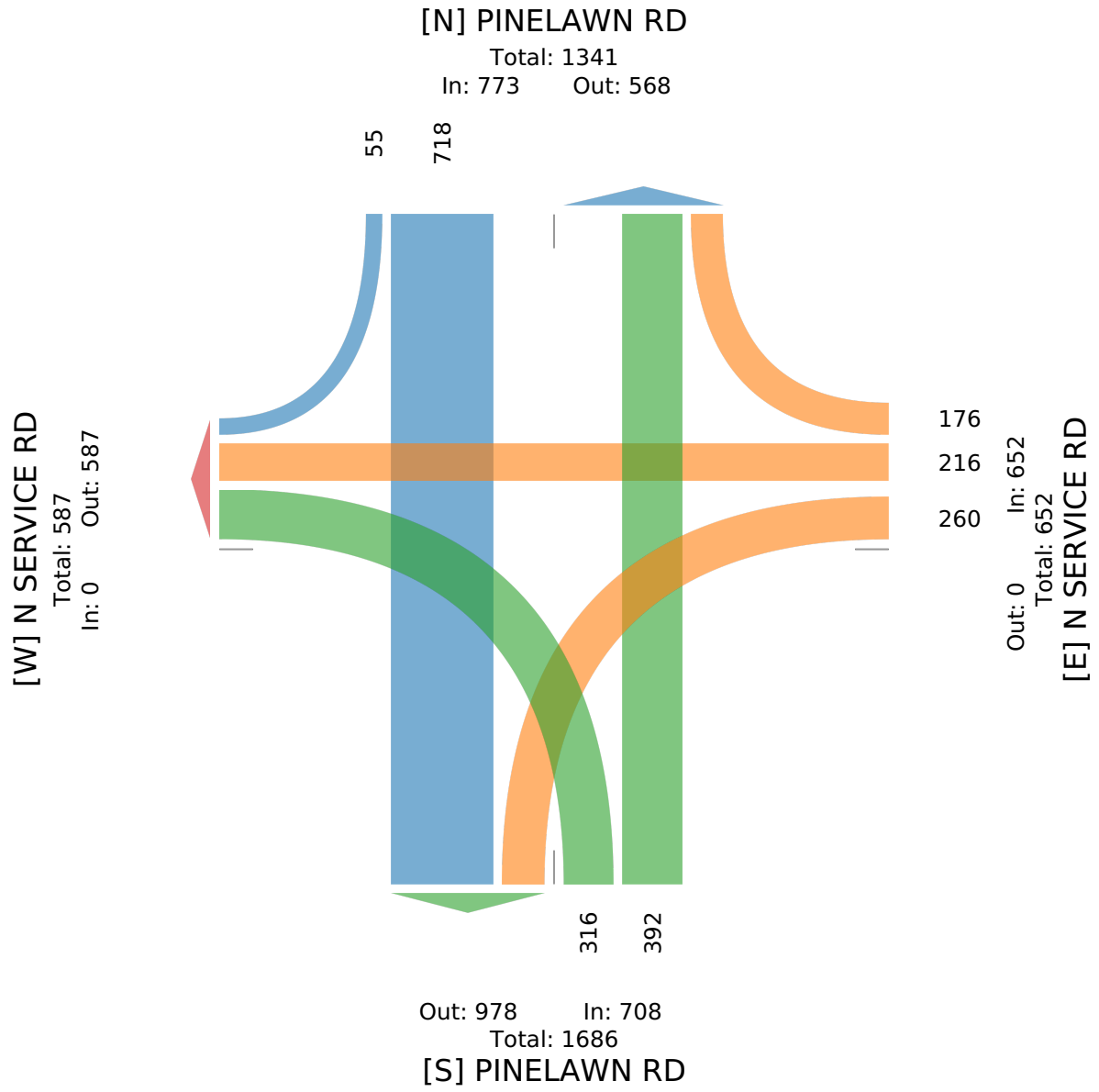
Leg	N SERVICE RD						N SERVICE RD							PINELAWN RD							PINELAWN RD							
Direction	Eastbound						Westbound							Northbound							Southbound							
Time	L	T	R	U	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2025-05-28 4:45PM	0	0	0	0	**0**	0	63	61	41	0	0	**165**	0	79	108	0	0	**187**	0	0	144	9	0	2	**155**	0	**507**
5:00PM	0	0	0	0	**0**	0	75	61	39	0	1	**176**	0	91	92	0	0	**183**	0	0	208	22	0	1	**231**	0	**590**
5:15PM	0	0	0	0	**0**	0	73	52	51	0	0	**176**	0	71	100	0	0	**171**	0	0	180	11	0	0	**191**	0	**538**
5:30PM	0	0	0	0	**0**	0	49	42	44	0	0	**135**	0	75	92	0	0	**167**	0	0	186	7	0	3	**196**	0	**498**
Total	0	0	0	0	**0**	0	260	216	175	0	1	**652**	0	316	392	0	0	**708**	0	0	718	49	0	6	**773**	0	**2133**
% Approach	0%	0%	0%	0%	**-**	-	39.9%	33.1%	26.8%	0%	0.2%	**-**	-	44.6%	55.4%	0%	0%	**-**	-	0%	92.9%	6.3%	0%	0.8%	**-**	-	-
% Total	0%	0%	0%	0%	**0%**	-	12.2%	10.1%	8.2%	0%	0%	**30.6%**	-	14.8%	18.4%	0%	0%	**33.2%**	-	0%	33.7%	2.3%	0%	0.3%	**36.2%**	-	-
PHF	-	-	-	-	**-**	-	0.867	0.885	0.858	-	0.250	**0.926**	-	0.868	0.907	-	-	**0.947**	-	-	0.863	0.557	-	0.500	**0.837**	-	0.904
Lights	0	0	0	0	**0**	-	239	209	171	0	1	**620**	-	299	382	0	0	**681**	-	0	703	49	0	5	**757**	-	2058
% Lights	0%	0%	0%	0%	**-**	-	91.9%	96.8%	97.7%	0%	100%	**95.1%**	-	94.6%	97.4%	0%	0%	**96.2%**	-	0%	97.9%	100%	0%	83.3%	**97.9%**	-	96.5%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	18	6	4	0	0	**28**	-	16	8	0	0	**24**	-	0	13	0	0	1	**14**	-	66
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**-**	-	6.9%	2.8%	2.3%	0%	0%	**4.3%**	-	5.1%	2.0%	0%	0%	**3.4%**	-	0%	1.8%	0%	0%	16.7%	**1.8%**	-	3.1%
Buses	0	0	0	0	**0**	-	3	1	0	0	0	**4**	-	1	2	0	0	**3**	-	0	2	0	0	0	**2**	-	9
% Buses	0%	0%	0%	0%	**-**	-	1.2%	0.5%	0%	0%	0%	**0.6%**	-	0.3%	0.5%	0%	0%	**0.4%**	-	0%	0.3%	0%	0%	0%	**0.3%**	-	0.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

7- Pinelawn Road at LIE North Service Road-W... - TMC

Wed May 28, 2025
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304733, Location: 40.783039, -73.409956

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



7- Pinelawn Road at LIE North Service Road-S... - TMC

Sat May 31, 2025
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304734, Location: 40.783039, -73.409956

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

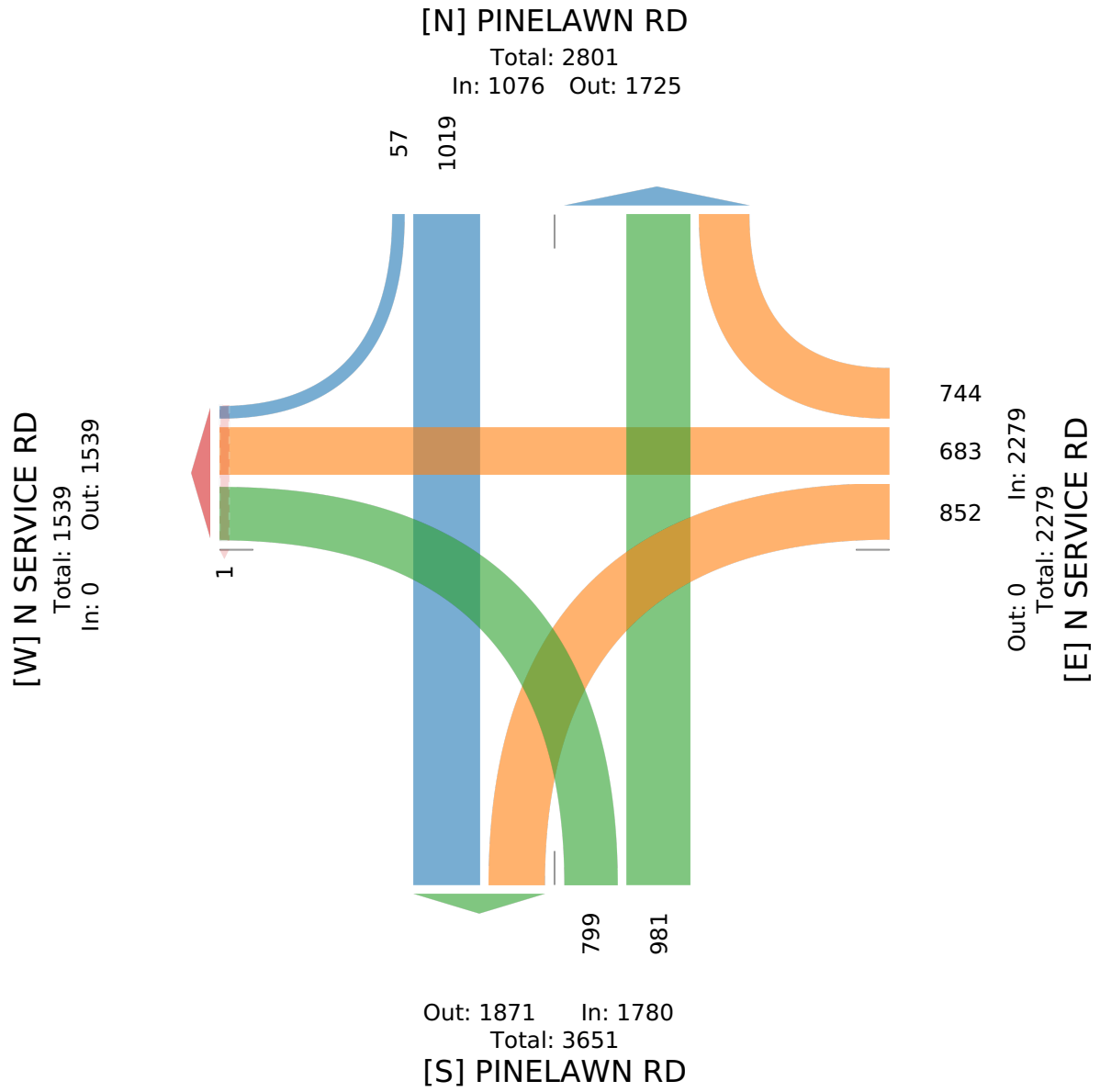
Leg	N SERVICE RD						N SERVICE RD							PINELAWN RD						PINELAWN RD							
Direction	Eastbound						Westbound							Northbound						Southbound							
Time	L	T	R	U	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2025-05-31 11:00AM	0	0	0	0	**0**	0	64	55	74	0	1	**194**	0	38	72	0	0	**110**	0	0	67	4	0	0	**71**	0	**375**
11:15AM	0	0	0	0	**0**	0	63	56	47	0	1	**167**	0	60	79	0	0	**139**	0	0	95	5	0	0	**100**	0	**406**
11:30AM	0	0	0	0	**0**	0	70	54	54	0	0	**178**	0	58	79	0	0	**137**	0	0	76	4	0	0	**80**	0	**395**
11:45AM	0	0	0	0	**0**	0	78	61	66	0	0	**205**	0	65	83	0	0	**148**	0	0	92	7	0	0	**99**	0	**452**
Hourly Total	0	0	0	0	**0**	0	275	226	241	0	2	**744**	0	221	313	0	0	**534**	0	0	330	20	0	0	**350**	0	**1628**
12:00PM	0	0	0	0	**0**	0	78	67	75	0	0	**220**	0	64	77	0	0	**141**	0	0	76	4	0	0	**80**	0	**441**
12:15PM	0	0	0	0	**0**	0	60	48	64	0	1	**173**	0	66	82	0	0	**148**	0	0	87	4	0	0	**91**	0	**412**
12:30PM	0	0	0	0	**0**	0	76	67	57	0	0	**200**	0	73	93	0	0	**166**	0	0	86	4	0	0	**90**	0	**456**
12:45PM	0	0	0	0	**0**	1	74	73	58	0	3	**208**	0	91	77	0	0	**168**	0	0	90	8	0	0	**98**	0	**474**
Hourly Total	0	0	0	0	**0**	1	288	255	254	0	4	**801**	0	294	329	0	0	**623**	0	0	339	20	0	0	**359**	0	**1783**
1:00PM	0	0	0	0	**0**	0	74	46	66	0	0	**186**	0	99	78	0	0	**177**	0	0	66	5	0	1	**72**	0	**435**
1:15PM	0	0	0	0	**0**	0	60	48	59	0	1	**168**	0	70	90	0	0	**160**	0	0	82	1	0	0	**83**	0	**411**
1:30PM	0	0	0	0	**0**	0	76	55	58	0	0	**189**	0	57	96	0	0	**153**	0	0	83	5	0	0	**88**	0	**430**
1:45PM	0	0	0	0	**0**	0	79	53	59	0	0	**191**	0	58	75	0	0	**133**	0	0	119	5	0	0	**124**	0	**448**
Hourly Total	0	0	0	0	**0**	0	289	202	242	0	1	**734**	0	284	339	0	0	**623**	0	0	350	16	0	1	**367**	0	**1724**
Total	0	0	0	0	**0**	1	852	683	737	0	7	**2279**	0	799	981	0	0	**1780**	0	0	1019	56	0	1	**1076**	0	**5135**
% Approach	0%	0%	0%	0%	**-**	-	37.4%	30.0%	32.3%	0%	0.3%	**-**	-	44.9%	55.1%	0%	0%	**-**	-	0%	94.7%	5.2%	0%	0.1%	**-**	-	-
% Total	0%	0%	0%	0%	**0%**	-	16.6%	13.3%	14.4%	0%	0.1%	**44.4%**	-	15.6%	19.1%	0%	0%	**34.7%**	-	0%	19.8%	1.1%	0%	0%	**21.0%**	-	-
Lights	0	0	0	0	**0**	-	794	650	721	0	7	**2172**	-	771	968	0	0	**1739**	-	0	1003	53	0	1	**1057**	-	4968
% Lights	0%	0%	0%	0%	**-**	-	93.2%	95.2%	97.8%	0%	100%	**95.3%**	-	96.5%	98.7%	0%	0%	**97.7%**	-	0%	98.4%	94.6%	0%	100%	**98.2%**	-	96.7%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	58	32	14	0	0	**104**	-	27	12	0	0	**39**	-	0	14	3	0	0	**17**	-	160
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**-**	-	6.8%	4.7%	1.9%	0%	0%	**4.6%**	-	3.4%	1.2%	0%	0%	**2.2%**	-	0%	1.4%	5.4%	0%	0%	**1.6%**	-	3.1%
Buses	0	0	0	0	**0**	-	0	1	2	0	0	**3**	-	1	1	0	0	**2**	-	0	2	0	0	0	**2**	-	7
% Buses	0%	0%	0%	0%	**-**	-	0%	0.1%	0.3%	0%	0%	**0.1%**	-	0.1%	0.1%	0%	0%	**0.1%**	-	0%	0.2%	0%	0%	0%	**0.2%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

7- Pinelawn Road at LIE North Service Road-S... - TMC

Sat May 31, 2025
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304734, Location: 40.783039, -73.409956

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



7- Pinelawn Road at LIE North Service Road-S... - TMC

Sat May 31, 2025
PM Peak (WKND), Forced Peak (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304734, Location: 40.783039, -73.409956

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

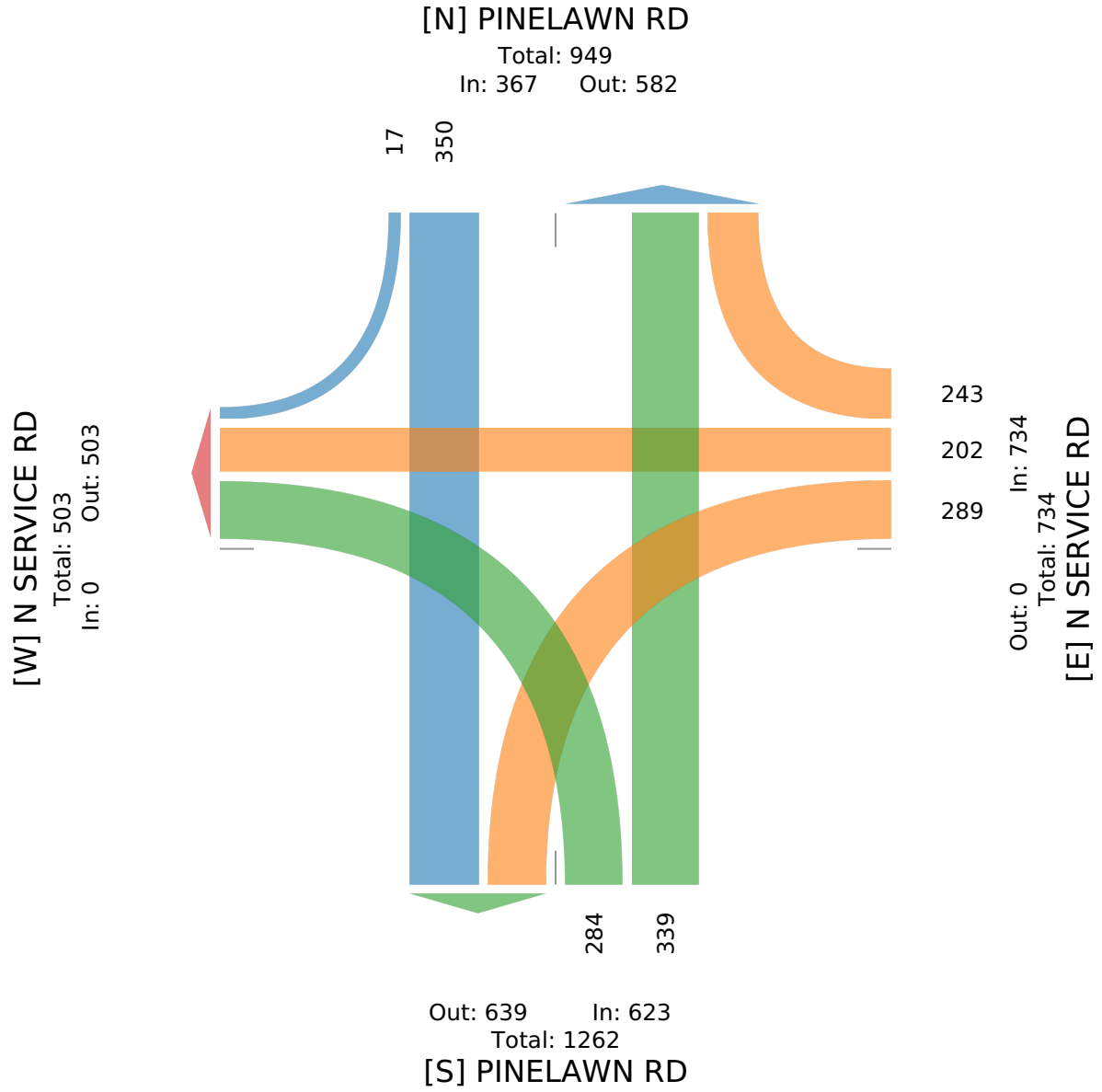
Leg	N SERVICE RD						N SERVICE RD							PINELAWN RD						PINELAWN RD							
Direction	Eastbound						Westbound							Northbound						Southbound							
Time	L	T	R	U	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2025-05-31 1:00PM	0	0	0	0	**0**	0	74	46	66	0	0	**186**	0	99	78	0	0	**177**	0	0	66	5	0	1	**72**	0	**435**
1:15PM	0	0	0	0	**0**	0	60	48	59	0	1	**168**	0	70	90	0	0	**160**	0	0	82	1	0	0	**83**	0	**411**
1:30PM	0	0	0	0	**0**	0	76	55	58	0	0	**189**	0	57	96	0	0	**153**	0	0	83	5	0	0	**88**	0	**430**
1:45PM	0	0	0	0	**0**	0	79	53	59	0	0	**191**	0	58	75	0	0	**133**	0	0	119	5	0	0	**124**	0	**448**
Total	0	0	0	0	**0**	0	289	202	242	0	1	**734**	0	284	339	0	0	**623**	0	0	350	16	0	1	**367**	0	**1724**
% Approach	0%	0%	0%	0%	**-**	-	39.4%	27.5%	33.0%	0%	0.1%	**-**	-	45.6%	54.4%	0%	0%	**-**	-	0%	95.4%	4.4%	0%	0.3%	**-**	-	-
% Total	0%	0%	0%	0%	**0%**	-	16.8%	11.7%	14.0%	0%	0.1%	**42.6%**	-	16.5%	19.7%	0%	0%	**36.1%**	-	0%	20.3%	0.9%	0%	0.1%	**21.3%**	-	-
PHF	-	-	-	-	**-**	-	0.915	0.918	0.917	-	0.250	**0.961**	-	0.717	0.883	-	-	**0.880**	-	-	0.735	0.800	-	0.250	**0.740**	-	0.962
Lights	0	0	0	0	**0**	-	275	190	239	0	1	**705**	-	275	334	0	0	**609**	-	0	345	14	0	1	**360**	-	1674
% Lights	0%	0%	0%	0%	**-**	-	95.2%	94.1%	98.8%	0%	100%	**96.0%**	-	96.8%	98.5%	0%	0%	**97.8%**	-	0%	98.6%	87.5%	0%	100%	**98.1%**	-	97.1%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	14	12	2	0	0	**28**	-	8	5	0	0	**13**	-	0	4	2	0	0	**6**	-	47
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**-**	-	4.8%	5.9%	0.8%	0%	0%	**3.8%**	-	2.8%	1.5%	0%	0%	**2.1%**	-	0%	1.1%	12.5%	0%	0%	**1.6%**	-	2.7%
Buses	0	0	0	0	**0**	-	0	0	1	0	0	**1**	-	1	0	0	0	**1**	-	0	1	0	0	0	**1**	-	3
% Buses	0%	0%	0%	0%	**-**	-	0%	0%	0.4%	0%	0%	**0.1%**	-	0.4%	0%	0%	0%	**0.2%**	-	0%	0.3%	0%	0%	0%	**0.3%**	-	0.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

7- Pinelawn Road at LIE North Service Road-S... - TMC

Sat May 31, 2025
PM Peak (WKND), Forced Peak (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304734, Location: 40.783039, -73.409956

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



8- Pinelawn Road at LIE South Service Road-W... - TMC

Wed May 28, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304735, Location: 40.781187, -73.407602

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

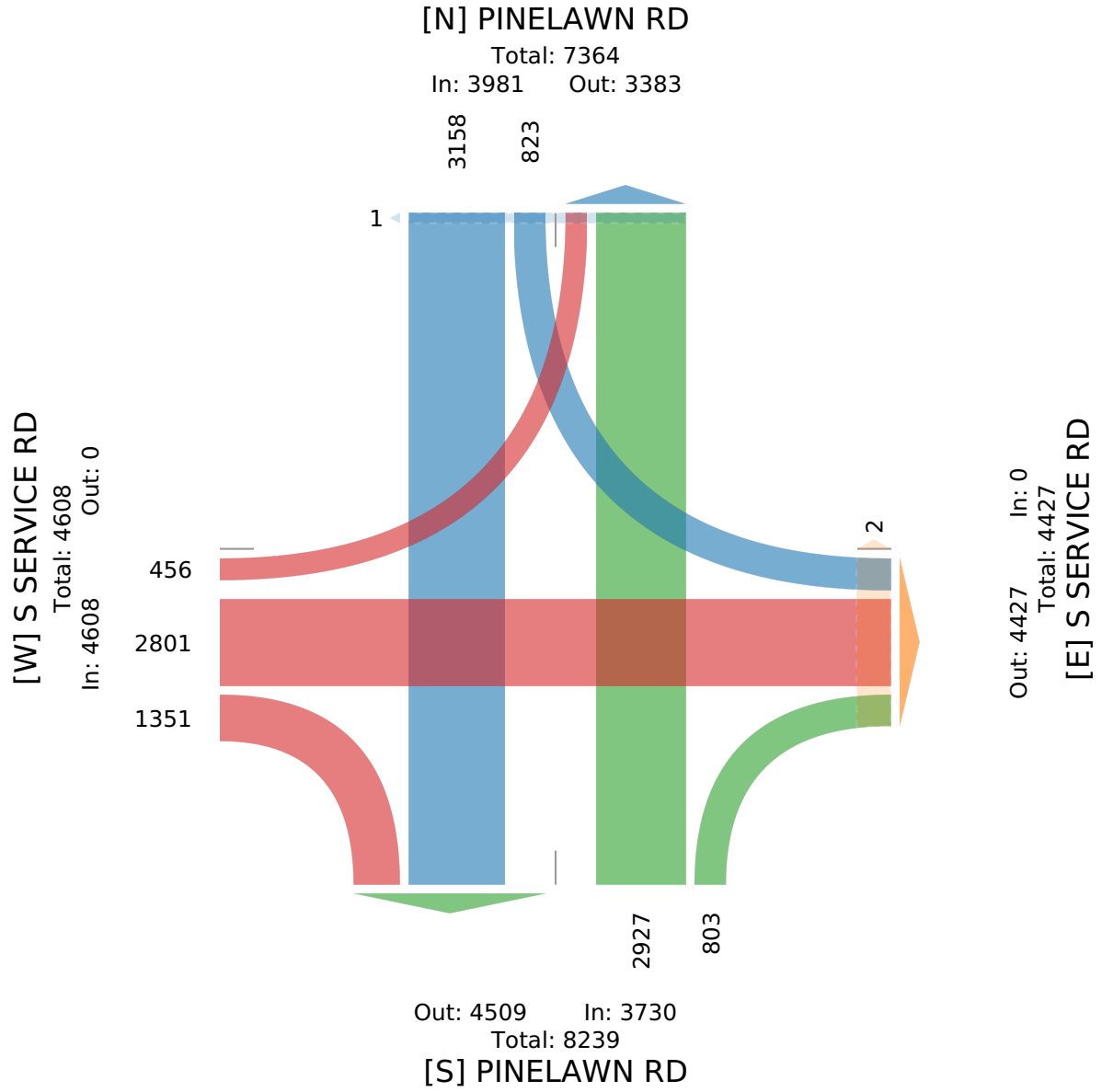
Leg	S SERVICE RD							S SERVICE RD						PINELAWN RD						PINELAWN RD						
Direction	Eastbound							Westbound						Northbound						Southbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	App	Ped*	Int
2025-05-28 7:00AM	14	50	74	0	0	**138**	0	0	0	0	0	**0**	0	0	180	4	0	26	**210**	0	27	183	0	0	**210**	0	**558**
7:15AM	15	52	72	0	0	**139**	0	0	0	0	0	**0**	0	0	206	2	0	33	**241**	0	23	190	0	0	**213**	1	**593**
7:30AM	29	72	74	0	0	**175**	0	0	0	0	0	**0**	0	0	275	8	0	20	**303**	0	32	272	0	0	**304**	0	**782**
7:45AM	19	43	72	0	0	**134**	0	0	0	0	0	**0**	0	0	231	12	0	28	**271**	0	26	251	0	0	**277**	0	**682**
Hourly Total	77	217	292	0	0	**586**	0	0	0	0	0	**0**	0	0	892	26	0	107	**1025**	0	108	896	0	0	**1004**	1	**2615**
8:00AM	9	54	88	0	1	**152**	0	0	0	0	0	**0**	0	0	212	12	0	20	**244**	0	30	230	0	0	**260**	0	**656**
8:15AM	14	52	119	0	1	**186**	0	0	0	0	0	**0**	0	0	221	16	0	24	**261**	0	26	212	0	0	**238**	0	**685**
8:30AM	16	57	105	0	0	**178**	0	0	0	0	0	**0**	0	0	246	15	0	20	**281**	0	32	244	0	0	**276**	0	**735**
8:45AM	21	46	90	0	0	**157**	0	0	0	0	0	**0**	0	0	237	13	0	19	**269**	0	47	262	0	0	**309**	0	**735**
Hourly Total	60	209	402	0	2	**673**	0	0	0	0	0	**0**	0	0	916	56	0	83	**1055**	0	135	948	0	0	**1083**	0	**2811**
4:00PM	47	278	95	0	0	**420**	0	0	0	0	0	**0**	0	0	151	17	0	35	**203**	0	70	147	0	0	**217**	0	**840**
4:15PM	39	275	100	0	0	**414**	0	0	0	0	0	**0**	2	0	163	26	0	31	**220**	0	55	180	0	0	**235**	0	**869**
4:30PM	61	313	76	0	0	**450**	0	0	0	0	0	**0**	0	0	135	26	0	40	**201**	0	69	121	0	0	**190**	0	**841**
4:45PM	38	313	77	0	0	**428**	0	0	0	0	0	**0**	0	0	138	37	0	29	**204**	0	56	142	0	0	**198**	0	**830**
Hourly Total	185	1179	348	0	0	**1712**	0	0	0	0	0	**0**	2	0	587	106	0	135	**828**	0	250	590	0	0	**840**	0	**3380**
5:00PM	51	317	90	0	1	**459**	0	0	0	0	0	**0**	0	0	140	44	0	54	**238**	0	77	206	0	0	**283**	0	**980**
5:15PM	32	296	75	0	0	**403**	0	0	0	0	0	**0**	0	0	118	16	0	48	**182**	0	90	178	0	0	**268**	0	**853**
5:30PM	23	289	72	0	1	**385**	0	0	0	0	0	**0**	0	0	146	25	0	39	**210**	0	79	163	0	0	**242**	0	**837**
5:45PM	28	294	68	0	0	**390**	0	0	0	0	0	**0**	0	0	128	42	0	22	**192**	0	84	177	0	0	**261**	0	**843**
Hourly Total	134	1196	305	0	2	**1637**	0	0	0	0	0	**0**	0	0	532	127	0	163	**822**	0	330	724	0	0	**1054**	0	**3513**
Total	456	2801	1347	0	4	**4608**	0	0	0	0	0	**0**	2	0	2927	315	0	488	**3730**	0	823	3158	0	0	**3981**	1	**12319**
% Approach	9.9%	60.8%	29.2%	0%	0.1%	**-**	-	0%	0%	0%	0%	**-**	-	0%	78.5%	8.4%	0%	13.1%	**-**	-	20.7%	79.3%	0%	0%	**-**	-	-
% Total	3.7%	22.7%	10.9%	0%	0%	**37.4%**	-	0%	0%	0%	0%	**0%**	-	0%	23.8%	2.6%	0%	4.0%	**30.3%**	-	6.7%	25.6%	0%	0%	**32.3%**	-	-
Lights	447	2689	1219	0	2	**4357**	-	0	0	0	0	**0**	-	0	2738	278	0	419	**3435**	-	794	2946	0	0	**3740**	-	11532
% Lights	98.0%	96.0%	90.5%	0%	50.0%	**94.6%**	-	0%	0%	0%	0%	**-**	-	0%	93.5%	88.3%	0%	85.9%	**92.1%**	-	96.5%	93.3%	0%	0%	**93.9%**	-	93.6%
Articulated Trucks and Single-Unit Trucks	8	102	118	0	2	**230**	-	0	0	0	0	**0**	-	0	159	35	0	64	**258**	-	23	140	0	0	**163**	-	651
% Articulated Trucks and Single-Unit Trucks	1.8%	3.6%	8.8%	0%	50.0%	**5.0%**	-	0%	0%	0%	0%	**-**	-	0%	5.4%	11.1%	0%	13.1%	**6.9%**	-	2.8%	4.4%	0%	0%	**4.1%**	-	5.3%
Buses	1	10	10	0	0	**21**	-	0	0	0	0	**0**	-	0	30	2	0	5	**37**	-	6	72	0	0	**78**	-	136
% Buses	0.2%	0.4%	0.7%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**-**	-	0%	1.0%	0.6%	0%	1.0%	**1.0%**	-	0.7%	2.3%	0%	0%	**2.0%**	-	1.1%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

8- Pinelawn Road at LIE South Service Road-W... - TMC

Wed May 28, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304735, Location: 40.781187, -73.407602

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



8- Pinelawn Road at LIE South Service Road-W... - TMC

Wed May 28, 2025
AM Peak, Forced Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304735, Location: 40.781187, -73.407602

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

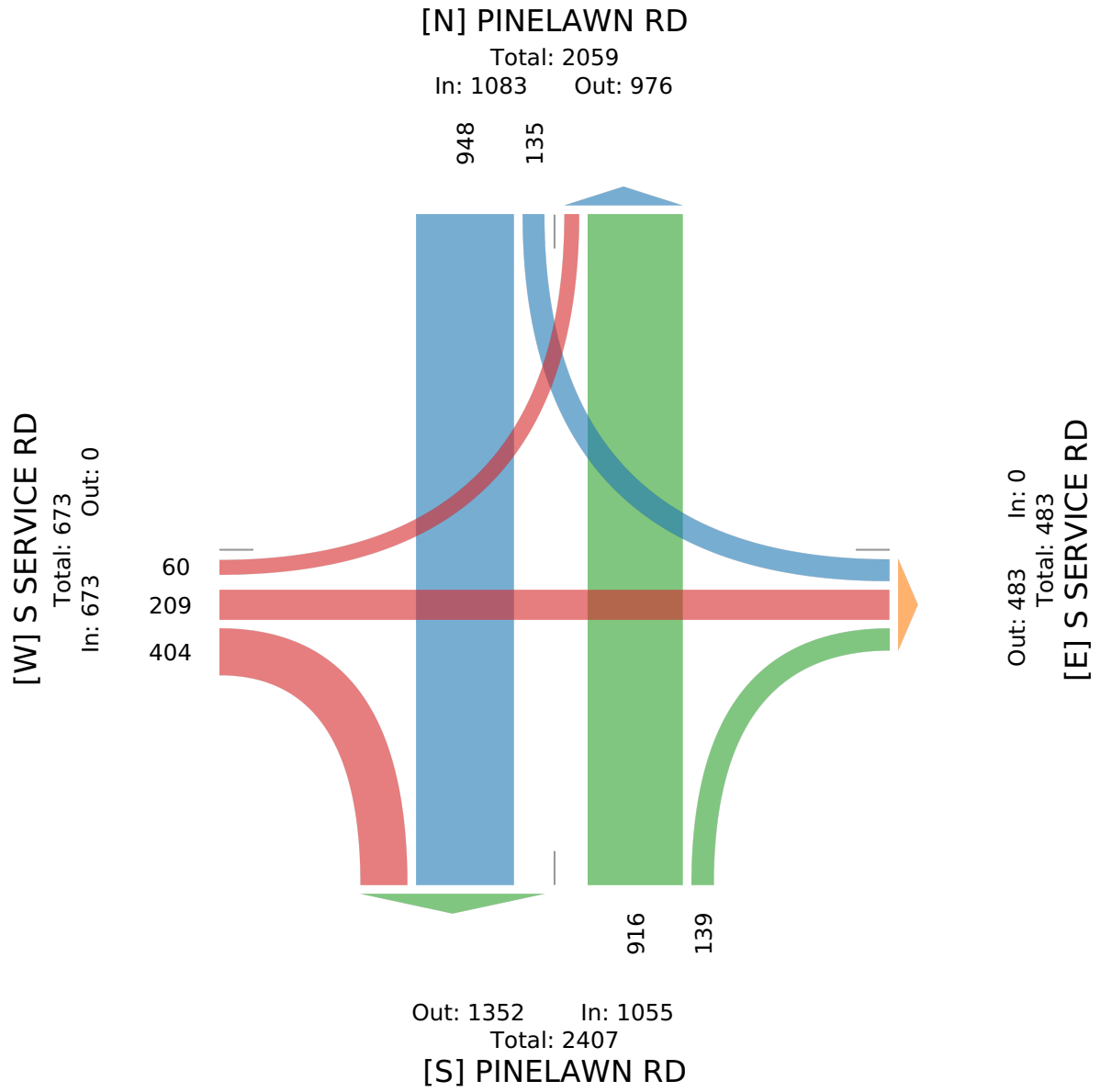
Leg	S SERVICE RD							S SERVICE RD						PINELAWN RD							PINELAWN RD						
Direction	Eastbound							Westbound						Northbound							Southbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-05-28 8:00AM	9	54	88	0	1	**152**	0	0	0	0	0	**0**	0	0	212	12	0	20	**244**	0	30	230	0	0	**260**	0	**656**
8:15AM	14	52	119	0	1	**186**	0	0	0	0	0	**0**	0	0	221	16	0	24	**261**	0	26	212	0	0	**238**	0	**685**
8:30AM	16	57	105	0	0	**178**	0	0	0	0	0	**0**	0	0	246	15	0	20	**281**	0	32	244	0	0	**276**	0	**735**
8:45AM	21	46	90	0	0	**157**	0	0	0	0	0	**0**	0	0	237	13	0	19	**269**	0	47	262	0	0	**309**	0	**735**
Total	60	209	402	0	2	**673**	0	0	0	0	0	**0**	0	0	916	56	0	83	**1055**	0	135	948	0	0	**1083**	0	**2811**
% Approach	8.9%	31.1%	59.7%	0%	0.3%	**-**	-	0%	0%	0%	0%	**-**	-	0%	86.8%	5.3%	0%	7.9%	**-**	-	12.5%	87.5%	0%	0%	**-**	-	-
% Total	2.1%	7.4%	14.3%	0%	0.1%	**23.9%**	-	0%	0%	0%	0%	**0%**	-	0%	32.6%	2.0%	0%	3.0%	**37.5%**	-	4.8%	33.7%	0%	0%	**38.5%**	-	-
PHF	0.714	0.917	0.845	-	0.500	**0.905**	-	-	-	-	-	**-**	-	-	0.931	0.875	-	0.865	**0.939**	-	0.718	0.905	-	-	**0.876**	-	0.956
Lights	59	186	348	0	1	**594**	-	0	0	0	0	**0**	-	0	845	36	0	59	**940**	-	128	882	0	0	**1010**	-	2544
% Lights	98.3%	89.0%	86.6%	0%	50.0%	**88.3%**	-	0%	0%	0%	0%	**-**	-	0%	92.2%	64.3%	0%	71.1%	**89.1%**	-	94.8%	93.0%	0%	0%	**93.3%**	-	90.5%
Articulated Trucks and Single-Unit Trucks	1	19	47	0	1	**68**	-	0	0	0	0	**0**	-	0	58	20	0	23	**101**	-	5	26	0	0	**31**	-	200
% Articulated Trucks and Single-Unit Trucks	1.7%	9.1%	11.7%	0%	50.0%	**10.1%**	-	0%	0%	0%	0%	**-**	-	0%	6.3%	35.7%	0%	27.7%	**9.6%**	-	3.7%	2.7%	0%	0%	**2.9%**	-	7.1%
Buses	0	4	7	0	0	**11**	-	0	0	0	0	**0**	-	0	13	0	0	1	**14**	-	2	40	0	0	**42**	-	67
% Buses	0%	1.9%	1.7%	0%	0%	**1.6%**	-	0%	0%	0%	0%	**-**	-	0%	1.4%	0%	0%	1.2%	**1.3%**	-	1.5%	4.2%	0%	0%	**3.9%**	-	2.4%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

8- Pinelawn Road at LIE South Service Road-W... - TMC

Wed May 28, 2025
AM Peak, Forced Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304735, Location: 40.781187, -73.407602

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



8- Pinelawn Road at LIE South Service Road-W... - TMC

Wed May 28, 2025
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304735, Location: 40.781187, -73.407602

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

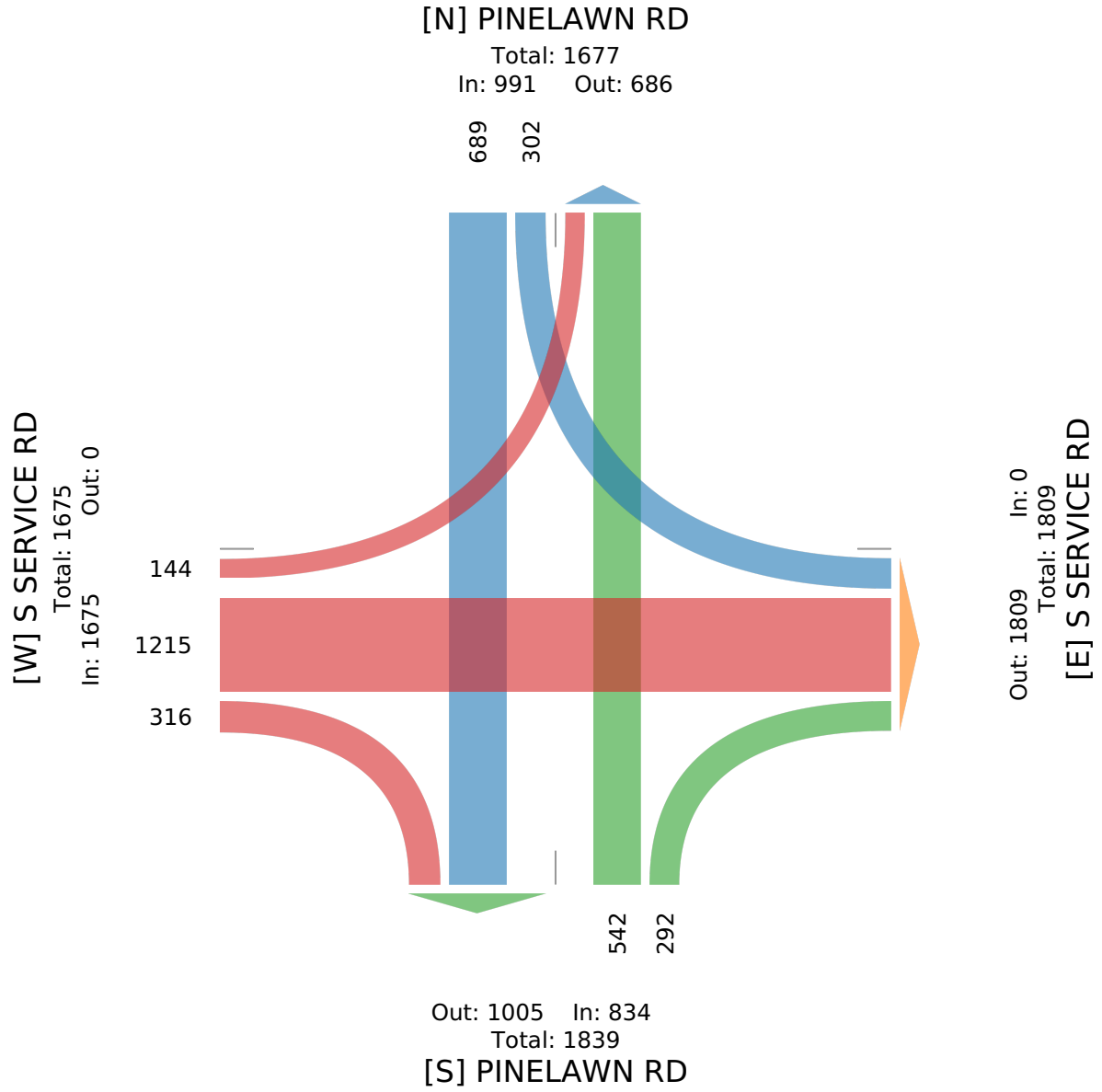
Leg	S SERVICE RD							S SERVICE RD						PINELAWN RD							PINELAWN RD						
Direction	Eastbound							Westbound						Northbound							Southbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-05-28 4:45PM	38	313	77	0	0	**428**	0	0	0	0	0	**0**	0	0	138	37	0	29	**204**	0	56	142	0	0	**198**	0	**830**
5:00PM	51	317	90	0	1	**459**	0	0	0	0	0	**0**	0	0	140	44	0	54	**238**	0	77	206	0	0	**283**	0	**980**
5:15PM	32	296	75	0	0	**403**	0	0	0	0	0	**0**	0	0	118	16	0	48	**182**	0	90	178	0	0	**268**	0	**853**
5:30PM	23	289	72	0	1	**385**	0	0	0	0	0	**0**	0	0	146	25	0	39	**210**	0	79	163	0	0	**242**	0	**837**
Total	144	1215	314	0	2	**1675**	0	0	0	0	0	**0**	0	0	542	122	0	170	**834**	0	302	689	0	0	**991**	0	**3500**
% Approach	8.6%	72.5%	18.7%	0%	0.1%	**-**	-	0%	0%	0%	0%	**-**	-	0%	65.0%	14.6%	0%	20.4%	**-**	-	30.5%	69.5%	0%	0%	**-**	-	-
% Total	4.1%	34.7%	9.0%	0%	0.1%	**47.9%**	-	0%	0%	0%	0%	**0%**	-	0%	15.5%	3.5%	0%	4.9%	**23.8%**	-	8.6%	19.7%	0%	0%	**28.3%**	-	-
PHF	0.706	0.958	0.872	-	0.500	**0.912**	-	-	-	-	-	**-**	-	-	0.928	0.693	-	0.787	**0.876**	-	0.839	0.836	-	-	**0.875**	-	0.893
Lights	141	1177	288	0	1	**1607**	-	0	0	0	0	**0**	-	0	520	113	0	163	**796**	-	297	658	0	0	**955**	-	3358
% Lights	97.9%	96.9%	91.7%	0%	50.0%	**95.9%**	-	0%	0%	0%	0%	**-**	-	0%	95.9%	92.6%	0%	95.9%	**95.4%**	-	98.3%	95.5%	0%	0%	**96.4%**	-	95.9%
Articulated Trucks and Single-Unit Trucks	2	37	26	0	1	**66**	-	0	0	0	0	**0**	-	0	21	7	0	5	**33**	-	5	27	0	0	**32**	-	131
% Articulated Trucks and Single-Unit Trucks	1.4%	3.0%	8.3%	0%	50.0%	**3.9%**	-	0%	0%	0%	0%	**-**	-	0%	3.9%	5.7%	0%	2.9%	**4.0%**	-	1.7%	3.9%	0%	0%	**3.2%**	-	3.7%
Buses	1	1	0	0	0	**2**	-	0	0	0	0	**0**	-	0	1	2	0	2	**5**	-	0	4	0	0	**4**	-	11
% Buses	0.7%	0.1%	0%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**-**	-	0%	0.2%	1.6%	0%	1.2%	**0.6%**	-	0%	0.6%	0%	0%	**0.4%**	-	0.3%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

8- Pinelawn Road at LIE South Service Road-W... - TMC

Wed May 28, 2025
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304735, Location: 40.781187, -73.407602

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



8- Pinelawn Road at LIE South Service Road-S... - TMC

Sat May 31, 2025
Full Length (11 AM-1:45 PM, 1:45 PM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304736, Location: 40.781187, -73.407602

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

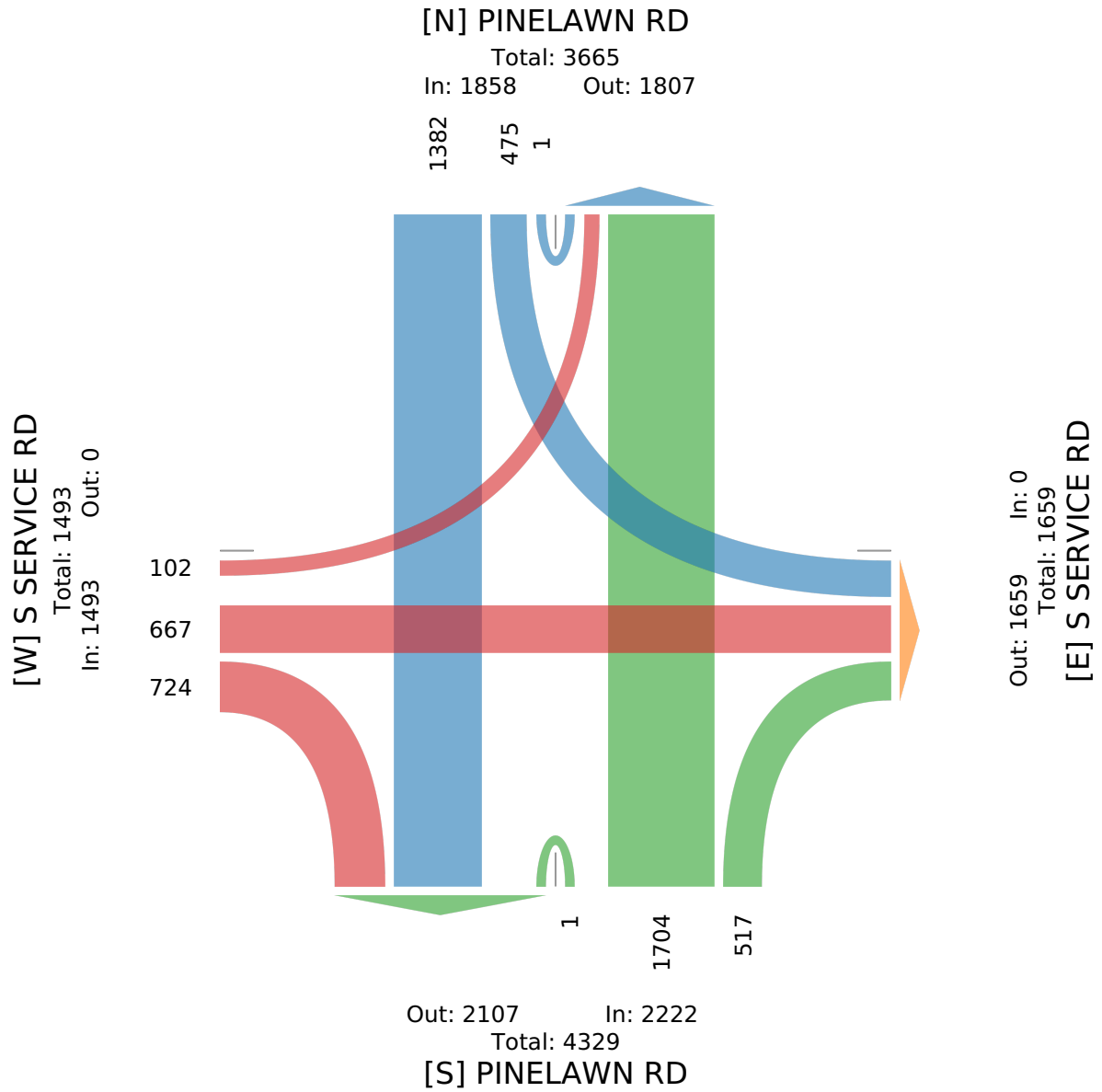
Leg	S SERVICE RD							S SERVICE RD						PINELAWN RD							PINELAWN RD						
Direction	Eastbound							Westbound						Northbound							Southbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-05-31 11:00AM	10	46	51	0	2	**109**	0	0	0	0	0	**0**	0	0	103	18	0	25	**146**	0	33	99	0	0	**132**	0	**387**
11:15AM	9	41	54	0	0	**104**	0	0	0	0	0	**0**	0	0	137	21	0	17	**175**	0	34	123	0	1	**158**	0	**437**
11:30AM	9	61	67	0	1	**138**	0	0	0	0	0	**0**	0	0	134	20	0	12	**166**	0	38	119	0	0	**157**	0	**461**
11:45AM	12	69	60	0	1	**142**	0	0	0	0	0	**0**	0	0	141	25	0	24	**190**	0	42	123	0	0	**165**	0	**497**
Hourly Total	40	217	232	0	4	**493**	0	0	0	0	0	**0**	0	0	515	84	0	78	**677**	0	147	464	0	1	**612**	0	**1782**
12:00PM	5	51	55	0	0	**111**	0	0	0	0	0	**0**	0	0	136	19	0	27	**182**	0	36	111	0	0	**147**	0	**440**
12:15PM	4	53	60	0	0	**117**	0	0	0	0	0	**0**	0	0	144	19	0	25	**188**	0	42	108	0	0	**150**	0	**455**
12:30PM	8	59	45	0	3	**115**	0	0	0	0	0	**0**	0	0	160	9	0	37	**206**	0	54	115	0	0	**169**	0	**490**
12:45PM	9	41	50	0	0	**100**	0	0	0	0	0	**0**	0	0	165	13	0	31	**209**	0	34	126	0	0	**160**	0	**469**
Hourly Total	26	204	210	0	3	**443**	0	0	0	0	0	**0**	0	0	605	60	0	120	**785**	0	166	460	0	0	**626**	0	**1854**
1:00PM	9	55	68	0	0	**132**	0	0	0	0	0	**0**	0	0	168	20	0	29	**217**	0	38	101	0	0	**139**	0	**488**
1:15PM	7	55	84	0	0	**146**	0	0	0	0	0	**0**	0	0	149	15	1	26	**191**	0	41	88	0	0	**129**	0	**466**
1:30PM	13	75	64	0	1	**153**	0	0	0	0	0	**0**	0	0	139	27	0	22	**188**	0	35	126	0	0	**161**	0	**502**
1:45PM	7	61	57	0	1	**126**	0	0	0	0	0	**0**	0	0	128	17	0	19	**164**	0	48	143	0	0	**191**	0	**481**
Hourly Total	36	246	273	0	2	**557**	0	0	0	0	0	**0**	0	0	584	79	1	96	**760**	0	162	458	0	0	**620**	0	**1937**
Total	102	667	715	0	9	**1493**	0	0	0	0	0	**0**	0	0	1704	223	1	294	**2222**	0	475	1382	0	1	**1858**	0	**5573**
% Approach	6.8%	44.7%	47.9%	0%	0.6%	**-**	-	0%	0%	0%	0%	**-**	-	0%	76.7%	10.0%	0%	13.2%	**-**	-	25.6%	74.4%	0%	0.1%	**-**	-	-
% Total	1.8%	12.0%	12.8%	0%	0.2%	**26.8%**	-	0%	0%	0%	0%	**0%**	-	0%	30.6%	4.0%	0%	5.3%	**39.9%**	-	8.5%	24.8%	0%	0%	**33.3%**	-	-
Lights	100	634	670	0	8	**1412**	-	0	0	0	0	**0**	-	0	1665	214	1	283	**2163**	-	464	1319	0	1	**1784**	-	5359
% Lights	98.0%	95.1%	93.7%	0%	88.9%	**94.6%**	-	0%	0%	0%	0%	**-**	-	0%	97.7%	96.0%	100%	96.3%	**97.3%**	-	97.7%	95.4%	0%	100%	**96.0%**	-	96.2%
Articulated Trucks and Single-Unit Trucks	2	32	45	0	1	**80**	-	0	0	0	0	**0**	-	0	36	9	0	11	**56**	-	10	62	0	0	**72**	-	208
% Articulated Trucks and Single-Unit Trucks	2.0%	4.8%	6.3%	0%	11.1%	**5.4%**	-	0%	0%	0%	0%	**-**	-	0%	2.1%	4.0%	0%	3.7%	**2.5%**	-	2.1%	4.5%	0%	0%	**3.9%**	-	3.7%
Buses	0	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	3	0	0	0	**3**	-	1	1	0	0	**2**	-	6
% Buses	0%	0.1%	0%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**-**	-	0%	0.2%	0%	0%	0%	**0.1%**	-	0.2%	0.1%	0%	0%	**0.1%**	-	0.1%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

8- Pinelawn Road at LIE South Service Road-S... - TMC

Sat May 31, 2025
Full Length (11 AM-1:45 PM, 1:45 PM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304736, Location: 40.781187, -73.407602

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



8- Pinelawn Road at LIE South Service Road-S... - TMC

Sat May 31, 2025
Midday Peak (WKND), PM Peak (WKND), Forced Peak (1 PM - 2 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304736, Location: 40.781187, -73.407602

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

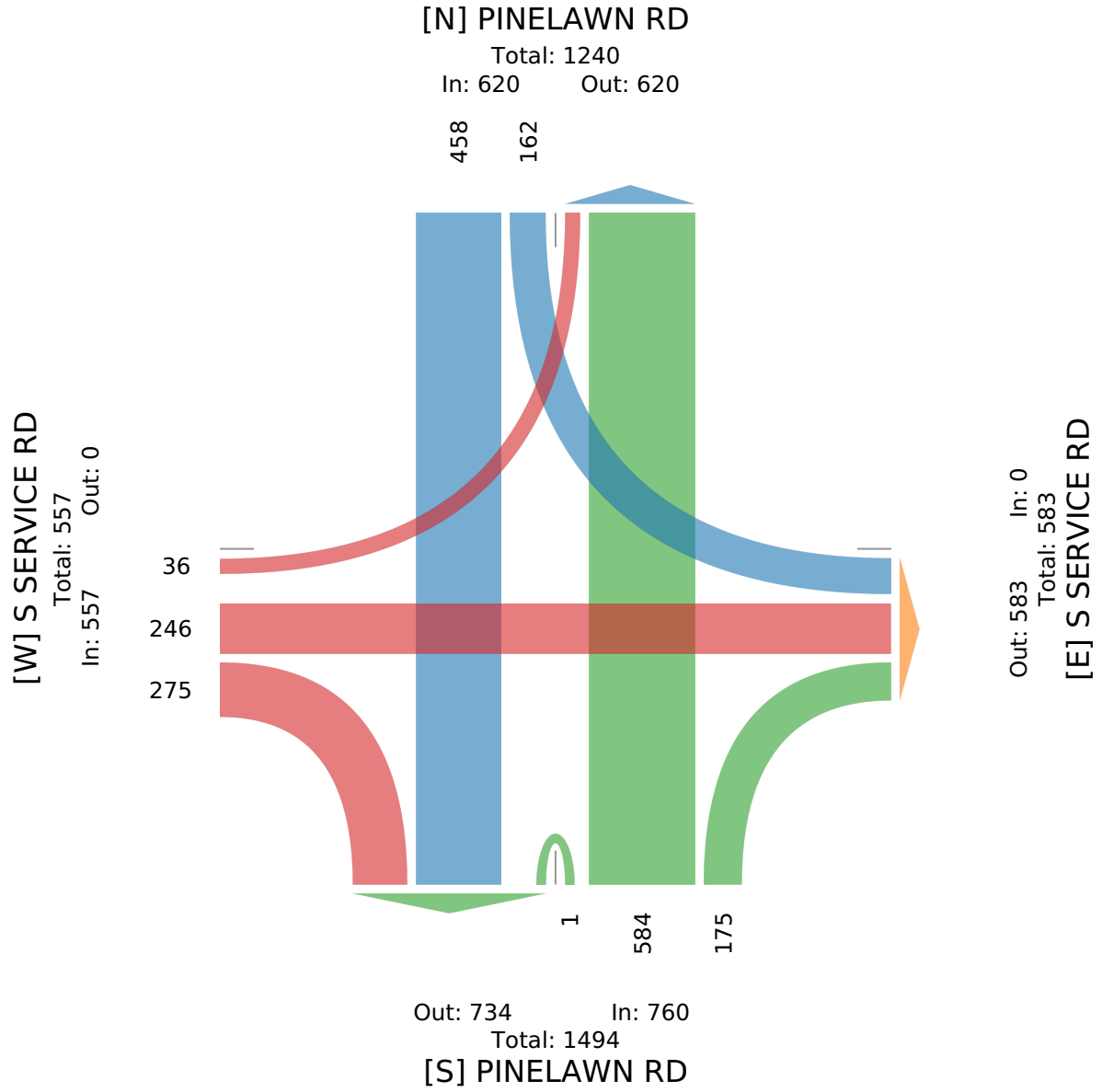
Leg	S SERVICE RD							S SERVICE RD						PINELAWN RD							PINELAWN RD						
Direction	Eastbound							Westbound						Northbound							Southbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2025-05-31 1:00PM	9	55	68	0	0	**132**	0	0	0	0	0	**0**	0	0	168	20	0	29	**217**	0	38	101	0	0	**139**	0	**488**
1:15PM	7	55	84	0	0	**146**	0	0	0	0	0	**0**	0	0	149	15	1	26	**191**	0	41	88	0	0	**129**	0	**466**
1:30PM	13	75	64	0	1	**153**	0	0	0	0	0	**0**	0	0	139	27	0	22	**188**	0	35	126	0	0	**161**	0	**502**
1:45PM	7	61	57	0	1	**126**	0	0	0	0	0	**0**	0	0	128	17	0	19	**164**	0	48	143	0	0	**191**	0	**481**
Total	36	246	273	0	2	**557**	0	0	0	0	0	**0**	0	0	584	79	1	96	**760**	0	162	458	0	0	**620**	0	**1937**
% Approach	6.5%	44.2%	49.0%	0%	0.4%	**-**	-	0%	0%	0%	0%	**-**	-	0%	76.8%	10.4%	0.1%	12.6%	**-**	-	26.1%	73.9%	0%	0%	**-**	-	-
% Total	1.9%	12.7%	14.1%	0%	0.1%	**28.8%**	-	0%	0%	0%	0%	**0%**	-	0%	30.1%	4.1%	0.1%	5.0%	**39.2%**	-	8.4%	23.6%	0%	0%	**32.0%**	-	-
PHF	0.692	0.820	0.813	-	0.500	**0.910**	-	-	-	-	-	**-**	-	-	0.869	0.731	0.250	0.828	**0.876**	-	0.844	0.801	-	-	**0.812**	-	0.965
Lights	35	237	259	0	2	**533**	-	0	0	0	0	**0**	-	0	572	79	1	95	**747**	-	160	444	0	0	**604**	-	1884
% Lights	97.2%	96.3%	94.9%	0%	100%	**95.7%**	-	0%	0%	0%	0%	**-**	-	0%	97.9%	100%	100%	99.0%	**98.3%**	-	98.8%	96.9%	0%	0%	**97.4%**	-	97.3%
Articulated Trucks and Single-Unit Trucks	1	9	14	0	0	**24**	-	0	0	0	0	**0**	-	0	11	0	0	1	**12**	-	1	14	0	0	**15**	-	51
% Articulated Trucks and Single-Unit Trucks	2.8%	3.7%	5.1%	0%	0%	**4.3%**	-	0%	0%	0%	0%	**-**	-	0%	1.9%	0%	0%	1.0%	**1.6%**	-	0.6%	3.1%	0%	0%	**2.4%**	-	2.6%
Buses	0	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	0	**1**	-	1	0	0	0	**1**	-	2
% Buses	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0.2%	0%	0%	0%	**0.1%**	-	0.6%	0%	0%	0%	**0.2%**	-	0.1%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

8- Pinelawn Road at LIE South Service Road-S... - TMC

Sat May 31, 2025
Midday Peak (WKND), PM Peak (WKND), Forced Peak (1 PM - 2 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304736, Location: 40.781187, -73.407602

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



9- Pinelawn Road at Corporate Center Drive-W... - TMC

Wed May 28, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304737, Location: 40.775629, -73.404857

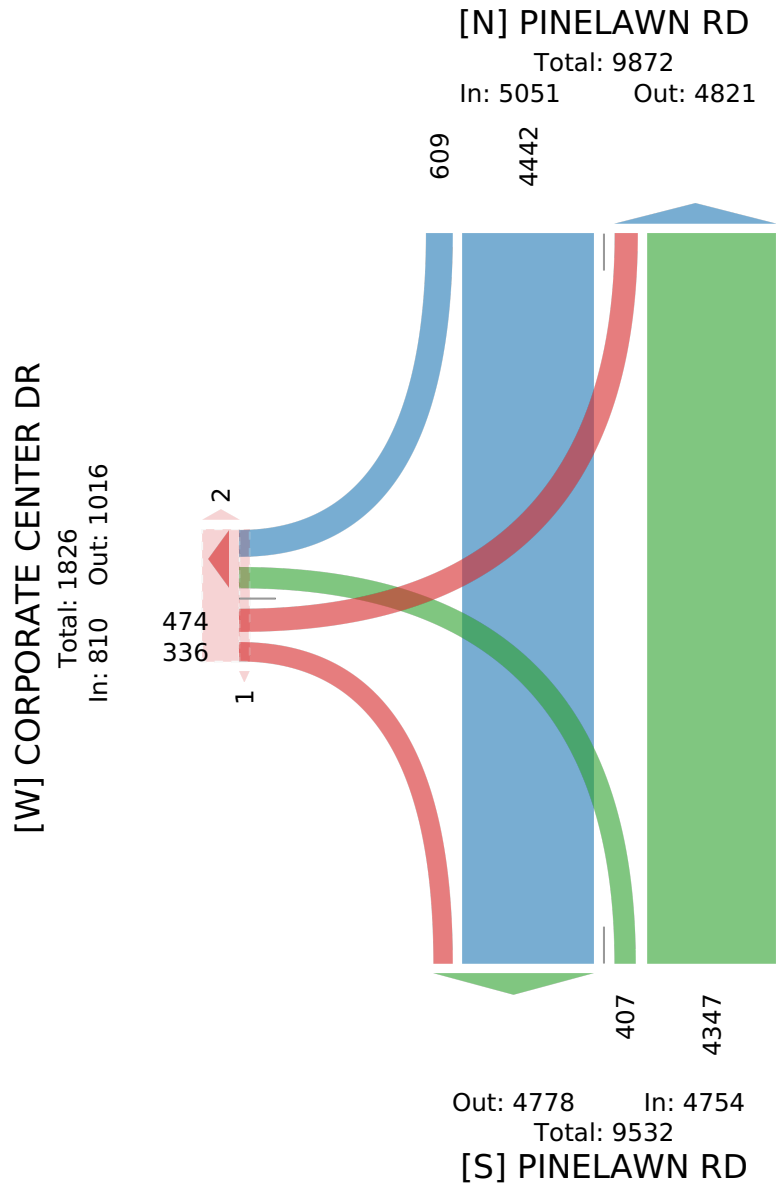
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	CORPORATE CENTER DR						PINELAWN RD					PINELAWN RD						
Direction	Eastbound						Northbound					Southbound						
Time	L	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	**Int**
2025-05-28 7:00AM	1	1	0	7	**9**	0	27	247	0	**274**	0	215	46	0	0	**261**	0	**544**
7:15AM	2	4	0	7	**13**	0	36	266	0	**302**	0	243	47	0	3	**293**	0	**608**
7:30AM	7	3	0	2	**12**	0	33	303	0	**336**	0	321	58	0	5	**384**	0	**732**
7:45AM	6	4	0	3	**13**	0	38	256	0	**294**	0	318	74	0	2	**394**	0	**701**
Hourly Total	16	12	0	19	**47**	0	134	1072	0	**1206**	0	1097	225	0	10	**1332**	0	**2585**
8:00AM	7	3	0	3	**13**	0	52	285	0	**337**	0	294	62	0	1	**357**	0	**707**
8:15AM	3	4	0	4	**11**	1	51	296	0	**347**	0	316	63	0	2	**381**	0	**739**
8:30AM	4	3	0	0	**7**	0	48	309	0	**357**	0	311	73	0	4	**388**	0	**752**
8:45AM	5	9	0	2	**16**	0	59	265	0	**324**	0	324	107	0	2	**433**	0	**773**
Hourly Total	19	19	0	9	**47**	1	210	1155	0	**1365**	0	1245	305	0	9	**1559**	0	**2971**
4:00PM	53	17	0	20	**90**	2	12	274	0	**286**	0	250	9	0	0	**259**	0	**635**
4:15PM	34	10	0	12	**56**	0	5	210	0	**215**	0	311	8	0	1	**320**	0	**591**
4:30PM	46	8	0	22	**76**	0	11	290	0	**301**	0	247	2	0	1	**250**	0	**627**
4:45PM	54	13	0	17	**84**	0	9	259	0	**268**	0	246	6	0	0	**252**	0	**604**
Hourly Total	187	48	0	71	**306**	2	37	1033	0	**1070**	0	1054	25	0	2	**1081**	0	**2457**
5:00PM	97	48	0	22	**167**	0	13	302	0	**315**	0	299	12	0	0	**311**	0	**793**
5:15PM	74	13	0	17	**104**	0	2	302	0	**304**	0	268	6	0	1	**275**	0	**683**
5:30PM	42	14	0	15	**71**	0	6	298	0	**304**	0	244	10	0	0	**254**	0	**629**
5:45PM	39	7	0	22	**68**	0	5	185	0	**190**	0	235	4	0	0	**239**	0	**497**
Hourly Total	252	82	0	76	**410**	0	26	1087	0	**1113**	0	1046	32	0	1	**1079**	0	**2602**
Total	474	161	0	175	**810**	3	407	4347	0	**4754**	0	4442	587	0	22	**5051**	0	**10615**
% Approach	58.5%	19.9%	0%	21.6%	**-**	-	8.6%	91.4%	0%	**-**	-	87.9%	11.6%	0%	0.4%	**-**	-	-
% Total	4.5%	1.5%	0%	1.6%	**7.6%**	-	3.8%	41.0%	0%	**44.8%**	-	41.8%	5.5%	0%	0.2%	**47.6%**	-	-
Lights	463	155	0	169	**787**	-	400	4054	0	**4454**	-	4107	560	0	22	**4689**	-	9930
% Lights	97.7%	96.3%	0%	96.6%	**97.2%**	-	98.3%	93.3%	0%	**93.7%**	-	92.5%	95.4%	0%	100%	**92.8%**	-	93.5%
Articulated Trucks and Single-Unit Trucks	6	3	0	4	**13**	-	3	243	0	**246**	-	239	26	0	0	**265**	-	524
% Articulated Trucks and Single-Unit Trucks	1.3%	1.9%	0%	2.3%	**1.6%**	-	0.7%	5.6%	0%	**5.2%**	-	5.4%	4.4%	0%	0%	**5.2%**	-	4.9%
Buses	5	3	0	2	**10**	-	4	50	0	**54**	-	96	1	0	0	**97**	-	161
% Buses	1.1%	1.9%	0%	1.1%	**1.2%**	-	1.0%	1.2%	0%	**1.1%**	-	2.2%	0.2%	0%	0%	**1.9%**	-	1.5%
Pedestrians	-	-	-	-	-	3	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

9- Pinelawn Road at Corporate Center Drive-W... - TMC
Wed May 28, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304737, Location: 40.775629, -73.404857

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



9- Pinelawn Road at Corporate Center Drive-W... - TMC

Wed May 28, 2025
AM Peak, Forced Peak (8 AM - 9 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304737, Location: 40.775629, -73.404857

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

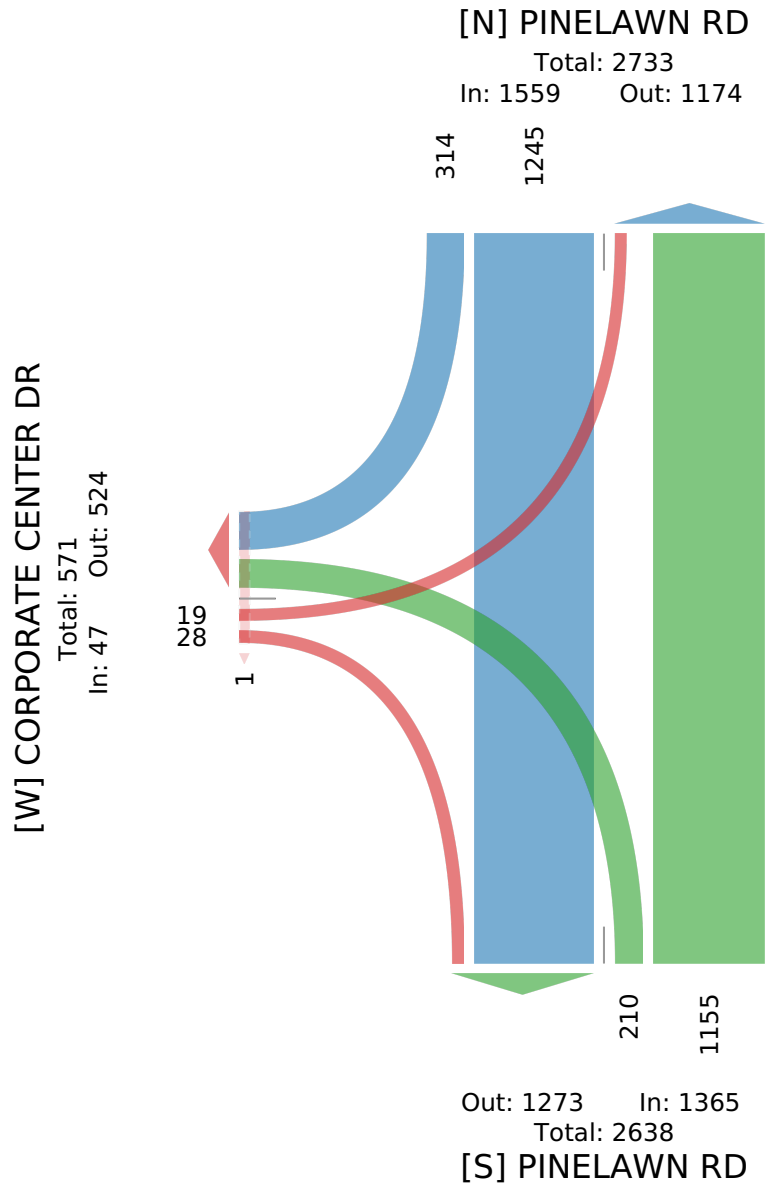
Leg	CORPORATE CENTER DR						PINELAWN RD					PINELAWN RD						
Direction	Eastbound						Northbound					Southbound						
Time	L	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	**Int**
2025-05-28 8:00AM	7	3	0	3	**13**	0	52	285	0	**337**	0	294	62	0	1	**357**	0	**707**
8:15AM	3	4	0	4	**11**	1	51	296	0	**347**	0	316	63	0	2	**381**	0	**739**
8:30AM	4	3	0	0	**7**	0	48	309	0	**357**	0	311	73	0	4	**388**	0	**752**
8:45AM	5	9	0	2	**16**	0	59	265	0	**324**	0	324	107	0	2	**433**	0	**773**
Total	19	19	0	9	**47**	1	210	1155	0	**1365**	0	1245	305	0	9	**1559**	0	**2971**
% Approach	40.4%	40.4%	0%	19.1%	**-**	-	15.4%	84.6%	0%	**-**	-	79.9%	19.6%	0%	0.6%	**-**	-	-
% Total	0.6%	0.6%	0%	0.3%	**1.6%**	-	7.1%	38.9%	0%	**45.9%**	-	41.9%	10.3%	0%	0.3%	**52.5%**	-	-
PHF	0.679	0.528	-	0.563	**0.734**	-	0.890	0.934	-	**0.956**	-	0.961	0.713	-	0.563	**0.900**	-	0.961
Lights	17	17	0	8	**42**	-	209	1035	0	**1244**	-	1118	300	0	9	**1427**	-	2713
% Lights	89.5%	89.5%	0%	88.9%	**89.4%**	-	99.5%	89.6%	0%	**91.1%**	-	89.8%	98.4%	0%	100%	**91.5%**	-	91.3%
Articulated Trucks and Single-Unit Trucks	1	2	0	1	**4**	-	1	98	0	**99**	-	68	5	0	0	**73**	-	176
% Articulated Trucks and Single-Unit Trucks	5.3%	10.5%	0%	11.1%	**8.5%**	-	0.5%	8.5%	0%	**7.3%**	-	5.5%	1.6%	0%	0%	**4.7%**	-	5.9%
Buses	1	0	0	0	**1**	-	0	22	0	**22**	-	59	0	0	0	**59**	-	82
% Buses	5.3%	0%	0%	0%	**2.1%**	-	0%	1.9%	0%	**1.6%**	-	4.7%	0%	0%	0%	**3.8%**	-	2.8%
Pedestrians	-	-	-	-	-	1	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

9- Pinelawn Road at Corporate Center Drive-W... - TMC

Wed May 28, 2025
AM Peak, Forced Peak (8 AM - 9 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304737, Location: 40.775629, -73.404857

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



9- Pinelawn Road at Corporate Center Drive-W... - TMC

Wed May 28, 2025
PM Peak, Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304737, Location: 40.775629, -73.404857

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

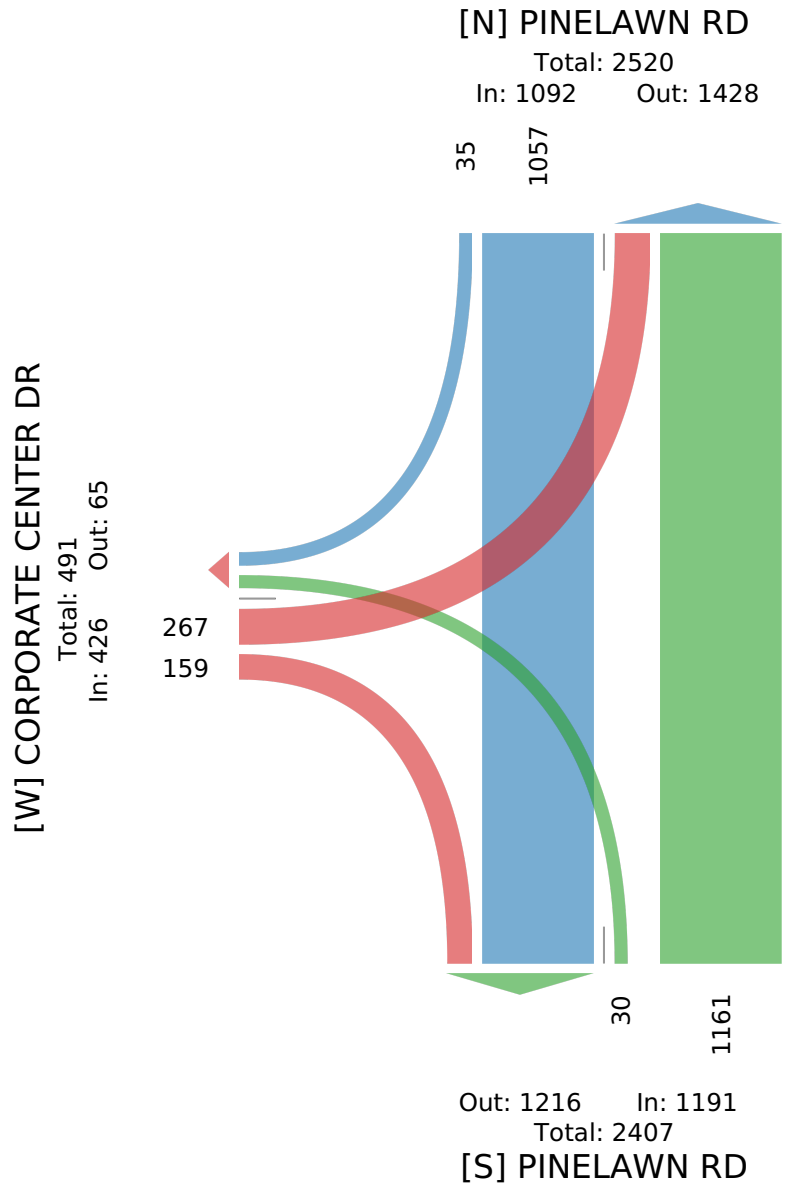
Leg	CORPORATE CENTER DR						PINELAWN RD					PINELAWN RD						
Direction	Eastbound						Northbound					Southbound						
Time	L	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	**Int**
2025-05-28 4:45PM	54	13	0	17	**84**	0	9	259	0	**268**	0	246	6	0	0	**252**	0	**604**
5:00PM	97	48	0	22	**167**	0	13	302	0	**315**	0	299	12	0	0	**311**	0	**793**
5:15PM	74	13	0	17	**104**	0	2	302	0	**304**	0	268	6	0	1	**275**	0	**683**
5:30PM	42	14	0	15	**71**	0	6	298	0	**304**	0	244	10	0	0	**254**	0	**629**
Total	267	88	0	71	**426**	0	30	1161	0	**1191**	0	1057	34	0	1	**1092**	0	**2709**
% Approach	62.7%	20.7%	0%	16.7%	**-**	-	2.5%	97.5%	0%	**-**	-	96.8%	3.1%	0%	0.1%	**-**	-	-
% Total	9.9%	3.2%	0%	2.6%	**15.7%**	-	1.1%	42.9%	0%	**44.0%**	-	39.0%	1.3%	0%	0%	**40.3%**	-	-
PHF	0.688	0.458	-	0.807	**0.638**	-	0.577	0.961	-	**0.945**	-	0.884	0.708	-	0.250	**0.878**	-	0.854
Lights	260	87	0	69	**416**	-	26	1132	0	**1158**	-	998	28	0	1	**1027**	-	2601
% Lights	97.4%	98.9%	0%	97.2%	**97.7%**	-	86.7%	97.5%	0%	**97.2%**	-	94.4%	82.4%	0%	100%	**94.0%**	-	96.0%
Articulated Trucks and Single-Unit Trucks	3	0	0	0	**3**	-	1	29	0	**30**	-	55	6	0	0	**61**	-	94
% Articulated Trucks and Single-Unit Trucks	1.1%	0%	0%	0%	**0.7%**	-	3.3%	2.5%	0%	**2.5%**	-	5.2%	17.6%	0%	0%	**5.6%**	-	3.5%
Buses	4	1	0	2	**7**	-	3	0	0	**3**	-	4	0	0	0	**4**	-	14
% Buses	1.5%	1.1%	0%	2.8%	**1.6%**	-	10.0%	0%	0%	**0.3%**	-	0.4%	0%	0%	0%	**0.4%**	-	0.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

9- Pinelawn Road at Corporate Center Drive-W... - TMC

Wed May 28, 2025
PM Peak, Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304737, Location: 40.775629, -73.404857

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



9- Pinelawn Road at Corporate Center Drive-S... - TMC

Sat May 31, 2025
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304739, Location: 40.775632, -73.404887

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

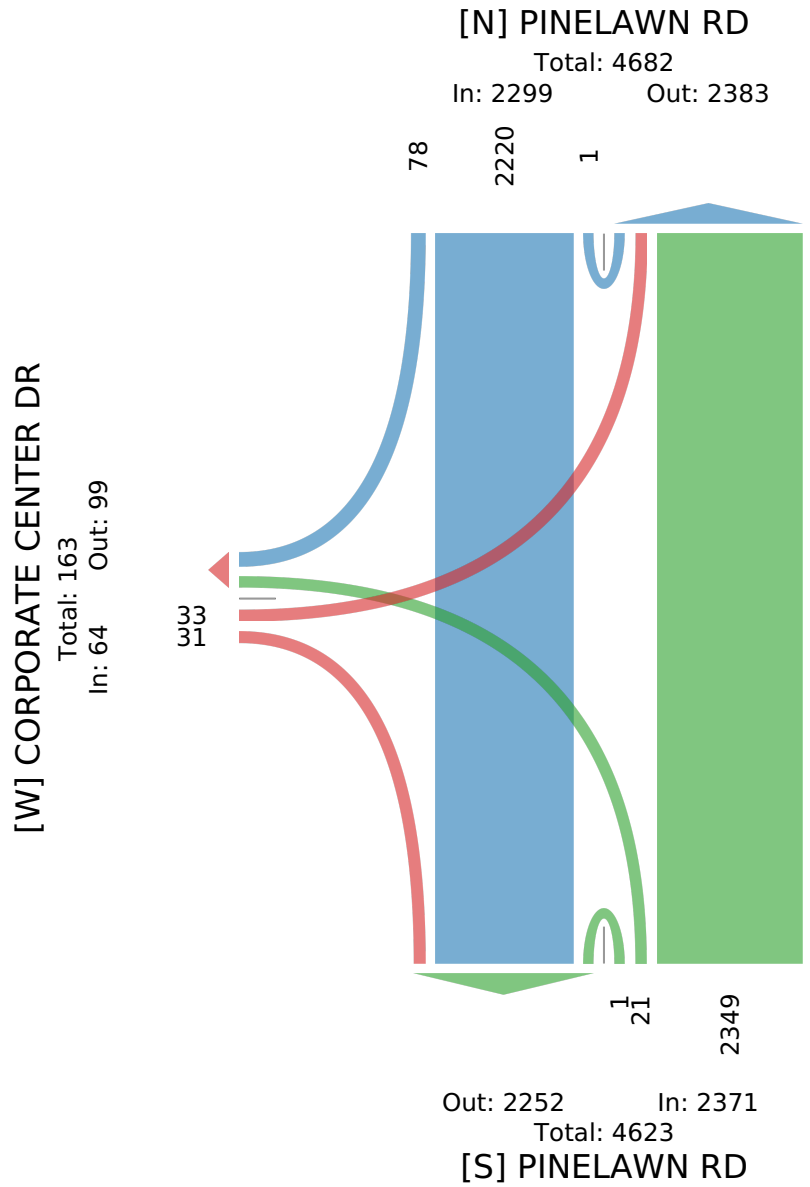
Leg	CORPORATE CENTER DR						PINELAWN RD					PINELAWN RD						
Direction	Eastbound						Northbound					Southbound						
Time	L	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	**Int**
2025-05-31 11:00AM	6	1	0	2	**9**	0	1	170	0	**171**	0	166	5	0	0	**171**	0	**351**
11:15AM	2	0	0	4	**6**	0	4	161	0	**165**	0	183	7	0	0	**190**	0	**361**
11:30AM	6	1	0	2	**9**	0	1	182	0	**183**	0	196	12	0	0	**208**	0	**400**
11:45AM	2	0	0	2	**4**	0	4	206	0	**210**	0	192	11	0	0	**203**	0	**417**
Hourly Total	16	2	0	10	**28**	0	10	719	0	**729**	0	737	35	0	0	**772**	0	**1529**
12:00PM	2	0	0	1	**3**	0	0	208	0	**208**	0	175	5	0	0	**180**	0	**391**
12:15PM	1	0	0	1	**2**	0	1	184	0	**185**	0	173	3	0	0	**176**	0	**363**
12:30PM	2	0	0	2	**4**	0	2	229	1	**232**	0	166	8	0	0	**174**	0	**410**
12:45PM	4	0	0	3	**7**	0	2	214	0	**216**	0	192	6	1	1	**200**	0	**423**
Hourly Total	9	0	0	7	**16**	0	5	835	1	**841**	0	706	22	1	1	**730**	0	**1587**
1:00PM	2	1	0	2	**5**	0	0	227	0	**227**	0	183	3	0	0	**186**	0	**418**
1:15PM	1	1	0	2	**4**	0	4	198	0	**202**	0	178	4	0	0	**182**	0	**388**
1:30PM	4	0	0	3	**7**	0	1	191	0	**192**	0	201	2	0	0	**203**	0	**402**
1:45PM	1	0	0	3	**4**	0	1	179	0	**180**	0	215	10	0	1	**226**	0	**410**
Hourly Total	8	2	0	10	**20**	0	6	795	0	**801**	0	777	19	0	1	**797**	0	**1618**
Total	33	4	0	27	**64**	0	21	2349	1	**2371**	0	2220	76	1	2	**2299**	0	**4734**
% Approach	51.6%	6.3%	0%	42.2%	**-**	-	0.9%	99.1%	0%	**-**	-	96.6%	3.3%	0%	0.1%	**-**	-	-
% Total	0.7%	0.1%	0%	0.6%	**1.4%**	-	0.4%	49.6%	0%	**50.1%**	-	46.9%	1.6%	0%	0%	**48.6%**	-	-
Lights	33	3	0	25	**61**	-	20	2284	1	**2305**	-	2124	63	1	2	**2190**	-	4556
% Lights	100%	75.0%	0%	92.6%	**95.3%**	-	95.2%	97.2%	100%	**97.2%**	-	95.7%	82.9%	100%	100%	**95.3%**	-	96.2%
Articulated Trucks and Single-Unit Trucks	0	1	0	2	**3**	-	1	62	0	**63**	-	95	13	0	0	**108**	-	174
% Articulated Trucks and Single-Unit Trucks	0%	25.0%	0%	7.4%	**4.7%**	-	4.8%	2.6%	0%	**2.7%**	-	4.3%	17.1%	0%	0%	**4.7%**	-	3.7%
Buses	0	0	0	0	**0**	-	0	3	0	**3**	-	1	0	0	0	**1**	-	4
% Buses	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

9- Pinelawn Road at Corporate Center Drive-S... - TMC

Sat May 31, 2025
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304739, Location: 40.775632, -73.404887

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



9- Pinelawn Road at Corporate Center Drive-S... - TMC

Sat May 31, 2025
PM Peak (WKND), Forced Peak (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304739, Location: 40.775632, -73.404887

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

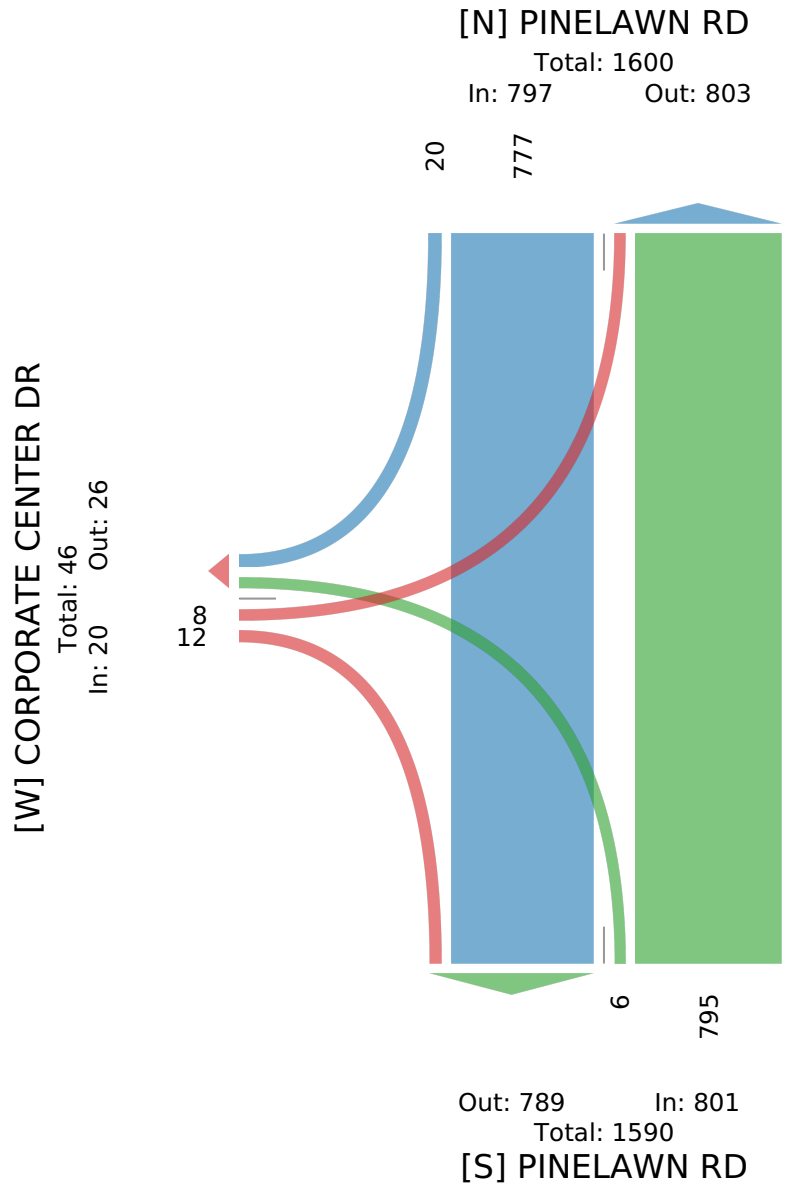
Leg	CORPORATE CENTER DR						PINELAWN RD					PINELAWN RD						
Direction	Eastbound						Northbound					Southbound						
Time	L	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	**Int**
2025-05-31 1:00PM	2	1	0	2	**5**	0	0	227	0	**227**	0	183	3	0	0	**186**	0	**418**
1:15PM	1	1	0	2	**4**	0	4	198	0	**202**	0	178	4	0	0	**182**	0	**388**
1:30PM	4	0	0	3	**7**	0	1	191	0	**192**	0	201	2	0	0	**203**	0	**402**
1:45PM	1	0	0	3	**4**	0	1	179	0	**180**	0	215	10	0	1	**226**	0	**410**
Total	8	2	0	10	**20**	0	6	795	0	**801**	0	777	19	0	1	**797**	0	**1618**
% Approach	40.0%	10.0%	0%	50.0%	**-**	-	0.7%	99.3%	0%	**-**	-	97.5%	2.4%	0%	0.1%	**-**	-	-
% Total	0.5%	0.1%	0%	0.6%	**1.2%**	-	0.4%	49.1%	0%	**49.5%**	-	48.0%	1.2%	0%	0.1%	**49.3%**	-	-
PHF	0.500	0.500	-	0.833	**0.714**	-	0.375	0.876	-	**0.882**	-	0.903	0.475	-	0.250	**0.882**	-	0.968
Lights	8	2	0	10	**20**	-	6	781	0	**787**	-	750	17	0	1	**768**	-	1575
% Lights	100%	100%	0%	100%	**100%**	-	100%	98.2%	0%	**98.3%**	-	96.5%	89.5%	0%	100%	**96.4%**	-	97.3%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	13	0	**13**	-	27	2	0	0	**29**	-	42
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	1.6%	0%	**1.6%**	-	3.5%	10.5%	0%	0%	**3.6%**	-	2.6%
Buses	0	0	0	0	**0**	-	0	1	0	**1**	-	0	0	0	0	**0**	-	1
% Buses	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

9- Pinelawn Road at Corporate Center Drive-S... - TMC

Sat May 31, 2025
PM Peak (WKND), Forced Peak (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1304739, Location: 40.775632, -73.404887

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



2-Pinelawn Road at Colonial Springs Road/Rul... - TMC

Tue Sep 9, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1333337, Location: 40.766789, -73.40482

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

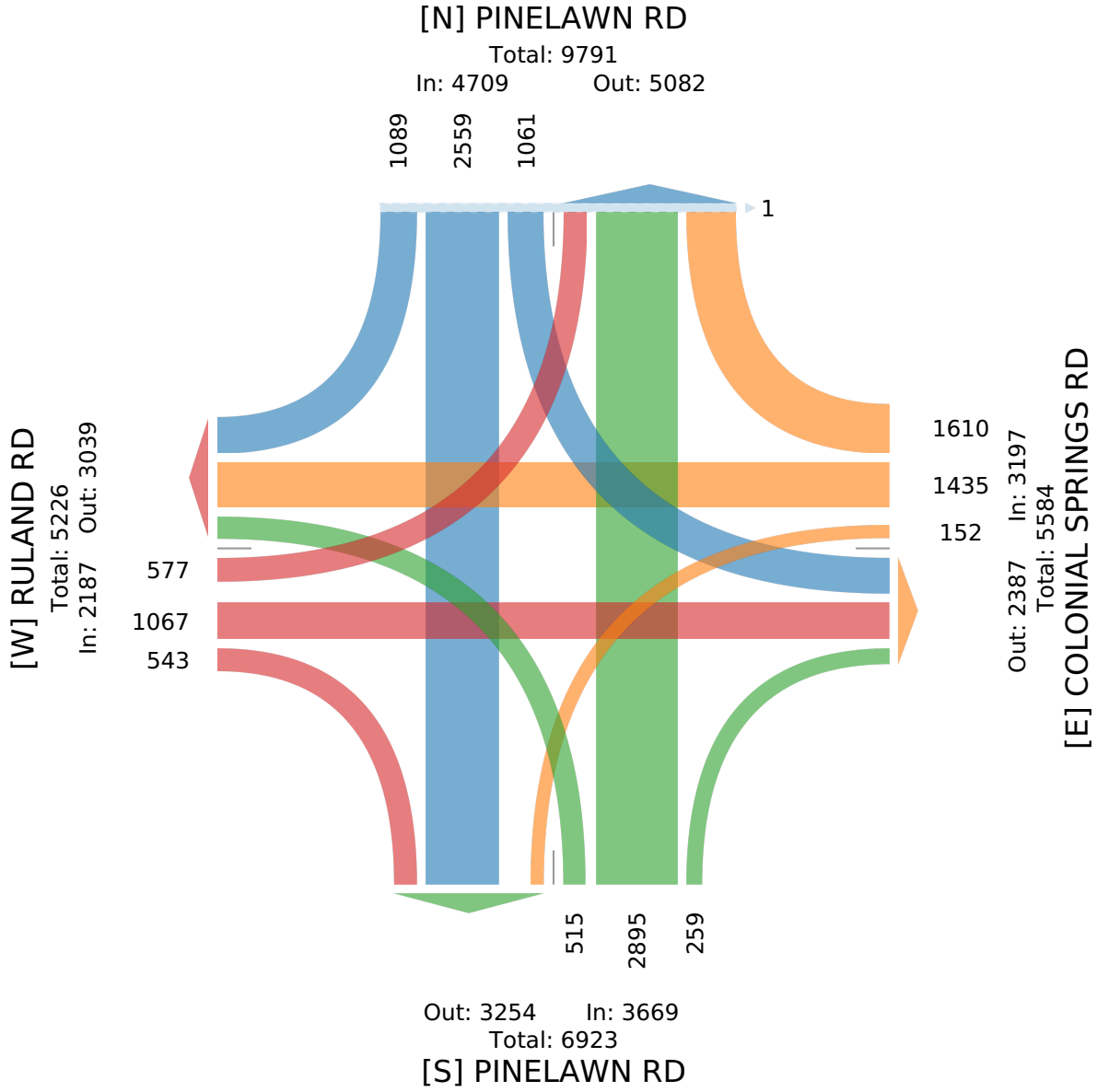
Leg	RULAND RD							COLONIAL SPRINGS RD							PINELAWN RD							PINELAWN RD							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2025-09-09 7:00AM	24	30	4	0	2	**60**	0	7	66	98	0	31	**202**	0	25	206	0	0	10	**241**	0	36	121	36	0	12	**205**	0	**708**
7:15AM	26	34	3	0	10	**73**	0	10	94	93	0	46	**243**	0	36	167	0	0	3	**206**	0	34	124	36	0	30	**224**	0	**746**
7:30AM	44	29	2	0	6	**81**	0	11	104	122	0	21	**258**	0	56	216	0	0	8	**280**	0	61	149	39	0	40	**289**	0	**908**
7:45AM	31	36	5	0	6	**78**	0	10	134	84	0	41	**269**	0	63	191	0	0	6	**260**	0	60	173	35	0	49	**317**	0	**924**
Hourly Total	125	129	14	0	24	**292**	0	38	398	397	0	139	**972**	0	180	780	0	0	27	**987**	0	191	567	146	0	131	**1035**	0	**3286**
8:00AM	16	24	4	0	1	**45**	0	10	138	123	0	32	**303**	0	64	178	1	0	3	**246**	0	47	162	43	0	28	**280**	0	**874**
8:15AM	37	19	0	0	7	**63**	0	20	116	109	0	42	**287**	0	46	198	0	0	6	**250**	0	44	169	34	0	30	**277**	0	**877**
8:30AM	18	39	5	0	3	**65**	0	11	145	142	0	31	**329**	0	55	218	0	0	10	**283**	0	36	155	35	0	28	**254**	0	**931**
8:45AM	19	46	3	0	10	**78**	0	11	155	99	0	31	**296**	0	58	192	0	0	4	**254**	0	34	150	43	0	28	**255**	0	**883**
Hourly Total	90	128	12	0	21	**251**	0	52	554	473	0	136	**1215**	0	223	786	1	0	23	**1033**	0	161	636	155	0	114	**1066**	0	**3565**
4:00PM	56	92	22	0	30	**200**	0	3	74	48	0	17	**142**	0	20	157	6	0	14	**197**	0	107	187	35	0	17	**346**	0	**885**
4:15PM	35	67	13	0	18	**133**	0	7	55	42	0	19	**123**	0	12	166	8	0	10	**196**	0	94	162	58	0	15	**329**	0	**781**
4:30PM	55	109	33	0	31	**228**	0	13	53	25	0	13	**104**	0	14	177	18	0	13	**222**	0	71	155	35	0	17	**278**	1	**832**
4:45PM	30	103	17	0	29	**179**	0	11	52	32	0	38	**133**	0	12	150	9	0	15	**186**	0	101	146	51	0	8	**306**	0	**804**
Hourly Total	176	371	85	0	108	**740**	0	34	234	147	0	87	**502**	0	58	650	41	0	52	**801**	0	373	650	179	0	57	**1259**	1	**3302**
5:00PM	54	146	53	0	45	**298**	0	7	60	53	0	11	**131**	0	8	196	4	0	22	**230**	0	107	178	49	0	16	**350**	0	**1009**
5:15PM	33	123	33	0	37	**226**	0	7	62	35	0	13	**117**	0	15	157	4	0	22	**198**	0	71	156	47	0	37	**311**	0	**852**
5:30PM	59	83	26	0	43	**211**	0	8	71	44	0	15	**138**	0	20	156	4	0	34	**214**	0	64	206	64	0	25	**359**	0	**922**
5:45PM	40	87	12	0	30	**169**	0	6	56	50	0	10	**122**	0	11	170	4	0	21	**206**	0	94	166	62	0	7	**329**	0	**826**
Hourly Total	186	439	124	0	155	**904**	0	28	249	182	0	49	**508**	0	54	679	16	0	99	**848**	0	336	706	222	0	85	**1349**	0	**3609**
Total	577	1067	235	0	308	**2187**	0	152	1435	1199	0	411	**3197**	0	515	2895	58	0	201	**3669**	0	1061	2559	702	0	387	**4709**	1	**13762**
% Approach	26.4%	48.8%	10.7%	0%	14.1%	**-**	-	4.8%	44.9%	37.5%	0%	12.9%	**-**	-	14.0%	78.9%	1.6%	0%	5.5%	**-**	-	22.5%	54.3%	14.9%	0%	8.2%	**-**	-	-
% Total	4.2%	7.8%	1.7%	0%	2.2%	**15.9%**	-	1.1%	10.4%	8.7%	0%	3.0%	**23.2%**	-	3.7%	21.0%	0.4%	0%	1.5%	**26.7%**	-	7.7%	18.6%	5.1%	0%	2.8%	**34.2%**	-	-
Lights	552	1031	222	0	301	**2106**	-	148	1403	1138	0	402	**3091**	-	490	2681	56	0	194	**3421**	-	1009	2296	675	0	371	**4351**	-	12969
% Lights	95.7%	96.6%	94.5%	0%	97.7%	**96.3%**	-	97.4%	97.8%	94.9%	0%	97.8%	**96.7%**	-	95.1%	92.6%	96.6%	0%	96.5%	**93.2%**	-	95.1%	89.7%	96.2%	0%	95.9%	**92.4%**	-	94.2%
Articulated Trucks and Single-Unit Trucks	13	16	11	0	7	**47**	-	4	16	17	0	7	**44**	-	25	174	1	0	6	**206**	-	27	174	18	0	5	**224**	-	521
% Articulated Trucks and Single-Unit Trucks	2.3%	1.5%	4.7%	0%	2.3%	**2.1%**	-	2.6%	1.1%	1.4%	0%	1.7%	**1.4%**	-	4.9%	6.0%	1.7%	0%	3.0%	**5.6%**	-	2.5%	6.8%	2.6%	0%	1.3%	**4.8%**	-	3.8%
Buses	12	20	2	0	0	**34**	-	0	16	44	0	2	**62**	-	0	40	1	0	1	**42**	-	25	89	9	0	11	**134**	-	272
% Buses	2.1%	1.9%	0.9%	0%	0%	**1.6%**	-	0%	1.1%	3.7%	0%	0.5%	**1.9%**	-	0%	1.4%	1.7%	0%	0.5%	**1.1%**	-	2.4%	3.5%	1.3%	0%	2.8%	**2.8%**	-	2.0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

