

Appendix H

TRAFFIC STUDY

THE SHOPS AT RIVERHEAD
CR 58 – OLD COUNTRY ROAD
EAST OF KROEMER AVENUE
RIVERHEAD, NEW YORK

Prepared by:



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INTRODUCTION

Eschbacher VHB has prepared a traffic study for Developers Realty Corporation, regarding its plan to construct The Shops at Riverhead, a 530,420¹ square foot retail shopping center in the Town of Riverhead. The proposed project site, approximately 41.55 acres in size, is located on the north side of County Road 58 (Old Country Road), between Kroemer Avenue and Mill Road.

The purpose of this study is to analyze the existing and future traffic conditions, determine any significant traffic impacts due to the proposed project and to evaluate and propose mitigation measures, if required.

This report presents the results of the traffic study and summarizes the data collection process, traffic analysis procedures and study conclusions.

STUDY METHODOLOGY

The following list 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 project were identified.
- Existing traffic volumes were collected at the study intersections on a typical weekday during AM and PM peak hours, and during the Saturday peak hours.
- Field inventories were made to observe the number and direction of travel lanes at the key intersections along with signal timings, phasing and cycle lengths.
- Existing traffic volumes at the key intersections were expanded to future No Build conditions by applying an annual growth rate of two percent.
- Other planned or approved developments within the project study area were identified, and expected traffic from those projects included in the No Build conditions.
- The traffic generated by the proposed development was projected, based on recognized traffic engineering standards.

¹ The proposed square footage (as calculated for traffic analysis purposes) has been revised to 519,741 SF. This reduction means slightly fewer vehicle trips can be expected than was analyzed, making the analysis conservative in that the expected Build scenario intersection delays are overstated by a small amount.

- The site-generated volumes were distributed along the adjacent roadway network and added to the No Build volumes to produce the proposed Build volumes.
- Capacity analysis was performed at the study intersections for the Existing, No Build and Build conditions.
- The results of the analyses for the No Build and Build conditions were compared to assess the possible significant traffic impacts of the proposed project.
- The need for traffic mitigation measures was evaluated.
- Traffic accident data from the most recently available three-year period for the study area was obtained and summarized.
- Site access locations were evaluated.
- Proposed on-site parking was evaluated.
- Public transportation serving the area was identified.

EXISTING CONDITIONS

Study Intersections

CR 58 is the primary roadway that would be used by project generated traffic. CR 58 has two eastbound lanes, two westbound lanes, and a center left turn lane from the Long Island Expressway to east of Mill Road, except that between Kroemer Avenue and Mill Road there is only one eastbound lane.

The following six intersections were identified as those most likely to be impacted by traffic generated by the proposed project and were selected for detailed traffic analysis:

- CR 58 & Tanger Mall Drive
- CR 58 & Kroemer Avenue
- CR 58 & Proposed Site Entrance
- CR 58 & Commerce Drive/Gatewood
- CR 58 & Mill Road/Pulaski Street
- NY 25 & Kroemer Avenue/Forge Road

The intersections at Tanger Mall Drive, Kroemer Avenue, and Mill Road are currently controlled by traffic signals. The Commerce Drive/Gatewood intersection is controlled by stop signs on the Commerce Drive and Gatewood approaches to CR 58. The proposed intersection at the site entrance between Kroemer Avenue and Commerce Drive will require signalization. The Kroemer Avenue intersection with NY 25 is currently controlled by stop signs on the north and south approaches. The project location and study intersections are shown in Figure 1. A table of lane configurations at the study intersections can be found in Attachment 1.

Traffic Data Collection

Manual turning movement counts at the four existing study intersections on CR 58 were performed on Thursday, November 16, 2006 during the morning (7:00 AM to 9:30 AM) and evening (3:30 PM to 6:30 PM) peak periods, and on Saturday, November 11, 2006 during the midday peak period (11:00 AM to 3:00 PM). These time periods were reviewed and accepted by Suffolk County DPW.

The NY 25 & Kroemer Avenue intersection was counted during the same hours on Thursday, October 11, 2007 and on Saturday, October 13, 2007.

Complete turning movement count data is presented in Attachment 2.