2-Pinelawn Road at Colonial Springs Road/Rul... - TMC

Tue Sep 9, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1333337, Location: 40.766789, -73.40482

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



2-Pinelawn Road at Colonial Springs Road/Rul... - TMC

Tue Sep 9, 2025
Forced Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1333337, Location: 40.766789, -73.40482

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

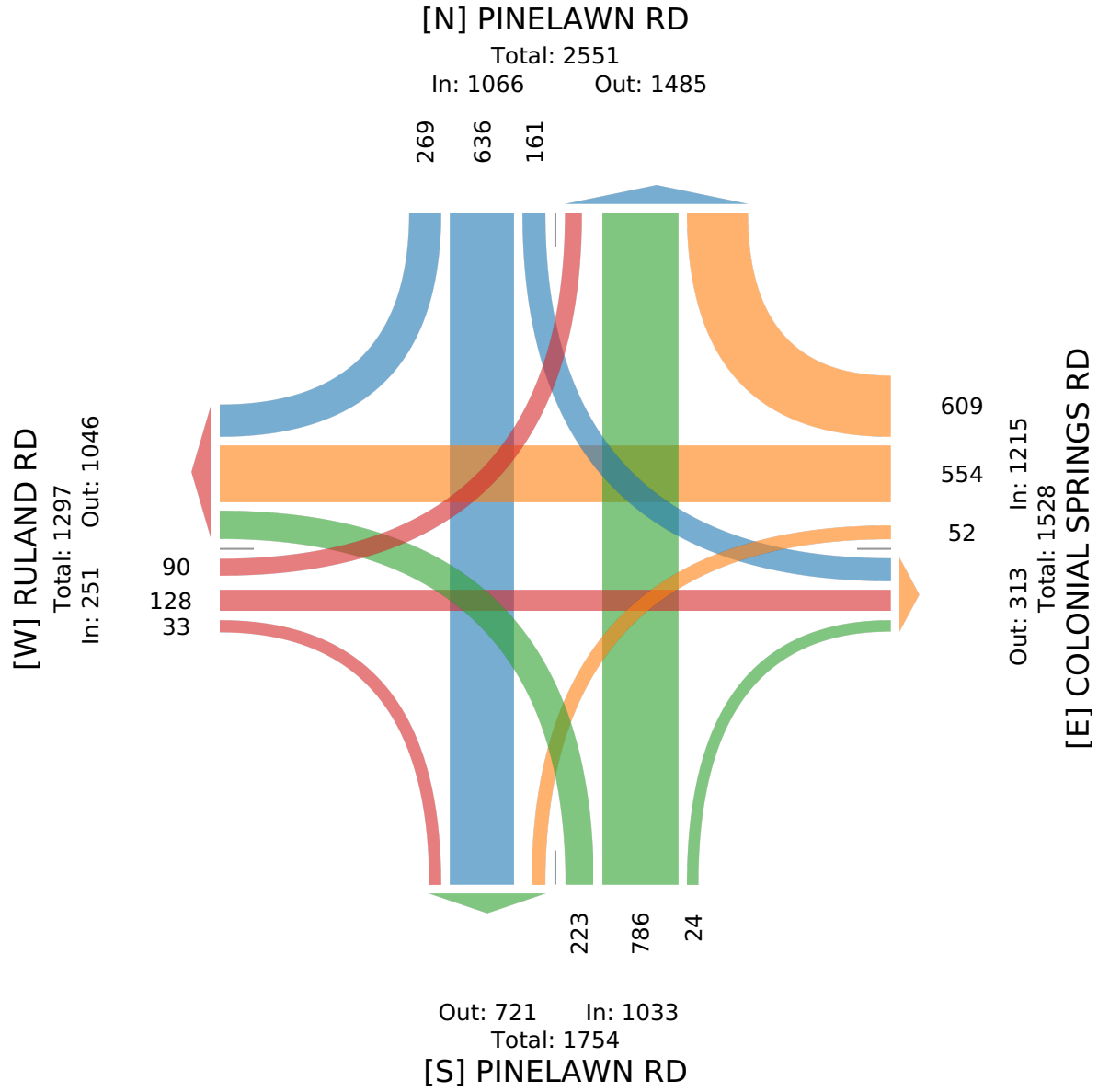
Leg	RULAND RD							COLONIAL SPRINGS RD							PINELAWN RD							PINELAWN RD							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2025-09-09 8:00AM	16	24	4	0	1	**45**	0	10	138	123	0	32	**303**	0	64	178	1	0	3	**246**	0	47	162	43	0	28	**280**	0	**874**
8:15AM	37	19	0	0	7	**63**	0	20	116	109	0	42	**287**	0	46	198	0	0	6	**250**	0	44	169	34	0	30	**277**	0	**877**
8:30AM	18	39	5	0	3	**65**	0	11	145	142	0	31	**329**	0	55	218	0	0	10	**283**	0	36	155	35	0	28	**254**	0	**931**
8:45AM	19	46	3	0	10	**78**	0	11	155	99	0	31	**296**	0	58	192	0	0	4	**254**	0	34	150	43	0	28	**255**	0	**883**
Total	90	128	12	0	21	**251**	0	52	554	473	0	136	**1215**	0	223	786	1	0	23	**1033**	0	161	636	155	0	114	**1066**	0	**3565**
% Approach	35.9%	51.0%	4.8%	0%	8.4%	**-**	-	4.3%	45.6%	38.9%	0%	11.2%	**-**	-	21.6%	76.1%	0.1%	0%	2.2%	**-**	-	15.1%	59.7%	14.5%	0%	10.7%	**-**	-	-
% Total	2.5%	3.6%	0.3%	0%	0.6%	**7.0%**	-	1.5%	15.5%	13.3%	0%	3.8%	**34.1%**	-	6.3%	22.0%	0%	0%	0.6%	**29.0%**	-	4.5%	17.8%	4.3%	0%	3.2%	**29.9%**	-	-
PHF	0.608	0.696	0.600	-	0.525	**0.804**	-	0.650	0.894	0.833	-	0.810	**0.923**	-	0.871	0.901	0.250	-	0.575	**0.913**	-	0.856	0.941	0.901	-	0.950	**0.952**	-	0.957
Lights	85	117	8	0	19	**229**	-	50	549	452	0	134	**1185**	-	214	703	1	0	22	**940**	-	145	542	147	0	108	**942**	-	3296
% Lights	94.4%	91.4%	66.7%	0%	90.5%	**91.2%**	-	96.2%	99.1%	95.6%	0%	98.5%	**97.5%**	-	96.0%	89.4%	100%	0%	95.7%	**91.0%**	-	90.1%	85.2%	94.8%	0%	94.7%	**88.4%**	-	92.5%
Articulated Trucks and Single-Unit Trucks	3	2	4	0	2	**11**	-	2	1	9	0	2	**14**	-	9	65	0	0	1	**75**	-	4	49	5	0	1	**59**	-	159
% Articulated Trucks and Single-Unit Trucks	3.3%	1.6%	33.3%	0%	9.5%	**4.4%**	-	3.8%	0.2%	1.9%	0%	1.5%	**1.2%**	-	4.0%	8.3%	0%	0%	4.3%	**7.3%**	-	2.5%	7.7%	3.2%	0%	0.9%	**5.5%**	-	4.5%
Buses	2	9	0	0	0	**11**	-	0	4	12	0	0	**16**	-	0	18	0	0	0	**18**	-	12	45	3	0	5	**65**	-	110
% Buses	2.2%	7.0%	0%	0%	0%	**4.4%**	-	0%	0.7%	2.5%	0%	0%	**1.3%**	-	0%	2.3%	0%	0%	0%	**1.7%**	-	7.5%	7.1%	1.9%	0%	4.4%	**6.1%**	-	3.1%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

2-Pinelawn Road at Colonial Springs Road/Rul... - TMC

Tue Sep 9, 2025
Forced Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1333337, Location: 40.766789, -73.40482

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



2-Pinelawn Road at Colonial Springs Road/Rul... - TMC

Tue Sep 9, 2025
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1333337, Location: 40.766789, -73.40482

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

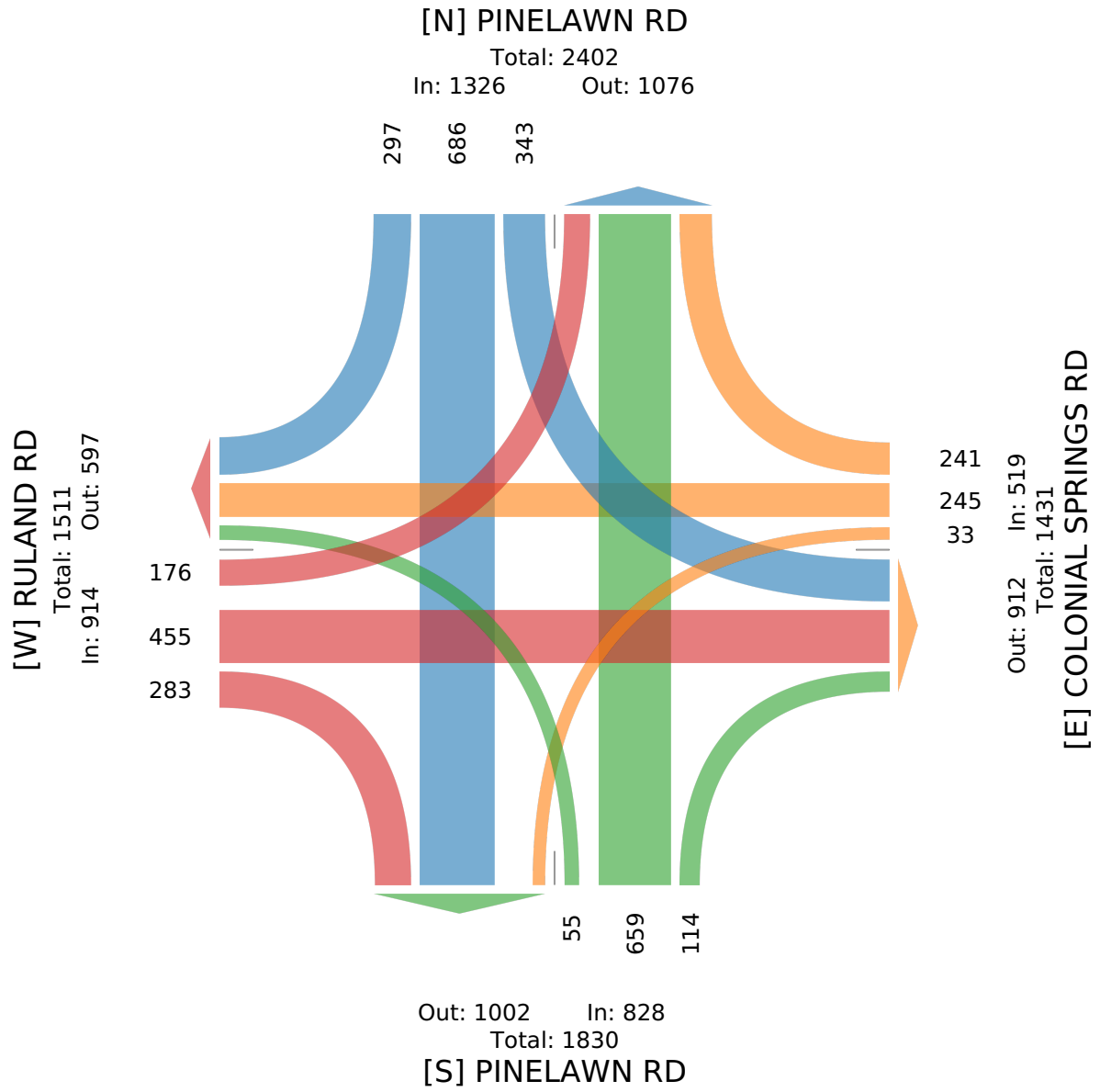
Leg	RULAND RD							COLONIAL SPRINGS RD							PINELAWN RD							PINELAWN RD							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2025-09-09 4:45PM	30	103	17	0	29	**179**	0	11	52	32	0	38	**133**	0	12	150	9	0	15	**186**	0	101	146	51	0	8	**306**	0	**804**
5:00PM	54	146	53	0	45	**298**	0	7	60	53	0	11	**131**	0	8	196	4	0	22	**230**	0	107	178	49	0	16	**350**	0	**1009**
5:15PM	33	123	33	0	37	**226**	0	7	62	35	0	13	**117**	0	15	157	4	0	22	**198**	0	71	156	47	0	37	**311**	0	**852**
5:30PM	59	83	26	0	43	**211**	0	8	71	44	0	15	**138**	0	20	156	4	0	34	**214**	0	64	206	64	0	25	**359**	0	**922**
Total	176	455	129	0	154	**914**	0	33	245	164	0	77	**519**	0	55	659	21	0	93	**828**	0	343	686	211	0	86	**1326**	0	**3587**
% Approach	19.3%	49.8%	14.1%	0%	16.8%	**-**	-	6.4%	47.2%	31.6%	0%	14.8%	**-**	-	6.6%	79.6%	2.5%	0%	11.2%	**-**	-	25.9%	51.7%	15.9%	0%	6.5%	**-**	-	-
% Total	4.9%	12.7%	3.6%	0%	4.3%	**25.5%**	-	0.9%	6.8%	4.6%	0%	2.1%	**14.5%**	-	1.5%	18.4%	0.6%	0%	2.6%	**23.1%**	-	9.6%	19.1%	5.9%	0%	2.4%	**37.0%**	-	-
PHF	0.746	0.779	0.608	-	0.856	**0.767**	-	0.750	0.863	0.774	-	0.507	**0.940**	-	0.688	0.841	0.583	-	0.684	**0.900**	-	0.801	0.833	0.824	-	0.581	**0.923**	-	0.889
Lights	175	445	127	0	154	**901**	-	32	241	162	0	77	**512**	-	53	644	19	0	91	**807**	-	338	650	205	0	86	**1279**	-	3499
% Lights	99.4%	97.8%	98.4%	0%	100%	**98.6%**	-	97.0%	98.4%	98.8%	0%	100%	**98.7%**	-	96.4%	97.7%	90.5%	0%	97.8%	**97.5%**	-	98.5%	94.8%	97.2%	0%	100%	**96.5%**	-	97.5%
Articulated Trucks and Single-Unit Trucks	1	6	2	0	0	**9**	-	1	1	1	0	0	**3**	-	2	13	1	0	2	**18**	-	4	29	2	0	0	**35**	-	65
% Articulated Trucks and Single-Unit Trucks	0.6%	1.3%	1.6%	0%	0%	**1.0%**	-	3.0%	0.4%	0.6%	0%	0%	**0.6%**	-	3.6%	2.0%	4.8%	0%	2.2%	**2.2%**	-	1.2%	4.2%	0.9%	0%	0%	**2.6%**	-	1.8%
Buses	0	4	0	0	0	**4**	-	0	3	1	0	0	**4**	-	0	2	1	0	0	**3**	-	1	7	4	0	0	**12**	-	23
% Buses	0%	0.9%	0%	0%	0%	**0.4%**	-	0%	1.2%	0.6%	0%	0%	**0.8%**	-	0%	0.3%	4.8%	0%	0%	**0.4%**	-	0.3%	1.0%	1.9%	0%	0%	**0.9%**	-	0.6%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

2-Pinelawn Road at Colonial Springs Road/Rul... - TMC

Tue Sep 9, 2025
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1333337, Location: 40.766789, -73.40482

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



2-Pinelawn Road at Colonial Springs Road/Rul... - TMC

Sat Sep 6, 2025
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1333334, Location: 40.766789, -73.40482

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

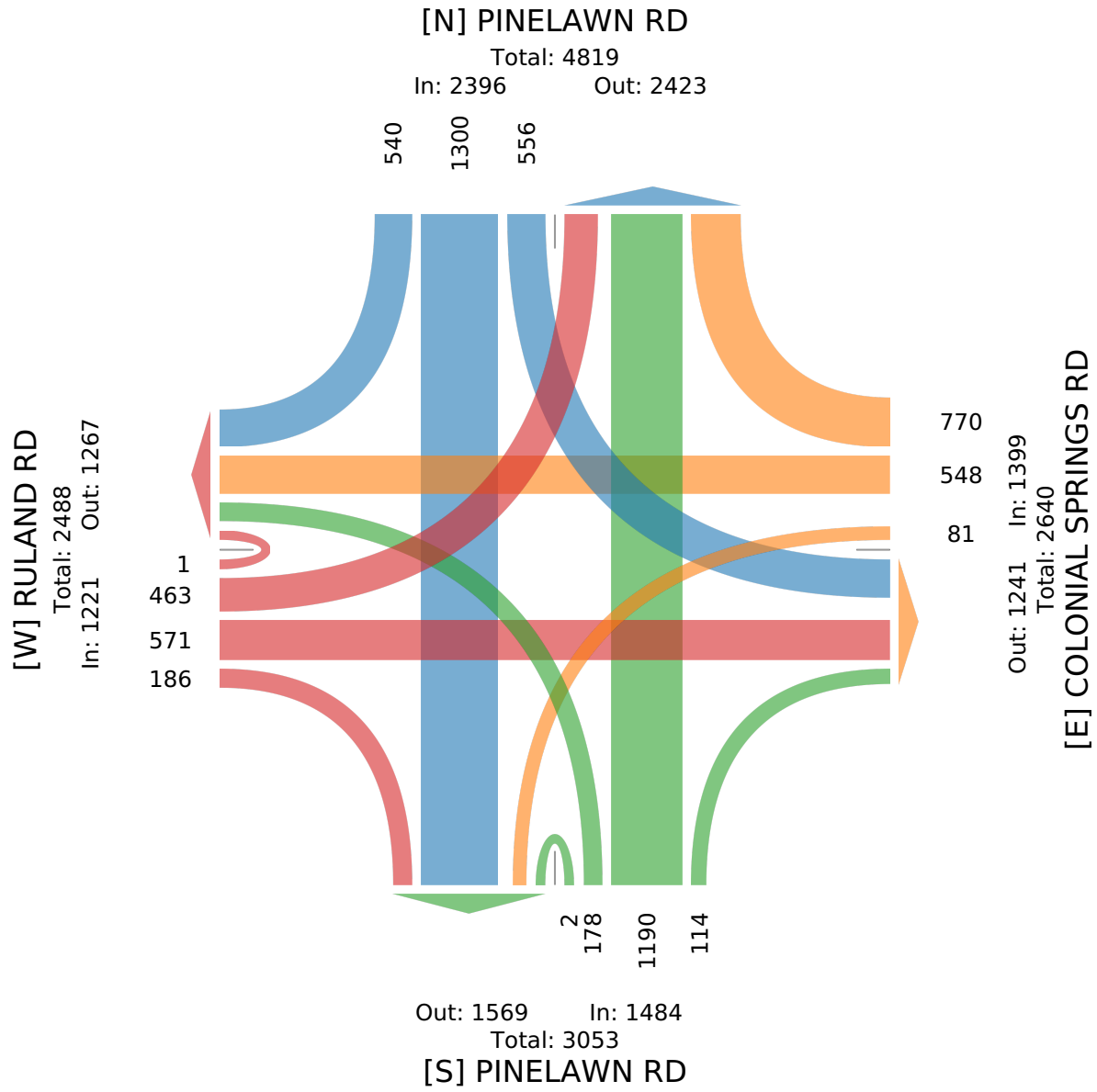
Leg	RULAND RD							COLONIAL SPRINGS RD							PINELAWN RD							PINELAWN RD							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2025-09-06 11:00AM	43	42	13	0	10	**108**	0	8	35	35	0	19	**97**	0	14	100	5	0	2	**121**	0	39	92	24	0	9	**164**	0	**490**
11:15AM	33	37	4	0	10	**84**	0	5	44	24	0	40	**113**	0	9	96	3	0	3	**111**	0	40	110	26	0	5	**181**	0	**489**
11:30AM	39	42	10	0	9	**100**	0	4	42	32	0	31	**109**	0	16	95	5	1	3	**120**	0	45	111	39	0	15	**210**	0	**539**
11:45AM	58	46	10	0	6	**120**	0	6	56	31	0	25	**118**	0	18	119	5	0	3	**145**	0	41	140	34	0	12	**227**	0	**610**
Hourly Total	173	167	37	0	35	**412**	0	23	177	122	0	115	**437**	0	57	410	18	1	11	**497**	0	165	453	123	0	41	**782**	0	**2128**
12:00PM	40	55	7	0	5	**107**	0	15	48	35	0	38	**136**	0	13	95	7	0	1	**116**	0	51	89	26	0	3	**169**	0	**528**
12:15PM	51	56	2	0	7	**116**	0	4	46	44	0	25	**119**	0	8	85	8	0	1	**102**	0	49	148	29	0	18	**244**	0	**581**
12:30PM	39	53	3	0	10	**105**	0	7	40	30	0	42	**119**	0	12	102	11	1	0	**126**	0	48	102	32	0	14	**196**	0	**546**
12:45PM	23	44	7	1	2	**77**	0	12	42	24	0	47	**125**	0	32	85	12	0	0	**129**	0	39	89	28	0	14	**170**	0	**501**
Hourly Total	153	208	19	1	24	**405**	0	38	176	133	0	152	**499**	0	65	367	38	1	2	**473**	0	187	428	115	0	49	**779**	0	**2156**
1:00PM	35	64	10	0	8	**117**	0	4	53	38	0	26	**121**	0	6	89	7	0	7	**109**	0	43	137	31	0	24	**235**	0	**582**
1:15PM	29	44	11	0	7	**91**	0	2	39	29	0	17	**87**	0	20	113	8	0	1	**142**	0	51	88	28	0	21	**188**	0	**508**
1:30PM	28	39	8	0	6	**81**	0	7	52	48	0	22	**129**	0	13	99	6	0	7	**125**	0	61	102	35	0	20	**218**	0	**553**
1:45PM	45	49	12	0	9	**115**	0	7	51	47	0	21	**126**	0	17	112	5	0	4	**138**	0	49	92	28	0	25	**194**	0	**573**
Hourly Total	137	196	41	0	30	**404**	0	20	195	162	0	86	**463**	0	56	413	26	0	19	**514**	0	204	419	122	0	90	**835**	0	**2216**
Total	463	571	97	1	89	**1221**	0	81	548	417	0	353	**1399**	0	178	1190	82	2	32	**1484**	0	556	1300	360	0	180	**2396**	0	**6500**
% Approach	37.9%	46.8%	7.9%	0.1%	7.3%	**-**	-	5.8%	39.2%	29.8%	0%	25.2%	**-**	-	12.0%	80.2%	5.5%	0.1%	2.2%	**-**	-	23.2%	54.3%	15.0%	0%	7.5%	**-**	-	-
% Total	7.1%	8.8%	1.5%	0%	1.4%	**18.8%**	-	1.2%	8.4%	6.4%	0%	5.4%	**21.5%**	-	2.7%	18.3%	1.3%	0%	0.5%	**22.8%**	-	8.6%	20.0%	5.5%	0%	2.8%	**36.9%**	-	-
Lights	458	561	91	1	89	**1200**	-	79	540	408	0	348	**1375**	-	170	1146	80	2	31	**1429**	-	545	1241	355	0	179	**2320**	-	6324
% Lights	98.9%	98.2%	93.8%	100%	100%	**98.3%**	-	97.5%	98.5%	97.8%	0%	98.6%	**98.3%**	-	95.5%	96.3%	97.6%	100%	96.9%	**96.3%**	-	98.0%	95.5%	98.6%	0%	99.4%	**96.8%**	-	97.3%
Articulated Trucks and Single-Unit Trucks	5	7	6	0	0	**18**	-	2	5	8	0	5	**20**	-	8	41	2	0	1	**52**	-	11	55	5	0	1	**72**	-	162
% Articulated Trucks and Single-Unit Trucks	1.1%	1.2%	6.2%	0%	0%	**1.5%**	-	2.5%	0.9%	1.9%	0%	1.4%	**1.4%**	-	4.5%	3.4%	2.4%	0%	3.1%	**3.5%**	-	2.0%	4.2%	1.4%	0%	0.6%	**3.0%**	-	2.5%
Buses	0	3	0	0	0	**3**	-	0	3	1	0	0	**4**	-	0	3	0	0	0	**3**	-	0	4	0	0	0	**4**	-	14
% Buses	0%	0.5%	0%	0%	0%	**0.2%**	-	0%	0.5%	0.2%	0%	0%	**0.3%**	-	0%	0.3%	0%	0%	0%	**0.2%**	-	0%	0.3%	0%	0%	0%	**0.2%**	-	0.2%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

2-Pinelawn Road at Colonial Springs Road/Rul... - TMC

Sat Sep 6, 2025
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1333334, Location: 40.766789, -73.40482

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



2-Pinelawn Road at Colonial Springs Road/Rul... - TMC

Sat Sep 6, 2025
PM Peak (WKND), Forced Peak (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1333334, Location: 40.766789, -73.40482

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

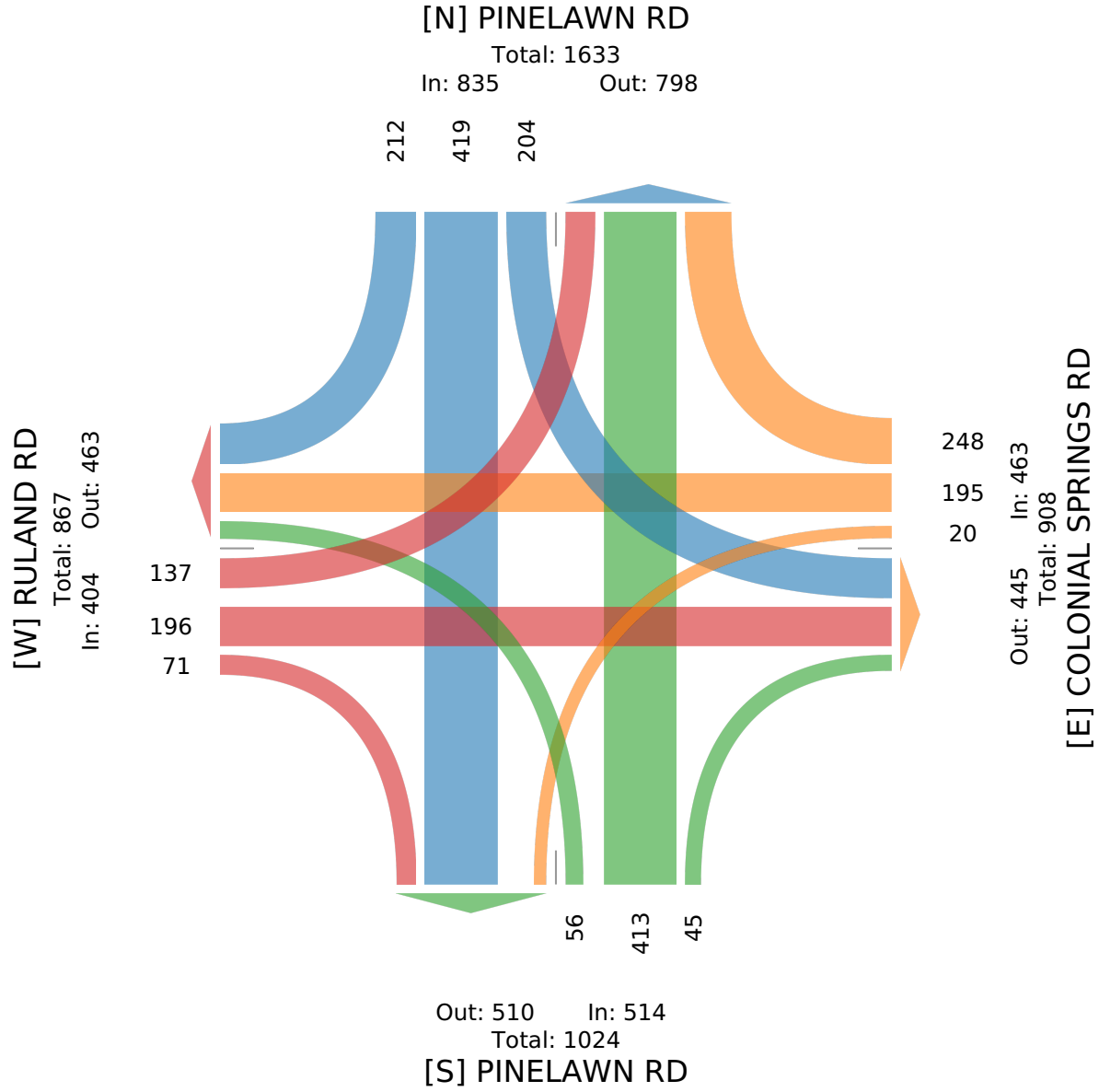
Leg	RULAND RD							COLONIAL SPRINGS RD							PINELAWN RD							PINELAWN RD							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2025-09-06 1:00PM	35	64	10	0	8	**117**	0	4	53	38	0	26	**121**	0	6	89	7	0	7	**109**	0	43	137	31	0	24	**235**	0	**582**
1:15PM	29	44	11	0	7	**91**	0	2	39	29	0	17	**87**	0	20	113	8	0	1	**142**	0	51	88	28	0	21	**188**	0	**508**
1:30PM	28	39	8	0	6	**81**	0	7	52	48	0	22	**129**	0	13	99	6	0	7	**125**	0	61	102	35	0	20	**218**	0	**553**
1:45PM	45	49	12	0	9	**115**	0	7	51	47	0	21	**126**	0	17	112	5	0	4	**138**	0	49	92	28	0	25	**194**	0	**573**
Total	137	196	41	0	30	**404**	0	20	195	162	0	86	**463**	0	56	413	26	0	19	**514**	0	204	419	122	0	90	**835**	0	**2216**
% Approach	33.9%	48.5%	10.1%	0%	7.4%	**-**	-	4.3%	42.1%	35.0%	0%	18.6%	**-**	-	10.9%	80.4%	5.1%	0%	3.7%	**-**	-	24.4%	50.2%	14.6%	0%	10.8%	**-**	-	-
% Total	6.2%	8.8%	1.9%	0%	1.4%	**18.2%**	-	0.9%	8.8%	7.3%	0%	3.9%	**20.9%**	-	2.5%	18.6%	1.2%	0%	0.9%	**23.2%**	-	9.2%	18.9%	5.5%	0%	4.1%	**37.7%**	-	-
PHF	0.761	0.766	0.854	-	0.833	**0.863**	-	0.714	0.920	0.844	-	0.827	**0.897**	-	0.700	0.914	0.813	-	0.679	**0.905**	-	0.836	0.765	0.871	-	0.900	**0.888**	-	0.952
Lights	136	194	39	0	30	**399**	-	20	192	157	0	84	**453**	-	54	401	26	0	19	**500**	-	202	396	120	0	90	**808**	-	2160
% Lights	99.3%	99.0%	95.1%	0%	100%	**98.8%**	-	100%	98.5%	96.9%	0%	97.7%	**97.8%**	-	96.4%	97.1%	100%	0%	100%	**97.3%**	-	99.0%	94.5%	98.4%	0%	100%	**96.8%**	-	97.5%
Articulated Trucks and Single-Unit Trucks	1	1	2	0	0	**4**	-	0	2	5	0	2	**9**	-	2	12	0	0	0	**14**	-	2	21	2	0	0	**25**	-	52
% Articulated Trucks and Single-Unit Trucks	0.7%	0.5%	4.9%	0%	0%	**1.0%**	-	0%	1.0%	3.1%	0%	2.3%	**1.9%**	-	3.6%	2.9%	0%	0%	0%	**2.7%**	-	1.0%	5.0%	1.6%	0%	0%	**3.0%**	-	2.3%
Buses	0	1	0	0	0	**1**	-	0	1	0	0	0	**1**	-	0	0	0	0	0	**0**	-	0	2	0	0	0	**2**	-	4
% Buses	0%	0.5%	0%	0%	0%	**0.2%**	-	0%	0.5%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	0%	**0.2%**	-	0.2%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

2-Pinelawn Road at Colonial Springs Road/Rul... - TMC

Sat Sep 6, 2025
PM Peak (WKND), Forced Peak (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1333334, Location: 40.766789, -73.40482

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



C

Automatic Traffic Recorder Traffic Volumes

TRAFFIC DATABANK LLC

716 S SIXTH AVENUE
MT VERNON,NY, 10550
YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
1-MELVILLE PARK RD EB W OF MAXESS RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
09/02/25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	24	24
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	19	19
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	23	24
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	24	24
04:00	**2**	4	2	0	0	0	0	0	0	0	0	0	0	0	8	22	24
05:00	0	4	1	1	1	**1**	0	0	0	0	0	0	0	0	8	34	38
06:00	2	**11**	6	6	3	0	0	0	0	0	0	0	0	0	28	29	32
07:00	1	5	6	7	8	1	0	0	0	0	0	0	0	0	28	33	34
08:00	2	6	3	**14**	6	1	0	0	0	0	0	0	0	0	32	31	34
09:00	1	1	11	11	8	1	0	0	0	0	0	0	0	0	**33**	32	34
10:00	0	6	**12**	8	4	1	0	0	0	0	0	0	0	0	31	30	34
11:00	0	3	8	9	**9**	0	0	0	0	0	0	0	0	0	29	32	34
12 PM	2	11	19	22	8	2	0	0	0	0	0	0	0	0	64	30	34
13:00	5	15	30	27	9	1	**1**	0	0	0	0	0	0	0	88	29	33
14:00	1	3	17	32	11	1	0	0	0	0	0	0	0	0	65	31	33
15:00	2	2	10	37	18	2	0	0	0	0	0	0	0	0	71	32	34
16:00	0	6	23	48	18	0	0	0	0	0	0	0	0	0	95	31	33
17:00	2	19	**52**	**68**	**22**	1	0	0	0	0	0	0	0	0	**164**	29	33
18:00	2	12	29	36	11	**4**	0	0	0	0	0	0	0	0	94	30	34
19:00	**9**	**23**	27	11	5	0	0	0	0	0	0	0	0	0	75	27	31
20:00	0	2	4	5	2	1	0	0	0	0	0	0	0	0	14	32	36
21:00	0	2	8	4	2	0	0	0	0	0	0	0	0	0	16	29	33
22:00	0	3	4	3	3	0	0	0	0	0	0	0	0	0	13	31	33
23:00	0	1	1	1	3	0	0	0	0	0	0	0	0	0	6	33	34
Total	31	141	276	350	151	17	1	0	0	0	0	0	0	0	967		
Percent	3.2%	14.6%	28.5%	36.2%	15.6%	1.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	04:00	06:00	10:00	08:00	11:00	05:00									09:00		
Vol.	2	11	12	14	9	1									33		
PM Peak	19:00	19:00	17:00	17:00	17:00	18:00	13:00								17:00		
Vol.	9	23	52	68	22	4	1								164		

TRAFFIC DATABANK LLC
716 S SIXTH AVENUE
MT VERNON,NY, 10550
YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
1-MELVILLE PARK RD EB W OF MAXESS RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
09/03/25	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	29	29
04:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	28	29
05:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3	32	34
06:00	0	**10**	8	9	1	1	0	0	0	0	0	0	0	0	29	28	32
07:00	0	5	6	8	6	**2**	0	0	0	0	0	0	0	0	27	33	36
08:00	**2**	1	9	11	7	1	0	0	0	0	0	0	0	0	31	32	34
09:00	0	4	10	13	5	0	0	0	0	0	0	0	0	0	32	30	33
10:00	1	2	**14**	14	5	2	0	0	0	0	0	0	0	0	38	31	35
11:00	2	5	14	**19**	**8**	0	0	0	0	0	0	0	0	0	**48**	30	33
12 PM	1	12	18	23	11	0	0	0	0	0	0	0	0	0	65	30	33
13:00	2	14	29	20	11	2	0	0	0	0	0	0	0	0	78	30	34
14:00	3	5	6	24	16	1	0	0	0	0	0	0	0	0	55	32	34
15:00	0	5	11	21	18	1	0	0	0	0	0	0	0	0	56	32	34
16:00	1	8	31	47	14	2	**1**	0	0	0	0	0	0	0	104	30	34
17:00	**13**	25	**48**	**64**	**20**	1	0	0	0	0	0	0	0	0	**171**	29	33
18:00	3	24	23	31	15	**3**	0	0	0	0	0	0	0	0	99	31	34
19:00	8	**28**	19	13	4	0	0	0	0	0	0	0	0	0	72	27	30
20:00	1	2	7	4	1	1	0	0	0	0	0	0	0	0	16	29	35
21:00	1	2	6	5	2	0	0	0	0	0	0	0	0	0	16	29	32
22:00	0	2	3	8	1	0	0	0	0	0	0	0	0	0	14	29	31
23:00	0	0	1	4	0	0	0	0	0	0	0	0	0	0	5	29	29
Total	38	154	265	344	146	17	1	0	0	0	0	0	0	0	965		
Percent	3.9%	16.0%	27.5%	35.6%	15.1%	1.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	06:00	10:00	11:00	11:00	07:00									11:00		
Vol.	2	10	14	19	8	2									48		
PM Peak	17:00	19:00	17:00	17:00	17:00	18:00	16:00								17:00		
Vol.	13	28	48	64	20	3	1								171		

TRAFFIC DATABANK LLC
716 S SIXTH AVENUE
MT VERNON,NY, 10550
YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
1-MELVILLE PARK RD EB W OF MAXESS RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
09/04/25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	29	29
02:00	0	0	3	1	1	0	0	0	0	0	0	0	0	0	5	31	33
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	19	19
05:00	0	0	0	2	2	1	0	0	0	0	0	0	0	0	5	36	38
06:00	**2**	6	1	4	1	1	0	0	0	0	0	0	0	0	15	29	36
07:00	0	**7**	6	10	5	**2**	0	0	0	0	0	0	0	0	30	32	36
08:00	2	1	10	13	7	2	0	0	0	0	0	0	0	0	35	32	35
09:00	0	4	8	11	7	2	0	0	0	0	0	0	0	0	32	32	35
10:00	1	2	7	11	**8**	1	0	0	0	0	0	0	0	0	30	32	34
11:00	2	6	**15**	**14**	5	0	0	0	0	0	0	0	0	0	**42**	29	32
12 PM	1	12	16	23	7	2	0	0	0	0	0	0	0	0	61	29	34
13:00	2	13	22	39	12	2	0	0	0	0	0	0	0	0	90	30	33
14:00	3	2	9	28	14	0	0	0	0	0	0	0	0	0	56	32	34
15:00	4	2	14	22	20	1	0	0	0	0	0	0	0	0	63	32	34
16:00	1	4	33	50	20	1	0	0	0	0	0	0	0	0	109	31	33
17:00	10	19	**63**	**73**	**22**	**3**	0	0	0	0	0	0	0	0	**190**	29	33
18:00	4	16	27	43	9	2	0	0	0	0	0	0	0	0	101	29	33
19:00	**11**	**24**	19	13	3	1	0	0	0	0	0	0	0	0	71	27	30
20:00	0	1	9	5	6	2	0	0	0	0	0	0	0	0	23	33	37
21:00	0	1	3	3	1	0	0	0	0	0	0	0	0	0	8	29	32
22:00	0	1	4	2	2	0	0	0	0	0	0	0	0	0	9	31	33
23:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	28	29
Total	43	122	270	370	152	23	0	0	0	0	0	0	0	0	980		
Percent	4.4%	12.4%	27.6%	37.8%	15.5%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00	07:00	11:00	11:00	10:00	07:00									11:00		
Vol.	2	7	15	14	8	2									42		
PM Peak	19:00	19:00	17:00	17:00	17:00	17:00									17:00		
Vol.	11	24	63	73	22	3									190		

TRAFFIC DATABANK LLC
716 S SIXTH AVENUE
MT VERNON,NY, 10550
YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
1-MELVILLE PARK RD EB W OF MAXESS RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
09/05/25	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	*	*
02:00	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	0	0	0	0	0	0	0	*	*
04:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	33	34
05:00	0	1	4	1	0	**1**	0	0	0	0	0	0	0	0	7	29	38
06:00	0	**12**	8	1	2	0	0	0	0	0	0	0	0	0	23	24	32
07:00	**1**	9	7	**12**	6	0	0	0	0	0	0	0	0	0	**35**	30	33
08:00	1	2	5	9	4	0	0	**1**	0	0	0	0	0	0	22	32	34
09:00	1	2	6	12	4	1	0	0	0	0	0	0	0	0	26	31	34
10:00	0	4	5	5	4	0	0	0	0	0	0	0	0	0	18	31	33
11:00	0	3	**15**	8	**7**	0	0	0	0	0	0	0	0	0	33	31	33
12 PM	2	7	14	26	16	1	0	0	0	0	0	0	0	0	66	32	34
13:00	1	13	26	23	12	0	0	0	0	0	0	0	0	0	75	30	33
14:00	0	5	10	15	9	0	0	0	0	0	0	0	0	0	39	31	33
15:00	1	4	10	21	15	2	0	0	0	0	0	0	0	0	53	33	34
16:00	1	6	30	48	11	**3**	0	0	0	0	0	0	0	0	99	29	34
17:00	0	10	**31**	**62**	**27**	3	0	0	0	0	0	0	0	0	**133**	31	34
18:00	0	10	7	21	11	2	0	0	0	0	0	0	0	0	51	32	34
19:00	**10**	**21**	23	10	2	0	0	0	0	0	0	0	0	0	66	26	29
20:00	0	1	6	3	1	0	0	0	0	0	0	0	0	0	11	28	32
21:00	0	3	2	5	1	0	0	0	0	0	0	0	0	0	11	29	32
22:00	0	4	2	4	1	0	0	0	0	0	0	0	0	0	11	29	32
23:00	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3	28	29
Total	18	118	211	289	134	13	0	1	0	0	0	0	0	0	784		
Percent	2.3%	15.1%	26.9%	36.9%	17.1%	1.7%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	06:00	11:00	07:00	11:00	05:00		08:00							07:00		
Vol.	1	12	15	12	7	1		1							35		
PM Peak	19:00	19:00	17:00	17:00	17:00	16:00									17:00		
Vol.	10	21	31	62	27	3									133		

TRAFFIC DATABANK LLC
716 S SIXTH AVENUE
MT VERNON,NY, 10550
YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
1-MELVILLE PARK RD EB W OF MAXESS RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

EB

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		85th	95th
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Percent	Percent
09/06/25	**1**	0	1	2	0	0	0	0	0	0	0	0	0	0	4	28	29
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
02:00	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	0	0	0	0	0	0	0	*	*
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3	28	29
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4	33	34
09:00	0	1	1	**6**	1	0	0	0	0	0	0	0	0	0	9	29	32
10:00	0	0	2	6	2	0	0	0	0	0	0	0	0	0	10	31	33
11:00	0	**2**	**4**	2	**7**	0	0	0	0	0	0	0	0	0	**15**	33	34
12 PM	**1**	4	6	4	**3**	0	0	0	0	0	0	0	0	0	18	30	33
13:00	0	**5**	**14**	3	2	0	0	0	0	0	0	0	0	0	24	27	31
14:00	1	1	2	8	2	0	0	0	0	0	0	0	0	0	14	29	33
15:00	0	3	4	4	3	0	0	0	0	0	0	0	0	0	14	31	33
16:00	1	3	9	**10**	2	**1**	0	0	0	0	0	0	0	0	**26**	29	34
17:00	0	1	1	4	1	1	0	0	0	0	0	0	0	0	8	33	37
18:00	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3	28	29
19:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4	32	33
20:00	0	2	4	0	1	0	0	0	0	0	0	0	0	0	7	24	33
21:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	23	24
22:00	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4	27	28
23:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	38	39
Total	4	30	53	57	27	3	0	0	0	0	0	0	0	0	174		
Percent	2.3%	17.2%	30.5%	32.8%	15.5%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	00:00	11:00	11:00	09:00	11:00										11:00		
Vol.	1	2	4	6	7										15		
PM Peak	12:00	13:00	13:00	16:00	12:00	16:00									16:00		
Vol.	1	5	14	10	3	1									26		

TRAFFIC DATABANK LLC
716 S SIXTH AVENUE
MT VERNON,NY, 10550
YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
1-MELVILLE PARK RD EB W OF MAXESS RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

EB

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		85th	95th
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Percent	Percent
09/07/25	**1**	0	0	2	0	0	0	0	0	0	0	0	0	0	3	28	29
01:00	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	*	*
03:00	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	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
09:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
10:00	0	**2**	**3**	0	1	0	0	0	0	0	0	0	0	0	6	30	33
11:00	0	0	1	**6**	**4**	0	0	0	0	0	0	0	0	0	**11**	32	34
12 PM	0	**3**	3	1	0	0	0	0	0	0	0	0	0	0	7	24	28
13:00	0	2	4	**7**	0	0	0	0	0	0	0	0	0	0	**13**	28	29
14:00	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6	30	33
15:00	**3**	3	3	1	0	**1**	0	0	0	0	0	0	0	0	11	26	37
16:00	0	1	1	0	**2**	1	0	0	0	0	0	0	0	0	5	36	38
17:00	0	0	**5**	0	2	0	0	0	0	0	0	0	0	0	7	32	34
18:00	0	2	1	1	2	0	0	0	0	0	0	0	0	0	6	32	34
19:00	0	1	5	2	0	0	0	0	0	0	0	0	0	0	8	27	28
20:00	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5	28	29
21:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3	32	34
22:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	29	29
23:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	28	29
Total	4	16	32	29	15	2	0	0	0	0	0	0	0	0	98		
Percent	4.1%	16.3%	32.7%	29.6%	15.3%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	00:00	10:00	10:00	11:00	11:00										11:00		
Vol.	1	2	3	6	4										11		
PM Peak	15:00	12:00	17:00	13:00	16:00	15:00									13:00		
Vol.	3	3	5	7	2	1									13		

TRAFFIC DATABANK LLC
716 S SIXTH AVENUE
MT VERNON,NY, 10550
YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
1-MELVILLE PARK RD EB W OF MAXESS RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
09/08/25	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	14
01:00	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	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	29	29
05:00	0	0	2	4	0	**1**	0	0	0	0	0	0	0	0	7	29	38
06:00	0	6	10	5	1	1	0	0	0	0	0	0	0	0	23	28	34
07:00	1	**8**	8	10	1	0	0	0	0	0	0	0	0	0	28	28	29
08:00	1	1	11	9	**5**	0	0	0	0	0	0	0	0	0	27	30	33
09:00	1	4	9	9	0	0	0	0	0	0	0	0	0	0	23	28	29
10:00	0	6	**16**	9	3	0	0	0	0	0	0	0	0	0	34	28	32
11:00	0	5	13	**14**	3	0	0	0	0	0	0	0	0	0	**35**	29	32
12 PM	1	7	18	25	13	0	0	0	0	0	0	0	0	0	64	31	33
13:00	2	10	34	25	11	2	**1**	0	0	0	0	0	0	0	85	30	34
14:00	3	5	10	17	18	0	0	0	0	0	0	0	0	0	53	32	34
15:00	0	3	9	20	**21**	3	1	0	0	0	0	0	0	0	57	33	36
16:00	1	3	21	51	19	**5**	0	0	0	0	0	0	0	0	100	32	35
17:00	4	24	**53**	**77**	18	1	0	0	0	0	0	0	0	0	**177**	29	32
18:00	1	18	23	39	10	1	0	0	0	0	0	0	0	0	92	29	33
19:00	**10**	**33**	18	15	4	1	0	0	0	0	0	0	0	0	81	27	31
20:00	0	2	8	6	3	0	1	0	0	0	0	0	0	0	20	31	40
21:00	0	4	7	0	3	1	0	0	0	0	0	0	0	0	15	32	36
22:00	0	2	4	6	1	1	0	0	0	0	0	0	0	0	14	29	36
23:00	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4	33	34
Total	26	142	275	345	136	17	3	0	0	0	0	0	0	0	944		
Percent	2.8%	15.0%	29.1%	36.5%	14.4%	1.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	00:00	07:00	10:00	11:00	08:00	05:00									11:00		
Vol.	1	8	16	14	5	1									35		
PM Peak	19:00	19:00	17:00	17:00	15:00	16:00	13:00								17:00		
Vol.	10	33	53	77	21	5	1								177		

TRAFFIC DATABANK LLC
716 S SIXTH AVENUE
MT VERNON,NY, 10550
YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
1-MELVILLE PARK RD EB W OF MAXESS RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

EB

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		85th	95th
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Percent	Percent
09/09/25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	34	34
03:00	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4	34	34
04:00	0	0	3	0	1	0	0	0	0	0	0	0	0	0	4	32	33
05:00	0	0	5	1	1	1	0	0	0	0	0	0	0	0	8	34	38
06:00	0	**10**	6	8	3	0	0	0	0	0	0	0	0	0	27	29	32
07:00	0	4	10	8	4	**2**	0	0	0	0	0	0	0	0	28	32	36
08:00	**2**	5	**12**	**20**	7	2	**1**	0	0	0	0	0	0	0	**49**	31	36
09:00	2	5	6	8	5	1	0	0	0	0	0	0	0	0	27	31	34
10:00	0	6	6	15	5	2	0	0	0	0	0	0	0	0	34	31	35
11:00	1	8	5	13	**8**	1	0	0	0	0	0	0	0	0	36	32	34
12 PM	4	7	23	24	7	1	0	0	0	0	0	0	0	0	66	29	33
13:00	2	5	16	35	10	0	0	0	0	0	0	0	0	0	68	29	33
14:00	1	4	24	24	10	0	0	0	0	0	0	0	0	0	63	30	33
15:00	0	3	20	28	16	1	0	0	0	0	0	0	0	0	68	32	34
16:00	3	10	35	50	18	1	0	0	0	0	0	0	0	0	117	30	33
17:00	**11**	21	**48**	**55**	**27**	**2**	0	0	0	0	0	0	0	0	**164**	30	33
18:00	1	5	22	31	11	1	0	0	0	0	0	0	0	0	71	30	33
19:00	9	**34**	18	21	4	0	**1**	0	0	0	0	0	0	0	87	28	30
20:00	0	7	7	4	3	2	0	0	0	0	0	0	0	0	23	32	37
21:00	0	4	9	7	1	0	0	0	0	0	0	0	0	0	21	28	29
22:00	0	0	5	0	0	1	0	0	0	0	0	0	0	0	6	35	38
23:00	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3	32	34
Total	36	139	280	355	147	18	2	0	0	0	0	0	0	0	977		
Percent	3.7%	14.2%	28.7%	36.3%	15.0%	1.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	06:00	08:00	08:00	11:00	07:00	08:00								08:00		
Vol.	2	10	12	20	8	2	1								49		
PM Peak	17:00	19:00	17:00	17:00	17:00	17:00	19:00								17:00		
Vol.	11	34	48	55	27	2	1								164		
Grand Total	200	862	1662	2139	908	110	7	1	0	0	0	0	0	0	5889		
Percent	3.4%	14.6%	28.2%	36.3%	15.4%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	18 MPH
50th Percentile :	25 MPH
85th Percentile :	30 MPH
95th Percentile :	34 MPH

Statistics

10 MPH Pace Speed :	21-30 MPH
Number in Pace :	3801
Percent in Pace :	64.5%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%
Mean Speed(Average) :	25 MPH

TRAFFIC DATABANK LLC

716 S SIXTH AVENUE
MT VERNON,NY, 10550

YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
1-MELVILLE PARK RD EB W OF MAXESS RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

Start Time	Mon 01-Sep-25	Tue 02-Sep-25	Wed 03-Sep-25	Thu 04-Sep-25	Fri 05-Sep-25	Average Day	Sat 06-Sep-25	Sun 07-Sep-25	Week Average
12:00 AM	*	1	1	0	0	0	4	3	2
01:00	*	1	1	2	0	1	1	0	1
02:00	*	2	0	5	0	2	0	0	1
03:00	*	1	2	0	0	1	0	0	0
04:00	*	8	2	1	2	3	1	0	2
05:00	*	8	3	5	7	6	0	0	4
06:00	*	28	29	15	23	24	3	1	16
07:00	*	28	27	30	**35**	30	0	0	20
08:00	*	32	31	35	22	30	4	1	21
09:00	*	**33**	32	32	26	31	9	1	22
10:00	*	31	38	30	18	29	10	6	22
11:00	*	29	**48**	**42**	33	**38**	**15**	**11**	**30**
12:00 PM	*	64	65	61	66	64	18	7	47
01:00	*	88	78	90	75	83	24	**13**	61
02:00	*	65	55	56	39	54	14	6	39
03:00	*	71	56	63	53	61	14	11	45
04:00	*	95	104	109	99	102	**26**	5	73
05:00	*	**164**	**171**	**190**	**133**	**164**	8	7	**112**
06:00	*	94	99	101	51	86	3	6	59
07:00	*	75	72	71	66	71	4	8	49
08:00	*	14	16	23	11	16	7	5	13
09:00	*	16	16	8	11	13	3	3	10
10:00	*	13	14	9	11	12	4	2	9
11:00	*	6	5	2	3	4	2	2	3
Day Total	0	967	965	980	784	925	174	98	661
% Avg. WkDay	0.0%	104.5%	104.3%	105.9%	84.8%				
% Avg. Week	0.0%	146.3%	146.0%	148.3%	118.6%	139.9%	26.3%	14.8%	
AM Peak	-	09:00	11:00	11:00	07:00	- 11:00	- 11:00	11:00	- 11:00	-	-
Vol.	-	33	48	42	35	- 38	- 15	11	- 30	-	-
PM Peak	-	17:00	17:00	17:00	17:00	- 17:00	- 16:00	13:00	- 17:00	-	-
Vol.	-	164	171	190	133	- 164	- 26	13	- 112	-	-

TRAFFIC DATABANK LLC
716 S SIXTH AVENUE
MT VERNON,NY, 10550
YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
1-MELVILLE PARK RD EB W OF MAXESS RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

Start Time	Mon 08-Sep-25	Tue 09-Sep-25	Wed 10-Sep-25	Thu 11-Sep-25	Fri 12-Sep-25	Average Day	Sat 13-Sep-25	Sun 14-Sep-25	Week Average
12:00 AM	1	0	*	*	*	0	*	*	0
01:00	0	1	*	*	*	0	*	*	0
02:00	0	2	*	*	*	1	*	*	1
03:00	0	4	*	*	*	2	*	*	2
04:00	4	4	*	*	*	4	*	*	4
05:00	7	8	*	*	*	8	*	*	8
06:00	23	27	*	*	*	25	*	*	25
07:00	28	28	*	*	*	28	*	*	28
08:00	27	**49**	*	*	*	**38**	*	*	**38**
09:00	23	27	*	*	*	25	*	*	25
10:00	34	34	*	*	*	34	*	*	34
11:00	**35**	36	*	*	*	36	*	*	36
12:00 PM	64	66	*	*	*	65	*	*	65
01:00	85	68	*	*	*	76	*	*	76
02:00	53	63	*	*	*	58	*	*	58
03:00	57	68	*	*	*	62	*	*	62
04:00	100	117	*	*	*	108	*	*	108
05:00	**177**	**164**	*	*	*	**170**	*	*	**170**
06:00	92	71	*	*	*	82	*	*	82
07:00	81	87	*	*	*	84	*	*	84
08:00	20	23	*	*	*	22	*	*	22
09:00	15	21	*	*	*	18	*	*	18
10:00	14	6	*	*	*	10	*	*	10
11:00	4	3	*	*	*	4	*	*	4
Day Total	944	977	0	0	0	960	0	0	960
% Avg. WkDay	98.3%	101.8%	0.0%	0.0%	0.0%				
% Avg. Week	98.3%	101.8%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	
AM Peak	11:00	08:00	-	-	-	08:00	-	-	08:00
Vol.	35	49	-	-	-	38	-	-	38
PM Peak	17:00	17:00	-	-	-	17:00	-	-	17:00
Vol.	177	164	-	-	-	170	-	-	170

Grand Total	944	1944	965	980	784	1885	174	98	1621

ADT ADT 736 AADT 736

TRAFFIC DATABANK LLC

716 S SIXTH AVENUE
MT VERNON,NY, 10550

YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
2-MAXESS RD SB N OF MELVILLE PARK RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
09/02/25	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
01:00	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	*	*
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
04:00	0	1	1	2	1	1	0	0	0	0	0	0	0	0	6	35	38
05:00	0	1	1	0	3	4	2	0	0	0	0	0	0	0	11	40	43
06:00	0	2	4	7	12	8	5	1	0	0	0	0	0	0	39	40	44
07:00	0	2	2	16	38	42	15	3	**1**	0	0	0	0	0	119	40	44
08:00	0	0	7	13	42	**57**	**26**	3	1	0	0	0	0	0	**149**	41	44
09:00	0	0	3	16	**46**	54	22	**4**	0	0	0	0	0	0	145	40	44
10:00	0	**5**	**11**	**22**	27	18	4	0	0	0	0	0	0	0	87	37	39
11:00	0	1	6	21	27	16	5	1	0	0	0	0	0	0	77	38	42
12 PM	0	**3**	11	20	35	16	8	0	0	0	0	0	0	0	93	38	42
13:00	**1**	0	**13**	29	41	18	4	1	0	0	0	0	0	0	107	36	39
14:00	0	0	4	17	31	12	4	1	0	0	0	0	0	0	69	37	41
15:00	0	0	6	13	22	14	4	**3**	**1**	0	0	0	0	0	63	39	46
16:00	0	1	7	**34**	**47**	27	7	0	0	0	0	0	0	0	**123**	37	40
17:00	0	0	6	34	37	**29**	**9**	0	0	0	0	0	0	0	115	38	41
18:00	0	0	3	5	16	13	2	0	0	0	0	0	0	0	39	38	40
19:00	0	1	0	3	3	3	0	0	0	0	0	0	0	0	10	37	39
20:00	0	0	1	3	3	6	2	0	0	0	0	0	0	0	15	39	43
21:00	0	0	3	2	1	0	0	0	0	0	0	0	0	0	6	30	33
22:00	0	1	1	0	1	0	1	0	0	0	0	0	0	0	4	42	44
23:00	0	0	1	2	2	0	1	0	0	0	0	0	0	0	6	40	43
Total	1	18	91	259	437	338	121	17	3	0	0	0	0	0	1285		
Percent	0.1%	1.4%	7.1%	20.2%	34.0%	26.3%	9.4%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		10:00	10:00	10:00	09:00	08:00	08:00	09:00	07:00						08:00		
Vol.		5	11	22	46	57	26	4	1						149		
PM Peak	13:00	12:00	13:00	16:00	16:00	17:00	17:00	15:00	15:00						16:00		
Vol.	1	3	13	34	47	29	9	3	1						123		

TRAFFIC DATABANK LLC
716 S SIXTH AVENUE
MT VERNON,NY, 10550
YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
2-MAXESS RD SB N OF MELVILLE PARK RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

SB

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		85th	95th
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Percent	Percent
09/03/25	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
03:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	39	39
04:00	0	0	0	3	0	0	1	0	0	0	0	0	0	0	4	42	43
05:00	0	0	0	1	0	1	2	0	0	0	0	0	0	0	4	43	44
06:00	0	0	2	8	12	13	11	1	0	0	0	0	0	0	47	42	44
07:00	0	0	0	5	26	47	24	1	0	**1**	0	0	0	0	104	42	44
08:00	0	2	2	10	**56**	**65**	**25**	**4**	0	0	0	0	0	0	**164**	40	44
09:00	0	1	**9**	15	39	46	15	2	**2**	0	0	0	0	0	129	39	44
10:00	0	0	7	14	26	27	10	1	0	0	0	0	0	0	85	39	43
11:00	0	**5**	6	**18**	32	21	5	0	0	0	0	0	0	0	87	38	40
12 PM	**4**	2	12	31	43	29	4	1	**1**	0	0	0	0	0	127	37	39
13:00	0	**4**	5	**40**	33	11	7	0	0	0	0	0	0	0	100	36	41
14:00	0	1	**14**	30	35	22	6	**3**	0	**1**	0	0	0	0	112	38	43
15:00	0	1	6	15	34	14	6	2	0	0	0	0	0	0	78	38	43
16:00	0	0	9	36	**50**	**40**	7	1	0	0	0	0	0	0	**143**	38	40
17:00	0	0	10	31	49	38	**9**	0	0	0	0	0	0	0	137	38	41
18:00	1	0	1	9	18	8	6	0	0	0	0	0	0	0	43	39	43
19:00	0	1	5	3	10	3	1	0	0	0	0	0	0	0	23	35	39
20:00	0	2	2	4	2	4	0	0	0	0	0	0	0	0	14	37	39
21:00	0	0	2	2	1	1	2	0	0	0	0	0	0	0	8	42	44
22:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	38	39
23:00	0	0	1	0	3	0	1	0	0	0	0	0	0	0	5	41	43
Total	5	19	93	276	471	393	142	16	3	2	0	0	0	0	1420		
Percent	0.4%	1.3%	6.5%	19.4%	33.2%	27.7%	10.0%	1.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak		11:00	09:00	11:00	08:00	08:00	08:00	08:00	09:00	07:00					08:00		
Vol.		5	9	18	56	65	25	4	2	1					164		
PM Peak	12:00	13:00	14:00	13:00	16:00	16:00	17:00	14:00	12:00	14:00					16:00		
Vol.	4	4	14	40	50	40	9	3	1	1					143		

TRAFFIC DATABANK LLC
716 S SIXTH AVENUE
MT VERNON,NY, 10550
YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
2-MAXESS RD SB N OF MELVILLE PARK RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

SB

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		85th	95th
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Percent	Percent
09/04/25	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3	37	39
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	2	2	3	1	0	0	0	0	0	0	0	0	8	34	37
05:00	0	0	0	0	5	1	1	0	0	0	0	0	0	0	7	39	43
06:00	0	0	4	3	7	11	4	2	0	0	0	0	0	0	31	41	46
07:00	0	0	7	11	27	47	16	**4**	**1**	0	0	0	0	0	113	41	44
08:00	0	0	**8**	11	28	**65**	**26**	1	1	0	0	0	0	0	**140**	41	44
09:00	0	1	6	15	38	43	13	3	1	0	0	0	0	0	120	39	44
10:00	0	1	6	19	22	24	7	1	0	0	0	0	0	0	80	39	42
11:00	0	**2**	6	**36**	**39**	15	9	1	0	0	0	0	0	0	108	37	42
12 PM	0	0	**12**	32	32	28	3	**2**	0	0	0	0	0	0	109	37	39
13:00	0	**4**	12	36	39	23	1	1	0	0	0	0	0	0	116	36	39
14:00	0	1	7	22	38	16	9	0	**1**	0	0	0	0	0	94	38	42
15:00	0	1	8	27	23	16	5	0	0	0	0	0	0	0	80	37	41
16:00	0	1	12	27	**53**	33	**10**	1	0	0	0	0	0	0	**137**	38	42
17:00	**1**	0	7	**39**	42	**37**	8	2	0	0	0	0	0	0	136	38	41
18:00	0	0	4	4	13	3	1	0	0	0	0	0	0	0	25	35	39
19:00	0	0	3	6	9	5	2	0	0	0	0	0	0	0	25	38	41
20:00	0	0	6	5	2	4	2	0	0	0	0	0	0	0	19	38	42
21:00	0	0	1	2	2	0	2	0	0	0	0	0	0	0	7	42	44
22:00	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3	37	39
23:00	1	0	0	1	2	0	0	0	0	0	0	0	0	0	4	33	34
Total	2	11	113	300	426	374	119	18	4	0	0	0	0	0	1367		
Percent	0.1%	0.8%	8.3%	21.9%	31.2%	27.4%	8.7%	1.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		11:00	08:00	11:00	11:00	08:00	08:00	07:00	07:00						08:00		
Vol.		2	8	36	39	65	26	4	1						140		
PM Peak	17:00	13:00	12:00	17:00	16:00	17:00	16:00	12:00	14:00						16:00		
Vol.	1	4	12	39	53	37	10	2	1						137		

TRAFFIC DATABANK LLC
716 S SIXTH AVENUE
MT VERNON,NY, 10550
YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
2-MAXESS RD SB N OF MELVILLE PARK RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
09/05/25	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3	38	39
01:00	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	*	*
03:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	29	29
04:00	0	1	0	2	1	2	0	0	0	0	0	0	0	0	6	37	39
05:00	0	0	1	3	3	2	0	0	0	0	0	0	0	0	9	36	38
06:00	**1**	0	3	9	11	11	6	0	**1**	0	0	0	0	0	42	40	44
07:00	0	0	4	9	22	**39**	11	**3**	0	0	0	0	0	0	88	40	44
08:00	0	3	4	11	29	37	**20**	1	0	0	0	0	0	0	**105**	41	43
09:00	0	1	3	17	28	20	10	2	0	0	0	0	0	0	81	39	43
10:00	1	**4**	4	14	22	18	3	1	0	0	0	0	0	0	67	38	41
11:00	0	1	**9**	**19**	**34**	14	4	1	0	0	0	0	0	0	82	37	41
12 PM	0	1	10	22	**42**	13	2	0	**1**	0	0	0	0	0	91	35	39
13:00	0	**4**	4	18	33	10	3	1	0	0	0	0	0	0	73	36	40
14:00	0	0	7	18	22	23	**10**	0	0	**1**	0	0	0	0	81	39	43
15:00	0	1	11	**36**	24	**24**	7	0	0	0	0	0	0	0	**103**	38	41
16:00	0	0	**12**	25	38	14	7	0	0	0	0	0	0	0	96	37	41
17:00	0	1	7	24	37	16	4	**2**	0	0	0	0	0	0	91	37	41
18:00	0	0	0	5	13	7	3	1	0	0	0	0	0	0	29	39	44
19:00	0	0	3	2	9	2	2	0	0	0	0	0	0	0	18	38	42
20:00	**2**	2	1	5	2	0	1	0	0	0	0	0	0	0	13	32	41
21:00	0	0	3	1	1	0	1	0	0	0	0	0	0	0	6	40	43
22:00	0	0	2	2	1	2	1	0	0	0	0	0	0	0	8	39	42
23:00	0	0	1	1	3	0	0	0	0	0	0	0	0	0	5	33	34
Total	4	19	89	245	376	256	95	12	2	1	0	0	0	0	1099		
Percent	0.4%	1.7%	8.1%	22.3%	34.2%	23.3%	8.6%	1.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00	10:00	11:00	11:00	11:00	07:00	08:00	07:00	06:00						08:00		
Vol.	1	4	9	19	34	39	20	3	1						105		
PM Peak	20:00	13:00	16:00	15:00	12:00	15:00	14:00	17:00	12:00	14:00					15:00		
Vol.	2	4	12	36	42	24	10	2	1	1					103		

TRAFFIC DATABANK LLC
716 S SIXTH AVENUE
MT VERNON,NY, 10550
YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
2-MAXESS RD SB N OF MELVILLE PARK RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

SB

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		85th	95th
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Percent	Percent
09/06/25	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	*	*
02:00	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	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
05:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3	37	39
06:00	0	0	0	3	2	1	1	0	0	0	0	0	0	0	7	39	43
07:00	0	0	0	0	5	**8**	**3**	**1**	0	0	0	0	0	0	17	42	45
08:00	0	0	0	2	2	2	2	0	0	0	0	0	0	0	8	42	44
09:00	0	0	**1**	1	4	6	1	1	0	0	0	0	0	0	14	39	46
10:00	0	0	1	4	3	5	2	0	**1**	0	0	0	0	0	16	41	51
11:00	0	0	1	**5**	**8**	7	1	0	0	0	0	0	0	0	**22**	38	39
12 PM	0	**1**	2	3	7	5	**2**	0	0	0	0	0	0	0	20	38	42
13:00	0	0	**4**	**8**	5	6	1	0	0	0	0	0	0	0	**24**	37	39
14:00	0	0	1	2	**9**	3	1	0	0	0	0	0	0	0	16	37	40
15:00	0	0	1	1	6	**7**	1	0	0	0	0	0	0	0	16	38	40
16:00	0	0	3	2	8	3	0	0	0	0	0	0	0	0	16	36	38
17:00	0	0	0	3	2	1	1	0	0	0	0	0	0	0	7	39	43
18:00	0	0	0	1	1	3	1	**1**	0	0	0	0	0	0	7	44	48
19:00	0	0	0	3	2	0	0	0	0	0	0	0	0	0	5	33	34
20:00	0	0	1	2	1	0	1	0	0	0	0	0	0	0	5	41	43
21:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	28	29
22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
Total	0	1	16	43	67	59	18	3	1	0	0	0	0	0	208		
Percent	0.0%	0.5%	7.7%	20.7%	32.2%	28.4%	8.7%	1.4%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			09:00	11:00	11:00	07:00	07:00	07:00	10:00						11:00		
Vol.			1	5	8	8	3	1	1						22		
PM Peak		12:00	13:00	13:00	14:00	15:00	12:00	18:00							13:00		
Vol.		1	4	8	9	7	2	1							24		

TRAFFIC DATABANK LLC
716 S SIXTH AVENUE
MT VERNON,NY, 10550
YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
2-MAXESS RD SB N OF MELVILLE PARK RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

SB

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		85th	95th
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Percent	Percent
09/07/25	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	*	*
02:00	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	0	0	0	0	0	0	0	*	*
04:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	33	34
05:00	0	**1**	0	0	3	1	0	0	0	0	0	0	0	0	5	36	38
06:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4	38	39
07:00	0	0	0	2	**5**	3	0	0	0	0	0	0	0	0	10	37	39
08:00	0	0	**1**	2	4	2	**1**	0	0	0	0	0	0	0	10	38	42
09:00	0	0	1	1	3	2	1	0	0	0	0	0	0	0	8	39	42
10:00	0	0	1	2	2	3	0	0	0	0	0	0	0	0	8	38	39
11:00	0	0	0	**3**	5	**4**	0	0	0	0	0	0	0	0	**12**	37	39
12 PM	0	0	0	0	**5**	2	1	0	0	0	0	0	0	0	8	39	42
13:00	0	0	**1**	3	2	3	0	0	0	0	0	0	0	0	9	37	39
14:00	0	0	0	**4**	2	**6**	1	**1**	0	0	0	0	0	0	**14**	39	46
15:00	0	0	0	1	5	3	1	0	0	0	0	0	0	0	10	39	42
16:00	0	0	0	1	5	3	**2**	0	0	0	0	0	0	0	11	40	43
17:00	0	0	0	2	2	1	2	0	0	0	0	0	0	0	7	42	44
18:00	0	0	0	1	3	3	0	0	0	0	0	0	0	0	7	38	39
19:00	0	0	0	1	0	2	1	1	0	0	0	0	0	0	5	46	48
20:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
21:00	0	0	0	1	0	1	0	1	0	0	0	0	0	0	3	47	49
22:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	28	29
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
Total	0	1	5	26	50	42	10	3	0	0	0	0	0	0	137		
Percent	0.0%	0.7%	3.6%	19.0%	36.5%	30.7%	7.3%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		05:00	08:00	11:00	07:00	11:00	08:00								11:00		
Vol.		1	1	3	5	4	1								12		
PM Peak			13:00	14:00	12:00	14:00	16:00	14:00							14:00		
Vol.			1	4	5	6	2	1							14		

TRAFFIC DATABANK LLC
716 S SIXTH AVENUE
MT VERNON,NY, 10550
YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
2-MAXESS RD SB N OF MELVILLE PARK RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
09/08/25	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
01:00	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	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	**1**	1	3	1	0	0	0	0	0	0	0	0	0	6	30	33
05:00	0	0	1	5	2	3	1	0	0	0	0	0	0	0	12	38	41
06:00	0	0	2	3	14	13	5	0	0	0	0	0	0	0	37	39	43
07:00	0	1	6	**19**	31	47	7	3	**1**	0	0	0	0	0	115	39	43
08:00	0	1	6	12	**35**	**51**	**23**	**7**	0	0	**1**	0	0	0	**136**	42	45
09:00	0	1	**11**	14	31	31	7	2	0	0	0	0	0	0	97	39	42
10:00	0	0	3	8	23	20	5	2	0	0	0	0	0	0	61	39	43
11:00	0	1	9	13	30	11	8	1	1	0	0	0	0	0	74	39	43
12 PM	0	1	10	19	35	25	2	**1**	0	**1**	0	0	0	0	94	37	39
13:00	0	1	**12**	15	30	17	2	0	0	0	0	0	0	0	77	37	39
14:00	0	0	6	24	37	18	**7**	0	**2**	0	0	0	0	0	94	38	43
15:00	0	**2**	3	24	24	17	6	1	1	0	0	0	0	0	78	38	43
16:00	0	0	4	**30**	40	21	3	1	0	0	0	0	0	0	99	37	39
17:00	0	0	1	30	**52**	**32**	7	0	0	0	0	0	0	0	**122**	38	40
18:00	0	1	3	11	16	9	6	1	0	0	0	0	0	0	47	39	43
19:00	0	0	2	3	10	2	2	0	0	0	0	0	0	0	19	37	42
20:00	0	0	2	2	5	2	0	1	0	0	0	0	0	0	12	37	46
21:00	0	1	0	0	1	1	1	0	0	0	0	0	0	0	4	42	44
22:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	33	34
23:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	38	39
Total	0	11	83	236	419	321	92	20	5	1	1	0	0	0	1189		
Percent	0.0%	0.9%	7.0%	19.8%	35.2%	27.0%	7.7%	1.7%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak		04:00	09:00	07:00	08:00	08:00	08:00	08:00	07:00		08:00				08:00		
Vol.		1	11	19	35	51	23	7	1		1				136		
PM Peak		15:00	13:00	16:00	17:00	17:00	14:00	12:00	14:00	12:00					17:00		
Vol.		2	12	30	52	32	7	1	2	1					122		

TRAFFIC DATABANK LLC
716 S SIXTH AVENUE
MT VERNON,NY, 10550
YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
2-MAXESS RD SB N OF MELVILLE PARK RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
09/09/25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	24	24
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	19	19
04:00	0	0	1	3	2	2	2	0	0	0	0	0	0	0	10	41	43
05:00	0	0	1	2	4	2	1	0	0	0	0	0	0	0	10	38	42
06:00	0	0	5	2	8	18	4	**3**	0	0	0	0	0	0	40	41	46
07:00	0	1	6	8	25	51	8	3	**1**	0	0	0	0	0	103	39	44
08:00	0	**3**	7	16	**49**	**58**	**23**	2	1	0	0	0	0	0	**159**	40	43
09:00	0	2	4	18	46	47	18	3	0	0	0	0	0	0	138	40	43
10:00	0	0	7	22	27	17	13	1	1	0	0	0	0	0	88	40	44
11:00	**1**	2	**9**	**32**	26	17	4	2	0	0	0	0	0	0	93	37	41
12 PM	0	**3**	**13**	30	56	31	8	2	0	0	0	0	0	0	143	38	41
13:00	0	2	12	29	36	26	8	0	**1**	0	0	0	0	0	114	38	42
14:00	**1**	3	8	19	25	17	7	3	1	0	0	0	0	0	84	39	44
15:00	0	1	5	22	27	13	4	1	0	0	0	0	0	0	73	37	41
16:00	0	0	12	38	56	37	7	2	0	0	0	0	0	0	152	38	40
17:00	0	1	7	**58**	**85**	**47**	**13**	**4**	0	0	0	0	0	0	**215**	38	42
18:00	0	0	5	14	14	6	4	1	0	0	0	0	0	0	44	38	43
19:00	0	0	1	4	7	5	0	1	0	0	0	0	0	0	18	38	45
20:00	0	0	1	2	7	2	0	0	0	0	0	0	0	0	12	35	38
21:00	0	2	2	1	4	0	0	0	0	0	0	0	0	0	9	33	34
22:00	0	0	2	2	0	1	1	0	0	0	0	0	0	0	6	40	43
23:00	0	0	0	1	2	2	0	0	0	0	0	0	0	0	5	38	39
Total	2	21	109	323	507	400	125	28	5	0	0	0	0	0	1520		
Percent	0.1%	1.4%	7.2%	21.3%	33.4%	26.3%	8.2%	1.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	11:00	11:00	08:00	08:00	08:00	06:00	07:00						08:00		
Vol.	1	3	9	32	49	58	23	3	1						159		
PM Peak	14:00	12:00	12:00	17:00	17:00	17:00	17:00	17:00	13:00						17:00		
Vol.	1	3	13	58	85	47	13	4	1						215		
Grand Total	14	101	599	1708	2753	2183	722	117	23	4	1	0	0	0	8225		
Percent	0.2%	1.2%	7.3%	20.8%	33.5%	26.5%	8.8%	1.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	26 MPH
50th Percentile :	33 MPH
85th Percentile :	39 MPH
95th Percentile :	43 MPH

Statistics

10 MPH Pace Speed :	31-40 MPH
Number in Pace :	4936
Percent in Pace :	60.0%
Number of Vehicles > 55 MPH :	5
Percent of Vehicles > 55 MPH :	0.1%
Mean Speed(Average) :	33 MPH

TRAFFIC DATABANK LLC
716 S SIXTH AVENUE
MT VERNON,NY, 10550
YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
2-MAXESS RD SB N OF MELVILLE PARK RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

Start Time	Mon 01-Sep-25	Tue 02-Sep-25	Wed 03-Sep-25	Thu 04-Sep-25	Fri 05-Sep-25	Average Day	Sat 06-Sep-25	Sun 07-Sep-25	Week Average
12:00 AM	*	1	1	3	3	2	0	0	1
01:00	*	0	0	1	0	0	0	0	0
02:00	*	0	1	1	0	0	0	0	0
03:00	*	1	2	0	2	1	0	0	1
04:00	*	6	4	8	6	6	1	2	4
05:00	*	11	4	7	9	8	3	5	6
06:00	*	39	47	31	42	40	7	4	28
07:00	*	119	104	113	88	106	17	10	75
08:00	*	**149**	**164**	**140**	**105**	**140**	8	10	**96**
09:00	*	145	129	120	81	119	14	8	83
10:00	*	87	85	80	67	80	16	8	57
11:00	*	77	87	108	82	88	**22**	**12**	65
12:00 PM	*	93	127	109	91	105	20	8	75
01:00	*	107	100	116	73	99	**24**	9	72
02:00	*	69	112	94	81	89	16	**14**	64
03:00	*	63	78	80	**103**	81	16	10	58
04:00	*	**123**	**143**	**137**	96	**125**	16	11	**88**
05:00	*	115	137	136	91	120	7	7	82
06:00	*	39	43	25	29	34	7	7	25
07:00	*	10	23	25	18	19	5	5	14
08:00	*	15	14	19	13	15	5	1	11
09:00	*	6	8	7	6	7	2	3	5
10:00	*	4	2	3	8	4	1	2	3
11:00	*	6	5	4	5	5	1	1	4
Day Total	0	1285	1420	1367	1099	1293	208	137	917
% Avg. WkDay	0.0%	99.4%	109.8%	105.7%	85.0%				
% Avg. Week	0.0%	140.1%	154.9%	149.1%	119.8%	141.0%	22.7%	14.9%	
AM Peak	-	08:00	08:00	08:00	08:00	- 08:00	- 11:00	11:00	- 08:00	-	-
Vol.	-	149	164	140	105	- 140	- 22	12	- 96	-	-
PM Peak	-	16:00	16:00	16:00	15:00	- 16:00	- 13:00	14:00	- 16:00	-	-
Vol.	-	123	143	137	103	- 125	- 24	14	- 88	-	-

TRAFFIC DATABANK LLC
716 S SIXTH AVENUE
MT VERNON,NY, 10550
YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
2-MAXESS RD SB N OF MELVILLE PARK RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

Start Time	Mon 08-Sep-25	Tue 09-Sep-25	Wed 10-Sep-25	Thu 11-Sep-25	Fri 12-Sep-25	Average Day	Sat 13-Sep-25	Sun 14-Sep-25	Week Average
12:00 AM	1	1	*	*	*	1	*	*	1
01:00	0	1	*	*	*	0	*	*	0
02:00	0	1	*	*	*	0	*	*	0
03:00	0	1	*	*	*	0	*	*	0
04:00	6	10	*	*	*	8	*	*	8
05:00	12	10	*	*	*	11	*	*	11
06:00	37	40	*	*	*	38	*	*	38
07:00	115	103	*	*	*	109	*	*	109
08:00	**136**	**159**	*	*	*	**148**	*	*	**148**
09:00	97	138	*	*	*	118	*	*	118
10:00	61	88	*	*	*	74	*	*	74
11:00	74	93	*	*	*	84	*	*	84
12:00 PM	94	143	*	*	*	118	*	*	118
01:00	77	114	*	*	*	96	*	*	96
02:00	94	84	*	*	*	89	*	*	89
03:00	78	73	*	*	*	76	*	*	76
04:00	99	152	*	*	*	126	*	*	126
05:00	**122**	**215**	*	*	*	**168**	*	*	**168**
06:00	47	44	*	*	*	46	*	*	46
07:00	19	18	*	*	*	18	*	*	18
08:00	12	12	*	*	*	12	*	*	12
09:00	4	9	*	*	*	6	*	*	6
10:00	2	6	*	*	*	4	*	*	4
11:00	2	5	*	*	*	4	*	*	4
Day Total	1189	1520	0	0	0	1354	0	0	1354
% Avg. WkDay	87.8%	112.3%	0.0%	0.0%	0.0%				
% Avg. Week	87.8%	112.3%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	
AM Peak	08:00	08:00	-	-	-	08:00	-	-	08:00
Vol.	136	159	-	-	-	148	-	-	148
PM Peak	17:00	17:00	-	-	-	17:00	-	-	17:00
Vol.	122	215	-	-	-	168	-	-	168

Grand Total	1189	2805	1420	1367	1099	2647	208	137	2271

ADT ADT 1,028 AADT 1,028

TRAFFIC DATABANK LLC

716 S SIXTH AVENUE
MT VERNON,NY, 10550

YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
3-MAXESS RD NB N OF MELVILLE PARK RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
09/02/25	0	**1**	1	1	1	2	1	1	0	0	0	0	0	0	8	43	47
01:00	0	0	2	0	1	1	5	2	0	0	0	0	0	0	11	45	48
02:00	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3	37	39
03:00	0	0	1	2	2	4	4	3	0	1	0	0	0	0	17	47	55
04:00	0	0	1	7	6	9	2	2	0	0	0	0	0	0	27	39	46
05:00	0	0	0	2	14	14	2	1	1	0	0	0	0	0	34	39	46
06:00	0	0	7	20	38	45	27	6	**4**	1	0	0	0	0	148	42	48
07:00	0	0	4	32	76	72	37	14	1	1	0	0	0	0	237	42	46
08:00	**2**	1	8	**46**	**113**	**133**	**64**	**19**	3	**2**	0	**1**	0	0	**392**	42	46
09:00	0	1	6	35	81	97	39	14	4	0	0	0	0	0	277	41	46
10:00	0	0	4	32	71	56	23	5	2	0	0	0	0	0	193	40	44
11:00	0	0	**10**	24	54	36	24	14	2	0	0	0	0	0	164	43	47
12 PM	0	0	**7**	35	80	63	30	11	2	0	0	0	0	0	228	41	45
13:00	0	**2**	3	38	64	86	39	13	1	1	0	0	0	0	247	42	46
14:00	**1**	2	2	24	85	81	55	28	4	1	0	0	0	0	283	44	48
15:00	0	1	6	38	106	129	81	27	7	0	0	0	0	0	395	43	47
16:00	0	0	4	**57**	152	**196**	**102**	33	5	**2**	0	0	0	0	**551**	42	46
17:00	0	1	4	47	**158**	161	68	**41**	8	0	1	0	0	0	489	43	48
18:00	0	0	5	30	64	66	50	20	9	1	1	**1**	0	0	247	44	49
19:00	0	0	1	12	23	26	24	21	**12**	0	0	0	0	0	119	48	52
20:00	0	0	2	9	13	15	20	7	3	0	0	0	0	0	69	44	49
21:00	0	0	4	6	7	13	9	4	0	0	**2**	0	0	0	45	44	49
22:00	0	0	1	6	12	13	7	3	0	0	0	0	0	0	42	42	46
23:00	0	0	1	5	7	16	11	0	3	1	0	0	0	0	44	43	53
Total	3	9	84	510	1228	1335	724	289	71	11	4	2	0	0	4270		
Percent	0.1%	0.2%	2.0%	11.9%	28.8%	31.3%	17.0%	6.8%	1.7%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak	08:00	00:00	11:00	08:00	08:00	08:00	08:00	08:00	06:00	08:00		08:00			08:00		
Vol.	2	1	10	46	113	133	64	19	4	2		1			392		
PM Peak	14:00	13:00	12:00	16:00	17:00	16:00	16:00	17:00	19:00	16:00	21:00	18:00			16:00		
Vol.	1	2	7	57	158	196	102	41	12	2	2	1			551		

TRAFFIC DATABANK LLC
716 S SIXTH AVENUE
MT VERNON,NY, 10550
YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
3-MAXESS RD NB N OF MELVILLE PARK RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
09/03/25	0	0	1	0	2	6	3	1	1	0	0	0	0	0	14	44	51
01:00	0	0	1	2	1	1	1	1	0	0	0	0	0	0	7	44	48
02:00	0	0	0	1	2	4	1	0	0	0	0	0	0	0	8	39	42
03:00	0	**1**	1	0	5	3	4	2	2	0	0	0	0	0	18	48	52
04:00	0	0	0	5	4	9	5	1	0	0	0	0	0	0	24	42	44
05:00	0	0	2	4	17	11	9	2	1	0	0	0	0	0	46	42	46
06:00	0	0	**6**	19	39	43	28	3	3	0	0	0	0	0	141	42	44
07:00	0	0	2	21	75	96	52	**22**	2	**1**	0	0	0	0	271	43	47
08:00	0	0	6	19	**134**	**126**	**76**	20	**4**	0	0	0	0	0	**385**	42	46
09:00	0	0	5	**29**	113	101	52	10	4	1	0	0	0	0	315	41	44
10:00	0	1	3	19	70	58	28	12	2	0	0	0	0	0	193	42	46
11:00	0	0	3	24	67	65	29	5	2	1	0	0	0	0	196	41	44
12 PM	0	1	6	32	79	70	43	16	4	1	0	0	**1**	0	253	43	47
13:00	0	0	1	34	101	88	46	16	6	3	**2**	0	0	0	297	43	48
14:00	0	0	5	39	82	121	68	**39**	5	0	0	0	0	0	359	44	48
15:00	0	1	3	38	131	150	96	37	**13**	**9**	0	0	0	0	478	44	49
16:00	0	0	**8**	75	180	**192**	**112**	38	5	3	1	0	0	0	**614**	42	47
17:00	0	0	3	**88**	**185**	174	110	30	7	2	0	0	0	0	599	42	46
18:00	0	0	4	20	76	97	58	27	5	1	2	0	0	0	290	44	48
19:00	0	0	1	14	41	40	27	18	10	2	0	0	0	0	153	46	52
20:00	0	0	0	15	9	20	16	3	3	0	1	0	0	0	67	44	51
21:00	0	**2**	2	9	11	12	12	7	2	0	0	0	0	0	57	45	49
22:00	0	0	0	11	6	10	5	1	3	1	0	0	0	0	37	44	53
23:00	0	0	1	3	7	8	11	7	1	1	0	0	0	0	39	47	50
Total	0	6	64	521	1437	1505	892	318	85	26	6	0	1	0	4861		
Percent	0.0%	0.1%	1.3%	10.7%	29.6%	31.0%	18.4%	6.5%	1.7%	0.5%	0.1%	0.0%	0.0%	0.0%			
AM Peak		03:00	06:00	09:00	08:00	08:00	08:00	07:00	08:00	07:00					08:00		
Vol.		1	6	29	134	126	76	22	4	1					385		
PM Peak		21:00	16:00	17:00	17:00	16:00	16:00	14:00	15:00	15:00	13:00		12:00		16:00		
Vol.		2	8	88	185	192	112	39	13	9	2		1		614		

TRAFFIC DATABANK LLC
716 S SIXTH AVENUE
MT VERNON,NY, 10550
YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
3-MAXESS RD NB N OF MELVILLE PARK RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
09/04/25	0	0	2	1	2	7	2	2	0	0	0	0	0	0	16	43	47
01:00	0	0	0	1	4	1	1	0	0	0	0	0	0	0	7	39	43
02:00	0	1	1	1	2	4	1	0	0	0	0	0	0	0	10	39	42
03:00	0	1	0	2	4	4	5	2	0	0	0	0	0	0	18	44	47
04:00	0	0	2	3	12	10	3	2	0	0	0	0	0	0	32	40	46
05:00	0	0	0	8	21	7	5	2	2	0	0	0	0	0	45	42	49
06:00	0	**3**	**8**	15	30	41	19	12	1	1	0	0	0	0	130	43	48
07:00	0	0	7	25	71	88	47	**20**	4	**3**	0	**1**	0	0	266	43	48
08:00	0	0	5	**50**	114	**110**	**62**	17	**5**	0	**1**	0	0	0	**364**	42	46
09:00	**1**	0	4	38	**116**	104	33	15	2	0	0	0	0	0	313	40	45
10:00	0	0	4	27	51	57	24	11	3	0	0	0	0	0	177	42	47
11:00	0	0	8	22	66	56	25	6	1	0	0	0	0	0	184	40	44
12 PM	0	**3**	4	39	85	70	31	16	4	1	0	0	0	0	253	42	47
13:00	0	0	**8**	22	99	80	40	11	5	1	**2**	0	0	0	268	42	47
14:00	0	0	2	30	58	99	73	20	7	2	1	0	0	0	292	44	48
15:00	0	0	7	38	119	125	80	**39**	11	3	1	0	0	0	423	44	49
16:00	0	1	7	**57**	**155**	**180**	**105**	33	6	2	0	0	0	0	**546**	43	47
17:00	0	0	7	37	141	141	81	36	10	1	0	0	0	0	454	43	48
18:00	0	0	2	37	66	64	55	16	**14**	**4**	1	0	0	0	259	44	52
19:00	0	0	0	11	28	42	30	11	5	1	0	0	0	0	128	44	49
20:00	0	1	1	8	14	12	13	10	1	1	0	0	0	0	61	46	49
21:00	0	0	4	7	8	11	5	6	0	1	0	0	0	0	42	45	49
22:00	0	0	2	6	7	10	8	2	1	0	0	0	0	0	36	43	48
23:00	0	0	0	3	11	8	8	5	1	1	1	0	0	0	38	47	55
Total	1	10	85	488	1284	1331	756	294	83	22	7	1	0	0	4362		
Percent	0.0%	0.2%	1.9%	11.2%	29.4%	30.5%	17.3%	6.7%	1.9%	0.5%	0.2%	0.0%	0.0%	0.0%			
AM Peak	09:00	06:00	06:00	08:00	09:00	08:00	08:00	07:00	08:00	07:00	08:00	07:00			08:00		
Vol.	1	3	8	50	116	110	62	20	5	3	1	1			364		
PM Peak		12:00	13:00	16:00	16:00	16:00	16:00	15:00	18:00	18:00	13:00				16:00		
Vol.		3	8	57	155	180	105	39	14	4	2				546		

TRAFFIC DATABANK LLC
716 S SIXTH AVENUE
MT VERNON,NY, 10550
YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
3-MAXESS RD NB N OF MELVILLE PARK RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
09/05/25	0	0	1	2	2	3	2	2	0	0	0	0	0	0	12	45	48
01:00	0	0	1	2	0	1	4	0	0	0	0	**1**	0	0	9	44	67
02:00	0	**2**	0	2	2	6	0	0	0	0	0	0	0	0	12	38	39
03:00	0	0	0	3	6	3	3	4	1	0	0	0	0	0	20	47	50
04:00	0	0	0	8	17	17	6	1	1	0	0	0	0	0	50	40	44
05:00	0	0	1	6	13	9	1	2	0	0	0	0	0	0	32	39	45
06:00	0	1	5	16	43	43	20	3	4	0	0	0	0	0	135	41	45
07:00	0	1	3	20	78	70	32	11	**7**	1	0	0	0	0	223	42	48
08:00	0	0	1	24	**102**	**102**	**50**	**19**	4	2	0	0	0	0	**304**	42	47
09:00	**1**	0	1	**28**	75	74	27	18	3	0	0	0	0	0	227	42	47
10:00	0	0	2	20	47	51	28	11	6	**3**	0	0	0	0	168	44	50
11:00	0	1	**7**	26	46	62	39	10	2	0	0	0	0	0	193	42	46
12 PM	0	0	**4**	24	99	85	42	20	8	2	0	0	**1**	0	285	43	49
13:00	0	1	2	21	68	90	51	18	2	0	0	0	0	0	253	43	47
14:00	0	0	4	20	58	92	58	30	8	3	0	0	0	0	273	45	49
15:00	0	1	0	26	86	89	70	33	**15**	**6**	0	0	0	0	326	45	51
16:00	0	0	2	**46**	**135**	128	**96**	**38**	6	2	0	0	0	0	**453**	43	48
17:00	0	2	4	30	67	**147**	57	32	10	4	**1**	0	0	0	354	44	49
18:00	0	0	4	11	45	48	30	14	11	4	0	0	0	0	167	46	53
19:00	0	**3**	2	8	17	38	26	13	0	1	0	0	0	0	108	44	48
20:00	**2**	0	2	5	9	22	16	6	1	0	0	0	0	0	63	44	48
21:00	0	2	1	12	13	18	10	4	1	0	1	0	0	0	62	43	48
22:00	0	0	1	6	9	19	13	5	6	0	1	**1**	0	0	61	48	54
23:00	0	0	1	2	7	10	9	4	2	0	0	0	0	0	35	45	50
Total	3	14	49	368	1044	1227	690	298	98	28	3	2	1	0	3825		
Percent	0.1%	0.4%	1.3%	9.6%	27.3%	32.1%	18.0%	7.8%	2.6%	0.7%	0.1%	0.1%	0.0%	0.0%			
AM Peak	09:00	02:00	11:00	09:00	08:00	08:00	08:00	08:00	07:00	10:00		01:00			08:00		
Vol.	1	2	7	28	102	102	50	19	7	3		1			304		
PM Peak	20:00	19:00	12:00	16:00	16:00	17:00	16:00	16:00	15:00	15:00	17:00	22:00	12:00		16:00		
Vol.	2	3	4	46	135	147	96	38	15	6	1	1	1		453		

TRAFFIC DATABANK LLC
716 S SIXTH AVENUE
MT VERNON,NY, 10550
YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
3-MAXESS RD NB N OF MELVILLE PARK RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
09/06/25	0	0	0	2	4	8	5	1	0	0	0	0	0	0	20	43	45
01:00	0	0	1	0	0	3	1	0	0	0	0	0	0	0	5	41	43
02:00	0	0	1	1	2	2	3	0	0	0	0	0	0	0	9	42	44
03:00	0	0	0	1	4	2	1	3	0	0	0	0	0	0	11	47	49
04:00	0	0	**2**	2	3	7	4	1	1	1	0	0	0	0	21	44	54
05:00	0	0	0	2	6	7	7	0	0	0	0	0	0	0	22	42	44
06:00	0	0	0	6	10	15	8	6	0	1	0	0	0	0	46	45	48
07:00	0	**1**	0	1	16	12	23	**10**	**3**	**2**	0	0	0	0	68	47	52
08:00	0	0	2	**11**	9	18	12	7	3	0	0	0	0	0	62	45	49
09:00	0	0	2	9	18	24	14	5	2	1	0	0	0	0	75	43	49
10:00	0	0	0	7	20	**32**	**34**	5	2	1	0	0	0	0	**101**	43	47
11:00	0	0	2	2	**28**	32	20	10	1	1	0	0	0	0	96	44	48
12 PM	0	0	2	9	30	39	28	14	4	1	1	0	0	0	128	45	49
13:00	0	0	4	2	21	23	23	11	2	1	0	**1**	0	0	88	45	49
14:00	0	0	0	8	20	**45**	32	12	4	**2**	0	0	0	0	123	44	49
15:00	0	0	0	5	25	38	**34**	**19**	**9**	0	**2**	1	0	0	**133**	47	52
16:00	0	1	5	**24**	**32**	11	4	0	3	1	0	1	0	0	82	38	51
17:00	**3**	3	10	24	10	4	0	0	0	0	0	0	0	0	54	32	36
18:00	0	0	11	19	13	3	2	0	0	0	0	0	0	0	48	34	39
19:00	0	**4**	**14**	11	4	0	0	0	0	0	0	0	0	0	33	29	32
20:00	0	3	6	10	5	0	0	0	0	0	0	0	0	0	24	31	33
21:00	1	3	1	5	1	0	0	0	0	0	0	0	0	0	11	29	32
22:00	0	0	5	4	5	1	0	0	0	0	0	0	0	0	15	33	36
23:00	0	1	5	4	2	0	0	0	0	0	0	0	0	0	12	30	33
Total	4	16	73	169	288	326	255	104	34	12	3	3	0	0	1287		
Percent	0.3%	1.2%	5.7%	13.1%	22.4%	25.3%	19.8%	8.1%	2.6%	0.9%	0.2%	0.2%	0.0%	0.0%			
AM Peak		07:00	04:00	08:00	11:00	10:00	10:00	07:00	07:00	07:00					10:00		
Vol.		1	2	11	28	32	34	10	3	2					101		
PM Peak	17:00	19:00	19:00	16:00	16:00	14:00	15:00	15:00	15:00	14:00	15:00	13:00			15:00		
Vol.	3	4	14	24	32	45	34	19	9	2	2	1			133		

TRAFFIC DATABANK LLC
716 S SIXTH AVENUE
MT VERNON,NY, 10550
YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
3-MAXESS RD NB N OF MELVILLE PARK RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

NB

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		85th	95th
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Percent	Percent
09/07/25	**1**	0	1	3	2	1	0	0	0	0	0	0	0	0	8	34	37
01:00	1	0	2	2	0	1	0	0	0	0	0	0	0	0	6	35	38
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	24	24
03:00	1	0	0	3	3	2	0	0	0	0	0	0	0	0	9	36	38
04:00	0	0	1	10	11	0	0	0	0	0	0	0	0	0	22	33	34
05:00	0	1	2	6	3	1	0	0	0	0	0	0	0	0	13	33	36
06:00	0	1	5	5	6	8	4	0	0	0	0	0	0	0	29	39	43
07:00	0	0	4	4	9	**9**	**5**	**1**	0	0	0	0	0	0	32	41	44
08:00	1	1	8	8	10	5	0	0	0	0	0	0	0	0	33	35	38
09:00	0	0	0	**25**	12	3	0	0	0	0	0	0	0	0	40	33	36
10:00	1	2	**9**	16	**18**	9	2	0	0	0	0	0	0	0	**57**	36	39
11:00	1	**3**	5	19	18	7	1	0	0	0	0	0	0	0	54	34	38
12 PM	0	0	6	18	21	7	1	0	0	0	0	0	0	0	53	35	38
13:00	0	**1**	9	16	15	6	0	0	0	0	0	0	0	0	47	34	38
14:00	0	1	**11**	**23**	20	10	2	1	0	0	0	0	0	0	**68**	36	39
15:00	0	0	6	20	**28**	8	3	0	0	0	0	0	0	0	65	35	39
16:00	0	1	0	11	9	16	**6**	0	0	0	0	0	0	0	43	39	43
17:00	0	0	2	5	21	**20**	3	0	**1**	0	0	0	0	0	52	39	42
18:00	0	1	3	5	20	17	3	0	0	0	0	0	0	0	49	38	40
19:00	0	0	1	3	15	10	3	1	0	0	0	0	0	0	33	39	43
20:00	0	0	3	3	6	6	2	**2**	0	0	0	0	0	0	22	41	47
21:00	0	0	2	4	4	5	2	1	0	0	0	0	0	0	18	40	45
22:00	0	1	1	4	7	2	1	1	0	0	0	0	0	0	17	38	45
23:00	0	1	2	2	5	5	2	0	0	0	0	0	0	0	17	39	42
Total	6	14	84	215	263	158	40	7	1	0	0	0	0	0	788		
Percent	0.8%	1.8%	10.7%	27.3%	33.4%	20.1%	5.1%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	00:00	11:00	10:00	09:00	10:00	07:00	07:00	07:00							10:00		
Vol.	1	3	9	25	18	9	5	1							57		
PM Peak		13:00	14:00	14:00	15:00	17:00	16:00	20:00	17:00						14:00		
Vol.		1	11	23	28	20	6	2	1						68		

TRAFFIC DATABANK LLC
716 S SIXTH AVENUE
MT VERNON,NY, 10550
YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
3-MAXESS RD NB N OF MELVILLE PARK RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
09/08/25	0	0	0	1	2	1	1	0	0	**1**	0	0	0	0	6	55	58
01:00	0	0	0	1	4	1	1	0	1	0	0	0	0	0	8	44	53
02:00	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3	33	34
03:00	0	0	3	9	6	5	4	0	1	0	0	0	0	0	28	41	44
04:00	0	0	1	7	10	9	4	1	0	0	0	0	0	0	32	40	44
05:00	0	0	0	7	19	13	5	3	0	0	0	0	0	0	47	40	46
06:00	0	0	3	37	43	29	14	4	1	0	0	0	0	0	131	39	44
07:00	0	**2**	3	26	89	67	28	7	1	1	**1**	0	0	0	225	40	44
08:00	0	1	**6**	**63**	**123**	**105**	**49**	**13**	2	0	0	0	0	0	**362**	40	44
09:00	0	1	2	39	94	99	33	3	**3**	0	0	0	0	0	274	39	43
10:00	0	1	4	25	49	53	9	7	1	0	0	0	0	0	149	39	45
11:00	0	0	6	25	45	60	19	7	1	0	0	**1**	0	0	164	40	45
12 PM	**1**	**3**	5	49	92	79	27	14	0	1	0	0	0	0	271	40	45
13:00	0	0	5	31	88	83	42	11	2	1	0	0	0	0	263	41	45
14:00	0	0	2	22	70	102	62	**38**	5	**3**	0	0	0	0	304	45	49
15:00	0	2	5	38	110	124	74	33	9	1	**1**	0	0	0	397	43	48
16:00	0	1	5	**62**	**159**	145	**81**	34	**14**	3	0	**2**	0	0	**506**	43	49
17:00	0	0	6	42	133	**154**	80	26	7	0	0	1	0	0	449	42	47
18:00	0	2	2	22	73	55	52	17	7	0	0	1	0	0	231	44	48
19:00	0	0	2	7	30	39	28	12	5	0	0	0	0	0	123	44	49
20:00	0	2	1	5	8	13	13	7	2	1	1	0	0	0	53	47	53
21:00	0	0	**7**	7	8	9	6	5	0	0	1	1	0	0	44	45	49
22:00	0	0	1	1	10	7	8	5	0	0	0	0	0	0	32	45	48
23:00	0	0	1	2	9	15	9	5	0	0	1	0	0	0	42	44	48
Total	1	16	70	528	1276	1267	649	252	62	12	5	6	0	0	4144		
Percent	0.0%	0.4%	1.7%	12.7%	30.8%	30.6%	15.7%	6.1%	1.5%	0.3%	0.1%	0.1%	0.0%	0.0%			
AM Peak		07:00	08:00	08:00	08:00	08:00	08:00	08:00	09:00	00:00	07:00	11:00			08:00		
Vol.		2	6	63	123	105	49	13	3	1	1	1			362		
PM Peak	12:00	12:00	21:00	16:00	16:00	17:00	16:00	14:00	16:00	14:00	15:00	16:00			16:00		
Vol.	1	3	7	62	159	154	81	38	14	3	1	2			506		