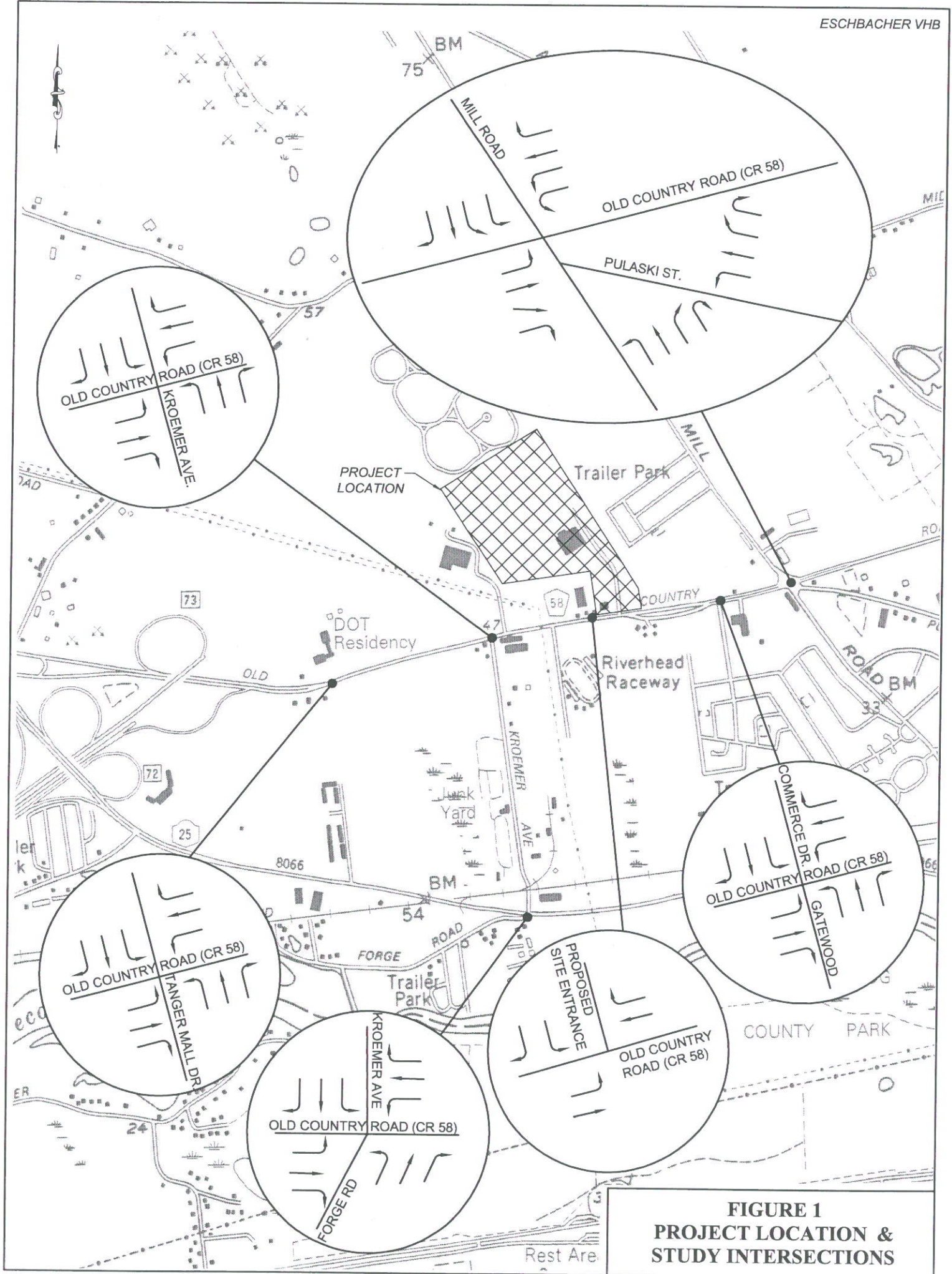


FIGURE 1
PROJECT LOCATION &
STUDY INTERSECTIONS

Accident History

Accident data was obtained from the New York State Department of Transportation for the segment of CR 58 from Tanger Mall Drive to Mill Road. The data for the three year accident study period, January 2001 to December 2003, and a summary presented by accident type and accident severity, are provided in Attachment 3.

Accident Rate

In order to evaluate the relative frequency of these accidents, a comparison was made to the statewide average rate for similar facilities, as shown below:

Rate Calculation:

$$\begin{aligned}\text{Rate} &= \frac{(73 \text{ total accidents in 3 years}) (1,000,000)}{(365 \text{ days/yr.}) (3 \text{ yrs.}) (23,000 \text{ veh./day}) (1.1 \text{ miles})} \\ &= 2.64 \text{ accidents per million vehicle miles}\end{aligned}$$

The New York State average for a four lane undivided roadway, urban area, is 5.66 Acc/MVM. The average accident rate on CR 58 is thus less than half the statewide average for similar types of roadways.

Existing Traffic Conditions

Area Roadways

The main roadway in the study area is CR 58 – Old Country Road. As stated earlier, CR 58 has two eastbound lanes, two westbound lanes, and a center left turn lane from the Long Island Expressway to east of Mill Road, except that between Kroemer Avenue and Mill Road there is only one eastbound lane. The speed limit on CR 58 in the study area is 45 mph.

Tanger Mall Drive provides access to and from the Tanger Mall complex on the south side of CR 58.

Kroemer Avenue runs north/south, connecting CR 58 and NY 25, and has one lane in each direction. There is also a leg of Kroemer Avenue on the north side of CR 58 that provides access to Applebee's restaurant and the facilities of Adchem Corporation. The speed limit on Kroemer Avenue is 30 mph.

Commerce Drive is a dead end street on the north side of CR 58. It serves a Panera Bread franchise, a Harley-Davidson dealer, and a group of medical/office buildings. Opposite Commerce Drive is Gatewood, a privately maintained roadway that provides access to CR 58 from the Glenwood Trailer Park.

Mill Road runs north/south from Osborn Avenue to NY 25. It has one lane in each direction, and the speed limit is 30 mph. The termination of Pulaski Street intersects Mill Road on the south side of CR 58, making an irregular five-legged intersection. The westbound approach of Pulaski Street to Mill Road is controlled by a stop sign. Pulaski Street runs southeast into Polish Town.

NY 25 (West Main Street) runs east west on the north side of the Peconic River and south of CR 58. It is one lane in each direction in the study area with a speed limit of 50 mph.