TRAFFIC DATABANK LLC
716 S SIXTH AVENUE
MT VERNON,NY, 10550
YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
3-MAXESS RD NB N OF MELVILLE PARK RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
09/09/25	0	0	2	5	2	6	4	1	0	0	0	0	0	0	20	42	45
01:00	0	0	0	1	3	0	0	1	1	0	0	0	0	0	6	50	53
02:00	0	1	0	2	1	3	1	0	0	0	0	0	0	0	8	39	42
03:00	**1**	0	0	3	2	1	4	1	0	0	0	0	0	0	12	43	46
04:00	0	0	0	4	14	13	5	2	1	0	0	0	0	0	39	42	47
05:00	0	0	1	4	19	16	6	1	0	0	0	0	0	0	47	39	43
06:00	0	0	6	29	39	34	28	11	4	0	**1**	0	0	0	152	43	48
07:00	0	0	4	28	64	93	46	14	5	0	0	0	0	0	254	42	47
08:00	0	1	5	**39**	**119**	**135**	**62**	**23**	**6**	0	0	0	0	0	**390**	42	47
09:00	0	0	5	29	113	87	44	13	2	0	0	0	0	0	293	41	45
10:00	0	0	2	28	46	51	25	8	2	0	0	0	0	0	162	42	46
11:00	0	**2**	**7**	32	80	53	21	8	3	0	0	0	0	0	206	40	45
12 PM	0	0	5	32	81	76	36	18	4	1	0	0	0	0	253	42	47
13:00	0	1	8	42	92	67	35	16	7	1	0	0	0	0	269	42	48
14:00	0	2	7	46	100	92	53	24	6	0	0	0	0	0	330	43	47
15:00	0	1	6	29	120	143	**95**	31	5	4	0	0	0	0	434	43	47
16:00	0	0	10	**77**	**188**	**170**	94	30	5	3	0	0	0	0	**577**	42	46
17:00	**1**	0	**14**	58	126	132	77	**40**	6	**7**	0	0	0	0	461	43	48
18:00	0	1	3	22	63	92	74	31	**12**	3	0	0	0	0	301	45	49
19:00	0	0	2	13	29	35	21	11	1	1	0	0	0	0	113	44	48
20:00	0	0	0	8	16	19	12	4	1	0	**1**	0	0	0	61	43	48
21:00	0	**3**	7	5	5	16	5	1	1	0	0	0	0	0	43	40	44
22:00	0	0	2	5	10	5	9	6	1	0	0	0	0	0	38	46	49
23:00	0	0	0	4	12	11	6	3	1	1	0	0	0	0	38	44	50
Total	2	12	96	545	1344	1350	763	298	74	21	2	0	0	0	4507		
Percent	0.0%	0.3%	2.1%	12.1%	29.8%	30.0%	16.9%	6.6%	1.6%	0.5%	0.0%	0.0%	0.0%	0.0%			
AM Peak	03:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00		06:00				08:00		
Vol.	1	2	7	39	119	135	62	23	6		1				390		
PM Peak	17:00	21:00	17:00	16:00	16:00	16:00	15:00	17:00	18:00	17:00	20:00				16:00		
Vol.	1	3	14	77	188	170	95	40	12	7	1				577		
Grand Total	20	97	605	3344	8164	8499	4769	1860	508	132	30	14	2	0	28044		
Percent	0.1%	0.3%	2.2%	11.9%	29.1%	30.3%	17.0%	6.6%	1.8%	0.5%	0.1%	0.0%	0.0%	0.0%			

15th Percentile :	30 MPH
50th Percentile :	36 MPH
85th Percentile :	43 MPH
95th Percentile :	48 MPH

Statistics

10 MPH Pace Speed :	31-40 MPH
Number in Pace :	16663
Percent in Pace :	59.4%
Number of Vehicles > 55 MPH :	178
Percent of Vehicles > 55 MPH :	0.6%
Mean Speed(Average) :	37 MPH

TRAFFIC DATABANK LLC

716 S SIXTH AVENUE
MT VERNON,NY, 10550

YOUR #1 DATA COLLECTION FIRM

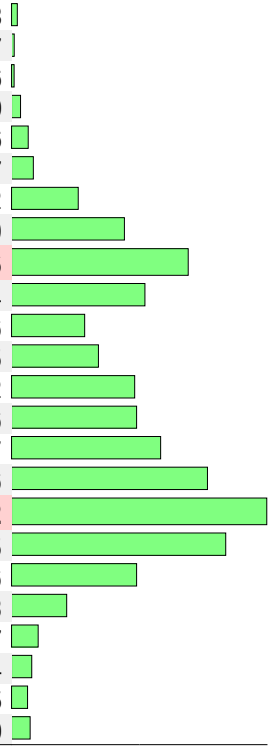
Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
3-MAXESS RD NB N OF MELVILLE PARK RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

Start Time	Mon 01-Sep-25	Tue 02-Sep-25	Wed 03-Sep-25	Thu 04-Sep-25	Fri 05-Sep-25	Average Day	Sat 06-Sep-25	Sun 07-Sep-25	Week Average
12:00 AM	*	8	14	16	12	12	20	8	13
01:00	*	11	7	7	9	8	5	6	8
02:00	*	3	8	10	12	8	9	1	7
03:00	*	17	18	18	20	18	11	9	16
04:00	*	27	24	32	50	33	21	22	29
05:00	*	34	46	45	32	39	22	13	32
06:00	*	148	141	130	135	138	46	29	105
07:00	*	237	271	266	223	249	68	32	183
08:00	*	**392**	**385**	**364**	**304**	**361**	62	33	**257**
09:00	*	277	315	313	227	283	75	40	208
10:00	*	193	193	177	168	183	**101**	**57**	148
11:00	*	164	196	184	193	184	96	54	148
12:00 PM	*	228	253	253	285	255	128	53	200
01:00	*	247	297	268	253	266	88	47	200
02:00	*	283	359	292	273	302	123	**68**	233
03:00	*	395	478	423	326	406	**133**	65	303
04:00	*	**551**	**614**	**546**	**453**	**541**	82	43	**382**
05:00	*	489	599	454	354	474	54	52	334
06:00	*	247	290	259	167	241	48	49	177
07:00	*	119	153	128	108	127	33	33	96
08:00	*	69	67	61	63	65	24	22	51
09:00	*	45	57	42	62	52	11	18	39
10:00	*	42	37	36	61	44	15	17	35
11:00	*	44	39	38	35	39	12	17	31
Day Total	0	4270	4861	4362	3825	4328	1287	788	3235
% Avg. WkDay	0.0%	98.7%	112.3%	100.8%	88.4%				
% Avg. Week	0.0%	132.0%	150.3%	134.8%	118.2%	133.8%	39.8%	24.4%	
AM Peak	-	08:00	08:00	08:00	08:00	- 08:00	- 10:00	10:00	- 08:00 - -
Vol.	-	392	385	364	304	- 361	- 101	57	- 257 - -
PM Peak	-	16:00	16:00	16:00	16:00	- 16:00	- 15:00	14:00	- 16:00 - -
Vol.	-	551	614	546	453	- 541	- 133	68	- 382 - -

TRAFFIC DATABANK LLC
716 S SIXTH AVENUE
MT VERNON,NY, 10550
YOUR #1 DATA COLLECTION FIRM

Date Start: 02-Sep-25
Date End: 09-Sep-25
Station ID:
3-MAXESS RD NB N OF MELVILLE PARK RD
MELVILLE,NY
Latitude: 0' 0.0000 Undefined

Start Time	Mon 08-Sep-25	Tue 09-Sep-25	Wed 10-Sep-25	Thu 11-Sep-25	Fri 12-Sep-25	Average Day	Sat 13-Sep-25	Sun 14-Sep-25	Week Average
12:00 AM	6	20	*	*	*	13	*	*	13
01:00	8	6	*	*	*	7	*	*	7
02:00	3	8	*	*	*	6	*	*	6
03:00	28	12	*	*	*	20	*	*	20
04:00	32	39	*	*	*	36	*	*	36
05:00	47	47	*	*	*	47	*	*	47
06:00	131	152	*	*	*	142	*	*	142
07:00	225	254	*	*	*	240	*	*	240
08:00	**362**	**390**	*	*	*	**376**	*	*	**376**
09:00	274	293	*	*	*	284	*	*	284
10:00	149	162	*	*	*	156	*	*	156
11:00	164	206	*	*	*	185	*	*	185
12:00 PM	271	253	*	*	*	262	*	*	262
01:00	263	269	*	*	*	266	*	*	266
02:00	304	330	*	*	*	317	*	*	317
03:00	397	434	*	*	*	416	*	*	416
04:00	**506**	**577**	*	*	*	**542**	*	*	**542**
05:00	449	461	*	*	*	455	*	*	455
06:00	231	301	*	*	*	266	*	*	266
07:00	123	113	*	*	*	118	*	*	118
08:00	53	61	*	*	*	57	*	*	57
09:00	44	43	*	*	*	44	*	*	44
10:00	32	38	*	*	*	35	*	*	35
11:00	42	38	*	*	*	40	*	*	40
Day Total	4144	4507	0	0	0	4330	0	0	4330
% Avg. WkDay	95.7%	104.1%	0.0%	0.0%	0.0%				
% Avg. Week	95.7%	104.1%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	
AM Peak	08:00	08:00	-	-	-	08:00	-	-	08:00
Vol.	362	390	-	-	-	376	-	-	376
PM Peak	16:00	16:00	-	-	-	16:00	-	-	16:00
Vol.	506	577	-	-	-	542	-	-	542



Grand Total	4144	8777	4861	4362	3825	8658	1287	788	7565

ADT	ADT 3,506	AADT 3,506	

D

Crash Data

CaseNumber	MaxInjuryinCrash	CrashSeverity	ReportedAccessControl	CaseYear	CollisionType	CrashDate	CrashTime	CrashType	LightConditions	RoadCharacteristics	RoadSurfaceConditions	TrafficControl
39252524	<Null>	PROPERTY DAMAGE	Unknown	2022	REAR END	2/28/2022	7:24 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39277392	C - POSSIBLE INJURY	INJURY	Unknown	2022	REAR END	3/18/2022	6:40 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39277501	<Null>	PROPERTY DAMAGE	Unknown	2022	REAR END	3/1/2022	2:10 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39280263	<Null>	PROPERTY DAMAGE	Unknown	2022	REAR END	3/16/2022	8:45 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39281696	<Null>	PROPERTY DAMAGE	Unknown	2022	REAR END	3/16/2022	5:50 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39290799	<Null>	PROPERTY DAMAGE	Unknown	2022	RIGHT TURN (WITH OTHER CAR)	3/29/2022	5:20 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39295635	<Null>	PROPERTY DAMAGE	Unknown	2022	OVERTAKING	3/19/2022	1:27 AM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39295646	<Null>	PROPERTY DAMAGE	Unknown	2022	RIGHT TURN (WITH OTHER CAR)	3/13/2022	1:00 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL
39295665	B - INJURY	INJURY	Unknown	2022	OTHER	3/27/2022	8:20 PM	COLLISION WITH TREE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE
39295666	<Null>	PROPERTY DAMAGE	Unknown	2022	REAR END	3/18/2022	3:28 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39295695	C - POSSIBLE INJURY	INJURY	Unknown	2022	OVERTAKING	3/18/2022	3:16 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	NONE
39303296	<Null>	PROPERTY DAMAGE	Unknown	2022	RIGHT ANGLE	4/7/2022	5:28 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
39304566	<Null>	PROPERTY DAMAGE	Unknown	2022	OTHER	4/10/2022	4:28 AM	COLLISION WITH TREE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE
39306482	C - POSSIBLE INJURY	INJURY	Unknown	2022	REAR END	4/11/2022	4:40 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39309380	<Null>	PROPERTY DAMAGE	Unknown	2022	REAR END	4/12/2022	10:45 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
39309399	<Null>	PROPERTY DAMAGE	Not Entered	2022	OTHER	4/10/2022	4:28 AM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE
39309475	<Null>	PROPERTY DAMAGE	Unknown	2022	OTHER	4/13/2022	10:37 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39317412	C - POSSIBLE INJURY	INJURY	Unknown	2022	RIGHT ANGLE	4/19/2022	2:55 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39317415	<Null>	PROPERTY DAMAGE	Unknown	2022	REAR END	4/19/2022	5:55 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39319128	K - FATAL	FATAL	Unknown	2022	HEAD ON	4/14/2022	11:17 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	NONE
39326460	<Null>	PROPERTY DAMAGE	Unknown	2022	RIGHT ANGLE	4/21/2022	10:57 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD UNLIGHTED	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL
39327147	C - POSSIBLE INJURY	INJURY	Unknown	2022	REAR END	4/28/2022	8:55 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39329966	<Null>	PROPERTY DAMAGE	Unknown	2022	REAR END	4/29/2022	10:44 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	NONE
39329981	<Null>	PROPERTY DAMAGE	Unknown	2022	OVERTAKING	4/29/2022	4:15 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39333086	<Null>	PROPERTY DAMAGE	Unknown	2022	LEFT TURN (AGAINST OTHER CAR)	3/11/2022	10:00 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39335333	<Null>	PROPERTY DAMAGE	Unknown	2022	REAR END	5/4/2022	6:15 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39336095	<Null>	PROPERTY DAMAGE	Unknown	2022	OVERTAKING	5/6/2022	4:12 AM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL
39350824	<Null>	PROPERTY DAMAGE	Unknown	2022	REAR END	5/16/2022	1:10 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39353020	<Null>	PROPERTY DAMAGE	Unknown	2022	RIGHT TURN (WITH OTHER CAR)	5/18/2022	7:20 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39361841	C - POSSIBLE INJURY	INJURY	Unknown	2022	REAR END	4/29/2022	3:55 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39361854	<Null>	PROPERTY DAMAGE	Unknown	2022	OVERTAKING	5/11/2022	12:25 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39361874	<Null>	PROPERTY DAMAGE	Unknown	2022	SIDESWIPE	5/24/2022	8:15 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39361878	<Null>	PROPERTY DAMAGE	Unknown	2022	REAR END	5/12/2022	1:35 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39362528	C - POSSIBLE INJURY	INJURY	Unknown	2022	REAR END	5/26/2022	6:30 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39363808	<Null>	PROPERTY DAMAGE	Unknown	2022	OVERTAKING	5/25/2022	6:40 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39368634	<Null>	PROPERTY DAMAGE	Unknown	2022	REAR END	5/31/2022	11:10 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39374000	<Null>	PROPERTY DAMAGE	Unknown	2022	REAR END	6/2/2022	1:35 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL
39374014	<Null>	PROPERTY DAMAGE	Unknown	2022	REAR END	6/3/2022	5:51 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39379893	B - INJURY	INJURY	Unknown	2022	RIGHT ANGLE	6/5/2022	2:47 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN
39381639	<Null>	PROPERTY DAMAGE	Unknown	2022	OVERTAKING	5/24/2022	9:19 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39385673	<Null>	PROPERTY DAMAGE	Unknown	2022	OVERTAKING	6/13/2022	1:15 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39387360	<Null>	PROPERTY DAMAGE	Unknown	2022	OVERTAKING	6/13/2022	8:31 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39388820	<Null>	PROPERTY DAMAGE	Unknown	2022	RIGHT TURN (AGAINST OTHER CAR)	6/14/2022	9:19 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39396723	<Null>	PROPERTY DAMAGE	Unknown	2022	REAR END	6/21/2022	9:00 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39399290	<Null>	PROPERTY DAMAGE	Unknown	2022	REAR END	6/15/2022	6:45 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39406810	C - POSSIBLE INJURY	INJURY	Unknown	2022	OTHER	5/27/2022	2:10 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39409547	<Null>	PROPERTY DAMAGE	Unknown	2022	REAR END	6/30/2022	5:57 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39410361	C - POSSIBLE INJURY	INJURY	Unknown	2022	OVERTAKING	6/8/2022	2:55 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39412356	<Null>	PROPERTY DAMAGE	Unknown	2022	OTHER	4/3/2022	1:40 AM	COLLISION WITH TREE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39412736	<Null>	PROPERTY DAMAGE	Unknown	2022	REAR END	7/1/2022	9:15 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39426932	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	OVERTAKING	7/12/2022	3:25 AM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE
39430680	B - INJURY	INJURY	Unknown	2022	REAR END	7/14/2022	11:12 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL
39433223	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	OVERTAKING	7/13/2022	11:20 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39433293	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	RIGHT ANGLE	7/19/2022	7:59 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39444978	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	OTHER	7/27/2022	5:05 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39444989	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	REAR END	7/27/2022	4:30 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39448938	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	LEFT TURN (WITH OTHER CAR)	7/28/2022	3:30 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39461245	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	REAR END	8/3/2022	8:00 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39461252	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	OVERTAKING	8/4/2022	2:28 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39461265	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	OVERTAKING	7/28/2022	5:40 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	CURVE AND LEVEL	DRY	NONE
39469896	B - INJURY	INJURY	Unknown	2022	RIGHT ANGLE	8/12/2022	5:50 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39470407	B - INJURY	INJURY	Unknown	2022	OTHER	8/11/2022	4:45 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39474857	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	REAR END	8/18/2022	6:58 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39478791	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	OVERTAKING	7/7/2022	2:40 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL
39478793	B - INJURY	INJURY	Unknown	2022	REAR END	7/8/2022	2:27 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL
39478825	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	REAR END	7/14/2022	6:40 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39478826	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	REAR END	7/8/2022	1:12 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39480639	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	OVERTAKING	7/29/2022	3:45 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39482453	B - INJURY	INJURY	Unknown	2022	REAR END	8/6/2022	9:30 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39484703	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	RIGHT ANGLE	8/2/2022	2:30 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL
39489843	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	OVERTAKING	8/2/2022	8:40 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39490638	B - INJURY	INJURY	Unknown	2022	REAR END	8/30/2022	2:35 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE

CaseNumber	TrafficWay	WeatherConditions	CommercialVehicleCrashIndicator	DMVInsertDate	#ofFatalities	#ofInjuries	#ofOtherInjuries	#ofSeriousInjuries	#ofVehicles	PoliceDepartment	NonReportable	ReportingAgency	Non-PublicWay	XCoordinate
39252524	NOT ENTERED	CLEAR	0	1/1/1970	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	633366.6782
39277392	NOT ENTERED	CLEAR	0	1/1/1970	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633352.9523
39277501	NOT ENTERED	CLOUDY	0	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633274.64
39280263	NOT ENTERED	CLEAR	0	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633274.64
39281696	NOT ENTERED	CLEAR	0	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634258.14
39290799	NOT ENTERED	CLEAR	1	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634171.906
39295635	NOT ENTERED	CLEAR	0	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634170.9027
39295646	NOT ENTERED	CLOUDY	0	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.143
39295665	NOT ENTERED	CLEAR	0	1/1/1970 0:00	0	1	1	0	1	5101	0	SUFFOLK CO PD YAPHANK	No	633409.3379
39295666	NOT ENTERED	CLEAR	0	1/1/1970	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634372.5548
39295695	NOT ENTERED	CLEAR	0	1/1/1970	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634383.1984
39303296	NOT ENTERED	RAIN	0	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633956.95
39304566	NOT ENTERED	CLEAR	0	1/1/1970	0	0	0	0	1	5101	0	SUFFOLK CO PD YAPHANK	No	634597.5934
39306482	NOT ENTERED	CLEAR	0	1/1/1970	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633292.5573
39309380	NOT ENTERED	RAIN	0	1/1/1970	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634620.93
39309399	NOT ENTERED	CLEAR	0	1/1/1970	0	0	0	0	2	5100	0	SUFFOLK CO SHERIFF DEPT	No	634594.1
39309475	NOT ENTERED	CLEAR	1	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634264.51
39317412	NOT ENTERED	CLOUDY	0	1/1/1970	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.7435
39317415	NOT ENTERED	CLEAR	0	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633372.223
39319128	ONE-WAY,NOT DIVIDED	RAIN	0	11/1/2022	1	1	1	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	633953.2324
39326460	TWO-WAY,NOT DIVIDED	CLOUDY	0	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634171.9956
39327147	NOT ENTERED	CLEAR	0	1/1/1970	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634626.91
39329966	NOT ENTERED	CLEAR	0	1/1/1970	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	633775.8517
39329981	NOT ENTERED	CLEAR	0	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634620.05
39333086	NOT ENTERED	CLEAR	0	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633714.5381
39335333	NOT ENTERED	CLEAR	0	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634342.8906
39336095	TWO-WAY,DIVIDED,POSITIVE MEDIA BARR	CLEAR	0	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633369.69
39350824	NOT ENTERED	CLEAR	0	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634372.35
39353020	NOT ENTERED	CLEAR	1	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634187.7524
39361841	NOT ENTERED	CLEAR	0	1/1/1970	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633292.3296
39361854	NOT ENTERED	CLEAR	0	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634172.87
39361874	NOT ENTERED	CLOUDY	0	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633274.64
39361878	NOT ENTERED	CLEAR	0	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
39362528	NOT ENTERED	CLEAR	0	1/1/1970	0	2	2	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634373.0828
39363808	NOT ENTERED	CLEAR	0	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633372.223
39368634	NOT ENTERED	CLEAR	0	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633956.95
39374000	NOT ENTERED	CLEAR	0	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634372.35
39374014	NOT ENTERED	OTHER	0	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633369.69
39379893	NOT ENTERED	CLEAR	0	12/2/2022	0	3	3	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	633734
39381639	NOT ENTERED	CLEAR	0	1/1/1970	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	633369.69
39385673	NOT ENTERED	CLEAR	0	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634273.98
39387360	NOT ENTERED	CLEAR	0	1/1/1970	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634359.6867
39388820	NOT ENTERED	CLOUDY	0	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633300.6073
39396723	NOT ENTERED	CLEAR	0	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634604.6238
39399290	TWO-WAY,DIVIDED,POSITIVE MEDIA BARR	CLEAR	0	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634258.14
39406810	NOT ENTERED	CLEAR	0	1/1/1970	0	1	1	0	3	5101	0	SUFFOLK CO PD YAPHANK	No	633327.4153
39409547	NOT ENTERED	CLEAR	0	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634258.14
39410361	NOT ENTERED	CLEAR	0	1/1/1970	0	3	3	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633369.69
39412356	TWO-WAY,NOT DIVIDED	CLEAR	0	1/1/1970	0	0	0	0	1	5101	0	SUFFOLK CO PD YAPHANK	No	634172.87
39412736	NOT ENTERED	CLEAR	0	1/1/1970	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633369.69
39426932	NOT ENTERED	CLEAR	0	9/26/2022	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634360.43
39430680	NOT ENTERED	CLEAR	0	11/14/2022	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634374.3637
39433223	NOT ENTERED	CLEAR	0	10/18/2022	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634172.87
39433293	NOT ENTERED	CLEAR	0	10/18/2022	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634372.35
39444978	NOT ENTERED	CLEAR	0	10/18/2022	0	0	0	0	3	5101	0	SUFFOLK CO PD YAPHANK	No	633369.69
39444989	NOT ENTERED	CLEAR	0	10/19/2022	0	0	0	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	633370.3484
39448938	NOT ENTERED	CLEAR	0	10/18/2022	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634626.91
39461245	NOT ENTERED	CLEAR	0	10/19/2022	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634679.48
39461252	NOT ENTERED	CLEAR	0	10/18/2022	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634360.43
39461265	NOT ENTERED	CLOUDY	0	10/18/2022	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633997.2358
39469896	NOT ENTERED	CLEAR	0	10/18/2022	0	2	2	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633840.5775
39470407	NOT ENTERED	CLEAR	0	9/27/2022	0	1	1	0	3	5101	0	SUFFOLK CO PD YAPHANK	No	634004.9155
39474857	NOT ENTERED	CLEAR	0	11/25/2022	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634168.9822
39478791	NOT ENTERED	CLEAR	0	9/13/2022	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
39478793	NOT ENTERED	CLEAR	0	10/19/2022	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634679.48
39478825	NOT ENTERED	CLEAR	0	9/30/2022	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634360.43
39478826	NOT ENTERED	CLEAR	0	9/16/2022	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633291.89
39480639	NOT ENTERED	CLOUDY	0	9/15/2022	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633359.0358
39482453	NOT ENTERED	CLEAR	0	11/9/2022	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634614.78
39484703	NOT ENTERED	CLEAR	0	1/13/2023	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634175.0922
39489843	NOT ENTERED	CLEAR	0	12/28/2022	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634594.1
39490638	NOT ENTERED	CLEAR	0	7/19/2023	0	1	1	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	634393.2499

CaseNumber	YCoordinate	IntersectionIndicator	ClosestCrossStreet	County	DirectionFrom	DistanceFrom(Meters)	IntersectionID	Municipality	OnStreet	ReferenceMarker	AccessControl	Divided	FunctionalClass
39252524	4515443.748	INTERSECTION-RELATED	[Route] 110	Suffolk	NORTH-WEST	3	5018361	Huntington	S SERVICE RD	110 07011076	Free Access	F	14-Urban Principal Arterial Other
39277392	4515384.663	INTERSECTION-RELATED	Ramp	Suffolk	SOUTH-EAST	22	5018361	Huntington	BROADHOLLOW RD	110 07011076	Free Access	F	Unknown
39277501	4515115.2	AT-INTERSECTION	MELVILLE PARK RD	Suffolk	NORTH	0	5018337	Huntington	BROADHOLLOW RD	110 07011074	Free Access	F	Unknown
39280263	4515115.2	AT-INTERSECTION	MELVILLE PARK RD	Suffolk	NORTH	0	5018337	Huntington	BROADHOLLOW RD	110 07011074	Free Access	F	Unknown
39281696	4515797.27	Not an intersection crash	<Null>	Suffolk	<Null>	0	<Null>	Huntington	[Route] 495	495 07031019	Free Access	T	16-Urban Minor Arterial
39290799	4515886.773	INTERSECTION-RELATED	Pinelawn Rd	Suffolk	NORTH-WEST	1	5018403	Huntington	N SERVICE RD	<Null>	Free Access	F	14-Urban Principal Arterial Other
39295635	4515888.954	INTERSECTION-RELATED	N Service Rd	Suffolk	NORTH	3	5018403	Huntington	PINELAWN RD	<Null>	Free Access	T	16-Urban Minor Arterial
39295646	4515440.958	INTERSECTION-RELATED	S Service Rd	Suffolk	SOUTH-EAST	1	5018361	Huntington	BROADHOLLOW RD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
39295665	4515443.109	INTERSECTION-RELATED	Broadhollow Rd	Suffolk	WEST	20	5018361	Huntington	S SERVICE RD	<Null>	Free Access	F	14-Urban Principal Arterial Other
39295666	4515685.523	INTERSECTION-RELATED	S Service Rd	Suffolk	SOUTH-EAST	0	5018402	Huntington	PINELAWN RD	<Null>	Free Access	<Null>	Unknown
39295695	4515659.195	Not an intersection crash	S Service Rd	Suffolk	SOUTH-EAST	33	<Null>	Huntington	PINELAWN RD	<Null>	Free Access	T	16-Urban Minor Arterial
39303296	4514963.73	AT-INTERSECTION	CORPORATE CENTER DR	Suffolk	WEST	0	5018340	Huntington	MAXESS RD	<Null>	Free Access	F	19-Urban Local
39304566	4515258.46	Not an intersection crash	Parking Lot	Suffolk	NORTH	36	<Null>	Huntington	PINELAWN RD	<Null>	Free Access	T	16-Urban Minor Arterial
39306482	4515111.428	INTERSECTION-RELATED	Melville Park Rd	Suffolk	NORTH	2	5018337	Huntington	BROADHOLLOW RD	110 07011074	Free Access	T	14-Urban Principal Arterial Other
39309380	4514103.6	AT-INTERSECTION	RULAND RD	Suffolk	WEST	0	5017214	Huntington	PINELAWN RD	<Null>	Free Access	T	16-Urban Minor Arterial
39309399	4515337.63	INTERSECTION-RELATED	HALF HOLLOW RD	Suffolk	WEST	0	5018396	Huntington	PINELAWN RD	<Null>	Free Access	F	16-Urban Minor Arterial
39309475	4515790.61	Not an intersection crash	<Null>	Suffolk	<Null>	0	<Null>	Huntington	LONG ISLAND EXPY	<Null>	Free Access	T	16-Urban Minor Arterial
39317412	4515442.976	INTERSECTION-RELATED	S Service Rd	Suffolk	NORTH	2	5018361	Huntington	BROADHOLLOW RD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
39317415	4515383.014	Not an intersection crash	S SERVICE RD	Suffolk	SOUTH-EAST	61	<Null>	Huntington	BROADHOLLOW RD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
39319128	4515579.094	Not an intersection crash	Maxess Rd	Suffolk	NORTH-WEST	37	<Null>	Huntington	S SERVICE RD	<Null>	Free Access	F	14-Urban Principal Arterial Other
39326460	4515887.808	INTERSECTION-RELATED	N Service Rd	Suffolk	NORTH	1	5018403	Huntington	PINELAWN RD	<Null>	Free Access	T	16-Urban Minor Arterial
39327147	4514086.16	INTERSECTION-RELATED	Ruland Rd	Suffolk	<Null>	0	5017214	Huntington	COLONIAL SPRINGS RD	<Null>	Free Access	T	16-Urban Minor Arterial
39329966	4515533.578	Not an intersection crash	Ramp	Suffolk	WEST	182	<Null>	Huntington	S SERVICE RD	<Null>	Free Access	F	14-Urban Principal Arterial Other
39329981	4514103.666	INTERSECTION-RELATED	Pinelawn Rd	Suffolk	NORTH-WEST	1	5017214	Huntington	RULAND RD	<Null>	Free Access	<Null>	Unknown
39333086	4515131.797	Not an intersection crash	MAXESS RD	Suffolk	NORTH-WEST	229	<Null>	Huntington	MELVILLE PARK RD	<Null>	Free Access	F	19-Urban Local
39335333	4515677.926	INTERSECTION-RELATED	PINELAWN RD	Suffolk	NORTH-WEST	18	5018402	Huntington	S SERVICE RD	<Null>	Free Access	F	14-Urban Principal Arterial Other
39336095	4515443.28	AT-INTERSECTION	S SERVICE RD	Suffolk	WEST	0	5018361	Huntington	BROADHOLLOW RD	110 07011076	Free Access	F	Unknown
39350824	4515685.74	AT-INTERSECTION	S SERVICE RD	Suffolk	WEST	0	5018402	Huntington	PINELAWN RD	<Null>	Free Access	F	14-Urban Principal Arterial Other
39353020	4515639.004	Not an intersection crash	Parking Lot	Suffolk	WEST	79	<Null>	Huntington	S SERVICE RD	<Null>	Free Access	F	14-Urban Principal Arterial Other
39361841	4515109.041	INTERSECTION-RELATED	Broadhollow Rd	Suffolk	WEST	0	5018337	Huntington	MELVILLE PARK RD	<Null>	Free Access	F	19-Urban Local
39361854	4515886.89	AT-INTERSECTION	PINELAWN RD	Suffolk	SOUTH-EAST	0	5018403	Huntington	N SERVICE RD	<Null>	Free Access	F	14-Urban Principal Arterial Other
39361874	4515115.2	AT-INTERSECTION	MELVILLE PARK RD	Suffolk	NORTH	0	5018337	Huntington	BROADHOLLOW RD	110 07011074	Free Access	F	Unknown
39361878	4515441.53	AT-INTERSECTION	S SERVICE RD	Suffolk	WEST	0	5018361	Huntington	BROADHOLLOW RD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
39362528	4515684.962	INTERSECTION-RELATED	S Service Rd	Suffolk	SOUTH-EAST	1	5018402	Huntington	PINELAWN RD	<Null>	Free Access	<Null>	Unknown
39363808	4515383.014	Not an intersection crash	S SERVICE RD	Suffolk	SOUTH-EAST	61	<Null>	Huntington	BROADHOLLOW RD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
39368634	4514963.73	AT-INTERSECTION	CORPORATE CENTER DR	Suffolk	WEST	0	5018340	Huntington	MAXESS RD	<Null>	Free Access	F	19-Urban Local
39374000	4515685.74	AT-INTERSECTION	S SERVICE RD	Suffolk	WEST	0	5018402	Huntington	PINELAWN RD	<Null>	Free Access	F	14-Urban Principal Arterial Other
39374014	4515443.28	AT-INTERSECTION	S SERVICE RD	Suffolk	WEST	0	5018361	Huntington	BROADHOLLOW RD	110 07011076	Free Access	F	Unknown
39379893	4514140.83	AT-INTERSECTION	<Null>	Suffolk	<Null>	0	5018324	Huntington	DURYEA ROAD	<Null>	Free Access	<Null>	Unknown
39381639	4515443.28	AT-INTERSECTION	LONG ISLAND EXPRESSWAY SERVICE RD	Suffolk	WEST	0	5018361	Huntington	[Route] 110	110 07011076	Free Access	F	Unknown
39385673	4515780.57	Not an intersection crash	<Null>	Suffolk	<Null>	0	<Null>	Huntington	[Route] 495	<Null>	Free Access	T	16-Urban Minor Arterial
39387360	4515683.709	INTERSECTION-RELATED	S Service Rd	Suffolk	NORTH	1	5018402	Huntington	PINELAWN RD	<Null>	Free Access	T	16-Urban Minor Arterial
39388820	4515106.419	INTERSECTION-RELATED	BROADHOLLOW RD	Suffolk	WEST	9	5018337	Huntington	MELVILLE PARK RD	110 07011074	Free Access	F	19-Urban Local
39396723	4515075.087	INTERSECTION-RELATED	Corporate Center Dr	Suffolk	NORTH	2	5018354	Huntington	PINELAWN RD	<Null>	Free Access	T	16-Urban Minor Arterial
39399290	4515797.27	Not an intersection crash	<Null>	Suffolk	<Null>	0	<Null>	Huntington	[Route] 495	495 07031019	Free Access	T	16-Urban Minor Arterial
39406810	4515296.861	Not an intersection crash	Driveway	Suffolk	NORTH	123	<Null>	Huntington	BROADHOLLOW RD	110 07011075	Free Access	F	Unknown
39409547	4515797.27	Not an intersection crash	<Null>	Suffolk	<Null>	0	<Null>	Huntington	[Route] 495	495 07031019	Free Access	T	16-Urban Minor Arterial
39410361	4515443.28	AT-INTERSECTION	BROADHOLLOW RD	Suffolk	WEST	0	5018361	Huntington	S SERVICE RD	110 07011076	Free Access	F	Unknown
39412356	4515886.89	AT-INTERSECTION	N SERVICE RD	Suffolk	SOUTH-EAST	0	5018403	Huntington	PINELAWN RD	<Null>	Free Access	F	14-Urban Principal Arterial Other
39412736	4515443.28	AT-INTERSECTION	BROADHOLLOW RD	Suffolk	WEST	0	5018361	Huntington	S SERVICE RD	110 07011076	Free Access	F	Unknown
39426932	4515682.41	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
39430680	4515683.602	AT-INTERSECTION	SOUTH SERVICE ROAD	Suffolk	SOUTH	0	5018402	Huntington	PINELAWN ROAD	495 07031020	Free Access	<Null>	Unknown
39433223	4515886.89	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
39433293	4515685.74	INTERSECTION-RELATED	SOUTH SERVICE ROAD	Suffolk	EAST	0	5018402	Huntington	PINELAWN ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
39444978	4515443.28	INTERSECTION-RELATED	SOUTH SERVICE ROAD	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	F	Unknown
39444989	4515445.621	INTERSECTION-RELATED	SOUTH SERVICE ROAD	Suffolk	NORTH	7.977197	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	<Null>	Unknown
39448938	4514086.16	INTERSECTION-RELATED	<Null>	Suffolk	<Null>	0	5017214	Huntington	PINELAWN ROAD	<Null>	Free Access	T	16-Urban Minor Arterial
39461245	4514092.45	INTERSECTION-RELATED	<Null>	Suffolk	<Null>	0	5017214	Huntington	COLONIAL SPRINGS ROAD	<Null>	Free Access	F	16-Urban Minor Arterial
39461252	4515682.41	INTERSECTION-RELATED	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
39461265	4515299.812	INTERSECTION-RELATED	<Null>	Suffolk	<Null>	0	5018375	Huntington	MAXESS ROAD	<Null>	Free Access	T	17-Urban Major Collector
39469896	4514421.058	INTERSECTION-RELATED	<Null>	Suffolk	<Null>	0	5018328	Huntington	MAXESS ROAD	<Null>	Free Access	T	17-Urban Major Collector
39470407	4515587.981	INTERSECTION-RELATED	<Null>	Suffolk	<Null>	0	5018377	Huntington	MAXESS ROAD	495 07031018	Free Access	T	17-Urban Major Collector
39474857	4515890.97	AT-INTERSECTION	<Null>	Suffolk	<Null>	0	5018403	Huntington	PINELAWN ROAD	<Null>	Free Access	T	16-Urban Minor Arterial
39478791	4514091.482	Not an intersection crash	PINELAWN ROAD	Suffolk	SOUTH	0	<Null>	Huntington	COLONIAL SPRINGS ROAD	<Null>	Free Access	<Null>	Unknown
39478793	4514092.45	INTERSECTION-RELATED	<Null>	Suffolk	<Null>	0	5017214	Huntington	COLONIAL SPRINGS ROAD	<Null>	Free Access	F	16-Urban Minor Arterial
39478825	4515682.41	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
39478826	4515109.18	AT-INTERSECTION	MELVILLE PARK ROAD	Suffolk	EAST	0	5018337	Huntington	BROADHOLLOW ROAD	110 07011074	Free Access	T	14-Urban Principal Arterial Other
39480639	4515444.936	INTERSECTION-RELATED	BROADHOLLOW ROAD	Suffolk	WEST	35.374374	5018361	Huntington	SOUTH SERVICE ROAD	110 07011076	Free Access	F	14-Urban Principal Arterial Other
39482453	4515073.05	AT-INTERSECTION	CORPORATE CENTER DRIVE	Suffolk	SOUTH	0	5018354	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
39484703	4515884.551	AT-INTERSECTION	<Null>	Suffolk	<Null>	0	5018403	Huntington	NORTH WELLWOOD AVENUE	<Null>	Free Access	<Null>	Unknown
39489843	4515337.63	AT-INTERSECTION	<Null>	Suffolk	<Null>	0	5018396	Huntington	HALF HOLLOW ROAD	<Null>	Free Access	<Null>	Unknown
39490638	4515663.554	Not an intersection crash	SOUTH SERVICE ROAD	Suffolk	SOUTH	0	<Null>	Huntington	PINELAWN ROAD	495 07031020	Free Access	<Null>	Unknown

CaseNumber	MaintenanceJurisdiction	OwningJurisdiction	RoadName	PostedSpeed	V1 ApparentContributingFactor	V2 ApparentContributingFactor	V3 ApparentContributingFactor
39252524	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
39277392	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,FOLLOWING TOO CLOSELY	
39277501	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,FOLLOWING TOO CLOSELY	
39280263	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
39281696	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39290799	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,FAILURE TO YIELD RIGHT OF WAY	
39295635	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,NOT APPLICABLE	
39295646	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	
39295665	NYSDOT	NYSDOT	LIE S SERVICE RD	40	OUTSIDE CAR DISTRACTION,NOT APPLICABLE		
39295666	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39295695	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,PASSING TOO CLOSELY	
39303296	Town	Town	CORPORATE CENTER DR	<Null>	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	
39304566	County	County	PINELAWN RD	40	PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE		
39306482	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39309380	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39309399	Town	Town	HALF HOLLOW RD	30	PASSING OR LANE USAGE IMPROPERLY,NOT ENTERED	NOT ENTERED,NOT ENTERED	
39309475	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	TIRE FAILURE/INADEQUATE,NOT APPLICABLE	
39317412	NYSDOT	NYSDOT	<Null>	55	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,TRAFFIC CONTROL DEVICES DISREGARDED	
39317415	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,FOLLOWING TOO CLOSELY	
39319128	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,TRAFFIC CONTROL DEVICES DISREGARDED	
39326460	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,NOT APPLICABLE	
39327147	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39329966	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39329981	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,AGGRESSIVE DRIVING/ROAD RAGE	
39333086	Town	Town	MELVILLE PARK RD	<Null>	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,PASSING OR LANE USAGE IMPROPERLY	
39335333	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39336095	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,UNSAFE LANE CHANGE	
39350824	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39353020	NYSDOT	NYSDOT	LIE S SERVICE RD	40	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,UNSAFE LANE CHANGE	
39361841	Town	Town	MELVILLE PARK RD	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,DRIVER INATTENTION	
39361854	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,NOT APPLICABLE	
39361874	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE	
39361878	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,FOLLOWING TOO CLOSELY	
39362528	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,UNSAFE SPEED	
39363808	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,PASSING OR LANE USAGE IMPROPERLY	
39368634	Town	Town	CORPORATE CENTER DR	<Null>	NOT APPLICABLE,NOT APPLICABLE	BACKING UNSAFELY,NOT APPLICABLE	
39374000	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39374014	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
39379893	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE	
39381639	Unknown	Unknown	<Null>	<Null>	PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE	
39385673	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	UNSAFE LANE CHANGE,DRIVER INATTENTION	
39387360	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE	
39388820	Town	Town	MELVILLE PARK RD	<Null>	TURNING IMPROPER,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE	
39396723	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39399290	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
39406810	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	DRIVER INATTENTION,FOLLOWING TOO CLOSELY
39409547	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39410361	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,UNSAFE LANE CHANGE	
39412356	NYSDOT	NYSDOT	LIE N SERVICE RD	40	UNSAFE SPEED,NOT APPLICABLE		
39412736	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39426932	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,DRIVER INATTENTION	
39430680	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	UNSAFE SPEED,NOT APPLICABLE	
39433223	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,NOT APPLICABLE	
39433293	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE	
39444978	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE
39444989	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39448938	County	County	PINELAWN RD	40	FOLLOWING TOO CLOSELY,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE	
39461245	County	County	COLONIAL SPRNGS	30	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39461252	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE	
39461265	Town	Town	MAXESS RD	30	UNKNOWN,NOT APPLICABLE	UNKNOWN,NOT APPLICABLE	
39469896	Town	Town	MAXESS RD	30	NOT APPLICABLE,NOT APPLICABLE	TRAFFIC CONTROL DEVICES DISREGARDED,FAILURE TO YIELD RIGHT OF WAY	
39470407	Town	Town	MAXESS RD	30	NOT APPLICABLE,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	UNSAFE SPEED,FOLLOWING TOO CLOSELY
39474857	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39478791	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	OVERSIZED VEHICLE,NOT APPLICABLE	
39478793	County	County	COLONIAL SPRNGS	30	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39478825	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39478826	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
39480639	NYSDOT	NYSDOT	LIE S SERVICE RD	40	DRIVER INATTENTION,NOT APPLICABLE	UNSAFE LANE CHANGE,NOT APPLICABLE	
39482453	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,FOLLOWING TOO CLOSELY	
39484703	Unknown	Unknown	<Null>	<Null>	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	
39489843	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	OTHER (VEHICLE,NOT APPLICABLE	
39490638	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	

CaseNumber	V4 ApparentContributingFactor	V1 Direction	V2 Direction	V3 Direction	V4 Direction	LocationID
39252524		EAST	EAST			1
39277392		SOUTH	SOUTH			1
39277501		SOUTH	SOUTH			2
39280263		SOUTH	SOUTH			2
39281696		EAST	EAST			K
39290799		NORTH-WEST	NORTH-WEST			7
39295635		NORTH-WEST	NORTH-WEST			7
39295646		SOUTH-EAST	NORTH-EAST			1
39295665		EAST				1
39295666		NORTH-EAST	NORTH-EAST			8
39295695		SOUTH	SOUTH			L
39303296		NORTH	SOUTH-EAST			5
39304566		UNKNOWN				L
39306482		NORTH	NORTH			2
39309380		SOUTH	SOUTH			10
39309399		UNKNOWN	UNKNOWN			L
39309475		EAST	WEST			K
39317412		EAST	NORTH			1
39317415		NORTH	NORTH			A
39319128		EAST	WEST			B
39326460		SOUTH	WEST			7
39327147		WEST	WEST			10
39329966		EAST	EAST			B
39329981		WEST	WEST			10
39333086		SOUTH	SOUTH			C
39335333		EAST	EAST			8
39336095		SOUTH	SOUTH			1
39350824		SOUTH	SOUTH			8
39353020		EAST	SOUTH-EAST			H
39361841		WEST	WEST			2
39361854		NORTH-WEST	NORTH-WEST			7
39361874		NORTH	SOUTH			2
39361878		NORTH	NORTH			1
39362528		NORTH-EAST	NORTH-EAST			8
39363808		NORTH	NORTH			A
39368634		SOUTH	SOUTH			5
39374000		NORTH	NORTH			8
39374014		NORTH	NORTH			1
39379893		SOUTH	EAST			11
39381639		SOUTH-EAST	SOUTH-EAST			1
39385673		EAST	EAST			K
39387360		WEST	WEST			8
39388820		WEST	WEST			2
39396723		NORTH	NORTH			9
39399290		WEST	WEST			K
39406810		NORTH	NORTH	NORTH		A
39409547		WEST	WEST			K
39410361		EAST	EAST			1
39412356		NORTH-WEST				7
39412736		SOUTH-EAST	SOUTH-EAST			1
39426932		EAST	EAST			8
39430680		NORTH	NORTH			8
39433223		WEST	WEST			7
39433293		EAST	NORTH			8
39444978		EAST	EAST	EAST		1
39444989		EAST	EAST			1
39448938		EAST	EAST			10
39461245		NORTH	NORTH			10
39461252		SOUTH	SOUTH			8
39461265		NORTH	NORTH			D
39469896		EAST	NORTH			6
39470407		EAST	EAST	EAST		3
39474857		SOUTH	SOUTH			7
39478791		SOUTH	SOUTH			10
39478793		WEST	WEST			10
39478825		EAST	EAST			8
39478826		SOUTH	SOUTH			2
39480639		EAST	EAST			1
39482453		SOUTH	SOUTH			9
39484703		NORTH	NORTH-EAST			7
39489843		SOUTH	SOUTH			L
39490638		EAST	EAST			8

CaseNumber	MaxInjuryinCrash	CrashSeverity	ReportedAccessControl	CaseYear	CollisionType	CrashDate	CrashTime	CrashType	LightConditions	RoadCharacteristics	RoadSurfaceConditions	TrafficControl
39492946	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	OVERTAKING	9/2/2022	6:18 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39570696	B - INJURY	INJURY	Unknown	2022	RIGHT ANGLE	8/25/2022	4:15 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39582463	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	RIGHT ANGLE	11/4/2022	7:00 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39588332	B - INJURY	INJURY	Unknown	2022	REAR END	9/12/2022	9:00 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39588371	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	REAR END	11/2/2022	6:20 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE
39591432	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	LEFT TURN (AGAINST OTHER CAR)	9/9/2022	5:30 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39597690	B - INJURY	INJURY	Not Entered	2022	OTHER	10/11/2022	3:55 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39599013	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	OVERTAKING	11/15/2022	5:30 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39601159	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	REAR END	11/16/2022	7:45 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE
39601219	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	OTHER	11/21/2022	7:15 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39602433	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	REAR END	9/21/2022	4:40 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39609890	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	LEFT TURN (AGAINST OTHER CAR)	11/24/2022	7:47 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39612127	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	LEFT TURN (WITH OTHER CAR)	11/30/2022	10:17 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AT HILLCREST	WET	TRAFFIC SIGNAL
39614115	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	REAR END	11/13/2022	11:05 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39614120	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	OVERTAKING	12/1/2022	4:54 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39615820	B - INJURY	INJURY	Unknown	2022	RIGHT ANGLE	12/2/2022	1:21 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39618976	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	REAR END	11/22/2022	7:17 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39664836	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	LEFT TURN (AGAINST OTHER CAR)	12/19/2022	2:07 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL
39664859	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	RIGHT ANGLE	12/15/2022	5:20 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
39664888	B - INJURY	INJURY	Unknown	2022	OVERTAKING	12/19/2022	8:10 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39677160	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	REAR END	12/30/2022	8:30 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	CURVE AND LEVEL	DRY	TRAFFIC SIGNAL
39677220	U - UNKNOWN	INJURY	Unknown	2023	REAR END	1/9/2023	7:05 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39684044	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OVERTAKING	1/3/2023	11:35 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE
39684067	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	1/10/2023	5:14 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39684071	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	LEFT TURN (AGAINST OTHER CAR)	1/5/2023	8:20 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
39691383	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	1/22/2023	6:40 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AT HILLCREST	WET	TRAFFIC SIGNAL
39691402	B - INJURY	INJURY	Unknown	2023	LEFT TURN (AGAINST OTHER CAR)	1/18/2023	7:55 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE
39693032	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OTHER	1/11/2023	5:55 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39697106	B - INJURY	INJURY	Unknown	2023	RIGHT ANGLE	1/18/2023	3:38 AM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
39697639	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	OVERTAKING	12/5/2022	1:20 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39700792	B - INJURY	INJURY	Unknown	2023	REAR END	1/27/2023	2:51 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39703772	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	1/30/2023	6:39 AM	COLLISION WITH MOTOR VEHICLE	DAWN	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39704485	B - INJURY	INJURY	Unknown	2023	RIGHT ANGLE	1/25/2023	5:28 AM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL
39705994	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	2/4/2023	12:50 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39709506	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	2/1/2023	6:35 AM	COLLISION WITH MOTOR VEHICLE	DAWN	STRAIGHT AND LEVEL	SNOW/ICE	TRAFFIC SIGNAL
39709837	B - INJURY	INJURY	Unknown	2023	RIGHT ANGLE	2/1/2023	7:59 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39712208	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OVERTAKING	2/9/2023	7:48 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39715282	U - UNKNOWN	PROPERTY DAMAGE	Not Entered	2022	OVERTAKING	9/20/2022	1:00 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39717806	B - INJURY	INJURY	Unknown	2023	RIGHT ANGLE	2/6/2023	5:41 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39717830	B - INJURY	INJURY	Unknown	2023	RIGHT TURN (WITH OTHER CAR)	2/13/2023	8:50 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39717860	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OVERTAKING	2/5/2023	3:35 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39718639	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	REAR END	5/25/2022	5:30 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL
39719334	B - INJURY	INJURY	Unknown	2023	OTHER	2/6/2023	5:18 PM	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39727686	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	2/9/2023	9:32 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39729295	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	UNKNOWN	2/17/2023	5:12 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
39733476	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2022	REAR END	7/11/2022	2:39 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL
39733583	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	RIGHT ANGLE	2/21/2023	12:10 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39736712	B - INJURY	INJURY	Unknown	2023	REAR END	2/21/2023	10:33 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	CURVE AND GRADE	WET	TRAFFIC SIGNAL
39747118	B - INJURY	INJURY	Unknown	2023	REAR END	3/3/2023	9:26 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT/ GRADE	WET	NONE
39747140	B - INJURY	INJURY	Unknown	2023	REAR END	3/8/2023	5:25 PM	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39747902	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	LEFT TURN (AGAINST OTHER CAR)	3/9/2023	7:45 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AT HILLCREST	DRY	TRAFFIC SIGNAL
39747993	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	3/10/2023	4:20 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39756340	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	3/16/2023	8:40 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39757024	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	3/16/2023	4:26 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN
39757081	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	RIGHT ANGLE	2/22/2023	9:07 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39757095	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	3/13/2023	4:55 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
39760846	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	LEFT TURN (AGAINST OTHER CAR)	3/20/2023	6:00 AM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	CURVE AND GRADE	DRY	TRAFFIC SIGNAL
39765064	B - INJURY	INJURY	Not Entered	2023	OTHER	3/21/2023	1:10 PM	OVERTURNED	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39773744	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	LEFT TURN (AGAINST OTHER CAR)	3/27/2023	9:15 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT/ GRADE	WET	TRAFFIC SIGNAL
39774449	B - INJURY	INJURY	Unknown	2023	OTHER	3/24/2023	12:37 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39775868	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	3/28/2023	3:40 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39784654	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	RIGHT ANGLE	4/4/2023	5:41 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	YIELD SIGN
39787622	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OVERTAKING	3/27/2023	5:05 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL
39790030	B - INJURY	INJURY	Unknown	2023	OTHER	4/7/2023	10:21 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39794998	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OVERTAKING	4/16/2023	1:17 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39799081	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OVERTAKING	4/20/2023	10:25 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39802588	A - SERIOUS INJURY	INJURY	Unknown	2023	RIGHT TURN (AGAINST OTHER CAR)	4/23/2023	1:24 AM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
39804047	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OVERTAKING	4/22/2023	7:00 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39807528	B - INJURY	INJURY	Unknown	2023	REAR END	4/24/2023	7:29 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39811022	B - INJURY	INJURY	Unknown	2023	REAR END	4/30/2023	7:00 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
39812523	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	4/17/2023	5:23 AM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD UNLIGHTED	CURVE AND LEVEL	WET	TRAFFIC SIGNAL
39814064	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	3/11/2023	1:58 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE

CaseNumber	TrafficWay	WeatherConditions	CommercialVehicleCrashIndicator	DMVInsertDate	#ofFatalities	#ofInjuries	#ofOtherInjuries	#ofSeriousInjuries	#ofVehicles	PoliceDepartment	NonReportable	ReportingAgency	Non-PublicWay	XCoordinate
39492946	NOT ENTERED	CLEAR	0	9/22/2022	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
39570696	NOT ENTERED	CLEAR	0	11/5/2022	0	2	2	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634360.43
39582463	NOT ENTERED	CLEAR	0	11/12/2022	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633839.25
39588332	NOT ENTERED	CLOUDY	0	12/5/2023	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633323.9418
39588371	NOT ENTERED	CLEAR	0	1/19/2023	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633299.1894
39591432	NOT ENTERED	CLEAR	0	1/10/2023	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634372.35
39597690	NOT ENTERED	CLEAR	0	4/3/2024	0	4	4	0	3	<Null>	0	SUFFOLK CO PD YAPHANK	No	633291.89
39599013	NOT ENTERED	CLEAR	0	12/2/2022	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633300.5629
39601159	NOT ENTERED	RAIN	0	11/25/2022	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633368.6588
39601219	NOT ENTERED	CLEAR	0	11/25/2022	0	0	0	0	3	5101	0	SUFFOLK CO PD YAPHANK	No	633291.89
39602433	TWO-WAY,DIVIDED,POSITIVE MEDIA BARR	CLEAR	0	4/7/2023	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634273.98
39609890	NOT ENTERED	CLEAR	0	12/3/2022 19:02	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634172.87
39612127	NOT ENTERED	CLOUDY	0	12/13/2022 19:11	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634172.87
39614115	NOT ENTERED	CLEAR	0	1/24/2023 19:06	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
39614120	NOT ENTERED	CLEAR	0	3/16/2023 19:01	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634174.778
39615820	NOT ENTERED	CLEAR	0	3/17/2023 19:01	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633370.5136
39618976	NOT ENTERED	CLEAR	0	12/13/2022 19:15	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
39664836	NOT ENTERED	CLEAR	0	6/22/2023 9:21	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
39664859	NOT ENTERED	RAIN	0	1/7/2023 19:04	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
39664888	NOT ENTERED	CLEAR	0	6/21/2023 8:47	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
39677160	NOT ENTERED	CLEAR	0	1/18/2023 19:12	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634636.4087
39677220	NOT ENTERED	CLEAR	0	8/17/2023 19:00	0	0	0	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	634647.047
39684044	NOT ENTERED	RAIN	0	1/22/2023 19:02	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634414.1498
39684067	NOT ENTERED	CLOUDY	0	3/10/2023 19:05	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633866.997
39684071	NOT ENTERED	CLOUDY	0	3/10/2023 19:05	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634372.35
39691383	NOT ENTERED	RAIN	0	1/30/2023 19:12	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	633369.69
39691402	TWO-WAY,DIVIDED,POSITIVE MEDIA BARR	CLEAR	0	2/1/2023 19:09	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634589.0268
39693032	NOT ENTERED	CLOUDY	0	2/4/2023 19:01	0	0	0	0	3	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
39697106	TWO-WAY,NOT DIVIDED	RAIN	0	3/4/2024 19:00	0	2	2	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633839.25
39697639	NOT ENTERED	CLEAR	0	3/21/2023 19:06	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634281.12
39700792	NOT ENTERED	CLOUDY	0	2/5/2023 19:02	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633291.89
39703772	NOT ENTERED	CLOUDY	0	4/2/2023 19:00	0	0	0	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	633300.5629
39704485	TWO-WAY,DIVIDED,POSITIVE MEDIA BARR	CLEAR	0	2/6/2023 19:07	0	2	2	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634172.87
39705994	NOT ENTERED	CLEAR	0	2/12/2023 19:01	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634372.35
39709506	NOT ENTERED	SNOW	0	4/9/2023 19:01	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634626.91
39709837	NOT ENTERED	CLEAR	0	5/2/2023 19:04	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634517.49
39712208	NOT ENTERED	CLEAR	0	2/12/2023 19:05	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
39715282	NOT ENTERED	CLEAR	0	3/27/2023 19:05	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
39717806	NOT ENTERED	CLEAR	0	2/17/2023 19:10	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633839.25
39717830	NOT ENTERED	CLEAR	0	2/26/2023 19:04	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
39717860	NOT ENTERED	CLEAR	0	2/17/2023 19:10	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634620.93
39718639	NOT ENTERED	CLEAR	0	2/19/2023 19:02	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	633373.7043
39719334	NOT ENTERED	CLEAR	0	5/4/2023 19:04	0	1	1	0	3	5101	0	SUFFOLK CO PD YAPHANK	No	634048.0635
39727686	NOT ENTERED	CLOUDY	0	5/5/2023 19:04	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633380.9604
39729295	NOT ENTERED	RAIN	0	5/10/2023 19:04	0	0	0	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	634163.0209
39733476	NOT ENTERED	CLEAR	0	3/5/2023 19:02	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
39733583	NOT ENTERED	CLOUDY	0	4/2/2023 19:01	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634614.78
39736712	TWO-WAY,DIVIDED,UNPROTECTED MEDIA	RAIN	0	10/18/2023 19:00	0	1	1	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	634647.047
39747118	NOT ENTERED	RAIN	0	5/25/2023 19:04	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634372.35
39747140	NOT ENTERED	CLEAR	0	11/3/2023 19:00	0	1	1	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	634647.047
39747902	NOT ENTERED	CLEAR	0	3/14/2023 19:03	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
39747993	NOT ENTERED	CLOUDY	0	7/22/2023 19:00	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634174.9345
39756340	NOT ENTERED	CLOUDY	0	3/19/2023 19:07	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633291.89
39757024	NOT ENTERED	CLEAR	0	7/27/2023 19:01	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634003.99
39757081	NOT ENTERED	CLEAR	0	5/16/2023 19:04	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633507.3233
39757095	NOT ENTERED	RAIN	0	3/20/2023 19:10	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634372.35
39760846	NOT ENTERED	CLEAR	0	8/15/2023 19:01	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
39765064	ONE-WAY,NOT DIVIDED	CLEAR	1	3/29/2023 19:08	0	1	1	0	1	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
39773744	NOT ENTERED	RAIN	0	2/8/2024 19:01	0	0	0	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	634372.35
39774449	NOT ENTERED	CLEAR	0	8/1/2023 19:03	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
39775868	NOT ENTERED	CLEAR	0	4/6/2023 19:08	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633291.89
39784654	NOT ENTERED	CLEAR	0	8/9/2023 19:03	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634609.98
39787622	NOT ENTERED	CLOUDY	0	4/16/2023 19:04	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	633344.395
39790030	TWO-WAY,DIVIDED,POSITIVE MEDIA BARR	CLOUDY	0	3/6/2024 19:00	0	2	2	0	3	<Null>	0	SUFFOLK CO PD YAPHANK	No	634172.5014
39794998	NOT ENTERED	CLOUDY	0	5/3/2023 19:06	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634172.87
39799081	NOT ENTERED	CLEAR	0	4/25/2023 19:09	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634606.1632
39802588	TWO-WAY,DIVIDED,POSITIVE MEDIA BARR	RAIN	0	8/29/2023 19:01	0	1	0	1	2	5101	0	SUFFOLK CO PD YAPHANK	No	633380.7665
39804047	NOT ENTERED	CLOUDY	0	8/28/2023 19:02	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633388.2385
39807528	NOT ENTERED	CLEAR	0	10/16/2023 19:02	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634582.7544
39811022	NOT ENTERED	CLOUDY	0	5/7/2023 19:02	0	2	2	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634604.6093
39812523	NOT ENTERED	RAIN	0	5/7/2023 19:03	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634621.641
39814064	NOT ENTERED	CLOUDY	0	5/7/2023 19:05	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634382.7999

CaseNumber	YCoordinate	IntersectionIndicator	ClosestCrossStreet	County	DirectionFrom	DistanceFrom(Meters)	IntersectionID	Municipality	OnStreet	ReferenceMarker	AccessControl	Divided	FunctionalClass
39492946	4515441.53	AT-INTERSECTION	SOUTH SERVICE ROAD	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
39570696	4515682.41	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
39582463	4514418.02	AT-INTERSECTION	<Null>	Suffolk	<Null>	0	5018328	Huntington	MAXESS ROAD	<Null>	Free Access	F	17-Urban Major Collector
39588332	4515217.669	Not an intersection crash	MELVILLE PARK ROAD	Suffolk	NORTH	371.144306	<Null>	Huntington	BROADHOLLOW ROAD	110 07011075	Free Access	T	14-Urban Principal Arterial Other
39588371	4515133.772	INTERSECTION-RELATED	MELVILLE PARK ROAD	Suffolk	NORTH	84.163114	5018337	Huntington	BROADHOLLOW ROAD	110 07011074	Free Access	T	14-Urban Principal Arterial Other
39591432	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
39597690	4515109.18	AT-INTERSECTION	MELVILLE PARK ROAD	Suffolk	EAST	0	5018337	Huntington	BROADHOLLOW ROAD	110 07011074	Free Access	T	14-Urban Principal Arterial Other
39599013	4515138.4	INTERSECTION-RELATED	MELVILLE PARK ROAD	Suffolk	NORTH	100.000093	5018337	Huntington	BROADHOLLOW ROAD	110 07011074	Free Access	T	14-Urban Principal Arterial Other
39601159	4515370.808	Not an intersection crash	SOUTH SERVICE ROAD	Suffolk	SOUTH	241.718558	<Null>	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
39601219	4515109.18	AT-INTERSECTION	MELVILLE PARK ROAD	Suffolk	EAST	0	5018337	Huntington	BROADHOLLOW ROAD	110 07011074	Free Access	T	14-Urban Principal Arterial Other
39602433	4515780.57	Not an intersection crash	BROADWAY	Suffolk	EAST	0	<Null>	Huntington	INTERSTATE 495	<Null>	Free Access	<Null>	Unknown
39609890	4515886.89	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
39612127	4515886.89	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
39614115	4515441.53	AT-INTERSECTION	BROADWAY	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
39614120	4515884.882	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	9.088458	5018403	Huntington	NORTH WELLWOOD AVENUE	<Null>	Free Access	T	16-Urban Minor Arterial
39615820	4515446.208	AT-INTERSECTION	SOUTH SERVICE ROAD	Suffolk	NORTH	9.977788	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	<Null>	Unknown
39618976	4514091.482	Not an intersection crash	PINELAWN ROAD	Suffolk	SOUTH	0	<Null>	Huntington	COLONIAL SPRINGS ROAD	<Null>	Free Access	<Null>	Unknown
39664836	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
39664859	4515441.53	AT-INTERSECTION	BROADWAY	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
39664888	4515441.53	AT-INTERSECTION	SOUTH SERVICE ROAD	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
39677160	4514115.583	Not an intersection crash	COLONIAL SPRINGS ROAD	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
39677220	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
39684044	4515641.368	Not an intersection crash	SOUTH SERVICE ROAD	Suffolk	SOUTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
39684067	4514405.405	AT-INTERSECTION	RAMP	Suffolk	WEST	9.236918	5018328	Huntington	BAYLIS ROAD	<Null>	Free Access	F	17-Urban Major Collector
39684071	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
39691383	4515443.28	AT-INTERSECTION	SOUTH SERVICE ROAD	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	F	Unknown
39691402	4514232.384	Not an intersection crash	COLONIAL SPRINGS ROAD	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
39693032	4515441.53	AT-INTERSECTION	<Null>	Suffolk	<Null>	0	<Null>	Huntington	<Null>	<Null>	Free Access	T	14-Urban Principal Arterial Other
39697106	4514418.02	AT-INTERSECTION	BAYLIS ROAD	Suffolk	SOUTH	0	5018328	Huntington	MAXESS ROAD	<Null>	Free Access	T	17-Urban Major Collector
39697639	4515773.03	Not an intersection crash	<Null>	Suffolk	EAST	530.464155	<Null>	Huntington	INTERSTATE 495	495 07031020	Full Control	T	11-Urban Principal Arterial Interstate
39700792	4515109.18	AT-INTERSECTION	<Null>	Suffolk	<Null>	0	<Null>	Huntington	<Null>	<Null>	Free Access	T	14-Urban Principal Arterial Other
39703772	4515138.4	INTERSECTION-RELATED	MELVILLE PARK ROAD	Suffolk	NORTH	100.000093	5018337	Huntington	BROADHOLLOW ROAD	110 07011074	Free Access	T	14-Urban Principal Arterial Other
39704485	4515886.89	AT-INTERSECTION	NORTH WELLWOOD AVENUE	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
39705994	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
39709506	4514086.16	AT-INTERSECTION	RULAND ROAD	Suffolk	WEST	0	5017214	Huntington	PINELAWN ROAD	<Null>	Free Access	T	16-Urban Minor Arterial
39709837	4514099.61	AT-INTERSECTION	OLD BAYLIS ROAD	Suffolk	NORTH	0	5018347	Huntington	RULAND ROAD	<Null>	Free Access	T	16-Urban Minor Arterial
39712208	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
39715282	4515441.53	AT-INTERSECTION	SOUTH SERVICE ROAD	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
39717806	4514418.02	AT-INTERSECTION	BAYLIS ROAD	Suffolk	SOUTH	0	5018328	Huntington	MAXESS ROAD	<Null>	Free Access	F	17-Urban Major Collector
39717830	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
39717860	4514103.6	AT-INTERSECTION	COLONIAL SPRINGS ROAD	Suffolk	NORTH	31.944998	5017214	Huntington	COLONIAL SPRINGS ROAD	<Null>	Free Access	T	16-Urban Minor Arterial
39718639	4515388.086	Not an intersection crash	SOUTH SERVICE ROAD	Suffolk	SOUTH	182.662425	<Null>	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
39719334	4515603.484	Not an intersection crash	MAXESS ROAD	Suffolk	EAST	149.336062	<Null>	Huntington	SOUTH SERVICE ROAD	495 07031018	Free Access	F	14-Urban Principal Arterial Other
39727686	4515412.935	INTERSECTION-RELATED	BROADWAY	Suffolk	SOUTH	97.732885	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
39729295	4515897.225	INTERSECTION-RELATED	<Null>	Suffolk	<Null>	0	5018403	Huntington	PINELAWN ROAD	<Null>	Free Access	T	16-Urban Minor Arterial
39733476	4515441.53	AT-INTERSECTION	SOUTH SERVICE ROAD	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
39733583	4515073.05	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018354	Huntington	CORPORATE CENTER DRIVE	<Null>	Free Access	<Null>	Unknown
39736712	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
39747118	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
39747140	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
39747902	4515441.53	AT-INTERSECTION	BROADWAY	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
39747993	4515635.785	Not an intersection crash	PARKING LOT	Suffolk	EAST	215.053973	<Null>	Huntington	SOUTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
39756340	4515109.18	AT-INTERSECTION	MELVILLE PARK ROAD	Suffolk	EAST	0	5018337	Huntington	BROADHOLLOW ROAD	110 07011074	Free Access	T	14-Urban Principal Arterial Other
39757024	4515592.11	AT-INTERSECTION	MAXESS ROAD	Suffolk	NORTH	0	5018377	Huntington	SOUTH SERVICE ROAD	495 07031018	Free Access	F	14-Urban Principal Arterial Other
39757081	4515464.669	Not an intersection crash	SOUTH SERVICE ROAD	Suffolk	EAST	8.978157	<Null>	Huntington	RAMP	<Null>	Free Access	F	11-Urban Principal Arterial Interstate
39757095	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
39760846	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
39765064	4515441.53	AT-INTERSECTION	SOUTH SERVICE ROAD	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
39773744	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
39774449	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
39775868	4515109.18	AT-INTERSECTION	MELVILLE PARK ROAD	Suffolk	EAST	0	5018337	Huntington	BROADHOLLOW ROAD	110 07011074	Free Access	T	14-Urban Principal Arterial Other
39784654	4515072.85	AT-INTERSECTION	PINELAWN ROAD	Suffolk	WEST	0	5018354	Huntington	CORPORATE CENTER DRIVE	<Null>	Free Access	<Null>	Unknown
39787622	4515355.231	Not an intersection crash	RAMP	Suffolk	SOUTH	173.029337	<Null>	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	<Null>	Unknown
39790030	4515635.174	Not an intersection crash	PARKING LOT	Suffolk	EAST	206.823635	<Null>	Huntington	SOUTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
39794998	4515886.89	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
39799081	4515277.897	Not an intersection crash	HALF HOLLOW ROAD	Suffolk	SOUTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
39802588	4515412.272	Not an intersection crash	BROADWAY	Suffolk	SOUTH	100	<Null>	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
39804047	4515437.86	AT-INTERSECTION	SOUTH SERVICE ROAD	Suffolk	SOUTH	12.5425	5018361	Babylon	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
39807528	4515333.153	AT-INTERSECTION	HALF HOLLOW ROAD	Suffolk	EAST	0.054676	5018396	Huntington	PINELAWN ROAD	<Null>	Free Access	T	16-Urban Minor Arterial
39811022	4515076.025	AT-INTERSECTION	CORPORATE CENTER DRIVE	Suffolk	NORTH	10.74581	5018354	Huntington	PINELAWN ROAD	<Null>	Free Access	T	16-Urban Minor Arterial
39812523	4514101.533	AT-INTERSECTION	RULAND ROAD	Suffolk	NORTH	24.772297	5017214	Huntington	RULAND ROAD	<Null>	Free Access	T	16-Urban Minor Arterial
39814064	4515674.647	Not an intersection crash	SOUTH SERVICE ROAD	Suffolk	SOUTH	0	<Null>	Huntington	PINELAWN ROAD	495 07031020	Free Access	<Null>	Unknown

CaseNumber	MaintenanceJurisdiction	OwningJurisdiction	RoadName	PostedSpeed	V1 ApparentContributingFactor	V2 ApparentContributingFactor	V3 ApparentContributingFactor
39492946	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE	
39570696	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	
39582463	Town	Town	BAYLIS RD	30	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,NOT APPLICABLE	
39588332	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39588371	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39591432	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,NOT APPLICABLE	
39597690	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	UNSAFE SPEED,FOLLOWING TOO CLOSELY
39599013	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,PASSING OR LANE USAGE IMPROPERLY	
39601159	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,PAVEMENT SLIPPERY	
39601219	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE
39602433	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
39609890	NYSDOT	NYSDOT	LIE N SERVICE RD	40	DRIVER INATTENTION,NOT APPLICABLE	TRAFFIC CONTROL DEVICES DISREGARDED,DRIVER INATTENTION	
39612127	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,TRAF CNTRL DEV IMPROPER/NON-WRKING	
39614115	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,UNKNOWN	
39614120	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,UNSAFE LANE CHANGE	
39615820	Unknown	Unknown	<Null>	<Null>	TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE	TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE	
39618976	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39664836	Unknown	Unknown	<Null>	<Null>	TURNING IMPROPER,NOT APPLICABLE	TURNING IMPROPER,NOT APPLICABLE	
39664859	NYSDOT	NYSDOT	<Null>	55	TURNING IMPROPER,NOT APPLICABLE	TURNING IMPROPER,NOT APPLICABLE	
39664888	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE	
39677160	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39677220	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,DRIVER INATTENTION	
39684044	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	UNSAFE LANE CHANGE,NOT APPLICABLE	
39684067	Town	Town	BAYLIS RD	30	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
39684071	NYSDOT	NYSDOT	LIE S SERVICE RD	40	TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE	TURNING IMPROPER,NOT APPLICABLE	
39691383	Unknown	Unknown	<Null>	<Null>	PAVEMENT SLIPPERY,NOT APPLICABLE	UNKNOWN,NOT APPLICABLE	
39691402	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
39693032	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE
39697106	Town	Town	MAXESS RD	30	TRAFFIC CONTROL DEVICES DISREGARDED,PAVEMENT SLIPPERY	TRAFFIC CONTROL DEVICES DISREGARDED,PAVEMENT SLIPPERY	
39697639	NYSDOT	NYSDOT	Long Island Expressway	55	NOT APPLICABLE,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,UNSAFE LANE CHANGE	
39700792	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39703772	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,UNKNOWN	UNSAFE SPEED,UNKNOWN	
39704485	NYSDOT	NYSDOT	LIE N SERVICE RD	40	TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE	TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE	
39705994	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39709506	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	PAVEMENT SLIPPERY,NOT APPLICABLE	
39709837	County	County	RULAND RD	30	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	
39712208	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
39715282	NYSDOT	NYSDOT	<Null>	55	NOT ENTERED,NOT ENTERED	DRIVER INATTENTION,TURNING IMPROPER	
39717806	Town	Town	BAYLIS RD	30	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	
39717830	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,NOT APPLICABLE	
39717860	County	County	PINELAWN RD	40	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,UNSAFE LANE CHANGE	
39718639	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,GLARE	
39719334	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,BRAKES DEFECTIVE	NOT APPLICABLE,ALCOHOL INVOLVEMENT
39727686	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,UNSAFE SPEED	
39729295	County	County	PINELAWN RD	40	DRIVER INATTENTION,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
39733476	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,DRIVER INEXPERIENCE	
39733583	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,FOLLOWING TOO CLOSELY	
39736712	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39747118	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	PAVEMENT SLIPPERY,NOT APPLICABLE	
39747140	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39747902	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	UNSAFE LANE CHANGE,FAILURE TO YIELD RIGHT OF WAY	
39747993	NYSDOT	NYSDOT	LIE S SERVICE RD	40	FOLLOWING TOO CLOSELY,UNSAFE SPEED	NOT APPLICABLE,NOT APPLICABLE	
39756340	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	BACKING UNSAFELY,FAILURE TO YIELD RIGHT OF WAY	
39757024	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39757081	NYSDOT	NYSDOT	906A TO I495 EB	<Null>	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,NOT APPLICABLE	
39757095	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39760846	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE	
39765064	NYSDOT	NYSDOT	<Null>	55	UNSAFE SPEED,NOT APPLICABLE		
39773744	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,NOT APPLICABLE	
39774449	Unknown	Unknown	<Null>	<Null>	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	
39775868	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39784654	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	
39787622	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,FAILURE TO YIELD RIGHT OF WAY	
39790030	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,UNSAFE SPEED	REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE
39794998	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	UNSAFE LANE CHANGE,NOT APPLICABLE	
39799081	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,PASSING OR LANE USAGE IMPROPERLY	
39802588	NYSDOT	NYSDOT	<Null>	55	ALCOHOL INVOLVEMENT,TRAFFIC CONTROL DEVICES DISREGARDED	NOT APPLICABLE,NOT APPLICABLE	
39804047	NYSDOT	NYSDOT	<Null>	55	UNSAFE LANE CHANGE,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	
39807528	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
39811022	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,UNSAFE SPEED	
39812523	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,UNSAFE SPEED	
39814064	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	

CaseNumber	V4 ApparentContributingFactor	V1 Direction	V2 Direction	V3 Direction	V4 Direction	LocationID
39492946		SOUTH	SOUTH			1
39570696		NORTH	EAST			8
39582463		SOUTH-WEST	NORTH-WEST			6
39588332		SOUTH	SOUTH			A
39588371		NORTH	NORTH			2
39591432		EAST	EAST			8
39597690		NORTH	NORTH	SOUTH		2
39599013		SOUTH	SOUTH			2
39601159		NORTH	NORTH			A
39601219		NORTH	NORTH	NORTH		2
39602433		WEST	WEST			K
39609890		NORTH	WEST			7
39612127		SOUTH	SOUTH-WEST			7
39614115		EAST	EAST			1
39614120		NORTH-WEST	NORTH-WEST			7
39615820		SOUTH	EAST			1
39618976		WEST	WEST			10
39664836		NORTH-EAST	NORTH-EAST			1
39664859		NORTH	EAST			1
39664888		EAST	EAST			1
39677160		NORTH	NORTH			10
39677220		EAST	EAST			10
39684044		NORTH	NORTH			L
39684067		SOUTH	SOUTH			6
39684071		EAST	EAST			8
39691383		SOUTH	SOUTH			1
39691402		NORTH	UNKNOWN			M
39693032		EAST	EAST	EAST		1
39697106		NORTH	EAST			6
39697639		SOUTH	SOUTH			K
39700792		NORTH	NORTH			2
39703772		SOUTH	SOUTH			2
39704485		NORTH	WEST			7
39705994		NORTH	NORTH			8
39709506		NORTH	NORTH			10
39709837		EAST	EAST			J
39712208		NORTH	NORTH			10
39715282		SOUTH-EAST	SOUTH-EAST			1
39717806		EAST	SOUTH-WEST			6
39717830		SOUTH	SOUTH-WEST			10
39717860		SOUTH	SOUTH			10
39718639		NORTH	NORTH			A
39719334		EAST	EAST	EAST		H
39727686		NORTH	NORTH			1
39729295		NORTH	SOUTH			7
39733476		EAST	EAST			1
39733583		WEST	SOUTH			9
39736712		NORTH	NORTH			10
39747118		NORTH	NORTH			8
39747140		EAST	EAST			10
39747902		EAST	NORTH-EAST			1
39747993		EAST	EAST			H
39756340		NORTH	WEST			2
39757024		NORTH	NORTH			3
39757081		EAST	NORTH-EAST			B
39757095		SOUTH	SOUTH			8
39760846		SOUTH	NORTH			10
39765064		NORTH				1
39773744		NORTH	SOUTH-EAST			8
39774449		SOUTH	WEST			1
39775868		NORTH	NORTH			2
39784654		WEST	EAST			9
39787622		SOUTH-EAST	SOUTH-EAST			A
39790030		WEST	WEST	WEST		H
39794998		NORTH	NORTH			7
39799081		SOUTH	SOUTH			L
39802588		SOUTH	SOUTH-EAST			A
39804047		NORTH-EAST	NORTH-EAST			1
39807528		SOUTH	SOUTH			L
39811022		SOUTH-WEST	SOUTH			9
39812523		NORTH-WEST	NORTH-WEST			10
39814064		NORTH	NORTH			8

CaseNumber	MaxInjuryinCrash	CrashSeverity	ReportedAccessControl	CaseYear	CollisionType	CrashDate	CrashTime	CrashType	LightConditions	RoadCharacteristics	RoadSurfaceConditions	TrafficControl
39816553	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	5/1/2023	7:45 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39817945	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OVERTAKING	4/26/2023	6:00 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39818187	B - INJURY	INJURY	Unknown	2023	OTHER	5/6/2023	1:10 AM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39820211	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	RIGHT ANGLE	5/5/2023	3:10 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39821944	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	LEFT TURN (AGAINST OTHER CAR)	5/9/2023	6:55 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39829347	B - INJURY	INJURY	Unknown	2023	LEFT TURN (AGAINST OTHER CAR)	5/13/2023	3:25 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39832325	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	SIDESWIPE	5/16/2023	8:20 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39832346	B - INJURY	INJURY	Unknown	2023	REAR END	5/8/2023	11:22 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39832456	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OVERTAKING	5/8/2023	8:32 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39834140	B - INJURY	INJURY	Unknown	2023	RIGHT ANGLE	5/3/2023	5:11 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39834615	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	5/4/2023	10:38 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39836978	B - INJURY	INJURY	Unknown	2023	OTHER	5/14/2023	4:14 PM	COLLISION WITH BICYCLIST	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39837782	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	5/21/2023	9:10 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39842147	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OVERTAKING	5/23/2023	6:24 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	NONE
39842153	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OVERTAKING	5/24/2023	4:05 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39844535	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	5/24/2023	9:36 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39844553	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	5/19/2023	6:10 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39849876	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	RIGHT ANGLE	5/30/2023	12:56 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39849878	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	LEFT TURN (AGAINST OTHER CAR)	5/30/2023	9:05 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AT HILLCREST	DRY	TRAFFIC SIGNAL
39856805	B - INJURY	INJURY	Unknown	2023	RIGHT ANGLE	6/2/2023	1:56 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39858908	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	LEFT TURN (AGAINST OTHER CAR)	6/5/2023	3:34 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39866276	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	RIGHT ANGLE	6/8/2023	7:41 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39866391	B - INJURY	INJURY	Unknown	2023	OTHER	6/3/2023	3:42 PM	COLLISION WITH SIGN POST	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39878354	B - INJURY	INJURY	Unknown	2023	LEFT TURN (WITH OTHER CAR)	6/9/2023	4:40 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN
39879150	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	6/22/2023	6:26 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39879263	B - INJURY	INJURY	Unknown	2023	OTHER	6/22/2023	5:55 PM	COLLISION WITH OTHER BARRIER	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39881600	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OVERTAKING	6/22/2023	7:29 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
39884230	B - INJURY	INJURY	Unknown	2023	RIGHT ANGLE	6/13/2023	5:30 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39887240	U - UNKNOWN	INJURY	Unknown	2023	REAR END	6/20/2023	10:25 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL
39887349	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	6/27/2023	1:00 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39887382	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	6/21/2023	9:02 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	CURVE AND LEVEL	DRY	TRAFFIC SIGNAL
39889682	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OVERTAKING	6/20/2023	10:05 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39905976	U - UNKNOWN	INJURY	Unknown	2023	OVERTAKING	5/27/2023	4:59 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39907066	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	LEFT TURN (WITH OTHER CAR)	7/13/2023	12:30 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39915305	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	7/17/2023	2:42 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL
39917954	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	RIGHT ANGLE	7/23/2023	9:18 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD UNLIGHTED	CURVE AND LEVEL	DRY	NONE
39919056	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OVERTAKING	7/6/2023	9:15 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39919099	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	7/19/2023	4:30 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39919113	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	7/10/2023	3:35 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39924947	B - INJURY	INJURY	Unknown	2023	RIGHT ANGLE	7/5/2023	8:42 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39931101	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	7/25/2023	7:45 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39932939	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	RIGHT ANGLE	8/1/2023	1:11 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39935896	U - UNKNOWN	INJURY	Unknown	2023	REAR END	7/24/2023	4:40 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39944188	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	RIGHT TURN (AGAINST OTHER CAR)	8/2/2023	1:23 AM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	CURVE AND GRADE	DRY	TRAFFIC SIGNAL
39946712	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	LEFT TURN (AGAINST OTHER CAR)	8/12/2023	4:00 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39955869	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	UNKNOWN	8/18/2023	10:25 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL
39957179	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OTHER	6/2/2023	11:44 PM	COLL. W/LIGHT SUPPORT/UTILITY POLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39957188	B - INJURY	INJURY	Unknown	2023	REAR END	7/22/2023	5:37 AM	COLLISION WITH MOTOR VEHICLE	DAWN	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39957215	A - SERIOUS INJURY	INJURY	Unknown	2023	OTHER	6/5/2023	4:12 AM	COLLISION WITH TREE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE
39968731	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OVERTAKING	8/29/2023	8:00 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39969525	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	8/22/2023	11:59 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39971040	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	8/24/2023	5:10 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN
39971194	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OVERTAKING	9/1/2023	11:15 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39971241	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	9/1/2023	2:15 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39972419	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	9/2/2023	3:15 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	CURVE AND LEVEL	DRY	TRAFFIC SIGNAL
39977918	B - INJURY	INJURY	Unknown	2023	OVERTAKING	9/7/2023	3:25 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39977958	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OVERTAKING	9/1/2023	12:05 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39981053	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	9/8/2023	8:05 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
39982376	B - INJURY	INJURY	Unknown	2023	RIGHT ANGLE	9/7/2023	2:50 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL
39986098	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OTHER	9/10/2023	4:28 AM	COLL. W/LIGHT SUPPORT/UTILITY POLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE
39995037	B - INJURY	INJURY	Unknown	2023	REAR END	9/18/2023	10:26 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AT HILLCREST	WET	TRAFFIC SIGNAL
39996464	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	9/19/2023	6:13 AM	COLLISION WITH MOTOR VEHICLE	DAWN	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39996471	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	9/19/2023	5:53 AM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
39996480	B - INJURY	INJURY	Unknown	2023	OTHER	9/20/2023	6:11 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40002429	B - INJURY	INJURY	Unknown	2023	REAR END	9/19/2023	4:49 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40006329	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	RIGHT ANGLE	9/25/2023	7:49 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT/ GRADE	WET	NONE
40007370	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	9/28/2023	6:36 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOPPED SCHOOL BUS W/RED LIGHT FLSH
40010084	B - INJURY	INJURY	Unknown	2023	OVERTAKING	9/19/2023	7:20 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40012045	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OVERTAKING	9/13/2023	7:26 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40013727	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	RIGHT ANGLE	9/30/2023	6:15 AM	COLLISION WITH MOTOR VEHICLE	DAWN	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40013730	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	9/29/2023	11:51 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40013741	U - UNKNOWN	INJURY	Unknown	2023	OTHER	9/26/2023	11:07 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	NONE

CaseNumber	TrafficWay	WeatherConditions	CommercialVehicleCrashIndicator		DMVInsertDate	#ofFatalities	#ofInjuries	#ofOtherInjuries	#ofSeriousInjuries	#ofVehicles	PoliceDepartment		NonReportable	ReportingAgency	Non-PublicWay	XCoordinate
39816553	NOT ENTERED	CLEAR		0	5/13/2023 19:00	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	633367.9306
39817945	NOT ENTERED	CLEAR		0	6/2/2023 19:05	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	633290.1928
39818187	TWO-WAY,NOT DIVIDED	CLEAR		0	5/14/2023 19:00	0	1	1	0	3	5101		0	SUFFOLK CO PD YAPHANK	No	634372.35
39820211	NOT ENTERED	CLEAR		0	5/14/2023 19:01	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634275.8695
39821944	NOT ENTERED	CLEAR		0	2/22/2024 19:01	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634172.87
39829347	NOT ENTERED	CLOUDY		0	12/19/2023 19:00	0	1	1	0	2	<Null>		0	SUFFOLK CO PD YAPHANK	No	633364.6203
39832325	NOT ENTERED	CLEAR		0	6/7/2023 19:07	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634606.14
39832346	NOT ENTERED	CLEAR		0	6/7/2023 19:07	0	1	1	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634594.1
39832456	NOT ENTERED	CLEAR		0	6/8/2023 19:05	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634372.35
39834140	NOT ENTERED	CLEAR		0	12/26/2023 19:01	0	1	1	0	2	<Null>		0	SUFFOLK CO PD YAPHANK	No	634475.1577
39834615	NOT ENTERED	CLEAR		0	5/23/2023 19:10	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	633291.89
39836978	NOT ENTERED	CLEAR		0	6/22/2023 19:06	0	1	1	0	1	5101		0	SUFFOLK CO PD YAPHANK	No	634372.35
39837782	NOT ENTERED	CLOUDY		0	6/24/2023 19:00	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634647.047
39842147	NOT ENTERED	CLEAR		0	5/27/2023 19:02	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634634.8022
39842153	NOT ENTERED	CLEAR		0	9/15/2023 19:03	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634634.8022
39844535	NOT ENTERED	CLEAR		0	7/2/2023 19:00	0	0	0	0	2	<Null>		0	SUFFOLK CO PD YAPHANK	No	634647.047
39844553	NOT ENTERED	CLEAR		0	7/2/2023 19:00	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634647.047
39849876	NOT ENTERED	CLEAR		0	7/16/2023 19:00	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634372.35
39849878	NOT ENTERED	CLEAR		0	6/3/2023 19:00	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	633389.31
39856805	NOT ENTERED	CLEAR		0	9/21/2023 19:05	0	3	3	0	2	<Null>		0	SUFFOLK CO PD YAPHANK	No	633389.31
39858908	NOT ENTERED	CLEAR		0	8/1/2023 19:04	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634172.87
39866276	NOT ENTERED	CLOUDY		0	9/26/2023 19:05	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634624.0967
39866391	NOT ENTERED	CLEAR		0	6/16/2023 19:10	0	1	1	0	1	5101		0	SUFFOLK CO PD YAPHANK	No	634172.87
39878354	NOT ENTERED	CLEAR		0	12/20/2023 19:00	0	2	2	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634172.0406
39879150	NOT ENTERED	CLOUDY		0	2/16/2024 19:01	0	0	0	0	2	<Null>		0	SUFFOLK CO PD YAPHANK	No	634647.047
39879263	NOT ENTERED	CLOUDY		0	6/27/2023 19:07	0	1	1	0	1	5101		0	SUFFOLK CO PD YAPHANK	No	634111.36
39881600	NOT ENTERED	RAIN		0	10/10/2023 19:03	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634620.7782
39884230	NOT ENTERED	CLEAR		0	8/25/2023 19:06	0	5	5	0	2	<Null>		0	SUFFOLK CO PD YAPHANK	No	633839.25
39887240	NOT ENTERED	CLOUDY		0	9/3/2023 19:00	0	0	0	0	2	<Null>		0	SUFFOLK CO PD YAPHANK	No	634647.047
39887349	NOT ENTERED	CLOUDY		0	7/2/2023 19:03	0	0	0	0	2	5101		1	SUFFOLK CO PD YAPHANK	No	634172.87
39887382	NOT ENTERED	CLEAR		0	2/26/2024 19:01	0	0	0	0	2	<Null>		0	SUFFOLK CO PD YAPHANK	No	634647.047
39889682	NOT ENTERED	CLEAR		0	9/3/2023 19:01	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	633389.31
39905976	NOT ENTERED	CLEAR		0	10/28/2023 19:00	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634036.1087
39907066	NOT ENTERED	CLEAR		0	3/6/2024 19:01	0	0	0	0	2	<Null>		0	SUFFOLK CO PD YAPHANK	No	633839.25
39915305	NOT ENTERED	CLEAR		0	6/26/2024 19:12	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634647.047
39917954	NOT ENTERED	CLEAR		0	7/30/2023 19:01	0	0	0	0	2	5101		1	SUFFOLK CO PD YAPHANK	No	633917.4
39919056	NOT ENTERED	CLEAR		0	7/30/2023 19:02	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634557.51
39919099	NOT ENTERED	CLEAR		0	7/30/2023 19:02	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	633380.7665
39919113	NOT ENTERED	CLEAR		0	7/30/2023 19:02	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634131.7232
39924947	NOT ENTERED	CLEAR		0	10/17/2023 19:06	0	1	1	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634372.35
39931101	TWO-WAY,DIVIDED,POSITIVE MEDIA BARR	CLEAR		0	10/26/2023 19:07	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634647.047
39932939	NOT ENTERED	CLEAR		0	10/31/2023 19:02	0	0	0	0	2	5101		1	SUFFOLK CO PD YAPHANK	No	633389.31
39935896	NOT ENTERED	CLEAR		0	2/14/2024 19:03	0	0	0	0	2	<Null>		0	SUFFOLK CO PD YAPHANK	No	633291.89
39944188	NOT ENTERED	CLEAR		0	11/1/2023 19:06	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	633389.31
39946712	NOT ENTERED	CLEAR		0	11/12/2023 19:00	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	633369.69
39955869	NOT ENTERED	CLEAR		0	9/2/2023 19:00	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634393.2499
39957179	NOT ENTERED	CLEAR		0	8/25/2023 19:11	0	0	0	0	1	5101		0	SUFFOLK CO PD YAPHANK	No	633465.7732
39957188	ONE-WAY,NOT DIVIDED	CLEAR		0	9/3/2023 19:01	0	1	1	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	633368.0823
39957215	NOT ENTERED	CLEAR		0	8/26/2023 19:01	0	1	0	1	1	5101		0	SUFFOLK CO PD YAPHANK	No	634606.14
39968731	NOT ENTERED	CLEAR		0	9/3/2023 19:04	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634594.1
39969525	NOT ENTERED	CLEAR		0	9/14/2023 19:08	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634594.1
39971040	NOT ENTERED	CLOUDY		0	9/6/2023 19:08	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634003.99
39971194	NOT ENTERED	CLEAR		0	1/7/2024 19:00	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634172.87
39971241	NOT ENTERED	CLEAR		0	11/16/2023 19:05	0	0	0	0	2	5101		1	SUFFOLK CO PD YAPHANK	No	634170.0684
39972419	NOT ENTERED	CLEAR		0	9/8/2023 19:08	0	0	0	0	2	5101		1	SUFFOLK CO PD YAPHANK	No	634591.1575
39977918	TWO-WAY,DIVIDED,POSITIVE MEDIA BARR	CLEAR		0	11/21/2023 19:04	0	2	2	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634170.0684
39977958	NOT ENTERED	CLEAR		0	11/17/2023 19:03	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	633379.0426
39981053	NOT ENTERED	CLOUDY		0	11/21/2023 19:04	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634170.0684
39982376	NOT ENTERED	CLEAR		0	8/22/2024 19:01	0	1	1	0	2	<Null>		0	SUFFOLK CO PD YAPHANK	No	633839.25
39986098	NOT ENTERED	CLEAR		0	9/18/2023 19:06	0	0	0	0	1	5101		0	SUFFOLK CO PD YAPHANK	No	634614.78
39995037	NOT ENTERED	RAIN		0	9/17/2024 14:44	0	2	2	0	2	<Null>		0	SUFFOLK CO PD YAPHANK	No	634168.9498
39996464	NOT ENTERED	CLEAR		0	1/30/2024 19:02	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634172.87
39996471	NOT ENTERED	CLEAR		0	11/28/2023 19:03	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	633389.31
39996480	NOT ENTERED	CLEAR		0	9/25/2023 19:07	0	1	1	0	3	5101		0	SUFFOLK CO PD YAPHANK	No	633294.723
40002429	NOT ENTERED	CLEAR		0	3/11/2024 19:01	0	1	1	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	633839.25
40006329	TWO-WAY,NOT DIVIDED	RAIN		0	2/21/2024 7:57	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634172.87
40007370	NOT ENTERED	CLOUDY		0	10/2/2023 19:08	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634677.1606
40010084	NOT ENTERED	CLEAR		0	10/24/2023 19:08	0	2	2	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	633300.5629
40012045	NOT ENTERED	CLEAR		0	11/24/2023 19:03	0	0	0	0	2	5101		1	SUFFOLK CO PD YAPHANK	No	634594.1
40013727	NOT ENTERED	RAIN		0	10/8/2023 19:01	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634626.1437
40013730	NOT ENTERED	RAIN		0	10/8/2023 19:01	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634172.87
40013741	NOT ENTERED	CLEAR		0	2/16/2024 19:05	0	0	0	0	2	5101		0	SUFFOLK CO PD YAPHANK	No	634662.1038

CaseNumber	YCoordinate	IntersectionIndicator	ClosestCrossStreet	County	DirectionFrom	DistanceFrom(Meters)	IntersectionID	Municipality	OnStreet	ReferenceMarker	AccessControl	Divided	FunctionalClass
39816553	4515443.553	AT-INTERSECTION	BROADHOLLOW ROAD	Suffolk	WEST	5.841612	5018361	Huntington	SOUTH SERVICE ROAD	110 07011076	Free Access	F	14-Urban Principal Arterial Other
39817945	4515103.325	AT-INTERSECTION	MELVILLE PARK ROAD	Suffolk	SOUTH	19.999909	5018337	Huntington	BROADHOLLOW ROAD	110 07011074	Free Access	T	14-Urban Principal Arterial Other
39818187	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
39820211	4515014.48	Not an intersection crash	PARKING LOT	Suffolk	EAST	441.578939	<Null>	Huntington	CORPORATE CENTER DRIVE	<Null>	Free Access	F	19-Urban Local
39821944	4515886.89	AT-INTERSECTION	NORTH WELLWOOD AVENUE	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
39829347	4515356.977	Not an intersection crash	BROADWAY	Suffolk	SOUTH	288.989205	<Null>	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
39832325	4514889.11	AT-INTERSECTION	<Null>	Suffolk	EAST	0	5018353	Huntington	DRIVEWAY	<Null>	Free Access	T	16-Urban Minor Arterial
39832346	4515337.63	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018396	Huntington	HALF HOLLOW ROAD	<Null>	Free Access	F	16-Urban Minor Arterial
39832456	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
39834140	4515573.283	Not an intersection crash	SOUTH SERVICE ROAD	Suffolk	SOUTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
39834615	4515109.18	AT-INTERSECTION	MELVILLE PARK ROAD	Suffolk	EAST	0	5018337	Huntington	BROADHOLLOW ROAD	110 07011074	Free Access	T	14-Urban Principal Arterial Other
39836978	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
39837782	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
39842147	4514119.393	Not an intersection crash	COLONIAL SPRINGS ROAD	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
39842153	4514119.393	Not an intersection crash	COLONIAL SPRINGS ROAD	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
39844535	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
39844553	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
39849876	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
39849878	4515441.53	AT-INTERSECTION	BROADWAY	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
39856805	4515441.53	AT-INTERSECTION	SOUTH SERVICE ROAD	Suffolk	NORTH	0	5018361	Islip	BROADHOLLOW ROAD	110 07011076	Free Access	F	14-Urban Principal Arterial Other
39858908	4515886.89	AT-INTERSECTION	NORTH WELLWOOD AVENUE	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
39866276	4514094.393	AT-INTERSECTION	COLONIAL SPRINGS ROAD	Suffolk	EAST	0	5017214	Huntington	COLONIAL SPRINGS ROAD	<Null>	Free Access	T	16-Urban Minor Arterial
39866391	4515886.89	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
39878354	4515886.789	AT-INTERSECTION	PINELAWN ROAD	Suffolk	WEST	2.741245	5018403	Brookhaven	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
39879150	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
39879263	4515619.82	AT-INTERSECTION	PARKING LOT	Suffolk	WEST	0	5018379	Huntington	SOUTH SERVICE ROAD	495 07031018	Free Access	F	14-Urban Principal Arterial Other
39881600	4514104.035	AT-INTERSECTION	RULAND ROAD	Suffolk	NORTH	33.457089	5017214	Huntington	RULAND ROAD	<Null>	Free Access	T	16-Urban Minor Arterial
39884230	4514418.02	AT-INTERSECTION	BAYLIS ROAD	Suffolk	SOUTH	0	5018328	Huntington	MAXESS ROAD	<Null>	Free Access	T	17-Urban Major Collector
39887240	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
39887349	4515886.89	AT-INTERSECTION	NORTH WELLWOOD AVENUE	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
39887382	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
39889682	4515441.53	AT-INTERSECTION	BROADWAY	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	F	14-Urban Principal Arterial Other
39905976	4514330.413	Not an intersection crash	DRIVEWAY	Suffolk	EAST	449.905928	<Null>	Huntington	BAYLIS ROAD	<Null>	Free Access	F	17-Urban Major Collector
39907066	4514418.02	AT-INTERSECTION	BAYLIS ROAD	Suffolk	SOUTH	0	5018328	Huntington	MAXESS ROAD	<Null>	Free Access	T	17-Urban Major Collector
39915305	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
39917954	4514886.28	AT-INTERSECTION	CONNECTING ROAD	Suffolk	NORTH	0	5018339	Huntington	MAXESS ROAD	<Null>	Free Access	T	17-Urban Major Collector
39919056	4514360.19	AT-INTERSECTION	PINELAWN ROAD	Suffolk	NORTH	0	5018348	Huntington	OLD EAST NECK ROAD	<Null>	Free Access	F	19-Urban Local
39919099	4515412.272	Not an intersection crash	SOUTH SERVICE ROAD	Suffolk	SOUTH	100	<Null>	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
39919113	4515931.848	Not an intersection crash	NORTH WELLWOOD AVENUE	Suffolk	NORTH	200	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	T	16-Urban Minor Arterial
39924947	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
39931101	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
39932939	4515441.53	AT-INTERSECTION	BROADWAY	Suffolk	NORTH	0	5018361	Islip	BROADHOLLOW ROAD	110 07011076	Free Access	F	14-Urban Principal Arterial Other
39935896	4515109.18	AT-INTERSECTION	MELVILLE PARK ROAD	Suffolk	EAST	0	5018337	Huntington	BROADHOLLOW ROAD	110 07011074	Free Access	T	14-Urban Principal Arterial Other
39944188	4515441.53	AT-INTERSECTION	SOUTH SERVICE ROAD	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	F	14-Urban Principal Arterial Other
39946712	4515443.28	AT-INTERSECTION	SOUTH SERVICE ROAD	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	F	14-Urban Principal Arterial Other
39955869	4515663.554	Not an intersection crash	SOUTH SERVICE ROAD	Suffolk	SOUTH	0	<Null>	Huntington	PINELAWN ROAD	495 07031020	Free Access	<Null>	Unknown
39957179	4515454.232	Not an intersection crash	RAMP	Suffolk	WEST	131.586332	<Null>	Huntington	SOUTH SERVICE ROAD	110 07011077	Free Access	F	14-Urban Principal Arterial Other
39957188	4515443.53	AT-INTERSECTION	BROADHOLLOW ROAD	Suffolk	WEST	5.337772	5018361	Huntington	SOUTH SERVICE ROAD	110 07011076	Free Access	F	14-Urban Principal Arterial Other
39957215	4514889.11	AT-INTERSECTION	<Null>	Suffolk	EAST	0	5018353	Huntington	DRIVEWAY	<Null>	Free Access	T	16-Urban Minor Arterial
39968731	4515337.63	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018396	Huntington	HALF HOLLOW ROAD	<Null>	Free Access	F	16-Urban Minor Arterial
39969525	4515337.63	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018396	Huntington	HALF HOLLOW ROAD	<Null>	Free Access	F	16-Urban Minor Arterial
39971040	4515592.11	AT-INTERSECTION	MAXESS ROAD	Suffolk	NORTH	0	5018377	Huntington	SOUTH SERVICE ROAD	495 07031018	Free Access	F	14-Urban Principal Arterial Other
39971194	4515886.89	AT-INTERSECTION	NORTH WELLWOOD AVENUE	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
39971241	4515634.563	Not an intersection crash	PARKING LOT	Suffolk	EAST	198.593297	<Null>	Huntington	SOUTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
39972419	4514191.05	Not an intersection crash	COLONIAL SPRINGS ROAD	Suffolk	NORTH	335.030949	<Null>	Huntington	COLONIAL SPRINGS ROAD	<Null>	Free Access	T	16-Urban Minor Arterial
39977918	4515634.563	Not an intersection crash	PARKING LOT	Suffolk	EAST	198.593297	<Null>	Huntington	SOUTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
39977958	4515442.446	AT-INTERSECTION	BROADHOLLOW ROAD	Suffolk	EAST	30.806096	5018361	Huntington	SOUTH SERVICE ROAD	110 07011076	Free Access	F	14-Urban Principal Arterial Other
39981053	4515634.563	Not an intersection crash	PARKING LOT	Suffolk	EAST	198.593297	<Null>	Huntington	SOUTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
39982376	4514418.02	AT-INTERSECTION	BAYLIS ROAD	Suffolk	SOUTH	0	5018328	Huntington	MAXESS ROAD	<Null>	Free Access	T	17-Urban Major Collector
39986098	4515073.05	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018354	Huntington	CORPORATE CENTER DRIVE	<Null>	Free Access	<Null>	Unknown
39995037	4515886.413	AT-INTERSECTION	NORTH WELLWOOD AVENUE	Suffolk	WEST	12.95663	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
39996464	4515886.89	AT-INTERSECTION	NORTH WELLWOOD AVENUE	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
39996471	4515441.53	AT-INTERSECTION	BROADWAY	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
39996480	4515108.283	AT-INTERSECTION	BROADHOLLOW ROAD	Suffolk	EAST	9.749485	5018337	Huntington	MELVILLE PARK ROAD	<Null>	Free Access	F	19-Urban Local
40002429	4514418.02	AT-INTERSECTION	BAYLIS ROAD	Suffolk	SOUTH	0	5018328	Huntington	MAXESS ROAD	<Null>	Free Access	T	17-Urban Major Collector
40006329	4515886.89	AT-INTERSECTION	NORTH WELLWOOD AVENUE	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40007370	4514086.77	Not an intersection crash	<Null>	Suffolk	WEST	0	<Null>	Huntington	COLONIAL SPRINGS ROAD	<Null>	Free Access	<Null>	Unknown
40010084	4515138.4	INTERSECTION-RELATED	MELVILLE PARK ROAD	Suffolk	NORTH	100.000093	5018337	Huntington	BROADHOLLOW ROAD	110 07011074	Free Access	T	14-Urban Principal Arterial Other
40012045	4515337.63	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018396	Huntington	HALF HOLLOW ROAD	<Null>	Free Access	F	16-Urban Minor Arterial
40013727	4514094.133	AT-INTERSECTION	PINELAWN ROAD	Suffolk	WEST	0	5017214	Huntington	COLONIAL SPRINGS ROAD	<Null>	Free Access	<Null>	Unknown
40013730	4515886.89	AT-INTERSECTION	NORTH WELLWOOD AVENUE	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40013741	4514089.126	Not an intersection crash	<Null>	Suffolk	WEST	0	<Null>	Huntington	COLONIAL SPRINGS ROAD	<Null>	Free Access	<Null>	Unknown

CaseNumber	MaintenanceJurisdiction	OwningJurisdiction	RoadName	PostedSpeed	V1 ApparentContributingFactor	V2 ApparentContributingFactor	V3 ApparentContributingFactor
39816553	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39817945	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	UNSAFE LANE CHANGE,NOT APPLICABLE	
39818187	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	ALCOHOL INVOLVEMENT,NOT APPLICABLE
39820211	Town	Town	CORPORATE CENTER DR	<Null>	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	
39821944	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE	
39829347	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,UNSAFE LANE CHANGE	
39832325	County	County	PINELAWN RD	40	DRIVER INATTENTION,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	
39832346	Town	Town	HALF HOLLOW RD	30	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,DRIVER INATTENTION	
39832456	NYSDOT	NYSDOT	LIE S SERVICE RD	40	UNSAFE LANE CHANGE,NOT APPLICABLE	UNSAFE LANE CHANGE,UNKNOWN	
39834140	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	
39834615	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
39836978	NYSDOT	NYSDOT	LIE S SERVICE RD	40	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE		
39837782	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,BRAKES DEFECTIVE	
39842147	Unknown	Unknown	<Null>	<Null>	UNSAFE LANE CHANGE,NOT APPLICABLE	UNSAFE LANE CHANGE,NOT APPLICABLE	
39842153	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	UNSAFE LANE CHANGE,NOT APPLICABLE	
39844535	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
39844553	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
39849876	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE	
39849878	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,UNSAFE LANE CHANGE	
39856805	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
39858908	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,NOT APPLICABLE	
39866276	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	UNSAFE SPEED,NOT APPLICABLE	
39866391	NYSDOT	NYSDOT	LIE N SERVICE RD	40	PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE		
39878354	NYSDOT	NYSDOT	LIE N SERVICE RD	40	OUTSIDE CAR DISTRACTION,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	
39879150	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39879263	NYSDOT	NYSDOT	LIE S SERVICE RD	40	DRIVER INEXPERIENCE,UNSAFE LANE CHANGE		
39881600	County	County	PINELAWN RD	40	UNSAFE LANE CHANGE,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	
39884230	Town	Town	MAXESS RD	30	NOT APPLICABLE,NOT APPLICABLE	UNSAFE SPEED,GLARE	
39887240	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39887349	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39887382	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39889682	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,TURNING IMPROPER	
39905976	Town	Town	BAYLIS RD	30	PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE	
39907066	Town	Town	MAXESS RD	30	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	
39915305	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	EATING OR DRINKING,NOT APPLICABLE	
39917954	Town	Town	MAXESS RD	30	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,FAILURE TO YIELD RIGHT OF WAY	
39919056	Town	Town	OLD EAST NECK RD	<Null>	NOT APPLICABLE,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE	
39919099	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,FOLLOWING TOO CLOSELY	
39919113	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39924947	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	
39931101	Unknown	Unknown	<Null>	<Null>	DRIVER INATTENTION,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
39932939	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	BACKING UNSAFELY,NOT APPLICABLE	
39935896	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,EATING OR DRINKING	
39944188	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,NOT APPLICABLE	
39946712	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,TURNING IMPROPER	
39955869	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	BACKING UNSAFELY,OTHER (VEHICLE	
39957179	NYSDOT	NYSDOT	LIE S SERVICE RD	40	UNSAFE SPEED,NOT APPLICABLE		
39957188	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39957215	County	County	PINELAWN RD	40	ILLNESS,NOT APPLICABLE		
39968731	Town	Town	HALF HOLLOW RD	30	NOT APPLICABLE,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE	
39969525	Town	Town	HALF HOLLOW RD	30	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
39971040	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,FOLLOWING TOO CLOSELY	
39971194	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,NOT APPLICABLE	
39971241	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,UNKNOWN	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39972419	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
39977918	NYSDOT	NYSDOT	LIE S SERVICE RD	40	REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE	UNSAFE SPEED,UNSAFE LANE CHANGE	
39977958	NYSDOT	NYSDOT	LIE S SERVICE RD	40	FAILURE TO YIELD RIGHT OF WAY,PASSING OR LANE USAGE IMPROPERLY	NOT APPLICABLE,NOT APPLICABLE	
39981053	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,UNKNOWN	DRIVER INATTENTION,REACTION TO OTHER UNINVOLVED VEHICL	
39982376	Town	Town	MAXESS RD	30	TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE	TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE	
39986098	Unknown	Unknown	<Null>	<Null>	FELL ASLEEP,NOT APPLICABLE		
39995037	NYSDOT	NYSDOT	LIE N SERVICE RD	40	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	FOLLOWING TOO CLOSELY,PAVEMENT SLIPPERY	
39996464	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
39996471	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
39996480	Town	Town	MELVILLE PARK RD	<Null>	NOT APPLICABLE,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,FOLLOWING TOO CLOSELY
40002429	Town	Town	MAXESS RD	30	PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40006329	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,PAVEMENT SLIPPERY	
40007370	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40010084	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,PASSING OR LANE USAGE IMPROPERLY	
40012045	Town	Town	HALF HOLLOW RD	30	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,PASSING OR LANE USAGE IMPROPERLY	
40013727	Unknown	Unknown	<Null>	<Null>	TRAFFIC CONTROL DEVICES DISREGARDED,PAVEMENT SLIPPERY	TRAFFIC CONTROL DEVICES DISREGARDED,PAVEMENT SLIPPERY	
40013730	NYSDOT	NYSDOT	LIE N SERVICE RD	40	OTHER (VEHICLE,NOT APPLICABLE	PAVEMENT SLIPPERY,FOLLOWING TOO CLOSELY	
40013741	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO KEEP RIGHT,PASSING OR LANE USAGE IMPROPERLY	

CaseNumber	V4 ApparentContributingFactor	V1 Direction	V2 Direction	V3 Direction	V4 Direction	LocationID
39816553		EAST	EAST			1
39817945		NORTH	NORTH			2
39818187		EAST	EAST	EAST		8
39820211		WEST	NORTH-WEST			I
39821944		SOUTH-WEST	WEST			7
39829347		SOUTH	SOUTH-EAST			A
39832325		WEST	EAST			M
39832346		SOUTH	SOUTH			L
39832456		SOUTH	SOUTH			8
39834140		NORTH	WEST			L
39834615		SOUTH	SOUTH			2
39836978		NORTH				8
39837782		SOUTH	SOUTH			10
39842147		SOUTH	SOUTH			10
39842153		NORTH	NORTH			10
39844535		NORTH	NORTH			10
39844553		WEST	WEST			10
39849876		SOUTH	EAST			8
39849878		EAST	NORTH-EAST			1
39856805		NORTH	EAST			1
39858908		WEST	WEST			7
39866276		EAST	SOUTH			10
39866391		NORTH				7
39878354		WEST	SOUTH			7
39879150		EAST	EAST			10
39879263		EAST				H
39881600		SOUTH	SOUTH			10
39884230		NORTH	WEST			6
39887240		WEST	WEST			10
39887349		WEST	WEST			7
39887382		NORTH	NORTH			10
39889682		EAST	EAST			1
39905976		WEST	WEST			J
39907066		NORTH	SOUTH-EAST			6
39915305		NORTH	NORTH			10
39917954		NORTH	NORTH-WEST			F
39919056		WEST	WEST			M
39919099		NORTH	NORTH			1
39919113		SOUTH	SOUTH			7
39924947		NORTH	EAST			8
39931101		NORTH	NORTH			10
39932939		SOUTH	EAST			1
39935896		NORTH	NORTH			2
39944188		EAST	EAST			1
39946712		EAST	NORTH-EAST			1
39955869		NORTH	SOUTH			8
39957179		EAST				B
39957188		EAST	EAST			1
39957215		SOUTH				M
39968731		WEST	WEST			L
39969525		SOUTH	SOUTH			L
39971040		NORTH	NORTH			3
39971194		NORTH-WEST	NORTH-WEST			7
39971241		EAST	EAST			H
39972419		NORTH	NORTH			M
39977918		EAST	EAST			H
39977958		EAST	EAST			1
39981053		WEST	WEST			H
39982376		EAST	NORTH			6
39986098		SOUTH				9
39995037		SOUTH-WEST	SOUTH-WEST			7
39996464		NORTH	NORTH			7
39996471		SOUTH	SOUTH			1
39996480		NORTH	NORTH	NORTH		2
40002429		NORTH	NORTH			6
40006329		SOUTH	SOUTH			7
40007370		WEST	WEST			10
40010084		NORTH	NORTH			2
40012045		WEST	WEST			L
40013727		SOUTH	NORTH-WEST			10
40013730		WEST	WEST			7
40013741		UNKNOWN	EAST			10

CaseNumber	MaxInjuryinCrash	CrashSeverity	ReportedAccessControl	CaseYear	CollisionType	CrashDate	CrashTime	CrashType	LightConditions	RoadCharacteristics	RoadSurfaceConditions	TrafficControl
40017864	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	9/29/2023	2:20 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40017866	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	10/4/2023	5:15 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40019935	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	9/18/2023	12:15 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40023393	B - INJURY	INJURY	Unknown	2023	REAR END	10/8/2023	5:18 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40025249	B - INJURY	INJURY	Unknown	2023	REAR END	10/10/2023	5:27 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40025444	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OVERTAKING	9/18/2023	9:20 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40031119	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	RIGHT ANGLE	9/15/2023	8:22 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40032778	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OVERTAKING	10/15/2023	7:35 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40032818	B - INJURY	INJURY	Unknown	2023	RIGHT ANGLE	10/4/2023	1:25 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40039333	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	7/17/2023	9:05 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL
40044080	B - INJURY	INJURY	Unknown	2023	REAR END	10/17/2023	4:36 AM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40047129	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	10/20/2023	7:12 AM	COLLISION WITH MOTOR VEHICLE	DAWN	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40050245	B - INJURY	INJURY	Unknown	2023	RIGHT ANGLE	10/26/2023	8:10 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40054794	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	10/16/2023	7:35 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40054804	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	10/16/2023	8:25 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40056078	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	RIGHT ANGLE	10/31/2023	6:45 AM	COLLISION WITH MOTOR VEHICLE	DAWN	STRAIGHT AND LEVEL	DRY	STOP SIGN
40056132	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	11/1/2023	2:50 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40059148	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OTHER	11/4/2023	4:37 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40065387	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	11/6/2023	7:31 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40074777	U - UNKNOWN	PROPERTY DAMAGE	Not Entered	2022	REAR END	9/14/2022	9:00 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40078871	B - INJURY	INJURY	Not Entered	2022	REAR END	9/21/2022	10:00 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40080390	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OVERTAKING	11/10/2023	11:58 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40092184	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	11/14/2023	6:13 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	STOP SIGN
40093550	B - INJURY	INJURY	Unknown	2023	REAR END	11/27/2023	5:10 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40093555	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	7/2/2023	5:56 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40102323	U - UNKNOWN	INJURY	Unknown	2023	OTHER	11/14/2023	9:00 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40110613	A - SERIOUS INJURY	INJURY	Unknown	2023	REAR END	11/10/2023	11:50 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE
40113490	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OTHER	12/10/2023	12:12 AM	COLLISION WITH GUIDE RAIL	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	NONE
40118607	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OVERTAKING	12/13/2023	5:02 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40119711	B - INJURY	INJURY	Unknown	2023	RIGHT ANGLE	12/8/2023	10:15 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL
40119723	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OVERTAKING	11/13/2023	3:00 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40119734	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	12/1/2023	11:34 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40119755	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	12/10/2023	8:05 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	STOP SIGN
40119963	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OVERTAKING	11/15/2023	9:05 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40120777	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	12/6/2023	7:43 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40122517	B - INJURY	INJURY	Unknown	2023	REAR END	12/11/2023	1:54 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	CURVE AND LEVEL	DRY	YIELD SIGN
40122557	B - INJURY	INJURY	Unknown	2023	REAR END	12/11/2023	9:05 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AT HILLCREST	WET	TRAFFIC SIGNAL
40123416	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	12/11/2023	5:50 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40125352	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	RIGHT ANGLE	11/2/2023	11:40 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40128293	U - UNKNOWN	PROPERTY DAMAGE	Not Entered	2022	RIGHT ANGLE	9/29/2022	3:50 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40130313	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	LEFT TURN (AGAINST OTHER CAR)	11/22/2023	4:58 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40137208	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	12/22/2023	12:25 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN
40138235	B - INJURY	INJURY	Unknown	2023	RIGHT ANGLE	11/10/2023	5:33 AM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL
40138244	U - UNKNOWN	INJURY	Unknown	2023	REAR END	12/27/2023	5:18 PM	COLLISION WITH MOTOR VEHICLE	DAWN	STRAIGHT AND LEVEL	WET	NONE
40138250	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OTHER	11/3/2023	12:27 AM	OTHER NON-COLLISION	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE
40138973	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	RIGHT ANGLE	12/22/2023	1:47 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40143258	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OVERTAKING	12/21/2023	10:20 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE
40154581	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	11/21/2023	12:06 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	OTHER
40157090	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	12/14/2023	5:49 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40157305	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	LEFT TURN (AGAINST OTHER CAR)	1/8/2024	10:10 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40157309	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	RIGHT ANGLE	1/4/2024	6:00 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40160909	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	11/18/2023	7:27 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40163242	U - UNKNOWN	PROPERTY DAMAGE	Not Entered	2023	REAR END	7/20/2023	8:30 AM	COLLISION WITH MOTOR VEHICLE	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
40195466	B - INJURY	INJURY	Unknown	2024	REAR END	2/7/2024	4:35 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40202121	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	2/8/2024	5:15 PM	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40203605	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	2/14/2024	8:10 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40203620	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	RIGHT ANGLE	1/31/2024	2:55 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	YIELD SIGN
40204517	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	1/21/2024	3:49 AM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40204627	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	2/14/2024	7:20 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	SNOW/ICE	TRAFFIC SIGNAL
40204630	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	RIGHT ANGLE	2/14/2024	11:07 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	SNOW/ICE	TRAFFIC SIGNAL
40206848	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	OVERTAKING	6/24/2023	2:03 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40208896	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	2/12/2024	5:30 AM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL
40210129	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	2/5/2024	2:29 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40215821	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	2/21/2024	11:01 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40218071	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	RIGHT TURN (WITH OTHER CAR)	2/20/2024	7:25 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL
40221729	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	2/29/2024	2:00 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40224181	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2023	REAR END	11/18/2023	4:30 PM	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40225699	U - UNKNOWN	PROPERTY DAMAGE	Not Entered	2022	OTHER	10/6/2022	3:34 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40226253	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OTHER	3/2/2024	9:48 PM	COLLISION WITH PEDESTRIAN	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	NONE
40226580	U - UNKNOWN	PROPERTY DAMAGE	Not Entered	2022	RIGHT ANGLE	10/7/2022	1:00 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40227767	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	3/3/2024	3:09 AM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40228445	U - UNKNOWN	PROPERTY DAMAGE	Not Entered	2022	UNKNOWN	10/3/2022	8:30 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AT HILLCREST	WET	TRAFFIC SIGNAL

CaseNumber	TrafficWay	WeatherConditions	CommercialVehicleCrashIndicator	DMVInsertDate	#ofFatalities	#ofInjuries	#ofOtherInjuries	#ofSeriousInjuries	#ofVehicles	PoliceDepartment	NonReportable	ReportingAgency	Non-PublicWay	XCoordinate
40017864	NOT ENTERED	RAIN	0	10/8/2023 19:03	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
40017866	NOT ENTERED	CLEAR	0	10/8/2023 19:03	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634594.1
40019935	NOT ENTERED	RAIN	0	2/10/2024 19:00	0	0	0	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	633385.0383
40023393	NOT ENTERED	CLOUDY	0	12/4/2023 19:03	0	2	2	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634313.3097
40025249	NOT ENTERED	CLOUDY	0	12/5/2023 19:04	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634167.6353
40025444	NOT ENTERED	RAIN	0	10/15/2023 19:02	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
40031119	NOT ENTERED	CLEAR	0	1/29/2024 19:05	0	0	0	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	634172.87
40032778	NOT ENTERED	CLEAR	0	3/12/2024 19:02	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
40032818	NOT ENTERED	CLEAR	0	2/17/2024 19:01	0	1	1	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	634647.047
40039333	NOT ENTERED	CLEAR	0	12/20/2023 19:02	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
40044080	TWO-WAY,DIVIDED,POSITIVE MEDIA BARR	CLEAR	0	2/29/2024 19:04	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
40047129	NOT ENTERED	RAIN	0	10/30/2023 19:10	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634647.047
40050245	NOT ENTERED	CLEAR	0	11/3/2023 19:07	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
40054794	NOT ENTERED	CLEAR	0	12/7/2023 19:04	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
40054804	NOT ENTERED	CLEAR	0	11/5/2023 19:03	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634414.1498
40056078	NOT ENTERED	CLOUDY	0	5/4/2024 19:00	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634631.9281
40056132	NOT ENTERED	CLEAR	0	11/6/2023 19:08	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634557.51
40059148	NOT ENTERED	CLOUDY	0	9/25/2024 14:53	0	0	0	0	3	<Null>	0	SUFFOLK CO PD YAPHANK	No	633389.31
40065387	NOT ENTERED	CLEAR	0	12/21/2023 19:05	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634517.49
40074777	NOT ENTERED	CLEAR	0	1/2/2024 11:15	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633313.302
40078871	NOT ENTERED	CLEAR	0	12/28/2023 11:34	0	2	2	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634273.98
40080390	NOT ENTERED	CLEAR	0	4/1/2024 19:02	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634372.35
40092184	NOT ENTERED	CLEAR	0	1/10/2024 19:07	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634003.99
40093550	NOT ENTERED	CLEAR	0	12/2/2023 19:00	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634612.3259
40093555	NOT ENTERED	CLOUDY	0	12/4/2023 19:06	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634172.5903
40102323	NOT ENTERED	CLEAR	0	8/30/2024 19:01	0	0	0	0	4	<Null>	0	SUFFOLK CO PD YAPHANK	No	634615.1697
40110613	TWO-WAY,DIVIDED,UNPROTECTED MEDIA	CLEAR	0	12/12/2023 19:05	0	4	2	2	2	5101	0	SUFFOLK CO PD YAPHANK	No	634604.1289
40113490	NOT ENTERED	CLOUDY	0	12/15/2023 19:08	0	0	0	0	1	5101	0	SUFFOLK CO PD YAPHANK	No	633372.223
40118607	NOT ENTERED	CLEAR	0	1/23/2024 19:08	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	633352.54
40119711	NOT ENTERED	CLEAR	0	9/13/2024 12:59	0	3	3	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	634372.35
40119723	NOT ENTERED	CLEAR	0	2/9/2024 19:07	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634372.35
40119734	NOT ENTERED	CLOUDY	0	12/20/2023 19:04	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634594.1
40119755	NOT ENTERED	RAIN	0	12/20/2023 19:04	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
40119963	NOT ENTERED	CLEAR	0	12/20/2023 19:05	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634594.1
40120777	NOT ENTERED	CLOUDY	0	1/19/2024 19:06	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634173.7561
40122517	NOT ENTERED	CLOUDY	0	12/24/2023 19:01	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634372.35
40122557	NOT ENTERED	RAIN	0	12/24/2023 19:01	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634172.87
40123416	NOT ENTERED	CLOUDY	0	5/3/2024 19:07	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
40125352	NOT ENTERED	CLEAR	0	2/9/2024 19:07	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633839.25
40128293	NOT ENTERED	CLEAR	0	1/16/2024 19:08	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634172.87
40130313	NOT ENTERED	CLEAR	0	4/24/2024 19:04	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633839.25
40137208	NOT ENTERED	CLEAR	0	4/17/2024 19:06	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
40138235	TWO-WAY,NOT DIVIDED	CLEAR	0	1/2/2024 19:07	0	2	2	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634368.1016
40138244	NOT ENTERED	RAIN	0	4/17/2024 19:07	0	0	0	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	633300.5629
40138250	UNKNOWN	CLEAR	0	2/9/2024 19:07	0	0	0	0	1	5101	0	SUFFOLK CO PD YAPHANK	No	633349.6192
40138973	NOT ENTERED	CLEAR	0	4/15/2024 19:06	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634172.87
40143258	NOT ENTERED	CLEAR	0	1/7/2024 19:00	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634559.4791
40154581	NOT ENTERED	CLOUDY	0	6/5/2024 19:02	0	0	0	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	634647.047
40157090	NOT ENTERED	CLEAR	0	3/26/2024 19:07	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634609.98
40157305	NOT ENTERED	CLEAR	0	11/27/2024 19:02	0	0	0	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	633389.31
40157309	NOT ENTERED	CLEAR	0	1/17/2024 19:09	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634372.35
40160909	NOT ENTERED	CLOUDY	0	2/17/2024 19:01	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634594.1
40163242	NOT ENTERED	UNKNOWN	0	1/24/2024 19:07	0	0	0	0	2	<Null>	0	<Null>	No	634273.98
40195466	TWO-WAY,DIVIDED,POSITIVE MEDIA BARR	CLEAR	0	4/9/2024 19:06	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634165.2022
40202121	NOT ENTERED	CLEAR	0	2/18/2024 19:00	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633291.89
40203605	NOT ENTERED	CLEAR	0	4/11/2024 19:06	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
40203620	NOT ENTERED	CLOUDY	0	6/29/2024 19:02	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634372.35
40204517	NOT ENTERED	CLEAR	0	6/29/2024 19:02	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633368.0823
40204627	NOT ENTERED	CLEAR	0	2/20/2024 19:11	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634647.047
40204630	NOT ENTERED	CLEAR	0	7/4/2024 19:01	0	0	0	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	633291.89
40206848	NOT ENTERED	CLEAR	0	2/28/2024 19:12	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633358.4061
40208896	NOT ENTERED	CLEAR	0	2/23/2024 19:09	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634172.87
40210129	NOT ENTERED	CLEAR	0	9/12/2024 19:00	0	0	0	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	633346.5926
40215821	NOT ENTERED	CLEAR	0	7/16/2024 19:02	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
40218071	NOT ENTERED	CLEAR	0	3/2/2024 19:03	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634172.87
40221729	NOT ENTERED	CLEAR	0	3/3/2024 19:03	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	633380.7665
40224181	NOT ENTERED	CLEAR	0	3/21/2024 19:08	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633291.89
40225699	NOT ENTERED	CLEAR	0	3/25/2024 19:07	0	0	0	0	3	<Null>	0	SUFFOLK CO PD YAPHANK	No	634647.047
40226253	NOT ENTERED	RAIN	0	3/7/2024 19:12	0	0	0	0	1	5101	1	SUFFOLK CO PD YAPHANK	No	633328.737
40226580	NOT ENTERED	CLEAR	0	4/1/2024 19:07	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634611.3304
40227767	NOT ENTERED	CLOUDY	0	3/8/2024 19:11	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634172.87
40228445	NOT ENTERED	CLOUDY	0	3/28/2024 19:07	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634372.35

CaseNumber	YCoordinate	IntersectionIndicator	ClosestCrossStreet	County	DirectionFrom	DistanceFrom(Meters)	IntersectionID	Municipality	OnStreet	ReferenceMarker	AccessControl	Divided	FunctionalClass
40017864	4515441.53	AT-INTERSECTION	SOUTH SERVICE ROAD	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40017866	4515337.63	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018396	Huntington	HALF HOLLOW ROAD	<Null>	Free Access	F	16-Urban Minor Arterial
40019935	4515426.901	INTERSECTION-RELATED	SOUTH SERVICE ROAD	Suffolk	SOUTH	50	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40023393	4515670.58	Not an intersection crash	PARKING LOT	Suffolk	EAST	109.286728	<Null>	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
40025249	4515633.952	Not an intersection crash	PARKING LOT	Suffolk	EAST	190.362957	<Null>	Huntington	SOUTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40025444	4515441.53	AT-INTERSECTION	SOUTH SERVICE ROAD	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40031119	4515886.89	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40032778	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40032818	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40039333	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40044080	4515441.53	AT-INTERSECTION	BROADWAY	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40047129	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40050245	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40054794	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40054804	4515641.368	Not an intersection crash	SOUTH SERVICE ROAD	Suffolk	SOUTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40056078	4514093.399	Not an intersection crash	PINELAWN ROAD	Suffolk	WEST	0	<Null>	Huntington	COLONIAL SPRINGS ROAD	<Null>	Free Access	<Null>	Unknown
40056132	4514360.19	AT-INTERSECTION	PINELAWN ROAD	Suffolk	NORTH	0	5018348	Huntington	OLD EAST NECK ROAD	<Null>	Free Access	F	19-Urban Local
40059148	4515441.53	AT-INTERSECTION	BROADWAY	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	F	14-Urban Principal Arterial Other
40065387	4514099.61	AT-INTERSECTION	OLD BAYLIS ROAD	Suffolk	NORTH	0	5018347	Huntington	RULAND ROAD	<Null>	Free Access	T	16-Urban Minor Arterial
40074777	4515181.32	Not an intersection crash	MELVILLE PARK ROAD	Suffolk	NORTH	246.88526	<Null>	Huntington	BROADHOLLOW ROAD	110 07011075	Free Access	T	14-Urban Principal Arterial Other
40078871	4515780.57	Not an intersection crash	BROADWAY	Suffolk	EAST	0	<Null>	Huntington	INTERSTATE 495	<Null>	Free Access	T	16-Urban Minor Arterial
40080390	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
40092184	4515592.11	AT-INTERSECTION	MAXESS ROAD	Suffolk	NORTH	0	5018377	Huntington	SOUTH SERVICE ROAD	495 07031018	Free Access	F	14-Urban Principal Arterial Other
40093550	4515217.309	Not an intersection crash	HALF HOLLOW ROAD	Suffolk	SOUTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40093555	4515886.856	AT-INTERSECTION	NORTH WELLWOOD AVENUE	Suffolk	WEST	0.924305	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40102323	4515042.572	Not an intersection crash	CORPORATE CENTER DRIVE	Suffolk	SOUTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40110613	4515107.033	Not an intersection crash	CORPORATE CENTER DRIVE	Suffolk	NORTH	112.490464	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	T	16-Urban Minor Arterial
40113490	4515383.014	Not an intersection crash	SOUTH SERVICE ROAD	Suffolk	SOUTH	200	<Null>	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40118607	4515383.23	INTERSECTION-RELATED	RAMP	Suffolk	SOUTH	77.360224	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	F	Unknown
40119711	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
40119723	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
40119734	4515337.63	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018396	Huntington	HALF HOLLOW ROAD	<Null>	Free Access	F	16-Urban Minor Arterial
40119755	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40119963	4515337.63	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018396	Huntington	HALF HOLLOW ROAD	<Null>	Free Access	F	16-Urban Minor Arterial
40120777	4515885.957	AT-INTERSECTION	NORTH WELLWOOD AVENUE	Suffolk	SOUTH	2.548506	5018403	Huntington	NORTH SERVICE ROAD	<Null>	Free Access	T	16-Urban Minor Arterial
40122517	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
40122557	4515886.89	AT-INTERSECTION	NORTH WELLWOOD AVENUE	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40123416	4515441.53	AT-INTERSECTION	BROADWAY	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40125352	4514418.02	AT-INTERSECTION	BAYLIS ROAD	Suffolk	SOUTH	0	5018328	Huntington	MAXESS ROAD	<Null>	Free Access	T	17-Urban Major Collector
40128293	4515886.89	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40130313	4514418.02	AT-INTERSECTION	BAYLIS ROAD	Suffolk	SOUTH	0	5018328	Huntington	MAXESS ROAD	<Null>	Free Access	T	17-Urban Major Collector
40137208	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40138235	4515689.311	AT-INTERSECTION	NORTH WELLWOOD AVENUE	Suffolk	EAST	0	5018402	Huntington	PINELAWN ROAD	495 07031020	Free Access	<Null>	Unknown
40138244	4515138.4	INTERSECTION-RELATED	MELVILLE PARK ROAD	Suffolk	NORTH	100.000093	5018337	Huntington	BROADHOLLOW ROAD	110 07011074	Free Access	T	14-Urban Principal Arterial Other
40138250	4515431.504	Not an intersection crash	BROADHOLLOW ROAD	Suffolk	NORTH	0	<Null>	Huntington	RAMP	110 07011076	Free Access	<Null>	Unknown
40138973	4515886.89	AT-INTERSECTION	NORTH WELLWOOD AVENUE	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40143258	4514451.425	Not an intersection crash	CONNECTING ROAD	Suffolk	SOUTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40154581	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40157090	4515072.85	AT-INTERSECTION	PINELAWN ROAD	Suffolk	WEST	0	5018354	Huntington	CORPORATE CENTER DRIVE	<Null>	Free Access	<Null>	Unknown
40157305	4515441.53	AT-INTERSECTION	SOUTH SERVICE ROAD	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40157309	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
40160909	4515337.63	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018396	Huntington	HALF HOLLOW ROAD	<Null>	Free Access	F	16-Urban Minor Arterial
40163242	4515780.57	Not an intersection crash	BROADWAY	Suffolk	EAST	0	<Null>	Huntington	INTERSTATE 495	<Null>	Free Access	T	16-Urban Minor Arterial
40195466	4515633.341	Not an intersection crash	PARKING LOT	Suffolk	EAST	182.132616	<Null>	Huntington	SOUTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40202121	4515109.18	AT-INTERSECTION	MELVILLE PARK ROAD	Suffolk	EAST	0	5018337	Huntington	BROADHOLLOW ROAD	110 07011074	Free Access	T	14-Urban Principal Arterial Other
40203605	4515441.53	AT-INTERSECTION	BROADWAY	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	F	14-Urban Principal Arterial Other
40203620	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
40204517	4515443.53	AT-INTERSECTION	BROADHOLLOW ROAD	Suffolk	WEST	5.337772	5018361	Huntington	SOUTH SERVICE ROAD	110 07011076	Free Access	F	14-Urban Principal Arterial Other
40204627	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40204630	4515109.18	AT-INTERSECTION	MELVILLE PARK ROAD	Suffolk	EAST	0	5018337	Huntington	BROADHOLLOW ROAD	110 07011074	Free Access	T	14-Urban Principal Arterial Other
40206848	4515408.596	AT-INTERSECTION	BROADHOLLOW ROAD	Suffolk	NORTH	0	5018361	Islip	RAMP	110 07011076	Free Access	<Null>	Unknown
40208896	4515886.89	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40210129	4515295.239	Not an intersection crash	SOUTH SERVICE ROAD	Suffolk	SOUTH	500	<Null>	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40215821	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40218071	4515886.89	AT-INTERSECTION	NORTH WELLWOOD AVENUE	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40221729	4515412.272	Not an intersection crash	BROADWAY	Suffolk	SOUTH	100	<Null>	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40224181	4515109.18	AT-INTERSECTION	MELVILLE PARK ROAD	Suffolk	EAST	0	5018337	Huntington	BROADHOLLOW ROAD	110 07011074	Free Access	T	14-Urban Principal Arterial Other
40225699	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40226253	4515442.948	INTERSECTION-RELATED	BROADHOLLOW ROAD	Suffolk	NORTH	0	5018361	Huntington	RAMP	110 07011076	Free Access	<Null>	Unknown
40226580	4514175.65	Not an intersection crash	COLONIAL SPRINGS ROAD	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40227767	4515886.89	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40228445	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other

CaseNumber	MaintenanceJurisdiction	OwningJurisdiction	RoadName	PostedSpeed	V1 ApparentContributingFactor	V2 ApparentContributingFactor	V3 ApparentContributingFactor
40017864	NYSDOT	NYSDOT	<Null>	55	PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE	FOLLOWING TOO CLOSELY,PAVEMENT SLIPPERY	
40017866	Town	Town	HALF HOLLOW RD	30	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,DRIVER INATTENTION	
40019935	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,DRIVER INATTENTION	
40023393	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40025249	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40025444	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	UNSAFE LANE CHANGE,NOT APPLICABLE	
40031119	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	TRAFFIC CONTROL DEVICES DISREGARDED,FAILURE TO YIELD RIGHT OF WAY	
40032778	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
40032818	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE	
40039333	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40044080	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40047129	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40050245	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	
40054794	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40054804	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,FOLLOWING TOO CLOSELY	
40056078	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,TRAFFIC CONTROL DEVICES DISREGARDED	
40056132	Town	Town	OLD EAST NECK RD	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,DRIVER INATTENTION	
40059148	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,NOT APPLICABLE
40065387	County	County	RULAND RD	30	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,UNSAFE SPEED	
40074777	NYSDOT	NYSDOT	<Null>	55	NOT ENTERED,NOT ENTERED	FOLLOWING TOO CLOSELY,DRIVER INATTENTION	
40078871	County	County	PINELAWN RD	40	NOT ENTERED,NOT ENTERED	FOLLOWING TOO CLOSELY,NOT ENTERED	
40080390	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE	
40092184	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,UNSAFE LANE CHANGE	
40093550	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,FOLLOWING TOO CLOSELY	
40093555	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	BACKING UNSAFELY,NOT APPLICABLE	
40102323	Unknown	Unknown	<Null>	<Null>	REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE	ANIMALS ACTION,FOLLOWING TOO CLOSELY	ANIMALS ACTION,FOLLOWING TOO CLOSELY
40110613	County	County	PINELAWN RD	40	NOT APPLICABLE,UNKNOWN	FOLLOWING TOO CLOSELY,UNSAFE SPEED	
40113490	NYSDOT	NYSDOT	<Null>	55	ALCOHOL INVOLVEMENT,TRAFFIC CONTROL DEVICES DISREGARDED		
40118607	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,PASSING OR LANE USAGE IMPROPERLY	
40119711	NYSDOT	NYSDOT	LIE S SERVICE RD	40	TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE	TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE	
40119723	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	UNSAFE LANE CHANGE,NOT APPLICABLE	
40119734	Town	Town	HALF HOLLOW RD	30	NOT APPLICABLE,NOT APPLICABLE	BRAKES DEFECTIVE,FOLLOWING TOO CLOSELY	
40119755	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,FOLLOWING TOO CLOSELY	
40119963	Town	Town	HALF HOLLOW RD	30	TURNING IMPROPER,NOT APPLICABLE	TURNING IMPROPER,NOT APPLICABLE	
40120777	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40122517	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40122557	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,PAVEMENT SLIPPERY	
40123416	NYSDOT	NYSDOT	<Null>	55	FOLLOWING TOO CLOSELY,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	
40125352	Town	Town	MAXESS RD	30	NOT APPLICABLE,NOT APPLICABLE	TRAFFIC CONTROL DEVICES DISREGARDED,UNSAFE SPEED	
40128293	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT ENTERED,NOT ENTERED	FAILURE TO YIELD RIGHT OF WAY,DRIVER INATTENTION	
40130313	Town	Town	MAXESS RD	30	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	
40137208	Unknown	Unknown	<Null>	<Null>	FOLLOWING TOO CLOSELY,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	
40138235	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE	
40138244	NYSDOT	NYSDOT	<Null>	55	FOLLOWING TOO CLOSELY,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	
40138250	Unknown	Unknown	<Null>	<Null>	ACCELERATOR DEFECTIVE,NOT APPLICABLE		
40138973	NYSDOT	NYSDOT	LIE N SERVICE RD	40	TRAFFIC CONTROL DEVICES DISREGARDED,FAILURE TO YIELD RIGHT OF WAY	NOT APPLICABLE,NOT APPLICABLE	
40143258	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	UNSAFE LANE CHANGE,NOT APPLICABLE	
40154581	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,UNSAFE SPEED	
40157090	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,UNSAFE SPEED	
40157305	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,PASSING OR LANE USAGE IMPROPERLY	
40157309	NYSDOT	NYSDOT	LIE S SERVICE RD	40	TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE	TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE	
40160909	Town	Town	HALF HOLLOW RD	30	NOT APPLICABLE,NOT APPLICABLE	PAVEMENT SLIPPERY,NOT APPLICABLE	
40163242	County	County	PINELAWN RD	40	NOT ENTERED,NOT ENTERED	NOT ENTERED,NOT ENTERED	
40195466	NYSDOT	NYSDOT	LIE S SERVICE RD	40	REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40202121	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40203605	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40203620	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	
40204517	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,UNSAFE SPEED	
40204627	Unknown	Unknown	<Null>	<Null>	PAVEMENT SLIPPERY,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	
40204630	NYSDOT	NYSDOT	<Null>	55	DRIVER INATTENTION,NOT APPLICABLE	DRIVER INEXPERIENCE,NOT APPLICABLE	
40206848	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
40208896	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE	
40210129	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
40215821	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	UNKNOWN,NOT APPLICABLE	
40218071	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,UNSAFE SPEED	
40221729	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40224181	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40225699	Unknown	Unknown	<Null>	<Null>	UNKNOWN,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE
40226253	Unknown	Unknown	<Null>	<Null>	BACKING UNSAFELY,NOT APPLICABLE		
40226580	Unknown	Unknown	<Null>	<Null>	TURNING IMPROPER,NOT APPLICABLE	UNSAFE LANE CHANGE,NOT APPLICABLE	
40227767	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
40228445	NYSDOT	NYSDOT	LIE S SERVICE RD	40	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	

CaseNumber	V4 ApparentContributingFactor	V1 Direction	V2 Direction	V3 Direction	V4 Direction	LocationID
40017864		EAST	EAST			1
40017866		NORTH	NORTH			L
40019935		NORTH	NORTH			1
40023393		EAST	EAST			H
40025249		EAST	EAST			H
40025444		SOUTH	SOUTH			1
40031119		NORTH-WEST	WEST			7
40032778		WEST	WEST			10
40032818		EAST	SOUTH			10
40039333		NORTH-WEST	NORTH-WEST			10
40044080		NORTH	NORTH			1
40047129		WEST	WEST			10
40050245		NORTH	WEST			10
40054794		NORTH-WEST	NORTH-WEST			10
40054804		NORTH	NORTH			L
40056078		WEST	SOUTH			10
40056132		SOUTH	SOUTH			M
40059148		EAST	EAST	EAST		1
40065387		WEST	WEST			J
40074777		NORTH	NORTH			A
40078871		WEST	WEST			K
40080390		EAST	EAST			8
40092184		EAST	EAST			3
40093550		NORTH	NORTH			L
40093555		WEST	WEST			7
40102323	ANIMALS ACTION,FOLLOWING TOO CLOSELY	NORTH	NORTH	NORTH	NORTH	M
40110613		SOUTH	SOUTH			L
40113490		EAST				A
40118607		EAST	EAST			1
40119711		EAST	SOUTH			8
40119723		NORTH	NORTH			8
40119734		NORTH	NORTH			L
40119755		SOUTH-WEST	SOUTH-WEST			10
40119963		SOUTH-WEST	SOUTH-WEST			L
40120777		WEST	WEST			7
40122517		NORTH-EAST	NORTH-EAST			8
40122557		NORTH	NORTH			7
40123416		NORTH	NORTH			1
40125352		WEST	SOUTH			6
40128293		SOUTH	WEST			7
40130313		SOUTH	NORTH			6
40137208		WEST	WEST			10
40138235		EAST	NORTH			8
40138244		NORTH	NORTH			2
40138250		EAST				1
40138973		WEST	NORTH			7
40143258		SOUTH	SOUTH			M
40154581		EAST	EAST			10
40157090		NORTH	NORTH			9
40157305		EAST	NORTH-EAST			1
40157309		EAST	SOUTH			8
40160909		SOUTH	SOUTH			L
40163242		UNKNOWN	UNKNOWN			K
40195466		EAST	EAST			H
40202121		NORTH	NORTH			2
40203605		NORTH	NORTH			1
40203620		EAST	NORTH			8
40204517		EAST	WEST			1
40204627		WEST	WEST			10
40204630		SOUTH	SOUTH-EAST			2
40206848		WEST	WEST			1
40208896		NORTH-WEST	NORTH-WEST			7
40210129		SOUTH	SOUTH			A
40215821		NORTH-WEST	NORTH-WEST			10
40218071		NORTH-WEST	NORTH-WEST			7
40221729		NORTH	NORTH			A
40224181		NORTH	NORTH			2
40225699		SOUTH	EAST	SOUTH		10
40226253		SOUTH				1
40226580		EAST	SOUTH			M
40227767		NORTH	NORTH			7
40228445		EAST	SOUTH			8

CaseNumber	MaxInjuryinCrash	CrashSeverity	ReportedAccessControl	CaseYear	CollisionType	CrashDate	CrashTime	CrashType	LightConditions	RoadCharacteristics	RoadSurfaceConditions	TrafficControl
40229524	A - SERIOUS INJURY	INJURY	Unknown	2024	REAR END	1/12/2024	11:00 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40229775	B - INJURY	INJURY	Unknown	2024	REAR END	1/17/2024	8:55 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	SNOW/ICE	TRAFFIC SIGNAL
40233127	B - INJURY	INJURY	Unknown	2024	OTHER	3/3/2024	2:44 AM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	NONE
40245760	U - UNKNOWN	PROPERTY DAMAGE	Not Entered	2022	OVERTAKING	10/11/2022	12:06 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40250235	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	RIGHT TURN (WITH OTHER CAR)	3/21/2024	6:20 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40250287	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	3/21/2024	10:58 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40250315	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	3/21/2024	11:50 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40257797	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	3/25/2024	4:39 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOP SIGN
40263178	U - UNKNOWN	PROPERTY DAMAGE	Not Entered	2024	REAR END	3/18/2024	6:18 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40265128	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	3/28/2024	7:26 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40265644	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	4/2/2024	12:10 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40267367	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	4/4/2024	5:24 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40267368	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OTHER	4/4/2024	8:05 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40270903	B - INJURY	INJURY	Unknown	2024	HEAD ON	4/5/2024	10:17 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE
40283170	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	RIGHT ANGLE	4/13/2024	3:11 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40284502	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	RIGHT TURN (AGAINST OTHER CAR)	4/16/2024	1:45 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40286768	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	4/20/2024	4:25 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40286772	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	4/21/2024	4:40 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40289149	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	4/22/2024	2:20 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	YIELD SIGN
40289274	U - UNKNOWN	INJURY	Unknown	2024	OTHER	4/22/2024	9:20 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40291670	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	4/25/2024	6:50 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40293042	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	4/25/2024	4:00 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40297387	U - UNKNOWN	INJURY	Unknown	2024	RIGHT TURN (AGAINST OTHER CAR)	4/30/2024	4:37 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40299814	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	5/1/2024	4:09 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40300603	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	LEFT TURN (AGAINST OTHER CAR)	5/3/2024	4:54 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40303127	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	5/3/2024	8:18 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40304267	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	RIGHT ANGLE	5/6/2024	4:27 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40308929	B - INJURY	INJURY	Unknown	2024	REAR END	5/10/2024	12:05 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40317184	B - INJURY	INJURY	Unknown	2024	REAR END	5/15/2024	2:40 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40317313	U - UNKNOWN	INJURY	Unknown	2024	REAR END	5/16/2024	8:56 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40319536	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	5/14/2024	5:27 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40319537	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	5/17/2024	5:05 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40327495	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	5/24/2024	7:45 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AT HILLCREST	DRY	TRAFFIC SIGNAL
40329529	B - INJURY	INJURY	Unknown	2024	SIDESWIPE	4/27/2024	11:03 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40330113	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	5/21/2024	10:50 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40333874	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	5/21/2024	3:20 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	YIELD SIGN
40334459	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OTHER	5/27/2024	3:39 PM	COLLISION WITH MEDIAN/BARRIER	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE
40341386	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	5/29/2024	4:09 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40341392	B - INJURY	INJURY	Unknown	2024	REAR END	5/30/2024	10:55 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40341397	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	6/4/2024	4:55 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40349036	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	RIGHT TURN (AGAINST OTHER CAR)	6/6/2024	1:59 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40350998	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	6/3/2024	4:45 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40354482	B - INJURY	INJURY	Unknown	2024	LEFT TURN (AGAINST OTHER CAR)	6/12/2024	3:13 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40357822	B - INJURY	INJURY	Unknown	2024	OTHER	6/15/2024	10:50 PM	COLLISION WITH GUIDE RAIL	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40361205	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	6/12/2024	1:00 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40364115	B - INJURY	INJURY	Unknown	2024	OTHER	6/20/2024	5:30 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40365818	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	6/19/2024	5:30 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40366728	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	6/13/2024	10:35 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40366751	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	LEFT TURN (AGAINST OTHER CAR)	6/22/2024	2:25 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40370480	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	6/19/2024	11:26 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40376773	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OTHER	6/29/2024	5:00 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL
40384502	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	7/4/2024	3:05 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40390718	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	RIGHT ANGLE	7/7/2024	6:30 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40402873	U - UNKNOWN	PROPERTY DAMAGE	Not Entered	2022	REAR END	10/20/2022	9:24 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40402896	U - UNKNOWN	PROPERTY DAMAGE	Not Entered	2022	REAR END	10/20/2022	2:00 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40403094	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	7/19/2024	4:35 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40407772	B - INJURY	INJURY	Unknown	2024	OTHER	7/22/2024	9:30 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40421267	B - INJURY	INJURY	Unknown	2024	REAR END	7/27/2024	2:59 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40427333	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OTHER	8/2/2024	1:20 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40431716	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	6/29/2024	6:21 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40432698	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	8/9/2024	2:19 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40435502	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	8/15/2024	9:32 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40436623	U - UNKNOWN	PROPERTY DAMAGE	Not Entered	2022	REAR END	10/29/2022	12:51 AM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	UNKNOWN
40436847	U - UNKNOWN	PROPERTY DAMAGE	Not Entered	2022	OTHER	10/31/2022	12:30 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40440802	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OTHER	8/19/2024	7:00 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	WET	TRAFFIC SIGNAL
40442882	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	8/21/2024	5:00 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40443698	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	8/17/2024	9:25 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40443795	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	8/20/2024	12:20 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40443817	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	8/22/2024	6:40 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40455657	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	7/16/2024	5:09 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40461068	B - INJURY	INJURY	Unknown	2024	OTHER	8/31/2024	8:40 AM	RAN OFF ROAD ONLY	DAYLIGHT	CURVE AND LEVEL	DRY	NONE
40465501	B - INJURY	INJURY	Unknown	2024	RIGHT ANGLE	9/3/2024	12:01 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE

CaseNumber	TrafficWay	WeatherConditions	CommercialVehicleCrashIndicator	DMVInsertDate	#ofFatalities	#ofInjuries	#ofOtherInjuries	#ofSeriousInjuries	#ofVehicles	PoliceDepartment	NonReportable	ReportingAgency	Non-PublicWay	XCoordinate
40229524	NOT ENTERED	RAIN	0	6/27/2024 19:09	0	2	0	2	2	5101	0	SUFFOLK CO PD YAPHANK	No	634172.87
40229775	NOT ENTERED	CLEAR	0	3/10/2024 19:01	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
40233127	TWO-WAY,DIVIDED,POSITIVE MEDIA BARR	RAIN	0	7/25/2024 19:04	0	4	4	0	3	5101	0	SUFFOLK CO PD YAPHANK	No	634258.4343
40245760	NOT ENTERED	CLEAR	0	5/21/2024 19:05	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
40250235	NOT ENTERED	CLEAR	0	3/25/2024 19:09	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633291.89
40250287	NOT ENTERED	CLEAR	0	8/15/2024 19:01	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634172.87
40250315	NOT ENTERED	CLEAR	0	3/31/2025 8:18	0	0	0	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	634517.49
40257797	NOT ENTERED	CLEAR	0	10/1/2024 19:00	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634003.99
40263178	NOT ENTERED	CLEAR	0	8/15/2024 19:04	0	0	0	0	2	<Null>	0	<Null>	No	633291.89
40265128	NOT ENTERED	RAIN	0	4/26/2024 19:08	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
40265644	NOT ENTERED	RAIN	0	8/15/2024 19:04	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634614.78
40267367	NOT ENTERED	CLEAR	0	4/9/2024 19:09	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633419.5406
40267368	NOT ENTERED	CLEAR	0	8/20/2024 19:10	0	0	0	0	3	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
40270903	NOT ENTERED	CLEAR	0	8/20/2024 19:12	0	2	2	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634374.8071
40283170	NOT ENTERED	CLOUDY	0	12/9/2024 19:02	0	0	0	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	633389.31
40284502	NOT ENTERED	CLEAR	0	9/12/2024 19:16	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634557.51
40286768	NOT ENTERED	CLEAR	0	6/5/2025 19:01	0	0	0	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	634172.87
40286772	NOT ENTERED	CLOUDY	0	9/14/2024 19:00	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634172.87
40289149	NOT ENTERED	CLEAR	0	5/21/2024 19:06	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634372.35
40289274	NOT ENTERED	CLEAR	0	9/18/2024 19:19	0	0	0	0	3	<Null>	0	SUFFOLK CO PD YAPHANK	No	633392.0337
40291670	NOT ENTERED	CLEAR	0	9/24/2024 19:04	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633291.89
40293042	NOT ENTERED	CLEAR	0	5/2/2024 19:11	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634372.35
40297387	NOT ENTERED	CLEAR	0	6/10/2025 19:00	0	0	0	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	633941.9618
40299814	NOT ENTERED	CLEAR	0	5/17/2024 19:03	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633388.9545
40300603	NOT ENTERED	CLEAR	0	5/22/2024 19:06	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634172.87
40303127	NOT ENTERED	CLEAR	0	10/1/2024 19:03	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
40304267	NOT ENTERED	CLEAR	0	10/1/2024 19:03	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
40308929	NOT ENTERED	CLOUDY	0	9/29/2024 19:02	0	2	2	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634594.1
40317184	NOT ENTERED	RAIN	0	5/19/2024 19:03	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
40317313	NOT ENTERED	CLOUDY	0	12/9/2024 19:02	0	0	0	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	633389.31
40319536	NOT ENTERED	CLEAR	0	5/22/2024 19:09	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634372.35
40319537	NOT ENTERED	RAIN	0	10/15/2024 19:05	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
40327495	NOT ENTERED	CLEAR	0	5/28/2024 19:13	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634172.87
40329529	NOT ENTERED	RAIN	0	12/31/2024 19:00	0	3	3	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634372.35
40330113	NOT ENTERED	CLEAR	0	5/31/2024 19:10	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634168.4996
40333874	NOT ENTERED	CLEAR	0	6/4/2024 19:12	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634372.35
40334459	NOT ENTERED	RAIN	0	6/5/2024 19:09	0	0	0	0	1	5101	0	SUFFOLK CO PD YAPHANK	No	634272.5245
40341386	NOT ENTERED	CLEAR	0	6/9/2024 19:01	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633368.2495
40341392	NOT ENTERED	CLEAR	0	11/2/2024 19:00	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634172.87
40341397	NOT ENTERED	CLEAR	0	6/21/2024 19:06	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
40349036	NOT ENTERED	CLOUDY	0	11/5/2024 19:05	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634172.87
40350998	NOT ENTERED	CLEAR	0	11/10/2024 19:00	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633328.8396
40354482	NOT ENTERED	CLOUDY	0	7/9/2024 19:08	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634372.35
40357822	NOT ENTERED	CLEAR	0	6/21/2024 19:09	0	1	1	0	1	5101	0	SUFFOLK CO PD YAPHANK	No	633369.69
40361205	NOT ENTERED	CLEAR	0	6/23/2024 19:02	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634172.87
40364115	NOT ENTERED	CLEAR	0	6/23/2025 8:10	0	4	4	0	4	<Null>	0	SUFFOLK CO PD YAPHANK	No	633389.31
40365818	NOT ENTERED	CLEAR	0	6/28/2024 19:09	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634374.8071
40366728	NOT ENTERED	CLEAR	0	6/28/2024 19:10	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634366.72
40366751	NOT ENTERED	CLOUDY	0	6/28/2024 19:10	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
40370480	NOT ENTERED	CLEAR	0	6/30/2024 19:01	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634543.0758
40376773	NOT ENTERED	CLOUDY	0	11/21/2024 19:05	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634172.87
40384502	NOT ENTERED	CLEAR	0	7/18/2024 19:09	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633504.7113
40390718	NOT ENTERED	CLEAR	0	8/19/2024 19:07	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634172.87
40402873	NOT ENTERED	CLEAR	0	7/30/2024 19:09	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
40402896	NOT ENTERED	CLEAR	0	7/30/2024 19:09	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
40403094	NOT ENTERED	CLEAR	0	9/6/2024 19:02	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634372.35
40407772	NOT ENTERED	CLEAR	0	4/1/2025 19:00	0	2	2	0	3	<Null>	0	SUFFOLK CO PD YAPHANK	No	634613.474
40421267	NOT ENTERED	CLEAR	0	12/31/2024 19:05	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634162.7692
40427333	NOT ENTERED	CLEAR	0	9/13/2024 19:06	0	0	0	0	3	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
40431716	NOT ENTERED	CLOUDY	0	9/4/2024 19:09	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
40432698	NOT ENTERED	CLEAR	0	8/22/2024 19:13	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
40435502	NOT ENTERED	CLEAR	0	5/20/2025 19:01	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634562.2165
40436623	NOT ENTERED	CLEAR	0	9/16/2024 19:04	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
40436847	NOT ENTERED	CLEAR	0	9/9/2024 19:08	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
40440802	NOT ENTERED	CLOUDY	0	8/25/2024 19:01	0	0	0	0	4	5101	0	SUFFOLK CO PD YAPHANK	No	634372.35
40442882	NOT ENTERED	CLEAR	0	8/25/2024 19:02	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634342.8906
40443698	NOT ENTERED	CLEAR	0	10/8/2024 19:06	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634165.2022
40443795	NOT ENTERED	CLEAR	0	8/28/2024 19:05	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634172.87
40443817	NOT ENTERED	CLEAR	0	8/27/2024 19:07	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634609.98
40455657	NOT ENTERED	CLEAR	0	9/3/2024 19:10	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633941.8842
40461068	TWO-WAY,DIVIDED,POSITIVE MEDIA BARR	CLOUDY	0	1/23/2025 19:03	0	1	1	0	1	5101	0	SUFFOLK CO PD YAPHANK	No	634177.3675
40465501	TWO-WAY,DIVIDED,UNPROTECTED MEDIA	CLEAR	0	11/3/2024 19:02	0	1	1	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	634594.1

CaseNumber	YCoordinate	IntersectionIndicator	ClosestCrossStreet	County	DirectionFrom	DistanceFrom(Meters)	IntersectionID	Municipality	OnStreet	ReferenceMarker	AccessControl	Divided	FunctionalClass
40229524	4515886.89	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40229775	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40233127	4515796.764	Not an intersection crash	<Null>	Suffolk	WEST	5208.629865	<Null>	Huntington	INTERSTATE 495	495 07031019	Full Control	T	11-Urban Principal Arterial Interstate
40245760	4515441.53	AT-INTERSECTION	State Route 110	Suffolk	<Null>	<Null>	<Null>	Huntington	South Service Road	<Null>	Free Access	<Null>	Unknown
40250235	4515109.18	AT-INTERSECTION	MELVILLE PARK ROAD	Suffolk	EAST	0	5018337	Huntington	BROADHOLLOW ROAD	110 07011074	Free Access	T	14-Urban Principal Arterial Other
40250287	4515886.89	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40250315	4514099.61	AT-INTERSECTION	OLD BAYLIS ROAD	Suffolk	NORTH	0	5018347	Huntington	RULAND ROAD	<Null>	Free Access	T	16-Urban Minor Arterial
40257797	4515592.11	AT-INTERSECTION	MAXESS ROAD	Suffolk	NORTH	0	5018377	Huntington	SOUTH SERVICE ROAD	495 07031018	Free Access	F	14-Urban Principal Arterial Other
40263178	4515109.18	AT-INTERSECTION	MELVILLE PARK ROAD	Suffolk	EAST	0	5018337	Huntington	BROADHOLLOW ROAD	110 07011074	Free Access	T	14-Urban Principal Arterial Other
40265128	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40265644	4515073.05	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018354	Huntington	CORPORATE CENTER DRIVE	<Null>	Free Access	<Null>	Unknown
40267367	4515444.645	INTERSECTION-RELATED	BROADHOLLOW ROAD	Suffolk	EAST	100	5018361	Huntington	SOUTH SERVICE ROAD	110 07011077	Free Access	F	14-Urban Principal Arterial Other
40267368	4515441.53	AT-INTERSECTION	BROADWAY	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40270903	4515667.751	INTERSECTION-RELATED	SOUTH SERVICE ROAD	Suffolk	SOUTH	67.364855	5018402	Huntington	PINELAWN ROAD	<Null>	Free Access	T	16-Urban Minor Arterial
40283170	4515441.53	AT-INTERSECTION	SOUTH SERVICE ROAD	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	F	14-Urban Principal Arterial Other
40284502	4514360.19	AT-INTERSECTION	PINELAWN ROAD	Suffolk	NORTH	0	5018348	Huntington	OLD EAST NECK ROAD	<Null>	Free Access	F	19-Urban Local
40286768	4515886.89	AT-INTERSECTION	NORTH WELLWOOD AVENUE	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40286772	4515886.89	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40289149	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
40289274	4515441.467	AT-INTERSECTION	BROADHOLLOW ROAD	Suffolk	EAST	8.938368	5018361	Huntington	SOUTH SERVICE ROAD	110 07011076	Free Access	F	14-Urban Principal Arterial Other
40291670	4515109.18	AT-INTERSECTION	MELVILLE PARK ROAD	Suffolk	EAST	0	5018337	Huntington	BROADHOLLOW ROAD	110 07011074	Free Access	T	14-Urban Principal Arterial Other
40293042	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
40297387	4515163.18	AT-INTERSECTION	MAXESS ROAD	Suffolk	NORTH	0.090392	5018343	Huntington	MELVILLE PARK ROAD	<Null>	Free Access	<Null>	Unknown
40299814	4515440.312	AT-INTERSECTION	BROADWAY	Suffolk	SOUTH	4.161673	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40300603	4515886.89	AT-INTERSECTION	NORTH WELLWOOD AVENUE	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40303127	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40304267	4515441.53	AT-INTERSECTION	BROADWAY	Suffolk	NORTH	0	5018361	Islip	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40308929	4515337.63	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018396	Huntington	HALF HOLLOW ROAD	<Null>	Free Access	F	16-Urban Minor Arterial
40317184	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40317313	4515441.53	AT-INTERSECTION	BROADWAY	Suffolk	NORTH	0	5018361	Islip	BROADHOLLOW ROAD	110 07011076	Free Access	F	14-Urban Principal Arterial Other
40319536	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
40319537	4515441.53	AT-INTERSECTION	BROADWAY	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40327495	4515886.89	AT-INTERSECTION	NORTH WELLWOOD AVENUE	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40329529	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
40330113	4515891.476	AT-INTERSECTION	NORTH SERVICE ROAD	Suffolk	NORTH	20.784238	5018403	Huntington	PINELAWN ROAD	<Null>	Free Access	T	16-Urban Minor Arterial
40333874	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
40334459	4515780.167	Not an intersection crash	BROADWAY	Suffolk	EAST	0	<Null>	Huntington	INTERSTATE 495	495 07031019	Free Access	<Null>	Unknown
40341386	4515438.213	AT-INTERSECTION	SOUTH SERVICE ROAD	Suffolk	SOUTH	17.281582	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	F	Unknown
40341392	4515886.89	AT-INTERSECTION	NORTH WELLWOOD AVENUE	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40341397	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40349036	4515886.89	AT-INTERSECTION	NORTH WELLWOOD AVENUE	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40350998	4515448.972	INTERSECTION-RELATED	RAMP	Suffolk	EAST	91.93682	5018361	Huntington	SOUTH SERVICE ROAD	110 07011076	Free Access	F	14-Urban Principal Arterial Other
40354482	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
40357822	4515443.28	AT-INTERSECTION	SOUTH SERVICE ROAD	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	F	14-Urban Principal Arterial Other
40361205	4515886.89	AT-INTERSECTION	NORTH WELLWOOD AVENUE	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40364115	4515441.53	AT-INTERSECTION	BROADWAY	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40365818	4515667.751	INTERSECTION-RELATED	SOUTH SERVICE ROAD	Suffolk	SOUTH	67.364855	5018402	Huntington	PINELAWN ROAD	<Null>	Free Access	T	16-Urban Minor Arterial
40366728	4515684.19	AT-INTERSECTION	PINELAWN ROAD	Suffolk	WEST	19.15845	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
40366751	4515441.53	AT-INTERSECTION	SOUTH SERVICE ROAD	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40370480	4515071.095	Not an intersection crash	PINELAWN ROAD	Suffolk	WEST	202.121129	<Null>	Huntington	CORPORATE CENTER DRIVE	<Null>	Free Access	F	19-Urban Local
40376773	4515886.89	AT-INTERSECTION	NORTH WELLWOOD AVENUE	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40384502	4515463.828	Not an intersection crash	RAMP	Suffolk	EAST	0	<Null>	Huntington	SOUTH SERVICE ROAD	<Null>	Free Access	F	11-Urban Principal Arterial Interstate
40390718	4515886.89	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40402873	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40402896	4515441.53	AT-INTERSECTION	BROADWAY	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	F	14-Urban Principal Arterial Other
40403094	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
40407772	4514103.529	Not an intersection crash	COLONIAL SPRINGS ROAD	Suffolk	WEST	0	<Null>	Huntington	RULAND ROAD	<Null>	Free Access	<Null>	Unknown
40421267	4515632.73	Not an intersection crash	PARKING LOT	Suffolk	EAST	173.902274	<Null>	Huntington	SOUTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40427333	4515441.53	AT-INTERSECTION	SOUTH SERVICE ROAD	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40431716	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40432698	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40435502	4514554.961	INTERSECTION-RELATED	<Null>	Suffolk	SOUTH	0	5018350	Huntington	DRIVEWAY	<Null>	Free Access	<Null>	Unknown
40436623	4515441.53	AT-INTERSECTION	BROADHOLLOW ROAD	Suffolk	NORTH	0	5018361	Huntington	BROADWAY	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40436847	4515441.53	AT-INTERSECTION	BROADWAY	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40440802	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
40442882	4515677.926	INTERSECTION-RELATED	PINELAWN ROAD	Suffolk	WEST	59.394753	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
40443698	4515633.341	Not an intersection crash	PARKING LOT	Suffolk	EAST	182.132616	<Null>	Huntington	SOUTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40443795	4515886.89	AT-INTERSECTION	NORTH WELLWOOD AVENUE	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40443817	4515072.85	AT-INTERSECTION	PINELAWN ROAD	Suffolk	WEST	0	5018354	Huntington	CORPORATE CENTER DRIVE	<Null>	Free Access	<Null>	Unknown
40455657	4514929.635	Not an intersection crash	OLD SOD FARM ROAD	Suffolk	SOUTH	122.677937	<Null>	Huntington	MAXESS ROAD	<Null>	Free Access	T	17-Urban Major Collector
40461068	4515636.396	Not an intersection crash	PARKING LOT	Suffolk	EAST	223.284309	<Null>	Huntington	SOUTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40465501	4515337.63	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018396	Huntington	HALF HOLLOW ROAD	<Null>	Free Access	F	16-Urban Minor Arterial

CaseNumber	MaintenanceJurisdiction	OwningJurisdiction	RoadName	PostedSpeed	V1 ApparentContributingFactor	V2 ApparentContributingFactor	V3 ApparentContributingFactor
40229524	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,PAVEMENT SLIPPERY	
40229775	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40233127	NYSDOT	NYSDOT	<Null>	55	REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE
40245760	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,NOT APPLICABLE	
40250235	NYSDOT	NYSDOT	<Null>	55	UNSAFE SPEED,NOT APPLICABLE	UNSAFE SPEED,TURNING IMPROPER	
40250287	NYSDOT	NYSDOT	LIE N SERVICE RD	40	PASSING OR LANE USAGE IMPROPERLY,DRIVER INATTENTION	PASSING OR LANE USAGE IMPROPERLY,DRIVER INATTENTION	
40250315	County	County	RULAND RD	30	NOT APPLICABLE,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE	
40257797	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40263178	NYSDOT	NYSDOT	<Null>	55	NOT ENTERED,NOT ENTERED	NOT ENTERED,NOT ENTERED	
40265128	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,UNSAFE SPEED	
40265644	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	BACKING UNSAFELY,NOT APPLICABLE	
40267367	NYSDOT	NYSDOT	LIE S SERVICE RD	40	DRIVER INATTENTION,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
40267368	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	BRAKES DEFECTIVE,NOT APPLICABLE
40270903	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,UNKNOWN	
40283170	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,FAILURE TO YIELD RIGHT OF WAY	
40284502	Town	Town	OLD EAST NECK RD	<Null>	DRIVER INATTENTION,PASSING OR LANE USAGE IMPROPERLY	NOT APPLICABLE,NOT APPLICABLE	
40286768	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,TURNING IMPROPER	
40286772	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE	
40289149	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40289274	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,DRIVER INATTENTION
40291670	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,DRIVER INATTENTION	
40293042	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
40297387	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,PASSING OR LANE USAGE IMPROPERLY	
40299814	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE	
40300603	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,NOT APPLICABLE	
40303127	Unknown	Unknown	<Null>	<Null>	VIEW OBSTRUCTED/LIMITED,VIEW OBSTRUCTED/LIMITED	UNKNOWN,NOT APPLICABLE	
40304267	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	BACKING UNSAFELY,NOT APPLICABLE	
40308929	Town	Town	HALF HOLLOW RD	30	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40317184	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,FOLLOWING TOO CLOSELY	
40317313	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
40319536	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	VIEW OBSTRUCTED/LIMITED,UNKNOWN	
40319537	NYSDOT	NYSDOT	<Null>	55	UNKNOWN,UNKNOWN	UNKNOWN,UNKNOWN	
40327495	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,DRIVER INATTENTION	
40329529	NYSDOT	NYSDOT	LIE S SERVICE RD	40	UNKNOWN,NOT APPLICABLE	PAVEMENT SLIPPERY,NOT APPLICABLE	
40330113	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE	
40333874	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40334459	Unknown	Unknown	<Null>	<Null>	PAVEMENT SLIPPERY,UNSAFE SPEED		
40341386	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,PASSING OR LANE USAGE IMPROPERLY	
40341392	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,FOLLOWING TOO CLOSELY	
40341397	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40349036	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE	
40350998	NYSDOT	NYSDOT	LIE S SERVICE RD	40	FOLLOWING TOO CLOSELY,UNKNOWN	FAILURE TO YIELD RIGHT OF WAY,UNKNOWN	
40354482	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	UNSAFE LANE CHANGE,TURNING IMPROPER	
40357822	NYSDOT	NYSDOT	LIE S SERVICE RD	40	DRIVER INATTENTION,UNSAFE SPEED		
40361205	NYSDOT	NYSDOT	LIE N SERVICE RD	40	DRIVER INATTENTION,DRIVER INEXPERIENCE	NOT APPLICABLE,NOT APPLICABLE	
40364115	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE
40365818	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
40366728	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40366751	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,FAILURE TO YIELD RIGHT OF WAY	
40370480	Town	Town	CORPORATE CENTER DR	<Null>	NOT APPLICABLE,NOT APPLICABLE	UNSAFE LANE CHANGE,NOT APPLICABLE	
40376773	NYSDOT	NYSDOT	LIE N SERVICE RD	40	BACKING UNSAFELY,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	
40384502	NYSDOT	NYSDOT	906A TO I495 EB	<Null>	PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE	
40390718	NYSDOT	NYSDOT	LIE N SERVICE RD	40	TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE	TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE	
40402873	Unknown	Unknown	<Null>	<Null>	DRIVER INATTENTION,NOT ENTERED	NOT ENTERED,NOT ENTERED	
40402896	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT ENTERED,NOT ENTERED	DRIVER INATTENTION,FOLLOWING TOO CLOSELY	
40403094	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	UNSAFE LANE CHANGE,NOT APPLICABLE	
40407772	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	TRAFFIC CONTROL DEVICES DISREGARDED,FAILURE TO YIELD RIGHT OF WAY
40421267	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
40427333	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE
40431716	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,UNKNOWN	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40432698	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,NOT APPLICABLE	
40435502	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	UNSAFE LANE CHANGE,UNSAFE SPEED	
40436623	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,STEERING FAILURE	
40436847	NYSDOT	NYSDOT	<Null>	55	NOT ENTERED,NOT ENTERED	TURNING IMPROPER,FAILURE TO YIELD RIGHT OF WAY	
40440802	NYSDOT	NYSDOT	LIE S SERVICE RD	40	TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE
40442882	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40443698	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,UNKNOWN	
40443795	NYSDOT	NYSDOT	LIE N SERVICE RD	40	TURNING IMPROPER,NOT APPLICABLE	TURNING IMPROPER,NOT APPLICABLE	
40443817	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	UNSAFE SPEED,NOT APPLICABLE	
40455657	Town	Town	MAXESS RD	30	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	
40461068	NYSDOT	NYSDOT	LIE S SERVICE RD	40	TIRE FAILURE/INADEQUATE,NOT APPLICABLE		
40465501	Town	Town	HALF HOLLOW RD	30	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	

CaseNumber	V4 ApparentContributingFactor	V1 Direction	V2 Direction	V3 Direction	V4 Direction	LocationID
40229524		WEST	WEST			7
40229775		NORTH-WEST	NORTH-WEST			10
40233127		WEST	WEST	WEST		K
40245760		EAST	EAST			1
40250235		NORTH	NORTH-WEST			2
40250287		WEST	WEST			7
40250315		WEST	WEST			J
40257797		NORTH-EAST	NORTH-EAST			3
40263178		NORTH	NORTH			2
40265128		WEST	WEST			10
40265644		NORTH	NORTH			9
40267367		EAST	EAST			1
40267368		EAST	EAST	EAST		1
40270903		SOUTH	NORTH			8
40283170		EAST	NORTH-EAST			1
40284502		SOUTH	NORTH			M
40286768		WEST	WEST			7
40286772		WEST	WEST			7
40289149		EAST	EAST			8
40289274		NORTH	NORTH	NORTH		1
40291670		NORTH	NORTH			2
40293042		NORTH	SOUTH			8
40297387		SOUTH	SOUTH			4
40299814		NORTH	NORTH			1
40300603		WEST	WEST			7
40303127		NORTH	NORTH			10
40304267		WEST	SOUTH			1
40308929		NORTH-WEST	NORTH-WEST			L
40317184		SOUTH	SOUTH			10
40317313		EAST	EAST			1
40319536		WEST	WEST			8
40319537		SOUTH	SOUTH			1
40327495		SOUTH-WEST	SOUTH-WEST			7
40329529		NORTH	EAST			8
40330113		WEST	WEST			7
40333874		NORTH-EAST	NORTH-EAST			8
40334459		EAST				K
40341386		EAST	EAST			1
40341392		WEST	WEST			7
40341397		EAST	EAST			10
40349036		NORTH	WEST			7
40350998		EAST	EAST			1
40354482		EAST	EAST			8
40357822		EAST				1
40361205		EAST	EAST			7
40364115	DRIVER INATTENTION,FELL ASLEEP	EAST	EAST	EAST	EAST	1
40365818		WEST	WEST			8
40366728		NORTH-EAST	NORTH-EAST			8
40366751		EAST	NORTH-EAST			1
40370480		WEST	WEST			I
40376773		SOUTH	NORTH			7
40384502		EAST	EAST			B
40390718		WEST	NORTH			7
40402873		WEST	WEST			10
40402896		NORTH	NORTH			1
40403094		EAST	EAST			8
40407772		SOUTH	SOUTH	WEST		10
40421267		EAST	EAST			H
40427333		EAST	EAST	EAST		1
40431716		NORTH	NORTH			10
40432698		WEST	WEST			10
40435502		SOUTH	SOUTH			M
40436623		EAST	EAST			1
40436847		EAST	NORTH-EAST			1
40440802	NOT APPLICABLE,NOT APPLICABLE	SOUTH	EAST	NORTH	NORTH	8
40442882		EAST	EAST			8
40443698		EAST	EAST			H
40443795		NORTH	NORTH			7
40443817		WEST	WEST			9
40455657		NORTH	NORTH			F
40461068		EAST				H
40465501		SOUTH	NORTH-WEST			L

CaseNumber	MaxInjuryinCrash	CrashSeverity	ReportedAccessControl	CaseYear	CollisionType	CrashDate	CrashTime	CrashType	LightConditions	RoadCharacteristics	RoadSurfaceConditions	TrafficControl
40465521	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	8/19/2024	6:13 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40466873	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OTHER	9/4/2024	8:50 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40470821	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	9/11/2024	11:55 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40475181	U - UNKNOWN	INJURY	Not Entered	2024	REAR END	8/12/2024	4:27 PM	COLLISION WITH MOTOR VEHICLE	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN
40479224	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	9/15/2024	9:00 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40484724	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	9/23/2024	3:45 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40486320	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	7/29/2024	4:37 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	NONE
40487890	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	9/23/2024	7:52 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	CURVE AND LEVEL	DRY	NONE
40489492	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	9/12/2024	12:07 AM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40489518	B - INJURY	INJURY	Unknown	2024	REAR END	9/13/2024	6:55 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40491043	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	RIGHT ANGLE	9/19/2024	2:46 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40492936	U - UNKNOWN	PROPERTY DAMAGE	Not Entered	2024	OVERTAKING	8/29/2024	3:45 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40496847	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	9/25/2024	3:50 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40496849	B - INJURY	INJURY	Unknown	2024	REAR END	9/25/2024	3:45 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40498551	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	9/30/2024	6:13 PM	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	DRY	NONE
40506734	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	10/2/2024	3:25 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40509479	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	10/8/2024	8:50 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40510811	B - INJURY	INJURY	Unknown	2024	LEFT TURN (WITH OTHER CAR)	10/11/2024	12:45 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL
40512248	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	10/3/2024	1:07 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40513849	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	10/14/2024	4:40 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40514321	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	10/9/2024	4:00 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40517433	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	10/18/2024	4:31 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	NONE
40523474	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	LEFT TURN (WITH OTHER CAR)	10/22/2024	9:40 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40530479	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	8/30/2024	10:53 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40534207	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	10/9/2024	6:17 PM	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40535165	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	10/28/2024	2:24 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40540091	U - UNKNOWN	INJURY	Not Entered	2024	RIGHT ANGLE	10/3/2024	11:24 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40544335	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	10/19/2024	10:12 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40555929	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	11/7/2024	1:21 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40557326	B - INJURY	INJURY	Unknown	2024	REAR END	11/13/2024	7:30 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40557348	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	11/12/2024	7:56 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40557360	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	11/6/2024	3:55 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40561741	U - UNKNOWN	PROPERTY DAMAGE	Not Entered	2024	UNKNOWN	10/9/2024	8:40 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	CURVE AND LEVEL	DRY	TRAFFIC SIGNAL
40562288	U - UNKNOWN	PROPERTY DAMAGE	Not Entered	2024	REAR END	10/23/2024	2:30 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT/ GRADE	DRY	TRAFFIC SIGNAL
40563183	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	11/18/2024	6:19 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	NONE
40570895	B - INJURY	INJURY	Unknown	2024	OTHER	11/23/2024	1:10 PM	COLLISION WITH TREE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40576734	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	11/23/2024	7:53 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE
40580670	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	11/5/2024	3:59 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40583294	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	11/29/2024	5:22 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40592896	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	12/8/2024	11:20 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40592927	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OTHER	12/2/2024	9:03 AM	COLLISION WITH SIGN POST	DAYLIGHT	CURVE AND LEVEL	SNOW/ICE	NONE
40594703	B - INJURY	INJURY	Unknown	2024	RIGHT ANGLE	12/9/2024	12:38 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40596237	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	LEFT TURN (AGAINST OTHER CAR)	12/11/2024	2:12 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40596267	U - UNKNOWN	INJURY	Unknown	2024	OVERTAKING	12/10/2024	3:55 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40597241	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	12/11/2024	8:40 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40597244	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	12/12/2024	5:11 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40597307	B - INJURY	INJURY	Unknown	2024	OVERTAKING	12/11/2024	1:18 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40602891	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	10/11/2024	3:37 AM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	NONE
40606081	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	OVERTAKING	12/16/2024	6:30 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	NONE
40606202	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	12/16/2024	5:50 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40606281	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	12/17/2024	5:55 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40610102	B - INJURY	INJURY	Unknown	2024	OTHER	12/19/2024	6:41 AM	COLL. W/LIGHT SUPPORT/UTILITY POLE	DAWN	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40613604	B - INJURY	INJURY	Unknown	2024	RIGHT ANGLE	12/19/2024	12:34 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40615078	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2024	REAR END	12/17/2024	11:53 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40616131	U - UNKNOWN	INJURY	Unknown	2024	REAR END	12/16/2024	5:55 AM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40617064	B - INJURY	INJURY	Unknown	2024	REAR END	12/21/2024	6:47 AM	COLLISION WITH MOTOR VEHICLE	DUSK	STRAIGHT AND LEVEL	SNOW/ICE	TRAFFIC SIGNAL
40637273	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2025	REAR END	1/8/2025	3:25 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40637296	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2025	OVERTAKING	1/7/2025	11:51 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40640037	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2025	REAR END	1/9/2025	5:30 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40640337	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2025	REAR END	1/10/2025	7:38 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40642234	B - INJURY	INJURY	Unknown	2025	REAR END	1/8/2025	3:56 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40643916	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2025	REAR END	1/13/2025	5:08 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	STOP SIGN
40650721	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2025	OVERTAKING	1/18/2025	8:58 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40650729	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2025	REAR END	1/17/2025	9:06 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	STOPPED SCHOOL BUS W/RED LIGHT FLSH
40651762	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2025	REAR END	1/14/2025	6:35 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	YIELD SIGN
40658580	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2025	RIGHT ANGLE	1/23/2025	10:35 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40658615	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2025	OTHER	1/23/2025	6:44 AM	COLL. W/LIGHT SUPPORT/UTILITY POLE	DAWN	STRAIGHT AND LEVEL	SNOW/ICE	NONE
40663650	K - FATAL	FATAL	Not Entered	2024	OTHER	11/6/2024	1:32 PM	COLLISION WITH SIGN POST	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40668885	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2025	OVERTAKING	1/30/2025	4:00 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40670678	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2025	REAR END	1/31/2025	10:03 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40673558	U - UNKNOWN	INJURY	Unknown	2025	REAR END	1/29/2025	6:50 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE
40676875	B - INJURY	INJURY	Unknown	2025	OTHER	2/3/2025	3:48 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	NONE

CaseNumber	TrafficWay	WeatherConditions	CommercialVehicleCrashIndicator	DMVInsertDate	#ofFatalities	#ofInjuries	#ofOtherInjuries	#ofSeriousInjuries	#ofVehicles	PoliceDepartment	NonReportable	ReportingAgency	Non-PublicWay	XCoordinate
40465521	NOT ENTERED	CLEAR	0	11/4/2024 19:06	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634372.35
40466873	NOT ENTERED	CLEAR	0	9/14/2024 19:01	0	0	0	0	3	5101	0	SUFFOLK CO PD YAPHANK	No	633380.7665
40470821	NOT ENTERED	CLEAR	0	1/23/2025 19:07	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
40475181	NOT ENTERED	UNKNOWN	0	2/26/2025 19:04	0	0	0	0	2	<Null>	0	<Null>	No	634273.98
40479224	NOT ENTERED	CLEAR	0	9/26/2024 19:11	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
40484724	NOT ENTERED	CLEAR	0	1/27/2025 19:06	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633291.89
40486320	NOT ENTERED	CLOUDY	0	10/2/2024 19:08	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634174.9345
40487890	NOT ENTERED	CLOUDY	0	10/24/2024 19:06	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634165.2022
40489492	NOT ENTERED	CLEAR	0	10/23/2024 19:07	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633353.5804
40489518	NOT ENTERED	CLEAR	0	4/8/2025 19:01	0	2	2	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	634172.87
40491043	NOT ENTERED	CLEAR	0	1/28/2025 19:04	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
40492936	NOT ENTERED	CLEAR	0	3/4/2025 19:04	0	0	0	0	2	<Null>	0	<Null>	No	633389.31
40496847	NOT ENTERED	CLEAR	0	10/25/2024 19:08	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634039.9596
40496849	NOT ENTERED	CLOUDY	0	1/28/2025 19:05	0	1	1	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	633300.5629
40498551	NOT ENTERED	CLEAR	0	10/30/2024 19:07	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633361.3547
40506734	NOT ENTERED	CLOUDY	0	10/15/2024 19:10	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634172.87
40509479	NOT ENTERED	CLEAR	0	2/4/2025 19:06	0	0	0	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	634172.87
40510811	NOT ENTERED	CLEAR	0	8/26/2025 2:51	0	1	1	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	633390.4502
40512248	NOT ENTERED	CLEAR	0	10/31/2024 19:05	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634735.5671
40513849	NOT ENTERED	CLEAR	0	10/20/2024 19:05	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634372.35
40514321	NOT ENTERED	CLEAR	0	2/10/2025 19:02	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
40517433	NOT ENTERED	CLEAR	0	11/8/2024 19:04	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634387.1811
40523474	NOT ENTERED	CLEAR	0	2/18/2025 19:06	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633427.0142
40530479	NOT ENTERED	CLOUDY	0	11/3/2024 19:04	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	633389.31
40534207	NOT ENTERED	CLEAR	0	11/6/2024 19:09	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634172.87
40535165	NOT ENTERED	CLEAR	0	11/6/2024 19:09	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633291.89
40540091	NOT ENTERED	CLEAR	0	4/14/2025 19:02	0	0	0	0	2	<Null>	0	<Null>	No	633388.2695
40544335	NOT ENTERED	CLEAR	0	11/17/2024 19:01	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	633386.8882
40555929	NOT ENTERED	CLEAR	0	11/23/2024 19:01	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633956.95
40557326	NOT ENTERED	CLEAR	0	8/22/2025 19:00	0	1	1	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	634647.047
40557348	NOT ENTERED	CLEAR	0	11/25/2024 19:05	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
40557360	NOT ENTERED	CLEAR	0	11/23/2024 19:02	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634614.78
40561741	NOT ENTERED	CLEAR	0	4/28/2025 19:02	0	0	0	0	2	<Null>	0	<Null>	No	634647.047
40562288	NOT ENTERED	CLEAR	0	4/29/2025 19:05	0	0	0	0	2	<Null>	0	<Null>	No	634273.98
40563183	NOT ENTERED	CLEAR	0	7/21/2025 19:02	0	0	0	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	633372.223
40570895	NOT ENTERED	CLEAR	0	1/10/2025 19:05	0	1	1	0	1	5101	0	SUFFOLK CO PD YAPHANK	No	633799.967
40576734	NOT ENTERED	CLEAR	0	1/10/2025 19:06	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633392.7388
40580670	NOT ENTERED	CLEAR	0	6/26/2025 19:02	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634273.98
40583294	NOT ENTERED	CLEAR	0	12/15/2024 19:04	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634557.51
40592896	NOT ENTERED	CLEAR	0	12/22/2024 19:04	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634614.78
40592927	NOT ENTERED	CLEAR	0	1/16/2025 19:10	0	0	0	0	1	5101	0	SUFFOLK CO PD YAPHANK	No	633952.2347
40594703	NOT ENTERED	CLEAR	0	4/23/2025 19:02	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633839.25
40596237	NOT ENTERED	RAIN	0	12/24/2024 19:08	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634172.87
40596267	NOT ENTERED	RAIN	0	7/28/2025 19:01	0	0	0	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	633389.31
40597241	NOT ENTERED	RAIN	0	12/24/2024 19:09	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634615.949
40597244	NOT ENTERED	CLEAR	0	7/10/2025 19:01	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634372.35
40597307	NOT ENTERED	RAIN	0	1/28/2025 19:12	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634372.35
40602891	NOT ENTERED	CLEAR	0	12/29/2024 19:01	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634602.9776
40606081	NOT ENTERED	RAIN	0	12/29/2024 19:03	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634677.1606
40606202	NOT ENTERED	RAIN	0	1/30/2025 19:06	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634605.7421
40606281	NOT ENTERED	CLEAR	0	4/19/2025 19:02	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
40610102	NOT ENTERED	CLEAR	0	1/30/2025 19:07	0	1	1	0	1	5101	0	SUFFOLK CO PD YAPHANK	No	633320.2659
40613604	NOT ENTERED	CLEAR	0	1/4/2025 19:01	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634594.1
40615078	NOT ENTERED	CLEAR	0	1/30/2025 19:08	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	633320.9622
40616131	NOT ENTERED	RAIN	0	8/4/2025 19:02	0	0	0	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	634604.66
40617064	NOT ENTERED	SNOW	0	4/25/2025 19:03	0	2	2	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634172.87
40637273	NOT ENTERED	CLEAR	0	2/6/2025 19:04	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634167.6353
40637296	NOT ENTERED	CLOUDY	0	1/19/2025 19:02	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634582.62
40640037	NOT ENTERED	CLEAR	0	1/21/2025 19:13	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
40640337	NOT ENTERED	CLEAR	0	2/7/2025 19:01	0	0	0	0	2	5101	1	SUFFOLK CO PD YAPHANK	No	634647.047
40642234	TWO-WAY,DIVIDED,POSITIVE MEDIA BARR	CLEAR	0	2/7/2025 19:02	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633370.6137
40643916	NOT ENTERED	CLEAR	0	1/23/2025 19:11	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
40650721	NOT ENTERED	CLEAR	0	1/26/2025 19:04	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633389.31
40650729	NOT ENTERED	CLEAR	0	5/2/2025 19:06	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634548.14
40651762	NOT ENTERED	CLEAR	0	5/3/2025 19:00	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633839.25
40658580	NOT ENTERED	CLEAR	0	2/4/2025 19:12	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
40658615	NOT ENTERED	CLEAR	0	2/2/2025 19:04	0	0	0	0	1	5101	0	SUFFOLK CO PD YAPHANK	No	634624.0967
40663650	NOT ENTERED	CLEAR	0	6/26/2025 19:03	2	0	0	0	3	<Null>	0	SUFFOLK CO PD YAPHANK	No	634647.047
40668885	NOT ENTERED	CLEAR	0	2/9/2025 19:02	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634614.78
40670678	NOT ENTERED	CLOUDY	0	2/9/2025 19:03	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
40673558	NOT ENTERED	CLEAR	0	5/13/2025 19:04	0	0	0	0	2	<Null>	0	SUFFOLK CO PD YAPHANK	No	634177.3675
40676875	NOT ENTERED	CLEAR	0	2/11/2025 19:27	0	1	1	0	3	5101	0	SUFFOLK CO PD YAPHANK	No	634273.98

CaseNumber	YCoordinate	IntersectionIndicator	ClosestCrossStreet	County	DirectionFrom	DistanceFrom(Meters)	IntersectionID	Municipality	OnStreet	ReferenceMarker	AccessControl	Divided	FunctionalClass
40465521	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
40466873	4515412.272	Not an intersection crash	SOUTH SERVICE ROAD	Suffolk	SOUTH	100	<Null>	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40470821	4515441.53	AT-INTERSECTION	SOUTH SERVICE ROAD	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40475181	4515780.57	Not an intersection crash	BROADWAY	Suffolk	EAST	0	<Null>	Huntington	INTERSTATE 495	<Null>	Free Access	T	16-Urban Minor Arterial
40479224	4515441.53	AT-INTERSECTION	BROADWAY	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	F	14-Urban Principal Arterial Other
40484724	4515109.18	AT-INTERSECTION	MELVILLE PARK ROAD	Suffolk	EAST	0	5018337	Huntington	BROADHOLLOW ROAD	110 07011074	Free Access	T	14-Urban Principal Arterial Other
40486320	4515635.785	Not an intersection crash	PARKING LOT	Suffolk	EAST	215.053973	<Null>	Huntington	SOUTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40487890	4515633.341	Not an intersection crash	PARKING LOT	Suffolk	EAST	182.132616	<Null>	Huntington	SOUTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40489492	4515445.784	INTERSECTION-RELATED	BROADHOLLOW ROAD	Suffolk	WEST	53.487554	5018361	Huntington	SOUTH SERVICE ROAD	110 07011076	Free Access	F	14-Urban Principal Arterial Other
40489518	4515886.89	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40491043	4515441.53	AT-INTERSECTION	BROADWAY	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40492936	4515441.53	AT-INTERSECTION	SOUTH SERVICE ROAD	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40496847	4515444.036	Not an intersection crash	CONNECTING ROAD	Suffolk	SOUTH	86.367421	<Null>	Huntington	MAXESS ROAD	<Null>	Free Access	T	17-Urban Major Collector
40496849	4515138.4	INTERSECTION-RELATED	MELVILLE PARK ROAD	Suffolk	NORTH	100.000093	5018337	Huntington	BROADHOLLOW ROAD	110 07011074	Free Access	T	14-Urban Principal Arterial Other
40498551	4515413.962	AT-INTERSECTION	RAMP	Suffolk	NORTH	27.531685	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	F	Unknown
40506734	4515886.89	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40509479	4515886.89	AT-INTERSECTION	NORTH WELLWOOD AVENUE	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40510811	4515445.334	AT-INTERSECTION	SOUTH SERVICE ROAD	Suffolk	NORTH	13.027817	5018361	Huntington	BROADWAY	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40512248	4514070.174	INTERSECTION-RELATED	<Null>	Suffolk	EAST	68.84441	5017214	Huntington	COLONIAL SPRINGS ROAD	<Null>	Free Access	F	16-Urban Minor Arterial
40513849	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
40514321	4515441.53	AT-INTERSECTION	BROADWAY	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40517433	4515690.134	INTERSECTION-RELATED	PINELAWN ROAD	Suffolk	EAST	50.749092	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
40523474	4515093.893	Not an intersection crash	BROADHOLLOW ROAD	Suffolk	EAST	450.226625	<Null>	Huntington	MELVILLE PARK ROAD	<Null>	Free Access	F	19-Urban Local
40530479	4515441.53	AT-INTERSECTION	BROADWAY	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40534207	4515886.89	AT-INTERSECTION	NORTH WELLWOOD AVENUE	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40535165	4515109.18	AT-INTERSECTION	MELVILLE PARK ROAD	Suffolk	EAST	0	5018337	Huntington	BROADHOLLOW ROAD	110 07011074	Free Access	T	14-Urban Principal Arterial Other
40540091	4515441.623	AT-INTERSECTION	BROADWAY	Suffolk	WEST	0.664593	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	F	14-Urban Principal Arterial Other
40544335	4515441.746	AT-INTERSECTION	BROADHOLLOW ROAD	Suffolk	WEST	7.977242	5018361	Huntington	SOUTH SERVICE ROAD	110 07011076	Free Access	F	14-Urban Principal Arterial Other
40555929	4514963.73	AT-INTERSECTION	MAXESS ROAD	Suffolk	EAST	0	5018340	Huntington	OLD SOD FARM ROAD	<Null>	Free Access	T	17-Urban Major Collector
40557326	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40557348	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40557360	4515073.05	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018354	Huntington	CORPORATE CENTER DRIVE	<Null>	Free Access	<Null>	Unknown
40561741	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40562288	4515780.57	Not an intersection crash	BROADWAY	Suffolk	EAST	0	<Null>	Huntington	INTERSTATE 495	<Null>	Free Access	T	16-Urban Minor Arterial
40563183	4515383.014	Not an intersection crash	BROADWAY	Suffolk	SOUTH	200	<Null>	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40570895	4515539.766	Not an intersection crash	MAXESS ROAD	Suffolk	WEST	640.381505	<Null>	Huntington	SOUTH SERVICE ROAD	495 07031016	Free Access	F	14-Urban Principal Arterial Other
40576734	4515452.969	INTERSECTION-RELATED	BROADHOLLOW ROAD	Suffolk	NORTH	39.178447	5018361	Huntington	BROADWAY	110 07011077	Free Access	T	14-Urban Principal Arterial Other
40580670	4515780.57	Not an intersection crash	BROADWAY	Suffolk	EAST	0	<Null>	Huntington	INTERSTATE 495	<Null>	Free Access	T	16-Urban Minor Arterial
40583294	4514360.19	AT-INTERSECTION	PINELAWN ROAD	Suffolk	NORTH	0	5018348	Huntington	OLD EAST NECK ROAD	<Null>	Free Access	F	19-Urban Local
40592896	4515073.05	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018354	Huntington	CORPORATE CENTER DRIVE	<Null>	Free Access	<Null>	Unknown
40592927	4515192.083	INTERSECTION-RELATED	MELVILLE PARK ROAD	Suffolk	NORTH	96.457246	5018343	Huntington	MAXESS ROAD	<Null>	Free Access	T	17-Urban Major Collector
40594703	4514418.02	AT-INTERSECTION	BAYLIS ROAD	Suffolk	SOUTH	0	5018328	Huntington	MAXESS ROAD	<Null>	Free Access	T	17-Urban Major Collector
40596237	4515886.89	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40596267	4515441.53	AT-INTERSECTION	SOUTH SERVICE ROAD	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40597241	4514981.617	Not an intersection crash	CORPORATE CENTER DRIVE	Suffolk	SOUTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40597244	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
40597307	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
40602891	4515072.696	AT-INTERSECTION	PINELAWN ROAD	Suffolk	WEST	5.522602	5018354	Huntington	CORPORATE CENTER DRIVE	<Null>	Free Access	F	19-Urban Local
40606081	4514086.77	Not an intersection crash	<Null>	Suffolk	WEST	0	<Null>	Huntington	COLONIAL SPRINGS ROAD	<Null>	Free Access	<Null>	Unknown
40606202	4514090.197	AT-INTERSECTION	PINELAWN ROAD	Suffolk	WEST	70.7	5017214	Huntington	RULAND ROAD	<Null>	Free Access	T	16-Urban Minor Arterial
40606281	4515441.53	AT-INTERSECTION	SOUTH SERVICE ROAD	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40610102	4515272.284	Not an intersection crash	DRIVEWAY	Suffolk	NORTH	319.318377	<Null>	Huntington	BROADHOLLOW ROAD	110 07011075	Free Access	F	Unknown
40613604	4515337.63	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018396	Huntington	HALF HOLLOW ROAD	<Null>	Free Access	F	16-Urban Minor Arterial
40615078	4515207.465	Not an intersection crash	MELVILLE PARK ROAD	Suffolk	NORTH	336.268201	<Null>	Huntington	BROADHOLLOW ROAD	110 07011075	Free Access	T	14-Urban Principal Arterial Other
40616131	4515072.75	AT-INTERSECTION	PINELAWN ROAD	Suffolk	WEST	0	5018354	Huntington	CORPORATE CENTER DRIVE	<Null>	Free Access	T	16-Urban Minor Arterial
40617064	4515886.89	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018403	Huntington	NORTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40637273	4515633.952	Not an intersection crash	PARKING LOT	Suffolk	EAST	190.362957	<Null>	Huntington	SOUTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40637296	4515333.1	AT-INTERSECTION	HALF HOLLOW ROAD	Suffolk	WEST	0	5018396	Huntington	PINELAWN ROAD	<Null>	Free Access	F	16-Urban Minor Arterial
40640037	4515441.53	AT-INTERSECTION	BROADWAY	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40640337	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40642234	4515446.564	AT-INTERSECTION	SOUTH SERVICE ROAD	Suffolk	NORTH	11.19069	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	F	Unknown
40643916	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40650721	4515441.53	AT-INTERSECTION	BROADWAY	Suffolk	NORTH	0	5018361	Huntington	BROADHOLLOW ROAD	110 07011076	Free Access	T	14-Urban Principal Arterial Other
40650729	4514341.47	INTERSECTION-RELATED	OLD EAST NECK ROAD	Suffolk	SOUTH	58.948711	5018348	Huntington	OLD EAST NECK ROAD	<Null>	Free Access	T	16-Urban Minor Arterial
40651762	4514418.02	AT-INTERSECTION	BAYLIS ROAD	Suffolk	SOUTH	0	5018328	Huntington	MAXESS ROAD	<Null>	Free Access	T	17-Urban Major Collector
40658580	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40658615	4514094.393	AT-INTERSECTION	RULAND ROAD	Suffolk	EAST	0	5017214	Huntington	RULAND ROAD	<Null>	Free Access	T	16-Urban Minor Arterial
40663650	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40668885	4515073.05	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5018354	Huntington	CORPORATE CENTER DRIVE	<Null>	Free Access	<Null>	Unknown
40670678	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40673558	4515636.396	Not an intersection crash	PARKING LOT	Suffolk	EAST	223.284309	<Null>	Huntington	SOUTH SERVICE ROAD	495 07031019	Free Access	F	14-Urban Principal Arterial Other
40676875	4515780.57	Not an intersection crash	BROADWAY	Suffolk	EAST	0	<Null>	Huntington	INTERSTATE 495	<Null>	Free Access	T	16-Urban Minor Arterial

CaseNumber	MaintenanceJurisdiction	OwningJurisdiction	RoadName	PostedSpeed	V1 ApparentContributingFactor	V2 ApparentContributingFactor	V3 ApparentContributingFactor
40465521	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	PAVEMENT SLIPPERY,NOT APPLICABLE	
40466873	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	DRIVER INATTENTION,FOLLOWING TOO CLOSELY
40470821	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,NOT APPLICABLE	
40475181	County	County	PINELAWN RD	40	NOT ENTERED,NOT ENTERED	NOT ENTERED,NOT ENTERED	
40479224	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
40484724	NYSDOT	NYSDOT	<Null>	55	DRIVER INATTENTION,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	
40486320	NYSDOT	NYSDOT	LIE S SERVICE RD	40	UNSAFE SPEED,PASSING OR LANE USAGE IMPROPERLY	NOT APPLICABLE,NOT APPLICABLE	
40487890	NYSDOT	NYSDOT	LIE S SERVICE RD	40	REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40489492	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,DRIVER INATTENTION	
40489518	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,DRIVER INATTENTION	
40491043	NYSDOT	NYSDOT	<Null>	55	DRIVER INATTENTION,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
40492936	NYSDOT	NYSDOT	<Null>	55	NOT ENTERED,NOT ENTERED	NOT ENTERED,NOT ENTERED	
40496847	Town	Town	MAXESS RD	30	NOT APPLICABLE,NOT APPLICABLE	BACKING UNSAFELY,DRIVER INATTENTION	
40496849	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,OTHER ELECTRONIC DEVICE	
40498551	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	UNSAFE LANE CHANGE,NOT APPLICABLE	
40506734	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,NOT APPLICABLE	
40509479	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40510811	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,FAILURE TO YIELD RIGHT OF WAY	
40512248	County	County	COLONIAL SPRNGS	30	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
40513849	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,DRIVER INATTENTION	
40514321	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,UNSAFE LANE CHANGE	
40517433	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
40523474	Town	Town	MELVILLE PARK RD	<Null>	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,FAILURE TO YIELD RIGHT OF WAY	
40530479	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40534207	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	PASSING OR LANE USAGE IMPROPERLY,FAILURE TO YIELD RIGHT OF WAY	
40535165	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,FOLLOWING TOO CLOSELY	
40540091	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT ENTERED,NOT ENTERED	NOT ENTERED,NOT ENTERED	
40544335	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	
40555929	Town	Town	MAXESS RD	30	FOLLOWING TOO CLOSELY,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	
40557326	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	
40557348	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	UNSAFE LANE CHANGE,NOT APPLICABLE	
40557360	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
40561741	Unknown	Unknown	<Null>	<Null>	NOT ENTERED,NOT ENTERED	NOT ENTERED,NOT ENTERED	
40562288	County	County	PINELAWN RD	40	NOT ENTERED,NOT ENTERED	NOT ENTERED,NOT ENTERED	
40563183	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
40570895	NYSDOT	NYSDOT	LIE S SERVICE RD	40	REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE		
40576734	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	UNSAFE LANE CHANGE,FAILURE TO YIELD RIGHT OF WAY	
40580670	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	PASSING TOO CLOSELY,UNKNOWN	
40583294	Town	Town	OLD EAST NECK RD	<Null>	NOT APPLICABLE,NOT APPLICABLE	UNSAFE LANE CHANGE,NOT APPLICABLE	
40592896	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,UNSAFE LANE CHANGE	
40592927	Town	Town	MAXESS RD	30	PAVEMENT SLIPPERY,NOT APPLICABLE		
40594703	Town	Town	MAXESS RD	30	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,DRIVER INATTENTION	
40596237	NYSDOT	NYSDOT	LIE N SERVICE RD	40	UNSAFE SPEED,NOT APPLICABLE	TRAF CNTRL DEV IMPROPER/NON-WRKING,NOT APPLICABLE	
40596267	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	
40597241	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40597244	NYSDOT	NYSDOT	LIE S SERVICE RD	40	UNSAFE LANE CHANGE,NOT APPLICABLE	UNSAFE SPEED,NOT APPLICABLE	
40597307	NYSDOT	NYSDOT	LIE S SERVICE RD	40	DRIVER INATTENTION,DRIVER INATTENTION	NOT APPLICABLE,NOT APPLICABLE	
40602891	Town	Town	CORPORATE CENTER DR	<Null>	NOT APPLICABLE,NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	
40606081	Unknown	Unknown	<Null>	<Null>	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
40606202	County	County	RULAND RD	30	FOLLOWING TOO CLOSELY,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	
40606281	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40610102	Unknown	Unknown	<Null>	<Null>	PAVEMENT SLIPPERY,NOT APPLICABLE		
40613604	Town	Town	HALF HOLLOW RD	30	NOT APPLICABLE,NOT APPLICABLE	BRAKES DEFECTIVE,NOT APPLICABLE	
40615078	NYSDOT	NYSDOT	<Null>	55	FOLLOWING TOO CLOSELY,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	
40616131	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	UNSAFE SPEED,NOT APPLICABLE	
40617064	NYSDOT	NYSDOT	LIE N SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	PAVEMENT SLIPPERY,NOT APPLICABLE	
40637273	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
40637296	Town	Town	HALF HOLLOW RD	30	FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	
40640037	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	UNSAFE SPEED,DRIVER INATTENTION	
40640337	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40642234	Unknown	Unknown	<Null>	<Null>	UNKNOWN,UNKNOWN	UNSAFE LANE CHANGE,UNKNOWN	
40643916	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	UNSAFE SPEED,NOT APPLICABLE	
40650721	NYSDOT	NYSDOT	<Null>	55	NOT APPLICABLE,NOT APPLICABLE	DRIVER INEXPERIENCE,NOT APPLICABLE	
40650729	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	FOLLOWING TOO CLOSELY,NOT APPLICABLE	
40651762	Town	Town	MAXESS RD	30	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,FOLLOWING TOO CLOSELY	
40658580	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,TRAFFIC CONTROL DEVICES DISREGARDED	
40658615	County	County	PINELAWN RD	40	PAVEMENT SLIPPERY,NOT APPLICABLE		
40663650	Unknown	Unknown	<Null>	<Null>	NOT ENTERED,NOT ENTERED	NOT ENTERED,NOT ENTERED	TURNING IMPROPER,OTHER (VEHICLE
40668885	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
40670678	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,FOLLOWING TOO CLOSELY	
40673558	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	DRIVER INEXPERIENCE,DRIVER INATTENTION	
40676875	County	County	PINELAWN RD	40	NOT APPLICABLE,NOT APPLICABLE	NOT APPLICABLE,NOT APPLICABLE	UNSAFE SPEED,UNSAFE SPEED