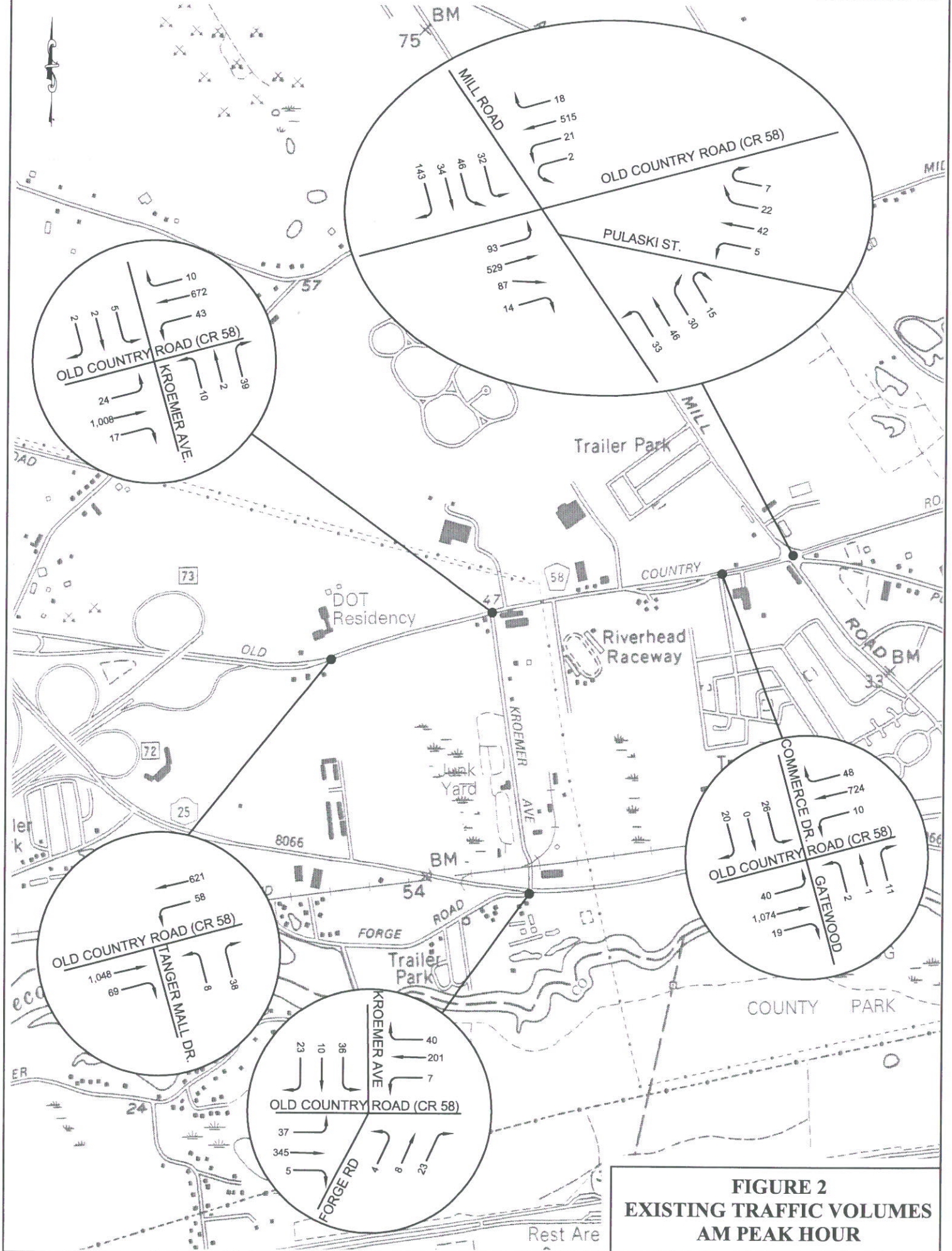
Existing Traffic Volumes

Based on the traffic count data collected in November 2006 and October 2007, existing turning movement volumes at the study intersections for the AM, PM, and Saturday peak hours are shown in Figures 2, 3, and 4, respectively.

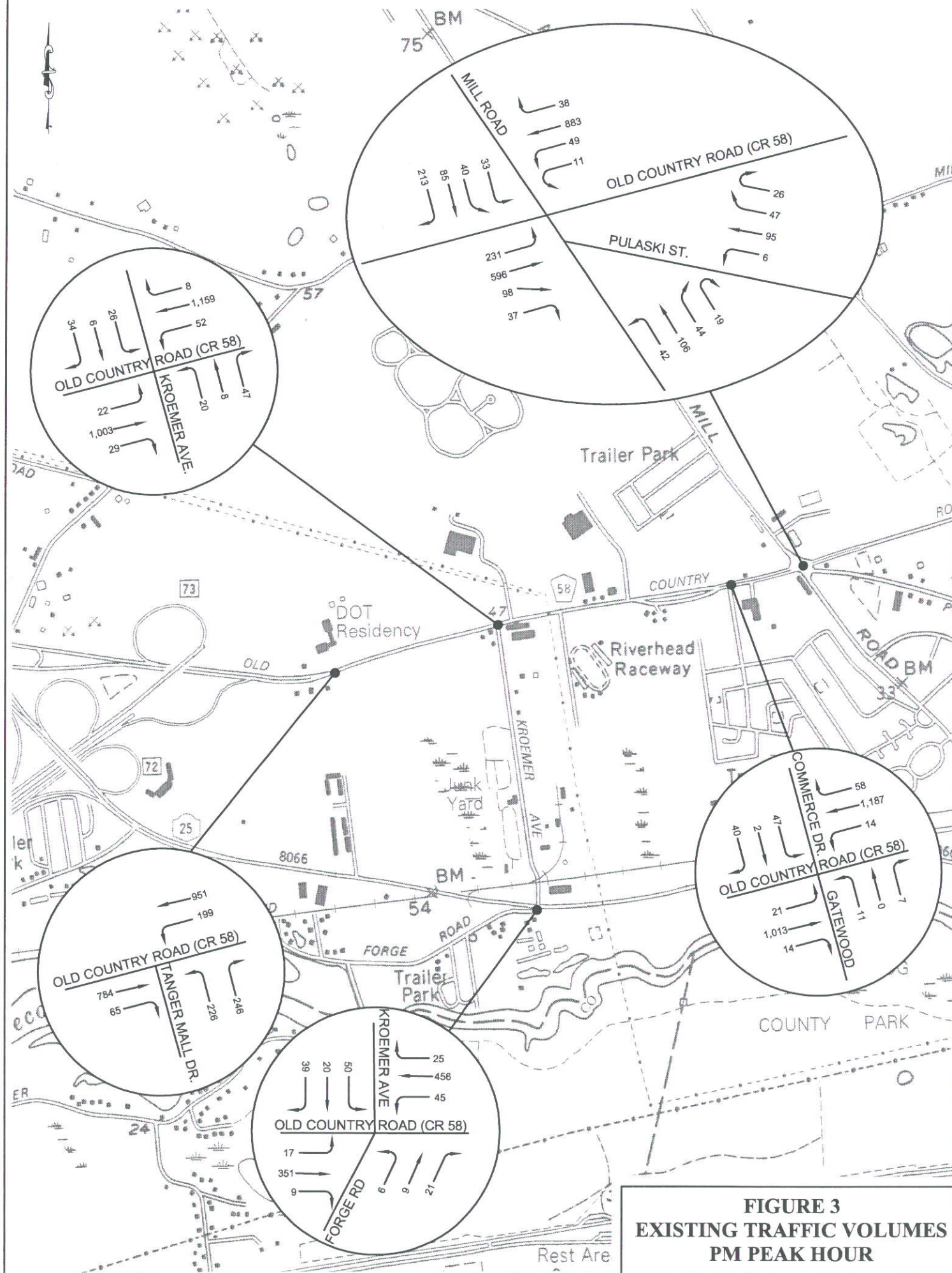
Existing Intersection Levels of Service

Existing level of service ("LOS") analyses were conducted for each of the four existing study intersections for the AM, PM, and Saturday peak hours. A description of the LOS definitions and analyses process for both the signalized and the unsignalized study intersections is provided in Attachment 4.

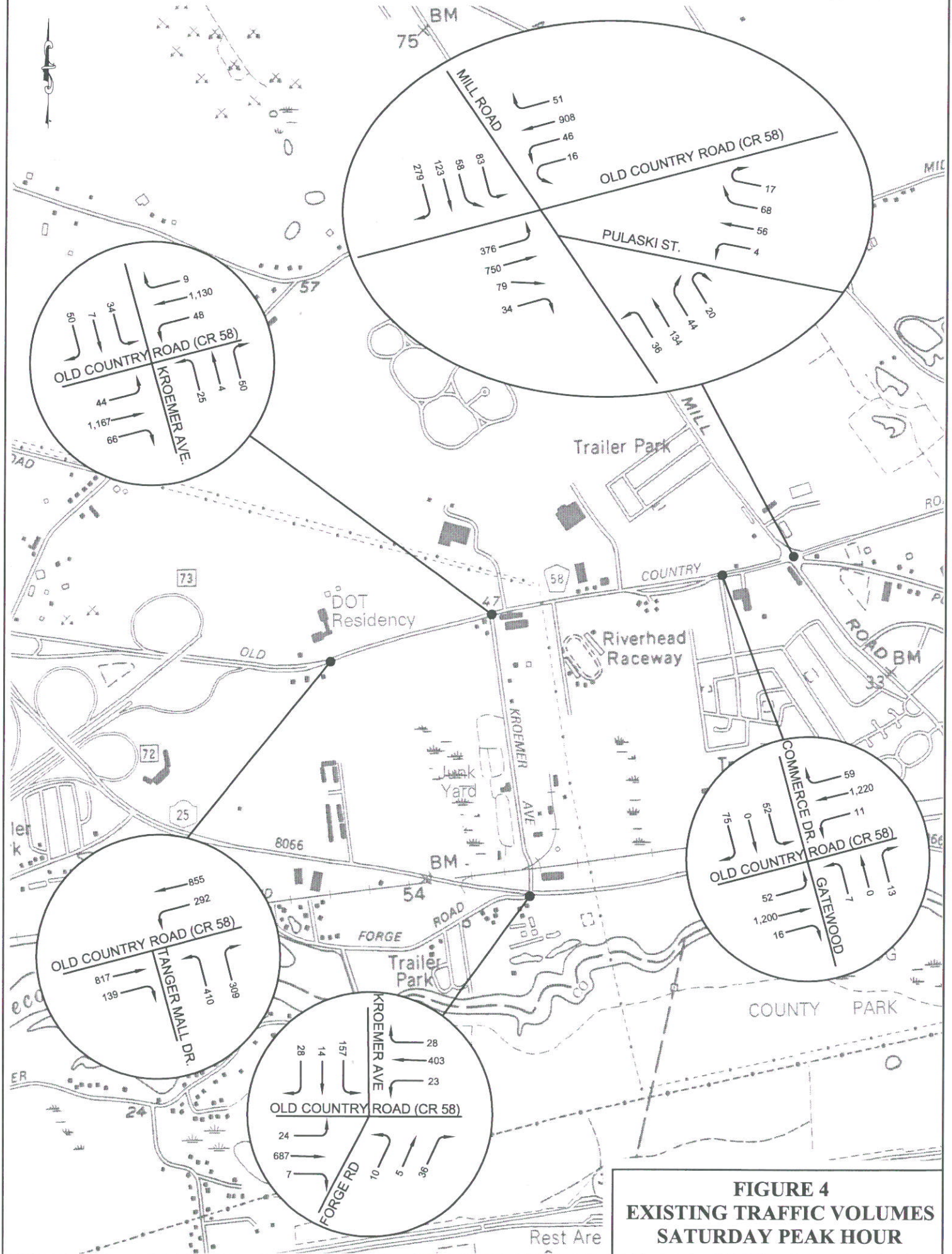
Table 1 summarizes the results of the intersection capacity analysis for the 2006 existing conditions during the AM, PM, and Saturday peak hours.