CaseNumber	V4 ApparentContributingFactor	V1 Direction	V2 Direction	V3 Direction	V4 Direction	LocationID
40465521		NORTH	NORTH			8
40466873		NORTH	NORTH	NORTH		A
40470821		SOUTH-EAST	SOUTH-EAST			1
40475181		UNKNOWN	UNKNOWN			K
40479224		EAST	EAST			1
40484724		NORTH	NORTH			2
40486320		WEST	WEST			H
40487890		EAST	EAST			H
40489492		EAST	EAST			1
40489518		EAST	EAST			7
40491043		SOUTH	EAST			1
40492936		EAST	EAST			1
40496847		NORTH	SOUTH			D
40496849		NORTH	NORTH			2
40498551		EAST	EAST			1
40506734		NORTH-WEST	NORTH-WEST			7
40509479		NORTH	NORTH			7
40510811		EAST	EAST			1
40512248		EAST	EAST			10
40513849		NORTH-EAST	NORTH-EAST			8
40514321		EAST	EAST			1
40517433		EAST	EAST			8
40523474		WEST	NORTH-EAST			C
40530479		SOUTH	SOUTH			1
40534207		WEST	WEST			7
40535165		SOUTH	SOUTH			2
40540091		EAST	NORTH			1
40544335		EAST	EAST			1
40555929		SOUTH	SOUTH			5
40557326		NORTH-WEST	NORTH-WEST			10
40557348		SOUTH	SOUTH			10
40557360		SOUTH	SOUTH			9
40561741		NORTH-WEST	NORTH-WEST			10
40562288		SOUTH	SOUTH			K
40563183		NORTH	NORTH			A
40570895		EAST				B
40576734		NORTH	NORTH			1
40580670		EAST	EAST			K
40583294		NORTH	NORTH			M
40592896		SOUTH	SOUTH			9
40592927		NORTH				4
40594703		SOUTH	EAST			6
40596237		WEST	SOUTH			7
40596267		EAST	EAST			1
40597241		SOUTH	SOUTH			M
40597244		EAST	EAST			8
40597307		EAST	EAST			8
40602891		SOUTH	SOUTH			9
40606081		SOUTH	SOUTH			10
40606202		EAST	EAST			10
40606281		EAST	EAST			1
40610102		SOUTH				A
40613604		NORTH	WEST			L
40615078		NORTH	NORTH			A
40616131		SOUTH-EAST	SOUTH-EAST			9
40617064		NORTH	NORTH			7
40637273		EAST	EAST			H
40637296		SOUTH	SOUTH			L
40640037		EAST	EAST			1
40640337		NORTH-WEST	NORTH-WEST			10
40642234		SOUTH	SOUTH			1
40643916		SOUTH	SOUTH			10
40650721		EAST	EAST			1
40650729		SOUTH	SOUTH			M
40651762		SOUTH	SOUTH			6
40658580		WEST	NORTH			10
40658615		WEST				10
40663650		SOUTH	SOUTH	EAST		10
40668885		NORTH	NORTH			9
40670678		NORTH-EAST	NORTH-EAST			10
40673558		WEST	WEST			H
40676875		EAST	EAST	EAST		K

CaseNumber	MaxInjuryinCrash	CrashSeverity	ReportedAccessControl	CaseYear	CollisionType	CrashDate	CrashTime	CrashType	LightConditions	RoadCharacteristics	RoadSurfaceConditions	TrafficControl
40677074	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2025	OVERTAKING	2/3/2025	6:05 AM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	NONE
40679334	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2025	REAR END	2/4/2025	10:44 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40679359	B - INJURY	INJURY	Unknown	2025	RIGHT ANGLE	1/29/2025	7:04 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40685297	B - INJURY	INJURY	Unknown	2025	REAR END	2/7/2025	5:54 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40692194	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2025	REAR END	2/13/2025	4:45 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40702128	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2025	REAR END	2/21/2025	8:00 AM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	WET	TRAFFIC SIGNAL
40702210	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2025	RIGHT ANGLE	2/19/2025	9:38 PM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD UNLIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40712103	U - UNKNOWN	PROPERTY DAMAGE	Unknown	2025	REAR END	2/25/2025	1:20 PM	COLLISION WITH MOTOR VEHICLE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL
40910828	B - INJURY	INJURY	Unknown	2024	RIGHT ANGLE	10/24/2024	5:05 AM	COLLISION WITH MOTOR VEHICLE	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	TRAFFIC SIGNAL

CaseNumber	TrafficWay	WeatherConditions	CommercialVehicleCrashIndicator	DMVInsertDate	#ofFatalities	#ofInjuries	#ofOtherInjuries	#ofSeriousInjuries	#ofVehicles	PoliceDepartment	NonReportable	ReportingAgency	Non-PublicWay	XCoordinate
40677074	NOT ENTERED	CLOUDY	0	3/4/2025 19:08	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634025.568
40679334	NOT ENTERED	CLEAR	0	2/16/2025 19:02	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634372.35
40679359	NOT ENTERED	CLEAR	0	3/5/2025 19:07	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634174.2695
40685297	NOT ENTERED	CLEAR	0	3/7/2025 19:03	0	1	1	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634627.4687
40692194	NOT ENTERED	CLOUDY	0	5/23/2025 19:04	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634372.35
40702128	NOT ENTERED	CLEAR	0	3/2/2025 19:03	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
40702210	NOT ENTERED	CLEAR	0	3/13/2025 19:03	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633839.25
40712103	NOT ENTERED	CLEAR	0	5/25/2025 19:02	0	0	0	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	634647.047
40910828	NOT ENTERED	CLEAR	0	8/15/2025 19:09	0	2	2	0	2	5101	0	SUFFOLK CO PD YAPHANK	No	633839.25

CaseNumber	YCoordinate	IntersectionIndicator	ClosestCrossStreet	County	DirectionFrom	DistanceFrom(Meters)	IntersectionID	Municipality	OnStreet	ReferenceMarker	AccessControl	Divided	FunctionalClass
40677074	4515503.265	Not an intersection crash	CONNECTING ROAD	Suffolk	NORTH	113.632579	<Null>	Huntington	MAXESS ROAD	<Null>	Free Access	T	17-Urban Major Collector
40679334	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
40679359	4515885.417	AT-INTERSECTION	NORTH SERVICE ROAD	Suffolk	SOUTH	6.666402	5018403	Huntington	PINELAWN ROAD	<Null>	Free Access	T	16-Urban Minor Arterial
40685297	4514084.725	AT-INTERSECTION	PINELAWN ROAD	Suffolk	SOUTH	0	5017214	Huntington	RULAND ROAD	<Null>	Free Access	T	16-Urban Minor Arterial
40692194	4515685.74	AT-INTERSECTION	PINELAWN ROAD	Suffolk	EAST	0	5018402	Huntington	SOUTH SERVICE ROAD	495 07031020	Free Access	F	14-Urban Principal Arterial Other
40702128	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40702210	4514418.02	AT-INTERSECTION	BAYLIS ROAD	Suffolk	SOUTH	0	5018328	Huntington	MAXESS ROAD	<Null>	Free Access	T	17-Urban Major Collector
40712103	4514091.482	Not an intersection crash	RAMP	Suffolk	NORTH	0	<Null>	Huntington	PINELAWN ROAD	<Null>	Free Access	<Null>	Unknown
40910828	4514418.02	AT-INTERSECTION	BAYLIS ROAD	Suffolk	SOUTH	0	5018328	Huntington	MAXESS ROAD	<Null>	Free Access	T	17-Urban Major Collector

CaseNumber	MaintenanceJurisdiction	OwningJurisdiction	RoadName	PostedSpeed	V1 ApparentContributingFactor	V2 ApparentContributingFactor	V3 ApparentContributingFactor
40677074	Town	Town	MAXESS RD	30	FAILURE TO YIELD RIGHT OF WAY,ACCELERATOR DEFECTIVE	UNKNOWN,UNKNOWN	
40679334	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	TURNING IMPROPER,NOT APPLICABLE	
40679359	County	County	PINELAWN RD	40	FAILURE TO YIELD RIGHT OF WAY,TRAFFIC CONTROL DEVICES DISREGARDED	FAILURE TO YIELD RIGHT OF WAY,TRAFFIC CONTROL DEVICES DISREGARDED	
40685297	County	County	PINELAWN RD	40	REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE	REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE	
40692194	NYSDOT	NYSDOT	LIE S SERVICE RD	40	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,UNKNOWN	
40702128	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
40702210	Town	Town	MAXESS RD	30	NOT APPLICABLE,NOT APPLICABLE	BRAKES DEFECTIVE,TRAFFIC CONTROL DEVICES DISREGARDED	
40712103	Unknown	Unknown	<Null>	<Null>	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,NOT APPLICABLE	
40910828	Town	Town	MAXESS RD	30	NOT APPLICABLE,NOT APPLICABLE	DRIVER INATTENTION,UNKNOWN	

CaseNumber	V4 ApparentContributingFactor	V1 Direction	V2 Direction	V3 Direction	V4 Direction	LocationID
40677074		NORTH	NORTH			D
40679334		EAST	EAST			8
40679359		NORTH-WEST	WEST			7
40685297		SOUTH	SOUTH			10
40692194		WEST	WEST			8
40702128		WEST	WEST			10
40702210		NORTH	WEST			6
40712103		WEST	WEST			10
40910828		SOUTH	WEST			6

E

Internal Capture Worksheets

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	75 Maxess	**Organization:**	VHB
Project Location:	75 Maxess	**Performed By:**	MDN
Scenario Description:	AM Street Peak Hour	**Date:**	9/2/2025
Analysis Year:	2025 Existing	**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	720	7,000	SF	0		
Retail	822	15,000	SF	35	21	14
Restaurant	930	15,000	SF	271	155	116
Cinema/Entertainment				0		
Residential	221	400	Units	164	38	126
Hotel				0		
All Other Land Uses[2]				0		
				470	214	256

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.00			1.00		
Retail	1.00			1.00		
Restaurant	1.00			1.00		
Cinema/Entertainment						
Residential	1.00			1.00		
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		1	0	1	0
Restaurant	0	2		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	13	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	470	214	256
Internal Capture Percentage	9%	9%	8%
External Vehicle-Trips[5]	430	194	236
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	14%	14%
Restaurant	9%	3%
Cinema/Entertainment	N/A	N/A
Residential	8%	11%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	75 Maxess
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	21	21	1.00	14	14
Restaurant	1.00	155	155	1.00	116	116
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	38	38	1.00	126	126
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	1		1	0	1	0
Restaurant	12	12		0	5	3
Cinema/Entertainment	0	0	0		0	0
Residential	3	1	13	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2	16	0	0	0
Retail	0		16	0	1	0
Restaurant	0	2		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	2	16	0		0
Hotel	0	1	9	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	3	18	21	18	0	0
Restaurant	14	141	155	141	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	3	35	38	35	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	2	12	14	12	0	0
Restaurant	4	112	116	112	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	14	112	126	112	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	75 Maxess	**Organization:**	VHB
Project Location:	75 Maxess	**Performed By:**	MDN
Scenario Description:	PM Street Peak Hour	**Date:**	9/2/2025
Analysis Year:	2025 Existing	**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	720	7,000	SF	0		
Retail	822	15,000	SF	104	52	52
Restaurant	930	15,000	SF	263	140	123
Cinema/Entertainment				0		
Residential	221	400	Units	156	95	61
Hotel				0		
All Other Land Uses[2]				0		
				523	287	236

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.00			1.00		
Retail	1.00			1.00		
Restaurant	1.00			1.00		
Cinema/Entertainment						
Residential	1.00			1.00		
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		5	0	5	0
Restaurant	0	5		0	10	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	5	6	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	523	287	236
Internal Capture Percentage	14%	13%	15%
External Vehicle-Trips[5]	451	251	200
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	19%	19%
Restaurant	8%	12%
Cinema/Entertainment	N/A	N/A
Residential	16%	18%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	75 Maxess
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	52	52	1.00	52	52
Restaurant	1.00	140	140	1.00	123	123
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	95	95	1.00	61	61
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	1		5	2	5	3
Restaurant	4	12		10	12	9
Cinema/Entertainment	0	0	0		0	0
Residential	2	6	6	0		2
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4	3	0	4	0
Retail	0		14	0	10	0
Restaurant	0	5		0	10	0
Cinema/Entertainment	0	2	4		4	0
Residential	0	5	14	0		0
Hotel	0	1	7	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	10	42	52	42	0	0
Restaurant	11	129	140	129	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	15	80	95	80	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	10	42	52	42	0	0
Restaurant	15	108	123	108	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	11	50	61	50	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	75 Maxess	**Organization:**	VHB
Project Location:	75 Maxess	**Performed By:**	MDN
Scenario Description:	SAT Street Peak Hour	**Date:**	9/2/2025
Analysis Year:	2025 Existing	**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	720	7,000	SF	0		
Retail	822	15,000	SF	99	50	49
Restaurant	930	15,000	SF	274	142	132
Cinema/Entertainment				0		
Residential	221	400	Units	156	80	76
Hotel				0		
All Other Land Uses[2]				0		
				529	272	257

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.00			1.00		
Retail	1.00			1.00		
Restaurant	1.00			1.00		
Cinema/Entertainment						
Residential	1.00			1.00		
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		5	0	5	0
Restaurant	0	5		0	8	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	5	8	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	529	272	257
Internal Capture Percentage	14%	13%	14%
External Vehicle-Trips[5]	457	236	221
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	20%	20%
Restaurant	9%	10%
Cinema/Entertainment	N/A	N/A
Residential	16%	17%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	75 Maxess
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	50	50	1.00	49	49
Restaurant	1.00	142	142	1.00	132	132
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	80	80	1.00	76	76
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	1		5	2	5	2
Restaurant	4	13		11	13	9
Cinema/Entertainment	0	0	0		0	0
Residential	3	8	8	0		2
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4	3	0	3	0
Retail	0		14	0	8	0
Restaurant	0	5		0	8	0
Cinema/Entertainment	0	2	4		3	0
Residential	0	5	14	0		0
Hotel	0	1	7	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	10	40	50	40	0	0
Restaurant	13	129	142	129	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	13	67	80	67	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	10	39	49	39	0	0
Restaurant	13	119	132	119	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	13	63	76	63	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	10.0%	10.0%
	To Restaurant	10.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	10.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	10.0%	10.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	10.0%	10.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	10.0%	3.0%
	To Retail	10.0%	10.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	10.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	10.0%
	To Restaurant	0.0%	10.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	10.0%
	To Restaurant	10.0%	10.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	10.0%	0.0%
	To Retail	10.0%	10.0%
	To Restaurant	9.0%	10.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	10.0%
	From Restaurant	10.0%	10.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	10.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	10.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	10.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	10.0%	10.0%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	10.0%	2.0%
	From Retail	10.0%	10.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	10.0%	10.0%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	10.0%
	From Restaurant	0.0%	10.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	10.0%
	From Restaurant	5.0%	10.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	10.0%
	From Restaurant	4.0%	10.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	10.0%
	From Hotel	0.0%	0.0%

F

LOS Definitions

Level of Service Definitions

Signal Controlled Intersections

The level of service and capacity of a signalized intersection are the criteria by which the quality of traffic service is measured. The levels of service range between level of service A (relatively congestion-free) and level of service F (congested).

The capacity of a signalized intersection is based upon the concepts of saturation flow and saturation flow rate. This is the maximum rate of flow that can pass through a given lane group under prevailing traffic and roadway conditions. The volume-to-capacity ratio is the ratio of the traffic flow for a given lane group or approach to the capacity. A V/C ratio of 1.0 indicates that the flow rate equals the capacity. Values over 1.0 indicate a temporary excess of demand. This does not necessarily indicate an intersection failure.

The level of service of a signalized intersection is evaluated on the basis of average control delay per vehicle for various movements within the intersection. The control delay is a function of the arrivals, delay from queuing and over saturation.

The following general statements may be made regarding the level of service of a signalized intersection.

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

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

Level of service C has higher delays than level of service B. These higher delays may result from fair progression and/or longer cycle lengths.

Individual cycle failures, where motorists are required to wait through an entire signal cycle, may begin to appear in this level. The number of vehicles

stopping is significant at this level, although many still pass through the intersection without stopping.

Level of service D means the influence of congestion has become more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths or high volume to capacity ratios. Many vehicles stop and the proportion of vehicles not stopping declines. Individualcycle failures are noticeable.

Level of service E is considered the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and highvolume to capacity ratios. Individual cycle failures are frequent occurrences.

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

The following average stopped delays are utilized to determine intersection and approach roadway levels of service for signalized intersections:

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
A	$\leq$ 10.0
B	> 10.0 and $\leq$ 20.0
C	> 20.0 and $\leq$ 35.0
D	> 35.0 and $\leq$ 55.0
E	> 55.0 and $\leq$ 80.0
F	> 80.0

Two Way Stop Controlled Intersections

The level of service and capacity of a two-way stop controlled (TWSC) intersection are the criteria that are used to measure the quality of the traffic operations. The levels of service range between level of service A (relatively congestion-free) and level of service F (very congested).

The right of way at the TWSC intersection is controlled by stop signs on two opposing minor-street approaches (or on one leg of a "T"-type intersection). Thecapacity of a controlled approach is based on the distribution of gaps in the

major street traffic flow, driver judgment in selecting a gap through which to execute the desired maneuver and the follow up time required by each driver in aqueue.

The level of service for the subject lane group movement of an approach of a TWSC intersection is evaluated based on the average total delay per vehicle. Control delay is a function of the capacity of the approach and the degree of saturation. It is defined as the total elapsed time from the time a vehicle stops atthe end of the queue to the time the vehicle departs from the stop line. This includes the time required for the vehicle to travel from the end of the queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in the queue. The average approach delay for all vehicles on a particular approach is computed as the weighted average of the control delay estimates for each individual movement on the approach.

The following levels of average control delay are used to determine approach levels of service:

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
A	$\leq$ 10.0
B	> 10.0 and $\leq$ 15.0
C	> 15.0 and $\leq$ 25.0
D	> 25.0 and $\leq$ 35.0
E	> 35.0 and $\leq$ 50.0
F	> 50.0

While the level of service criteria are applied to each approach of a TWSC intersection, the average delay for an entire intersection can be calculatedby taking a weighted average of the vehicles stopped on the minor approaches and the vehicles in the major street traffic flow, which suffer no delays. This total average control delay provides a means of comparison for two intersections.

All Way Stop Controlled Intersections

The level of service and capacity of an all way stop controlled (AWSC)intersection are the criteria by which the quality of traffic service is measured. The levels of service range between level of service A (relatively congestion-free) and level of service F (very congested).

The key variable in determining the capacity of an AWSC intersection is the distribution of traffic volumes among the approaches. Under ideal conditions traffic would be evenly distributed among the approaches. The flow rate for anygiven approach increases as the traffic decreases on the other approaches, allowing a smaller headway between vehicles departing from the stop line.

The capacity of each approach is computed under the assumption that the flows on the opposing and conflicting approaches are constant. The level of service of an AWSC intersection is evaluated based on the average total delay per vehicle. Total delay is defined as the total elapsed time from when a vehicle stops at the end of a queue until the vehicle departs from the stop line. This includes the time required for the vehicle to travel from the end of the queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed tothe speed of vehicles in the queue. This delay is based on the flow rate for each approach. As indicated above, the flow rate and therefore the delay, is directly proportional to the distribution of vehicles among the approaches.

The following levels of average control delay are used to determine approach levels of service:

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
A	$\leq$ 10.0
B	> 10.0 and $\leq$ 15.0
C	> 15.0 and $\leq$ 25.0
D	> 25.0 and $\leq$ 35.0
E	> 35.0 and $\leq$ 50.0
F	> 50.0

The average control delay is the most effective measure for indicating the performance of an AWSC intersection because it can readily be measured by a transportation analyst and can be clearly communicated to a lay person. In addition, the use of delay will result in a consistent measure for both signalized and unsignalized intersections. While both types of intersections are evaluated interms of average delay, the level of service criteria are different. This is due to drivers who

expect different levels of performance from different types of intersection controls. Since signalized intersections are designed to carry higher traffic volumes compared with AWSC intersections, higher levels of control delay are more acceptable at signalized intersections for the same level of service.

G

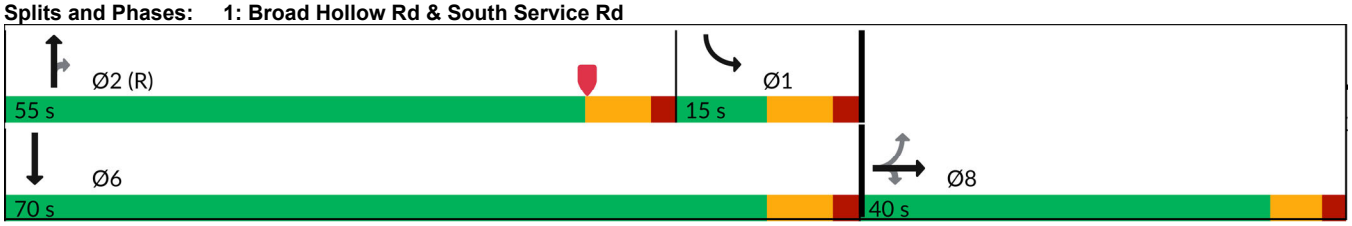
Synchro Capacity Analysis Worksheets

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	783	524	0	0	0	0	1001	371	168	1660	0
Future Volume (vph)	50	783	524	0	0	0	0	1001	371	168	1660	0
Satd. Flow (prot)	0	4742	2656	0	0	0	0	4472	1392	3467	4940	0
Flt Permitted		0.997								0.950		
Satd. Flow (perm)	0	4742	2656	0	0	0	0	4472	1392	3467	4940	0
Satd. Flow (RTOR)									106			
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	10%	9%	7%	0%	0%	0%	0%	16%	16%	1%	5%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	957	602	0	0	0	0	1151	426	193	1908	0
Turn Type	Perm	NA	Perm					NA	Perm	Prot	NA	
Protected Phases		8						2		1	6	
Permitted Phases	8		8						2			
Detector Phase	8	8	8					2	2	1	6	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					19.0	19.0	4.0	19.0	
Minimum Split (s)	26.3	26.3	26.3					44.4	44.4	11.4	44.4	
Total Split (s)	40.0	40.0	40.0					55.0	55.0	15.0	70.0	
Total Split (%)	36.4%	36.4%	36.4%					50.0%	50.0%	13.6%	63.6%	
Yellow Time (s)	4.3	4.3	4.3					5.4	5.4	5.4	5.4	
All-Red Time (s)	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.3	6.3					7.4	7.4	7.4	7.4	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max	C-Max	Min	Max	
Act Effct Green (s)		33.0	33.0					48.3	48.3	7.6	63.3	
Actuated g/C Ratio		0.30	0.30					0.44	0.44	0.07	0.58	
v/c Ratio		0.67	0.76					0.59	0.64	0.81	0.67	
Control Delay (s/veh)		36.4	41.8					25.0	22.9	75.7	17.8	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)		36.4	41.8					25.0	22.9	75.7	17.8	
LOS		D	D					C	C	E	B	
Approach Delay (s/veh)		38.5						24.4			23.1	
Approach LOS		D						C			C	
Queue Length 50th (ft)		214	215					222	174	70	327	
Queue Length 95th (ft)		251	276					256	269	#123	359	
Internal Link Dist (ft)		1288			1695			1079			1005	
Turn Bay Length (ft)			440						150	300		
Base Capacity (vph)		1452	813					1963	670	239	2842	
Starvation Cap Reductn		0	0					0	0	0	0	
Spillback Cap Reductn		0	0					0	0	0	0	
Storage Cap Reductn		0	0					0	0	0	0	
Reduced v/c Ratio		0.66	0.74					0.59	0.64	0.81	0.67	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 82 (75%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 28.1	Intersection LOS: C
Intersection Capacity Utilization 62.0%	ICU Level of Service B
Analysis Period (min) 15	

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

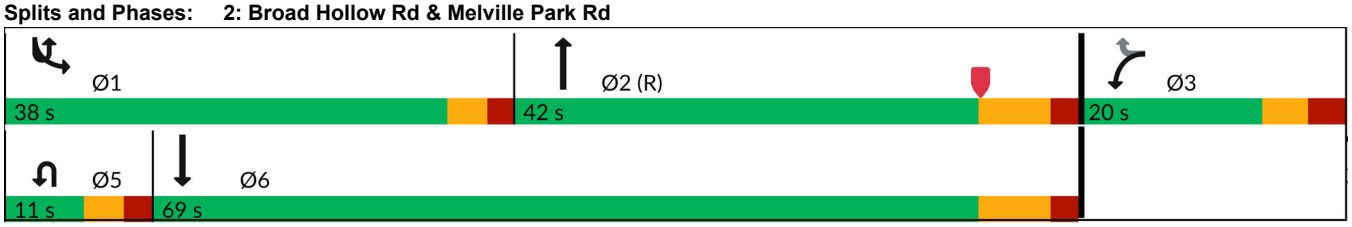
Splits and Phases: 1: Broad Hollow Rd & South Service Rd



Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	24	54	33	1339	46	11	239	1725
Future Volume (vph)	24	54	33	1339	46	11	239	1725
Satd. Flow (prot)	1805	1583	1805	4318	0	0	1788	4893
Flt Permitted	0.950		0.950				0.950	
Satd. Flow (perm)	1805	1583	1805	4318	0	0	1788	4893
Satd. Flow (RTOR)		59		6				
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	0%	16%	2%	0%	1%	6%
Shared Lane Traffic (%)								
Lane Group Flow (vph)	26	59	36	1522	0	0	275	1896
Turn Type	Prot	Perm	Prot	NA		Prot	Prot	NA
Protected Phases	3		5	2		1	1	6
Permitted Phases		3						
Detector Phase	3	3	5	2		1	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	4.0	20.0		12.0	12.0	20.0
Minimum Split (s)	16.3	16.3	9.0	27.4		17.0	17.0	27.4
Total Split (s)	20.0	20.0	11.0	42.0		38.0	38.0	69.0
Total Split (%)	20.0%	20.0%	11.0%	42.0%		38.0%	38.0%	69.0%
Yellow Time (s)	3.5	3.5	3.0	5.4		3.0	3.0	5.4
All-Red Time (s)	2.8	2.8	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	6.3	6.3	5.0	7.4			5.0	7.4
Lead/Lag			Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	C-Max		None	None	Max
Act Effct Green (s)	10.0	10.0	5.6	54.6			19.9	74.4
Actuated g/C Ratio	0.10	0.10	0.06	0.55			0.20	0.74
v/c Ratio	0.14	0.28	0.36	0.64			0.77	0.52
Control Delay (s/veh)	43.3	15.1	55.4	19.6			52.1	8.1
Queue Delay	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	43.3	15.1	55.4	19.6			52.1	8.1
LOS	D	B	E	B			D	A
Approach Delay (s/veh)	23.7			20.4				13.7
Approach LOS	C			C				B
Queue Length 50th (ft)	15	0	23	254			167	226
Queue Length 95th (ft)	41	38	55	359			236	267
Internal Link Dist (ft)	872			516				1079
Turn Bay Length (ft)		125	90				300	
Base Capacity (vph)	247	267	108	2362			590	3642
Starvation Cap Reductn	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0			0	0
Reduced v/c Ratio	0.11	0.22	0.33	0.64			0.47	0.52

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 16.7	Intersection LOS: B
Intersection Capacity Utilization 64.7%	ICU Level of Service C
Analysis Period (min) 15	

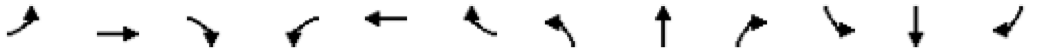
Splits and Phases: 2: Broad Hollow Rd & Melville Park Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	549	169	0	0	0	136
Future Volume (Veh/h)	549	169	0	0	0	136
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	584	180	0	0	0	145
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				1242		
pX, platoon unblocked						
vC, conflicting volume			764		674	382
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			764		674	382
tC, single (s)			4.1		6.8	7.1
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.4
p0 queue free %			100		100	76
cM capacity (veh/h)			858		393	596

Direction, Lane #	EB 1	EB 2	NB 1	NB 2
Volume Total	389	375	73	73
Volume Left	0	0	0	0
Volume Right	0	180	73	73
cSH	1700	1700	596	596
Volume to Capacity	0.23	0.22	0.12	0.12
Queue Length 95th (ft)	0	0	10	10
Control Delay (s/veh)	0.0	0.0	11.9	11.9
Lane LOS			B	B
Approach Delay (s/veh)	0.0		11.9	
Approach LOS			B	

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	32.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	0	21	0	0	0	139	217	0	0	128	20
Future Volume (Veh/h)	6	0	21	0	0	0	139	217	0	0	128	20
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	6	0	22	0	0	0	146	228	0	0	135	21
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								648				
pX, platoon unblocked												
vC, conflicting volume	552	666	78	610	676	114	156			228		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	552	666	78	610	676	114	156			228		
tC, single (s)	7.8	6.5	7.0	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.7	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	98	100	100	100	90			100		
cM capacity (veh/h)	356	344	957	345	339	923	1429			1352		

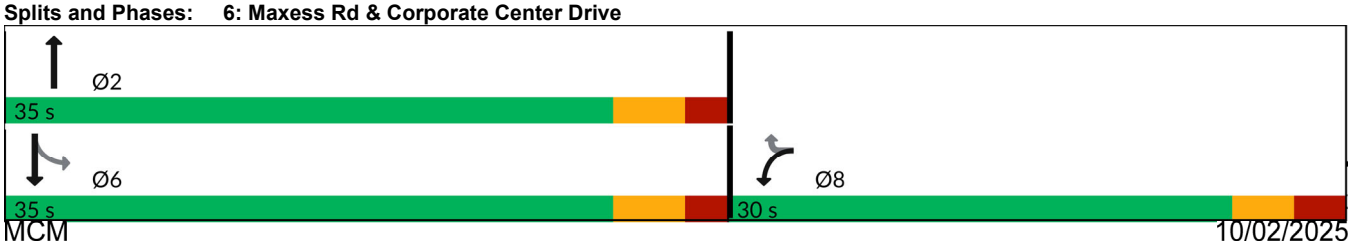
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	28	0	146	152	76	0	90	66
Volume Left	6	0	146	0	0	0	0	0
Volume Right	22	0	0	0	0	0	0	21
cSH	703	1700	1429	1700	1700	1700	1700	1700
Volume to Capacity	0.04	0.00	0.10	0.09	0.04	0.00	0.05	0.04
Queue Length 95th (ft)	3	0	9	0	0	0	0	0
Control Delay (s/veh)	10.3	0.0	7.8	0.0	0.0	0.0	0.0	0.0
Lane LOS	B	A	A					
Approach Delay (s/veh)	10.3	0.0	3.0			0.0		
Approach LOS	B	A						

Intersection Summary				
Average Delay	2.6			
Intersection Capacity Utilization	25.2%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	143	142	220	110	80	77
Future Volume (vph)	143	142	220	110	80	77
Satd. Flow (prot)	1694	1636	3319	0	1787	3471
Flt Permitted	0.950				0.534	
Satd. Flow (perm)	1694	1636	3319	0	1005	3471
Satd. Flow (RTOR)		158	122			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	2%	5%	0%	1%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	159	158	366	0	89	86
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Detector Phase	8	8	2		6	6
Switch Phase						
Minimum Initial (s)	9.0	9.0	15.0		15.0	15.0
Minimum Split (s)	24.5	24.5	20.5		20.5	20.5
Total Split (s)	30.0	30.0	35.0		35.0	35.0
Total Split (%)	46.2%	46.2%	53.8%		53.8%	53.8%
Yellow Time (s)	3.0	3.0	3.5		3.5	3.5
All-Red Time (s)	2.5	2.5	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5		5.5	5.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Min		Min	Min
Act Effct Green (s)	9.1	9.1	16.9		16.9	16.9
Actuated g/C Ratio	0.25	0.25	0.46		0.46	0.46
v/c Ratio	0.38	0.30	0.23		0.20	0.05
Control Delay (s/veh)	13.9	4.3	4.6		7.7	6.0
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	13.9	4.3	4.6		7.7	6.0
LOS	B	A	A		A	A
Approach Delay (s/veh)	9.1		4.6			6.9
Approach LOS	A		A			A
Queue Length 50th (ft)	24	0	13		10	4
Queue Length 95th (ft)	55	25	28		26	11
Internal Link Dist (ft)	512		666			568
Turn Bay Length (ft)					330	
Base Capacity (vph)	1131	1144	2994		903	3118
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.14	0.14	0.12		0.10	0.03

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 37.1	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay (s/veh): 6.7	Intersection LOS: A
Intersection Capacity Utilization 46.7%	ICU Level of Service A
Analysis Period (min) 15	

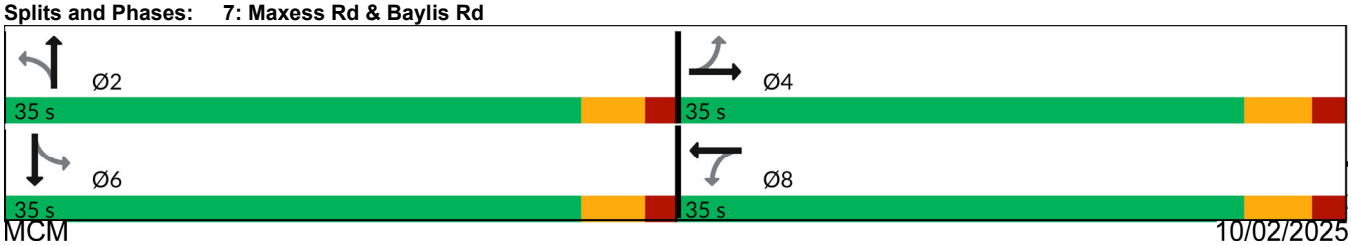
Splits and Phases: 6: Maxess Rd & Corporate Center Drive

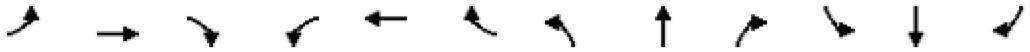


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	75	62	7	321	123	76	344	15	21	90	22
Future Volume (vph)	25	75	62	7	321	123	76	344	15	21	90	22
Satd. Flow (prot)	0	3297	0	0	3401	0	1728	3521	0	1586	3361	0
Flt Permitted		0.851			0.950		0.668			0.505		
Satd. Flow (perm)	0	2828	0	0	3234	0	1215	3521	0	843	3361	0
Satd. Flow (RTOR)		73			97			8			26	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	5%	0%	0%	2%	1%	1%	2%	0%	10%	4%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	190	0	0	531	0	89	423	0	25	132	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	20.3	20.3		20.3	20.3		22.9	22.9		22.9	22.9	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.3	3.3		3.3	3.3	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.6	1.6		1.6	1.6	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.3			5.3		4.9	4.9		4.9	4.9	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		15.0			15.0		10.0	10.0		10.0	10.0	
Actuated g/C Ratio		0.43			0.43		0.28	0.28		0.28	0.28	
v/c Ratio		0.15			0.37		0.26	0.42		0.10	0.14	
Control Delay (s/veh)		4.5			6.4		12.1	11.6		10.6	8.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		4.5			6.4		12.1	11.6		10.6	8.3	
LOS		A			A		B	B		B	A	
Approach Delay (s/veh)		4.5			6.4			11.7			8.7	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)		6			26		13	33		3	7	
Queue Length 95th (ft)		15			43		32	53		13	17	
Internal Link Dist (ft)		659			601			915			1043	
Turn Bay Length (ft)							150			155		
Base Capacity (vph)		2397			2743		1038	3012		720	2877	
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		0.08			0.19		0.09	0.14		0.03	0.05	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 35.2	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.42	
Intersection Signal Delay (s/veh): 8.3	Intersection LOS: A
Intersection Capacity Utilization 49.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Maxess Rd & Baylis Rd



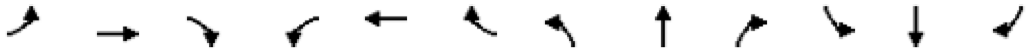


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	7	23	3	3	0	89	313	9	3	111	39
Future Volume (Veh/h)	71	7	23	3	3	0	89	313	9	3	111	39
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	74	7	24	3	3	0	93	326	9	3	116	41
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											995	
pX, platoon unblocked												
vC, conflicting volume	493	664	79	584	680	168	157			335		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	493	664	79	584	680	168	157			335		
tC, single (s)	7.6	6.5	7.0	8.2	6.5	6.9	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.8	4.0	3.3	2.2			2.2		
p0 queue free %	83	98	97	99	99	100	93			100		
cM capacity (veh/h)	428	358	960	306	350	854	1406			1236		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	74	31	6	93	217	118	3	77	80
Volume Left	74	0	3	93	0	0	3	0	0
Volume Right	0	24	0	0	0	9	0	0	41
cSH	428	695	326	1406	1700	1700	1236	1700	1700
Volume to Capacity	0.17	0.04	0.02	0.07	0.13	0.07	0.00*	0.05	0.05
Queue Length 95th (ft)	15	3	1	5	0	0	0	0	0
Control Delay (s/veh)	15.2	10.4	16.2	7.7	0.0	0.0	7.9	0.0	0.0
Lane LOS	C	B	C	A			A		
Approach Delay (s/veh)	13.8		16.2	1.7			0.1		
Approach LOS	B		C						

Intersection Summary				
Average Delay	3.3			
Intersection Capacity Utilization	29.2%	ICU Level of Service		A
Analysis Period (min)	15			

* Value less than 0.01.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	727	811	383	476	459	0	0	351	38
Future Volume (vph)	0	0	0	727	811	383	476	459	0	0	351	38
Satd. Flow (prot)	0	0	0	1498	3063	1441	1601	3261	0	0	3179	0
Flt Permitted				0.950	0.990		0.432					
Satd. Flow (perm)	0	0	0	1498	3063	1441	728	3261	0	0	3179	0
Satd. Flow (RTOR)											13	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	6%	5%	2%	9%	7%	0%	0%	9%	0%
Shared Lane Traffic (%)				29%		10%						
Lane Group Flow (vph)	0	0	0	567	1165	379	523	504	0	0	428	0
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	
Protected Phases					3		6	1			5	
Permitted Phases				3		3	1					
Detector Phase				3	3	3	6	1			5	
Switch Phase												
Minimum Initial (s)				18.0	18.0	18.0	4.0	14.0			13.0	
Minimum Split (s)				25.0	25.0	25.0	10.4	20.4			19.4	
Total Split (s)				36.0	36.0	36.0	23.0	44.0			21.0	
Total Split (%)				45.0%	45.0%	45.0%	28.8%	55.0%			26.3%	
Yellow Time (s)				5.0	5.0	5.0	4.4	4.4			4.4	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				7.0	7.0	7.0	6.4	6.4			6.4	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Recall Mode				C-Max	C-Max	C-Max	None	Max			Max	
Act Effct Green (s)				29.0	29.0	29.0	37.6	37.6			14.6	
Actuated g/C Ratio				0.36	0.36	0.36	0.47	0.47			0.18	
v/c Ratio				1.04	1.05	0.73	1.00	0.33			0.73	
Control Delay (s/veh)				78.5	68.0	31.8	46.3	4.2			38.0	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)				78.5	68.0	31.8	46.3	4.2			38.0	
LOS				E	E	C	D	A			D	
Approach Delay (s/veh)					64.3			25.7			38.0	
Approach LOS					E			C			D	
Queue Length 50th (ft)				~342	~374	176	59	16			103	
Queue Length 95th (ft)				#551	#511	#303	m#165	m38			153	
Internal Link Dist (ft)		1123			1012			803			582	
Turn Bay Length (ft)						260	340					
Base Capacity (vph)				543	1110	522	523	1532			590	
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	1.05	0.73	1.00	0.33			0.73	

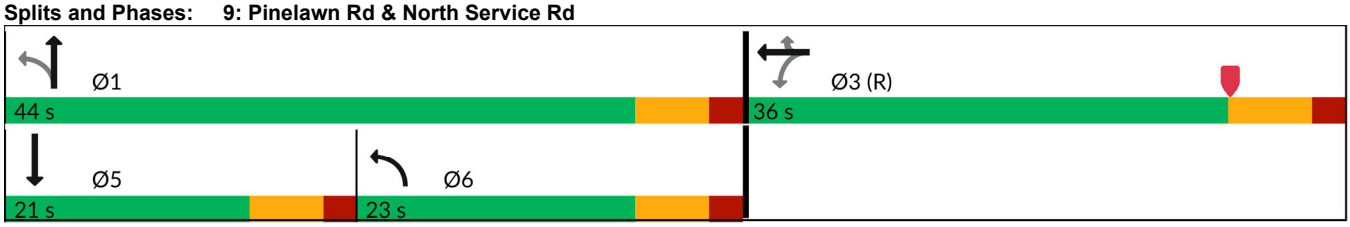
Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 12 (15%), Referenced to phase 3:WBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay (s/veh): 50.0	Intersection LOS: D
Intersection Capacity Utilization 85.5%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

Splits and Phases: 9: Pinelawn Rd & North Service Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	209	404	0	0	0	0	916	139	135	948	0
Future Volume (vph)	60	209	404	0	0	0	0	916	139	135	948	0
Satd. Flow (prot)	0	3167	1322	0	0	0	0	3231	1223	1662	3374	0
Flt Permitted		0.989								0.185		
Satd. Flow (perm)	0	3167	1322	0	0	0	0	3231	1223	324	3374	0
Satd. Flow (RTOR)									145			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	11%	14%	0%	0%	0%	0%	8%	32%	5%	7%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	281	421	0	0	0	0	954	145	141	988	0
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		3						5		6	1	
Permitted Phases	3		3						5	1		
Detector Phase	3	3	3					5	5	6	1	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					15.0	15.0	4.0	15.0	
Minimum Split (s)	27.0	27.0	27.0					21.6	21.6	10.6	21.6	
Total Split (s)	31.0	31.0	31.0					37.0	37.0	12.0	49.0	
Total Split (%)	38.8%	38.8%	38.8%					46.3%	46.3%	15.0%	61.3%	
Yellow Time (s)	5.0	5.0	5.0					4.6	4.6	4.6	4.6	
All-Red Time (s)	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0	7.0					6.6	6.6	6.6	6.6	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max					Min	Min	Min	Min	
Act Effct Green (s)		26.2	26.2					28.4	28.4	40.2	40.2	
Actuated g/C Ratio		0.33	0.33					0.36	0.36	0.50	0.50	
v/c Ratio		0.27	0.97					0.83	0.28	0.57	0.58	
Control Delay (s/veh)		21.5	67.7					30.8	4.7	18.8	9.1	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)		21.5	67.7					30.8	4.7	18.8	9.1	
LOS		C	E					C	A	B	A	
Approach Delay (s/veh)		49.2						27.3			10.3	
Approach LOS		D						C			B	
Queue Length 50th (ft)		56	~234					216	0	26	180	
Queue Length 95th (ft)		88	#405					291	35	m29	m196	
Internal Link Dist (ft)		1162			731			706			803	
Turn Bay Length (ft)			160						150	300		
Base Capacity (vph)		1038	433					1227	554	253	1788	
Starvation Cap Reductn		0	0					0	0	0	0	
Spillback Cap Reductn		0	0					0	0	0	0	
Storage Cap Reductn		0	0					0	0	0	0	
Reduced v/c Ratio		0.27	0.97					0.78	0.26	0.56	0.55	

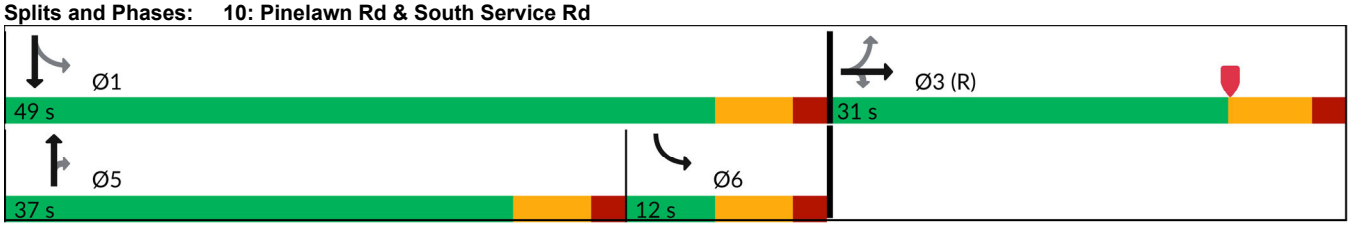
Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 9 (11%), Referenced to phase 3:EBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay (s/veh): 26.0	Intersection LOS: C
Intersection Capacity Utilization 85.5%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

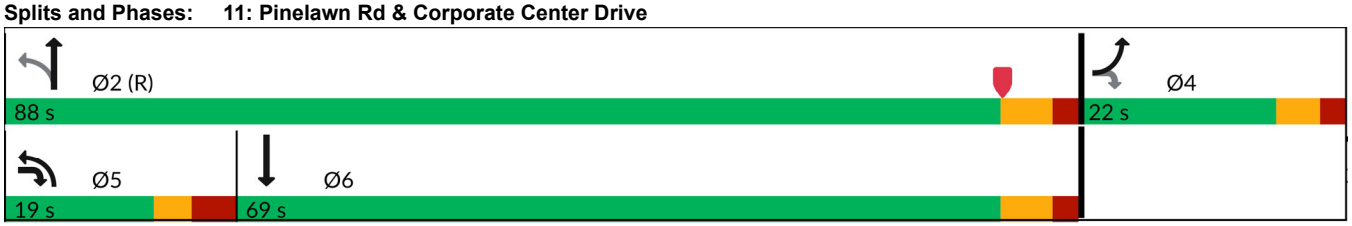
Splits and Phases: 10: Pinelawn Rd & South Service Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	28	210	1155	1245	314
Future Volume (vph)	19	28	210	1155	1245	314
Satd. Flow (prot)	3319	1568	1685	3172	3123	0
Flt Permitted	0.950		0.091			
Satd. Flow (perm)	3319	1568	161	3172	3123	0
Satd. Flow (RTOR)		29			47	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	3%	0%	10%	10%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	29	219	1203	1624	0
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	6.0	3.0	3.0	20.0	20.0	
Minimum Split (s)	29.8	9.8	9.8	26.3	26.3	
Total Split (s)	22.0	19.0	19.0	88.0	69.0	
Total Split (%)	20.0%	17.3%	17.3%	80.0%	62.7%	
Yellow Time (s)	3.6	3.2	3.2	4.3	4.3	
All-Red Time (s)	2.2	3.6	3.6	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	6.8	6.8	6.3	6.3	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Min	Min	
Act Effct Green (s)	6.0	19.0	98.4	102.7	77.9	
Actuated g/C Ratio	0.05	0.17	0.89	0.93	0.71	
v/c Ratio	0.11	0.10	0.64	0.41	0.73	
Control Delay (s/veh)	50.8	10.7	22.9	1.6	14.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	50.8	10.7	22.9	1.6	14.5	
LOS	D	B	C	A	B	
Approach Delay (s/veh)	27.1			4.9	14.5	
Approach LOS	C			A	B	
Queue Length 50th (ft)	7	0	43	0	255	
Queue Length 95th (ft)	20	22	133	110	604	
Internal Link Dist (ft)	1534			471	534	
Turn Bay Length (ft)	320		160			
Base Capacity (vph)	488	312	358	2962	2224	
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	0.04	0.09	0.61	0.41	0.73	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 10.3	Intersection LOS: B
Intersection Capacity Utilization 76.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 11: Pinelawn Rd & Corporate Center Drive

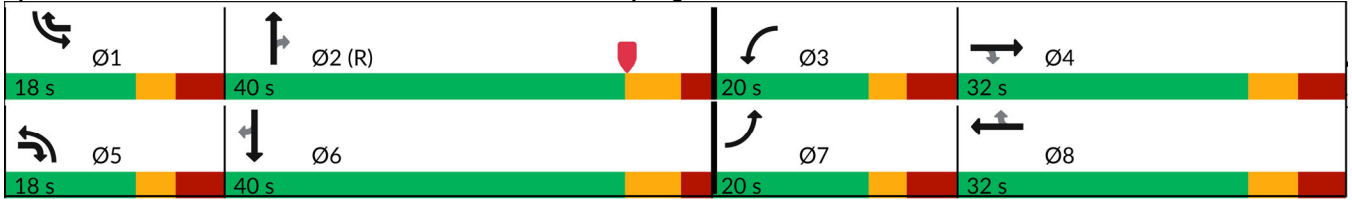


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	128	33	52	554	609	223	786	24	161	636	269
Future Volume (vph)	90	128	33	52	554	609	223	786	24	161	636	269
Satd. Flow (prot)	3083	3202	1323	1678	3455	1501	3255	4673	1501	3077	4510	1487
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3083	3202	1323	1678	3455	1501	3255	4673	1501	3077	4510	1487
Satd. Flow (RTOR)			112			126			192			280
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	6%	9%	18%	4%	1%	4%	4%	11%	4%	10%	15%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	94	133	34	54	577	634	232	819	25	168	663	280
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	6.0	3.0	3.0	6.0	3.0	3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	10.2	14.0	10.2	10.2	41.0	10.2	10.2	37.1	37.1	10.2	37.1	37.1
Total Split (s)	20.0	32.0	18.0	20.0	32.0	18.0	18.0	40.0	40.0	18.0	40.0	40.0
Total Split (%)	18.2%	29.1%	16.4%	18.2%	29.1%	16.4%	16.4%	36.4%	36.4%	16.4%	36.4%	36.4%
Yellow Time (s)	3.2	4.0	3.2	3.2	4.0	3.2	3.2	4.6	4.6	3.2	4.6	4.6
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.5	2.5	4.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	8.0	7.2	7.2	8.0	7.2	7.2	7.1	7.1	7.2	7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	Min	Min
Act Effct Green (s)	7.7	22.4	41.7	7.9	22.7	48.5	11.3	34.7	34.7	17.8	41.2	41.2
Actuated g/C Ratio	0.07	0.20	0.38	0.07	0.21	0.44	0.10	0.32	0.32	0.16	0.37	0.37
v/c Ratio	0.44	0.20	0.06	0.45	0.81	0.87	0.69	0.56	0.04	0.34	0.39	0.38
Control Delay (s/veh)	54.8	36.3	0.2	59.7	50.8	35.8	59.2	34.6	0.1	43.9	28.2	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.8	36.3	0.2	59.7	50.8	35.8	59.2	34.6	0.1	43.9	28.2	5.2
LOS	D	D	A	E	D	D	E	C	A	D	C	A
Approach Delay (s/veh)		38.3			43.7			39.1			24.8	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	33	41	0	37	205	293	81	196	0	51	131	0
Queue Length 95th (ft)	59	66	0	76	256	#584	#135	226	0	95	181	61
Internal Link Dist (ft)		764			589			814			777	
Turn Bay Length (ft)	140		230	290		275	400		450	400		310
Base Capacity (vph)	358	713	575	195	781	732	347	1577	633	497	1697	734
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.19	0.06	0.28	0.74	0.87	0.67	0.52	0.04	0.34	0.39	0.38

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 36.3	Intersection LOS: D
Intersection Capacity Utilization 75.6%	ICU Level of Service D
Analysis Period (min) 15	

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

Splits and Phases: 12: Pinelawn Rd & Ruland Rd/Colonial Springs Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	976	252	0	0	0	0	1801	445	118	1272	0
Future Volume (vph)	83	976	252	0	0	0	0	1801	445	118	1272	0
Satd. Flow (prot)	0	4935	2608	0	0	0	0	5085	1538	3467	5036	0
Flt Permitted		0.996								0.950		
Satd. Flow (perm)	0	4935	2608	0	0	0	0	5085	1538	3467	5036	0
Satd. Flow (RTOR)									102			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	5%	9%	0%	0%	0%	0%	2%	5%	1%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1114	265	0	0	0	0	1896	468	124	1339	0
Turn Type	Perm	NA	Perm					NA	Perm	Prot	NA	
Protected Phases		8						2		1	6	
Permitted Phases	8		8						2			
Detector Phase	8	8	8					2	2	1	6	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					19.0	19.0	4.0	19.0	
Minimum Split (s)	39.3	39.3	39.3					44.4	44.4	11.4	44.4	
Total Split (s)	46.0	46.0	46.0					55.0	55.0	14.0	69.0	
Total Split (%)	40.0%	40.0%	40.0%					47.8%	47.8%	12.2%	60.0%	
Yellow Time (s)	4.3	4.3	4.3					5.4	5.4	5.4	5.4	
All-Red Time (s)	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.3	6.3					7.4	7.4	7.4	7.4	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max	C-Max	Min	Max	
Act Effct Green (s)		37.5	37.5					49.8	49.8	6.6	63.8	
Actuated g/C Ratio		0.33	0.33					0.43	0.43	0.06	0.55	
v/c Ratio		0.69	0.31					0.86	0.65	0.63	0.48	
Control Delay (s/veh)		36.1	29.7					19.9	9.9	67.4	16.6	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)		36.1	29.7					19.9	9.9	67.4	16.6	
LOS		D	C					B	A	E	B	
Approach Delay (s/veh)		34.9						17.9			20.9	
Approach LOS		C						B			C	
Queue Length 50th (ft)		253	80					489	32	47	220	
Queue Length 95th (ft)		304	119					360	70	#80	260	
Internal Link Dist (ft)		1288			1695			1079			1005	
Turn Bay Length (ft)			440						150	300		
Base Capacity (vph)		1703	900					2203	724	198	2795	
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		0.65	0.29					0.86	0.65	0.63	0.48	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 9 (8%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 23.2	Intersection LOS: C
Intersection Capacity Utilization 76.3%	ICU Level of Service D
Analysis Period (min) 15	

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

Splits and Phases: 1: Broad Hollow Rd & South Service Rd

Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	109	321	20	1757	12	85	58	1443
Future Volume (vph)	109	321	20	1757	12	85	58	1443
Satd. Flow (prot)	1787	1615	1805	4862	0	0	1759	4988
Flt Permitted	0.950		0.950				0.950	
Satd. Flow (perm)	1787	1615	1805	4862	0	0	1759	4988
Satd. Flow (RTOR)		75		1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	3%	8%	1%	5%	4%
Shared Lane Traffic (%)								
Lane Group Flow (vph)	115	338	21	1862	0	0	150	1519
Turn Type	Prot	Perm	Prot	NA		Prot	Prot	NA
Protected Phases	3		5	2		1	1	6
Permitted Phases		3						
Detector Phase	3	3	5	2		1	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	4.0	20.0		12.0	12.0	20.0
Minimum Split (s)	16.3	16.3	9.0	27.4		17.0	17.0	27.4
Total Split (s)	34.0	34.0	11.0	61.0		20.0	20.0	70.0
Total Split (%)	29.6%	29.6%	9.6%	53.0%		17.4%	17.4%	60.9%
Yellow Time (s)	3.5	3.5	3.0	5.4		3.0	3.0	5.4
All-Red Time (s)	2.8	2.8	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	6.3	6.3	5.0	7.4			5.0	7.4
Lead/Lag			Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	C-Max		None	None	Max
Act Effct Green (s)	23.5	23.5	5.5	59.2			13.6	73.4
Actuated g/C Ratio	0.20	0.20	0.05	0.51			0.12	0.64
v/c Ratio	0.32	0.87	0.25	0.74			0.72	0.48
Control Delay (s/veh)	40.0	56.2	59.6	25.3			64.8	9.5
Queue Delay	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	40.0	56.2	59.6	25.3			64.8	9.5
LOS	D	E	E	C			E	A
Approach Delay (s/veh)	52.1			25.7				14.5
Approach LOS	D			C				B
Queue Length 50th (ft)	72	189	15	400			106	122
Queue Length 95th (ft)	122	#314	42	492			#188	208
Internal Link Dist (ft)	872			516				1079
Turn Bay Length (ft)		125	90				300	
Base Capacity (vph)	430	445	94	2501			229	3183
Starvation Cap Reductn	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0			0	0
Reduced v/c Ratio	0.27	0.76	0.22	0.74			0.66	0.48

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 24.0	Intersection LOS: C
Intersection Capacity Utilization 79.7%	ICU Level of Service D
Analysis Period (min) 15	

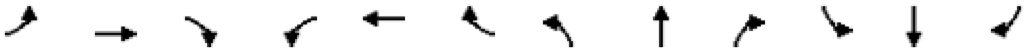
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Broad Hollow Rd & Melville Park Rd

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1215	36	0	0	0	474
Future Volume (Veh/h)	1215	36	0	0	0	474
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1321	39	0	0	0	515
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				1242		
pX, platoon unblocked						
vC, conflicting volume			1360		1341	680
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1360		1341	680
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	0
cM capacity (veh/h)			512		146	396

Direction, Lane #	EB 1	EB 2	NB 1	NB 2
Volume Total	881	479	258	258
Volume Left	0	0	0	0
Volume Right	0	39	258	258
cSH	1700	1700	396	396
Volume to Capacity	0.52	0.28	0.65	0.65
Queue Length 95th (ft)	0	0	111	111
Control Delay (s/veh)	0.0	0.0	29.5	29.5
Lane LOS			D	D
Approach Delay (s/veh)	0.0		29.5	
Approach LOS			D	

Intersection Summary			
Average Delay	8.1		
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	0	77	0	0	0	152	406	0	0	101	34
Future Volume (Veh/h)	78	0	77	0	0	0	152	406	0	0	101	34
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	108	0	107	0	0	0	211	564	0	0	140	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)								648				
pX, platoon unblocked												
vC, conflicting volume	868	1150	94	1163	1173	282	187			564		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	868	1150	94	1163	1173	282	187			564		
tC, single (s)	7.6	6.5	7.0	7.5	6.5	6.9	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 %	50	100	89	100	100	100	85			100		
cM capacity (veh/h)	216	170	942	119	164	721	1392			1018		

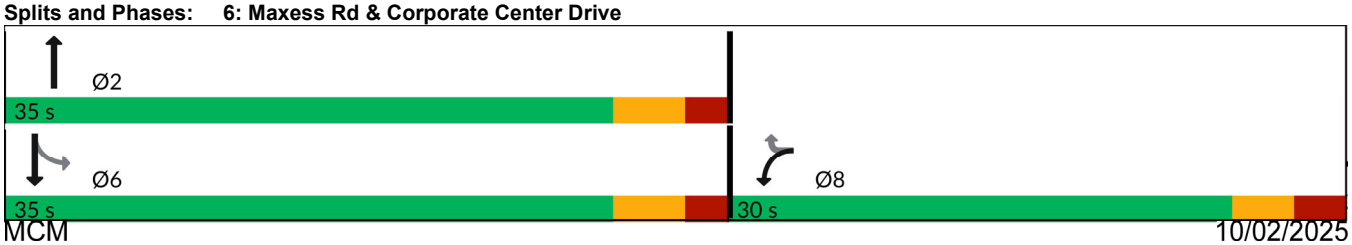
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	215	0	211	376	188	0	93	94
Volume Left	108	0	211	0	0	0	0	0
Volume Right	107	0	0	0	0	0	0	47
cSH	351	1700	1392	1700	1700	1700	1700	1700
Volume to Capacity	0.61	0.00	0.15	0.22	0.11	0.00	0.05	0.06
Queue Length 95th (ft)	97	0	13	0	0	0	0	0
Control Delay (s/veh)	30.2	0.0	8.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	D	A	A					
Approach Delay (s/veh)	30.2	0.0	2.2			0.0		
Approach LOS	D	A						

Intersection Summary				
Average Delay	7.0			
Intersection Capacity Utilization	33.6%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	106	103	466	162	71	116
Future Volume (vph)	106	103	466	162	71	116
Satd. Flow (prot)	1631	1669	3384	0	1787	3505
Flt Permitted	0.950				0.299	
Satd. Flow (perm)	1631	1669	3384	0	562	3505
Satd. Flow (RTOR)		143	98			
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles (%)	7%	0%	2%	4%	1%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	147	143	872	0	99	161
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Detector Phase	8	8	2		6	6
Switch Phase						
Minimum Initial (s)	9.0	9.0	15.0		15.0	15.0
Minimum Split (s)	24.5	24.5	20.5		20.5	20.5
Total Split (s)	30.0	30.0	35.0		35.0	35.0
Total Split (%)	46.2%	46.2%	53.8%		53.8%	53.8%
Yellow Time (s)	3.0	3.0	3.5		3.5	3.5
All-Red Time (s)	2.5	2.5	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5		5.5	5.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Min		Min	Min
Act Effct Green (s)	9.7	9.7	19.4		19.4	19.4
Actuated g/C Ratio	0.24	0.24	0.48		0.48	0.48
v/c Ratio	0.38	0.28	0.52		0.37	0.10
Control Delay (s/veh)	15.4	4.8	7.8		11.8	6.1
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	15.4	4.8	7.8		11.8	6.1
LOS	B	A	A		B	A
Approach Delay (s/veh)	10.2		7.8			8.3
Approach LOS	B		A			A
Queue Length 50th (ft)	22	0	51		12	8
Queue Length 95th (ft)	52	18	68		30	16
Internal Link Dist (ft)	512		666			568
Turn Bay Length (ft)					330	
Base Capacity (vph)	1013	1091	2769		457	2849
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	0.15	0.13	0.31		0.22	0.06

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 40.3	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay (s/veh): 8.3	Intersection LOS: A
Intersection Capacity Utilization 51.8%	ICU Level of Service A
Analysis Period (min) 15	

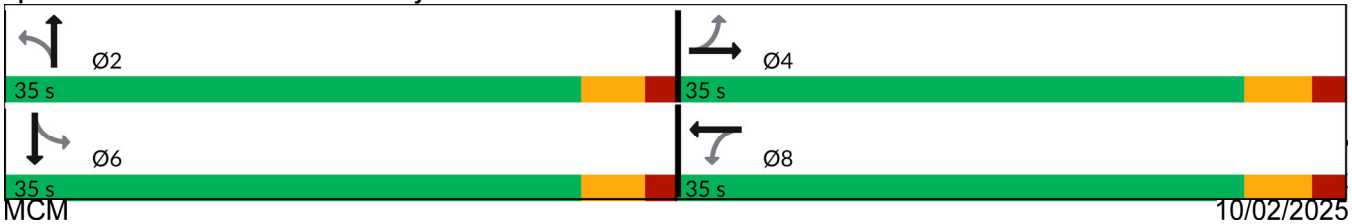
Splits and Phases: 6: Maxess Rd & Corporate Center Drive

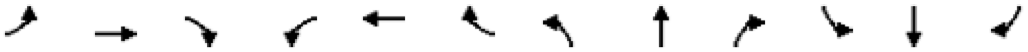


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	383	83	22	179	60	77	341	31	76	176	56
Future Volume (vph)	84	383	83	22	179	60	77	341	31	76	176	56
Satd. Flow (prot)	0	3467	0	0	3426	0	1745	3459	0	1728	3371	0
Flt Permitted		0.838			0.873		0.574			0.485		
Satd. Flow (perm)	0	2929	0	0	3003	0	1054	3459	0	882	3371	0
Satd. Flow (RTOR)		36			69			17			70	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	1%	0%	5%	0%	1%	3%	0%	3%	3%	1%	3%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	688	0	0	327	0	96	465	0	95	290	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	20.3	20.3		20.3	20.3		22.9	22.9		22.9	22.9	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.3	3.3		3.3	3.3	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.6	1.6		1.6	1.6	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.3			5.3		4.9	4.9		4.9	4.9	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		15.9			15.9		10.9	10.9		10.9	10.9	
Actuated g/C Ratio		0.43			0.43		0.29	0.29		0.29	0.29	
v/c Ratio		0.54			0.25		0.31	0.45		0.37	0.28	
Control Delay (s/veh)		9.5			6.1		13.6	12.0		15.4	8.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		9.5			6.1		13.6	12.0		15.4	8.4	
LOS		A			A		B	B		B	A	
Approach Delay (s/veh)		9.5			6.1			12.2			10.2	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		43			14		14	36		14	16	
Queue Length 95th (ft)		80			32		39	63		40	35	
Internal Link Dist (ft)		659			601			915			1043	
Turn Bay Length (ft)							150			155		
Base Capacity (vph)		2372			2439		863	2835		722	2772	
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		0.29			0.13		0.11	0.16		0.13	0.10	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 37.1	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay (s/veh): 9.9	Intersection LOS: A
Intersection Capacity Utilization 63.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Maxess Rd & Baylis Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	1	232	7	5	5	95	213	1	1	242	76
Future Volume (Veh/h)	230	1	232	7	5	5	95	213	1	1	242	76
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	250	1	252	8	5	5	103	232	1	1	263	83
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											995	
pX, platoon unblocked												
vC, conflicting volume	636	746	173	573	787	117	346			233		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	636	746	173	573	787	117	346			233		
tC, single (s)	7.6	6.5	7.0	7.5	6.9	6.9	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.5	4.2	3.3	2.2			2.2		
p0 queue free %	23	100	70	97	98	99	91			100		
cM capacity (veh/h)	323	315	837	265	265	920	1202			1346		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	250	253	18	103	155	78	1	175	171
Volume Left	250	0	8	103	0	0	1	0	0
Volume Right	0	252	5	0	0	1	0	0	83
cSH	323	832	330	1202	1700	1700	1346	1700	1700
Volume to Capacity	0.77	0.30	0.05	0.09	0.09	0.05	0.00*	0.10	0.10
Queue Length 95th (ft)	154	32	4	7	0	0	0	0	0
Control Delay (s/veh)	45.8	11.2	16.5	8.3	0.0	0.0	7.7	0.0	0.0
Lane LOS	E	B	C	A			A		
Approach Delay (s/veh)	28.4		16.5	2.5			0.0		
Approach LOS	D		C						

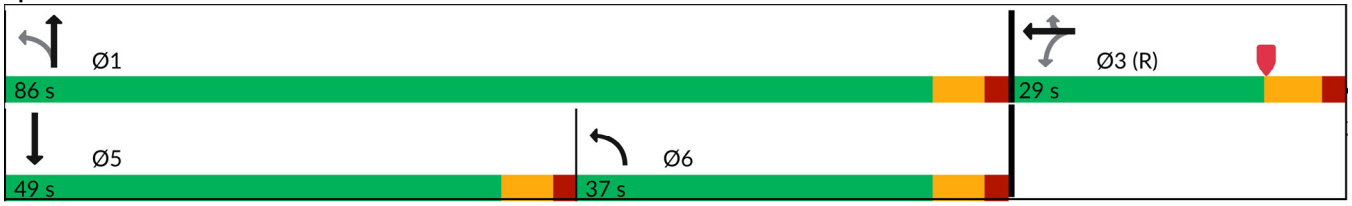
Intersection Summary				
Average Delay	12.8			
Intersection Capacity Utilization	43.8%	ICU Level of Service		A
Analysis Period (min)	15			

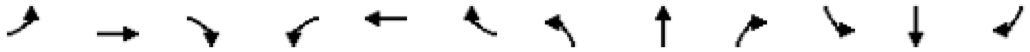
* Value less than 0.01.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	260	216	176	316	392	0	0	718	55
Future Volume (vph)	0	0	0	260	216	176	316	392	0	0	718	55
Satd. Flow (prot)	0	0	0	1470	3052	1441	1662	3388	0	0	3384	0
Flt Permitted				0.950	0.986		0.209					
Satd. Flow (perm)	0	0	0	1470	3052	1441	366	3388	0	0	3384	0
Satd. Flow (RTOR)											8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	8%	3%	2%	5%	3%	0%	0%	2%	2%
Shared Lane Traffic (%)				36%		16%						
Lane Group Flow (vph)	0	0	0	185	375	165	351	436	0	0	859	0
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	
Protected Phases					3		6	1			5	
Permitted Phases				3		3	1					
Detector Phase				3	3	3	6	1			5	
Switch Phase												
Minimum Initial (s)				18.0	18.0	18.0	4.0	14.0			13.0	
Minimum Split (s)				25.0	25.0	25.0	10.4	20.4			19.4	
Total Split (s)				29.0	29.0	29.0	37.0	86.0			49.0	
Total Split (%)				25.2%	25.2%	25.2%	32.2%	74.8%			42.6%	
Yellow Time (s)				5.0	5.0	5.0	4.4	4.4			4.4	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				7.0	7.0	7.0	6.4	6.4			6.4	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Recall Mode				C-Max	C-Max	C-Max	None	Max			Max	
Act Effct Green (s)				22.0	22.0	22.0	79.6	79.6			42.6	
Actuated g/C Ratio				0.19	0.19	0.19	0.69	0.69			0.37	
v/c Ratio				0.66	0.64	0.60	0.59	0.19			0.68	
Control Delay (s/veh)				55.4	48.7	52.7	19.2	2.6			33.6	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)				55.4	48.7	52.7	19.2	2.6			33.6	
LOS				E	D	D	B	A			C	
Approach Delay (s/veh)					51.3			10.0			33.6	
Approach LOS					D			B			C	
Queue Length 50th (ft)				140	150	124	168	22			276	
Queue Length 95th (ft)				228	208	205	m196	m25			350	
Internal Link Dist (ft)		1123			1012			803			582	
Turn Bay Length (ft)						260	340					
Base Capacity (vph)				281	583	275	598	2345			1258	
Starvation Cap Reductn				0	0	0	0	0			0	
Spillback Cap Reductn				0	0	0	0	0			0	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.66	0.64	0.60	0.59	0.19			0.68	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 105 (91%), Referenced to phase 3:WBTL, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 31.2	Intersection LOS: C
Intersection Capacity Utilization 89.4%	ICU Level of Service E
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 9: Pinelawn Rd & North Service Rd





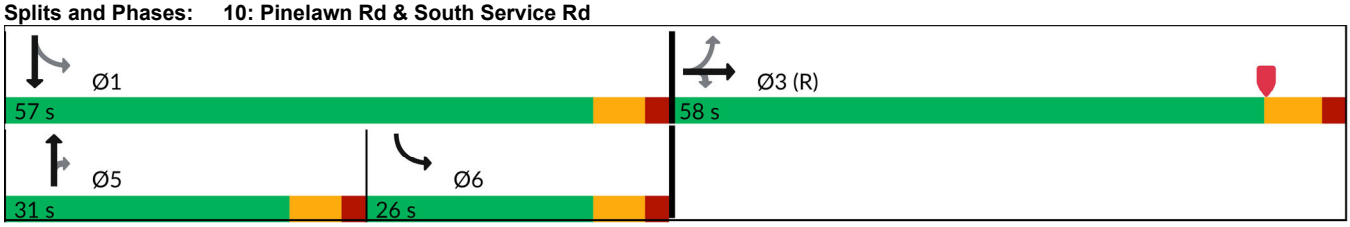
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	1215	316	0	0	0	0	542	292	302	689	0
Future Volume (vph)	144	1215	316	0	0	0	0	542	292	302	689	0
Satd. Flow (prot)	0	3375	1383	0	0	0	0	3355	1538	1711	3471	0
Flt Permitted		0.995								0.237		
Satd. Flow (perm)	0	3375	1383	0	0	0	0	3355	1538	427	3471	0
Satd. Flow (RTOR)									101			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	3%	9%	0%	0%	0%	0%	4%	5%	2%	4%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1527	355	0	0	0	0	609	328	339	774	0
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		3						5		6	1	
Permitted Phases	3		3						5	1		
Detector Phase	3	3	3					5	5	6	1	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					15.0	15.0	4.0	15.0	
Minimum Split (s)	27.0	27.0	27.0					21.6	21.6	10.6	21.6	
Total Split (s)	58.0	58.0	58.0					31.0	31.0	26.0	57.0	
Total Split (%)	50.4%	50.4%	50.4%					27.0%	27.0%	22.6%	49.6%	
Yellow Time (s)	5.0	5.0	5.0					4.6	4.6	4.6	4.6	
All-Red Time (s)	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0	7.0					6.6	6.6	6.6	6.6	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max					Min	Min	Min	Min	
Act Effct Green (s)		52.9	52.9					23.6	23.6	48.5	48.5	
Actuated g/C Ratio		0.46	0.46					0.21	0.21	0.42	0.42	
v/c Ratio		0.98	0.56					0.88	0.83	0.89	0.53	
Control Delay (s/veh)		39.1	18.7					60.0	48.4	41.7	7.4	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)		39.1	18.7					60.0	48.4	41.7	7.4	
LOS		D	B					E	D	D	A	
Approach Delay (s/veh)		35.3						55.9			17.9	
Approach LOS		D						E			B	
Queue Length 50th (ft)		~637	117					230	164	165	90	
Queue Length 95th (ft)		#736	174					#315	#305	#305	106	
Internal Link Dist (ft)		1162			731			706			803	
Turn Bay Length (ft)			160						150	300		
Base Capacity (vph)		1552	636					711	405	400	1521	
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		0.98	0.56					0.86	0.81	0.85	0.51	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 3:EBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay (s/veh): 35.3	Intersection LOS: D
Intersection Capacity Utilization 89.4%	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.

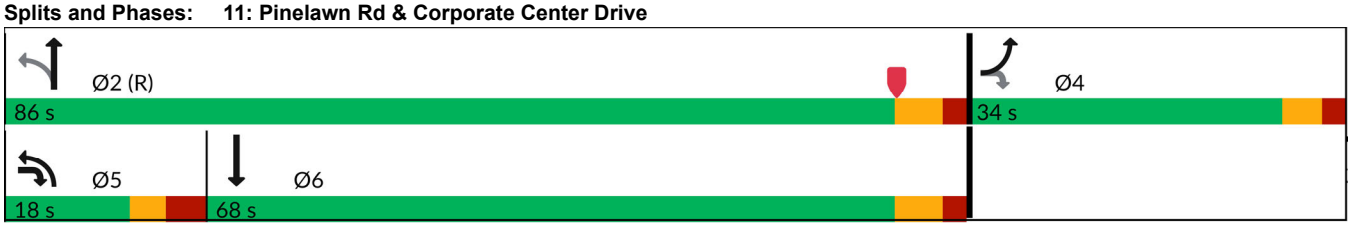
Splits and Phases: 10: Pinelawn Rd & South Service Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	267	159	30	1161	1057	35
Future Volume (vph)	267	159	30	1161	1057	35
Satd. Flow (prot)	3286	1583	1491	3421	3265	0
Flt Permitted	0.950		0.154			
Satd. Flow (perm)	3286	1583	242	3421	3265	0
Satd. Flow (RTOR)		42			4	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	3%	2%	13%	2%	6%	17%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	314	187	35	1366	1285	0
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	6.0	3.0	3.0	20.0	20.0	
Minimum Split (s)	29.8	9.8	9.8	26.3	26.3	
Total Split (s)	34.0	18.0	18.0	86.0	68.0	
Total Split (%)	28.3%	15.0%	15.0%	71.7%	56.7%	
Yellow Time (s)	3.6	3.2	3.2	4.3	4.3	
All-Red Time (s)	2.2	3.6	3.6	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	6.8	6.8	6.3	6.3	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Min	Min	
Act Effct Green (s)	15.9	27.0	91.5	92.0	79.9	
Actuated g/C Ratio	0.13	0.23	0.76	0.77	0.67	
v/c Ratio	0.72	0.48	0.15	0.52	0.59	
Control Delay (s/veh)	59.6	34.7	5.4	6.6	12.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	59.6	34.7	5.4	6.6	12.9	
LOS	E	C	A	A	B	
Approach Delay (s/veh)	50.3			6.6	12.9	
Approach LOS	D			A	B	
Queue Length 50th (ft)	122	97	6	183	262	
Queue Length 95th (ft)	154	149	15	242	338	
Internal Link Dist (ft)	1534			471	534	
Turn Bay Length (ft)	320		160			
Base Capacity (vph)	772	464	301	2623	2175	
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	0.41	0.40	0.12	0.52	0.59	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay (s/veh): 16.0	Intersection LOS: B
Intersection Capacity Utilization 51.1%	ICU Level of Service A
Analysis Period (min) 15	

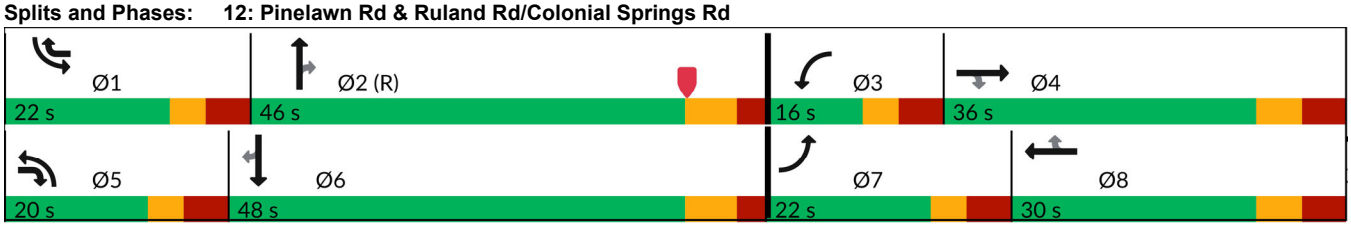
Splits and Phases: 11: Pinelawn Rd & Corporate Center Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	176	455	283	33	245	241	55	659	114	343	686	297
Future Volume (vph)	176	455	283	33	245	241	55	659	114	343	686	297
Satd. Flow (prot)	3236	3421	1546	1694	3421	1546	3255	5085	1501	3351	4940	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3236	3421	1546	1694	3421	1546	3255	5085	1501	3351	4940	1531
Satd. Flow (RTOR)			148			103			176			334
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	2%	1%	3%	2%	1%	4%	2%	4%	1%	5%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	198	511	318	37	275	271	62	740	128	385	771	334
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	6.0	3.0	3.0	6.0	3.0	3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	10.2	14.0	10.2	10.2	41.0	10.2	10.2	37.1	37.1	10.2	37.1	37.1
Total Split (s)	22.0	36.0	20.0	16.0	30.0	22.0	20.0	46.0	46.0	22.0	48.0	48.0
Total Split (%)	18.3%	30.0%	16.7%	13.3%	25.0%	18.3%	16.7%	38.3%	38.3%	18.3%	40.0%	40.0%
Yellow Time (s)	3.2	4.0	3.2	3.2	4.0	3.2	3.2	4.6	4.6	3.2	4.6	4.6
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.5	2.5	4.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	8.0	7.2	7.2	8.0	7.2	7.2	7.1	7.1	7.2	7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	Min	Min
Act Effct Green (s)	11.7	26.3	41.0	7.1	16.8	43.8	6.7	43.0	43.0	19.0	55.4	55.4
Actuated g/C Ratio	0.10	0.22	0.34	0.06	0.14	0.37	0.06	0.36	0.36	0.16	0.46	0.46
v/c Ratio	0.63	0.68	0.51	0.37	0.58	0.43	0.34	0.41	0.20	0.73	0.34	0.38
Control Delay (s/veh)	60.8	48.4	19.1	63.9	52.4	18.2	59.2	31.6	2.3	56.2	22.6	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.8	48.4	19.1	63.9	52.4	18.2	59.2	31.6	2.3	56.2	22.6	4.0
LOS	E	D	B	E	D	B	E	C	A	E	C	A
Approach Delay (s/veh)		41.7			37.2			29.4			27.1	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	77	200	106	28	104	92	24	160	0	146	139	0
Queue Length 95th (ft)	111	245	176	62	141	147	46	224	17	194	198	58
Internal Link Dist (ft)		764			589			814			777	
Turn Bay Length (ft)	140		230	290		275	400		450	400		310
Base Capacity (vph)	402	810	696	127	631	629	347	1910	673	531	2279	886
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.63	0.46	0.29	0.44	0.43	0.18	0.39	0.19	0.73	0.34	0.38

Intersection Summary		
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow		
Natural Cycle: 110		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.73		
Intersection Signal Delay (s/veh): 32.8	Intersection LOS: C	
Intersection Capacity Utilization 66.9%	ICU Level of Service C	
Analysis Period (min) 15		

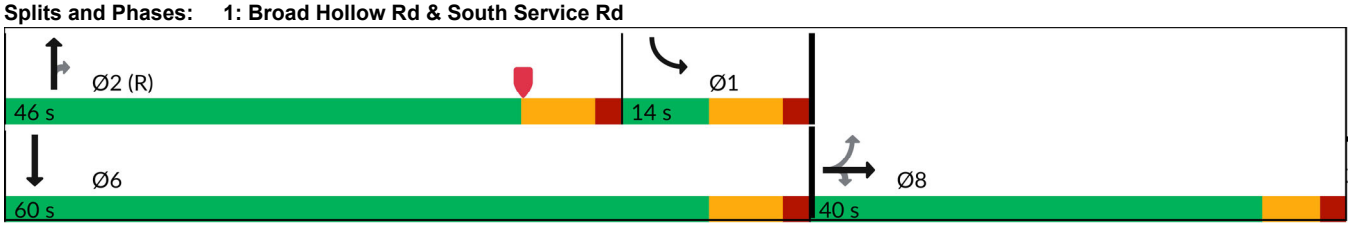
Splits and Phases: 12: Pinelawn Rd & Ruland Rd/Colonial Springs Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	404	261	0	0	0	0	1223	341	26	1085	0
Future Volume (vph)	33	404	261	0	0	0	0	1223	341	26	1085	0
Satd. Flow (prot)	0	4938	2656	0	0	0	0	5036	1538	3502	5036	0
Flt Permitted		0.996								0.950		
Satd. Flow (perm)	0	4938	2656	0	0	0	0	5036	1538	3502	5036	0
Satd. Flow (RTOR)									270			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	5%	7%	0%	0%	0%	0%	3%	5%	0%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	475	284	0	0	0	0	1329	371	28	1179	0
Turn Type	Perm	NA	Perm					NA	Perm	Prot	NA	
Protected Phases		8						2		1	6	
Permitted Phases	8		8						2			
Detector Phase	8	8	8					2	2	1	6	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					19.0	19.0	4.0	19.0	
Minimum Split (s)	39.3	39.3	39.3					44.4	44.4	11.4	44.4	
Total Split (s)	40.0	40.0	40.0					46.0	46.0	14.0	60.0	
Total Split (%)	40.0%	40.0%	40.0%					46.0%	46.0%	14.0%	60.0%	
Yellow Time (s)	4.3	4.3	4.3					5.4	5.4	5.4	5.4	
All-Red Time (s)	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.3	6.3					7.4	7.4	7.4	7.4	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max	C-Max	Min	Max	
Act Effct Green (s)		21.8	21.8					50.5	50.5	6.6	64.5	
Actuated g/C Ratio		0.22	0.22					0.51	0.51	0.07	0.65	
v/c Ratio		0.44	0.49					0.52	0.41	0.12	0.36	
Control Delay (s/veh)		34.9	36.9					10.2	1.9	45.3	8.9	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)		34.9	36.9					10.2	1.9	45.3	8.9	
LOS		C	D					B	A	D	A	
Approach Delay (s/veh)		35.6						8.4			9.7	
Approach LOS		D						A			A	
Queue Length 50th (ft)		98	92					45	4	8	108	
Queue Length 95th (ft)		121	126					75	10	23	164	
Internal Link Dist (ft)		1288			1695			1079			1005	
Turn Bay Length (ft)			440						150	300		
Base Capacity (vph)		1664	895					2541	910	231	3247	
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		0.29	0.32					0.52	0.41	0.12	0.36	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 15 (15%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay (s/veh): 14.5	Intersection LOS: B
Intersection Capacity Utilization 58.7%	ICU Level of Service B
Analysis Period (min) 15	

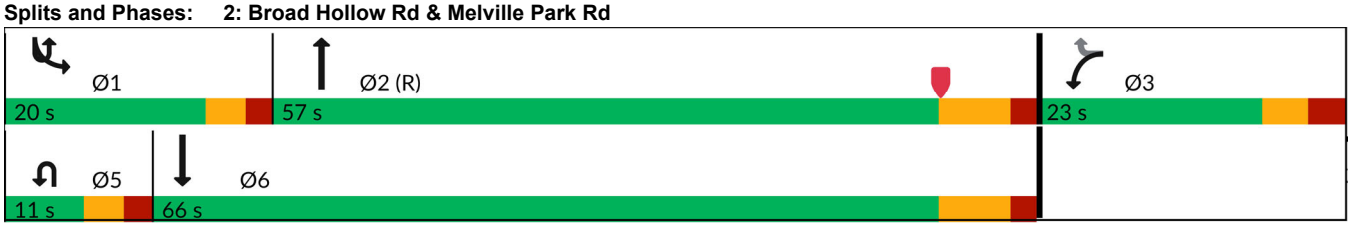
Splits and Phases: 1: Broad Hollow Rd & South Service Rd



Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	12	41	4	1493	3	18	18	1310
Future Volume (vph)	12	41	4	1493	3	18	18	1310
Satd. Flow (prot)	1805	1615	1805	4822	0	0	1752	5036
Flt Permitted	0.950		0.950				0.950	
Satd. Flow (perm)	1805	1615	1805	4822	0	0	1752	5036
Satd. Flow (RTOR)		46						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	4%	0%	6%	0%	3%
Shared Lane Traffic (%)								
Lane Group Flow (vph)	13	46	4	1662	0	0	40	1456
Turn Type	Prot	Perm	Prot	NA		Prot	Prot	NA
Protected Phases	3		5	2		1	1	6
Permitted Phases		3						
Detector Phase	3	3	5	2		1	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	4.0	20.0		12.0	12.0	20.0
Minimum Split (s)	46.3	46.3	9.0	27.4		17.0	17.0	27.4
Total Split (s)	23.0	23.0	11.0	57.0		20.0	20.0	66.0
Total Split (%)	23.0%	23.0%	11.0%	57.0%		20.0%	20.0%	66.0%
Yellow Time (s)	3.5	3.5	3.0	5.4		3.0	3.0	5.4
All-Red Time (s)	2.8	2.8	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	6.3	6.3	5.0	7.4			5.0	7.4
Lead/Lag			Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	C-Max		None	None	Max
Act Effct Green (s)	10.0	10.0	4.8	75.6			12.0	83.7
Actuated g/C Ratio	0.10	0.10	0.05	0.76			0.12	0.84
v/c Ratio	0.07	0.23	0.05	0.46			0.19	0.35
Control Delay (s/veh)	41.9	15.5	46.3	9.1			45.1	2.9
Queue Delay	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	41.9	15.5	46.3	9.1			45.1	2.9
LOS	D	B	D	A			D	A
Approach Delay (s/veh)	21.3			9.2				4.1
Approach LOS	C			A				A
Queue Length 50th (ft)	8	0	3	223			25	69
Queue Length 95th (ft)	26	34	14	267			59	107
Internal Link Dist (ft)	872			516				1079
Turn Bay Length (ft)		125	90				300	
Base Capacity (vph)	301	308	108	3644			262	4214
Starvation Cap Reductn	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0			0	0
Reduced v/c Ratio	0.04	0.15	0.04	0.46			0.15	0.35

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 12 (12%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay (s/veh): 7.0	Intersection LOS: A
Intersection Capacity Utilization 49.7%	ICU Level of Service A
Analysis Period (min) 15	

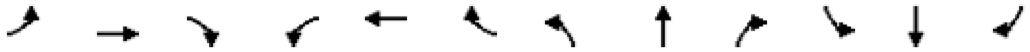
Splits and Phases: 2: Broad Hollow Rd & Melville Park Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	451	3	0	0	0	111
Future Volume (Veh/h)	451	3	0	0	0	111
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	490	3	0	0	0	121
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				1242		
pX, platoon unblocked						
vC, conflicting volume			493		492	247
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			493		492	247
tC, single (s)			4.1		6.8	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	84
cM capacity (veh/h)			1081		511	748

Direction, Lane #	EB 1	EB 2	NB 1	NB 2
Volume Total	327	166	61	61
Volume Left	0	0	0	0
Volume Right	0	3	61	61
cSH	1700	1700	748	748
Volume to Capacity	0.19	0.10	0.08	0.08
Queue Length 95th (ft)	0	0	7	7
Control Delay (s/veh)	0.0	0.0	10.2	10.2
Lane LOS			B	B
Approach Delay (s/veh)	0.0		10.2	
Approach LOS			B	

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	23.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	0	15	0	0	0	14	94	0	0	4	0
Future Volume (Veh/h)	17	0	15	0	0	0	14	94	0	0	4	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	21	0	18	0	0	0	17	115	0	0	5	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)								648				
pX, platoon unblocked												
vC, conflicting volume	97	154	3	170	154	58	5			115		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	97	154	3	170	154	58	5			115		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	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 %	98	100	98	100	100	100	99			100		
cM capacity (veh/h)	874	734	1087	765	734	1003	1630			1487		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	39	0	17	77	38	0	3	2
Volume Left	21	0	17	0	0	0	0	0
Volume Right	18	0	0	0	0	0	0	0
cSH	961	1700	1630	1700	1700	1700	1700	1700
Volume to Capacity	0.04	0.00	0.01	0.05	0.02	0.00	0.00*	0.00*
Queue Length 95th (ft)	3	0	1	0	0	0	0	0
Control Delay (s/veh)	8.9	0.0	7.2	0.0	0.0	0.0	0.0	0.0
Lane LOS	A	A	A					
Approach Delay (s/veh)	8.9	0.0	0.9			0.0		
Approach LOS	A	A						

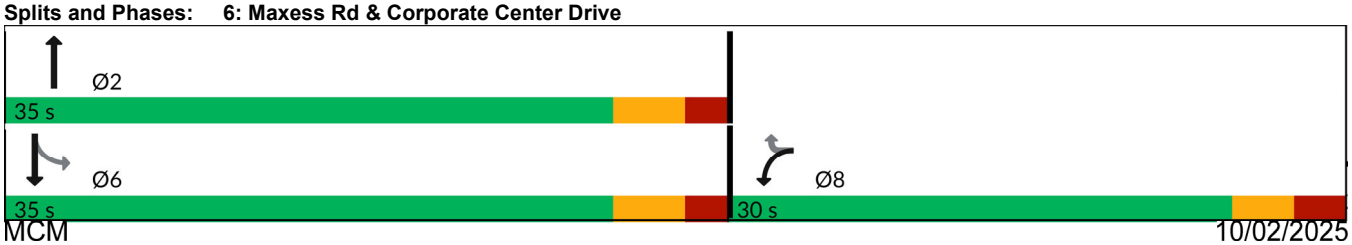
Intersection Summary				
Average Delay	2.7			
Intersection Capacity Utilization	17.4%	ICU Level of Service	A	
Analysis Period (min)	15			

* Value less than 0.01.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	13	8	104	7	6	17
Future Volume (vph)	13	8	104	7	6	17
Satd. Flow (prot)	1616	1669	3448	0	1805	3610
Flt Permitted	0.950				0.680	
Satd. Flow (perm)	1616	1669	3448	0	1292	3610
Satd. Flow (RTOR)		8	7			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	8%	0%	4%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	8	114	0	6	18
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Detector Phase	8	8	2		6	6
Switch Phase						
Minimum Initial (s)	9.0	9.0	15.0		15.0	15.0
Minimum Split (s)	24.5	24.5	20.5		20.5	20.5
Total Split (s)	30.0	30.0	35.0		35.0	35.0
Total Split (%)	46.2%	46.2%	53.8%		53.8%	53.8%
Yellow Time (s)	3.0	3.0	3.5		3.5	3.5
All-Red Time (s)	2.5	2.5	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5		5.5	5.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Min		Min	Min
Act Effct Green (s)	9.1	9.1	33.7		33.7	33.7
Actuated g/C Ratio	0.25	0.25	0.91		0.91	0.91
v/c Ratio	0.03	0.02	0.04		0.01	0.01
Control Delay (s/veh)	12.5	8.5	2.0		2.8	2.5
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	12.5	8.5	2.0		2.8	2.5
LOS	B	A	A		A	A
Approach Delay (s/veh)	11.0		2.0			2.6
Approach LOS	B		A			A
Queue Length 50th (ft)	2	0	0		0	0
Queue Length 95th (ft)	12	8	13		4	3
Internal Link Dist (ft)	512		666			568
Turn Bay Length (ft)					330	
Base Capacity (vph)	1075	1113	3229		1210	3380
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	0.01	0.01	0.04		0.00	0.01

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 37.1	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.04	
Intersection Signal Delay (s/veh): 3.3	Intersection LOS: A
Intersection Capacity Utilization 29.2%	ICU Level of Service A
Analysis Period (min) 15	

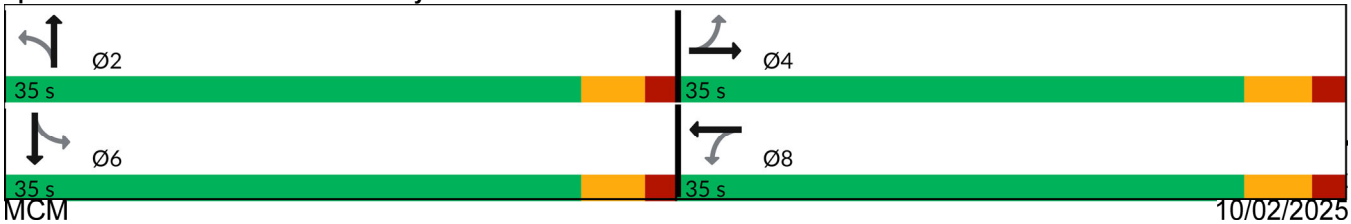
Splits and Phases: 6: Maxess Rd & Corporate Center Drive

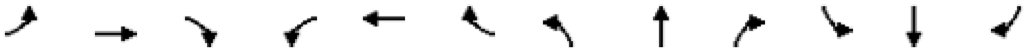


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	79	40	5	82	11	24	100	16	5	20	8
Future Volume (vph)	6	79	40	5	82	11	24	100	16	5	20	8
Satd. Flow (prot)	0	3366	0	0	3512	0	1745	3391	0	1745	3333	0
Flt Permitted		0.938			0.935		0.870			0.870		
Satd. Flow (perm)	0	3163	0	0	3290	0	1598	3391	0	1598	3333	0
Satd. Flow (RTOR)		43			12			17			9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	3%	0%	0%	1%	0%	0%	5%	0%	0%	5%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	134	0	0	105	0	26	125	0	5	31	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	20.3	20.3		20.3	20.3		22.9	22.9		22.9	22.9	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.3	3.3		3.3	3.3	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.6	1.6		1.6	1.6	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.3			5.3		4.9	4.9		4.9	4.9	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		16.7			16.7		12.6	12.6		12.6	12.6	
Actuated g/C Ratio		0.62			0.62		0.47	0.47		0.47	0.47	
v/c Ratio		0.07			0.05		0.03	0.08		0.01	0.02	
Control Delay (s/veh)		4.4			5.1		9.4	7.8		9.2	7.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		4.4			5.1		9.4	7.8		9.2	7.8	
LOS		A			A		A	A		A	A	
Approach Delay (s/veh)		4.4			5.1			8.1			8.0	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)		4			5		4	7		1	1	
Queue Length 95th (ft)		13			12		13	18		5	6	
Internal Link Dist (ft)		659			601			915			1043	
Turn Bay Length (ft)							150			155		
Base Capacity (vph)		2870			2982		1459	3098		1459	3044	
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		0.05			0.04		0.02	0.04		0.00	0.01	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 26.9	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.08	
Intersection Signal Delay (s/veh): 6.2	Intersection LOS: A
Intersection Capacity Utilization 29.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Maxess Rd & Baylis Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	5	33	3	2	0	21	94	1	1	72	8
Future Volume (Veh/h)	25	5	33	3	2	0	21	94	1	1	72	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	26	5	34	3	2	0	22	97	1	1	74	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											995	
pX, platoon unblocked												
vC, conflicting volume	174	222	41	183	226	49	82			98		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	174	222	41	183	226	49	82			98		
tC, single (s)	7.8	6.9	7.0	7.5	6.5	6.9	4.3			4.1		
tC, 2 stage (s)												
tF (s)	3.7	4.2	3.4	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	96	99	97	100	100	100	98			100		
cM capacity (veh/h)	726	626	1008	728	666	1016	1457			1508		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	26	39	5	22	65	33	1	49	33
Volume Left	26	0	3	22	0	0	1	0	0
Volume Right	0	34	0	0	0	1	0	0	8
cSH	726	935	702	1457	1700	1700	1508	1700	1700
Volume to Capacity	0.04	0.04	0.00*	0.02	0.04	0.02	0.00*	0.03	0.02
Queue Length 95th (ft)	3	3	1	1	0	0	0	0	0
Control Delay (s/veh)	10.1	9.0	10.2	7.5	0.0	0.0	7.4	0.0	0.0
Lane LOS	B	A	B	A			A		
Approach Delay (s/veh)	9.5		10.2	1.4			0.1		
Approach LOS	A		B						

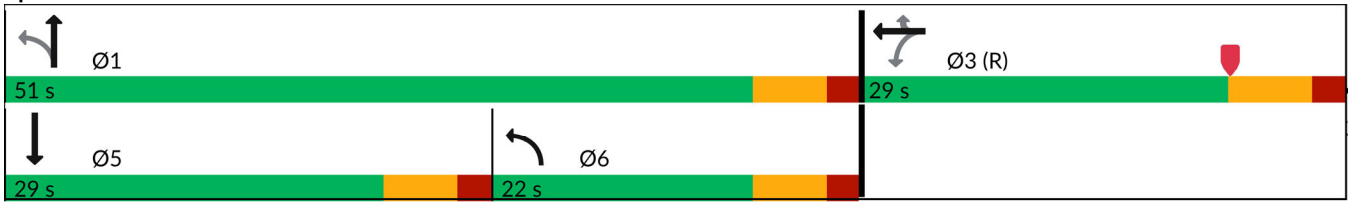
Intersection Summary				
Average Delay	3.1			
Intersection Capacity Utilization	17.8%	ICU Level of Service	A	
Analysis Period (min)	15			

* Value less than 0.01.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	289	202	243	284	339	0	0	350	17
Future Volume (vph)	0	0	0	289	202	243	284	339	0	0	350	17
Satd. Flow (prot)	0	0	0	1512	2987	1455	1694	3455	0	0	3413	0
Flt Permitted				0.950	0.987		0.510					
Satd. Flow (perm)	0	0	0	1512	2987	1455	909	3455	0	0	3413	0
Satd. Flow (RTOR)											6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	5%	6%	1%	3%	1%	0%	0%	1%	12%
Shared Lane Traffic (%)				35%		31%						
Lane Group Flow (vph)	0	0	0	196	393	175	296	353	0	0	383	0
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	
Protected Phases					3		6	1			5	
Permitted Phases				3		3	1					
Detector Phase				3	3	3	6	1			5	
Switch Phase												
Minimum Initial (s)				18.0	18.0	18.0	4.0	14.0			13.0	
Minimum Split (s)				25.0	25.0	25.0	10.4	20.4			19.4	
Total Split (s)				29.0	29.0	29.0	22.0	51.0			29.0	
Total Split (%)				36.3%	36.3%	36.3%	27.5%	63.8%			36.3%	
Yellow Time (s)				5.0	5.0	5.0	4.4	4.4			4.4	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				7.0	7.0	7.0	6.4	6.4			6.4	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Recall Mode				C-Max	C-Max	C-Max	None	Max			Max	
Act Effct Green (s)				22.0	22.0	22.0	44.6	44.6			22.6	
Actuated g/C Ratio				0.28	0.28	0.28	0.56	0.56			0.28	
v/c Ratio				0.47	0.48	0.44	0.45	0.18			0.40	
Control Delay (s/veh)				28.7	26.6	28.1	6.8	1.3			24.3	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)				28.7	26.6	28.1	6.8	1.3			24.3	
LOS				C	C	C	A	A			C	
Approach Delay (s/veh)					27.5			3.8			24.3	
Approach LOS					C			A			C	
Queue Length 50th (ft)				89	94	79	52	5			80	
Queue Length 95th (ft)				158	141	142	m117	m7			118	
Internal Link Dist (ft)		1123			1012			803			582	
Turn Bay Length (ft)						260	340					
Base Capacity (vph)				415	821	400	659	1926			968	
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				0.47	0.48	0.44	0.45	0.18			0.40	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 17 (21%), Referenced to phase 3:WBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay (s/veh): 18.2	Intersection LOS: B
Intersection Capacity Utilization 58.6%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

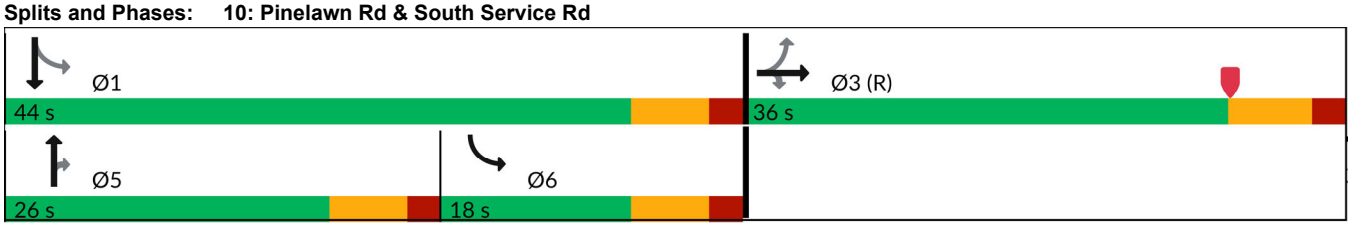
Splits and Phases: 9: Pinelawn Rd & North Service Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	246	275	0	0	0	0	584	176	162	458	0
Future Volume (vph)	36	246	275	0	0	0	0	584	176	162	458	0
Satd. Flow (prot)	0	3339	1436	0	0	0	0	3421	1599	1728	3505	0
Flt Permitted		0.994								0.311		
Satd. Flow (perm)	0	3339	1436	0	0	0	0	3421	1599	566	3505	0
Satd. Flow (RTOR)									181			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	4%	5%	0%	0%	0%	0%	2%	1%	1%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	291	284	0	0	0	0	602	181	167	472	0
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		3						5		6	1	
Permitted Phases	3		3						5	1		
Detector Phase	3	3	3					5	5	6	1	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					15.0	15.0	4.0	15.0	
Minimum Split (s)	27.0	27.0	27.0					21.6	21.6	10.6	21.6	
Total Split (s)	36.0	36.0	36.0					26.0	26.0	18.0	44.0	
Total Split (%)	45.0%	45.0%	45.0%					32.5%	32.5%	22.5%	55.0%	
Yellow Time (s)	5.0	5.0	5.0					4.6	4.6	4.6	4.6	
All-Red Time (s)	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0	7.0					6.6	6.6	6.6	6.6	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max					Min	Min	Min	Min	
Act Effct Green (s)		33.9	33.9					18.2	18.2	32.5	32.5	
Actuated g/C Ratio		0.42	0.42					0.23	0.23	0.41	0.41	
v/c Ratio		0.21	0.47					0.77	0.36	0.49	0.33	
Control Delay (s/veh)		16.1	21.1					36.3	6.4	13.2	6.5	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)		16.1	21.1					36.3	6.4	13.2	6.5	
LOS		B	C					D	A	B	A	
Approach Delay (s/veh)		18.5						29.4			8.3	
Approach LOS		B						C			A	
Queue Length 50th (ft)		47	100					145	0	40	60	
Queue Length 95th (ft)		81	187					203	47	54	66	
Internal Link Dist (ft)		1162			731			706			803	
Turn Bay Length (ft)			160						150	300		
Base Capacity (vph)		1416	608					829	524	422	1638	
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		0.21	0.47					0.73	0.35	0.40	0.29	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 16 (20%), Referenced to phase 3:EBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 19.5	Intersection LOS: B
Intersection Capacity Utilization 58.6%	ICU Level of Service B
Analysis Period (min) 15	

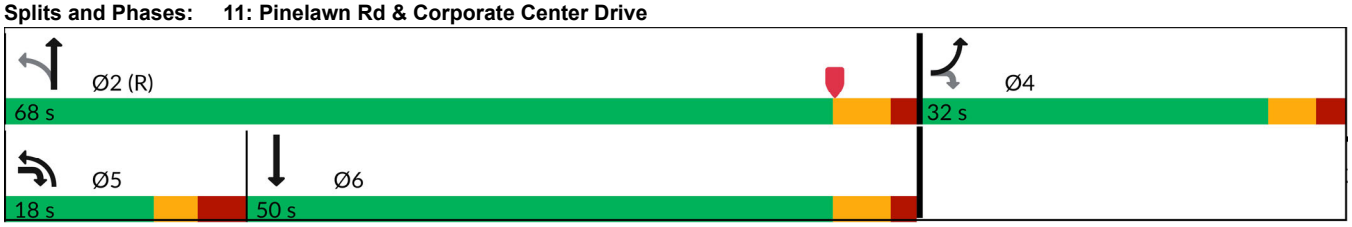
Splits and Phases: 10: Pinelawn Rd & South Service Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	12	6	795	777	20
Future Volume (vph)	8	12	6	795	777	20
Satd. Flow (prot)	3385	1615	1685	3421	3369	0
Flt Permitted	0.950		0.312			
Satd. Flow (perm)	3385	1615	553	3421	3369	0
Satd. Flow (RTOR)		12			3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	3%	10%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	12	6	820	822	0
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	6.0	3.0	3.0	20.0	20.0	
Minimum Split (s)	29.8	9.8	9.8	26.3	26.3	
Total Split (s)	32.0	18.0	18.0	68.0	50.0	
Total Split (%)	32.0%	18.0%	18.0%	68.0%	50.0%	
Yellow Time (s)	3.6	3.2	3.2	4.3	4.3	
All-Red Time (s)	2.2	3.6	3.6	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	6.8	6.8	6.3	6.3	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Min	Min	
Act Effct Green (s)	6.0	7.0	90.8	96.4	90.4	
Actuated g/C Ratio	0.06	0.07	0.91	0.96	0.90	
v/c Ratio	0.04	0.10	0.01	0.25	0.27	
Control Delay (s/veh)	44.9	20.9	1.2	0.8	2.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	44.9	20.9	1.2	0.8	2.3	
LOS	D	C	A	A	A	
Approach Delay (s/veh)	30.5			0.8	2.3	
Approach LOS	C			A	A	
Queue Length 50th (ft)	2	0	0	0	0	
Queue Length 95th (ft)	10	16	2	62	121	
Internal Link Dist (ft)	1534			471	534	
Turn Bay Length (ft)	320		160			
Base Capacity (vph)	886	229	629	3297	3047	
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	0.01	0.05	0.01	0.25	0.27	

Intersection Summary			
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.27			
Intersection Signal Delay (s/veh): 1.9		Intersection LOS: A	
Intersection Capacity Utilization 37.2%		ICU Level of Service A	
Analysis Period (min) 15			

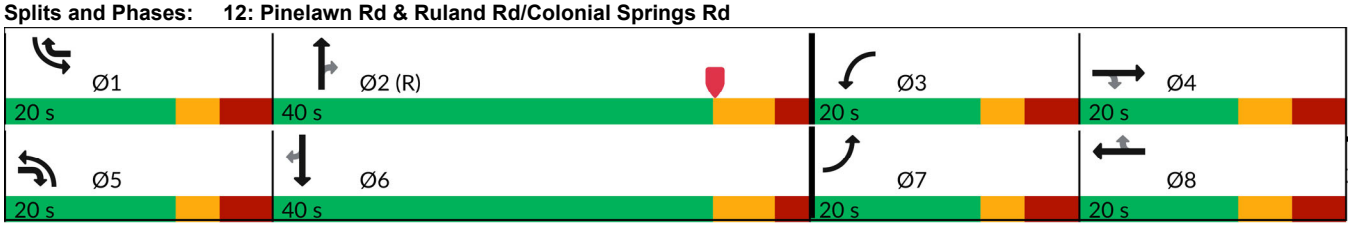
Splits and Phases: 11: Pinelawn Rd & Corporate Center Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	196	71	20	195	248	56	413	45	204	419	212
Future Volume (vph)	137	196	71	20	195	248	56	413	45	204	419	212
Satd. Flow (prot)	3236	3455	1516	1745	3421	1516	3385	4988	1516	3351	4940	1546
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3236	3455	1516	1745	3421	1516	3385	4988	1516	3351	4940	1546
Satd. Flow (RTOR)			123			210			212			223
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	3%	0%	2%	3%	0%	4%	3%	1%	5%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	144	206	75	21	205	261	59	435	47	215	441	223
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	6.0	3.0	3.0	6.0	3.0	3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	10.2	14.0	10.2	10.2	41.0	10.2	10.2	37.1	37.1	10.2	37.1	37.1
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	40.0	40.0	20.0	40.0	40.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	40.0%	40.0%	20.0%	40.0%	40.0%
Yellow Time (s)	3.2	4.0	3.2	3.2	4.0	3.2	3.2	4.6	4.6	3.2	4.6	4.6
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.5	2.5	4.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	8.0	7.2	7.2	8.0	7.2	7.2	7.1	7.1	7.2	7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	Min	Min
Act Effct Green (s)	8.8	21.1	35.3	5.8	10.8	29.5	6.2	40.1	40.1	10.7	47.0	47.0
Actuated g/C Ratio	0.09	0.21	0.35	0.06	0.11	0.30	0.06	0.40	0.40	0.11	0.47	0.47
v/c Ratio	0.51	0.28	0.12	0.21	0.56	0.44	0.28	0.22	0.06	0.60	0.19	0.26
Control Delay (s/veh)	49.3	35.0	1.5	49.2	47.9	8.5	47.7	21.4	0.2	49.3	17.4	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.3	35.0	1.5	49.2	47.9	8.5	47.7	21.4	0.2	49.3	17.4	3.7
LOS	D	D	A	D	D	A	D	C	A	D	B	A
Approach Delay (s/veh)		34.0			26.8			22.4			21.8	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	45	53	0	13	66	24	19	65	0	68	60	0
Queue Length 95th (ft)	75	95	9	37	100	79	39	104	0	102	95	47
Internal Link Dist (ft)		764			589			814			777	
Turn Bay Length (ft)	140		230	290		275	400		450	400		310
Base Capacity (vph)	414	730	707	223	424	625	433	2021	740	436	2322	845
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.28	0.11	0.09	0.48	0.42	0.14	0.22	0.06	0.49	0.19	0.26

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 25.2	Intersection LOS: C
Intersection Capacity Utilization 56.4%	ICU Level of Service B
Analysis Period (min) 15	

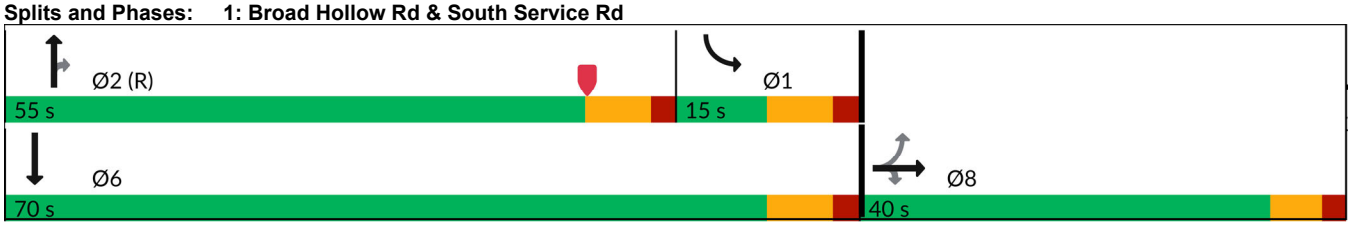
Splits and Phases: 12: Pinelawn Rd & Ruland Rd/Colonial Springs Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	806	565	0	0	0	0	1077	382	173	1720	0
Future Volume (vph)	52	806	565	0	0	0	0	1077	382	173	1720	0
Satd. Flow (prot)	0	4742	2656	0	0	0	0	4472	1392	3467	4940	0
Flt Permitted		0.997								0.950		
Satd. Flow (perm)	0	4742	2656	0	0	0	0	4472	1392	3467	4940	0
Satd. Flow (RTOR)									106			
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	10%	9%	7%	0%	0%	0%	0%	16%	16%	1%	5%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	986	649	0	0	0	0	1238	439	199	1977	0
Turn Type	Perm	NA	Perm					NA	Perm	Prot	NA	
Protected Phases		8						2		1	6	
Permitted Phases	8		8						2			
Detector Phase	8	8	8					2	2	1	6	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					19.0	19.0	4.0	19.0	
Minimum Split (s)	26.3	26.3	26.3					44.4	44.4	11.4	44.4	
Total Split (s)	40.0	40.0	40.0					55.0	55.0	15.0	70.0	
Total Split (%)	36.4%	36.4%	36.4%					50.0%	50.0%	13.6%	63.6%	
Yellow Time (s)	4.3	4.3	4.3					5.4	5.4	5.4	5.4	
All-Red Time (s)	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.3	6.3					7.4	7.4	7.4	7.4	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max	C-Max	Min	Max	
Act Effct Green (s)		33.5	33.5					47.8	47.8	7.6	62.8	
Actuated g/C Ratio		0.30	0.30					0.43	0.43	0.07	0.57	
v/c Ratio		0.68	0.80					0.64	0.66	0.83	0.70	
Control Delay (s/veh)		36.5	44.1					26.2	24.0	78.7	18.6	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)		36.5	44.1					26.2	24.0	78.7	18.6	
LOS		D	D					C	C	E	B	
Approach Delay (s/veh)		39.5						25.6			24.1	
Approach LOS		D						C			C	
Queue Length 50th (ft)		222	238					245	184	72	347	
Queue Length 95th (ft)		260	302					282	283	#128	379	
Internal Link Dist (ft)		1288			1695			1079			1005	
Turn Bay Length (ft)			440						150	300		
Base Capacity (vph)		1452	813					1944	665	239	2821	
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		0.68	0.80					0.64	0.66	0.83	0.70	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 82 (75%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 29.2	Intersection LOS: C
Intersection Capacity Utilization 64.4%	ICU Level of Service C
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

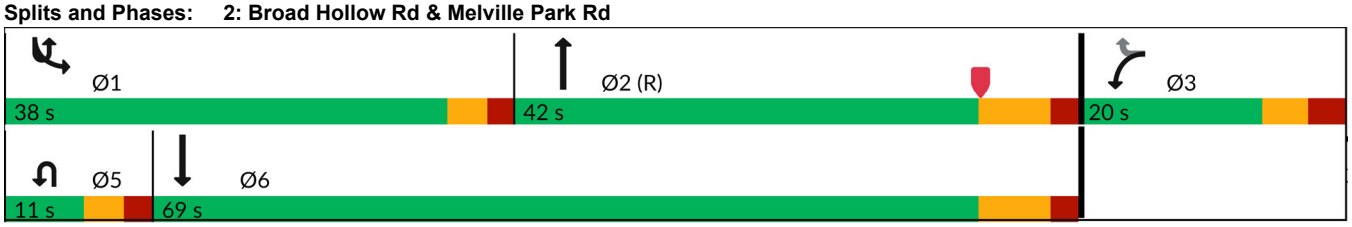
Splits and Phases: 1: Broad Hollow Rd & South Service Rd



Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	25	56	34	1425	47	11	246	1812
Future Volume (vph)	25	56	34	1425	47	11	246	1812
Satd. Flow (prot)	1805	1583	1805	4318	0	0	1788	4893
Flt Permitted	0.950		0.950				0.950	
Satd. Flow (perm)	1805	1583	1805	4318	0	0	1788	4893
Satd. Flow (RTOR)		62		5				
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	0%	16%	2%	0%	1%	6%
Shared Lane Traffic (%)								
Lane Group Flow (vph)	27	62	37	1618	0	0	282	1991
Turn Type	Prot	Perm	Prot	NA		Prot	Prot	NA
Protected Phases	3		5	2		1	1	6
Permitted Phases		3						
Detector Phase	3	3	5	2		1	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	4.0	20.0		12.0	12.0	20.0
Minimum Split (s)	16.3	16.3	9.0	27.4		17.0	17.0	27.4
Total Split (s)	20.0	20.0	11.0	42.0		38.0	38.0	69.0
Total Split (%)	20.0%	20.0%	11.0%	42.0%		38.0%	38.0%	69.0%
Yellow Time (s)	3.5	3.5	3.0	5.4		3.0	3.0	5.4
All-Red Time (s)	2.8	2.8	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	6.3	6.3	5.0	7.4			5.0	7.4
Lead/Lag			Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	C-Max		None	None	Max
Act Effct Green (s)	10.0	10.0	5.6	54.3			20.3	74.4
Actuated g/C Ratio	0.10	0.10	0.06	0.54			0.20	0.74
v/c Ratio	0.15	0.29	0.37	0.69			0.78	0.55
Control Delay (s/veh)	43.4	15.0	55.9	20.9			52.0	8.4
Queue Delay	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	43.4	15.0	55.9	20.9			52.0	8.4
LOS	D	B	E	C			D	A
Approach Delay (s/veh)	23.6			21.7				13.8
Approach LOS	C			C				B
Queue Length 50th (ft)	16	0	23	282			171	245
Queue Length 95th (ft)	43	39	56	398			240	289
Internal Link Dist (ft)	872			516				1079
Turn Bay Length (ft)		125	90				300	
Base Capacity (vph)	247	270	108	2345			590	3642
Starvation Cap Reductn	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0			0	0
Reduced v/c Ratio	0.11	0.23	0.34	0.69			0.48	0.55

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 17.3	Intersection LOS: B
Intersection Capacity Utilization 66.7%	ICU Level of Service C
Analysis Period (min) 15	

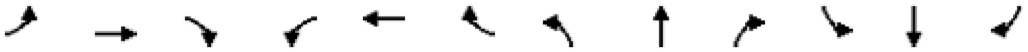
Splits and Phases: 2: Broad Hollow Rd & Melville Park Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	565	174	0	0	0	160
Future Volume (Veh/h)	565	174	0	0	0	160
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	601	185	0	0	0	170
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				1242		
pX, platoon unblocked						
vC, conflicting volume			786		694	393
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			786		694	393
tC, single (s)			4.1		6.8	7.1
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.4
p0 queue free %			100		100	71
cM capacity (veh/h)			842		382	587

Direction, Lane #	EB 1	EB 2	NB 1	NB 2
Volume Total	401	385	85	85
Volume Left	0	0	0	0
Volume Right	0	185	85	85
cSH	1700	1700	587	587
Volume to Capacity	0.24	0.23	0.14	0.14
Queue Length 95th (ft)	0	0	13	13
Control Delay (s/veh)	0.0	0.0	12.2	12.2
Lane LOS			B	B
Approach Delay (s/veh)	0.0		12.2	
Approach LOS			B	

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	33.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	0	22	0	0	0	143	244	0	0	132	21
Future Volume (Veh/h)	6	0	22	0	0	0	143	244	0	0	132	21
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	6	0	23	0	0	0	151	257	0	0	139	22
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								648				
pX, platoon unblocked												
vC, conflicting volume	581	709	81	652	720	129	161			257		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	581	709	81	652	720	129	161			257		
tC, single (s)	7.8	6.5	7.0	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.7	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	98	100	100	100	89			100		
cM capacity (veh/h)	337	323	954	320	319	904	1423			1320		

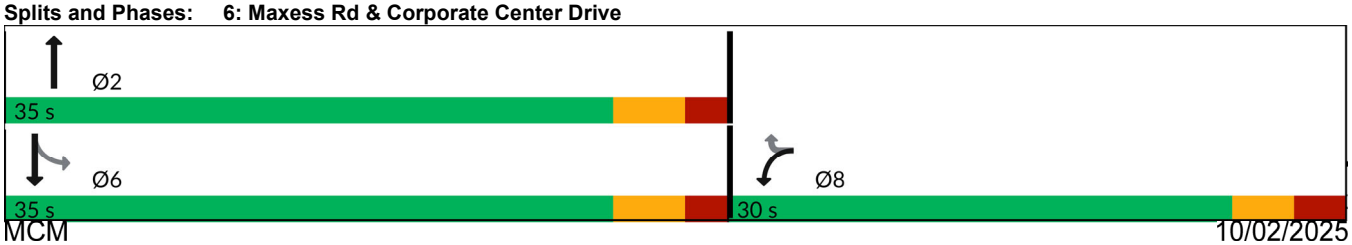
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	29	0	151	171	86	0	93	68
Volume Left	6	0	151	0	0	0	0	0
Volume Right	23	0	0	0	0	0	0	22
cSH	692	1700	1423	1700	1700	1700	1700	1700
Volume to Capacity	0.04	0.00	0.11	0.10	0.05	0.00	0.05	0.04
Queue Length 95th (ft)	3	0	9	0	0	0	0	0
Control Delay (s/veh)	10.4	0.0	7.8	0.0	0.0	0.0	0.0	0.0
Lane LOS	B	A	A					
Approach Delay (s/veh)	10.4	0.0	2.9			0.0		
Approach LOS	B	A						

Intersection Summary				
Average Delay	2.5			
Intersection Capacity Utilization	25.6%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	161	146	247	131	82	79
Future Volume (vph)	161	146	247	131	82	79
Satd. Flow (prot)	1694	1636	3314	0	1787	3471
Flt Permitted	0.950				0.506	
Satd. Flow (perm)	1694	1636	3314	0	952	3471
Satd. Flow (RTOR)		162	146			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	2%	5%	0%	1%	4%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	179	162	420	0	91	88
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Detector Phase	8	8	2		6	6
Switch Phase						
Minimum Initial (s)	9.0	9.0	15.0		15.0	15.0
Minimum Split (s)	24.5	24.5	20.5		20.5	20.5
Total Split (s)	30.0	30.0	35.0		35.0	35.0
Total Split (%)	46.2%	46.2%	53.8%		53.8%	53.8%
Yellow Time (s)	3.0	3.0	3.5		3.5	3.5
All-Red Time (s)	2.5	2.5	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5		5.5	5.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Min		Min	Min
Act Effct Green (s)	9.2	9.2	16.0		16.0	16.0
Actuated g/C Ratio	0.25	0.25	0.44		0.44	0.44
v/c Ratio	0.42	0.30	0.27		0.22	0.06
Control Delay (s/veh)	14.2	4.2	4.8		8.2	6.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	14.2	4.2	4.8		8.2	6.2
LOS	B	A	A		A	A
Approach Delay (s/veh)	9.5		4.8			7.2
Approach LOS	A		A			A
Queue Length 50th (ft)	28	0	15		10	4
Queue Length 95th (ft)	61	25	33		29	12
Internal Link Dist (ft)	512		666			568
Turn Bay Length (ft)					330	
Base Capacity (vph)	1150	1162	3035		868	3165
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	0.16	0.14	0.14		0.10	0.03

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 36.2	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.42	
Intersection Signal Delay (s/veh): 6.9	Intersection LOS: A
Intersection Capacity Utilization 47.7%	ICU Level of Service A
Analysis Period (min) 15	

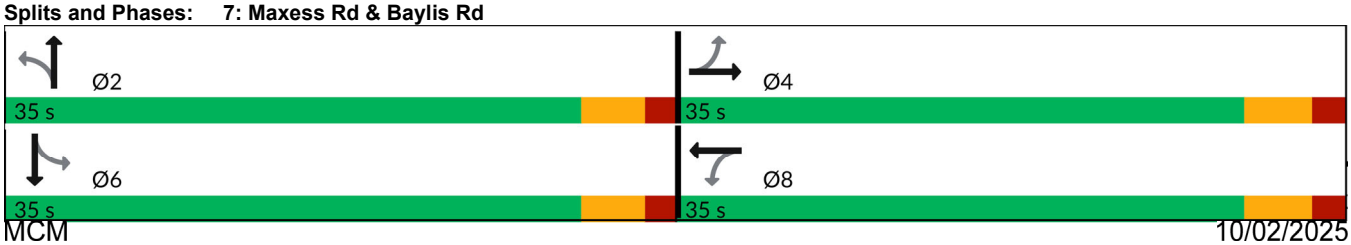
Splits and Phases: 6: Maxess Rd & Corporate Center Drive

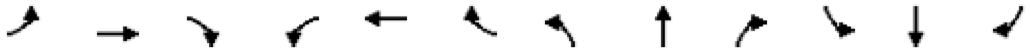


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	116	64	26	383	165	78	354	29	36	93	23
Future Volume (vph)	26	116	64	26	383	165	78	354	29	36	93	23
Satd. Flow (prot)	0	3330	0	0	3393	0	1728	3505	0	1586	3361	0
Flt Permitted		0.843			0.932		0.666			0.492		
Satd. Flow (perm)	0	2824	0	0	3168	0	1211	3505	0	821	3361	0
Satd. Flow (RTOR)		75			107			15			27	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	5%	0%	0%	2%	1%	1%	2%	0%	10%	4%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	242	0	0	676	0	92	450	0	42	136	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	20.3	20.3		20.3	20.3		22.9	22.9		22.9	22.9	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.3	3.3		3.3	3.3	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.6	1.6		1.6	1.6	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.3			5.3		4.9	4.9		4.9	4.9	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		15.2			15.2		10.3	10.3		10.3	10.3	
Actuated g/C Ratio		0.43			0.43		0.29	0.29		0.29	0.29	
v/c Ratio		0.19			0.48		0.26	0.44		0.18	0.14	
Control Delay (s/veh)		5.0			7.6		12.2	11.6		11.7	8.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		5.0			7.6		12.2	11.6		11.7	8.3	
LOS		A			A		B	B		B	A	
Approach Delay (s/veh)		5.0			7.6			11.7			9.1	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)		9			36		13	34		6	7	
Queue Length 95th (ft)		22			62		35	58		20	18	
Internal Link Dist (ft)		659			601			915			1043	
Turn Bay Length (ft)							150			155		
Base Capacity (vph)		2366			2657		1022	2962		693	2842	
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		0.10			0.25		0.09	0.15		0.06	0.05	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 35.7	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay (s/veh): 8.7	Intersection LOS: A
Intersection Capacity Utilization 65.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Maxess Rd & Baylis Rd



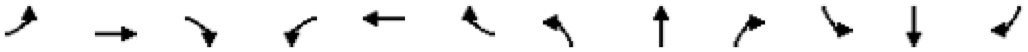


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	7	24	3	3	0	92	329	9	3	124	49
Future Volume (Veh/h)	80	7	24	3	3	0	92	329	9	3	124	49
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	83	7	25	3	3	0	96	343	9	3	129	51
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											995	
pX, platoon unblocked												
vC, conflicting volume	526	705	90	614	726	176	180			352		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	526	705	90	614	726	176	180			352		
tC, single (s)	7.6	6.5	7.0	8.2	6.5	6.9	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.8	4.0	3.3	2.2			2.2		
p0 queue free %	79	98	97	99	99	100	93			100		
cM capacity (veh/h)	404	338	944	289	328	843	1378			1218		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	83	32	6	96	229	123	3	86	94
Volume Left	83	0	3	96	0	0	3	0	0
Volume Right	0	25	0	0	0	9	0	0	51
cSH	404	677	307	1378	1700	1700	1218	1700	1700
Volume to Capacity	0.21	0.05	0.02	0.07	0.13	0.07	0.00*	0.05	0.06
Queue Length 95th (ft)	19	4	1	6	0	0	0	0	0
Control Delay (s/veh)	16.2	10.6	17.0	7.8	0.0	0.0	8.0	0.0	0.0
Lane LOS	C	B	C	A			A		
Approach Delay (s/veh)	14.6		17.0	1.7			0.1		
Approach LOS	B		C						

Intersection Summary				
Average Delay	3.4			
Intersection Capacity Utilization	30.5%	ICU Level of Service		A
Analysis Period (min)	15			

* Value less than 0.01.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	771	835	394	490	483	0	0	369	39
Future Volume (vph)	0	0	0	771	835	394	490	483	0	0	369	39
Satd. Flow (prot)	0	0	0	1498	3063	1441	1601	3261	0	0	3182	0
Flt Permitted				0.950	0.990		0.412					
Satd. Flow (perm)	0	0	0	1498	3063	1441	694	3261	0	0	3182	0
Satd. Flow (RTOR)											12	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	6%	5%	2%	9%	7%	0%	0%	9%	0%
Shared Lane Traffic (%)				30%		10%						
Lane Group Flow (vph)	0	0	0	593	1215	390	538	531	0	0	448	0
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	
Protected Phases					3		6	1			5	
Permitted Phases				3		3	1					
Detector Phase				3	3	3	6	1			5	
Switch Phase												
Minimum Initial (s)				18.0	18.0	18.0	4.0	14.0			13.0	
Minimum Split (s)				25.0	25.0	25.0	10.4	20.4			19.4	
Total Split (s)				36.0	36.0	36.0	23.0	44.0			21.0	
Total Split (%)				45.0%	45.0%	45.0%	28.8%	55.0%			26.3%	
Yellow Time (s)				5.0	5.0	5.0	4.4	4.4			4.4	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				7.0	7.0	7.0	6.4	6.4			6.4	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Recall Mode				C-Max	C-Max	C-Max	None	Max			Max	
Act Effct Green (s)				29.0	29.0	29.0	37.6	37.6			14.6	
Actuated g/C Ratio				0.36	0.36	0.36	0.47	0.47			0.18	
v/c Ratio				1.09	1.09	0.75	1.05	0.35			0.76	
Control Delay (s/veh)				93.6	83.4	33.1	59.1	4.4			39.8	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)				93.6	83.4	33.1	59.1	4.4			39.8	
LOS				F	F	C	E	A			D	
Approach Delay (s/veh)					77.2			32.0			39.8	
Approach LOS					E			C			D	
Queue Length 50th (ft)				~373	~405	183	~222	18			110	
Queue Length 95th (ft)				#585	#543	#331	m#170	m41			#174	
Internal Link Dist (ft)		1123			1012			803			582	
Turn Bay Length (ft)						260	340					
Base Capacity (vph)				543	1110	522	514	1532			590	
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				1.09	1.09	0.75	1.05	0.35			0.76	

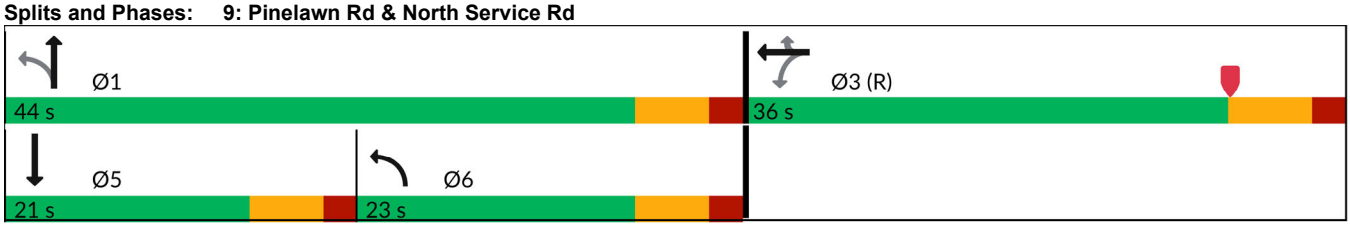
Intersection Summary		
Cycle Length: 80		
Actuated Cycle Length: 80		
Offset: 12 (15%), Referenced to phase 3:WBTL, Start of Yellow		
Natural Cycle: 100		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.09		
Intersection Signal Delay (s/veh): 59.7	Intersection LOS: E	
Intersection Capacity Utilization 88.2%	ICU Level of Service E	
Analysis Period (min) 15		

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

Splits and Phases: 9: Pinelawn Rd & North Service Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	230	416	0	0	0	0	948	156	139	1005	0
Future Volume (vph)	67	230	416	0	0	0	0	948	156	139	1005	0
Satd. Flow (prot)	0	3167	1322	0	0	0	0	3231	1223	1662	3374	0
Flt Permitted		0.989								0.173		
Satd. Flow (perm)	0	3167	1322	0	0	0	0	3231	1223	303	3374	0
Satd. Flow (RTOR)									159			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	11%	14%	0%	0%	0%	0%	8%	32%	5%	7%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	310	433	0	0	0	0	988	163	145	1047	0
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		3						5		6	1	
Permitted Phases	3		3						5	1		
Detector Phase	3	3	3					5	5	6	1	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					15.0	15.0	4.0	15.0	
Minimum Split (s)	27.0	27.0	27.0					21.6	21.6	10.6	21.6	
Total Split (s)	31.0	31.0	31.0					37.0	37.0	12.0	49.0	
Total Split (%)	38.8%	38.8%	38.8%					46.3%	46.3%	15.0%	61.3%	
Yellow Time (s)	5.0	5.0	5.0					4.6	4.6	4.6	4.6	
All-Red Time (s)	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0	7.0					6.6	6.6	6.6	6.6	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max					Min	Min	Min	Min	
Act Effct Green (s)		25.8	25.8					28.7	28.7	40.6	40.6	
Actuated g/C Ratio		0.32	0.32					0.36	0.36	0.51	0.51	
v/c Ratio		0.30	1.02					0.85	0.30	0.60	0.61	
Control Delay (s/veh)		22.0	78.8					31.8	4.9	19.6	9.3	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)		22.0	78.8					31.8	4.9	19.6	9.3	
LOS		C	E					C	A	B	A	
Approach Delay (s/veh)		55.1						28.0			10.6	
Approach LOS		E						C			B	
Queue Length 50th (ft)		62	~248					226	1	27	206	
Queue Length 95th (ft)		96	#421					305	38	m29	m210	
Internal Link Dist (ft)		1162			731			706			803	
Turn Bay Length (ft)			160						150	300		
Base Capacity (vph)		1023	426					1227	563	246	1788	
Starvation Cap Reductn		0	0					0	0	0	0	
Spillback Cap Reductn		0	0					0	0	0	0	
Storage Cap Reductn		0	0					0	0	0	0	
Reduced v/c Ratio		0.30	1.02					0.81	0.29	0.59	0.59	

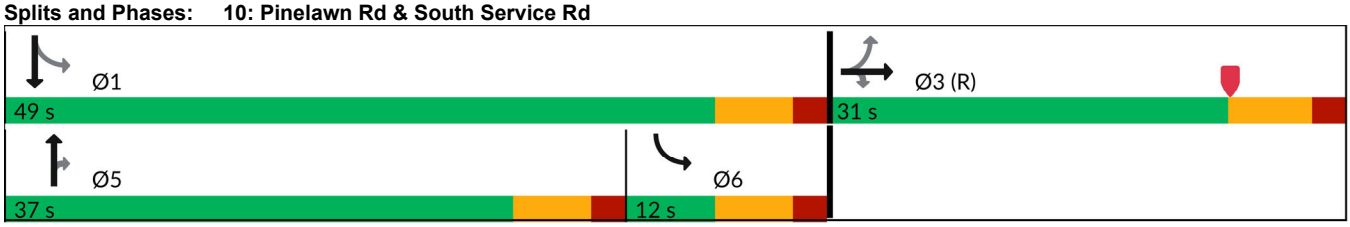
Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 9 (11%), Referenced to phase 3:EBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay (s/veh): 27.8	Intersection LOS: C
Intersection Capacity Utilization 88.2%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

Splits and Phases: 10: Pinelawn Rd & South Service Rd

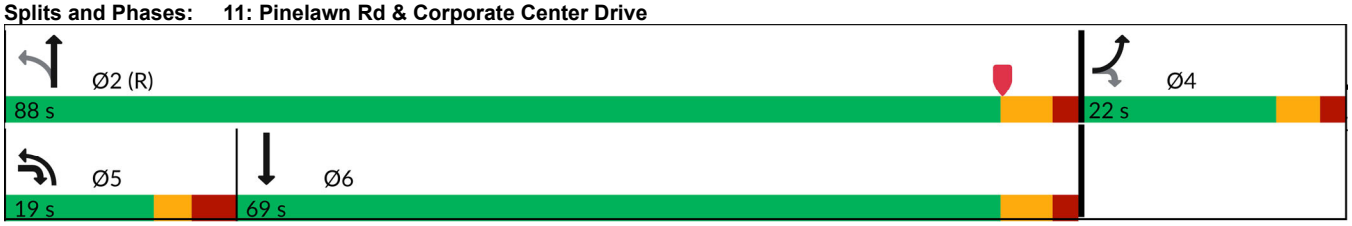


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	38	29	216	1190	1297	337
Future Volume (vph)	38	29	216	1190	1297	337
Satd. Flow (prot)	3319	1568	1685	3172	3121	0
Flt Permitted	0.950		0.073			
Satd. Flow (perm)	3319	1568	129	3172	3121	0
Satd. Flow (RTOR)		30			49	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	3%	0%	10%	10%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	30	225	1240	1702	0
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	6.0	3.0	3.0	20.0	20.0	
Minimum Split (s)	29.8	9.8	9.8	26.3	26.3	
Total Split (s)	22.0	19.0	19.0	88.0	69.0	
Total Split (%)	20.0%	17.3%	17.3%	80.0%	62.7%	
Yellow Time (s)	3.6	3.2	3.2	4.3	4.3	
All-Red Time (s)	2.2	3.6	3.6	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	6.8	6.8	6.3	6.3	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Min	Min	
Act Effct Green (s)	6.3	22.6	95.8	98.8	74.3	
Actuated g/C Ratio	0.06	0.21	0.87	0.90	0.68	
v/c Ratio	0.21	0.09	0.69	0.44	0.80	
Control Delay (s/veh)	51.9	10.1	31.0	2.3	18.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	51.9	10.1	31.0	2.3	18.8	
LOS	D	B	C	A	B	
Approach Delay (s/veh)	34.0			6.7	18.8	
Approach LOS	C			A	B	
Queue Length 50th (ft)	14	0	81	90	465	
Queue Length 95th (ft)	31	22	159	125	#753	
Internal Link Dist (ft)	1534			471	534	
Turn Bay Length (ft)	320		160			
Base Capacity (vph)	488	358	339	2849	2122	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.08	0.66	0.44	0.80	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 13.7	Intersection LOS: B
Intersection Capacity Utilization 79.3%	ICU Level of Service D
Analysis Period (min) 15	

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

Splits and Phases: 11: Pinelawn Rd & Corporate Center Drive

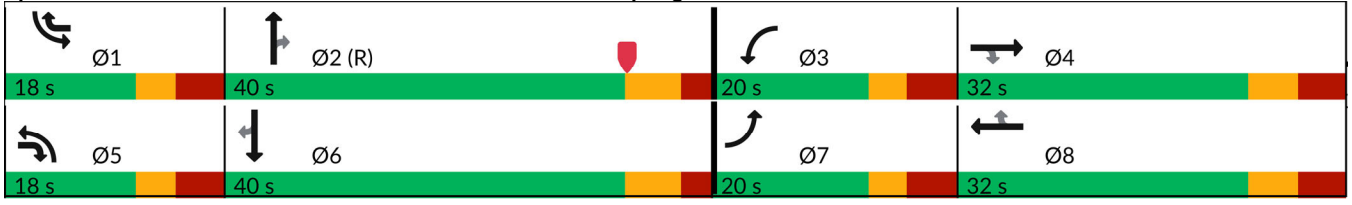


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	137	44	54	575	627	238	810	25	166	655	292
Future Volume (vph)	93	137	44	54	575	627	238	810	25	166	655	292
Satd. Flow (prot)	3083	3202	1323	1678	3455	1501	3255	4673	1501	3077	4510	1487
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3083	3202	1323	1678	3455	1501	3255	4673	1501	3077	4510	1487
Satd. Flow (RTOR)			112			121			192			304
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	6%	9%	18%	4%	1%	4%	4%	11%	4%	10%	15%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	143	46	56	599	653	248	844	26	173	682	304
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	6.0	3.0	3.0	6.0	3.0	3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	10.2	14.0	10.2	10.2	41.0	10.2	10.2	37.1	37.1	10.2	37.1	37.1
Total Split (s)	20.0	32.0	18.0	20.0	32.0	18.0	18.0	40.0	40.0	18.0	40.0	40.0
Total Split (%)	18.2%	29.1%	16.4%	18.2%	29.1%	16.4%	16.4%	36.4%	36.4%	16.4%	36.4%	36.4%
Yellow Time (s)	3.2	4.0	3.2	3.2	4.0	3.2	3.2	4.6	4.6	3.2	4.6	4.6
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.5	2.5	4.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	8.0	7.2	7.2	8.0	7.2	7.2	7.1	7.1	7.2	7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	Min	Min
Act Effct Green (s)	7.9	25.4	45.2	8.1	23.2	51.4	11.8	29.3	29.3	20.1	37.6	37.6
Actuated g/C Ratio	0.07	0.23	0.41	0.07	0.21	0.47	0.11	0.27	0.27	0.18	0.34	0.34
v/c Ratio	0.44	0.19	0.08	0.46	0.82	0.85	0.71	0.68	0.05	0.31	0.44	0.43
Control Delay (s/veh)	54.8	35.4	0.3	59.9	51.2	34.2	59.3	39.3	0.2	42.7	30.3	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.8	35.4	0.3	59.9	51.2	34.2	59.3	39.3	0.2	42.7	30.3	5.5
LOS	D	D	A	E	D	C	E	D	A	D	C	A
Approach Delay (s/veh)		36.3			43.1			42.8			25.7	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	34	44	0	39	212	319	87	202	0	53	139	0
Queue Length 95th (ft)	60	71	0	78	269	#625	#148	231	0	97	185	63
Internal Link Dist (ft)		764			589			814			777	
Turn Bay Length (ft)	140		230	290		275	400		450	400		310
Base Capacity (vph)	358	753	613	195	781	765	359	1397	583	563	1556	712
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.19	0.08	0.29	0.77	0.85	0.69	0.60	0.04	0.31	0.44	0.43

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 37.3	Intersection LOS: D
Intersection Capacity Utilization 76.7%	ICU Level of Service D
Analysis Period (min) 15	

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

Splits and Phases: 12: Pinelawn Rd & Ruland Rd/Colonial Springs Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	1005	315	0	0	0	0	1927	458	122	1334	0
Future Volume (vph)	85	1005	315	0	0	0	0	1927	458	122	1334	0
Satd. Flow (prot)	0	4935	2608	0	0	0	0	5085	1538	3467	5036	0
Flt Permitted		0.996								0.950		
Satd. Flow (perm)	0	4935	2608	0	0	0	0	5085	1538	3467	5036	0
Satd. Flow (RTOR)									102			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	5%	9%	0%	0%	0%	0%	2%	5%	1%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1147	332	0	0	0	0	2028	482	128	1404	0
Turn Type	Perm	NA	Perm					NA	Perm	Prot	NA	
Protected Phases		8						2		1	6	
Permitted Phases	8		8						2			
Detector Phase	8	8	8					2	2	1	6	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					19.0	19.0	4.0	19.0	
Minimum Split (s)	39.3	39.3	39.3					44.4	44.4	11.4	44.4	
Total Split (s)	46.0	46.0	46.0					55.0	55.0	14.0	69.0	
Total Split (%)	40.0%	40.0%	40.0%					47.8%	47.8%	12.2%	60.0%	
Yellow Time (s)	4.3	4.3	4.3					5.4	5.4	5.4	5.4	
All-Red Time (s)	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.3	6.3					7.4	7.4	7.4	7.4	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max	C-Max	Min	Max	
Act Effct Green (s)		38.2	38.2					49.1	49.1	6.6	63.1	
Actuated g/C Ratio		0.33	0.33					0.43	0.43	0.06	0.55	
v/c Ratio		0.70	0.38					0.93	0.67	0.65	0.51	
Control Delay (s/veh)		35.9	30.6					24.0	10.5	68.6	17.3	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)		35.9	30.6					24.0	10.5	68.6	17.3	
LOS		D	C					C	B	E	B	
Approach Delay (s/veh)		34.7						21.4			21.6	
Approach LOS		C						C			C	
Queue Length 50th (ft)		263	103					443	33	48	234	
Queue Length 95th (ft)		315	148					#632	m83	#87	276	
Internal Link Dist (ft)		1288			1695			1079			1005	
Turn Bay Length (ft)			440						150	300		
Base Capacity (vph)		1703	900					2172	715	198	2764	
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		0.67	0.37					0.93	0.67	0.65	0.51	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 9 (8%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 25.0	Intersection LOS: C
Intersection Capacity Utilization 79.4%	ICU Level of Service D
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

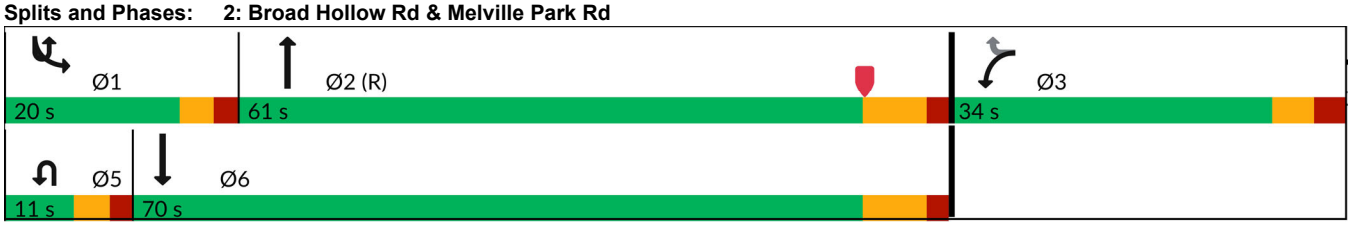
Splits and Phases: 1: Broad Hollow Rd & South Service Rd

Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	112	331	21	1882	12	88	60	1565
Future Volume (vph)	112	331	21	1882	12	88	60	1565
Satd. Flow (prot)	1787	1615	1805	4862	0	0	1759	4988
Flt Permitted	0.950		0.950				0.950	
Satd. Flow (perm)	1787	1615	1805	4862	0	0	1759	4988
Satd. Flow (RTOR)		71		1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	3%	8%	1%	5%	4%
Shared Lane Traffic (%)								
Lane Group Flow (vph)	118	348	22	1994	0	0	156	1647
Turn Type	Prot	Perm	Prot	NA		Prot	Prot	NA
Protected Phases	3		5	2		1	1	6
Permitted Phases		3						
Detector Phase	3	3	5	2		1	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	4.0	20.0		12.0	12.0	20.0
Minimum Split (s)	16.3	16.3	9.0	27.4		17.0	17.0	27.4
Total Split (s)	34.0	34.0	11.0	61.0		20.0	20.0	70.0
Total Split (%)	29.6%	29.6%	9.6%	53.0%		17.4%	17.4%	60.9%
Yellow Time (s)	3.5	3.5	3.0	5.4		3.0	3.0	5.4
All-Red Time (s)	2.8	2.8	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	6.3	6.3	5.0	7.4			5.0	7.4
Lead/Lag			Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	C-Max		None	None	Max
Act Effct Green (s)	24.2	24.2	5.5	58.3			13.8	72.7
Actuated g/C Ratio	0.21	0.21	0.05	0.51			0.12	0.63
v/c Ratio	0.31	0.88	0.26	0.81			0.74	0.52
Control Delay (s/veh)	40.3	58.6	60.1	28.0			66.4	10.1
Queue Delay	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	40.3	58.6	60.1	28.0			66.4	10.1
LOS	D	E	E	C			E	B
Approach Delay (s/veh)	54.0			28.4				15.0
Approach LOS	D			C				B
Queue Length 50th (ft)	73	199	16	463			109	128
Queue Length 95th (ft)	m124	#339	44	549			#199	245
Internal Link Dist (ft)	872			516				1079
Turn Bay Length (ft)		125	90				300	
Base Capacity (vph)	430	442	94	2463			229	3153
Starvation Cap Reductn	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0			0	0
Reduced v/c Ratio	0.27	0.79	0.23	0.81			0.68	0.52

Intersection Summary

Cycle Length: 115
Actuated Cycle Length: 115
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay (s/veh): 25.5 — Intersection LOS: C
Intersection Capacity Utilization 82.7% — ICU Level of Service E
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

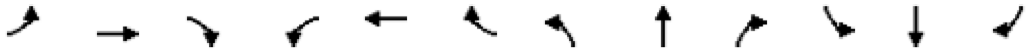
Splits and Phases: 2: Broad Hollow Rd & Melville Park Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1251	37	0	0	0	519
Future Volume (Veh/h)	1251	37	0	0	0	519
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1360	40	0	0	0	564
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				1242		
pX, platoon unblocked						
vC, conflicting volume			1400		1380	700
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1400		1380	700
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	0
cM capacity (veh/h)			494		138	384

Direction, Lane #	EB 1	EB 2	NB 1	NB 2
Volume Total	907	493	282	282
Volume Left	0	0	0	0
Volume Right	0	40	282	282
cSH	1700	1700	384	384
Volume to Capacity	0.53	0.29	0.73	0.73
Queue Length 95th (ft)	0	0	143	143
Control Delay (s/veh)	0.0	0.0	36.3	36.3
Lane LOS			E	E
Approach Delay (s/veh)	0.0		36.3	
Approach LOS			E	

Intersection Summary			
Average Delay	10.4		
Intersection Capacity Utilization	60.6%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	0	79	0	0	0	157	449	0	0	104	35
Future Volume (Veh/h)	80	0	79	0	0	0	157	449	0	0	104	35
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	111	0	110	0	0	0	218	624	0	0	144	49
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								648				
pX, platoon unblocked												
vC, conflicting volume	917	1229	97	1242	1253	312	193			624		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	917	1229	97	1242	1253	312	193			624		
tC, single (s)	7.6	6.5	7.0	7.5	6.5	6.9	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 %	44	100	88	100	100	100	84			100		
cM capacity (veh/h)	198	151	938	103	146	690	1385			967		

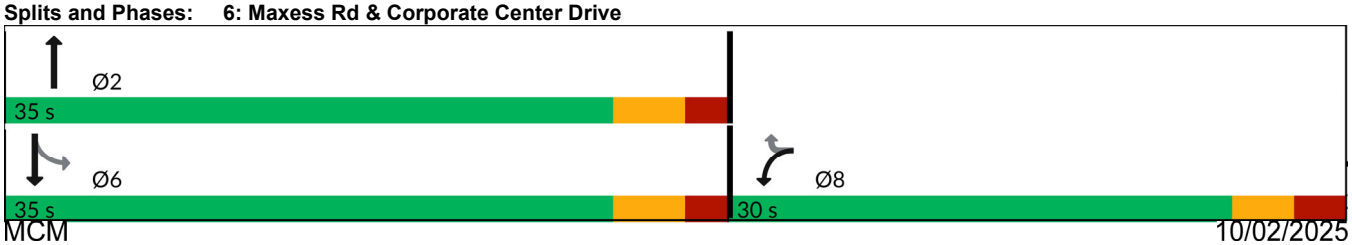
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	221	0	218	416	208	0	96	97
Volume Left	111	0	218	0	0	0	0	0
Volume Right	110	0	0	0	0	0	0	49
cSH	326	1700	1385	1700	1700	1700	1700	1700
Volume to Capacity	0.68	0.00	0.16	0.24	0.12	0.00	0.06	0.06
Queue Length 95th (ft)	116	0	14	0	0	0	0	0
Control Delay (s/veh)	36.3	0.0	8.1	0.0	0.0	0.0	0.0	0.0
Lane LOS	E	A	A					
Approach Delay (s/veh)	36.3	0.0	2.1			0.0		
Approach LOS	E	A						

Intersection Summary				
Average Delay	7.8			
Intersection Capacity Utilization	35.0%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	141	106	511	196	73	119
Future Volume (vph)	141	106	511	196	73	119
Satd. Flow (prot)	1631	1669	3372	0	1787	3505
Flt Permitted	0.950				0.246	
Satd. Flow (perm)	1631	1669	3372	0	463	3505
Satd. Flow (RTOR)		139	113			
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles (%)	7%	0%	2%	4%	1%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	196	147	982	0	101	165
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Detector Phase	8	8	2		6	6
Switch Phase						
Minimum Initial (s)	9.0	9.0	15.0		15.0	15.0
Minimum Split (s)	24.5	24.5	20.5		20.5	20.5
Total Split (s)	30.0	30.0	35.0		35.0	35.0
Total Split (%)	46.2%	46.2%	53.8%		53.8%	53.8%
Yellow Time (s)	3.0	3.0	3.5		3.5	3.5
All-Red Time (s)	2.5	2.5	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5		5.5	5.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Min		Min	Min
Act Effct Green (s)	10.5	10.5	20.0		20.0	20.0
Actuated g/C Ratio	0.25	0.25	0.48		0.48	0.48
v/c Ratio	0.48	0.28	0.59		0.46	0.10
Control Delay (s/veh)	18.7	5.7	8.6		15.5	6.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	18.7	5.7	8.6		15.5	6.2
LOS	B	A	A		B	A
Approach Delay (s/veh)	13.1		8.6			9.7
Approach LOS	B		A			A
Queue Length 50th (ft)	33	1	60		13	8
Queue Length 95th (ft)	79	21	86		36	18
Internal Link Dist (ft)	512		666			568
Turn Bay Length (ft)					330	
Base Capacity (vph)	983	1061	2581		350	2655
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	0.20	0.14	0.38		0.29	0.06

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 41.7	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay (s/veh): 9.7	Intersection LOS: A
Intersection Capacity Utilization 54.5%	ICU Level of Service A
Analysis Period (min) 15	

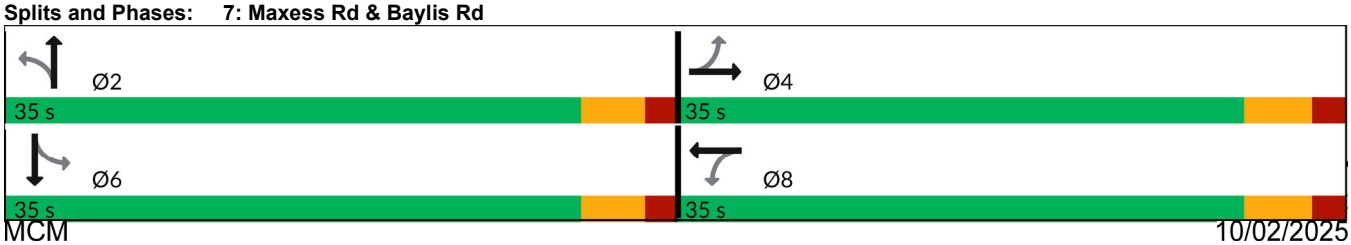
Splits and Phases: 6: Maxess Rd & Corporate Center Drive

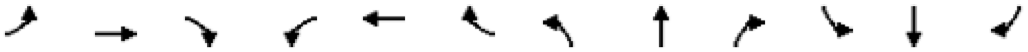


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	483	85	52	266	122	79	351	64	110	181	58
Future Volume (vph)	87	483	85	52	266	122	79	351	64	110	181	58
Satd. Flow (prot)	0	3489	0	0	3389	0	1745	3424	0	1728	3367	0
Flt Permitted		0.800			0.795		0.569			0.447		
Satd. Flow (perm)	0	2811	0	0	2710	0	1045	3424	0	813	3367	0
Satd. Flow (RTOR)		29			100			37			73	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	1%	0%	5%	0%	1%	3%	0%	3%	3%	1%	3%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	819	0	0	551	0	99	519	0	138	299	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	20.3	20.3		20.3	20.3		22.9	22.9		22.9	22.9	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.3	3.3		3.3	3.3	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.6	1.6		1.6	1.6	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.3			5.3		4.9	4.9		4.9	4.9	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		19.5			19.5		14.1	14.1		14.1	14.1	
Actuated g/C Ratio		0.44			0.44		0.32	0.32		0.32	0.32	
v/c Ratio		0.65			0.44		0.30	0.47		0.54	0.27	
Control Delay (s/veh)		12.8			8.6		15.1	13.1		22.2	9.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		12.8			8.6		15.1	13.1		22.2	9.5	
LOS		B			A		B	B		C	A	
Approach Delay (s/veh)		12.8			8.6			13.4			13.5	
Approach LOS		B			A			B			B	
Queue Length 50th (ft)		65			32		16	44		25	18	
Queue Length 95th (ft)		138			75		51	91		74	46	
Internal Link Dist (ft)		659			601			915			1043	
Turn Bay Length (ft)							150			155		
Base Capacity (vph)		1991			1941		747	2458		581	2427	
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		0.41			0.28		0.13	0.21		0.24	0.12	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 44.3	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 12.1	Intersection LOS: B
Intersection Capacity Utilization 68.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Maxess Rd & Baylis Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	252	1	239	7	5	5	98	236	1	1	264	92
Future Volume (Veh/h)	252	1	239	7	5	5	98	236	1	1	264	92
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	274	1	260	8	5	5	107	257	1	1	287	100
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											995	
pX, platoon unblocked												
vC, conflicting volume	689	811	194	618	861	129	387			258		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	689	811	194	618	861	129	387			258		
tC, single (s)	7.6	6.5	7.0	7.5	6.9	6.9	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.5	4.2	3.3	2.2			2.2		
p0 queue free %	7	100	68	97	98	99	91			100		
cM capacity (veh/h)	293	286	812	238	237	903	1161			1318		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	274	261	18	107	171	87	1	191	196
Volume Left	274	0	8	107	0	0	1	0	0
Volume Right	0	260	5	0	0	1	0	0	100
cSH	293	807	299	1161	1700	1700	1318	1700	1700
Volume to Capacity	0.93	0.32	0.06	0.09	0.10	0.05	0.00*	0.11	0.12
Queue Length 95th (ft)	225	35	5	8	0	0	0	0	0
Control Delay (s/veh)	75.9	11.6	17.8	8.4	0.0	0.0	7.7	0.0	0.0
Lane LOS	F	B	C	A			A		
Approach Delay (s/veh)	44.5		17.8	2.5			0.0		
Approach LOS	E		C						

Intersection Summary				
Average Delay	19.2			
Intersection Capacity Utilization	46.3%	ICU Level of Service		A
Analysis Period (min)	15			

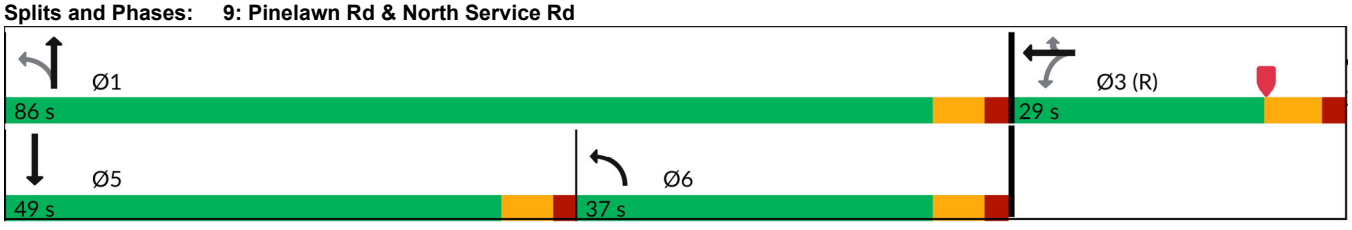
* Value less than 0.01.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	317	222	181	325	420	0	0	757	57
Future Volume (vph)	0	0	0	317	222	181	325	420	0	0	757	57
Satd. Flow (prot)	0	0	0	1470	3043	1441	1662	3388	0	0	3387	0
Flt Permitted				0.950	0.982		0.189					
Satd. Flow (perm)	0	0	0	1470	3043	1441	331	3388	0	0	3387	0
Satd. Flow (RTOR)											8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	8%	3%	2%	5%	3%	0%	0%	2%	2%
Shared Lane Traffic (%)				42%		10%						
Lane Group Flow (vph)	0	0	0	204	415	181	361	467	0	0	904	0
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	
Protected Phases					3		6	1			5	
Permitted Phases				3		3	1					
Detector Phase				3	3	3	6	1			5	
Switch Phase												
Minimum Initial (s)				18.0	18.0	18.0	4.0	14.0			13.0	
Minimum Split (s)				25.0	25.0	25.0	10.4	20.4			19.4	
Total Split (s)				29.0	29.0	29.0	37.0	86.0			49.0	
Total Split (%)				25.2%	25.2%	25.2%	32.2%	74.8%			42.6%	
Yellow Time (s)				5.0	5.0	5.0	4.4	4.4			4.4	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				7.0	7.0	7.0	6.4	6.4			6.4	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Recall Mode				C-Max	C-Max	C-Max	None	Max			Max	
Act Effct Green (s)				22.0	22.0	22.0	79.6	79.6			42.6	
Actuated g/C Ratio				0.19	0.19	0.19	0.69	0.69			0.37	
v/c Ratio				0.73	0.71	0.66	0.62	0.20			0.72	
Control Delay (s/veh)				59.7	51.3	55.7	20.9	2.7			34.7	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)				59.7	51.3	55.7	20.9	2.7			34.7	
LOS				E	D	E	C	A			C	
Approach Delay (s/veh)					54.4			10.6			34.7	
Approach LOS					D			B			C	
Queue Length 50th (ft)				157	168	137	181	24			296	
Queue Length 95th (ft)				#273	231	225	m200	m26			373	
Internal Link Dist (ft)		1123			1012			803			582	
Turn Bay Length (ft)						260	340					
Base Capacity (vph)				281	582	275	583	2345			1259	
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				0.73	0.71	0.66	0.62	0.20			0.72	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 105 (91%), Referenced to phase 3:WBTL, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 33.0	Intersection LOS: C
Intersection Capacity Utilization 93.7%	ICU Level of Service F
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Pinelawn Rd & North Service Rd



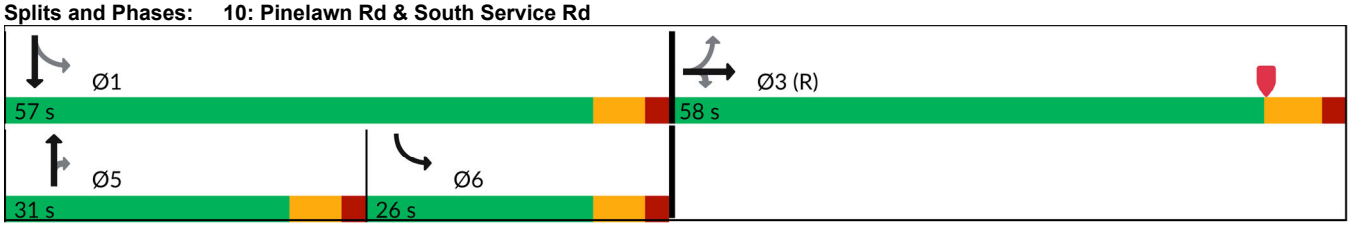
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	1274	325	0	0	0	0	566	322	311	776	0
Future Volume (vph)	156	1274	325	0	0	0	0	566	322	311	776	0
Satd. Flow (prot)	0	3375	1383	0	0	0	0	3355	1538	1711	3471	0
Flt Permitted		0.995								0.221		
Satd. Flow (perm)	0	3375	1383	0	0	0	0	3355	1538	398	3471	0
Satd. Flow (RTOR)									101			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	3%	9%	0%	0%	0%	0%	4%	5%	2%	4%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1606	365	0	0	0	0	636	362	349	872	0
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		3						5		6	1	
Permitted Phases	3		3						5	1		
Detector Phase	3	3	3					5	5	6	1	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					15.0	15.0	4.0	15.0	
Minimum Split (s)	27.0	27.0	27.0					21.6	21.6	10.6	21.6	
Total Split (s)	58.0	58.0	58.0					31.0	31.0	26.0	57.0	
Total Split (%)	50.4%	50.4%	50.4%					27.0%	27.0%	22.6%	49.6%	
Yellow Time (s)	5.0	5.0	5.0					4.6	4.6	4.6	4.6	
All-Red Time (s)	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0	7.0					6.6	6.6	6.6	6.6	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max					Min	Min	Min	Min	
Act Effct Green (s)		52.1	52.1					24.1	24.1	49.3	49.3	
Actuated g/C Ratio		0.45	0.45					0.21	0.21	0.43	0.43	
v/c Ratio		1.05	0.58					0.91	0.90	0.91	0.59	
Control Delay (s/veh)		58.3	19.7					62.2	58.6	45.9	8.3	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)		58.3	19.7					62.2	58.6	45.9	8.3	
LOS		E	B					E	E	D	A	
Approach Delay (s/veh)		51.2						60.9			19.1	
Approach LOS		D						E			B	
Queue Length 50th (ft)		~703	122					242	195	180	112	
Queue Length 95th (ft)		#801	191					#338	#363	#338	130	
Internal Link Dist (ft)		1162			731			706			803	
Turn Bay Length (ft)			160						150	300		
Base Capacity (vph)		1529	626					711	405	394	1521	
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		1.05	0.58					0.89	0.89	0.89	0.57	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 3:EBTL, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay (s/veh): 44.1	Intersection LOS: D
Intersection Capacity Utilization 93.7%	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.

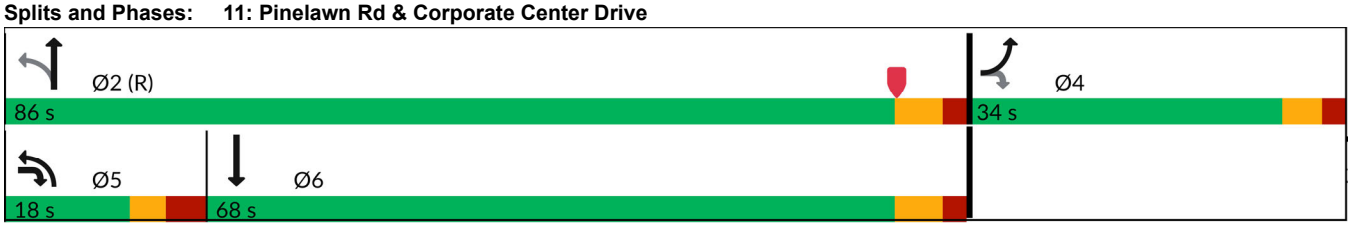
Splits and Phases: 10: Pinelawn Rd & South Service Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	304	164	31	1196	1123	68
Future Volume (vph)	304	164	31	1196	1123	68
Satd. Flow (prot)	3286	1583	1491	3421	3243	0
Flt Permitted	0.950		0.125			
Satd. Flow (perm)	3286	1583	196	3421	3243	0
Satd. Flow (RTOR)		34			8	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	3%	2%	13%	2%	6%	17%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	358	193	36	1407	1401	0
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	6.0	3.0	3.0	20.0	20.0	
Minimum Split (s)	29.8	9.8	9.8	26.3	26.3	
Total Split (s)	34.0	18.0	18.0	86.0	68.0	
Total Split (%)	28.3%	15.0%	15.0%	71.7%	56.7%	
Yellow Time (s)	3.6	3.2	3.2	4.3	4.3	
All-Red Time (s)	2.2	3.6	3.6	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	6.8	6.8	6.3	6.3	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Min	Min	
Act Effct Green (s)	17.5	28.6	89.9	90.4	78.3	
Actuated g/C Ratio	0.15	0.24	0.75	0.75	0.65	
v/c Ratio	0.75	0.48	0.18	0.55	0.66	
Control Delay (s/veh)	59.0	35.5	6.5	7.5	15.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	59.0	35.5	6.5	7.5	15.3	
LOS	E	D	A	A	B	
Approach Delay (s/veh)	50.8			7.5	15.3	
Approach LOS	D			A	B	
Queue Length 50th (ft)	138	106	6	206	318	
Queue Length 95th (ft)	170	155	16	272	410	
Internal Link Dist (ft)	1534			471	534	
Turn Bay Length (ft)	320		160			
Base Capacity (vph)	772	478	267	2578	2117	
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	0.46	0.40	0.13	0.55	0.66	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay (s/veh): 17.7	Intersection LOS: B
Intersection Capacity Utilization 54.3%	ICU Level of Service A
Analysis Period (min) 15	

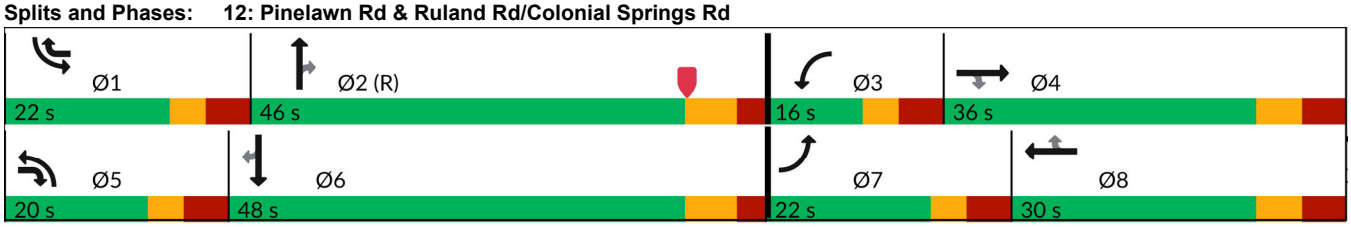
Splits and Phases: 11: Pinelawn Rd & Corporate Center Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	181	477	307	34	231	248	74	679	117	353	707	340
Future Volume (vph)	181	477	307	34	231	248	74	679	117	353	707	340
Satd. Flow (prot)	3236	3421	1546	1694	3421	1546	3255	5085	1501	3351	4940	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3236	3421	1546	1694	3421	1546	3255	5085	1501	3351	4940	1531
Satd. Flow (RTOR)			142			103			176			382
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	2%	1%	3%	2%	1%	4%	2%	4%	1%	5%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	203	536	345	38	260	279	83	763	131	397	794	382
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	6.0	3.0	3.0	6.0	3.0	3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	10.2	14.0	10.2	10.2	41.0	10.2	10.2	37.1	37.1	10.2	37.1	37.1
Total Split (s)	22.0	36.0	20.0	16.0	30.0	22.0	20.0	46.0	46.0	22.0	48.0	48.0
Total Split (%)	18.3%	30.0%	16.7%	13.3%	25.0%	18.3%	16.7%	38.3%	38.3%	18.3%	40.0%	40.0%
Yellow Time (s)	3.2	4.0	3.2	3.2	4.0	3.2	3.2	4.6	4.6	3.2	4.6	4.6
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.5	2.5	4.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	8.0	7.2	7.2	8.0	7.2	7.2	7.1	7.1	7.2	7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	Min	Min
Act Effct Green (s)	11.9	26.7	42.1	7.2	17.1	44.2	7.4	42.4	42.4	19.1	54.1	54.1
Actuated g/C Ratio	0.10	0.22	0.35	0.06	0.14	0.37	0.06	0.35	0.35	0.16	0.45	0.45
v/c Ratio	0.63	0.70	0.54	0.38	0.53	0.44	0.41	0.42	0.20	0.74	0.36	0.42
Control Delay (s/veh)	60.8	48.7	20.9	64.0	51.0	18.7	59.9	32.1	2.5	57.4	23.7	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.8	48.7	20.9	64.0	51.0	18.7	59.9	32.1	2.5	57.4	23.7	4.2
LOS	E	D	C	E	D	B	E	C	A	E	C	A
Approach Delay (s/veh)		42.1			36.2			30.5			27.5	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	79	210	129	29	97	95	32	169	0	151	148	0
Queue Length 95th (ft)	114	255	200	64	133	159	57	226	18	207	211	63
Internal Link Dist (ft)		764			589			814			777	
Turn Bay Length (ft)	140		230	290		275	400		450	400		310
Base Capacity (vph)	403	814	697	128	635	634	347	1884	666	533	2227	900
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.66	0.49	0.30	0.41	0.44	0.24	0.40	0.20	0.74	0.36	0.42

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 33.1	Intersection LOS: C
Intersection Capacity Utilization 67.8%	ICU Level of Service C
Analysis Period (min) 15	

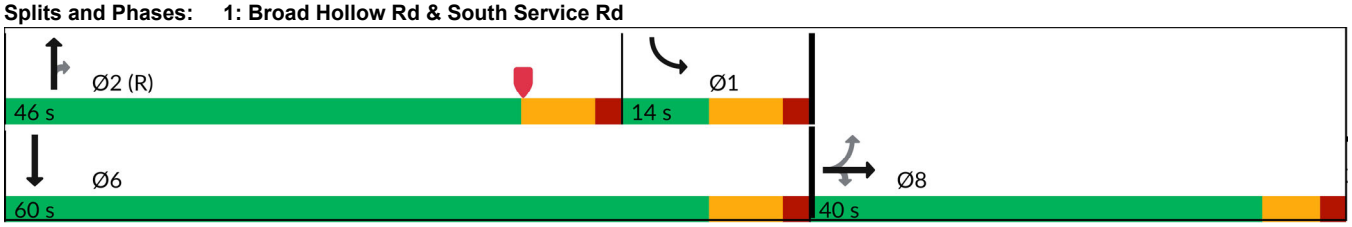
Splits and Phases: 12: Pinelawn Rd & Ruland Rd/Colonial Springs Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	416	323	0	0	0	0	1334	351	27	1141	0
Future Volume (vph)	34	416	323	0	0	0	0	1334	351	27	1141	0
Satd. Flow (prot)	0	4938	2656	0	0	0	0	5036	1538	3502	5036	0
Flt Permitted		0.996								0.950		
Satd. Flow (perm)	0	4938	2656	0	0	0	0	5036	1538	3502	5036	0
Satd. Flow (RTOR)									259			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	5%	7%	0%	0%	0%	0%	3%	5%	0%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	489	351	0	0	0	0	1450	382	29	1240	0
Turn Type	Perm	NA	Perm					NA	Perm	Prot	NA	
Protected Phases		8						2		1	6	
Permitted Phases	8		8						2			
Detector Phase	8	8	8					2	2	1	6	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					19.0	19.0	4.0	19.0	
Minimum Split (s)	39.3	39.3	39.3					44.4	44.4	11.4	44.4	
Total Split (s)	40.0	40.0	40.0					46.0	46.0	14.0	60.0	
Total Split (%)	40.0%	40.0%	40.0%					46.0%	46.0%	14.0%	60.0%	
Yellow Time (s)	4.3	4.3	4.3					5.4	5.4	5.4	5.4	
All-Red Time (s)	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.3	6.3					7.4	7.4	7.4	7.4	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max	C-Max	Min	Max	
Act Effct Green (s)		23.9	23.9					48.4	48.4	6.6	62.4	
Actuated g/C Ratio		0.24	0.24					0.48	0.48	0.07	0.62	
v/c Ratio		0.41	0.55					0.60	0.44	0.13	0.39	
Control Delay (s/veh)		32.6	36.2					12.1	2.5	45.4	10.4	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)		32.6	36.2					12.1	2.5	45.4	10.4	
LOS		C	D					B	A	D	B	
Approach Delay (s/veh)		34.1						10.1			11.2	
Approach LOS		C						B			B	
Queue Length 50th (ft)		98	113					49	5	9	128	
Queue Length 95th (ft)		117	146					232	11	23	196	
Internal Link Dist (ft)		1288			1695			1079			1005	
Turn Bay Length (ft)			440						150	300		
Base Capacity (vph)		1664	895					2435	877	231	3140	
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		0.29	0.39					0.60	0.44	0.13	0.39	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 15 (15%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 15.6	Intersection LOS: B
Intersection Capacity Utilization 59.3%	ICU Level of Service B
Analysis Period (min) 15	

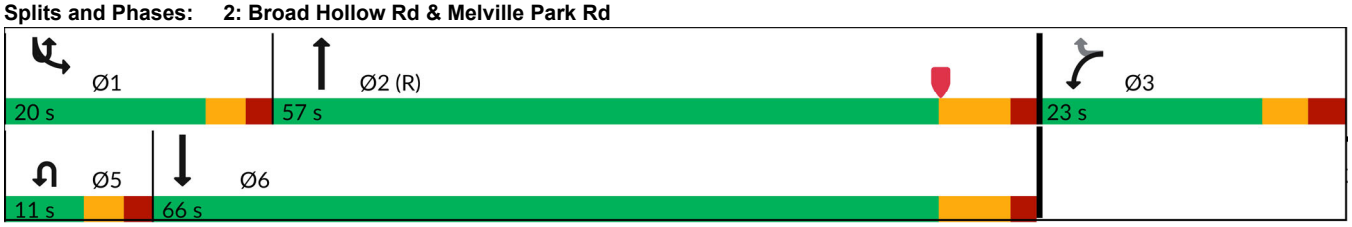
Splits and Phases: 1: Broad Hollow Rd & South Service Rd



Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	12	42	4	1612	3	19	19	1426
Future Volume (vph)	12	42	4	1612	3	19	19	1426
Satd. Flow (prot)	1805	1615	1805	4822	0	0	1752	5036
Flt Permitted	0.950		0.950				0.950	
Satd. Flow (perm)	1805	1615	1805	4822	0	0	1752	5036
Satd. Flow (RTOR)		47						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	4%	0%	6%	0%	3%
Shared Lane Traffic (%)								
Lane Group Flow (vph)	13	47	4	1794	0	0	42	1584
Turn Type	Prot	Perm	Prot	NA		Prot	Prot	NA
Protected Phases	3		5	2		1	1	6
Permitted Phases		3						
Detector Phase	3	3	5	2		1	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	4.0	20.0		12.0	12.0	20.0
Minimum Split (s)	46.3	46.3	9.0	27.4		17.0	17.0	27.4
Total Split (s)	23.0	23.0	11.0	57.0		20.0	20.0	66.0
Total Split (%)	23.0%	23.0%	11.0%	57.0%		20.0%	20.0%	66.0%
Yellow Time (s)	3.5	3.5	3.0	5.4		3.0	3.0	5.4
All-Red Time (s)	2.8	2.8	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	6.3	6.3	5.0	7.4			5.0	7.4
Lead/Lag			Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	C-Max		None	None	Max
Act Effct Green (s)	10.0	10.0	4.8	75.6			12.0	83.7
Actuated g/C Ratio	0.10	0.10	0.05	0.76			0.12	0.84
v/c Ratio	0.07	0.23	0.05	0.49			0.20	0.38
Control Delay (s/veh)	41.9	15.6	46.3	9.6			44.5	2.9
Queue Delay	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	41.9	15.6	46.3	9.6			44.5	2.9
LOS	D	B	D	A			D	A
Approach Delay (s/veh)	21.3			9.6				4.0
Approach LOS	C			A				A
Queue Length 50th (ft)	8	0	3	252			27	74
Queue Length 95th (ft)	26	34	14	299			62	112
Internal Link Dist (ft)	872			516				1079
Turn Bay Length (ft)		125	90				300	
Base Capacity (vph)	301	308	108	3644			262	4214
Starvation Cap Reductn	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0			0	0
Reduced v/c Ratio	0.04	0.15	0.04	0.49			0.16	0.38

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 12 (12%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay (s/veh): 7.2	Intersection LOS: A
Intersection Capacity Utilization 51.3%	ICU Level of Service A
Analysis Period (min) 15	

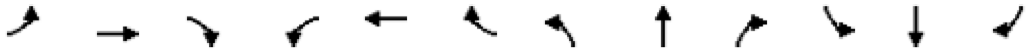
Splits and Phases: 2: Broad Hollow Rd & Melville Park Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	465	3	0	0	0	146
Future Volume (Veh/h)	465	3	0	0	0	146
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	505	3	0	0	0	159
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				1242		
pX, platoon unblocked						
vC, conflicting volume			508		507	254
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			508		507	254
tC, single (s)			4.1		6.8	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	78
cM capacity (veh/h)			1067		500	739

Direction, Lane #	EB 1	EB 2	NB 1	NB 2
Volume Total	337	171	80	80
Volume Left	0	0	0	0
Volume Right	0	3	80	80
cSH	1700	1700	739	739
Volume to Capacity	0.20	0.10	0.11	0.11
Queue Length 95th (ft)	0	0	9	9
Control Delay (s/veh)	0.0	0.0	10.5	10.5
Lane LOS			B	B
Approach Delay (s/veh)	0.0		10.5	
Approach LOS			B	

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	24.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	0	15	0	0	0	14	129	0	0	4	0
Future Volume (Veh/h)	18	0	15	0	0	0	14	129	0	0	4	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	22	0	18	0	0	0	17	157	0	0	5	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)								648				
pX, platoon unblocked												
vC, conflicting volume	118	196	3	212	196	79	5			157		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	118	196	3	212	196	79	5			157		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	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 %	97	100	98	100	100	100	99			100		
cM capacity (veh/h)	845	696	1087	715	696	973	1630			1435		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	40	0	17	105	52	0	3	2
Volume Left	22	0	17	0	0	0	0	0
Volume Right	18	0	0	0	0	0	0	0
cSH	939	1700	1630	1700	1700	1700	1700	1700
Volume to Capacity	0.04	0.00	0.01	0.06	0.03	0.00	0.00*	0.00*
Queue Length 95th (ft)	3	0	1	0	0	0	0	0
Control Delay (s/veh)	9.0	0.0	7.2	0.0	0.0	0.0	0.0	0.0
Lane LOS	A	A	A					
Approach Delay (s/veh)	9.0	0.0	0.7			0.0		
Approach LOS	A	A						

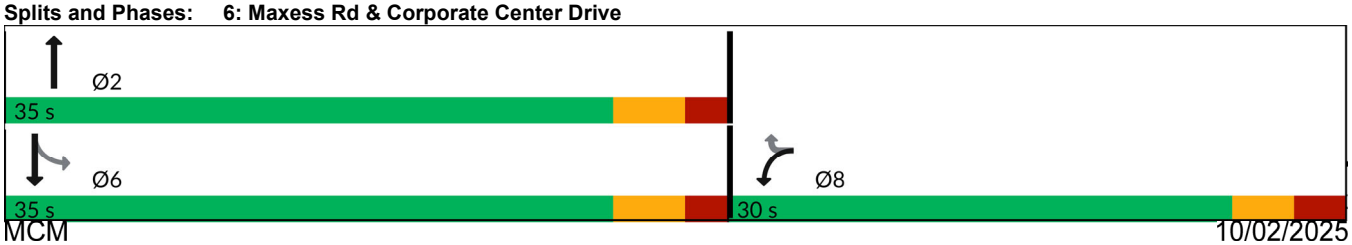
Intersection Summary				
Average Delay	2.2			
Intersection Capacity Utilization	17.4%	ICU Level of Service		A
Analysis Period (min)	15			

* Value less than 0.01.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	44	8	139	37	6	18
Future Volume (vph)	44	8	139	37	6	18
Satd. Flow (prot)	1616	1669	3391	0	1805	3610
Flt Permitted	0.950				0.638	
Satd. Flow (perm)	1616	1669	3391	0	1212	3610
Satd. Flow (RTOR)		8	38			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	8%	0%	4%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	8	181	0	6	19
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Detector Phase	8	8	2		6	6
Switch Phase						
Minimum Initial (s)	9.0	9.0	15.0		15.0	15.0
Minimum Split (s)	24.5	24.5	20.5		20.5	20.5
Total Split (s)	30.0	30.0	35.0		35.0	35.0
Total Split (%)	46.2%	46.2%	53.8%		53.8%	53.8%
Yellow Time (s)	3.0	3.0	3.5		3.5	3.5
All-Red Time (s)	2.5	2.5	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5		5.5	5.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Min		Min	Min
Act Effct Green (s)	9.0	9.0	28.7		28.7	28.7
Actuated g/C Ratio	0.25	0.25	0.79		0.79	0.79
v/c Ratio	0.11	0.02	0.07		0.01	0.01
Control Delay (s/veh)	11.7	7.1	3.4		5.0	4.7
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	11.7	7.1	3.4		5.0	4.7
LOS	B	A	A		A	A
Approach Delay (s/veh)	11.0		3.4			4.8
Approach LOS	B		A			A
Queue Length 50th (ft)	7	0	0		0	0
Queue Length 95th (ft)	20	6	17		4	4
Internal Link Dist (ft)	512		666			568
Turn Bay Length (ft)					330	
Base Capacity (vph)	1090	1128	3206		1145	3411
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	0.04	0.01	0.06		0.01	0.01

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 36.4	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.11	
Intersection Signal Delay (s/veh): 5.1	Intersection LOS: A
Intersection Capacity Utilization 29.2%	ICU Level of Service A
Analysis Period (min) 15	

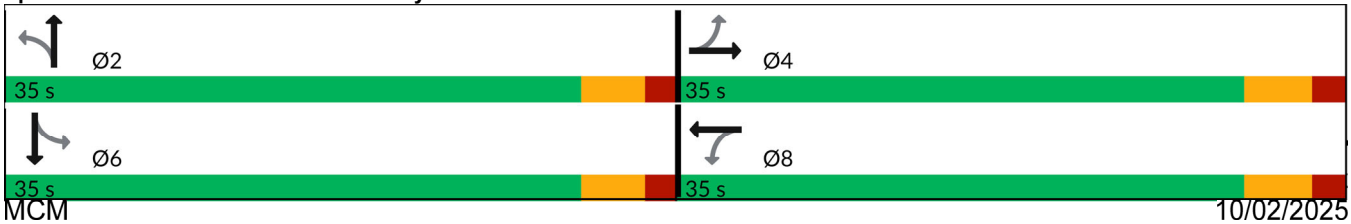
Splits and Phases: 6: Maxess Rd & Corporate Center Drive

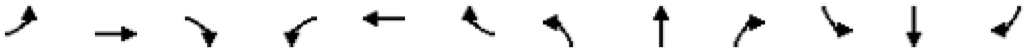


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	169	41	35	168	73	25	103	47	36	21	8
Future Volume (vph)	6	169	41	35	168	73	25	103	47	36	21	8
Satd. Flow (prot)	0	3425	0	0	3428	0	1745	3326	0	1745	3338	0
Flt Permitted		0.942			0.889		0.735			0.649		
Satd. Flow (perm)	0	3229	0	0	3065	0	1350	3326	0	1192	3338	0
Satd. Flow (RTOR)		44			78			51			9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	3%	0%	0%	1%	0%	0%	5%	0%	0%	5%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	232	0	0	297	0	27	162	0	39	32	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	20.3	20.3		20.3	20.3		22.9	22.9		22.9	22.9	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.3	3.3		3.3	3.3	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.6	1.6		1.6	1.6	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.3			5.3		4.9	4.9		4.9	4.9	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		16.3			16.3		12.9	12.9		12.9	12.9	
Actuated g/C Ratio		0.54			0.54		0.43	0.43		0.43	0.43	
v/c Ratio		0.13			0.18		0.05	0.11		0.08	0.02	
Control Delay (s/veh)		5.3			5.0		9.6	7.2		10.0	7.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		5.3			5.0		9.6	7.2		10.0	7.8	
LOS		A			A		A	A		A	A	
Approach Delay (s/veh)		5.3			5.0			7.6			9.0	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)		10			12		4	7		5	1	
Queue Length 95th (ft)		22			26		14	21		18	7	
Internal Link Dist (ft)		659			601			915			1043	
Turn Bay Length (ft)							150			155		
Base Capacity (vph)		2831			2691		1193	2946		1054	2952	
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		0.08			0.11		0.02	0.05		0.04	0.01	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 30.2	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.18	
Intersection Signal Delay (s/veh): 6.0	Intersection LOS: A
Intersection Capacity Utilization 58.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Maxess Rd & Baylis Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	5	34	3	2	0	22	113	1	1	90	22
Future Volume (Veh/h)	41	5	34	3	2	0	22	113	1	1	90	22
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	42	5	35	3	2	0	23	116	1	1	93	23
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											995	
pX, platoon unblocked												
vC, conflicting volume	212	270	58	214	281	59	116			117		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	212	270	58	214	281	59	116			117		
tC, single (s)	7.8	6.9	7.0	7.5	6.5	6.9	4.3			4.1		
tC, 2 stage (s)												
tF (s)	3.7	4.2	3.4	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	94	99	96	100	100	100	98			100		
cM capacity (veh/h)	680	586	983	690	621	1002	1414			1484		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	42	40	5	23	77	40	1	62	54
Volume Left	42	0	3	23	0	0	1	0	0
Volume Right	0	35	0	0	0	1	0	0	23
cSH	680	906	661	1414	1700	1700	1484	1700	1700
Volume to Capacity	0.06	0.04	0.00*	0.02	0.05	0.02	0.00*	0.04	0.03
Queue Length 95th (ft)	5	3	1	1	0	0	0	0	0
Control Delay (s/veh)	10.6	9.2	10.5	7.6	0.0	0.0	7.4	0.0	0.0
Lane LOS	B	A	B	A			A		
Approach Delay (s/veh)	9.9		10.5	1.2			0.1		
Approach LOS	A		B						

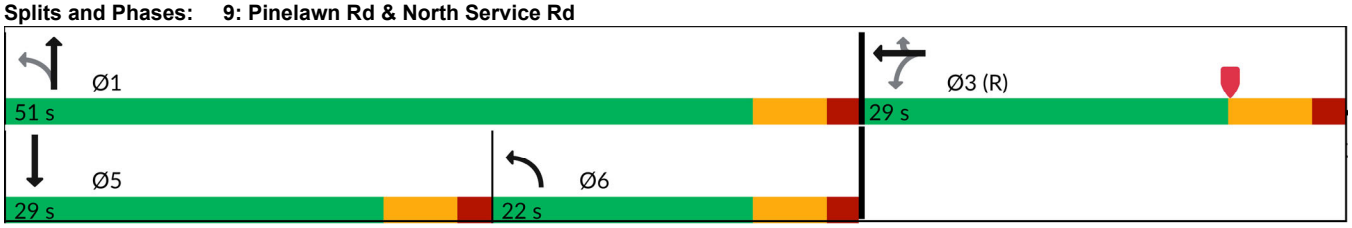
Intersection Summary				
Average Delay	3.0			
Intersection Capacity Utilization	18.0%	ICU Level of Service		A
Analysis Period (min)	15			

* Value less than 0.01.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	346	208	250	293	365	0	0	377	18
Future Volume (vph)	0	0	0	346	208	250	293	365	0	0	377	18
Satd. Flow (prot)	0	0	0	1512	2993	1455	1694	3455	0	0	3414	0
Flt Permitted				0.950	0.984		0.485					
Satd. Flow (perm)	0	0	0	1512	2993	1455	865	3455	0	0	3414	0
Satd. Flow (RTOR)											6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	5%	6%	1%	3%	1%	0%	0%	1%	12%
Shared Lane Traffic (%)				40%		27%						
Lane Group Flow (vph)	0	0	0	216	431	190	305	380	0	0	412	0
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	
Protected Phases					3		6	1			5	
Permitted Phases				3		3	1					
Detector Phase				3	3	3	6	1			5	
Switch Phase												
Minimum Initial (s)				18.0	18.0	18.0	4.0	14.0			13.0	
Minimum Split (s)				25.0	25.0	25.0	10.4	20.4			19.4	
Total Split (s)				29.0	29.0	29.0	22.0	51.0			29.0	
Total Split (%)				36.3%	36.3%	36.3%	27.5%	63.8%			36.3%	
Yellow Time (s)				5.0	5.0	5.0	4.4	4.4			4.4	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				7.0	7.0	7.0	6.4	6.4			6.4	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Recall Mode				C-Max	C-Max	C-Max	None	Max			Max	
Act Effct Green (s)				22.0	22.0	22.0	44.6	44.6			22.6	
Actuated g/C Ratio				0.28	0.28	0.28	0.56	0.56			0.28	
v/c Ratio				0.52	0.52	0.48	0.47	0.20			0.43	
Control Delay (s/veh)				29.9	27.3	28.9	7.3	1.5			24.7	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)				29.9	27.3	28.9	7.3	1.5			24.7	
LOS				C	C	C	A	A			C	
Approach Delay (s/veh)					28.3			4.1			24.7	
Approach LOS					C			A			C	
Queue Length 50th (ft)				100	105	86	59	6			86	
Queue Length 95th (ft)				174	155	154	m79	m8			127	
Internal Link Dist (ft)		1123			1012			803			582	
Turn Bay Length (ft)						260	340					
Base Capacity (vph)				415	823	400	643	1926			968	
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				0.52	0.52	0.48	0.47	0.20			0.43	

Intersection Summary		
Cycle Length: 80		
Actuated Cycle Length: 80		
Offset: 17 (21%), Referenced to phase 3:WBTL, Start of Yellow		
Natural Cycle: 55		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.52		
Intersection Signal Delay (s/veh): 19.0	Intersection LOS: B	
Intersection Capacity Utilization 59.6%	ICU Level of Service B	
Analysis Period (min) 15		
m Volume for 95th percentile queue is metered by upstream signal.		