**FIGURE 2
EXISTING TRAFFIC VOLUMES
AM PEAK HOUR**



**FIGURE 3
EXISTING TRAFFIC VOLUMES
PM PEAK HOUR**



**FIGURE 4
EXISTING TRAFFIC VOLUMES
SATURDAY PEAK HOUR**

TABLE 1
Existing Levels of Service

Intersection	Approach	Lane Group	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS
CR 58 & Tanger Mall Drive	Eastbound	L						
		T	0.8	A	13.6	B	18.2	B
		R	0.1	A	0.1	A	0.1	A
		Approach	0.7	A	12.6	B	15.6	B
	Westbound	L	1.8	A	8.8	A	12.5	B
		T	0.5	A	5.8	A	6.0	A
		R						
		Approach	0.6	A	6.3	A	7.7	A
	Northbound	L	15.9	B	21.6	C	24.9	C
		LT						
		R	0.0	A	0.2	A	0.3	A
		Approach	2.9	A	10.5	B	14.3	B
	Southbound	L						
		T						
		R						
		Approach						
	Overall		0.7	A	9.3	A	12.0	B
CR 58 & Kroemer Avenue	Eastbound	L	2.9	A	8.2	A	8.0	A
		TR	3.2	A	7.4	A	7.4	A
		Approach	3.2	A	7.4	A	7.5	A
	Westbound	L	4.3	A	3.5	A	3.9	A
		T	2.6	A	3.7	A	3.3	A
		R	1.7	A	1.8	A	1.6	A
		Approach	2.6	A	3.6	A	3.3	A
	Northbound	L	16.4	B	22.2	C	26.5	C
		TR	9.3	A	11.2	B	11.3	B
		Approach	10.7	B	14.2	B	16.1	B
	Southbound	L	16.4	B	23.3	C	28.2	C
		T	15.5	B	20.7	C	24.4	C
		R	11.5	B	9.8	A	10.0	B
		Approach	15.0	B	16.2	B	17.9	B
	Overall		3.3	A	6.0	A	6.4	A
CR 58 & Mill Road	Eastbound	L	10.1	B	18.0	B	65.1	E
		T	13.2	B	14.9	B	16.8	B
		R	6.2	A	4.8	A	6.5	A
		Approach	11.9	B	14.2	B	30.5	C
	Westbound	L	9.8	A	9.3	A	10.8	B
		T	17.3	B	25.0	C	27.3	C
		R	0.0	A	0.0	A	0.0	A
		Approach	16.5	B	23.0	C	25.0	C
	Northbound	L	16.9	B	32.6	C	27.3	C
		T	22.5	C	38.8	D	54.0	D
		R	0.0	A	0.0	A	0.0	A
		Approach	16.2	B	31.2	C	39.7	D
	Southbound	L	17.4	B	26.0	C	27.3	C
		T	26.8	C	39.1	D	41.5	D
		R	0.1	A	0.2	A	0.2	A
		Approach	10.7	B	15.6	B	18.1	B
	Overall		13.8	B	20.2	C	27.7	C

TABLE 1
Existing Levels of Service (Continued)

Intersection	Movement	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
		Delay	LOS	Delay	LOS	Delay	LOS
CR 58 & Commerce Drive/Gatewood	NB Left	37.6	E	40.2	E	165.8	F
	NB Thru	37.0	E	25.2	D	-	
	SB Left	52.5	F	91.4	F	865.3	F
	SB Thru	-	-	59.6	F	-	-
	WB Left	10.0	B	12.0	B	33.7	D
	EB Left	6.5	A	9.2	A	18.1	C
NY 25 & Kroemer Avenue	NB Left	8.5	A	12.6	B	30.1	D
	NB Thru	10.8	B	18.4	C	41.5	E
	SB Left	9.9	A	18.0	C	174.4	F
	SB Thru	10.7	B	16.2	C	189.2	F
	WB Left	4.3	A	6.0	A	9.9	A
	EB Left	2.4	A	4.7	A	4.6	A

Note: The above delays for the unsignalized intersections at CR 58 & Commerce Drive/Gatewood and at NY 25 & Kroemer Avenue were taken from *SimTraffic*.

The detailed Synchro analysis worksheets are provided in Attachment 5.

NO-BUILD CONDITIONS

The analysis of future conditions, with and without the proposed project ("Build" and "No Build" conditions, respectively), was performed to evaluate the effect of the proposed project on future traffic in the area. The No Build condition presents the expected future traffic conditions that can be expected to occur, whether the proposed retail complex is built or not. The No Build condition serves as a comparison to the Build condition, which presents expected future traffic conditions resulting from both project and non-project generated traffic.

General Background Growth

Based upon the expected time necessary for project completion, three years into the future (year 2009) was selected as an appropriate analysis period. An annual growth rate of two percent per year was applied to the existing turning movement counts at the study intersections to account for increases in general population and background growth not related to the proposed project. The two percent background growth rate used in this analysis is slightly greater than the 1.67% estimate made by the Town of Riverhead for the *Long Island Transportation Plan*. (The LITP is the primary long term planning model used by the New York State Department of Transportation for Long Island.) The resulting three year background increase in traffic at the study intersections (two percent of existing volumes) for the AM, PM, and Saturday peak hours are shown in Figures 5, 6 and 7.

Other Planned Projects

A second source of future traffic growth under No Build conditions is other specific planned developments within the study area. Six other projects were identified within the study area. These projects are:

- Browning Hotel Properties, Inc. is currently constructing two hotels with a total of 254 rooms on the north side of CR 58, on the west side of the NYSDOT facility.
- Headriver LLC has received approval to construct a Wal-Mart, three restaurants, and 27,000 SF of retail space on the north side of CR 58, on the east side of the NYSDOT facility.
- 14,500 SF of retail space proposed for the southwest corner of CR 58 and Kroemer Avenue.
- A Stop & Shop supermarket under construction on the southwest corner of CR 58 and Mill Road.
- A PC Richard & Son store recently opened for business on the south side of CR 58, west of Gatewood/Commerce Drive.
- A 137,000 SF retail building on the northwest corner of NY 25 and Tanger Mall Drive.

Figures 8, 9 and 10 show the combined traffic volumes that would be expected to come from the six other projects identified above. The expected traffic volumes for each of the other projects can be found in Attachment 6.

To obtain the expected No Build traffic volumes, the three year background growth traffic volumes and the other planned development traffic volumes are added to the existing traffic volumes at the study intersections. The resulting No Build traffic volumes are presented in Figures 11, 12, and 13. For comparison purposes, the LOS analysis results for the No Build condition are presented in Tables 3, 4, and 5 in the discussion of the Build condition, which follows this section.