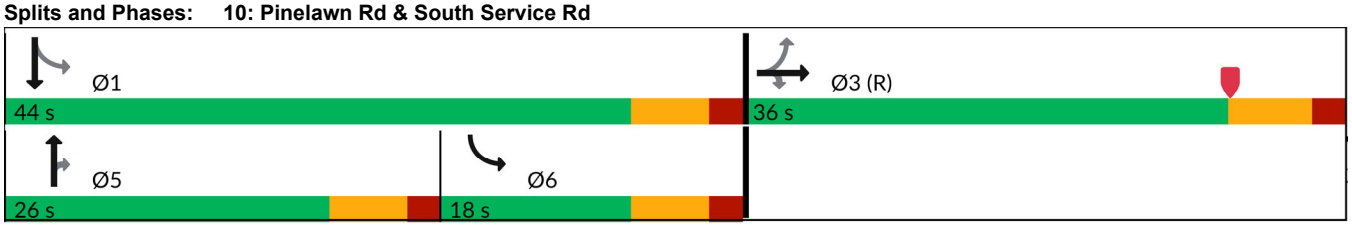
Splits and Phases: 9: Pinelawn Rd & North Service Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	277	283	0	0	0	0	610	203	167	536	0
Future Volume (vph)	45	277	283	0	0	0	0	610	203	167	536	0
Satd. Flow (prot)	0	3336	1436	0	0	0	0	3421	1599	1728	3505	0
Flt Permitted		0.993								0.293		
Satd. Flow (perm)	0	3336	1436	0	0	0	0	3421	1599	533	3505	0
Satd. Flow (RTOR)									209			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	4%	5%	0%	0%	0%	0%	2%	1%	1%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	332	292	0	0	0	0	629	209	172	553	0
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		3						5		6	1	
Permitted Phases	3		3						5	1		
Detector Phase	3	3	3					5	5	6	1	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					15.0	15.0	4.0	15.0	
Minimum Split (s)	27.0	27.0	27.0					21.6	21.6	10.6	21.6	
Total Split (s)	36.0	36.0	36.0					26.0	26.0	18.0	44.0	
Total Split (%)	45.0%	45.0%	45.0%					32.5%	32.5%	22.5%	55.0%	
Yellow Time (s)	5.0	5.0	5.0					4.6	4.6	4.6	4.6	
All-Red Time (s)	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0	7.0					6.6	6.6	6.6	6.6	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max					Min	Min	Min	Min	
Act Effct Green (s)		33.7	33.7					18.4	18.4	32.7	32.7	
Actuated g/C Ratio		0.42	0.42					0.23	0.23	0.41	0.41	
v/c Ratio		0.24	0.48					0.80	0.40	0.52	0.39	
Control Delay (s/veh)		16.4	21.5					37.7	6.4	14.2	6.9	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)		16.4	21.5					37.7	6.4	14.2	6.9	
LOS		B	C					D	A	B	A	
Approach Delay (s/veh)		18.8						29.9			8.6	
Approach LOS		B						C			A	
Queue Length 50th (ft)		55	105					153	0	43	74	
Queue Length 95th (ft)		92	194					213	51	59	80	
Internal Link Dist (ft)		1162			731			706			803	
Turn Bay Length (ft)			160						150	300		
Base Capacity (vph)		1404	604					829	546	412	1638	
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		0.24	0.48					0.76	0.38	0.42	0.34	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 16 (20%), Referenced to phase 3:EBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 19.7	Intersection LOS: B
Intersection Capacity Utilization 59.6%	ICU Level of Service B
Analysis Period (min) 15	

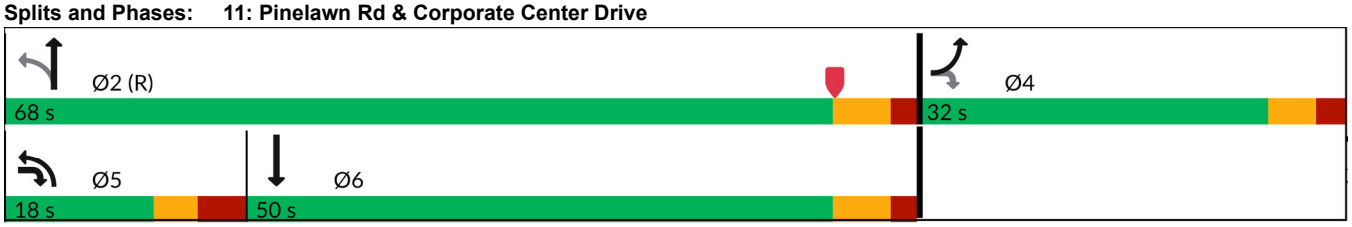
Splits and Phases: 10: Pinelawn Rd & South Service Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	38	12	6	819	833	52
Future Volume (vph)	38	12	6	819	833	52
Satd. Flow (prot)	3385	1615	1685	3421	3344	0
Flt Permitted	0.950		0.276			
Satd. Flow (perm)	3385	1615	489	3421	3344	0
Satd. Flow (RTOR)		12			8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	3%	10%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	12	6	844	913	0
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	6.0	3.0	3.0	20.0	20.0	
Minimum Split (s)	29.8	9.8	9.8	26.3	26.3	
Total Split (s)	32.0	18.0	18.0	68.0	50.0	
Total Split (%)	32.0%	18.0%	18.0%	68.0%	50.0%	
Yellow Time (s)	3.6	3.2	3.2	4.3	4.3	
All-Red Time (s)	2.2	3.6	3.6	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	6.8	6.8	6.3	6.3	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Min	Min	
Act Effct Green (s)	6.2	11.9	85.9	88.9	84.3	
Actuated g/C Ratio	0.06	0.12	0.86	0.89	0.84	
v/c Ratio	0.18	0.06	0.01	0.28	0.32	
Control Delay (s/veh)	46.4	18.2	1.8	1.8	3.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	46.4	18.2	1.8	1.8	3.9	
LOS	D	B	A	A	A	
Approach Delay (s/veh)	39.8			1.8	3.9	
Approach LOS	D			A	A	
Queue Length 50th (ft)	12	0	1	50	55	
Queue Length 95th (ft)	29	16	3	69	143	
Internal Link Dist (ft)	1534			471	534	
Turn Bay Length (ft)	320		160			
Base Capacity (vph)	886	308	553	3041	2821	
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	0.04	0.04	0.01	0.28	0.32	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.32	
Intersection Signal Delay (s/veh): 3.9	Intersection LOS: A
Intersection Capacity Utilization 39.8%	ICU Level of Service A
Analysis Period (min) 15	

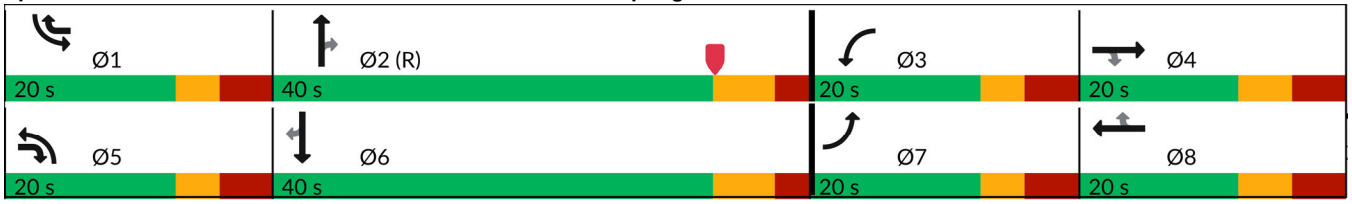
Splits and Phases: 11: Pinelawn Rd & Corporate Center Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	210	90	21	210	255	75	425	46	210	432	251
Future Volume (vph)	141	210	90	21	210	255	75	425	46	210	432	251
Satd. Flow (prot)	3236	3455	1516	1745	3421	1516	3255	5036	1561	3351	4940	1546
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3236	3455	1516	1745	3421	1516	3255	5036	1561	3351	4940	1546
Satd. Flow (RTOR)			123			200			212			264
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	3%	0%	2%	3%	4%	3%	0%	1%	5%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	221	95	22	221	268	79	447	48	221	455	264
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	6.0	3.0	3.0	6.0	3.0	3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	10.2	14.0	10.2	10.2	41.0	10.2	10.2	37.1	37.1	10.2	37.1	37.1
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	40.0	40.0	20.0	40.0	40.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	40.0%	40.0%	20.0%	40.0%	40.0%
Yellow Time (s)	3.2	4.0	3.2	3.2	4.0	3.2	3.2	4.6	4.6	3.2	4.6	4.6
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.5	2.5	4.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	8.0	7.2	7.2	8.0	7.2	7.2	7.1	7.1	7.2	7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	Min	Min
Act Effct Green (s)	8.9	21.7	36.5	5.8	11.3	30.2	6.8	39.4	39.4	10.9	43.5	43.5
Actuated g/C Ratio	0.09	0.22	0.37	0.06	0.11	0.30	0.07	0.39	0.39	0.11	0.44	0.44
v/c Ratio	0.51	0.30	0.15	0.22	0.57	0.45	0.36	0.23	0.06	0.61	0.21	0.32
Control Delay (s/veh)	49.4	34.7	2.8	49.3	47.8	9.7	48.5	21.9	0.2	49.4	19.1	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.4	34.7	2.8	49.3	47.8	9.7	48.5	21.9	0.2	49.4	19.1	4.0
LOS	D	C	A	D	D	A	D	C	A	D	B	A
Approach Delay (s/veh)		32.9			27.9			23.8			21.9	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	47	57	0	14	71	32	25	68	0	70	64	0
Queue Length 95th (ft)	76	101	21	38	106	89	47	108	0	105	101	52
Internal Link Dist (ft)		764			589			814			777	
Turn Bay Length (ft)	140		230	290		275	400		450	400		310
Base Capacity (vph)	414	748	714	223	431	625	416	2013	751	437	2146	821
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.30	0.13	0.10	0.51	0.43	0.19	0.22	0.06	0.51	0.21	0.32

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay (s/veh): 25.6	Intersection LOS: C
Intersection Capacity Utilization 57.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 12: Pinelawn Rd & Ruland Rd/Colonial Springs Rd

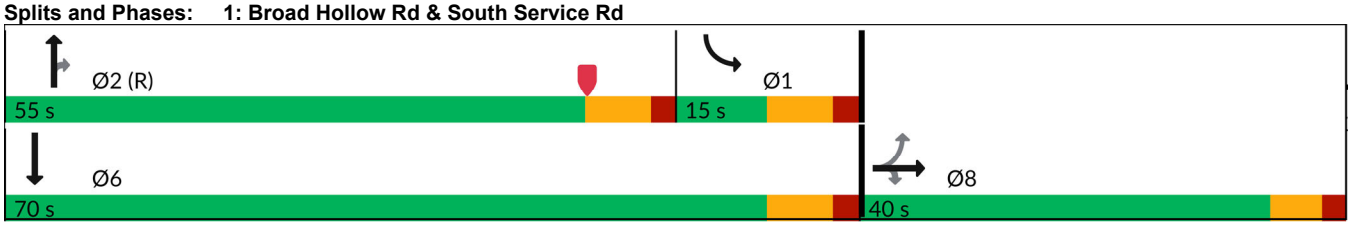


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	839	577	0	0	0	0	1154	382	193	1720	0
Future Volume (vph)	52	839	577	0	0	0	0	1154	382	193	1720	0
Lane Util. Factor	0.91	0.91	0.88	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Frt			0.850						0.850			
Flt Protected		0.997								0.950		
Satd. Flow (prot)	0	4742	2656	0	0	0	0	4472	1392	3467	4940	0
Flt Permitted		0.997								0.950		
Satd. Flow (perm)	0	4742	2656	0	0	0	0	4472	1392	3467	4940	0
Satd. Flow (RTOR)									106			
Lane Group Flow (vph)	0	1024	663	0	0	0	0	1326	439	222	1977	0
Turn Type	Perm	NA	Perm					NA	Perm	Prot	NA	
Protected Phases		8						2		1	6	
Permitted Phases	8		8						2			
Detector Phase	8	8	8					2	2	1	6	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					19.0	19.0	4.0	19.0	
Minimum Split (s)	26.3	26.3	26.3					44.4	44.4	11.4	44.4	
Total Split (s)	40.0	40.0	40.0					55.0	55.0	15.0	70.0	
Total Split (%)	36.4%	36.4%	36.4%					50.0%	50.0%	13.6%	63.6%	
Yellow Time (s)	4.3	4.3	4.3					5.4	5.4	5.4	5.4	
All-Red Time (s)	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.3	6.3					7.4	7.4	7.4	7.4	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max	C-Max	Min	Max	
Act Effct Green (s)		33.6	33.6					47.7	47.7	7.6	62.7	
Actuated g/C Ratio		0.31	0.31					0.43	0.43	0.07	0.57	
v/c Ratio		0.71	0.82					0.68	0.66	0.93	0.70	
Control Delay (s/veh)		37.0	44.9					27.4	24.1	94.1	18.7	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)		37.0	44.9					27.4	24.1	94.1	18.7	
LOS		D	D					C	C	F	B	
Approach Delay (s/veh)		40.1						26.5			26.3	
Approach LOS		D						C			C	
Queue Length 50th (ft)		233	244					270	184	81	347	
Queue Length 95th (ft)		272	310					308	283	#148	379	
Internal Link Dist (ft)		1288			1695			1079			1005	
Turn Bay Length (ft)			440						150	300		
Base Capacity (vph)		1452	813					1939	663	239	2815	
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		0.71	0.82					0.68	0.66	0.93	0.70	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 82 (75%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 30.5	Intersection LOS: C
Intersection Capacity Utilization 64.8%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 1: Broad Hollow Rd & South Service Rd

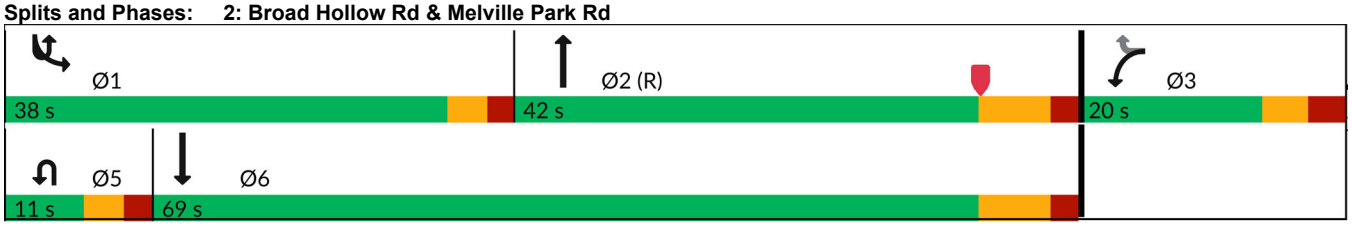


Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	35	133	34	1425	57	11	258	1812
Future Volume (vph)	35	133	34	1425	57	11	258	1812
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.91
Frt		0.850		0.994				
Flt Protected	0.950		0.950				0.950	
Satd. Flow (prot)	1805	1583	1805	4317	0	0	1788	4893
Flt Permitted	0.950		0.950				0.950	
Satd. Flow (perm)	1805	1583	1805	4317	0	0	1788	4893
Satd. Flow (RTOR)		146		6				
Lane Group Flow (vph)	38	146	37	1629	0	0	296	1991
Turn Type	Prot	Perm	Prot	NA		Prot	Prot	NA
Protected Phases	3		5	2		1	1	6
Permitted Phases		3						
Detector Phase	3	3	5	2		1	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	4.0	20.0		12.0	12.0	20.0
Minimum Split (s)	16.3	16.3	9.0	27.4		17.0	17.0	27.4
Total Split (s)	20.0	20.0	11.0	42.0		38.0	38.0	69.0
Total Split (%)	20.0%	20.0%	11.0%	42.0%		38.0%	38.0%	69.0%
Yellow Time (s)	3.5	3.5	3.0	5.4		3.0	3.0	5.4
All-Red Time (s)	2.8	2.8	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	6.3	6.3	5.0	7.4			5.0	7.4
Lead/Lag			Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	C-Max		None	None	Max
Act Effct Green (s)	10.3	10.3	5.6	49.9			21.1	69.4
Actuated g/C Ratio	0.10	0.10	0.06	0.50			0.21	0.69
v/c Ratio	0.20	0.50	0.37	0.76			0.79	0.59
Control Delay (s/veh)	43.7	13.4	55.9	24.3			51.6	9.6
Queue Delay	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	43.7	13.4	55.9	24.3			51.6	9.6
LOS	D	B	E	C			D	A
Approach Delay (s/veh)	19.6			25.0				15.0
Approach LOS	B			C				B
Queue Length 50th (ft)	23	0	23	291			179	245
Queue Length 95th (ft)	54	57	56	#455			250	306
Internal Link Dist (ft)	872			516				1079
Turn Bay Length (ft)		125	90				300	
Base Capacity (vph)	247	342	108	2155			590	3393
Starvation Cap Reductn	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0			0	0
Reduced v/c Ratio	0.15	0.43	0.34	0.76			0.50	0.59

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay (s/veh): 19.2	Intersection LOS: B
Intersection Capacity Utilization 67.6%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 2: Broad Hollow Rd & Melville Park Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	565	227	0	0	0	194
Future Volume (Veh/h)	565	227	0	0	0	194
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	601	241	0	0	0	206
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				1242		
pX, platoon unblocked						
vC, conflicting volume			842		722	421
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			842		722	421
tC, single (s)			4.1		6.8	7.1
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.4
p0 queue free %			100		100	63
cM capacity (veh/h)			802		366	562

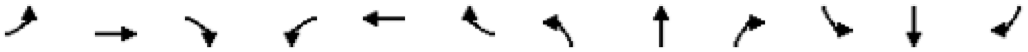
Direction, Lane #	EB 1	EB 2	NB 1	NB 2
Volume Total	401	441	103	103
Volume Left	0	0	0	0
Volume Right	0	241	103	103
cSH	1700	1700	562	562
Volume to Capacity	0.24	0.26	0.18	0.18
Queue Length 95th (ft)	0	0	17	17
Control Delay (s/veh)	0.0	0.0	12.8	12.8
Lane LOS			B	B
Approach Delay (s/veh)	0.0		12.8	
Approach LOS			B	

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	36.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	15	268	1	26	178
Future Volume (Veh/h)	5	15	268	1	26	178
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	16	291	1	28	193
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)			1037			
pX, platoon unblocked						
vC, conflicting volume	541	292			292	
vC1, stage 1 conf vol	292					
vC2, stage 2 conf vol	249					
vCu, unblocked vol	541	292			292	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	98			98	
cM capacity (veh/h)	663	752			1281	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	21	292	28	193
Volume Left	5	0	28	0
Volume Right	16	1	0	0
cSH	729	1700	1281	1700
Volume to Capacity	0.03	0.17	0.02	0.11
Queue Length 95th (ft)	2	0	2	0
Control Delay (s/veh)	10.1	0.0	7.9	0.0
Lane LOS	B		A	
Approach Delay (s/veh)	10.1	0.0	1.0	
Approach LOS	B			

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	30.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	22	22	17	81	18	145	245	32	27	133	25
Future Volume (Veh/h)	6	22	22	17	81	18	145	245	32	27	133	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	6	23	23	18	85	19	153	258	34	28	140	26
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)								648				
pX, platoon unblocked												
vC, conflicting volume	835	807	153	812	803	275	166			292		
vC1, stage 1 conf vol	209	209		581	581							
vC2, stage 2 conf vol	626	598		231	222							
vCu, unblocked vol	835	807	153	812	803	275	166			292		
tC, single (s)	7.3	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.3	5.5		6.1	5.5							
tF (s)	3.7	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	94	97	96	79	98	89			98		
cM capacity (veh/h)	279	394	885	400	406	769	1418			1281		

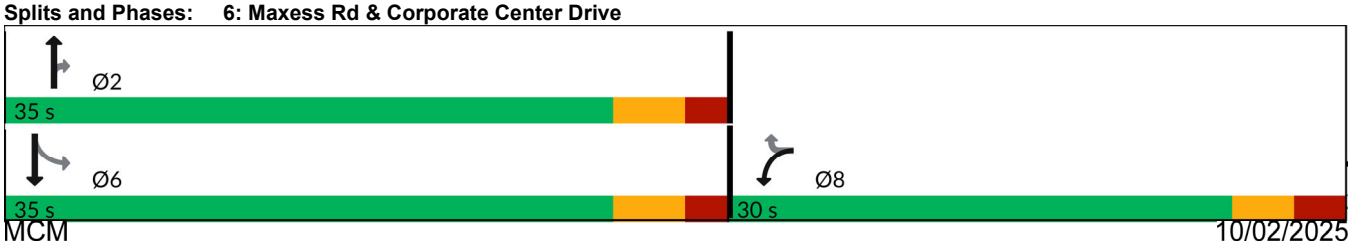
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	52	122	153	292	28	166
Volume Left	6	18	153	0	28	0
Volume Right	23	19	0	34	0	26
cSH	491	438	1418	1700	1281	1700
Volume to Capacity	0.11	0.28	0.11	0.17	0.02	0.10
Queue Length 95th (ft)	9	28	9	0	2	0
Control Delay (s/veh)	13.2	16.4	7.8	0.0	7.9	0.0
Lane LOS	B	C	A		A	
Approach Delay (s/veh)	13.2	16.4	2.7		1.1	
Approach LOS	B	C				

Intersection Summary				
Average Delay	5.0			
Intersection Capacity Utilization	37.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	174	168	261	143	84	95
Future Volume (vph)	174	168	261	143	84	95
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1694	1636	1810	1615	1787	1827
Flt Permitted	0.950				0.582	
Satd. Flow (perm)	1694	1636	1810	1615	1095	1827
Satd. Flow (RTOR)		187		159		
Lane Group Flow (vph)	193	187	290	159	93	106
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	9.0	9.0	15.0	15.0	15.0	15.0
Minimum Split (s)	24.5	24.5	20.5	20.5	20.5	20.5
Total Split (s)	30.0	30.0	35.0	35.0	35.0	35.0
Total Split (%)	46.2%	46.2%	53.8%	53.8%	53.8%	53.8%
Yellow Time (s)	3.0	3.0	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Min	Min	Min	Min
Act Effct Green (s)	9.5	9.5	15.2	15.2	15.2	15.2
Actuated g/C Ratio	0.27	0.27	0.43	0.43	0.43	0.43
v/c Ratio	0.43	0.33	0.38	0.20	0.20	0.14
Control Delay (s/veh)	14.4	4.2	8.9	2.5	8.0	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.4	4.2	8.9	2.5	8.0	7.0
LOS	B	A	A	A	A	A
Approach Delay (s/veh)	9.4		6.6			7.5
Approach LOS	A		A			A
Queue Length 50th (ft)	30	0	34	0	10	11
Queue Length 95th (ft)	69	28	78	20	31	31
Internal Link Dist (ft)	512		666			568
Turn Bay Length (ft)	150				200	
Base Capacity (vph)	1165	1183	1727	1548	1045	1743
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.16	0.17	0.10	0.09	0.06

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 35.7	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.43	
Intersection Signal Delay (s/veh): 7.8	Intersection LOS: A
Intersection Capacity Utilization 49.6%	ICU Level of Service A
Analysis Period (min) 15	

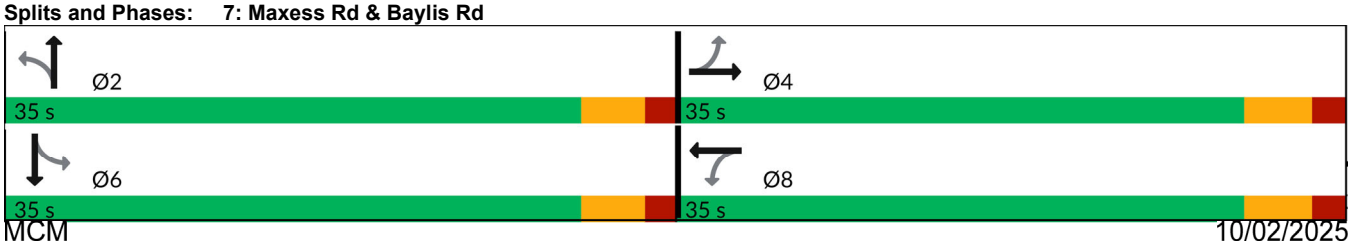
Splits and Phases: 6: Maxess Rd & Corporate Center Drive

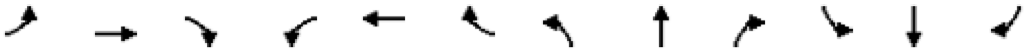


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	116	64	26	383	165	78	380	29	36	122	23
Future Volume (vph)	26	116	64	26	383	165	78	380	29	36	122	23
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.954			0.957			0.989			0.976	
Flt Protected		0.994			0.998		0.950			0.950		
Satd. Flow (prot)	0	3330	0	0	3393	0	1728	3505	0	1586	3383	0
Flt Permitted		0.843			0.932		0.644			0.477		
Satd. Flow (perm)	0	2824	0	0	3168	0	1171	3505	0	796	3383	0
Satd. Flow (RTOR)		75			107			14			27	
Lane Group Flow (vph)	0	242	0	0	676	0	92	481	0	42	171	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	20.3	20.3		20.3	20.3		22.9	22.9		22.9	22.9	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.3	3.3		3.3	3.3	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.6	1.6		1.6	1.6	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.3			5.3		4.9	4.9		4.9	4.9	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		15.2			15.2		10.4	10.4		10.4	10.4	
Actuated g/C Ratio		0.42			0.42		0.29	0.29		0.29	0.29	
v/c Ratio		0.20			0.48		0.27	0.47		0.18	0.17	
Control Delay (s/veh)		5.1			7.7		12.3	11.9		11.8	8.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		5.1			7.7		12.3	11.9		11.8	8.6	
LOS		A			A		B	B		B	A	
Approach Delay (s/veh)		5.1			7.7			11.9			9.3	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)		9			36		13	37		6	10	
Queue Length 95th (ft)		22			65		35	63		20	23	
Internal Link Dist (ft)		659			601			915			1043	
Turn Bay Length (ft)							150			155		
Base Capacity (vph)		2356			2647		985	2951		669	2850	
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		0.10			0.26		0.09	0.16		0.06	0.06	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 35.8	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay (s/veh): 8.9	Intersection LOS: A
Intersection Capacity Utilization 65.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Maxess Rd & Baylis Rd



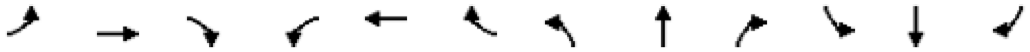


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	7	24	3	3	0	92	343	9	3	139	63
Future Volume (Veh/h)	92	7	24	3	3	0	92	343	9	3	139	63
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	96	7	25	3	3	0	96	357	9	3	145	66
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											995	
pX, platoon unblocked												
vC, conflicting volume	556	742	106	636	771	183	211			366		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	556	742	106	636	771	183	211			366		
tC, single (s)	7.6	6.5	7.0	8.2	6.5	6.9	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.8	4.0	3.3	2.2			2.2		
p0 queue free %	75	98	97	99	99	100	93			100		
cM capacity (veh/h)	384	321	922	277	309	834	1342			1204		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	96	32	6	96	238	128	3	97	114
Volume Left	96	0	3	96	0	0	3	0	0
Volume Right	0	25	0	0	0	9	0	0	66
cSH	384	654	292	1342	1700	1700	1204	1700	1700
Volume to Capacity	0.25	0.05	0.02	0.07	0.14	0.08	0.00*	0.06	0.07
Queue Length 95th (ft)	24	4	2	6	0	0	0	0	0
Control Delay (s/veh)	17.5	10.8	17.6	7.9	0.0	0.0	8.0	0.0	0.0
Lane LOS	C	B	C	A			A		
Approach Delay (s/veh)	15.8		17.6	1.6			0.1		
Approach LOS	C		C						

Intersection Summary				
Average Delay	3.6			
Intersection Capacity Utilization	32.1%	ICU Level of Service	A	
Analysis Period (min)	15			

* Value less than 0.01.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	811	835	394	490	499	0	0	383	39
Future Volume (vph)	0	0	0	811	835	394	490	499	0	0	383	39
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.995	0.850					0.986	
Flt Protected				0.950	0.989		0.950					
Satd. Flow (prot)	0	0	0	1498	3059	1441	1601	3261	0	0	3181	0
Flt Permitted				0.950	0.989		0.396					
Satd. Flow (perm)	0	0	0	1498	3059	1441	667	3261	0	0	3181	0
Satd. Flow (RTOR)											12	
Lane Group Flow (vph)	0	0	0	606	1246	390	538	548	0	0	464	0
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	
Protected Phases					3		6	1			5	
Permitted Phases				3		3	1					
Detector Phase				3	3	3	6	1			5	
Switch Phase												
Minimum Initial (s)				18.0	18.0	18.0	4.0	14.0			13.0	
Minimum Split (s)				25.0	25.0	25.0	10.4	20.4			19.4	
Total Split (s)				36.0	36.0	36.0	23.0	44.0			21.0	
Total Split (%)				45.0%	45.0%	45.0%	28.8%	55.0%			26.3%	
Yellow Time (s)				5.0	5.0	5.0	4.4	4.4			4.4	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				7.0	7.0	7.0	6.4	6.4			6.4	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Recall Mode				C-Max	C-Max	C-Max	None	Max			Max	
Act Effct Green (s)				29.0	29.0	29.0	37.6	37.6			14.6	
Actuated g/C Ratio				0.36	0.36	0.36	0.47	0.47			0.18	
v/c Ratio				1.12	1.12	0.75	1.06	0.36			0.79	
Control Delay (s/veh)				101.9	94.7	33.1	63.9	4.6			41.5	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)				101.9	94.7	33.1	63.9	4.6			41.5	
LOS				F	F	C	E	A			D	
Approach Delay (s/veh)					85.9			34.0			41.5	
Approach LOS					F			C			D	
Queue Length 50th (ft)				~387	~424	183	~202	20			114	
Queue Length 95th (ft)				#602	#563	#331	m#174	m43			#185	
Internal Link Dist (ft)		1123			1012			803			582	
Turn Bay Length (ft)						260	340					
Base Capacity (vph)				543	1108	522	507	1532			590	
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				1.12	1.12	0.75	1.06	0.36			0.79	

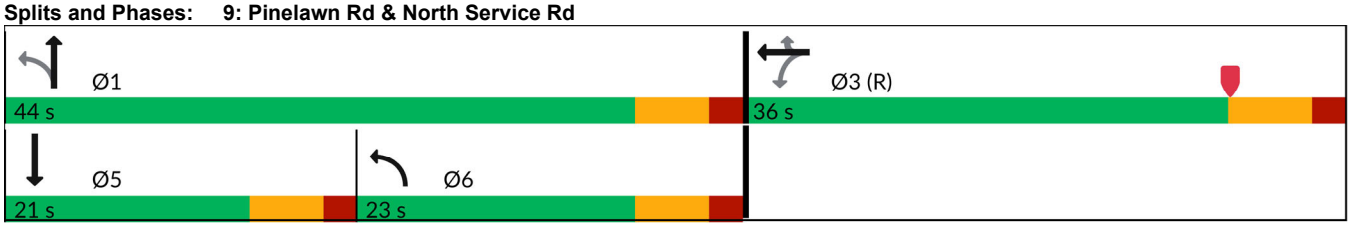
Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 12 (15%), Referenced to phase 3:WBTL, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay (s/veh): 65.6	Intersection LOS: E
Intersection Capacity Utilization 89.4%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

Splits and Phases: 9: Pinelawn Rd & North Service Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	255	416	0	0	0	0	955	180	139	1059	0
Future Volume (vph)	76	255	416	0	0	0	0	955	180	139	1059	0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected		0.989								0.950		
Satd. Flow (prot)	0	3168	1322	0	0	0	0	3231	1223	1662	3374	0
Flt Permitted		0.989								0.171		
Satd. Flow (perm)	0	3168	1322	0	0	0	0	3231	1223	299	3374	0
Satd. Flow (RTOR)									182			
Lane Group Flow (vph)	0	345	433	0	0	0	0	995	188	145	1103	0
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		3						5		6	1	
Permitted Phases	3		3						5	1		
Detector Phase	3	3	3					5	5	6	1	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					15.0	15.0	4.0	15.0	
Minimum Split (s)	27.0	27.0	27.0					21.6	21.6	10.6	21.6	
Total Split (s)	31.0	31.0	31.0					37.0	37.0	12.0	49.0	
Total Split (%)	38.8%	38.8%	38.8%					46.3%	46.3%	15.0%	61.3%	
Yellow Time (s)	5.0	5.0	5.0					4.6	4.6	4.6	4.6	
All-Red Time (s)	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0	7.0					6.6	6.6	6.6	6.6	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max					Min	Min	Min	Min	
Act Effct Green (s)		25.8	25.8					28.8	28.8	40.6	40.6	
Actuated g/C Ratio		0.32	0.32					0.36	0.36	0.51	0.51	
v/c Ratio		0.34	1.02					0.86	0.34	0.60	0.64	
Control Delay (s/veh)		22.4	79.3					32.1	5.0	18.0	9.5	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)		22.4	79.3					32.1	5.0	18.0	9.5	
LOS		C	E					C	A	B	A	
Approach Delay (s/veh)		54.1						27.8			10.5	
Approach LOS		D						C			B	
Queue Length 50th (ft)		71	~248					228	2	27	221	
Queue Length 95th (ft)		107	#421					308	41	m28	m218	
Internal Link Dist (ft)		1162			731			706			803	
Turn Bay Length (ft)			160						150	300		
Base Capacity (vph)		1021	426					1227	577	244	1788	
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		0.34	1.02					0.81	0.33	0.59	0.62	

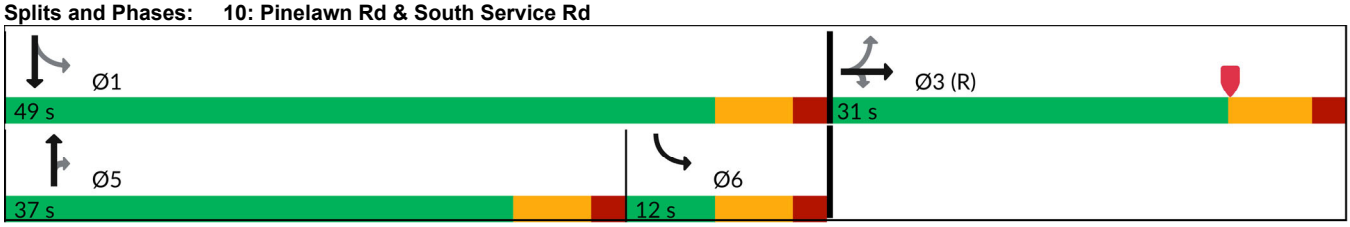
Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 9 (11%), Referenced to phase 3:EBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay (s/veh): 27.4	Intersection LOS: C
Intersection Capacity Utilization 89.4%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

Splits and Phases: 10: Pinelawn Rd & South Service Rd

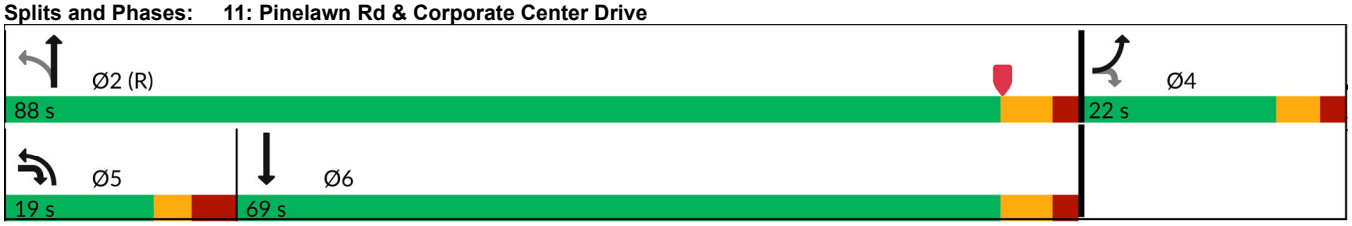


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	69	53	237	1190	1297	391
Future Volume (vph)	69	53	237	1190	1297	391
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.965	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3319	1568	1685	3172	3114	0
Flt Permitted	0.950		0.054			
Satd. Flow (perm)	3319	1568	96	3172	3114	0
Satd. Flow (RTOR)		45			60	
Lane Group Flow (vph)	72	55	247	1240	1758	0
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	6.0	3.0	3.0	20.0	20.0	
Minimum Split (s)	29.8	9.8	9.8	26.3	26.3	
Total Split (s)	22.0	19.0	19.0	88.0	69.0	
Total Split (%)	20.0%	17.3%	17.3%	80.0%	62.7%	
Yellow Time (s)	3.6	3.2	3.2	4.3	4.3	
All-Red Time (s)	2.2	3.6	3.6	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	6.8	6.8	6.3	6.3	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Min	Min	
Act Effct Green (s)	7.0	28.5	92.7	94.5	68.4	
Actuated g/C Ratio	0.06	0.26	0.84	0.86	0.62	
v/c Ratio	0.34	0.13	0.72	0.46	0.90	
Control Delay (s/veh)	53.3	11.1	40.0	3.1	26.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	53.3	11.1	40.0	3.1	26.6	
LOS	D	B	D	A	C	
Approach Delay (s/veh)	35.0			9.2	26.6	
Approach LOS	D			A	C	
Queue Length 50th (ft)	25	5	115	96	548	
Queue Length 95th (ft)	48	35	206	139	#795	
Internal Link Dist (ft)	1341			471	534	
Turn Bay Length (ft)	320		160			
Base Capacity (vph)	488	439	341	2724	1958	
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	0.15	0.13	0.72	0.46	0.90	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 19.2	Intersection LOS: B
Intersection Capacity Utilization 82.2%	ICU Level of Service E
Analysis Period (min) 15	

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

Splits and Phases: 11: Pinelawn Rd & Corporate Center Drive

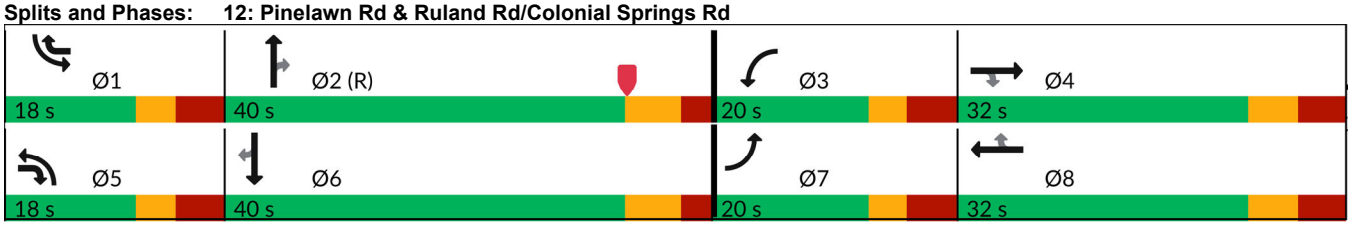


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	137	44	54	575	634	238	824	25	173	672	292
Future Volume (vph)	93	137	44	54	575	634	238	824	25	173	672	292
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3083	3202	1323	1678	3455	1501	3255	4673	1501	3077	4510	1487
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3083	3202	1323	1678	3455	1501	3255	4673	1501	3077	4510	1487
Satd. Flow (RTOR)			112			120			192			304
Lane Group Flow (vph)	97	143	46	56	599	660	248	858	26	180	700	304
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	6.0	3.0	3.0	6.0	3.0	3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	10.2	14.0	10.2	10.2	41.0	10.2	10.2	37.1	37.1	10.2	37.1	37.1
Total Split (s)	20.0	32.0	18.0	20.0	32.0	18.0	18.0	40.0	40.0	18.0	40.0	40.0
Total Split (%)	18.2%	29.1%	16.4%	18.2%	29.1%	16.4%	16.4%	36.4%	36.4%	16.4%	36.4%	36.4%
Yellow Time (s)	3.2	4.0	3.2	3.2	4.0	3.2	3.2	4.6	4.6	3.2	4.6	4.6
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.5	2.5	4.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	8.0	7.2	7.2	8.0	7.2	7.2	7.1	7.1	7.2	7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	Min	Min
Act Effct Green (s)	7.9	25.4	45.2	8.1	23.2	51.8	11.8	28.8	28.8	20.6	37.6	37.6
Actuated g/C Ratio	0.07	0.23	0.41	0.07	0.21	0.47	0.11	0.26	0.26	0.19	0.34	0.34
v/c Ratio	0.44	0.19	0.08	0.46	0.82	0.86	0.71	0.70	0.05	0.31	0.45	0.43
Control Delay (s/veh)	54.8	35.4	0.3	59.9	51.3	34.6	59.3	40.0	0.2	42.8	30.5	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.8	35.4	0.3	59.9	51.3	34.6	59.3	40.0	0.2	42.8	30.5	5.5
LOS	D	D	A	E	D	C	E	D	A	D	C	A
Approach Delay (s/veh)		36.3			43.3			43.3			25.9	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	34	44	0	39	212	334	87	203	0	56	143	0
Queue Length 95th (ft)	60	71	0	78	270	#639	#148	236	0	100	190	63
Internal Link Dist (ft)		764			589			814			777	
Turn Bay Length (ft)	140		230	290		275	400		450	400		310
Base Capacity (vph)	358	753	613	195	781	770	359	1397	583	576	1556	712
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.19	0.08	0.29	0.77	0.86	0.69	0.61	0.04	0.31	0.45	0.43

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 37.5	Intersection LOS: D
Intersection Capacity Utilization 77.2%	ICU Level of Service D
Analysis Period (min) 15	

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

Splits and Phases: 12: Pinelawn Rd & Ruland Rd/Colonial Springs Rd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	216	327	55	53	16
Future Volume (Veh/h)	12	216	327	55	53	16
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	235	355	60	58	17
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)		592				
pX, platoon unblocked						
vC, conflicting volume	415				646	385
vC1, stage 1 conf vol					385	
vC2, stage 2 conf vol					261	
vCu, unblocked vol	415				646	385
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				91	97
cM capacity (veh/h)	1155				615	667

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	13	235	415	75
Volume Left	13	0	0	58
Volume Right	0	0	60	17
cSH	1155	1700	1700	626
Volume to Capacity	0.01	0.14	0.24	0.12
Queue Length 95th (ft)	1	0	0	10
Control Delay (s/veh)	8.2	0.0	0.0	11.5
Lane LOS	A			B
Approach Delay (s/veh)	0.4		0.0	11.5
Approach LOS				B

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	31.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	1046	331	0	0	0	0	1991	458	146	1334	0
Future Volume (vph)	85	1046	331	0	0	0	0	1991	458	146	1334	0
Lane Util. Factor	0.91	0.91	0.88	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Frt			0.850						0.850			
Flt Protected		0.996								0.950		
Satd. Flow (prot)	0	4934	2608	0	0	0	0	5085	1538	3467	5036	0
Flt Permitted		0.996								0.950		
Satd. Flow (perm)	0	4934	2608	0	0	0	0	5085	1538	3467	5036	0
Satd. Flow (RTOR)									102			
Lane Group Flow (vph)	0	1190	348	0	0	0	0	2096	482	154	1404	0
Turn Type	Perm	NA	Perm					NA	Perm	Prot	NA	
Protected Phases		8						2		1	6	
Permitted Phases	8		8						2			
Detector Phase	8	8	8					2	2	1	6	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					19.0	19.0	4.0	19.0	
Minimum Split (s)	39.3	39.3	39.3					44.4	44.4	11.4	44.4	
Total Split (s)	46.0	46.0	46.0					55.0	55.0	14.0	69.0	
Total Split (%)	40.0%	40.0%	40.0%					47.8%	47.8%	12.2%	60.0%	
Yellow Time (s)	4.3	4.3	4.3					5.4	5.4	5.4	5.4	
All-Red Time (s)	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.3	6.3					7.4	7.4	7.4	7.4	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max	C-Max	Min	Max	
Act Effct Green (s)		38.7	38.7					48.6	48.6	6.6	62.6	
Actuated g/C Ratio		0.34	0.34					0.42	0.42	0.06	0.54	
v/c Ratio		0.72	0.40					0.97	0.68	0.78	0.51	
Control Delay (s/veh)		36.1	30.6					27.7	10.3	79.3	17.5	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)		36.1	30.6					27.7	10.3	79.3	17.5	
LOS		D	C					C	B	E	B	
Approach Delay (s/veh)		34.9						24.5			23.7	
Approach LOS		C						C			C	
Queue Length 50th (ft)		276	109					452	42	59	234	
Queue Length 95th (ft)		330	155					m#668	m81	#112	276	
Internal Link Dist (ft)		1288			1695			1079			1005	
Turn Bay Length (ft)			440						150	300		
Base Capacity (vph)		1703	900					2150	709	198	2743	
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		0.70	0.39					0.97	0.68	0.78	0.51	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 9 (8%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay (s/veh): 27.1	Intersection LOS: C
Intersection Capacity Utilization 82.2%	ICU Level of Service E
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

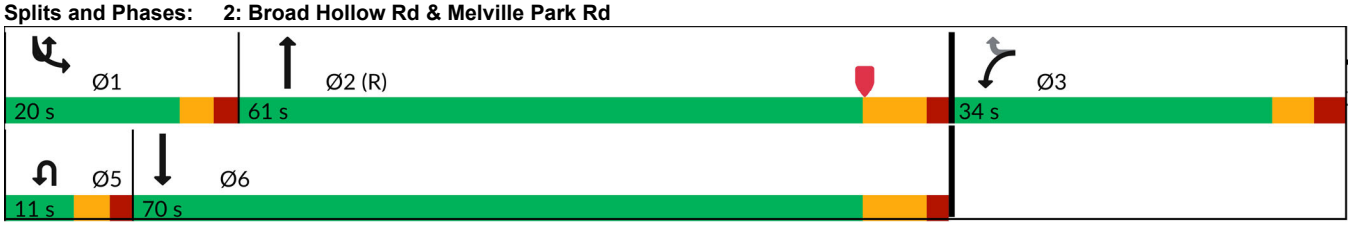
Splits and Phases: 1: Broad Hollow Rd & South Service Rd

Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	122	395	21	1882	22	88	76	1565
Future Volume (vph)	122	395	21	1882	22	88	76	1565
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.91
Frt		0.850		0.998				
Flt Protected	0.950		0.950				0.950	
Satd. Flow (prot)	1787	1615	1805	4856	0	0	1755	4988
Flt Permitted	0.950		0.950				0.950	
Satd. Flow (perm)	1787	1615	1805	4856	0	0	1755	4988
Satd. Flow (RTOR)		71		2				
Lane Group Flow (vph)	128	416	22	2004	0	0	173	1647
Turn Type	Prot	Perm	Prot	NA		Prot	Prot	NA
Protected Phases	3		5	2		1	1	6
Permitted Phases		3						
Detector Phase	3	3	5	2		1	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	4.0	20.0		12.0	12.0	20.0
Minimum Split (s)	16.3	16.3	9.0	27.4		17.0	17.0	27.4
Total Split (s)	34.0	34.0	11.0	61.0		20.0	20.0	70.0
Total Split (%)	29.6%	29.6%	9.6%	53.0%		17.4%	17.4%	60.9%
Yellow Time (s)	3.5	3.5	3.0	5.4		3.0	3.0	5.4
All-Red Time (s)	2.8	2.8	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	6.3	6.3	5.0	7.4			5.0	7.4
Lead/Lag			Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	C-Max		None	None	Max
Act Effct Green (s)	27.1	27.1	5.5	55.1			14.1	69.8
Actuated g/C Ratio	0.24	0.24	0.05	0.48			0.12	0.61
v/c Ratio	0.30	0.96	0.26	0.86			0.80	0.54
Control Delay (s/veh)	39.3	71.4	60.1	31.8			71.3	11.0
Queue Delay	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	39.3	71.4	60.1	31.8			71.3	11.0
LOS	D	E	E	C			E	B
Approach Delay (s/veh)	63.9			32.1				16.7
Approach LOS	E			C				B
Queue Length 50th (ft)	79	260	16	480			118	136
Queue Length 95th (ft)	m134	#458	44	554			#233	246
Internal Link Dist (ft)	872			516				1079
Turn Bay Length (ft)		125	90				300	
Base Capacity (vph)	430	442	94	2326			228	3027
Starvation Cap Reductn	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0			0	0
Reduced v/c Ratio	0.30	0.94	0.23	0.86			0.76	0.54

Intersection Summary

Cycle Length: 115
Actuated Cycle Length: 115
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay (s/veh): 29.6 — Intersection LOS: C
Intersection Capacity Utilization 86.9% — ICU Level of Service E
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Broad Hollow Rd & Melville Park Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1251	102	0	0	0	544
Future Volume (Veh/h)	1251	102	0	0	0	544
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1360	111	0	0	0	591
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				1242		
pX, platoon unblocked						
vC, conflicting volume			1471		1416	736
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1471		1416	736
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	0
cM capacity (veh/h)			464		131	364

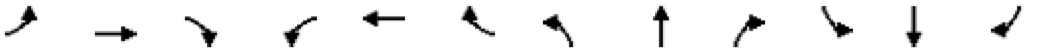
Direction, Lane #	EB 1	EB 2	NB 1	NB 2
Volume Total	907	564	296	296
Volume Left	0	0	0	0
Volume Right	0	111	296	296
cSH	1700	1700	364	364
Volume to Capacity	0.53	0.33	0.81	0.81
Queue Length 95th (ft)	0	0	177	177
Control Delay (s/veh)	0.0	0.0	46.1	46.1
Lane LOS			E	E
Approach Delay (s/veh)	0.0		46.1	
Approach LOS			E	

Intersection Summary			
Average Delay	13.2		
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	6	12	547	2	33	171
Future Volume (Veh/h)	6	12	547	2	33	171
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	13	595	2	36	186
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)			1037			
pX, platoon unblocked						
vC, conflicting volume	854	596			597	
vC1, stage 1 conf vol	596					
vC2, stage 2 conf vol	258					
vCu, unblocked vol	854	596			597	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	97			96	
cM capacity (veh/h)	505	507			989	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	20	597	36	186
Volume Left	7	0	36	0
Volume Right	13	2	0	0
cSH	507	1700	989	1700
Volume to Capacity	0.04	0.35	0.04	0.11
Queue Length 95th (ft)	3	0	3	0
Control Delay (s/veh)	12.4	0.0	8.8	0.0
Lane LOS	B		A	
Approach Delay (s/veh)	12.4	0.0	1.4	
Approach LOS	B			

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	38.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	26	79	13	70	17	159	451	38	32	106	39
Future Volume (Veh/h)	80	26	79	13	70	17	159	451	38	32	106	39
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	111	36	110	18	97	24	221	626	53	44	147	54
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)								648				
pX, platoon unblocked	0.78	0.78		0.78	0.78	0.78				0.78		
vC, conflicting volume	1403	1383	174	1458	1384	653	201			679		
vC1, stage 1 conf vol	262	262		1095	1095							
vC2, stage 2 conf vol	1141	1121		363	289							
vCu, unblocked vol	1375	1350	174	1446	1351	416	201			450		
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 %	0	78	87	89	52	95	84			95		
cM capacity (veh/h)	50	160	867	168	201	501	1377			877		

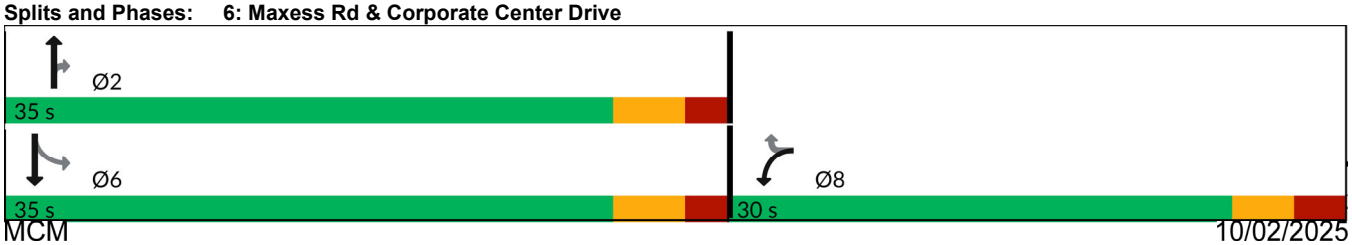
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	257	139	221	679	44	201
Volume Left	111	18	221	0	44	0
Volume Right	110	24	0	53	0	54
cSH	101	218	1377	1700	877	1700
Volume to Capacity	2.56	0.64	0.16	0.40	0.05	0.12
Queue Length 95th (ft)	591	96	14	0	4	0
Control Delay (s/veh)	795.6	46.9	8.1	0.0	9.3	0.0
Lane LOS	F	E	A		A	
Approach Delay (s/veh)	795.6	46.9	2.0		1.7	
Approach LOS	F	E				

Intersection Summary				
Average Delay	138.3			
Intersection Capacity Utilization	56.7%	ICU Level of Service		B
Analysis Period (min)	15			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	150	132	529	212	75	132
Future Volume (vph)	150	132	529	212	75	132
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1631	1669	1863	1553	1787	1845
Flt Permitted	0.950				0.249	
Satd. Flow (perm)	1631	1669	1863	1553	468	1845
Satd. Flow (RTOR)		129		294		
Lane Group Flow (vph)	208	183	735	294	104	183
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	9.0	9.0	15.0	15.0	15.0	15.0
Minimum Split (s)	24.5	24.5	20.5	20.5	20.5	20.5
Total Split (s)	30.0	30.0	35.0	35.0	35.0	35.0
Total Split (%)	46.2%	46.2%	53.8%	53.8%	53.8%	53.8%
Yellow Time (s)	3.0	3.0	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Min	Min	Min	Min
Act Effct Green (s)	10.9	10.9	27.0	27.0	27.0	27.0
Actuated g/C Ratio	0.22	0.22	0.55	0.55	0.55	0.55
v/c Ratio	0.58	0.39	0.72	0.30	0.40	0.18
Control Delay (s/veh)	25.0	9.3	13.6	1.9	12.8	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.0	9.3	13.6	1.9	12.8	6.3
LOS	C	A	B	A	B	A
Approach Delay (s/veh)	17.6		10.3			8.7
Approach LOS	B		B			A
Queue Length 50th (ft)	57	13	124	0	14	21
Queue Length 95th (ft)	83	34	190	12	38	42
Internal Link Dist (ft)	512		666			568
Turn Bay Length (ft)	150				200	
Base Capacity (vph)	828	911	1139	1064	286	1128
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	0.25	0.20	0.65	0.28	0.36	0.16

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 49	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay (s/veh): 11.7	Intersection LOS: B
Intersection Capacity Utilization 62.4%	ICU Level of Service B
Analysis Period (min) 15	

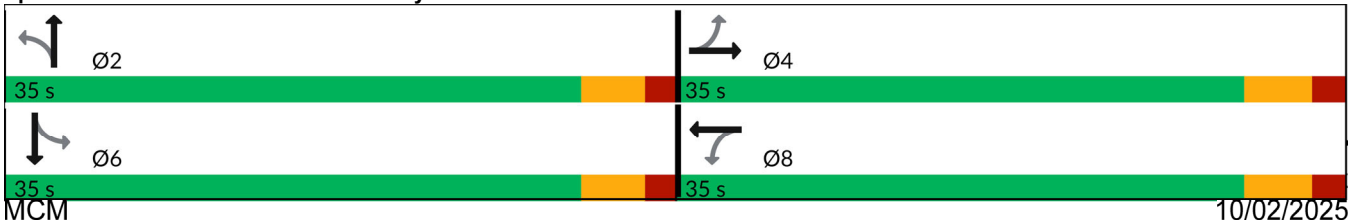
Splits and Phases: 6: Maxess Rd & Corporate Center Drive

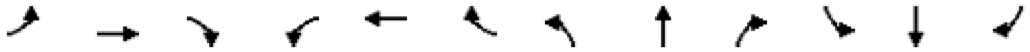


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	483	85	52	266	122	79	385	64	110	212	58
Future Volume (vph)	87	483	85	52	266	122	79	385	64	110	212	58
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.981			0.958			0.979			0.968	
Flt Protected		0.993			0.994		0.950			0.950		
Satd. Flow (prot)	0	3489	0	0	3389	0	1745	3431	0	1728	3386	0
Flt Permitted		0.799			0.794		0.548			0.413		
Satd. Flow (perm)	0	2808	0	0	2707	0	1006	3431	0	751	3386	0
Satd. Flow (RTOR)		29			100			34			63	
Lane Group Flow (vph)	0	819	0	0	551	0	99	561	0	138	338	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	20.3	20.3		20.3	20.3		22.9	22.9		22.9	22.9	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.3	3.3		3.3	3.3	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.6	1.6		1.6	1.6	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.3			5.3		4.9	4.9		4.9	4.9	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		19.7			19.7		14.7	14.7		14.7	14.7	
Actuated g/C Ratio		0.44			0.44		0.33	0.33		0.33	0.33	
v/c Ratio		0.66			0.45		0.30	0.49		0.57	0.30	
Control Delay (s/veh)		13.4			9.0		15.1	13.3		23.8	10.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		13.4			9.0		15.1	13.3		23.8	10.2	
LOS		B			A		B	B		C	B	
Approach Delay (s/veh)		13.4			9.0			13.6			14.1	
Approach LOS		B			A			B			B	
Queue Length 50th (ft)		67			33		17	50		26	23	
Queue Length 95th (ft)		147			80		50	98		76	54	
Internal Link Dist (ft)		659			601			915			1043	
Turn Bay Length (ft)							150			155		
Base Capacity (vph)		1958			1910		708	2424		528	2401	
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		0.42			0.29		0.14	0.23		0.26	0.14	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 45.2	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 12.6	Intersection LOS: B
Intersection Capacity Utilization 69.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Maxess Rd & Baylis Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	1	239	7	5	5	98	253	1	1	280	107
Future Volume (Veh/h)	269	1	239	7	5	5	98	253	1	1	280	107
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	292	1	260	8	5	5	107	275	1	1	304	116
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											995	
pX, platoon unblocked												
vC, conflicting volume	723	854	210	644	912	138	420			276		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	723	854	210	644	912	138	420			276		
tC, single (s)	7.6	6.5	7.0	7.5	6.9	6.9	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.5	4.2	3.3	2.2			2.2		
p0 queue free %	0	100	67	96	98	99	91			100		
cM capacity (veh/h)	276	270	793	225	219	891	1128			1299		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	292	261	18	107	183	93	1	203	217
Volume Left	292	0	8	107	0	0	1	0	0
Volume Right	0	260	5	0	0	1	0	0	116
cSH	276	787	281	1128	1700	1700	1299	1700	1700
Volume to Capacity	1.06	0.33	0.06	0.09	0.11	0.05	0.00*	0.12	0.13
Queue Length 95th (ft)	288	36	5	8	0	0	0	0	0
Control Delay (s/veh)	111.1	11.8	18.7	8.5	0.0	0.0	7.8	0.0	0.0
Lane LOS	F	B	C	A			A		
Approach Delay (s/veh)	64.2		18.7	2.4			0.0		
Approach LOS	F		C						

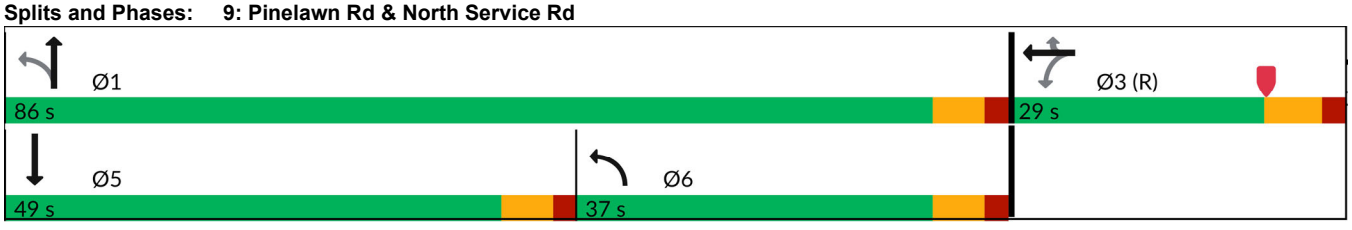
Intersection Summary				
Average Delay	26.7			
Intersection Capacity Utilization	48.2%	ICU Level of Service	A	
Analysis Period (min)	15			

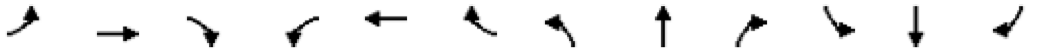
* Value less than 0.01.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	367	222	181	325	434	0	0	775	57
Future Volume (vph)	0	0	0	367	222	181	325	434	0	0	775	57
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.993	0.850					0.990	
Flt Protected				0.950	0.980		0.950					
Satd. Flow (prot)	0	0	0	1470	3028	1441	1662	3388	0	0	3387	0
Flt Permitted				0.950	0.980		0.180					
Satd. Flow (perm)	0	0	0	1470	3028	1441	315	3388	0	0	3387	0
Satd. Flow (RTOR)											7	
Lane Group Flow (vph)	0	0	0	220	455	181	361	482	0	0	924	0
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	
Protected Phases					3		6	1			5	
Permitted Phases				3		3	1					
Detector Phase				3	3	3	6	1			5	
Switch Phase												
Minimum Initial (s)				18.0	18.0	18.0	4.0	14.0			13.0	
Minimum Split (s)				25.0	25.0	25.0	10.4	20.4			19.4	
Total Split (s)				29.0	29.0	29.0	37.0	86.0			49.0	
Total Split (%)				25.2%	25.2%	25.2%	32.2%	74.8%			42.6%	
Yellow Time (s)				5.0	5.0	5.0	4.4	4.4			4.4	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				7.0	7.0	7.0	6.4	6.4			6.4	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Recall Mode				C-Max	C-Max	C-Max	None	Max			Max	
Act Effct Green (s)				22.0	22.0	22.0	79.6	79.6			42.6	
Actuated g/C Ratio				0.19	0.19	0.19	0.69	0.69			0.37	
v/c Ratio				0.78	0.79	0.66	0.63	0.21			0.73	
Control Delay (s/veh)				64.5	55.0	55.7	21.5	2.7			35.3	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)				64.5	55.0	55.7	21.5	2.7			35.3	
LOS				E	E	E	C	A			D	
Approach Delay (s/veh)					57.6			10.8			35.3	
Approach LOS					E			B			D	
Queue Length 50th (ft)				171	187	137	186	26			305	
Queue Length 95th (ft)				#305	#259	225	m201	m27			384	
Internal Link Dist (ft)		1123			1012			803			582	
Turn Bay Length (ft)						260	340					
Base Capacity (vph)				281	579	275	576	2345			1259	
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				0.78	0.79	0.66	0.63	0.21			0.73	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 105 (91%), Referenced to phase 3:WBTL, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay (s/veh): 34.7	Intersection LOS: C
Intersection Capacity Utilization 95.7%	ICU Level of Service F
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 9: Pinelawn Rd & North Service Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	163	1292	325	0	0	0	0	573	342	311	844	0
Future Volume (vph)	163	1292	325	0	0	0	0	573	342	311	844	0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected		0.994								0.950		
Satd. Flow (prot)	0	3371	1383	0	0	0	0	3355	1538	1711	3471	0
Flt Permitted		0.994								0.216		
Satd. Flow (perm)	0	3371	1383	0	0	0	0	3355	1538	389	3471	0
Satd. Flow (RTOR)									101			
Lane Group Flow (vph)	0	1635	365	0	0	0	0	644	384	349	948	0
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		3						5		6	1	
Permitted Phases	3		3						5	1		
Detector Phase	3	3	3					5	5	6	1	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					15.0	15.0	4.0	15.0	
Minimum Split (s)	27.0	27.0	27.0					21.6	21.6	10.6	21.6	
Total Split (s)	58.0	58.0	58.0					31.0	31.0	26.0	57.0	
Total Split (%)	50.4%	50.4%	50.4%					27.0%	27.0%	22.6%	49.6%	
Yellow Time (s)	5.0	5.0	5.0					4.6	4.6	4.6	4.6	
All-Red Time (s)	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0	7.0					6.6	6.6	6.6	6.6	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max					Min	Min	Min	Min	
Act Effct Green (s)		52.1	52.1					24.2	24.2	49.3	49.3	
Actuated g/C Ratio		0.45	0.45					0.21	0.21	0.43	0.43	
v/c Ratio		1.07	0.58					0.91	0.96	0.92	0.64	
Control Delay (s/veh)		65.6	19.7					63.3	68.7	46.8	9.6	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)		65.6	19.7					63.3	68.7	46.8	9.6	
LOS		E	B					E	E	D	A	
Approach Delay (s/veh)		57.2						65.3			19.6	
Approach LOS		E						E			B	
Queue Length 50th (ft)		~728	121					246	216	183	132	
Queue Length 95th (ft)		#827	m201					#345	#400	m#331	172	
Internal Link Dist (ft)		1162			731			706			803	
Turn Bay Length (ft)			160						150	300		
Base Capacity (vph)		1526	626					711	405	392	1521	
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		1.07	0.58					0.91	0.95	0.89	0.62	

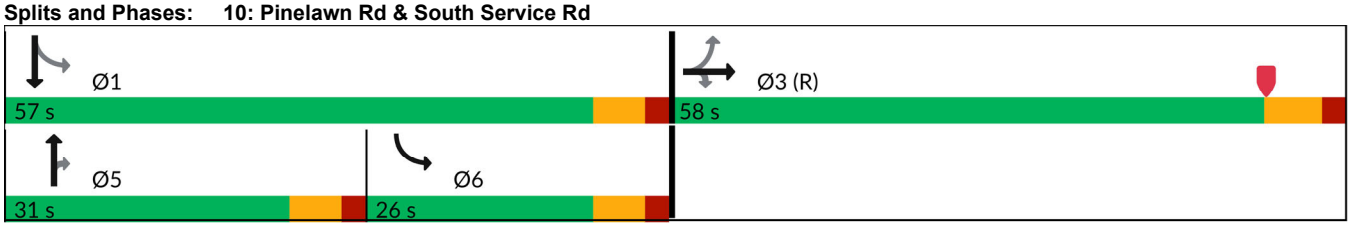
Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 3:EBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay (s/veh): 47.9	Intersection LOS: D
Intersection Capacity Utilization 95.7%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

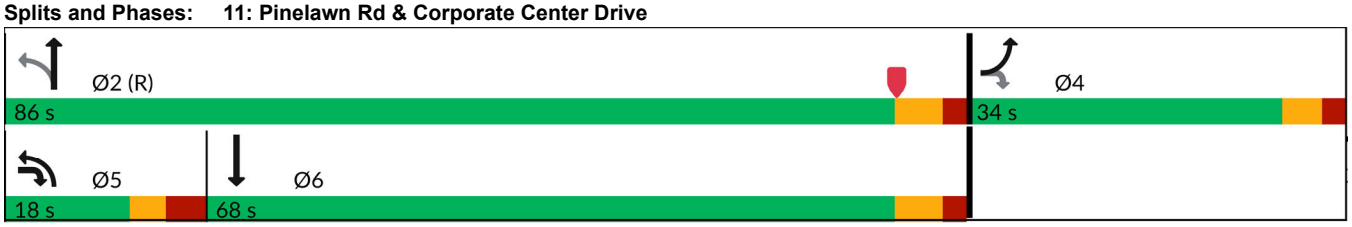
Splits and Phases: 10: Pinelawn Rd & South Service Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	331	184	58	1196	1123	136
Future Volume (vph)	331	184	58	1196	1123	136
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.984	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3286	1583	1491	3421	3204	0
Flt Permitted	0.950		0.104			
Satd. Flow (perm)	3286	1583	163	3421	3204	0
Satd. Flow (RTOR)		34			16	
Lane Group Flow (vph)	389	216	68	1407	1481	0
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	6.0	3.0	3.0	20.0	20.0	
Minimum Split (s)	29.8	9.8	9.8	26.3	26.3	
Total Split (s)	34.0	18.0	18.0	86.0	68.0	
Total Split (%)	28.3%	15.0%	15.0%	71.7%	56.7%	
Yellow Time (s)	3.6	3.2	3.2	4.3	4.3	
All-Red Time (s)	2.2	3.6	3.6	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	6.8	6.8	6.3	6.3	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Min	Min	
Act Effct Green (s)	18.6	30.8	88.8	89.3	76.1	
Actuated g/C Ratio	0.16	0.26	0.74	0.74	0.63	
v/c Ratio	0.76	0.50	0.36	0.55	0.73	
Control Delay (s/veh)	58.6	35.0	10.1	8.1	18.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	58.6	35.0	10.1	8.1	18.4	
LOS	E	C	B	A	B	
Approach Delay (s/veh)	50.2			8.2	18.4	
Approach LOS	D			A	B	
Queue Length 50th (ft)	150	121	12	216	372	
Queue Length 95th (ft)	182	166	28	284	501	
Internal Link Dist (ft)	1341			471	534	
Turn Bay Length (ft)	320		160			
Base Capacity (vph)	772	493	244	2545	2037	
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	0.50	0.44	0.28	0.55	0.73	

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 19.6		Intersection LOS: B	
Intersection Capacity Utilization 63.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 11: Pinelawn Rd & Corporate Center Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	181	477	307	34	261	256	74	697	117	360	720	340
Future Volume (vph)	181	477	307	34	261	256	74	697	117	360	720	340
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3236	3421	1546	1694	3421	1546	3255	5085	1501	3351	4940	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3236	3421	1546	1694	3421	1546	3255	5085	1501	3351	4940	1531
Satd. Flow (RTOR)			140			103			176			382
Lane Group Flow (vph)	203	536	345	38	293	288	83	783	131	404	809	382
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	6.0	3.0	3.0	6.0	3.0	3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	10.2	14.0	10.2	10.2	41.0	10.2	10.2	37.1	37.1	10.2	37.1	37.1
Total Split (s)	22.0	36.0	20.0	16.0	30.0	22.0	20.0	46.0	46.0	22.0	48.0	48.0
Total Split (%)	18.3%	30.0%	16.7%	13.3%	25.0%	18.3%	16.7%	38.3%	38.3%	18.3%	40.0%	40.0%
Yellow Time (s)	3.2	4.0	3.2	3.2	4.0	3.2	3.2	4.6	4.6	3.2	4.6	4.6
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.5	2.5	4.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	8.0	7.2	7.2	8.0	7.2	7.2	7.1	7.1	7.2	7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	Min	Min
Act Effct Green (s)	11.9	27.1	42.5	7.2	17.5	45.0	7.4	41.6	41.6	19.6	53.7	53.7
Actuated g/C Ratio	0.10	0.23	0.35	0.06	0.15	0.38	0.06	0.35	0.35	0.16	0.45	0.45
v/c Ratio	0.63	0.69	0.54	0.38	0.59	0.45	0.41	0.44	0.21	0.74	0.37	0.43
Control Delay (s/veh)	60.8	48.1	20.9	64.0	52.1	19.0	59.9	32.7	2.5	56.8	24.0	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.8	48.1	20.9	64.0	52.1	19.0	59.9	32.7	2.5	56.8	24.0	4.2
LOS	E	D	C	E	D	B	E	C	A	E	C	A
Approach Delay (s/veh)		41.8			37.4			31.0			27.6	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	79	210	130	29	111	100	32	176	0	153	151	0
Queue Length 95th (ft)	114	255	201	64	148	167	57	231	18	#220	215	63
Internal Link Dist (ft)		764			589			814			777	
Turn Bay Length (ft)	140		230	290		275	400		450	400		310
Base Capacity (vph)	403	820	701	128	635	644	347	1846	657	546	2211	896
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.65	0.49	0.30	0.46	0.45	0.24	0.42	0.20	0.74	0.37	0.43

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay (s/veh): 33.4 Intersection LOS: C
Intersection Capacity Utilization 68.0% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: Pinelawn Rd & Ruland Rd/Colonial Springs Rd

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	271	269	71	45	13
Future Volume (Veh/h)	16	271	269	71	45	13
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	295	292	77	49	14
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)		592				
pX, platoon unblocked						
vC, conflicting volume	369				660	331
vC1, stage 1 conf vol					331	
vC2, stage 2 conf vol					329	
vCu, unblocked vol	369				660	331
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				92	98
cM capacity (veh/h)	1201				612	716

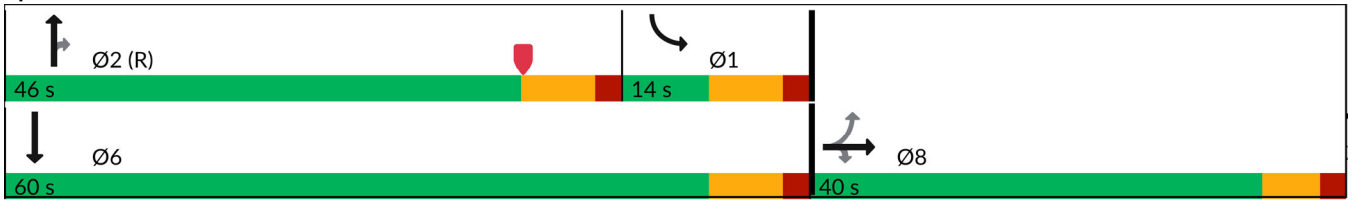
Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	17	295	369	63
Volume Left	17	0	0	49
Volume Right	0	0	77	14
cSH	1201	1700	1700	632
Volume to Capacity	0.01	0.17	0.22	0.10
Queue Length 95th (ft)	1	0	0	8
Control Delay (s/veh)	8.0	0.0	0.0	11.3
Lane LOS	A			B
Approach Delay (s/veh)	0.4		0.0	11.3
Approach LOS				B

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	28.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	466	341	0	0	0	0	1420	351	53	1141	0
Future Volume (vph)	34	466	341	0	0	0	0	1420	351	53	1141	0
Lane Util. Factor	0.91	0.91	0.88	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Frt			0.850						0.850			
Flt Protected		0.997								0.950		
Satd. Flow (prot)	0	4941	2656	0	0	0	0	5036	1538	3502	5036	0
Flt Permitted		0.997								0.950		
Satd. Flow (perm)	0	4941	2656	0	0	0	0	5036	1538	3502	5036	0
Satd. Flow (RTOR)									183			
Lane Group Flow (vph)	0	544	371	0	0	0	0	1543	382	58	1240	0
Turn Type	Perm	NA	Perm					NA	Perm	Prot	NA	
Protected Phases		8						2		1	6	
Permitted Phases	8		8						2			
Detector Phase	8	8	8					2	2	1	6	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					19.0	19.0	4.0	19.0	
Minimum Split (s)	39.3	39.3	39.3					44.4	44.4	11.4	44.4	
Total Split (s)	40.0	40.0	40.0					46.0	46.0	14.0	60.0	
Total Split (%)	40.0%	40.0%	40.0%					46.0%	46.0%	14.0%	60.0%	
Yellow Time (s)	4.3	4.3	4.3					5.4	5.4	5.4	5.4	
All-Red Time (s)	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.3	6.3					7.4	7.4	7.4	7.4	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max	C-Max	Min	Max	
Act Effct Green (s)		24.8	24.8					47.5	47.5	6.6	61.5	
Actuated g/C Ratio		0.25	0.25					0.48	0.48	0.07	0.62	
v/c Ratio		0.44	0.56					0.64	0.46	0.25	0.40	
Control Delay (s/veh)		32.4	35.7					11.2	3.2	47.3	10.9	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)		32.4	35.7					11.2	3.2	47.3	10.9	
LOS		C	D					B	A	D	B	
Approach Delay (s/veh)		33.7						9.7			12.5	
Approach LOS		C						A			B	
Queue Length 50th (ft)		109	119					59	8	18	131	
Queue Length 95th (ft)		126	151					297	15	39	204	
Internal Link Dist (ft)		1288			1695			1079			1005	
Turn Bay Length (ft)			440						150	300		
Base Capacity (vph)		1665	895					2394	827	231	3099	
Starvation Cap Reductn		0	0					0	0	0	0	
Spillback Cap Reductn		0	0					0	0	0	0	
Storage Cap Reductn		0	0					0	0	0	0	
Reduced v/c Ratio		0.33	0.41					0.64	0.46	0.25	0.40	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 15 (15%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 15.9	Intersection LOS: B
Intersection Capacity Utilization 59.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Broad Hollow Rd & South Service Rd



Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	23	128	4	1612	15	19	37	1426
Future Volume (vph)	23	128	4	1612	15	19	37	1426
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.91
Frt		0.850		0.999				
Flt Protected	0.950		0.950				0.950	
Satd. Flow (prot)	1805	1615	1805	4818	0	0	1769	5036
Flt Permitted	0.950		0.950				0.950	
Satd. Flow (perm)	1805	1615	1805	4818	0	0	1769	5036
Satd. Flow (RTOR)		142		2				
Lane Group Flow (vph)	26	142	4	1808	0	0	62	1584
Turn Type	Prot	Perm	Prot	NA		Prot	Prot	NA
Protected Phases	3		5	2		1	1	6
Permitted Phases		3						
Detector Phase	3	3	5	2		1	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	4.0	20.0		12.0	12.0	20.0
Minimum Split (s)	46.3	46.3	9.0	27.4		17.0	17.0	27.4
Total Split (s)	23.0	23.0	11.0	57.0		20.0	20.0	66.0
Total Split (%)	23.0%	23.0%	11.0%	57.0%		20.0%	20.0%	66.0%
Yellow Time (s)	3.5	3.5	3.0	5.4		3.0	3.0	5.4
All-Red Time (s)	2.8	2.8	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	6.3	6.3	5.0	7.4			5.0	7.4
Lead/Lag			Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	C-Max		None	None	Max
Act Effct Green (s)	10.3	10.3	4.8	62.4			12.0	73.9
Actuated g/C Ratio	0.10	0.10	0.05	0.62			0.12	0.74
v/c Ratio	0.14	0.48	0.05	0.60			0.29	0.43
Control Delay (s/veh)	43.3	13.4	46.3	13.3			47.4	4.0
Queue Delay	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	43.3	13.4	46.3	13.3			47.4	4.0
LOS	D	B	D	B			D	A
Approach Delay (s/veh)	18.0			13.4				5.7
Approach LOS	B			B				A
Queue Length 50th (ft)	15	1	3	255			39	73
Queue Length 95th (ft)	m40	56	14	316			84	110
Internal Link Dist (ft)	872			516				1079
Turn Bay Length (ft)		125	90				300	
Base Capacity (vph)	301	387	108	3006			265	3721
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	0.09	0.37	0.04	0.60			0.23	0.43

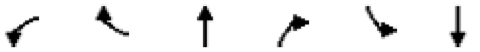
Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 12 (12%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 10.1	Intersection LOS: B
Intersection Capacity Utilization 65.4%	ICU Level of Service C
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 2: Broad Hollow Rd & Melville Park Rd

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	465	79	0	0	0	185
Future Volume (Veh/h)	465	79	0	0	0	185
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	505	86	0	0	0	201
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				1242		
pX, platoon unblocked						
vC, conflicting volume			591		548	296
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			591		548	296
tC, single (s)			4.1		6.8	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	71
cM capacity (veh/h)			995		471	695

Direction, Lane #	EB 1	EB 2	NB 1	NB 2
Volume Total	337	254	101	101
Volume Left	0	0	0	0
Volume Right	0	86	101	101
cSH	1700	1700	695	695
Volume to Capacity	0.20	0.15	0.14	0.14
Queue Length 95th (ft)	0	0	13	13
Control Delay (s/veh)	0.0	0.0	11.1	11.1
Lane LOS			B	B
Approach Delay (s/veh)	0.0		11.1	
Approach LOS			B	

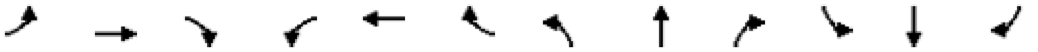
Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	28.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	16	168	2	37	41
Future Volume (Veh/h)	7	16	168	2	37	41
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	17	183	2	40	45
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)			1037			
pX, platoon unblocked						
vC, conflicting volume	309	184			185	
vC1, stage 1 conf vol	184					
vC2, stage 2 conf vol	125					
vCu, unblocked vol	309	184			185	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	98			97	
cM capacity (veh/h)	780	864			1402	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	25	185	40	45
Volume Left	8	0	40	0
Volume Right	17	2	0	0
cSH	835	1700	1402	1700
Volume to Capacity	0.03	0.11	0.03	0.03
Queue Length 95th (ft)	2	0	2	0
Control Delay (s/veh)	9.4	0.0	7.6	0.0
Lane LOS	A		A	
Approach Delay (s/veh)	9.4	0.0	3.6	
Approach LOS	A			

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	25.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	30	15	18	90	21	16	131	45	37	6	5
Future Volume (Veh/h)	18	30	15	18	90	21	16	131	45	37	6	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	22	37	18	22	110	26	20	160	55	45	7	6
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)								648				
pX, platoon unblocked												
vC, conflicting volume	381	355	10	361	331	188	13			215		
vC1, stage 1 conf vol	100	100		228	228							
vC2, stage 2 conf vol	281	255		134	103							
vCu, unblocked vol	381	355	10	361	331	188	13			215		
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 %	96	94	98	97	83	97	99			97		
cM capacity (veh/h)	531	621	1077	679	661	860	1619			1367		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	77	158	20	215	45	13
Volume Left	22	22	20	0	45	0
Volume Right	18	26	0	55	0	6
cSH	654	690	1619	1700	1367	1700
Volume to Capacity	0.12	0.23	0.01	0.13	0.03	0.00*
Queue Length 95th (ft)	10	22	1	0	3	0
Control Delay (s/veh)	11.2	11.8	7.3	0.0	7.7	0.0
Lane LOS	B	B	A		A	
Approach Delay (s/veh)	11.2	11.8	0.6		6.0	
Approach LOS	B	B				

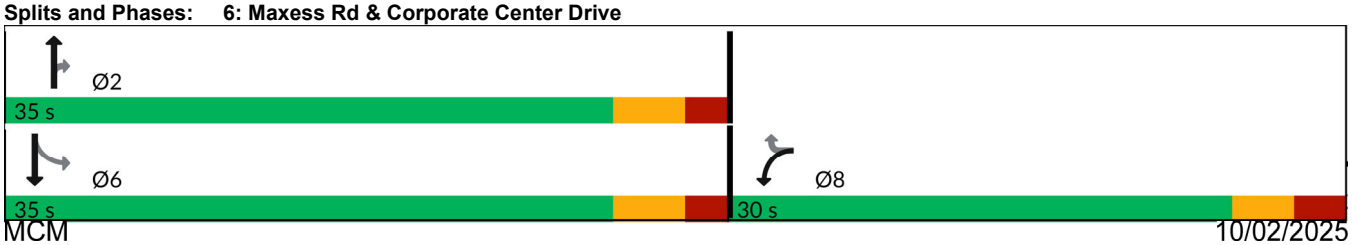
Intersection Summary				
Average Delay	6.1			
Intersection Capacity Utilization	30.8%	ICU Level of Service	A	
Analysis Period (min)	15			

* Value less than 0.01.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	59	37	161	55	8	36
Future Volume (vph)	59	37	161	55	8	36
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1616	1669	1827	1615	1805	1900
Flt Permitted	0.950				0.652	
Satd. Flow (perm)	1616	1669	1827	1615	1239	1900
Satd. Flow (RTOR)		38		57		
Lane Group Flow (vph)	61	38	166	57	8	37
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	9.0	9.0	15.0	15.0	15.0	15.0
Minimum Split (s)	24.5	24.5	20.5	20.5	20.5	20.5
Total Split (s)	30.0	30.0	35.0	35.0	35.0	35.0
Total Split (%)	46.2%	46.2%	53.8%	53.8%	53.8%	53.8%
Yellow Time (s)	3.0	3.0	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Min	Min	Min	Min
Act Effct Green (s)	9.0	9.0	23.9	23.9	23.9	23.9
Actuated g/C Ratio	0.25	0.25	0.67	0.67	0.67	0.67
v/c Ratio	0.15	0.08	0.14	0.05	0.01	0.03
Control Delay (s/veh)	11.5	5.1	5.9	2.5	5.9	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.5	5.1	5.9	2.5	5.9	5.8
LOS	B	A	A	A	A	A
Approach Delay (s/veh)	9.0		5.0			5.8
Approach LOS	A		A			A
Queue Length 50th (ft)	10	0	18	0	1	4
Queue Length 95th (ft)	26	12	39	11	5	12
Internal Link Dist (ft)	512		666			568
Turn Bay Length (ft)	150				200	
Base Capacity (vph)	1106	1154	1744	1545	1183	1814
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.03	0.10	0.04	0.01	0.02

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 35.8	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.15	
Intersection Signal Delay (s/veh): 6.2	Intersection LOS: A
Intersection Capacity Utilization 34.2%	ICU Level of Service A
Analysis Period (min) 15	

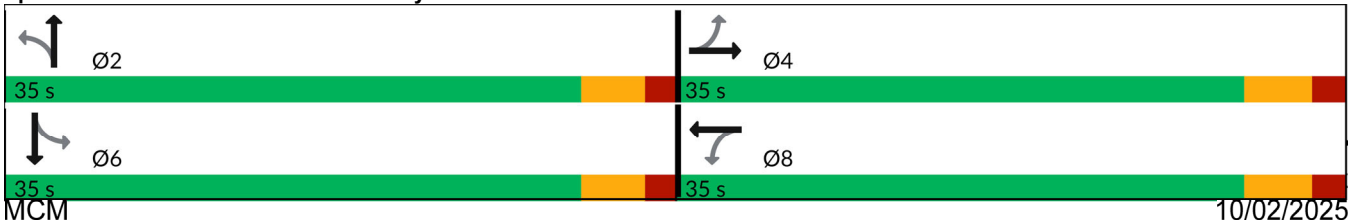
Splits and Phases: 6: Maxess Rd & Corporate Center Drive

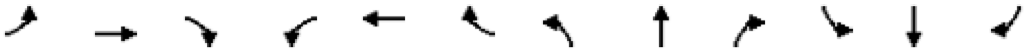


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	169	41	35	168	73	25	143	47	36	55	8
Future Volume (vph)	6	169	41	35	168	73	25	143	47	36	55	8
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.972			0.961			0.963			0.980	
Flt Protected		0.999			0.994		0.950			0.950		
Satd. Flow (prot)	0	3425	0	0	3428	0	1745	3351	0	1745	3391	0
Flt Permitted		0.945			0.898		0.710			0.623		
Satd. Flow (perm)	0	3240	0	0	3096	0	1304	3351	0	1144	3391	0
Satd. Flow (RTOR)		44			78			51			9	
Lane Group Flow (vph)	0	232	0	0	297	0	27	205	0	39	68	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	20.3	20.3		20.3	20.3		22.9	22.9		22.9	22.9	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.3	3.3		3.3	3.3	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.6	1.6		1.6	1.6	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.3			5.3		4.9	4.9		4.9	4.9	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		15.5			15.5		10.3	10.3		10.3	10.3	
Actuated g/C Ratio		0.48			0.48		0.32	0.32		0.32	0.32	
v/c Ratio		0.15			0.20		0.07	0.19		0.11	0.06	
Control Delay (s/veh)		5.3			5.0		9.8	7.9		10.3	8.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		5.3			5.0		9.8	7.9		10.3	8.5	
LOS		A			A		A	A		B	A	
Approach Delay (s/veh)		5.3			5.0			8.1			9.2	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)		10			12		4	11		5	4	
Queue Length 95th (ft)		22			26		14	26		18	12	
Internal Link Dist (ft)		659			601			915			1043	
Turn Bay Length (ft)							150			155		
Base Capacity (vph)		2840			2718		1153	2968		1011	2998	
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		0.08			0.11		0.02	0.07		0.04	0.02	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 32.6	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.20	
Intersection Signal Delay (s/veh): 6.4	Intersection LOS: A
Intersection Capacity Utilization 58.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Maxess Rd & Baylis Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	5	34	3	2	0	22	134	1	1	109	38
Future Volume (Veh/h)	60	5	34	3	2	0	22	134	1	1	109	38
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	62	5	35	3	2	0	23	138	1	1	112	39
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											995	
pX, platoon unblocked												
vC, conflicting volume	250	319	76	245	338	70	151			139		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	250	319	76	245	338	70	151			139		
tC, single (s)	7.8	6.9	7.0	7.5	6.5	6.9	4.3			4.1		
tC, 2 stage (s)												
tF (s)	3.7	4.2	3.4	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	90	99	96	100	100	100	98			100		
cM capacity (veh/h)	637	548	958	655	577	986	1371			1457		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	62	40	5	23	92	47	1	75	76
Volume Left	62	0	3	23	0	0	1	0	0
Volume Right	0	35	0	0	0	1	0	0	39
cSH	637	876	621	1371	1700	1700	1457	1700	1700
Volume to Capacity	0.10	0.05	0.00*	0.02	0.05	0.03	0.00*	0.04	0.04
Queue Length 95th (ft)	8	4	1	1	0	0	0	0	0
Control Delay (s/veh)	11.3	9.3	10.8	7.7	0.0	0.0	7.5	0.0	0.0
Lane LOS	B	A	B	A			A		
Approach Delay (s/veh)	10.5		10.8	1.1			0.0		
Approach LOS	B		B						

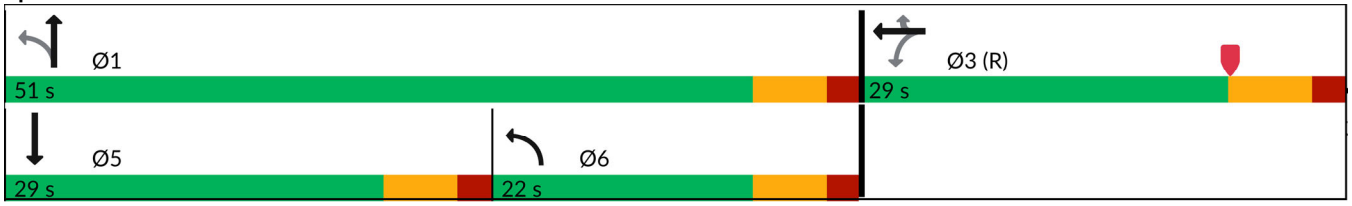
Intersection Summary				
Average Delay	3.1			
Intersection Capacity Utilization	22.5%	ICU Level of Service	A	
Analysis Period (min)	15			

* Value less than 0.01.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	103	208	250	293	386	0	0	396	18
Future Volume (vph)	0	0	0	103	208	250	293	386	0	0	396	18
Lane Util. Factor	1.00	1.00	1.00	0.91	0.86	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.951	0.850					0.993	
Flt Protected				0.950	0.998		0.950					
Satd. Flow (prot)	0	0	0	1512	2972	1455	1694	3455	0	0	3415	0
Flt Permitted				0.950	0.998		0.468					
Satd. Flow (perm)	0	0	0	1512	2972	1455	835	3455	0	0	3415	0
Satd. Flow (RTOR)											6	
Lane Group Flow (vph)	0	0	0	96	337	151	305	402	0	0	432	0
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	
Protected Phases					3		6	1			5	
Permitted Phases				3		3	1					
Detector Phase				3	3	3	6	1			5	
Switch Phase												
Minimum Initial (s)				18.0	18.0	18.0	4.0	14.0			13.0	
Minimum Split (s)				25.0	25.0	25.0	10.4	20.4			19.4	
Total Split (s)				29.0	29.0	29.0	22.0	51.0			29.0	
Total Split (%)				36.3%	36.3%	36.3%	27.5%	63.8%			36.3%	
Yellow Time (s)				5.0	5.0	5.0	4.4	4.4			4.4	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				7.0	7.0	7.0	6.4	6.4			6.4	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Recall Mode				C-Max	C-Max	C-Max	None	Max			Max	
Act Effct Green (s)				22.0	22.0	22.0	44.6	44.6			22.6	
Actuated g/C Ratio				0.28	0.28	0.28	0.56	0.56			0.28	
v/c Ratio				0.23	0.41	0.38	0.48	0.21			0.45	
Control Delay (s/veh)				24.3	25.6	26.8	7.6	1.7			25.0	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)				24.3	25.6	26.8	7.6	1.7			25.0	
LOS				C	C	C	A	A			C	
Approach Delay (s/veh)					25.7			4.3			25.0	
Approach LOS					C			A			C	
Queue Length 50th (ft)				40	79	67	58	8			91	
Queue Length 95th (ft)				83	122	124	m68	m11			133	
Internal Link Dist (ft)		1123			1012			803			582	
Turn Bay Length (ft)						260	340					
Base Capacity (vph)				415	817	400	633	1926			969	
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				0.23	0.41	0.38	0.48	0.21			0.45	

Intersection Summary		
Cycle Length: 80		
Actuated Cycle Length: 80		
Offset: 17 (21%), Referenced to phase 3:WBTL, Start of Yellow		
Natural Cycle: 55		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.48		
Intersection Signal Delay (s/veh): 16.7	Intersection LOS: B	
Intersection Capacity Utilization 59.9%	ICU Level of Service B	
Analysis Period (min) 15		
m Volume for 95th percentile queue is metered by upstream signal.		

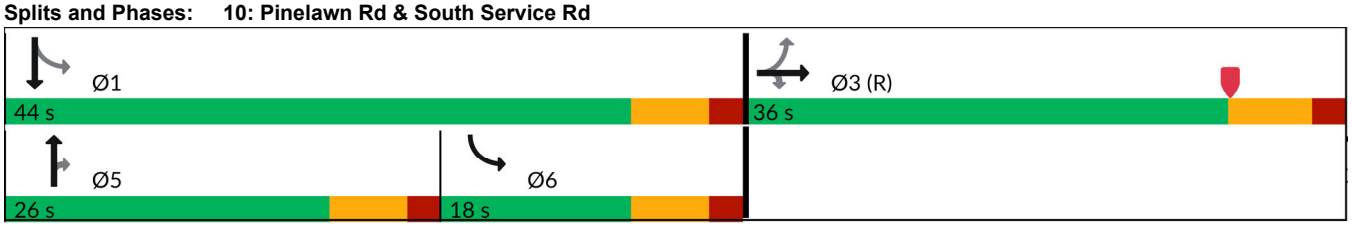
Splits and Phases: 9: Pinelawn Rd & North Service Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	305	283	0	0	0	0	620	227	167	612	0
Future Volume (vph)	56	305	283	0	0	0	0	620	227	167	612	0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850						0.850			
Flt Protected		0.992								0.950		
Satd. Flow (prot)	0	3334	1436	0	0	0	0	3421	1599	1728	3505	0
Flt Permitted		0.992								0.286		
Satd. Flow (perm)	0	3334	1436	0	0	0	0	3421	1599	520	3505	0
Satd. Flow (RTOR)									234			
Lane Group Flow (vph)	0	372	292	0	0	0	0	639	234	172	631	0
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		3						5		6	1	
Permitted Phases	3		3						5	1		
Detector Phase	3	3	3					5	5	6	1	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					15.0	15.0	4.0	15.0	
Minimum Split (s)	27.0	27.0	27.0					21.6	21.6	10.6	21.6	
Total Split (s)	36.0	36.0	36.0					26.0	26.0	18.0	44.0	
Total Split (%)	45.0%	45.0%	45.0%					32.5%	32.5%	22.5%	55.0%	
Yellow Time (s)	5.0	5.0	5.0					4.6	4.6	4.6	4.6	
All-Red Time (s)	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0	7.0					6.6	6.6	6.6	6.6	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max					Min	Min	Min	Min	
Act Effct Green (s)		33.9	33.9					18.4	18.4	32.5	32.5	
Actuated g/C Ratio		0.42	0.42					0.23	0.23	0.41	0.41	
v/c Ratio		0.26	0.48					0.81	0.43	0.53	0.44	
Control Delay (s/veh)		16.4	21.2					38.3	6.4	16.7	9.7	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)		16.4	21.2					38.3	6.4	16.7	9.7	
LOS		B	C					D	A	B	A	
Approach Delay (s/veh)		18.5						29.7			11.2	
Approach LOS		B						C			B	
Queue Length 50th (ft)		62	104					156	0	33	65	
Queue Length 95th (ft)		102	192					217	53	49	76	
Internal Link Dist (ft)		1162			731			706			803	
Turn Bay Length (ft)			160						150	300		
Base Capacity (vph)		1414	609					829	565	409	1638	
Starvation Cap Reductn		0	0					0	0	0	0	
Spillback Cap Reductn		0	0					0	0	0	0	
Storage Cap Reductn		0	0					0	0	0	0	
Reduced v/c Ratio		0.26	0.48					0.77	0.41	0.42	0.39	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 16 (20%), Referenced to phase 3:EBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 20.2	Intersection LOS: C
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

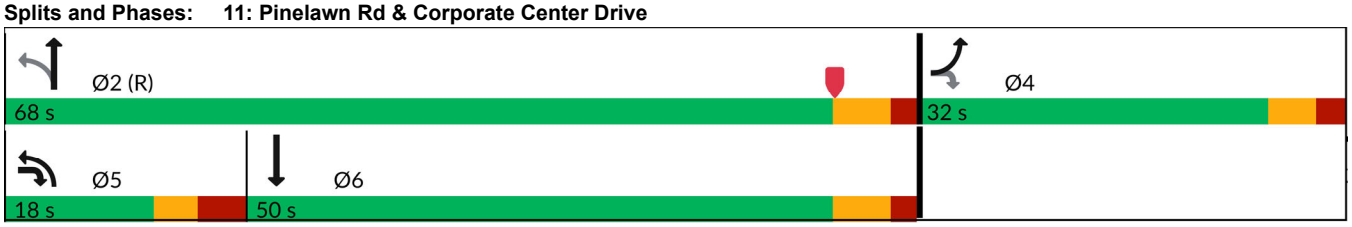
Splits and Phases: 10: Pinelawn Rd & South Service Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	72	39	35	519	35	819
Future Volume (vph)	72	39	35	519	35	819
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.856	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3385	1615	1685	3421	2723	0
Flt Permitted	0.950		0.280			
Satd. Flow (perm)	3385	1615	497	3421	2723	0
Satd. Flow (RTOR)		40			844	
Lane Group Flow (vph)	74	40	36	535	880	0
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	6.0	3.0	3.0	20.0	20.0	
Minimum Split (s)	29.8	9.8	9.8	26.3	26.3	
Total Split (s)	32.0	18.0	18.0	68.0	50.0	
Total Split (%)	32.0%	18.0%	18.0%	68.0%	50.0%	
Yellow Time (s)	3.6	3.2	3.2	4.3	4.3	
All-Red Time (s)	2.2	3.6	3.6	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	6.8	6.8	6.3	6.3	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Min	Min	
Act Effct Green (s)	6.9	15.3	82.9	84.6	75.2	
Actuated g/C Ratio	0.07	0.15	0.83	0.85	0.75	
v/c Ratio	0.32	0.14	0.08	0.18	0.39	
Control Delay (s/veh)	47.7	12.1	2.4	2.1	1.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	47.7	12.1	2.4	2.1	1.1	
LOS	D	B	A	A	A	
Approach Delay (s/veh)	35.2			2.1	1.1	
Approach LOS	D			A	A	
Queue Length 50th (ft)	23	0	3	29	3	
Queue Length 95th (ft)	45	28	10	45	22	
Internal Link Dist (ft)	1337			471	534	
Turn Bay Length (ft)	320		160			
Base Capacity (vph)	886	379	544	2894	2256	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.11	0.07	0.18	0.39	

Intersection Summary			
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay (s/veh): 4.0		Intersection LOS: A	
Intersection Capacity Utilization 44.2%		ICU Level of Service A	
Analysis Period (min) 15			

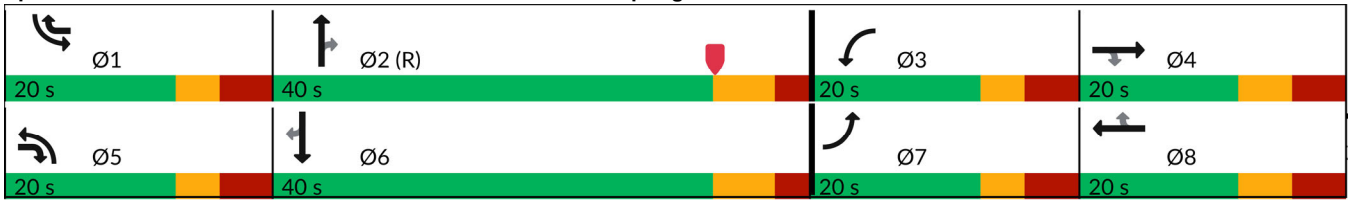
Splits and Phases: 11: Pinelawn Rd & Corporate Center Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	210	90	21	210	265	75	444	46	220	449	251
Future Volume (vph)	141	210	90	21	210	265	75	444	46	220	449	251
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3236	3455	1516	1745	3421	1516	3255	5036	1561	3351	4940	1546
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3236	3455	1516	1745	3421	1516	3255	5036	1561	3351	4940	1546
Satd. Flow (RTOR)			123			189			212			264
Lane Group Flow (vph)	148	221	95	22	221	279	79	467	48	232	473	264
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	6.0	3.0	3.0	6.0	3.0	3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	10.2	14.0	10.2	10.2	41.0	10.2	10.2	37.1	37.1	10.2	37.1	37.1
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	40.0	40.0	20.0	40.0	40.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	40.0%	40.0%	20.0%	40.0%	40.0%
Yellow Time (s)	3.2	4.0	3.2	3.2	4.0	3.2	3.2	4.6	4.6	3.2	4.6	4.6
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.5	2.5	4.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	8.0	7.2	7.2	8.0	7.2	7.2	7.1	7.1	7.2	7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	Min	Min
Act Effct Green (s)	8.9	21.7	36.5	5.8	11.3	30.5	6.8	39.1	39.1	11.2	43.5	43.5
Actuated g/C Ratio	0.09	0.22	0.37	0.06	0.11	0.31	0.07	0.39	0.39	0.11	0.44	0.44
v/c Ratio	0.51	0.30	0.15	0.22	0.57	0.47	0.36	0.24	0.06	0.62	0.22	0.32
Control Delay (s/veh)	49.4	34.7	2.8	49.3	47.8	11.3	48.5	22.3	0.2	49.4	19.1	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.4	34.7	2.8	49.3	47.8	11.3	48.5	22.3	0.2	49.4	19.1	4.0
LOS	D	C	A	D	D	B	D	C	A	D	B	A
Approach Delay (s/veh)		32.9			28.4			24.0			22.2	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	47	57	0	14	71	42	25	71	0	73	67	0
Queue Length 95th (ft)	76	101	21	38	106	103	47	114	0	108	105	52
Internal Link Dist (ft)		764			589			814			777	
Turn Bay Length (ft)	140		230	290		275	400		450	400		310
Base Capacity (vph)	414	748	714	223	431	619	416	2002	748	440	2146	821
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.30	0.13	0.10	0.51	0.45	0.19	0.23	0.06	0.53	0.22	0.32

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay (s/veh): 25.8	Intersection LOS: C
Intersection Capacity Utilization 57.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 12: Pinelawn Rd & Ruland Rd/Colonial Springs Rd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	45	78	79	59	19
Future Volume (Veh/h)	18	45	78	79	59	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	49	85	86	64	21
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)		592				
pX, platoon unblocked						
vC, conflicting volume	171				217	128
vC1, stage 1 conf vol					128	
vC2, stage 2 conf vol					89	
vCu, unblocked vol	171				217	128
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				92	98
cM capacity (veh/h)	1418				843	927

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	20	49	171	85
Volume Left	20	0	0	64
Volume Right	0	0	86	21
cSH	1418	1700	1700	863
Volume to Capacity	0.01	0.03	0.10	0.10
Queue Length 95th (ft)	1	0	0	8
Control Delay (s/veh)	7.6	0.0	0.0	9.6
Lane LOS	A			A
Approach Delay (s/veh)	2.2		0.0	9.6
Approach LOS				A

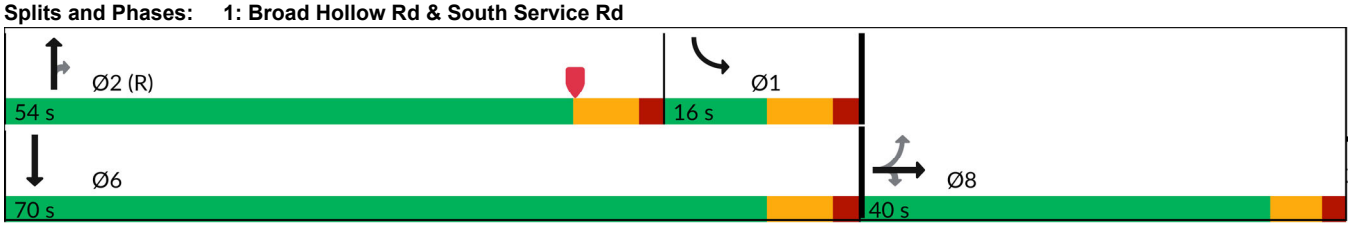
Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	26.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	839	577	0	0	0	0	1154	382	193	1720	0
Future Volume (vph)	52	839	577	0	0	0	0	1154	382	193	1720	0
Satd. Flow (prot)	0	4742	2656	0	0	0	0	4472	1392	3467	4940	0
Flt Permitted		0.997								0.950		
Satd. Flow (perm)	0	4742	2656	0	0	0	0	4472	1392	3467	4940	0
Satd. Flow (RTOR)									106			
Adj. Flow (vph)	60	964	663	0	0	0	0	1326	439	222	1977	0
Lane Group Flow (vph)	0	1024	663	0	0	0	0	1326	439	222	1977	0
Turn Type	Perm	NA	Perm					NA	Perm	Prot	NA	
Protected Phases		8						2		1	6	
Permitted Phases	8		8						2			
Detector Phase	8	8	8					2	2	1	6	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					19.0	19.0	4.0	19.0	
Minimum Split (s)	26.3	26.3	26.3					44.4	44.4	11.4	44.4	
Total Split (s)	40.0	40.0	40.0					54.0	54.0	16.0	70.0	
Total Split (%)	36.4%	36.4%	36.4%					49.1%	49.1%	14.5%	63.6%	
Yellow Time (s)	4.3	4.3	4.3					5.4	5.4	5.4	5.4	
All-Red Time (s)	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.3	6.3					7.4	7.4	7.4	7.4	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max	C-Max	Min	Max	
Act Effct Green (s)		33.6	33.6					46.7	46.7	8.6	62.7	
Actuated g/C Ratio		0.31	0.31					0.42	0.42	0.08	0.57	
v/c Ratio		0.71	0.82					0.70	0.67	0.82	0.70	
Control Delay (s/veh)		37.0	44.9					28.4	25.1	73.9	18.7	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)		37.0	44.9					28.4	25.1	73.9	18.7	
LOS		D	D					C	C	E	B	
Approach Delay (s/veh)		40.1						27.5			24.3	
Approach LOS		D						C			C	
Queue Length 50th (ft)		233	244					275	188	80	347	
Queue Length 95th (ft)		272	310					313	288	#136	379	
Internal Link Dist (ft)		1288			1695			1079			1005	
Turn Bay Length (ft)			440						150	300		
Base Capacity (vph)		1452	813					1898	651	271	2815	
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		0.71	0.82					0.70	0.67	0.82	0.70	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 82 (75%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 30.0	Intersection LOS: C
Intersection Capacity Utilization 64.8%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 1: Broad Hollow Rd & South Service Rd

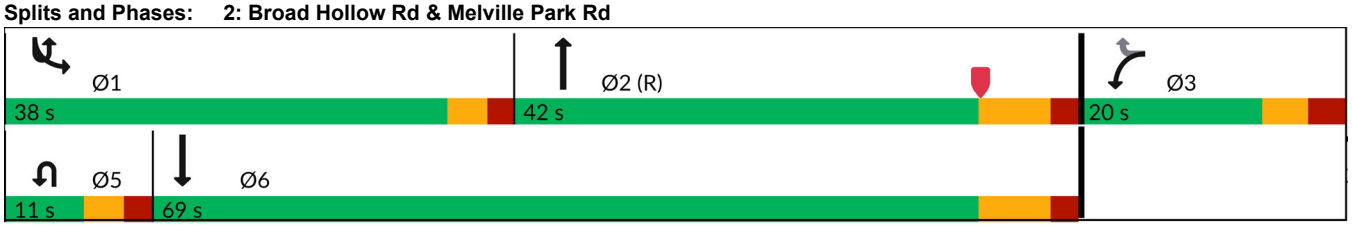


Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	35	133	34	1425	57	11	258	1812
Future Volume (vph)	35	133	34	1425	57	11	258	1812
Satd. Flow (prot)	1805	1583	1805	4317	0	0	1788	4893
Flt Permitted	0.950		0.950				0.950	
Satd. Flow (perm)	1805	1583	1805	4317	0	0	1788	4893
Satd. Flow (RTOR)		146		6				
Adj. Flow (vph)	38	146	37	1566	63	12	284	1991
Lane Group Flow (vph)	38	146	37	1629	0	0	296	1991
Turn Type	Prot	Perm	Prot	NA		Prot	Prot	NA
Protected Phases	3		5	2		1	1	6
Permitted Phases		3						
Detector Phase	3	3	5	2		1	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	4.0	20.0		12.0	12.0	20.0
Minimum Split (s)	16.3	16.3	9.0	27.4		17.0	17.0	27.4
Total Split (s)	20.0	20.0	11.0	42.0		38.0	38.0	69.0
Total Split (%)	20.0%	20.0%	11.0%	42.0%		38.0%	38.0%	69.0%
Yellow Time (s)	3.5	3.5	3.0	5.4		3.0	3.0	5.4
All-Red Time (s)	2.8	2.8	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	6.3	6.3	5.0	7.4			5.0	7.4
Lead/Lag			Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	C-Max		None	None	Max
Act Effct Green (s)	10.3	10.3	5.6	49.9			21.1	69.4
Actuated g/C Ratio	0.10	0.10	0.06	0.50			0.21	0.69
v/c Ratio	0.20	0.50	0.37	0.76			0.79	0.59
Control Delay (s/veh)	43.7	13.4	55.9	24.3			51.6	9.6
Queue Delay	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	43.7	13.4	55.9	24.3			51.6	9.6
LOS	D	B	E	C			D	A
Approach Delay (s/veh)	19.6			25.0				15.0
Approach LOS	B			C				B
Queue Length 50th (ft)	23	0	23	291			179	245
Queue Length 95th (ft)	54	57	56	#455			250	306
Internal Link Dist (ft)	872			516				1079
Turn Bay Length (ft)		125	90				300	
Base Capacity (vph)	247	342	108	2155			590	3393
Starvation Cap Reductn	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0			0	0
Reduced v/c Ratio	0.15	0.43	0.34	0.76			0.50	0.59

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay (s/veh): 19.2	Intersection LOS: B
Intersection Capacity Utilization 67.6%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 2: Broad Hollow Rd & Melville Park Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	565	227	0	0	0	194
Future Volume (Veh/h)	565	227	0	0	0	194
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	601	241	0	0	0	206
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				1242		
pX, platoon unblocked						
vC, conflicting volume			842		722	421
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			842		722	421
tC, single (s)			4.1		6.8	7.1
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.4
p0 queue free %			100		100	63
cM capacity (veh/h)			802		366	562

Direction, Lane #	EB 1	EB 2	NB 1	NB 2
Volume Total	401	441	103	103
Volume Left	0	0	0	0
Volume Right	0	241	103	103
cSH	1700	1700	562	562
Volume to Capacity	0.24	0.26	0.18	0.18
Queue Length 95th (ft)	0	0	17	17
Control Delay (s/veh)	0.0	0.0	12.8	12.8
Lane LOS			B	B
Approach Delay (s/veh)	0.0		12.8	
Approach LOS			B	

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	36.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	15	268	1	26	178
Future Volume (Veh/h)	5	15	268	1	26	178
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	16	291	1	28	193
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)			389			
pX, platoon unblocked	1.00	1.00			1.00	
vC, conflicting volume	541	292			292	
vC1, stage 1 conf vol	292					
vC2, stage 2 conf vol	249					
vCu, unblocked vol	536	286			287	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	98			98	
cM capacity (veh/h)	663	754			1281	

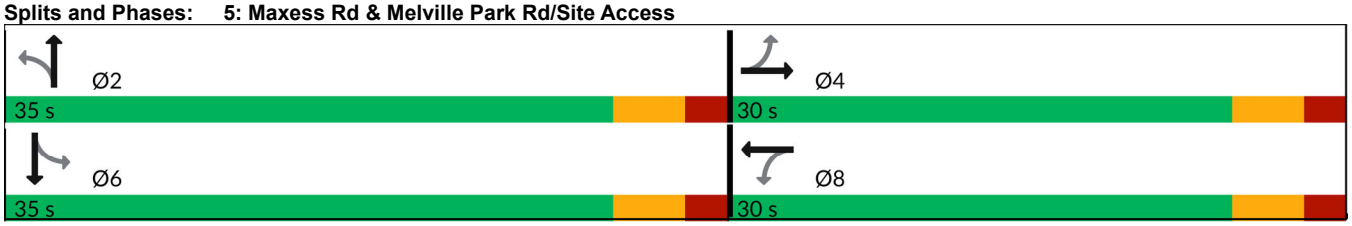
Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	21	292	28	193
Volume Left	5	0	28	0
Volume Right	16	1	0	0
cSH	730	1700	1281	1700
Volume to Capacity	0.03	0.17	0.02	0.11
Queue Length 95th (ft)	2	0	2	0
Control Delay (s/veh)	10.1	0.0	7.9	0.0
Lane LOS	B		A	
Approach Delay (s/veh)	10.1	0.0	1.0	
Approach LOS	B			

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	30.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	22	22	17	81	18	145	245	32	27	133	25
Future Volume (vph)	6	22	22	17	81	18	145	245	32	27	133	25
Satd. Flow (prot)	0	1704	0	0	1847	0	1728	1774	0	1745	1827	0
Flt Permitted		0.939			0.937		0.652			0.581		
Satd. Flow (perm)	0	1610	0	0	1743	0	1186	1774	0	1067	1827	0
Satd. Flow (RTOR)		23			16			13			19	
Adj. Flow (vph)	6	23	23	18	85	19	153	258	34	28	140	26
Lane Group Flow (vph)	0	52	0	0	122	0	153	292	0	28	166	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	10.5	10.5		10.5	10.5		15.5	15.5		15.5	15.5	
Total Split (s)	30.0	30.0		30.0	30.0		35.0	35.0		35.0	35.0	
Total Split (%)	46.2%	46.2%		46.2%	46.2%		53.8%	53.8%		53.8%	53.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5			5.5		5.5	5.5		5.5	5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		6.6			7.4		19.5	19.5		19.5	19.5	
Actuated g/C Ratio		0.21			0.24		0.64	0.64		0.64	0.64	
v/c Ratio		0.14			0.28		0.20	0.26		0.04	0.14	
Control Delay (s/veh)		8.1			10.5		7.2	6.5		6.4	5.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		8.1			10.5		7.2	6.5		6.4	5.7	
LOS		A			B		A	A		A	A	
Approach Delay (s/veh)		8.1			10.5			6.7			5.8	
Approach LOS		A			B			A			A	
Queue Length 50th (ft)		3			12		15	28		2	14	
Queue Length 95th (ft)		20			42		44	71		12	39	
Internal Link Dist (ft)		1161			183			568			309	
Turn Bay Length (ft)							175			130		
Base Capacity (vph)		1301			1407		1119	1675		1007	1725	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.04			0.09		0.14	0.17		0.03	0.10	

Intersection Summary		
Cycle Length: 65		
Actuated Cycle Length: 30.7		
Natural Cycle: 40		
Control Type: Semi Act-Uncoord		
Maximum v/c Ratio: 0.28		
Intersection Signal Delay (s/veh): 7.2	Intersection LOS: A	
Intersection Capacity Utilization 45.9%	ICU Level of Service A	
Analysis Period (min) 15		

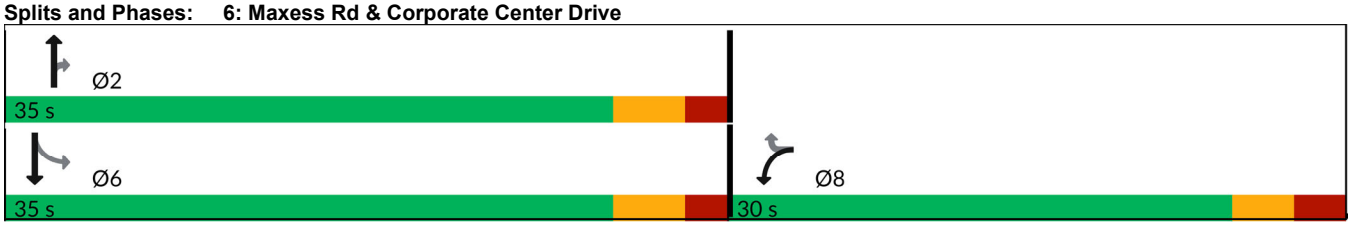
Splits and Phases: 5: Maxess Rd & Melville Park Rd/Site Access



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	174	168	261	143	84	95
Future Volume (vph)	174	168	261	143	84	95
Satd. Flow (prot)	1694	1636	1810	1615	1787	1827
Flt Permitted	0.950				0.582	
Satd. Flow (perm)	1694	1636	1810	1615	1095	1827
Satd. Flow (RTOR)		187		159		
Adj. Flow (vph)	193	187	290	159	93	106
Lane Group Flow (vph)	193	187	290	159	93	106
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	9.0	9.0	15.0	15.0	15.0	15.0
Minimum Split (s)	24.5	24.5	20.5	20.5	20.5	20.5
Total Split (s)	30.0	30.0	35.0	35.0	35.0	35.0
Total Split (%)	46.2%	46.2%	53.8%	53.8%	53.8%	53.8%
Yellow Time (s)	3.0	3.0	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Min	Min	Min	Min
Act Effct Green (s)	9.5	9.5	15.2	15.2	15.2	15.2
Actuated g/C Ratio	0.27	0.27	0.43	0.43	0.43	0.43
v/c Ratio	0.43	0.33	0.38	0.20	0.20	0.14
Control Delay (s/veh)	14.4	4.2	8.9	2.5	8.0	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.4	4.2	8.9	2.5	8.0	7.0
LOS	B	A	A	A	A	A
Approach Delay (s/veh)	9.4		6.6			7.5
Approach LOS	A		A			A
Queue Length 50th (ft)	30	0	34	0	10	11
Queue Length 95th (ft)	69	28	78	20	31	31
Internal Link Dist (ft)	512		666			568
Turn Bay Length (ft)	150				200	
Base Capacity (vph)	1165	1183	1727	1548	1045	1743
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.16	0.17	0.10	0.09	0.06

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 35.7	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.43	
Intersection Signal Delay (s/veh): 7.8	Intersection LOS: A
Intersection Capacity Utilization 49.6%	ICU Level of Service A
Analysis Period (min) 15	

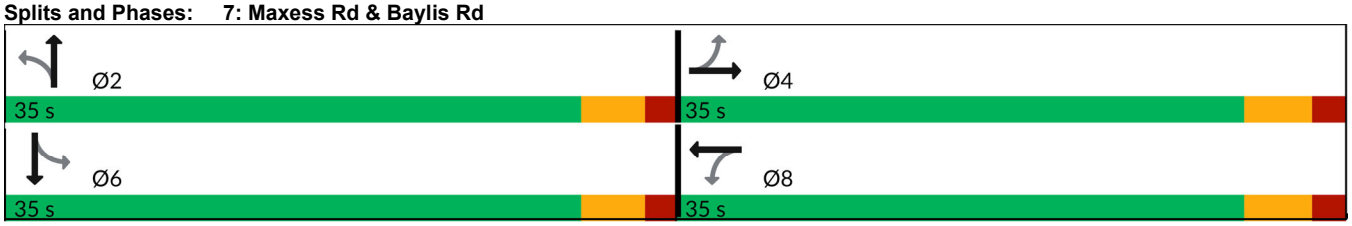
Splits and Phases: 6: Maxess Rd & Corporate Center Drive

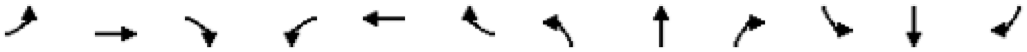


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	116	64	26	383	165	78	380	29	36	122	23
Future Volume (vph)	26	116	64	26	383	165	78	380	29	36	122	23
Satd. Flow (prot)	0	3330	0	0	3393	0	1728	3505	0	1586	3383	0
Flt Permitted		0.843			0.932		0.644			0.477		
Satd. Flow (perm)	0	2824	0	0	3168	0	1171	3505	0	796	3383	0
Satd. Flow (RTOR)		75			107			14			27	
Adj. Flow (vph)	31	136	75	31	451	194	92	447	34	42	144	27
Lane Group Flow (vph)	0	242	0	0	676	0	92	481	0	42	171	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	20.3	20.3		20.3	20.3		22.9	22.9		22.9	22.9	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.3	3.3		3.3	3.3	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.6	1.6		1.6	1.6	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.3			5.3		4.9	4.9		4.9	4.9	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		15.2			15.2		10.4	10.4		10.4	10.4	
Actuated g/C Ratio		0.42			0.42		0.29	0.29		0.29	0.29	
v/c Ratio		0.20			0.48		0.27	0.47		0.18	0.17	
Control Delay (s/veh)		5.1			7.7		12.3	11.9		11.8	8.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		5.1			7.7		12.3	11.9		11.8	8.6	
LOS		A			A		B	B		B	A	
Approach Delay (s/veh)		5.1			7.7			11.9			9.3	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)		9			36		13	37		6	10	
Queue Length 95th (ft)		22			65		35	63		20	23	
Internal Link Dist (ft)		659			601			915			1043	
Turn Bay Length (ft)							150			155		
Base Capacity (vph)		2356			2647		985	2951		669	2850	
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		0.10			0.26		0.09	0.16		0.06	0.06	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 35.8	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay (s/veh): 8.9	Intersection LOS: A
Intersection Capacity Utilization 65.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Maxess Rd & Baylis Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	7	24	3	3	0	92	343	9	3	139	63
Future Volume (Veh/h)	92	7	24	3	3	0	92	343	9	3	139	63
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	96	7	25	3	3	0	96	357	9	3	145	66
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											995	
pX, platoon unblocked												
vC, conflicting volume	556	742	106	636	771	183	211			366		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	556	742	106	636	771	183	211			366		
tC, single (s)	7.6	6.5	7.0	8.2	6.5	6.9	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.8	4.0	3.3	2.2			2.2		
p0 queue free %	75	98	97	99	99	100	93			100		
cM capacity (veh/h)	384	321	922	277	309	834	1342			1204		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	96	32	6	96	238	128	3	97	114
Volume Left	96	0	3	96	0	0	3	0	0
Volume Right	0	25	0	0	0	9	0	0	66
cSH	384	654	292	1342	1700	1700	1204	1700	1700
Volume to Capacity	0.25	0.05	0.02	0.07	0.14	0.08	0.00*	0.06	0.07
Queue Length 95th (ft)	24	4	2	6	0	0	0	0	0
Control Delay (s/veh)	17.5	10.8	17.6	7.9	0.0	0.0	8.0	0.0	0.0
Lane LOS	C	B	C	A			A		
Approach Delay (s/veh)	15.8		17.6	1.6			0.1		
Approach LOS	C		C						

Intersection Summary				
Average Delay	3.6			
Intersection Capacity Utilization	32.1%	ICU Level of Service		A
Analysis Period (min)	15			

* Value less than 0.01.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	811	835	394	490	499	0	0	383	39
Future Volume (vph)	0	0	0	811	835	394	490	499	0	0	383	39
Satd. Flow (prot)	0	0	0	1498	3059	1441	1601	3261	0	0	3181	0
Flt Permitted				0.950	0.989		0.388					
Satd. Flow (perm)	0	0	0	1498	3059	1441	654	3261	0	0	3181	0
Satd. Flow (RTOR)											12	
Adj. Flow (vph)	0	0	0	891	918	433	538	548	0	0	421	43
Lane Group Flow (vph)	0	0	0	606	1246	390	538	548	0	0	464	0
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	
Protected Phases					3		6	1			5	
Permitted Phases				3		3	1					
Detector Phase				3	3	3	6	1			5	
Switch Phase												
Minimum Initial (s)				18.0	18.0	18.0	4.0	14.0			13.0	
Minimum Split (s)				25.0	25.0	25.0	10.4	20.4			19.4	
Total Split (s)				37.0	37.0	37.0	23.0	43.0			20.0	
Total Split (%)				46.3%	46.3%	46.3%	28.8%	53.8%			25.0%	
Yellow Time (s)				5.0	5.0	5.0	4.4	4.4			4.4	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				7.0	7.0	7.0	6.4	6.4			6.4	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Recall Mode				C-Max	C-Max	C-Max	None	Max			Max	
Act Effct Green (s)				30.0	30.0	30.0	36.6	36.6			13.6	
Actuated g/C Ratio				0.38	0.38	0.38	0.46	0.46			0.17	
v/c Ratio				1.08	1.09	0.72	1.09	0.37			0.84	
Control Delay (s/veh)				88.6	79.6	30.7	72.4	3.6			47.2	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)				88.6	79.6	30.7	72.4	3.6			47.2	
LOS				F	E	C	E	A			D	
Approach Delay (s/veh)					73.5			37.7			47.2	
Approach LOS					E			D			D	
Queue Length 50th (ft)				~376	~412	180	~218	16			116	
Queue Length 95th (ft)				#591	#551	#302	m#424	m32			#196	
Internal Link Dist (ft)		1123			1012			803			582	
Turn Bay Length (ft)						260	340					
Base Capacity (vph)				561	1147	540	495	1491			550	
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	1.09	0.72	1.09	0.37			0.84	

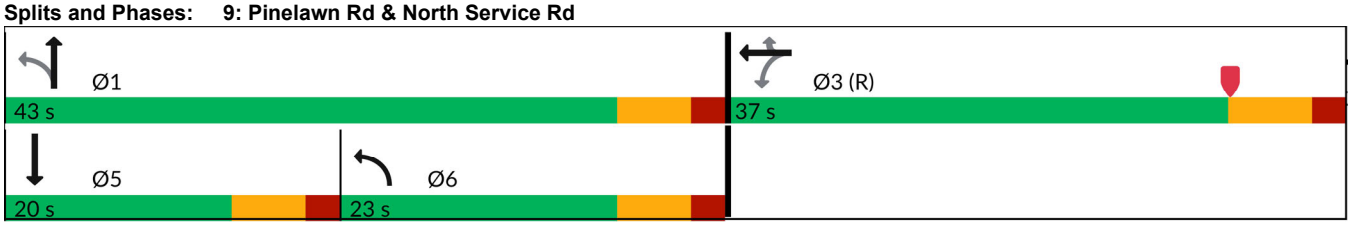
Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 15 (19%), Referenced to phase 3:WBTL, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay (s/veh): 60.0	Intersection LOS: E
Intersection Capacity Utilization 89.4%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

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

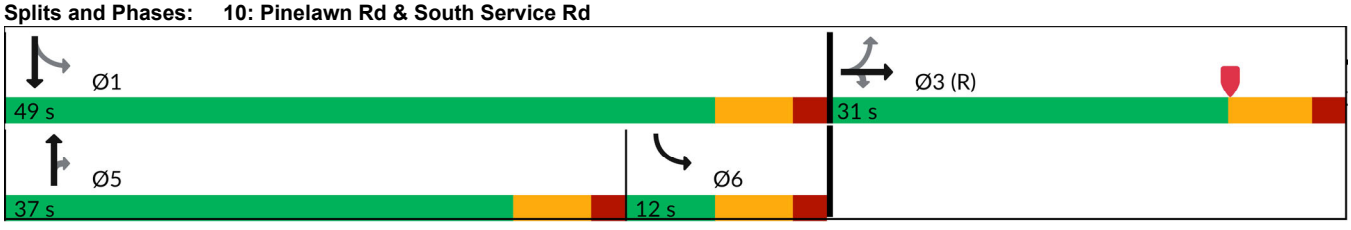
Splits and Phases: 9: Pinelawn Rd & North Service Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	255	416	0	0	0	0	955	180	139	1059	0
Future Volume (vph)	76	255	416	0	0	0	0	955	180	139	1059	0
Satd. Flow (prot)	0	3168	1322	0	0	0	0	3231	1223	1662	3374	0
Flt Permitted		0.989								0.171		
Satd. Flow (perm)	0	3168	1322	0	0	0	0	3231	1223	299	3374	0
Satd. Flow (RTOR)									182			
Adj. Flow (vph)	79	266	433	0	0	0	0	995	188	145	1103	0
Lane Group Flow (vph)	0	345	433	0	0	0	0	995	188	145	1103	0
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		3						5		6	1	
Permitted Phases	3		3						5	1		
Detector Phase	3	3	3					5	5	6	1	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					15.0	15.0	4.0	15.0	
Minimum Split (s)	27.0	27.0	27.0					21.6	21.6	10.6	21.6	
Total Split (s)	31.0	31.0	31.0					37.0	37.0	12.0	49.0	
Total Split (%)	38.8%	38.8%	38.8%					46.3%	46.3%	15.0%	61.3%	
Yellow Time (s)	5.0	5.0	5.0					4.6	4.6	4.6	4.6	
All-Red Time (s)	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0	7.0					6.6	6.6	6.6	6.6	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max					Min	Min	Min	Min	
Act Effct Green (s)		25.8	25.8					28.8	28.8	40.6	40.6	
Actuated g/C Ratio		0.32	0.32					0.36	0.36	0.51	0.51	
v/c Ratio		0.34	1.02					0.86	0.34	0.60	0.64	
Control Delay (s/veh)		22.4	79.3					32.1	5.0	15.6	7.7	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)		22.4	79.3					32.1	5.0	15.6	7.7	
LOS		C	E					C	A	B	A	
Approach Delay (s/veh)		54.1						27.8			8.6	
Approach LOS		D						C			A	
Queue Length 50th (ft)		71	~248					228	2	22	182	
Queue Length 95th (ft)		107	#421					308	41	m22	m184	
Internal Link Dist (ft)		1162			731			706			803	
Turn Bay Length (ft)			160						150	300		
Base Capacity (vph)		1021	426					1227	577	244	1788	
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		0.34	1.02					0.81	0.33	0.59	0.62	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 9 (11%), Referenced to phase 3:EBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay (s/veh): 26.7	Intersection LOS: C
Intersection Capacity Utilization 89.4%	ICU Level of Service E
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 10: Pinelawn Rd & South Service Rd

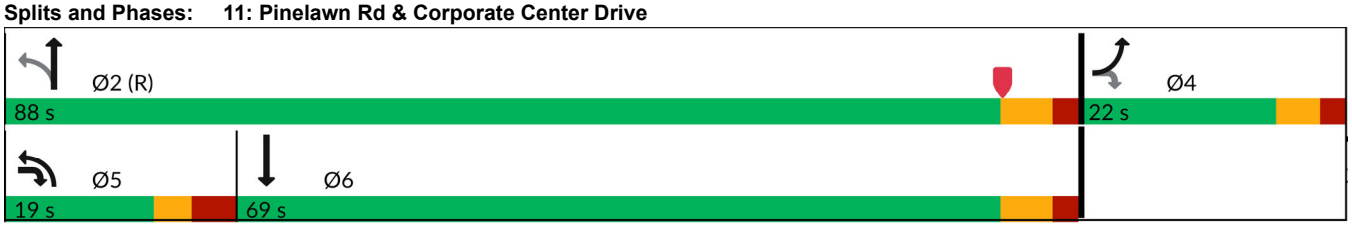


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	69	53	237	1190	1297	391
Future Volume (vph)	69	53	237	1190	1297	391
Satd. Flow (prot)	3319	1568	1685	3172	3114	0
Flt Permitted	0.950		0.054			
Satd. Flow (perm)	3319	1568	96	3172	3114	0
Satd. Flow (RTOR)		45			60	
Adj. Flow (vph)	72	55	247	1240	1351	407
Lane Group Flow (vph)	72	55	247	1240	1758	0
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	6.0	3.0	3.0	20.0	20.0	
Minimum Split (s)	29.8	9.8	9.8	26.3	26.3	
Total Split (s)	22.0	19.0	19.0	88.0	69.0	
Total Split (%)	20.0%	17.3%	17.3%	80.0%	62.7%	
Yellow Time (s)	3.6	3.2	3.2	4.3	4.3	
All-Red Time (s)	2.2	3.6	3.6	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	6.8	6.8	6.3	6.3	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Min	Min	
Act Effct Green (s)	7.0	28.5	92.7	94.5	68.4	
Actuated g/C Ratio	0.06	0.26	0.84	0.86	0.62	
v/c Ratio	0.34	0.13	0.72	0.46	0.90	
Control Delay (s/veh)	53.3	11.1	40.0	3.1	26.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	53.3	11.1	40.0	3.1	26.6	
LOS	D	B	D	A	C	
Approach Delay (s/veh)	35.0			9.2	26.6	
Approach LOS	D			A	C	
Queue Length 50th (ft)	25	5	115	96	548	
Queue Length 95th (ft)	48	35	206	139	#795	
Internal Link Dist (ft)	1341			471	534	
Turn Bay Length (ft)	320		160			
Base Capacity (vph)	488	439	341	2724	1958	
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	0.15	0.13	0.72	0.46	0.90	

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 19.2	Intersection LOS: B
Intersection Capacity Utilization 82.2%	ICU Level of Service E
Analysis Period (min) 15	

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

Splits and Phases: 11: Pinelawn Rd & Corporate Center Drive

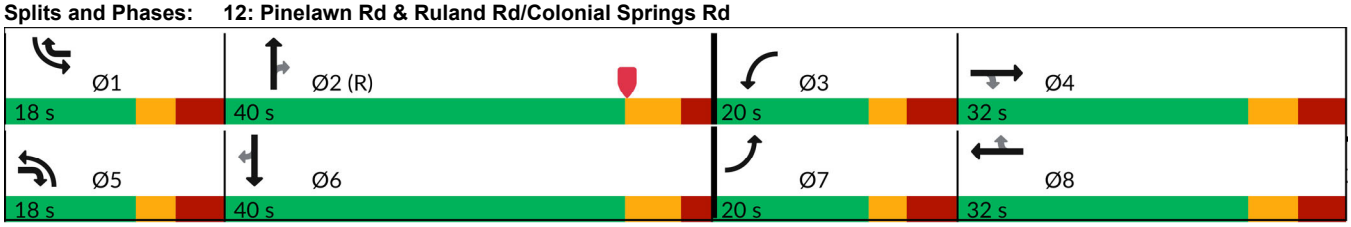


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	137	44	54	575	634	238	824	25	173	672	292
Future Volume (vph)	93	137	44	54	575	634	238	824	25	173	672	292
Satd. Flow (prot)	3083	3202	1323	1678	3455	1501	3255	4673	1501	3077	4510	1487
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3083	3202	1323	1678	3455	1501	3255	4673	1501	3077	4510	1487
Satd. Flow (RTOR)			112			120			192			304
Adj. Flow (vph)	97	143	46	56	599	660	248	858	26	180	700	304
Lane Group Flow (vph)	97	143	46	56	599	660	248	858	26	180	700	304
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	6.0	3.0	3.0	6.0	3.0	3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	10.2	14.0	10.2	10.2	41.0	10.2	10.2	37.1	37.1	10.2	37.1	37.1
Total Split (s)	20.0	32.0	18.0	20.0	32.0	18.0	18.0	40.0	40.0	18.0	40.0	40.0
Total Split (%)	18.2%	29.1%	16.4%	18.2%	29.1%	16.4%	16.4%	36.4%	36.4%	16.4%	36.4%	36.4%
Yellow Time (s)	3.2	4.0	3.2	3.2	4.0	3.2	3.2	4.6	4.6	3.2	4.6	4.6
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.5	2.5	4.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	8.0	7.2	7.2	8.0	7.2	7.2	7.1	7.1	7.2	7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	Min	Min
Act Effct Green (s)	7.9	25.4	45.2	8.1	23.2	51.8	11.8	28.8	28.8	20.6	37.6	37.6
Actuated g/C Ratio	0.07	0.23	0.41	0.07	0.21	0.47	0.11	0.26	0.26	0.19	0.34	0.34
v/c Ratio	0.44	0.19	0.08	0.46	0.82	0.86	0.71	0.70	0.05	0.31	0.45	0.43
Control Delay (s/veh)	54.8	35.4	0.3	59.9	51.3	34.6	59.3	40.0	0.2	42.8	30.5	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.8	35.4	0.3	59.9	51.3	34.6	59.3	40.0	0.2	42.8	30.5	5.5
LOS	D	D	A	E	D	C	E	D	A	D	C	A
Approach Delay (s/veh)		36.3			43.3			43.3			25.9	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	34	44	0	39	212	334	87	203	0	56	143	0
Queue Length 95th (ft)	60	71	0	78	270	#639	#148	236	0	100	190	63
Internal Link Dist (ft)		764			589			814			777	
Turn Bay Length (ft)	140		230	290		275	400		450	400		310
Base Capacity (vph)	358	753	613	195	781	770	359	1397	583	576	1556	712
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.19	0.08	0.29	0.77	0.86	0.69	0.61	0.04	0.31	0.45	0.43

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 37.5	Intersection LOS: D
Intersection Capacity Utilization 77.2%	ICU Level of Service D
Analysis Period (min) 15	

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

Splits and Phases: 12: Pinelawn Rd & Ruland Rd/Colonial Springs Rd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	216	327	55	53	16
Future Volume (Veh/h)	12	216	327	55	53	16
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	235	355	60	58	17
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)		592				
pX, platoon unblocked						
vC, conflicting volume	415				646	385
vC1, stage 1 conf vol					385	
vC2, stage 2 conf vol					261	
vCu, unblocked vol	415				646	385
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				91	97
cM capacity (veh/h)	1155				615	667

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	13	235	415	75
Volume Left	13	0	0	58
Volume Right	0	0	60	17
cSH	1155	1700	1700	626
Volume to Capacity	0.01	0.14	0.24	0.12
Queue Length 95th (ft)	1	0	0	10
Control Delay (s/veh)	8.2	0.0	0.0	11.5
Lane LOS	A			B
Approach Delay (s/veh)	0.4		0.0	11.5
Approach LOS				B

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	31.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	1046	331	0	0	0	0	1991	458	146	1334	0
Future Volume (vph)	85	1046	331	0	0	0	0	1991	458	146	1334	0
Satd. Flow (prot)	0	4934	2608	0	0	0	0	5085	1538	3467	5036	0
Flt Permitted		0.996								0.950		
Satd. Flow (perm)	0	4934	2608	0	0	0	0	5085	1538	3467	5036	0
Satd. Flow (RTOR)									102			
Adj. Flow (vph)	89	1101	348	0	0	0	0	2096	482	154	1404	0
Lane Group Flow (vph)	0	1190	348	0	0	0	0	2096	482	154	1404	0
Turn Type	Perm	NA	Perm					NA	Perm	Prot	NA	
Protected Phases		8						2		1	6	
Permitted Phases	8		8						2			
Detector Phase	8	8	8					2	2	1	6	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					19.0	19.0	4.0	19.0	
Minimum Split (s)	39.3	39.3	39.3					44.4	44.4	11.4	44.4	
Total Split (s)	46.0	46.0	46.0					55.0	55.0	14.0	69.0	
Total Split (%)	40.0%	40.0%	40.0%					47.8%	47.8%	12.2%	60.0%	
Yellow Time (s)	4.3	4.3	4.3					5.4	5.4	5.4	5.4	
All-Red Time (s)	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.3	6.3					7.4	7.4	7.4	7.4	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max	C-Max	Min	Max	
Act Effct Green (s)		38.7	38.7					48.6	48.6	6.6	62.6	
Actuated g/C Ratio		0.34	0.34					0.42	0.42	0.06	0.54	
v/c Ratio		0.72	0.40					0.97	0.68	0.78	0.51	
Control Delay (s/veh)		36.1	30.6					28.0	10.8	79.3	17.5	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)		36.1	30.6					28.0	10.8	79.3	17.5	
LOS		D	C					C	B	E	B	
Approach Delay (s/veh)		34.9						24.8			23.7	
Approach LOS		C						C			C	
Queue Length 50th (ft)		276	109					308	43	59	234	
Queue Length 95th (ft)		330	155					#668	m82	#112	276	
Internal Link Dist (ft)		1288			1695			1079			1005	
Turn Bay Length (ft)			440						150	300		
Base Capacity (vph)		1703	900					2150	709	198	2743	
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		0.70	0.39					0.97	0.68	0.78	0.51	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 9 (8%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay (s/veh): 27.2	Intersection LOS: C
Intersection Capacity Utilization 82.2%	ICU Level of Service E
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

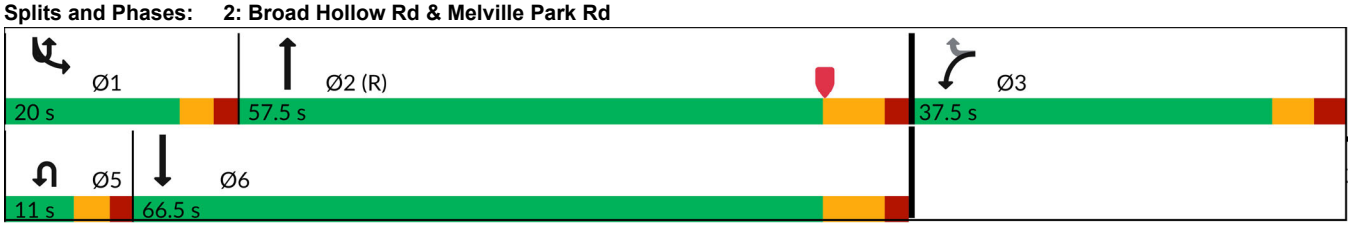
Splits and Phases: 1: Broad Hollow Rd & South Service Rd

Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	122	395	21	1882	22	88	76	1565
Future Volume (vph)	122	395	21	1882	22	88	76	1565
Satd. Flow (prot)	1787	1615	1805	4856	0	0	1755	4988
Flt Permitted	0.950		0.950				0.950	
Satd. Flow (perm)	1787	1615	1805	4856	0	0	1755	4988
Satd. Flow (RTOR)		74		2				
Adj. Flow (vph)	128	416	22	1981	23	93	80	1647
Lane Group Flow (vph)	128	416	22	2004	0	0	173	1647
Turn Type	Prot	Perm	Prot	NA		Prot	Prot	NA
Protected Phases	3		5	2		1	1	6
Permitted Phases		3						
Detector Phase	3	3	5	2		1	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	4.0	20.0		12.0	12.0	20.0
Minimum Split (s)	46.3	46.3	9.0	27.4		17.0	17.0	27.4
Total Split (s)	37.5	37.5	11.0	57.5		20.0	20.0	66.5
Total Split (%)	32.6%	32.6%	9.6%	50.0%		17.4%	17.4%	57.8%
Yellow Time (s)	3.5	3.5	3.0	5.4		3.0	3.0	5.4
All-Red Time (s)	2.8	2.8	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	6.3	6.3	5.0	7.4			5.0	7.4
Lead/Lag			Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	C-Max		None	None	Max
Act Effct Green (s)	28.5	28.5	5.5	53.7			14.1	68.4
Actuated g/C Ratio	0.25	0.25	0.05	0.47			0.12	0.59
v/c Ratio	0.29	0.91	0.26	0.88			0.80	0.56
Control Delay (s/veh)	36.0	59.8	60.1	34.5			72.3	11.9
Queue Delay	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	36.0	59.8	60.1	34.5			72.3	11.9
LOS	D	E	E	C			E	B
Approach Delay (s/veh)	54.2			34.8				17.6
Approach LOS	D			C				B
Queue Length 50th (ft)	74	245	16	510			124	178
Queue Length 95th (ft)	128	#418	44	#630			#233	250
Internal Link Dist (ft)	872			516				1079
Turn Bay Length (ft)		125	90				300	
Base Capacity (vph)	484	492	94	2267			228	2967
Starvation Cap Reductn	0	0	0	0			0	0
Spillback Cap Reductn	0	0	0	0			0	0
Storage Cap Reductn	0	0	0	0			0	0
Reduced v/c Ratio	0.26	0.85	0.23	0.88			0.76	0.56

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay (s/veh): 30.1	Intersection LOS: C
Intersection Capacity Utilization 86.9%	ICU Level of Service E
Analysis Period (min) 15	

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

Splits and Phases: 2: Broad Hollow Rd & Melville Park Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1251	102	0	0	0	544
Future Volume (Veh/h)	1251	102	0	0	0	544
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1360	111	0	0	0	591
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				1242		
pX, platoon unblocked						
vC, conflicting volume			1471		1416	736
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1471		1416	736
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	0
cM capacity (veh/h)			464		131	364

Direction, Lane #	EB 1	EB 2	NB 1	NB 2
Volume Total	907	564	296	296
Volume Left	0	0	0	0
Volume Right	0	111	296	296
cSH	1700	1700	364	364
Volume to Capacity	0.53	0.33	0.81	0.81
Queue Length 95th (ft)	0	0	177	177
Control Delay (s/veh)	0.0	0.0	46.1	46.1
Lane LOS			E	E
Approach Delay (s/veh)	0.0		46.1	
Approach LOS			E	

Intersection Summary			
Average Delay	13.2		
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	6	12	547	2	33	171
Future Volume (Veh/h)	6	12	547	2	33	171
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	13	595	2	36	186
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)			389			
pX, platoon unblocked	0.76	0.76			0.76	
vC, conflicting volume	854	596			597	
vC1, stage 1 conf vol	596					
vC2, stage 2 conf vol	258					
vCu, unblocked vol	654	317			318	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	98			96	
cM capacity (veh/h)	513	557			958	

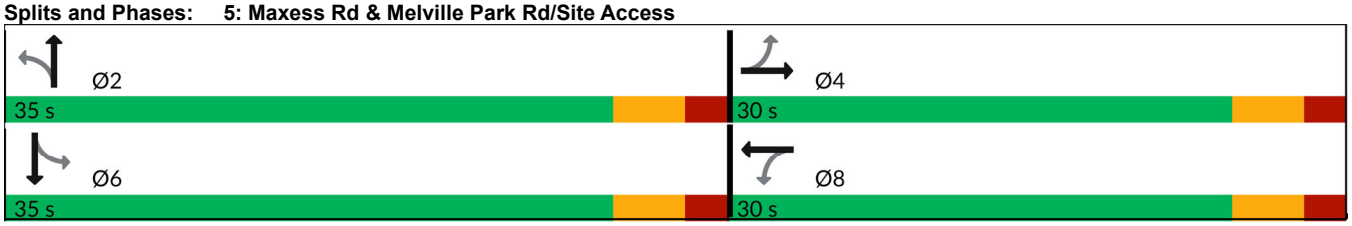
Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	20	597	36	186
Volume Left	7	0	36	0
Volume Right	13	2	0	0
cSH	541	1700	958	1700
Volume to Capacity	0.04	0.35	0.04	0.11
Queue Length 95th (ft)	3	0	3	0
Control Delay (s/veh)	11.9	0.0	8.9	0.0
Lane LOS	B		A	
Approach Delay (s/veh)	11.9	0.0	1.4	
Approach LOS	B			

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	38.9%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	26	79	13	70	17	159	451	38	32	106	39
Future Volume (vph)	80	26	79	13	70	17	159	451	38	32	106	39
Satd. Flow (prot)	0	1708	0	0	1845	0	1728	1843	0	1745	1796	0
Flt Permitted		0.801			0.932		0.632			0.254		
Satd. Flow (perm)	0	1398	0	0	1730	0	1149	1843	0	467	1796	0
Satd. Flow (RTOR)		67			19			9			37	
Adj. Flow (vph)	111	36	110	18	97	24	221	626	53	44	147	54
Lane Group Flow (vph)	0	257	0	0	139	0	221	679	0	44	201	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	10.5	10.5		10.5	10.5		15.5	15.5		15.5	15.5	
Total Split (s)	30.0	30.0		30.0	30.0		35.0	35.0		35.0	35.0	
Total Split (%)	46.2%	46.2%		46.2%	46.2%		53.8%	53.8%		53.8%	53.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5			5.5		5.5	5.5		5.5	5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		12.4			12.2		23.2	23.2		23.2	23.2	
Actuated g/C Ratio		0.26			0.26		0.49	0.49		0.49	0.49	
v/c Ratio		0.62			0.30		0.39	0.75		0.19	0.22	
Control Delay (s/veh)		19.2			15.2		10.9	16.7		10.4	6.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		19.2			15.2		10.9	16.7		10.4	6.9	
LOS		B			B		B	B		B	A	
Approach Delay (s/veh)		19.2			15.2			15.3			7.5	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)		47			27		34	129		6	22	
Queue Length 95th (ft)		79			50		70	208		20	48	
Internal Link Dist (ft)		1161			183			568			309	
Turn Bay Length (ft)							175			130		
Base Capacity (vph)		798			959		760	1222		309	1200	
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			0.14		0.29	0.56		0.14	0.17	

Intersection Summary		
Cycle Length: 65		
Actuated Cycle Length: 47.3		
Natural Cycle: 55		
Control Type: Semi Act-Uncoord		
Maximum v/c Ratio: 0.75		
Intersection Signal Delay (s/veh): 14.7	Intersection LOS: B	
Intersection Capacity Utilization 65.4%	ICU Level of Service C	
Analysis Period (min) 15		

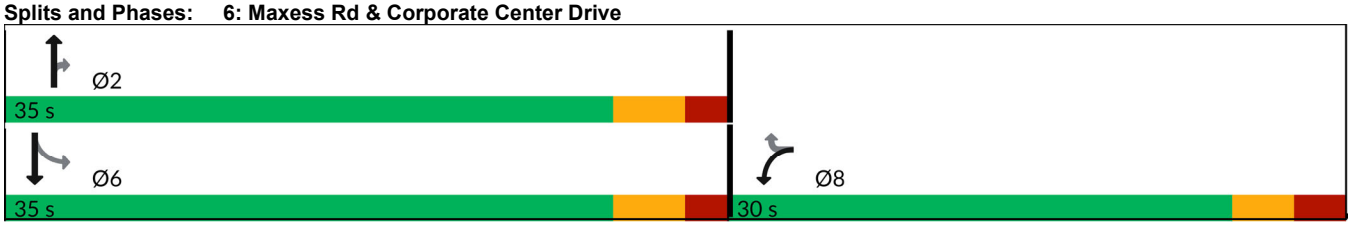
Splits and Phases: 5: Maxess Rd & Melville Park Rd/Site Access



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	150	132	529	212	75	132
Future Volume (vph)	150	132	529	212	75	132
Satd. Flow (prot)	1631	1669	1863	1553	1787	1845
Flt Permitted	0.950				0.249	
Satd. Flow (perm)	1631	1669	1863	1553	468	1845
Satd. Flow (RTOR)		129		294		
Adj. Flow (vph)	208	183	735	294	104	183
Lane Group Flow (vph)	208	183	735	294	104	183
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	9.0	9.0	15.0	15.0	15.0	15.0
Minimum Split (s)	24.5	24.5	20.5	20.5	20.5	20.5
Total Split (s)	30.0	30.0	35.0	35.0	35.0	35.0
Total Split (%)	46.2%	46.2%	53.8%	53.8%	53.8%	53.8%
Yellow Time (s)	3.0	3.0	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Min	Min	Min	Min
Act Effct Green (s)	10.9	10.9	27.0	27.0	27.0	27.0
Actuated g/C Ratio	0.22	0.22	0.55	0.55	0.55	0.55
v/c Ratio	0.58	0.39	0.72	0.30	0.40	0.18
Control Delay (s/veh)	25.0	9.3	13.6	1.9	12.8	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.0	9.3	13.6	1.9	12.8	6.3
LOS	C	A	B	A	B	A
Approach Delay (s/veh)	17.6		10.3			8.7
Approach LOS	B		B			A
Queue Length 50th (ft)	57	13	124	0	14	21
Queue Length 95th (ft)	83	34	190	12	38	42
Internal Link Dist (ft)	512		666			568
Turn Bay Length (ft)	150				200	
Base Capacity (vph)	828	911	1139	1064	286	1128
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	0.25	0.20	0.65	0.28	0.36	0.16

Intersection Summary			
Cycle Length: 65			
Actuated Cycle Length: 49			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 11.7		Intersection LOS: B	
Intersection Capacity Utilization 62.4%		ICU Level of Service B	
Analysis Period (min) 15			

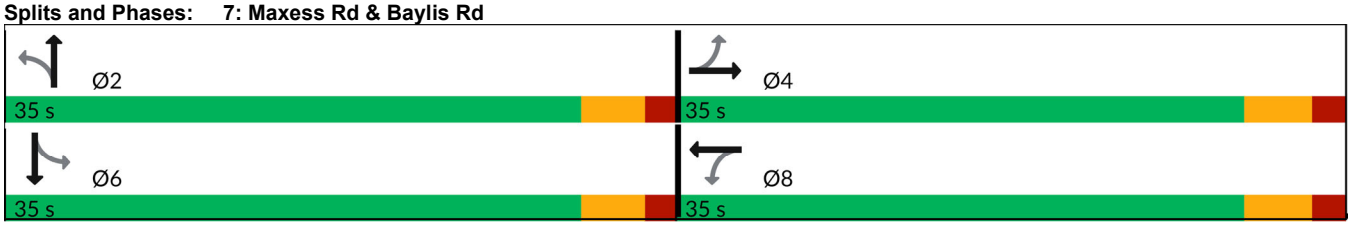
Splits and Phases: 6: Maxess Rd & Corporate Center Drive

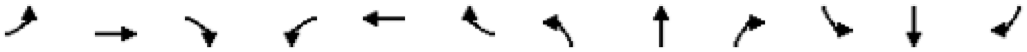


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	483	85	52	266	122	79	385	64	110	212	58
Future Volume (vph)	87	483	85	52	266	122	79	385	64	110	212	58
Satd. Flow (prot)	0	3489	0	0	3389	0	1745	3431	0	1728	3386	0
Flt Permitted		0.799			0.794		0.548			0.413		
Satd. Flow (perm)	0	2808	0	0	2707	0	1006	3431	0	751	3386	0
Satd. Flow (RTOR)		29			100			34			63	
Adj. Flow (vph)	109	604	106	65	333	153	99	481	80	138	265	73
Lane Group Flow (vph)	0	819	0	0	551	0	99	561	0	138	338	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	20.3	20.3		20.3	20.3		22.9	22.9		22.9	22.9	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.3	3.3		3.3	3.3	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.6	1.6		1.6	1.6	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.3			5.3		4.9	4.9		4.9	4.9	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		19.7			19.7		14.7	14.7		14.7	14.7	
Actuated g/C Ratio		0.44			0.44		0.33	0.33		0.33	0.33	
v/c Ratio		0.66			0.45		0.30	0.49		0.57	0.30	
Control Delay (s/veh)		13.4			9.0		15.1	13.3		23.8	10.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		13.4			9.0		15.1	13.3		23.8	10.2	
LOS		B			A		B	B		C	B	
Approach Delay (s/veh)		13.4			9.0			13.6			14.1	
Approach LOS		B			A			B			B	
Queue Length 50th (ft)		67			33		17	50		26	23	
Queue Length 95th (ft)		147			80		50	98		76	54	
Internal Link Dist (ft)		659			601			915			1043	
Turn Bay Length (ft)							150			155		
Base Capacity (vph)		1958			1910		708	2424		528	2401	
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		0.42			0.29		0.14	0.23		0.26	0.14	

Intersection Summary		
Cycle Length: 70		
Actuated Cycle Length: 45.2		
Natural Cycle: 50		
Control Type: Semi Act-Uncoord		
Maximum v/c Ratio: 0.66		
Intersection Signal Delay (s/veh): 12.6	Intersection LOS: B	
Intersection Capacity Utilization 69.4%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 7: Maxess Rd & Baylis Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	1	239	7	5	5	98	253	1	1	280	107
Future Volume (Veh/h)	269	1	239	7	5	5	98	253	1	1	280	107
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	292	1	260	8	5	5	107	275	1	1	304	116
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											995	
pX, platoon unblocked												
vC, conflicting volume	723	854	210	644	912	138	420			276		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	723	854	210	644	912	138	420			276		
tC, single (s)	7.6	6.5	7.0	7.5	6.9	6.9	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.5	4.2	3.3	2.2			2.2		
p0 queue free %	0	100	67	96	98	99	91			100		
cM capacity (veh/h)	276	270	793	225	219	891	1128			1299		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	292	261	18	107	183	93	1	203	217
Volume Left	292	0	8	107	0	0	1	0	0
Volume Right	0	260	5	0	0	1	0	0	116
cSH	276	787	281	1128	1700	1700	1299	1700	1700
Volume to Capacity	1.06	0.33	0.06	0.09	0.11	0.05	0.00*	0.12	0.13
Queue Length 95th (ft)	288	36	5	8	0	0	0	0	0
Control Delay (s/veh)	111.1	11.8	18.7	8.5	0.0	0.0	7.8	0.0	0.0
Lane LOS	F	B	C	A			A		
Approach Delay (s/veh)	64.2		18.7	2.4			0.0		
Approach LOS	F		C						

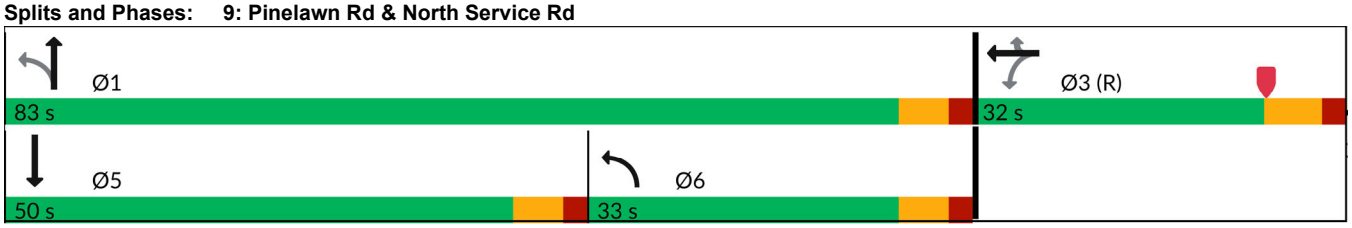
Intersection Summary				
Average Delay	26.7			
Intersection Capacity Utilization	48.2%	ICU Level of Service	A	
Analysis Period (min)	15			

* Value less than 0.01.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	367	222	181	325	434	0	0	775	57
Future Volume (vph)	0	0	0	367	222	181	325	434	0	0	775	57
Satd. Flow (prot)	0	0	0	1470	3028	1441	1662	3388	0	0	3387	0
Flt Permitted				0.950	0.980		0.185					
Satd. Flow (perm)	0	0	0	1470	3028	1441	324	3388	0	0	3387	0
Satd. Flow (RTOR)											8	
Adj. Flow (vph)	0	0	0	408	247	201	361	482	0	0	861	63
Lane Group Flow (vph)	0	0	0	220	455	181	361	482	0	0	924	0
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	
Protected Phases					3		6	1			5	
Permitted Phases				3		3	1					
Detector Phase				3	3	3	6	1			5	
Switch Phase												
Minimum Initial (s)				18.0	18.0	18.0	4.0	14.0			13.0	
Minimum Split (s)				25.0	25.0	25.0	10.4	20.4			19.4	
Total Split (s)				32.0	32.0	32.0	33.0	83.0			50.0	
Total Split (%)				27.8%	27.8%	27.8%	28.7%	72.2%			43.5%	
Yellow Time (s)				5.0	5.0	5.0	4.4	4.4			4.4	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				7.0	7.0	7.0	6.4	6.4			6.4	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Recall Mode				C-Max	C-Max	C-Max	None	Max			Max	
Act Effct Green (s)				25.0	25.0	25.0	76.6	76.6			43.6	
Actuated g/C Ratio				0.22	0.22	0.22	0.67	0.67			0.38	
v/c Ratio				0.69	0.69	0.58	0.69	0.21			0.72	
Control Delay (s/veh)				53.9	47.8	48.7	23.7	3.1			34.0	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)				53.9	47.8	48.7	23.7	3.1			34.0	
LOS				D	D	D	C	A			C	
Approach Delay (s/veh)					49.6			11.9			34.0	
Approach LOS					D			B			C	
Queue Length 50th (ft)				165	181	132	185	27			301	
Queue Length 95th (ft)				#264	246	217	m200	m29			377	
Internal Link Dist (ft)		1123			1012			803			582	
Turn Bay Length (ft)						260	340					
Base Capacity (vph)				319	658	313	525	2256			1289	
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				0.69	0.69	0.58	0.69	0.21			0.72	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 106 (92%), Referenced to phase 3:WBTL, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay (s/veh): 32.0	Intersection LOS: C
Intersection Capacity Utilization 95.7%	ICU Level of Service F
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

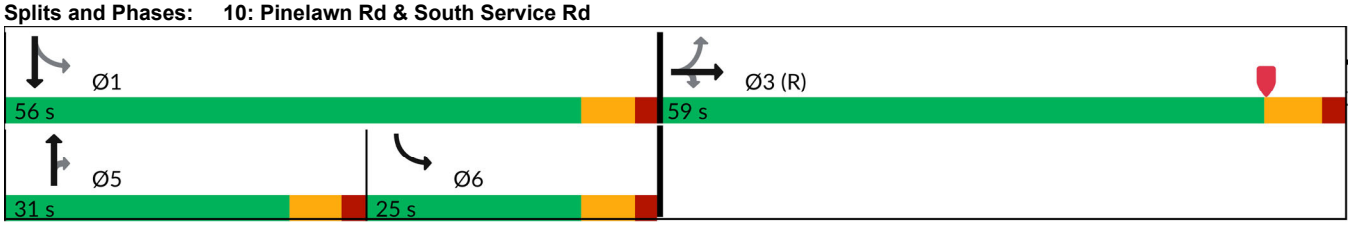
Splits and Phases: 9: Pinelawn Rd & North Service Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	163	1292	325	0	0	0	0	573	342	311	844	0
Future Volume (vph)	163	1292	325	0	0	0	0	573	342	311	844	0
Satd. Flow (prot)	0	3371	1383	0	0	0	0	3355	1538	1711	3471	0
Flt Permitted		0.994								0.216		
Satd. Flow (perm)	0	3371	1383	0	0	0	0	3355	1538	389	3471	0
Satd. Flow (RTOR)									101			
Adj. Flow (vph)	183	1452	365	0	0	0	0	644	384	349	948	0
Lane Group Flow (vph)	0	1635	365	0	0	0	0	644	384	349	948	0
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		3						5		6	1	
Permitted Phases	3		3						5	1		
Detector Phase	3	3	3					5	5	6	1	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					15.0	15.0	4.0	15.0	
Minimum Split (s)	27.0	27.0	27.0					21.6	21.6	10.6	21.6	
Total Split (s)	59.0	59.0	59.0					31.0	31.0	25.0	56.0	
Total Split (%)	51.3%	51.3%	51.3%					27.0%	27.0%	21.7%	48.7%	
Yellow Time (s)	5.0	5.0	5.0					4.6	4.6	4.6	4.6	
All-Red Time (s)	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0	7.0					6.6	6.6	6.6	6.6	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max					Min	Min	Min	Min	
Act Effct Green (s)		52.7	52.7					24.2	24.2	48.7	48.7	
Actuated g/C Ratio		0.46	0.46					0.21	0.21	0.42	0.42	
v/c Ratio		1.06	0.58					0.91	0.96	0.94	0.64	
Control Delay (s/veh)		60.7	19.1					63.3	68.7	52.1	10.1	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)		60.7	19.1					63.3	68.7	52.1	10.1	
LOS		E	B					E	E	D	B	
Approach Delay (s/veh)		53.1						65.3			21.4	
Approach LOS		D						E			C	
Queue Length 50th (ft)		~715	120					246	216	180	132	
Queue Length 95th (ft)		#815	m191					#345	#400	#347	154	
Internal Link Dist (ft)		1162			731			706			803	
Turn Bay Length (ft)			160						150	300		
Base Capacity (vph)		1543	633					711	405	377	1491	
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		1.06	0.58					0.91	0.95	0.93	0.64	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 3:EBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay (s/veh): 46.5	Intersection LOS: D
Intersection Capacity Utilization 95.7%	ICU Level of Service F
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

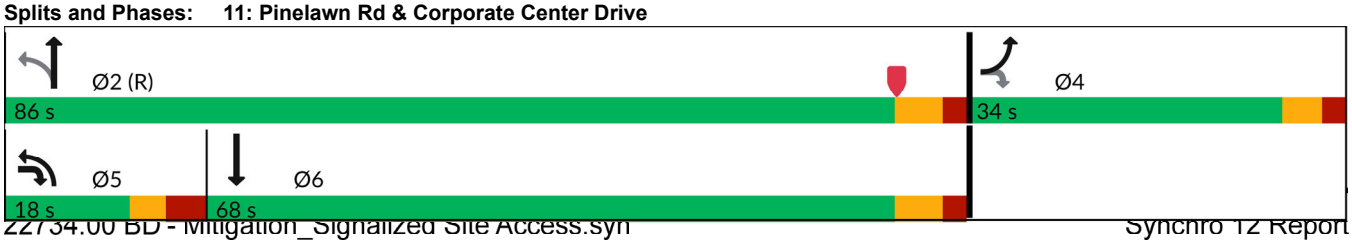
Splits and Phases: 10: Pinelawn Rd & South Service Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	331	184	58	1196	1123	136
Future Volume (vph)	331	184	58	1196	1123	136
Satd. Flow (prot)	3286	1583	1491	3421	3204	0
Flt Permitted	0.950		0.104			
Satd. Flow (perm)	3286	1583	163	3421	3204	0
Satd. Flow (RTOR)		34			16	
Adj. Flow (vph)	389	216	68	1407	1321	160
Lane Group Flow (vph)	389	216	68	1407	1481	0
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	6.0	3.0	3.0	20.0	20.0	
Minimum Split (s)	29.8	9.8	9.8	26.3	26.3	
Total Split (s)	34.0	18.0	18.0	86.0	68.0	
Total Split (%)	28.3%	15.0%	15.0%	71.7%	56.7%	
Yellow Time (s)	3.6	3.2	3.2	4.3	4.3	
All-Red Time (s)	2.2	3.6	3.6	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	6.8	6.8	6.3	6.3	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Min	Min	
Act Effct Green (s)	18.6	30.8	88.8	89.3	76.1	
Actuated g/C Ratio	0.16	0.26	0.74	0.74	0.63	
v/c Ratio	0.76	0.50	0.36	0.55	0.73	
Control Delay (s/veh)	58.6	35.0	10.1	8.1	18.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	58.6	35.0	10.1	8.1	18.4	
LOS	E	C	B	A	B	
Approach Delay (s/veh)	50.2			8.2	18.4	
Approach LOS	D			A	B	
Queue Length 50th (ft)	150	121	12	216	372	
Queue Length 95th (ft)	182	166	28	284	501	
Internal Link Dist (ft)	1341			471	534	
Turn Bay Length (ft)	320		160			
Base Capacity (vph)	772	493	244	2545	2037	
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	0.50	0.44	0.28	0.55	0.73	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay (s/veh): 19.6	Intersection LOS: B
Intersection Capacity Utilization 63.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 11: Pinelawn Rd & Corporate Center Drive

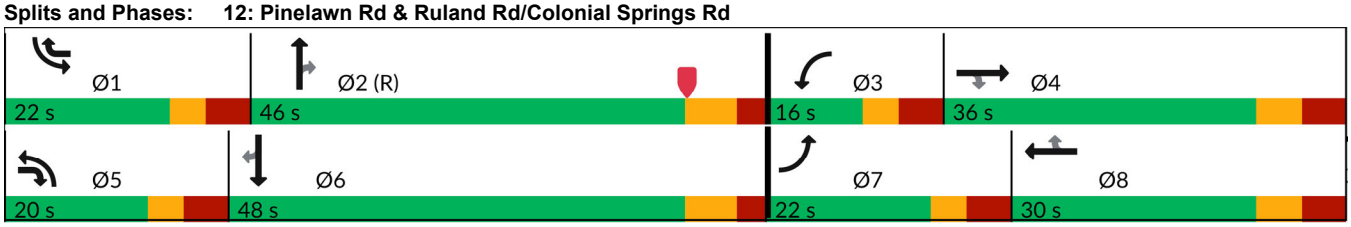


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	181	477	307	34	261	256	74	697	117	360	720	340
Future Volume (vph)	181	477	307	34	261	256	74	697	117	360	720	340
Satd. Flow (prot)	3236	3421	1546	1694	3421	1546	3255	5085	1501	3351	4940	1531
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3236	3421	1546	1694	3421	1546	3255	5085	1501	3351	4940	1531
Satd. Flow (RTOR)			140			103			176			382
Adj. Flow (vph)	203	536	345	38	293	288	83	783	131	404	809	382
Lane Group Flow (vph)	203	536	345	38	293	288	83	783	131	404	809	382
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	6.0	3.0	3.0	6.0	3.0	3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	10.2	14.0	10.2	10.2	41.0	10.2	10.2	37.1	37.1	10.2	37.1	37.1
Total Split (s)	22.0	36.0	20.0	16.0	30.0	22.0	20.0	46.0	46.0	22.0	48.0	48.0
Total Split (%)	18.3%	30.0%	16.7%	13.3%	25.0%	18.3%	16.7%	38.3%	38.3%	18.3%	40.0%	40.0%
Yellow Time (s)	3.2	4.0	3.2	3.2	4.0	3.2	3.2	4.6	4.6	3.2	4.6	4.6
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.5	2.5	4.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	8.0	7.2	7.2	8.0	7.2	7.2	7.1	7.1	7.2	7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	Min	Min
Act Effct Green (s)	11.9	27.1	42.5	7.2	17.5	45.0	7.4	41.6	41.6	19.6	53.7	53.7
Actuated g/C Ratio	0.10	0.23	0.35	0.06	0.15	0.38	0.06	0.35	0.35	0.16	0.45	0.45
v/c Ratio	0.63	0.69	0.54	0.38	0.59	0.45	0.41	0.44	0.21	0.74	0.37	0.43
Control Delay (s/veh)	60.8	48.1	20.9	64.0	52.1	19.0	59.9	32.7	2.5	56.8	24.0	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.8	48.1	20.9	64.0	52.1	19.0	59.9	32.7	2.5	56.8	24.0	4.2
LOS	E	D	C	E	D	B	E	C	A	E	C	A
Approach Delay (s/veh)		41.8			37.4			31.0			27.6	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	79	210	130	29	111	100	32	176	0	153	151	0
Queue Length 95th (ft)	114	255	201	64	148	167	57	231	18	#220	215	63
Internal Link Dist (ft)		764			589			814			777	
Turn Bay Length (ft)	140		230	290		275	400		450	400		310
Base Capacity (vph)	403	820	701	128	635	644	347	1846	657	546	2211	896
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.65	0.49	0.30	0.46	0.45	0.24	0.42	0.20	0.74	0.37	0.43

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 33.4	Intersection LOS: C
Intersection Capacity Utilization 68.0%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 12: Pinelawn Rd & Ruland Rd/Colonial Springs Rd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	271	269	71	45	13
Future Volume (Veh/h)	16	271	269	71	45	13
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	295	292	77	49	14
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)		592				
pX, platoon unblocked						
vC, conflicting volume	369				660	331
vC1, stage 1 conf vol					331	
vC2, stage 2 conf vol					329	
vCu, unblocked vol	369				660	331
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				92	98
cM capacity (veh/h)	1201				612	716

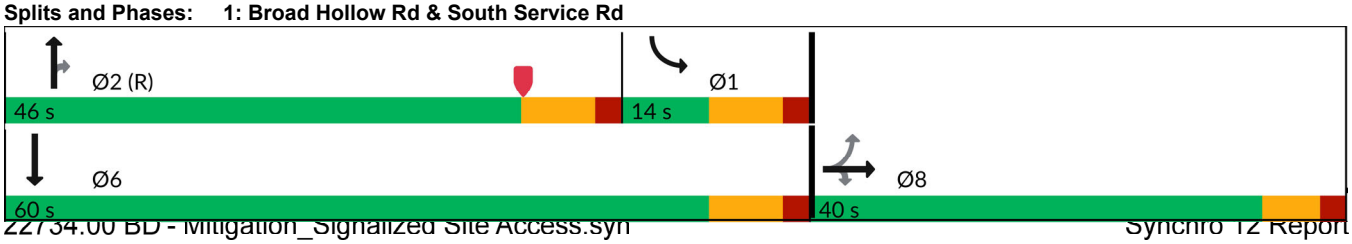
Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	17	295	369	63
Volume Left	17	0	0	49
Volume Right	0	0	77	14
cSH	1201	1700	1700	632
Volume to Capacity	0.01	0.17	0.22	0.10
Queue Length 95th (ft)	1	0	0	8
Control Delay (s/veh)	8.0	0.0	0.0	11.3
Lane LOS	A			B
Approach Delay (s/veh)	0.4		0.0	11.3
Approach LOS				B

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	28.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	466	341	0	0	0	0	1420	351	53	1141	0
Future Volume (vph)	34	466	341	0	0	0	0	1420	351	53	1141	0
Satd. Flow (prot)	0	4941	2656	0	0	0	0	5036	1538	3502	5036	0
Flt Permitted		0.997								0.950		
Satd. Flow (perm)	0	4941	2656	0	0	0	0	5036	1538	3502	5036	0
Satd. Flow (RTOR)									183			
Adj. Flow (vph)	37	507	371	0	0	0	0	1543	382	58	1240	0
Lane Group Flow (vph)	0	544	371	0	0	0	0	1543	382	58	1240	0
Turn Type	Perm	NA	Perm					NA	Perm	Prot	NA	
Protected Phases		8						2		1	6	
Permitted Phases	8		8						2			
Detector Phase	8	8	8					2	2	1	6	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					19.0	19.0	4.0	19.0	
Minimum Split (s)	39.3	39.3	39.3					44.4	44.4	11.4	44.4	
Total Split (s)	40.0	40.0	40.0					46.0	46.0	14.0	60.0	
Total Split (%)	40.0%	40.0%	40.0%					46.0%	46.0%	14.0%	60.0%	
Yellow Time (s)	4.3	4.3	4.3					5.4	5.4	5.4	5.4	
All-Red Time (s)	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.3	6.3					7.4	7.4	7.4	7.4	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max	C-Max	Min	Max	
Act Effct Green (s)		24.8	24.8					47.5	47.5	6.6	61.5	
Actuated g/C Ratio		0.25	0.25					0.48	0.48	0.07	0.62	
v/c Ratio		0.44	0.56					0.64	0.46	0.25	0.40	
Control Delay (s/veh)		32.4	35.7					11.2	3.2	47.3	10.9	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)		32.4	35.7					11.2	3.2	47.3	10.9	
LOS		C	D					B	A	D	B	
Approach Delay (s/veh)		33.7						9.6			12.5	
Approach LOS		C						A			B	
Queue Length 50th (ft)		109	119					59	8	18	131	
Queue Length 95th (ft)		126	151					295	15	39	204	
Internal Link Dist (ft)		1288			1695			1079			1005	
Turn Bay Length (ft)			440						150	300		
Base Capacity (vph)		1665	895					2394	827	231	3099	
Starvation Cap Reductn		0	0					0	0	0	0	
Spillback Cap Reductn		0	0					0	0	0	0	
Storage Cap Reductn		0	0					0	0	0	0	
Reduced v/c Ratio		0.33	0.41					0.64	0.46	0.25	0.40	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 15 (15%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 15.9	Intersection LOS: B
Intersection Capacity Utilization 59.3%	ICU Level of Service B
Analysis Period (min) 15	

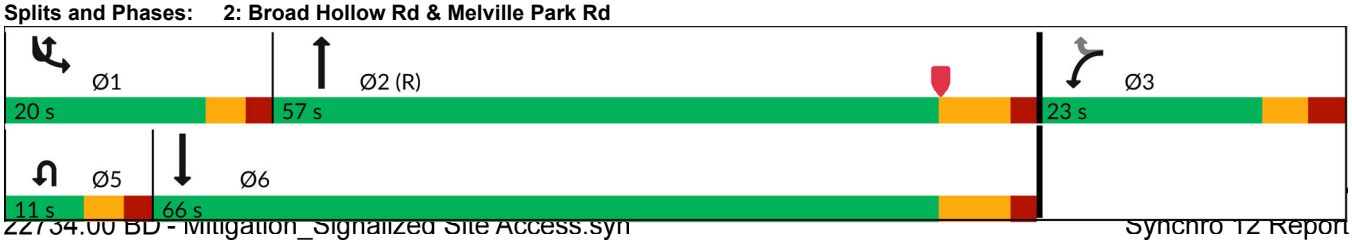
Splits and Phases: 1: Broad Hollow Rd & South Service Rd



Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	23	128	4	1612	15	19	37	1426
Future Volume (vph)	23	128	4	1612	15	19	37	1426
Satd. Flow (prot)	1805	1615	1805	4818	0	0	1769	5036
Flt Permitted	0.950		0.950				0.950	
Satd. Flow (perm)	1805	1615	1805	4818	0	0	1769	5036
Satd. Flow (RTOR)		142		2				
Adj. Flow (vph)	26	142	4	1791	17	21	41	1584
Lane Group Flow (vph)	26	142	4	1808	0	0	62	1584
Turn Type	Prot	Perm	Prot	NA		Prot	Prot	NA
Protected Phases	3		5	2		1	1	6
Permitted Phases		3						
Detector Phase	3	3	5	2		1	1	6
Switch Phase								
Minimum Initial (s)	10.0	10.0	4.0	20.0		12.0	12.0	20.0
Minimum Split (s)	46.3	46.3	9.0	27.4		17.0	17.0	27.4
Total Split (s)	23.0	23.0	11.0	57.0		20.0	20.0	66.0
Total Split (%)	23.0%	23.0%	11.0%	57.0%		20.0%	20.0%	66.0%
Yellow Time (s)	3.5	3.5	3.0	5.4		3.0	3.0	5.4
All-Red Time (s)	2.8	2.8	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	6.3	6.3	5.0	7.4			5.0	7.4
Lead/Lag			Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	None	None	C-Max		None	None	Max
Act Effct Green (s)	10.3	10.3	4.8	62.4			12.0	73.9
Actuated g/C Ratio	0.10	0.10	0.05	0.62			0.12	0.74
v/c Ratio	0.14	0.48	0.05	0.60			0.29	0.43
Control Delay (s/veh)	42.5	13.3	46.3	13.3			47.4	4.0
Queue Delay	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	42.5	13.3	46.3	13.3			47.4	4.0
LOS	D	B	D	B			D	A
Approach Delay (s/veh)	17.8			13.4				5.7
Approach LOS	B			B				A
Queue Length 50th (ft)	15	0	3	255			39	73
Queue Length 95th (ft)	41	56	14	316			84	110
Internal Link Dist (ft)	872			516				1079
Turn Bay Length (ft)		125	90				300	
Base Capacity (vph)	301	387	108	3006			265	3721
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	0.09	0.37	0.04	0.60			0.23	0.43

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 12 (12%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 10.1	Intersection LOS: B
Intersection Capacity Utilization 65.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Broad Hollow Rd & Melville Park Rd



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	465	79	0	0	0	185
Future Volume (Veh/h)	465	79	0	0	0	185
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	505	86	0	0	0	201
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				1242		
pX, platoon unblocked						
vC, conflicting volume			591		548	296
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			591		548	296
tC, single (s)			4.1		6.8	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	71
cM capacity (veh/h)			995		471	695

Direction, Lane #	EB 1	EB 2	NB 1	NB 2
Volume Total	337	254	101	101
Volume Left	0	0	0	0
Volume Right	0	86	101	101
cSH	1700	1700	695	695
Volume to Capacity	0.20	0.15	0.14	0.14
Queue Length 95th (ft)	0	0	13	13
Control Delay (s/veh)	0.0	0.0	11.1	11.1
Lane LOS			B	B
Approach Delay (s/veh)	0.0		11.1	
Approach LOS			B	

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	28.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	16	168	2	37	41
Future Volume (Veh/h)	7	16	168	2	37	41
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	17	183	2	40	45
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)			389			
pX, platoon unblocked						
vC, conflicting volume	309	184			185	
vC1, stage 1 conf vol	184					
vC2, stage 2 conf vol	125					
vCu, unblocked vol	309	184			185	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	98			97	
cM capacity (veh/h)	780	864			1402	

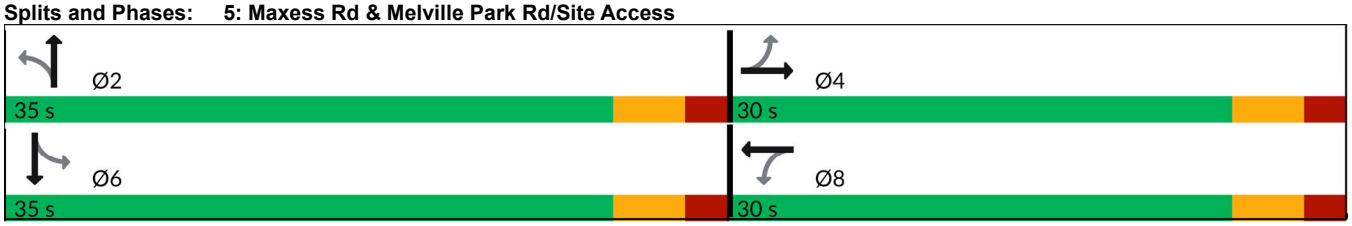
Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	25	185	40	45
Volume Left	8	0	40	0
Volume Right	17	2	0	0
cSH	835	1700	1402	1700
Volume to Capacity	0.03	0.11	0.03	0.03
Queue Length 95th (ft)	2	0	2	0
Control Delay (s/veh)	9.4	0.0	7.6	0.0
Lane LOS	A		A	
Approach Delay (s/veh)	9.4	0.0	3.6	
Approach LOS	A			

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	25.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	30	15	18	90	21	16	131	45	37	6	5
Future Volume (vph)	18	30	15	18	90	21	16	131	45	37	6	5
Satd. Flow (prot)	0	1813	0	0	1845	0	1745	1775	0	1745	1769	0
Flt Permitted		0.848			0.936		0.749			0.624		
Satd. Flow (perm)	0	1560	0	0	1739	0	1376	1775	0	1146	1769	0
Satd. Flow (RTOR)		18			18			35			6	
Adj. Flow (vph)	22	37	18	22	110	26	20	160	55	45	7	6
Lane Group Flow (vph)	0	77	0	0	158	0	20	215	0	45	13	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	30.0	30.0		30.0	30.0		35.0	35.0		35.0	35.0	
Total Split (%)	46.2%	46.2%		46.2%	46.2%		53.8%	53.8%		53.8%	53.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5			5.5		5.5	5.5		5.5	5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		7.2			7.7		14.3	14.3		14.3	14.3	
Actuated g/C Ratio		0.24			0.26		0.48	0.48		0.48	0.48	
v/c Ratio		0.20			0.34		0.03	0.25		0.08	0.02	
Control Delay (s/veh)		8.2			9.9		7.0	7.0		7.4	5.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		8.2			9.9		7.0	7.0		7.4	5.6	
LOS		A			A		A	A		A	A	
Approach Delay (s/veh)		8.2			9.9			7.0			7.0	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)		7			16		2	17		4	1	
Queue Length 95th (ft)		20			37		8	43		15	6	
Internal Link Dist (ft)		1161			183			568			309	
Turn Bay Length (ft)							175			130		
Base Capacity (vph)		1292			1440		1341	1730		1117	1724	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.06			0.11		0.01	0.12		0.04	0.01	

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 29.7	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.34	
Intersection Signal Delay (s/veh): 8.1	Intersection LOS: A
Intersection Capacity Utilization 39.6%	ICU Level of Service A
Analysis Period (min) 15	

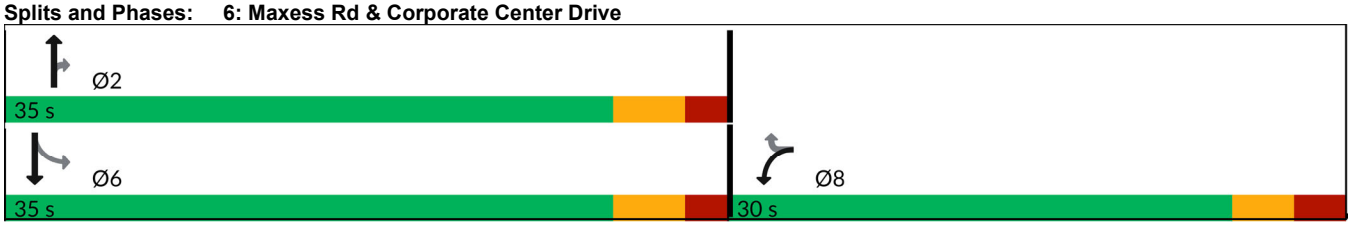
Splits and Phases: 5: Maxess Rd & Melville Park Rd/Site Access



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	59	37	161	55	8	36
Future Volume (vph)	59	37	161	55	8	36
Satd. Flow (prot)	1616	1669	1827	1615	1805	1900
Flt Permitted	0.950				0.652	
Satd. Flow (perm)	1616	1669	1827	1615	1239	1900
Satd. Flow (RTOR)		38		57		
Adj. Flow (vph)	61	38	166	57	8	37
Lane Group Flow (vph)	61	38	166	57	8	37
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	9.0	9.0	15.0	15.0	15.0	15.0
Minimum Split (s)	24.5	24.5	20.5	20.5	20.5	20.5
Total Split (s)	30.0	30.0	35.0	35.0	35.0	35.0
Total Split (%)	46.2%	46.2%	53.8%	53.8%	53.8%	53.8%
Yellow Time (s)	3.0	3.0	3.5	3.5	3.5	3.5
All-Red Time (s)	2.5	2.5	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Min	Min	Min	Min
Act Effct Green (s)	9.0	9.0	23.9	23.9	23.9	23.9
Actuated g/C Ratio	0.25	0.25	0.67	0.67	0.67	0.67
v/c Ratio	0.15	0.08	0.14	0.05	0.01	0.03
Control Delay (s/veh)	11.5	5.1	5.9	2.5	5.9	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.5	5.1	5.9	2.5	5.9	5.8
LOS	B	A	A	A	A	A
Approach Delay (s/veh)	9.0		5.0			5.8
Approach LOS	A		A			A
Queue Length 50th (ft)	10	0	18	0	1	4
Queue Length 95th (ft)	26	12	39	11	5	12
Internal Link Dist (ft)	512		666			568
Turn Bay Length (ft)	150				200	
Base Capacity (vph)	1106	1154	1744	1545	1183	1814
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.03	0.10	0.04	0.01	0.02

Intersection Summary			
Cycle Length: 65			
Actuated Cycle Length: 35.8			
Natural Cycle: 45			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.15			
Intersection Signal Delay (s/veh): 6.2		Intersection LOS: A	
Intersection Capacity Utilization 34.2%		ICU Level of Service A	
Analysis Period (min) 15			

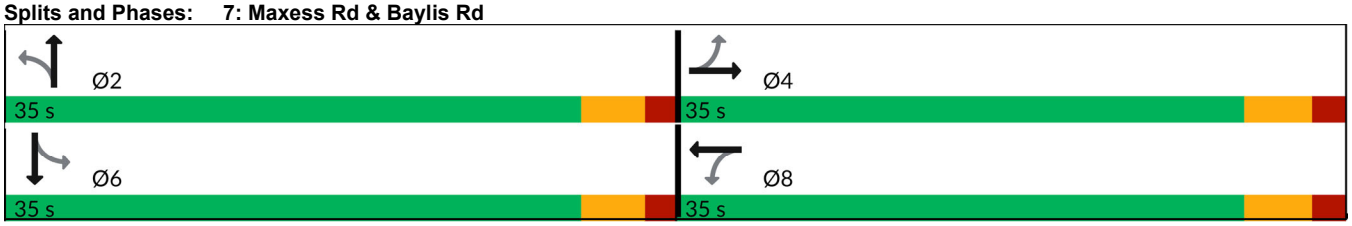
Splits and Phases: 6: Maxess Rd & Corporate Center Drive

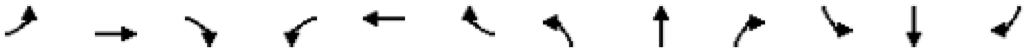


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	169	41	35	168	73	25	143	47	36	55	8
Future Volume (vph)	6	169	41	35	168	73	25	143	47	36	55	8
Satd. Flow (prot)	0	3425	0	0	3428	0	1745	3351	0	1745	3391	0
Flt Permitted		0.945			0.898		0.710			0.623		
Satd. Flow (perm)	0	3240	0	0	3096	0	1304	3351	0	1144	3391	0
Satd. Flow (RTOR)		44			78			51			9	
Adj. Flow (vph)	6	182	44	38	181	78	27	154	51	39	59	9
Lane Group Flow (vph)	0	232	0	0	297	0	27	205	0	39	68	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	20.3	20.3		20.3	20.3		22.9	22.9		22.9	22.9	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.3	3.3		3.3	3.3	
All-Red Time (s)	1.8	1.8		1.8	1.8		1.6	1.6		1.6	1.6	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.3			5.3		4.9	4.9		4.9	4.9	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		15.5			15.5		10.3	10.3		10.3	10.3	
Actuated g/C Ratio		0.48			0.48		0.32	0.32		0.32	0.32	
v/c Ratio		0.15			0.20		0.07	0.19		0.11	0.06	
Control Delay (s/veh)		5.3			5.0		9.8	7.9		10.3	8.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		5.3			5.0		9.8	7.9		10.3	8.5	
LOS		A			A		A	A		B	A	
Approach Delay (s/veh)		5.3			5.0			8.1			9.2	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)		10			12		4	11		5	4	
Queue Length 95th (ft)		22			26		14	26		18	12	
Internal Link Dist (ft)		659			601			915			1043	
Turn Bay Length (ft)							150			155		
Base Capacity (vph)		2840			2718		1153	2968		1011	2998	
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		0.08			0.11		0.02	0.07		0.04	0.02	

Intersection Summary	
Cycle Length: 70	
Actuated Cycle Length: 32.6	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.20	
Intersection Signal Delay (s/veh): 6.4	Intersection LOS: A
Intersection Capacity Utilization 58.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Maxess Rd & Baylis Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	5	34	3	2	0	22	134	1	1	109	38
Future Volume (Veh/h)	60	5	34	3	2	0	22	134	1	1	109	38
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	62	5	35	3	2	0	23	138	1	1	112	39
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											995	
pX, platoon unblocked												
vC, conflicting volume	250	319	76	245	338	70	151			139		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	250	319	76	245	338	70	151			139		
tC, single (s)	7.8	6.9	7.0	7.5	6.5	6.9	4.3			4.1		
tC, 2 stage (s)												
tF (s)	3.7	4.2	3.4	3.5	4.0	3.3	2.3			2.2		
p0 queue free %	90	99	96	100	100	100	98			100		
cM capacity (veh/h)	637	548	958	655	577	986	1371			1457		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	62	40	5	23	92	47	1	75	76
Volume Left	62	0	3	23	0	0	1	0	0
Volume Right	0	35	0	0	0	1	0	0	39
cSH	637	876	621	1371	1700	1700	1457	1700	1700
Volume to Capacity	0.10	0.05	0.00*	0.02	0.05	0.03	0.00*	0.04	0.04
Queue Length 95th (ft)	8	4	1	1	0	0	0	0	0
Control Delay (s/veh)	11.3	9.3	10.8	7.7	0.0	0.0	7.5	0.0	0.0
Lane LOS	B	A	B	A			A		
Approach Delay (s/veh)	10.5		10.8	1.1			0.0		
Approach LOS	B		B						

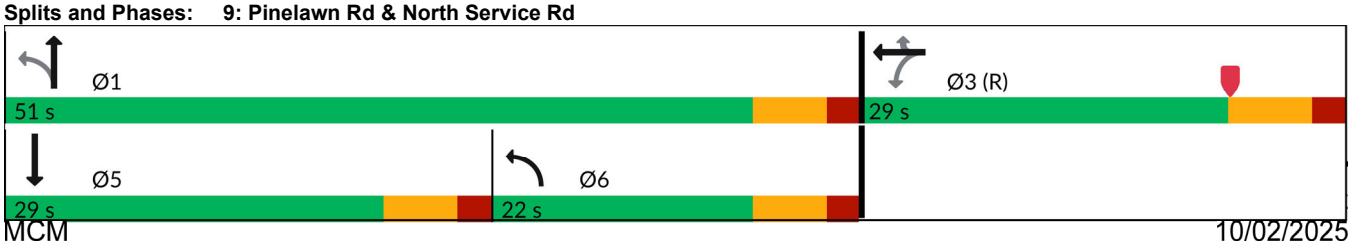
Intersection Summary				
Average Delay	3.1			
Intersection Capacity Utilization	22.5%	ICU Level of Service	A	
Analysis Period (min)	15			

* Value less than 0.01.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	103	208	250	293	386	0	0	396	18
Future Volume (vph)	0	0	0	103	208	250	293	386	0	0	396	18
Satd. Flow (prot)	0	0	0	1512	2972	1455	1694	3455	0	0	3415	0
Flt Permitted				0.950	0.998		0.468					
Satd. Flow (perm)	0	0	0	1512	2972	1455	835	3455	0	0	3415	0
Satd. Flow (RTOR)											6	
Adj. Flow (vph)	0	0	0	107	217	260	305	402	0	0	413	19
Lane Group Flow (vph)	0	0	0	96	337	151	305	402	0	0	432	0
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	
Protected Phases					3		6	1			5	
Permitted Phases				3		3	1					
Detector Phase				3	3	3	6	1			5	
Switch Phase												
Minimum Initial (s)				18.0	18.0	18.0	4.0	14.0			13.0	
Minimum Split (s)				25.0	25.0	25.0	10.4	20.4			19.4	
Total Split (s)				29.0	29.0	29.0	22.0	51.0			29.0	
Total Split (%)				36.3%	36.3%	36.3%	27.5%	63.8%			36.3%	
Yellow Time (s)				5.0	5.0	5.0	4.4	4.4			4.4	
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0			2.0	
Lost Time Adjust (s)				0.0	0.0	0.0	0.0	0.0			0.0	
Total Lost Time (s)				7.0	7.0	7.0	6.4	6.4			6.4	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?												
Recall Mode				C-Max	C-Max	C-Max	None	Max			Max	
Act Effct Green (s)				22.0	22.0	22.0	44.6	44.6			22.6	
Actuated g/C Ratio				0.28	0.28	0.28	0.56	0.56			0.28	
v/c Ratio				0.23	0.41	0.38	0.48	0.21			0.45	
Control Delay (s/veh)				24.3	25.6	26.8	7.6	1.7			25.0	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay (s/veh)				24.3	25.6	26.8	7.6	1.7			25.0	
LOS				C	C	C	A	A			C	
Approach Delay (s/veh)					25.7			4.3			25.0	
Approach LOS					C			A			C	
Queue Length 50th (ft)				40	79	67	58	8			91	
Queue Length 95th (ft)				83	122	124	m68	m11			133	
Internal Link Dist (ft)		1123			1012			803			582	
Turn Bay Length (ft)						260	340					
Base Capacity (vph)				415	817	400	633	1926			969	
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				0.23	0.41	0.38	0.48	0.21			0.45	

Intersection Summary		
Cycle Length: 80		
Actuated Cycle Length: 80		
Offset: 17 (21%), Referenced to phase 3:WBTL, Start of Yellow		
Natural Cycle: 55		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.48		
Intersection Signal Delay (s/veh): 16.7	Intersection LOS: B	
Intersection Capacity Utilization 59.9%	ICU Level of Service B	
Analysis Period (min) 15		
m Volume for 95th percentile queue is metered by upstream signal.		

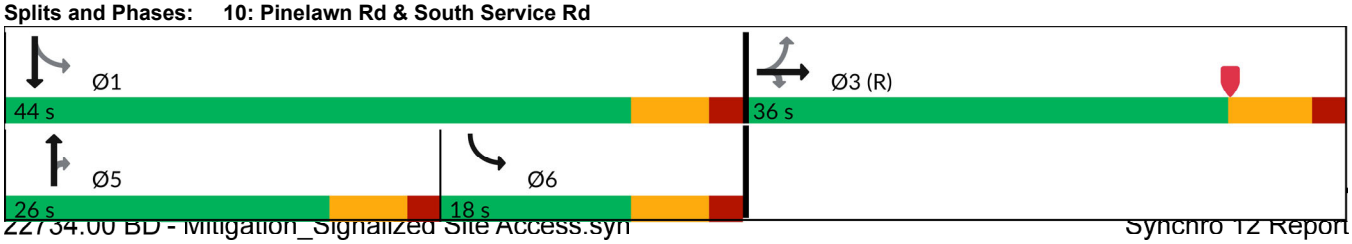
Splits and Phases: 9: Pinelawn Rd & North Service Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	305	283	0	0	0	0	620	227	167	612	0
Future Volume (vph)	56	305	283	0	0	0	0	620	227	167	612	0
Satd. Flow (prot)	0	3334	1436	0	0	0	0	3421	1599	1728	3505	0
Flt Permitted		0.992								0.286		
Satd. Flow (perm)	0	3334	1436	0	0	0	0	3421	1599	520	3505	0
Satd. Flow (RTOR)									234			
Adj. Flow (vph)	58	314	292	0	0	0	0	639	234	172	631	0
Lane Group Flow (vph)	0	372	292	0	0	0	0	639	234	172	631	0
Turn Type	Perm	NA	Perm					NA	Perm	pm+pt	NA	
Protected Phases		3						5		6	1	
Permitted Phases	3		3						5	1		
Detector Phase	3	3	3					5	5	6	1	
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0					15.0	15.0	4.0	15.0	
Minimum Split (s)	27.0	27.0	27.0					21.6	21.6	10.6	21.6	
Total Split (s)	36.0	36.0	36.0					26.0	26.0	18.0	44.0	
Total Split (%)	45.0%	45.0%	45.0%					32.5%	32.5%	22.5%	55.0%	
Yellow Time (s)	5.0	5.0	5.0					4.6	4.6	4.6	4.6	
All-Red Time (s)	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0	7.0					6.6	6.6	6.6	6.6	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max	C-Max					Min	Min	Min	Min	
Act Effct Green (s)		33.9	33.9					18.4	18.4	32.5	32.5	
Actuated g/C Ratio		0.42	0.42					0.23	0.23	0.41	0.41	
v/c Ratio		0.26	0.48					0.81	0.43	0.53	0.44	
Control Delay (s/veh)		16.4	21.2					38.3	6.4	16.7	9.7	
Queue Delay		0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)		16.4	21.2					38.3	6.4	16.7	9.7	
LOS		B	C					D	A	B	A	
Approach Delay (s/veh)		18.5						29.7			11.2	
Approach LOS		B						C			B	
Queue Length 50th (ft)		62	104					156	0	33	65	
Queue Length 95th (ft)		102	192					217	53	49	76	
Internal Link Dist (ft)		1162			731			706			803	
Turn Bay Length (ft)			160						150	300		
Base Capacity (vph)		1414	609					829	565	409	1638	
Starvation Cap Reductn		0	0					0	0	0	0	
Spillback Cap Reductn		0	0					0	0	0	0	
Storage Cap Reductn		0	0					0	0	0	0	
Reduced v/c Ratio		0.26	0.48					0.77	0.41	0.42	0.39	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 16 (20%), Referenced to phase 3:EBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 20.2	Intersection LOS: C
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

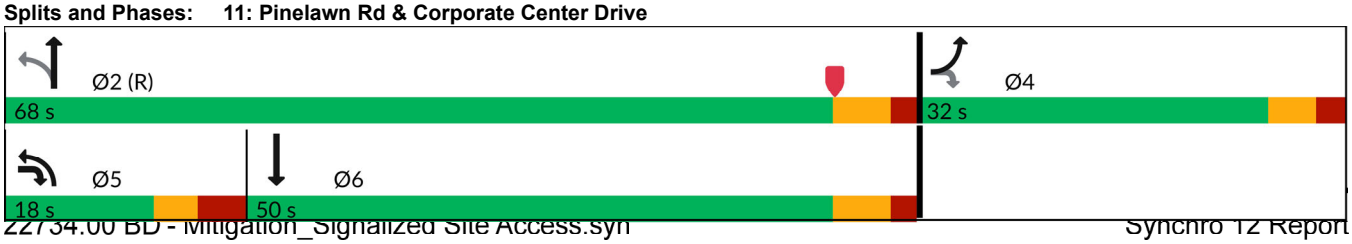
Splits and Phases: 10: Pinelawn Rd & South Service Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	72	39	35	519	35	819
Future Volume (vph)	72	39	35	519	35	819
Satd. Flow (prot)	3385	1615	1685	3421	2723	0
Flt Permitted	0.950		0.280			
Satd. Flow (perm)	3385	1615	497	3421	2723	0
Satd. Flow (RTOR)		40			844	
Adj. Flow (vph)	74	40	36	535	36	844
Lane Group Flow (vph)	74	40	36	535	880	0
Turn Type	Prot	pm+ov	pm+pt	NA	NA	
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	6.0	3.0	3.0	20.0	20.0	
Minimum Split (s)	29.8	9.8	9.8	26.3	26.3	
Total Split (s)	32.0	18.0	18.0	68.0	50.0	
Total Split (%)	32.0%	18.0%	18.0%	68.0%	50.0%	
Yellow Time (s)	3.6	3.2	3.2	4.3	4.3	
All-Red Time (s)	2.2	3.6	3.6	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	6.8	6.8	6.3	6.3	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Min	Min	
Act Effct Green (s)	6.9	15.3	82.9	84.6	75.2	
Actuated g/C Ratio	0.07	0.15	0.83	0.85	0.75	
v/c Ratio	0.32	0.14	0.08	0.18	0.39	
Control Delay (s/veh)	47.7	12.1	2.4	2.1	1.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	47.7	12.1	2.4	2.1	1.1	
LOS	D	B	A	A	A	
Approach Delay (s/veh)	35.2			2.1	1.1	
Approach LOS	D			A	A	
Queue Length 50th (ft)	23	0	3	29	3	
Queue Length 95th (ft)	45	28	10	45	22	
Internal Link Dist (ft)	1337			471	534	
Turn Bay Length (ft)	320		160			
Base Capacity (vph)	886	379	544	2894	2256	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.11	0.07	0.18	0.39	

Intersection Summary		
Cycle Length: 100		
Actuated Cycle Length: 100		
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Yellow		
Natural Cycle: 70		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.39		
Intersection Signal Delay (s/veh): 4.0	Intersection LOS: A	
Intersection Capacity Utilization 44.2%	ICU Level of Service A	
Analysis Period (min) 15		

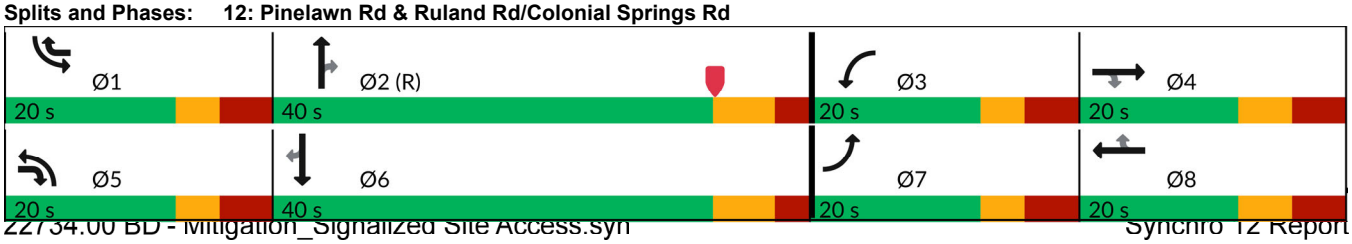
Splits and Phases: 11: Pinelawn Rd & Corporate Center Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	210	90	21	210	265	75	444	46	220	449	251
Future Volume (vph)	141	210	90	21	210	265	75	444	46	220	449	251
Satd. Flow (prot)	3236	3455	1516	1745	3421	1516	3255	5036	1561	3351	4940	1546
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3236	3455	1516	1745	3421	1516	3255	5036	1561	3351	4940	1546
Satd. Flow (RTOR)			123			189			212			264
Adj. Flow (vph)	148	221	95	22	221	279	79	467	48	232	473	264
Lane Group Flow (vph)	148	221	95	22	221	279	79	467	48	232	473	264
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	6.0	3.0	3.0	6.0	3.0	3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	10.2	14.0	10.2	10.2	41.0	10.2	10.2	37.1	37.1	10.2	37.1	37.1
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	40.0	40.0	20.0	40.0	40.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	40.0%	40.0%	20.0%	40.0%	40.0%
Yellow Time (s)	3.2	4.0	3.2	3.2	4.0	3.2	3.2	4.6	4.6	3.2	4.6	4.6
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.5	2.5	4.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	8.0	7.2	7.2	8.0	7.2	7.2	7.1	7.1	7.2	7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	Min	Min
Act Effct Green (s)	8.9	21.7	36.5	5.8	11.3	30.5	6.8	39.1	39.1	11.2	43.5	43.5
Actuated g/C Ratio	0.09	0.22	0.37	0.06	0.11	0.31	0.07	0.39	0.39	0.11	0.44	0.44
v/c Ratio	0.51	0.30	0.15	0.22	0.57	0.47	0.36	0.24	0.06	0.62	0.22	0.32
Control Delay (s/veh)	49.4	34.7	2.8	49.3	47.8	11.3	48.5	22.3	0.2	49.4	19.1	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.4	34.7	2.8	49.3	47.8	11.3	48.5	22.3	0.2	49.4	19.1	4.0
LOS	D	C	A	D	D	B	D	C	A	D	B	A
Approach Delay (s/veh)		32.9			28.4			24.0			22.2	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	47	57	0	14	71	42	25	71	0	73	67	0
Queue Length 95th (ft)	76	101	21	38	106	103	47	114	0	108	105	52
Internal Link Dist (ft)		764			589			814			777	
Turn Bay Length (ft)	140		230	290		275	400		450	400		310
Base Capacity (vph)	414	748	714	223	431	619	416	2002	748	440	2146	821
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.30	0.13	0.10	0.51	0.45	0.19	0.23	0.06	0.53	0.22	0.32

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay (s/veh): 25.8	Intersection LOS: C
Intersection Capacity Utilization 57.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 12: Pinelawn Rd & Ruland Rd/Colonial Springs Rd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	45	78	79	59	19
Future Volume (Veh/h)	18	45	78	79	59	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	49	85	86	64	21
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)		592				
pX, platoon unblocked						
vC, conflicting volume	171				217	128
vC1, stage 1 conf vol					128	
vC2, stage 2 conf vol					89	
vCu, unblocked vol	171				217	128
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				92	98
cM capacity (veh/h)	1418				843	927

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	20	49	171	85
Volume Left	20	0	0	64
Volume Right	0	0	86	21
cSH	1418	1700	1700	863
Volume to Capacity	0.01	0.03	0.10	0.10
Queue Length 95th (ft)	1	0	0	8
Control Delay (s/veh)	7.6	0.0	0.0	9.6
Lane LOS	A			A
Approach Delay (s/veh)	2.2		0.0	9.6
Approach LOS				A

Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	26.1%	ICU Level of Service	A
Analysis Period (min)	15		

H

Traffic Signal Warrant Analysis

TRAFFIC SIGNAL WARRANT SUMMARY

Project : Melville Crossing
Location: 75 Maxess Road
Project No. 22734.00
Analyst MDN Date: 9/15/2025
Checked By: Date:

Intersection:

Major Street: Maxess Road — Number of Approach Lanes: 1
Minor Street: Melville Park Road — Number of Approach Lanes: 1
Minor Street: — Number of Approach Lanes:

Critical Approach Speed: 43 *Critical Approach Speed:* — Analysis Condition: 0

WARRANT 1- EIGHT-HOUR VEHICULAR VOLUME

Applicable: ☒ Yes ☐ No
Satisfied: ☒ Yes ☐ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied. Should be applied only after adequate trial of other alternatives that would cause less delay and inconvenience to traffic has failed to solve the traffic problem.
On the minor street, the more critical volume is not required to be on the same approach during each of these 8 hours.

Condition A - Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%	80%	70%	56%	100%	80%	70%	56%
1 …….	1 …….	500	400	350	280	150	120	105	84
2 or more	1 …….	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1 …….	2 or more	500	400	350	280	200	160	140	112

source: Table 4C-1, USMUTCD, 2023

	Minimum Volume Requirements (based on input criteria)	Hourly Volumes															
		5-6 am	6-7 am	7-8 am	8-9 am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm	8-9 pm
Major Street (Both Approaches)	**350**	63	200	386	572	449	278	364	502	459	481	579	760	730	412	207	135
Minor Street (Highest Approach)	**105**	12	48	99	107	90	88	131	178	161	121	130	133	203	129	130	114
satisfied?					☑			☑	☑	☑	☑	☑	☑	☑	☑		

Warrant Criteria Satisfied for Condition A ? **YES** Number of Hours Satisfied: **8**

Condition B - Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%	80%	70%	56%	100%	80%	70%	56%
1 …….	1 …….	750	600	525	420	75	60	53	42
2 or more	1 …….	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1 …….	2 or more	750	600	525	420	100	80	70	56

source: Table 4C-1, USMUTCD, 2023

	Minimum Volume Requirements (based on input criteria)	Hourly Volumes															
		5-6 am	6-7 am	7-8 am	8-9 am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm	8-9 pm
Major Street (Both Approaches)	**525**	63	200	386	572	449	278	364	502	459	481	579	760	730	412	207	135
Minor Street (Highest Approach)	**53**	12	48	99	107	90	88	131	178	161	121	130	133	203	129	130	114
satisfied?					☑							☑	☑	☑			

Warrant Criteria Satisfied for Condition B ? **NO** Number of Hours Satisfied: **4**

TRAFFIC SIGNAL WARRANT SUMMARY

Project : Melville Crossing
Location: 75 Maxess Road
Project No. 22734.00
Analyst MDN Date: 9/15/2025
Checked By: Date:

Intersection:

Major Street: Maxess Road
Minor Street: Melville Park Road
Minor Street:

Number of Approach Lanes: 1
Number of Approach Lanes: 1
Number of Approach Lanes:

Critical Approach Speed: 43 *Critical Approach Speed:*

Analysis Condition: 0

WARRANT 1- EIGHT-HOUR VEHICULAR VOLUME (Con't)

Combination of Conditions A & B

Condition A

	Minimum Volume Requirements *(based on input criteria)*	Hourly Volumes															
		5-6 am	6-7 am	7-8 am	8-9 am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm	8-9 pm
Major Street (Both Approaches)	**280**	63	200	386	572	449	278	364	502	459	481	579	760	730	412	207	135
Minor Street (Highest Approach)	**84**	12	48	99	107	90	88	131	178	161	121	130	133	203	129	130	114
satisfied?				☑	☑	☑		☑	☑	☑	☑	☑	☑	☑	☑		

Warrant Criteria 80% Satisfied for Condition A ? **YES** Number of Hours Satisfied: **10**

Condition B

	Minimum Volume Requirements *(based on input criteria)*	Hourly Volumes															
		5-6 am	6-7 am	7-8 am	8-9 am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm	8-9 pm
Major Street (Both Approaches)	**420**	63	200	386	572	449	278	364	502	459	481	579	760	730	412	207	135
Minor Street (Highest Approach)	**42.4**	12	48	99	107	90	88	131	178	161	121	130	133	203	129	130	114
satisfied?					☑	☑			☑	☑	☑	☑	☑	☑			

Warrant Criteria 80% Satisfied for Condition B ? **YES** Number of Hours Satisfied: **8**

Warrant Criteria 80% Satisfied for Conditions A and B? **YES** Number of Hours Satisfied: **8**

TRAFFIC SIGNAL WARRANT SUMMARY

Project : Melville Crossing
Location: 75 Maxess Road
Intersection:

Project No. 22734.00
Analyst MDN Date: 9/15/2025
Checked By: Date:

Major Street: Maxess Road — Number of Approach Lanes: 1
Minor Street: Melville Park Road — Number of Approach Lanes: 1
Minor Street: — Number of Approach Lanes:

Critical Approach Speed: 43 *Critical Approach Speed:* — Analysis Condition: 0

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

If all four points lie above the appropriate line, then the warrant is satisfied.

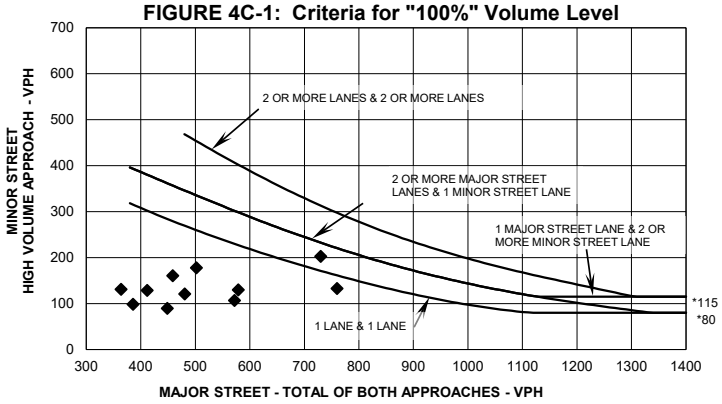
Applicable: ☒ Yes ☐ No
Satisfied: ☒ Yes ☐ No

Speed on mainline is above 40 mph or community less than 10,000 - use criteria for 70% volume level

Volumes		
Hour	Major Street	Minor Street
5-6 am	63	12
6-7 am	200	48
7-8 am	386	99
8-9 am	572	107
9-10 am	449	90
10-11 am	278	88
11-12 pm	364	131
12-1 pm	502	178
1-2 pm	459	161
2-3 pm	481	121
3-4 pm	579	130
4-5 pm	760	133
5-6 pm	730	203
6-7 pm	412	129
7-8 pm	207	130
8-9 pm	135	114

Plot four volume combinations on the applicable figure below.

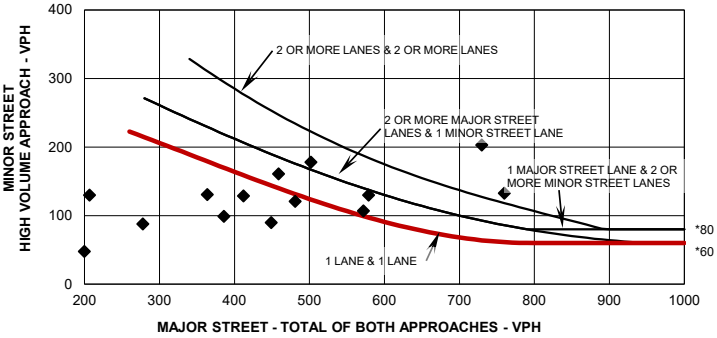
FIGURE 4C-1: Criteria for "100%" Volume Level



** Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes & 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-2: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 40mph (70 km/hr) on Major Street)



** Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes & 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

Source: USMUTCD, 2023

TRAFFIC SIGNAL WARRANT SUMMARY

Project : Melville Crossing
Location: 75 Maxess Road
Project No. 22734.00
Analyst MDN Date: 9/15/2025
Checked By: Date:

Intersection:

Major Street: Maxess Road — Number of Approach Lanes: 1
Minor Street: Melville Park Road — Number of Approach Lanes: 1
Minor Street: — Number of Approach Lanes:

Critical Approach Speed: 43 *Critical Approach Speed:* Analysis Condition: 0

WARRANT 3 - PEAK HOUR VEHICULAR VOLUME

Applicable: ☒ Yes ☐ No
Satisfied: ☒ Yes ☐ No

The Peak Hour Volume signal warrant shall be applied only un unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

CONDITION A

Criteria

1. **Total Stopped Time Delay on Minor Approach**

	AM	PM
Average Delay per vehicle (sec):	16.4	46.9
Peak Hour Volume:	116	185
Total 1-hour stopped delay *(veh-hrs):*	0.5	2.4
Volume Criteria	4	4

Criteria: 4 veh-hrs for 1-lane approach; or 5 veh-hrs for 2-lane approach

2. **Minor-Street Approach Volume**

Minor Street Volume: 185
Number of Approach Lanes: 1
Volume Criteria: 100

Criteria: 100 vph for 1 lane; 150 vph for 2 lanes

3. **Intersection Peak-Hour Volume**

Total Entering Volume: 1,110
Number of Approaches: 4
Volume Criteria: 800

Criteria: 650 vph for 3 approaches; or 800 vph for 4 or more approaches

Criteria 1 Satisfied? ☐ Yes ☒ No
Criteria 2 Satisfied? ☒ Yes ☐ No
Criteria 3 Satisfied? ☒ Yes ☐ No

Warrant Criteria Satisfied for Condition A ? **NO**

Note: All 3 criteria need to be satified for Condition A to be met

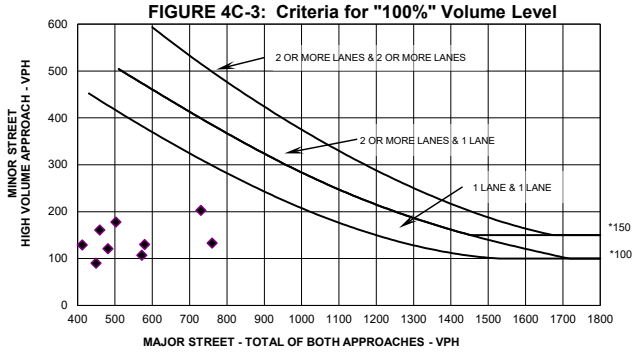
CONDITION B

Speed on mainline is above 40 mph or community less than 10,000 - use criteria for 70% volume level

Volumes		
Hour	**Major Street**	**Minor Street**
5-6 am	*63*	*12*
6-7 am	*200*	*48*
7-8 am	*386*	*99*
8-9 am	*572*	*107*
9-10 am	*449*	*90*
10-11 am	*278*	*88*
11-12 pm	*364*	*131*
12-1 pm	*502*	*178*
1-2 pm	*459*	*161*
2-3 pm	*481*	*121*
3-4 pm	*579*	*130*
4-5 pm	*760*	*133*
5-6 pm	*730*	*203*
6-7 pm	*412*	*129*
7-8 pm	*207*	*130*
8-9 pm	*135*	*114*

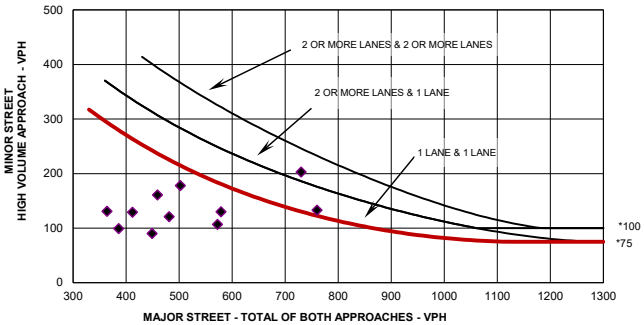
Plot volume combination on the applicable figure below.

FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level
(Community Less than 10,000 population or above 40 mph (70 km/hr) on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

Source: USMUTCD, 2023

TRAFFIC SIGNAL WARRANT SUMMARY

Project : Melville Crossing
Location: 75 Maxess Road
Intersection:

Project No. 22734.00
Analyst MDN Date: 9/15/2025
Checked By: Date:

Major Street: Maxess Road — Number of Approach Lanes: 1
Minor Street: Melville Park Road — Number of Approach Lanes: 1
Minor Street: — Number of Approach Lanes:

Critical Approach Speed: 43 *Critical Approach Speed:* — Analysis Condition: 0

SUMMARY AND CONCLUSIONS

WARRANTS	Applicable		Satisfied	
	Yes	No	Yes	No
1 EIGHT HOUR VEHICULAR VOLUME	☒	☐	☒	☐
2 FOUR HOUR VEHICULAR VOLUME	☒	☐	☒	☐
3 PEAK HOUR	☒	☐	☒	☐
4 PEDESTRIAN VOLUME	☐	☒	☐	☐
5 SCHOOL CROSSING	☐	☒	☐	☐
6 COORDINATED SIGNAL SYSTEM	☐	☒	☐	☐
7 CRASH EXPERIENCE	☐	☒	☐	☐
8 ROADWAY NETWORK	☐	☒	☐	☐
9 INTERSECTION NEAR GRADE CROSSING	☐	☒	☐	☐

Remarks: **Conditions studied satisfy the warrant criteria for Warrant 1, 2 and 3. Traffic signal control can be considered with construction of the Krause Village project and the Shea Pointe projects. Continue to monitor volumes in the meantime.**

Source: USMUTCD, 2023

This page intentionally left blank.