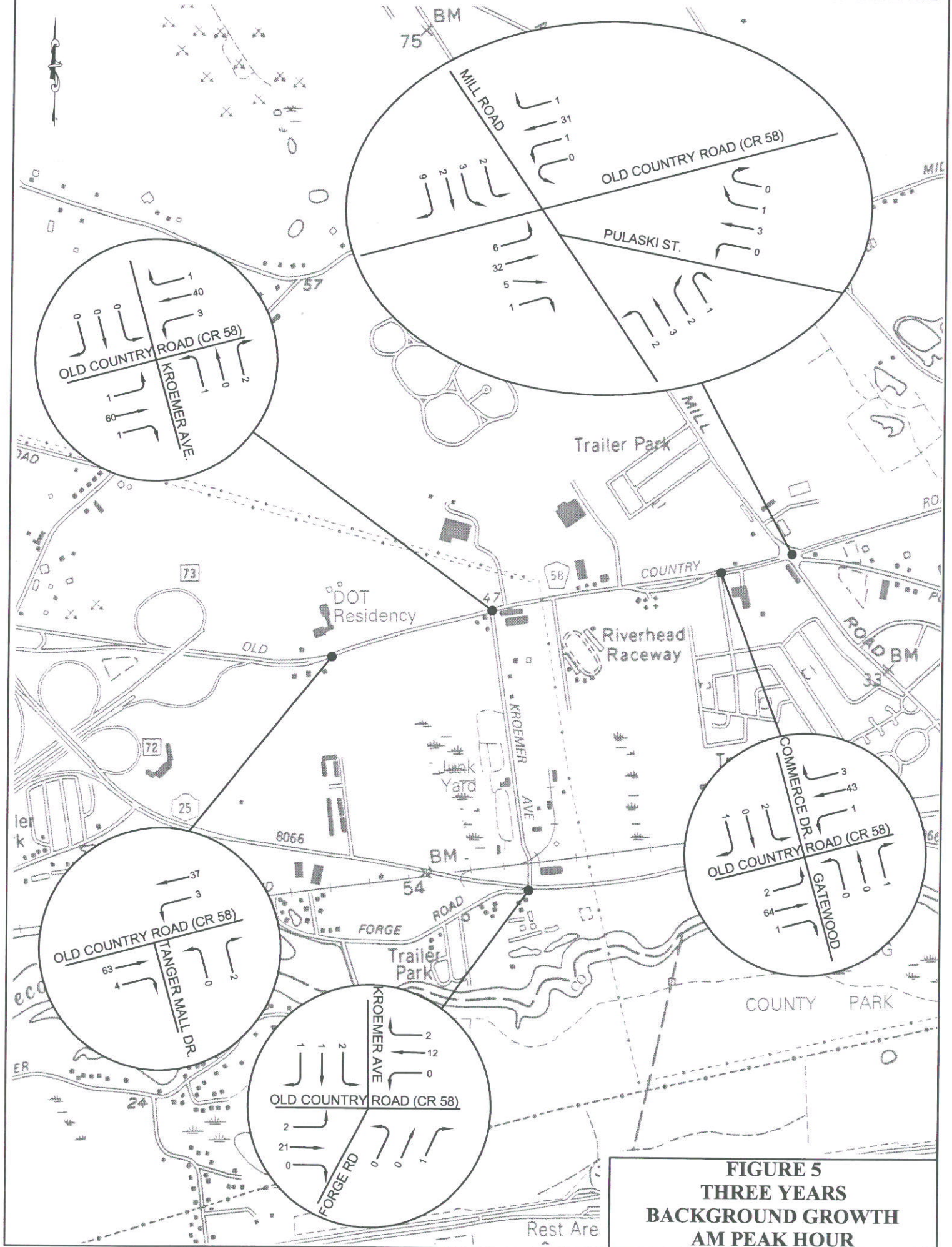


FIGURE 5
THREE YEARS
BACKGROUND GROWTH
AM PEAK HOUR

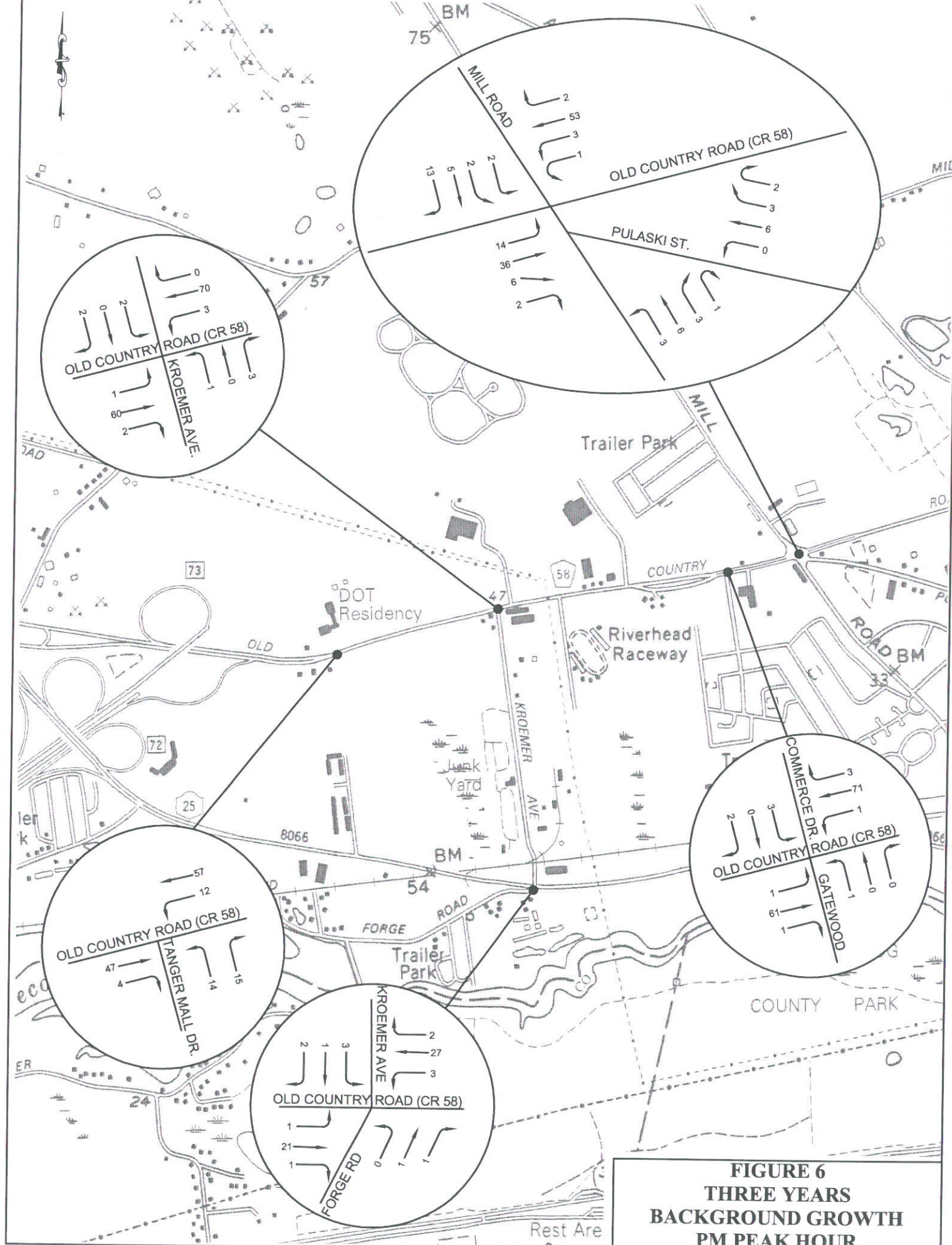


FIGURE 6
THREE YEARS
BACKGROUND GROWTH
PM PEAK HOUR

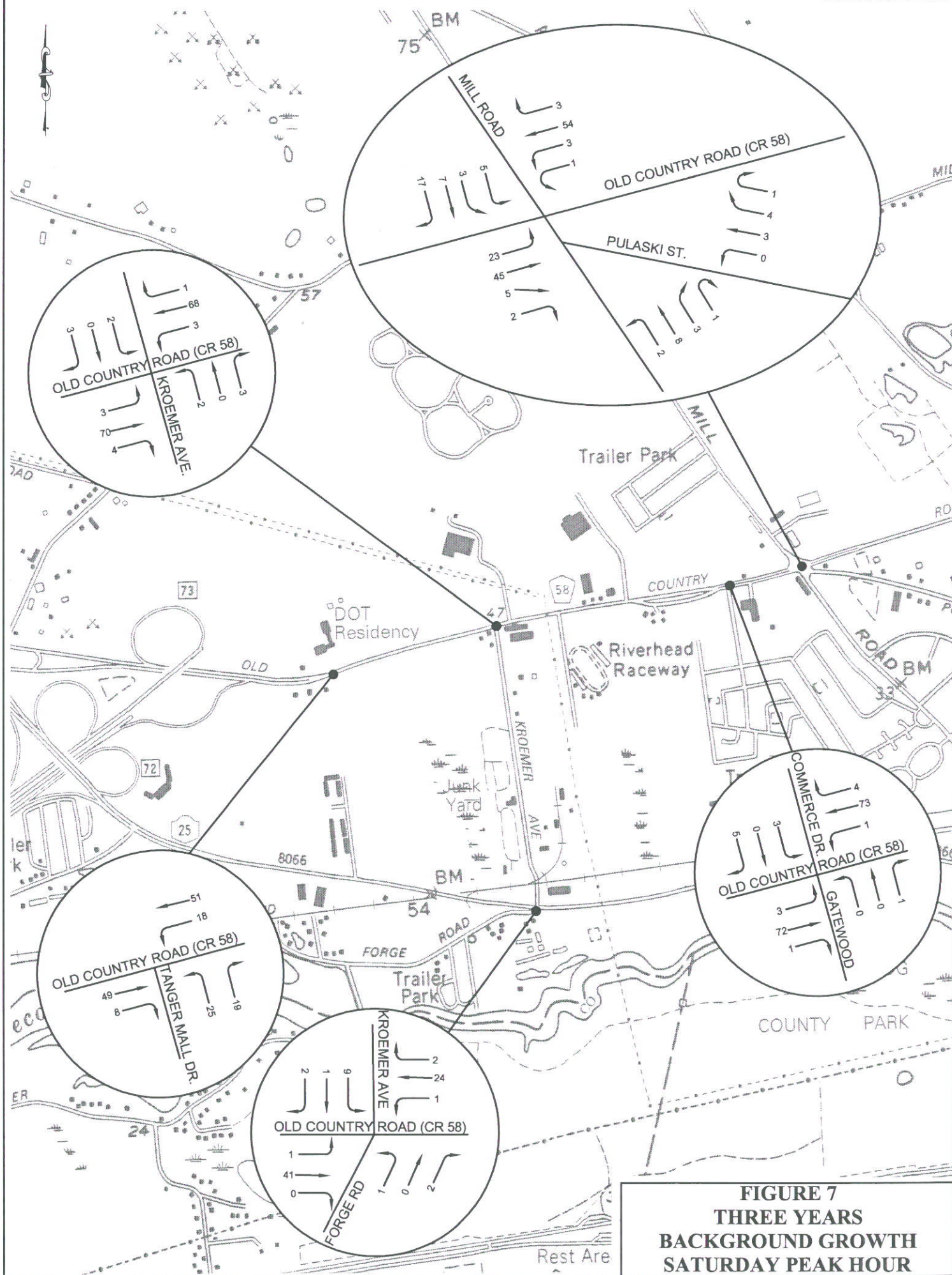
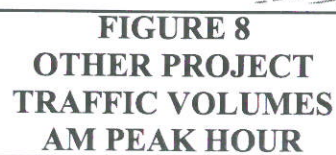
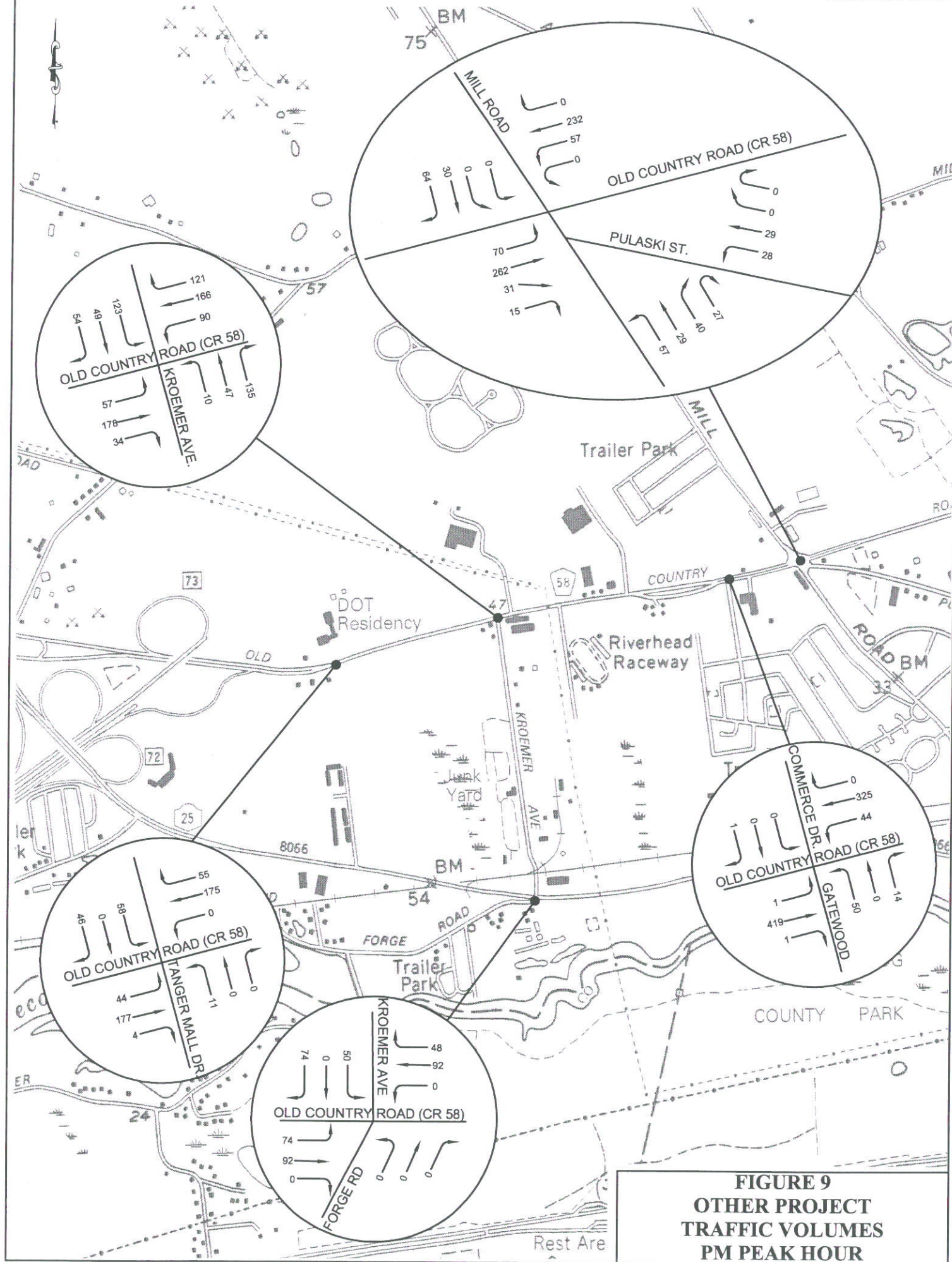
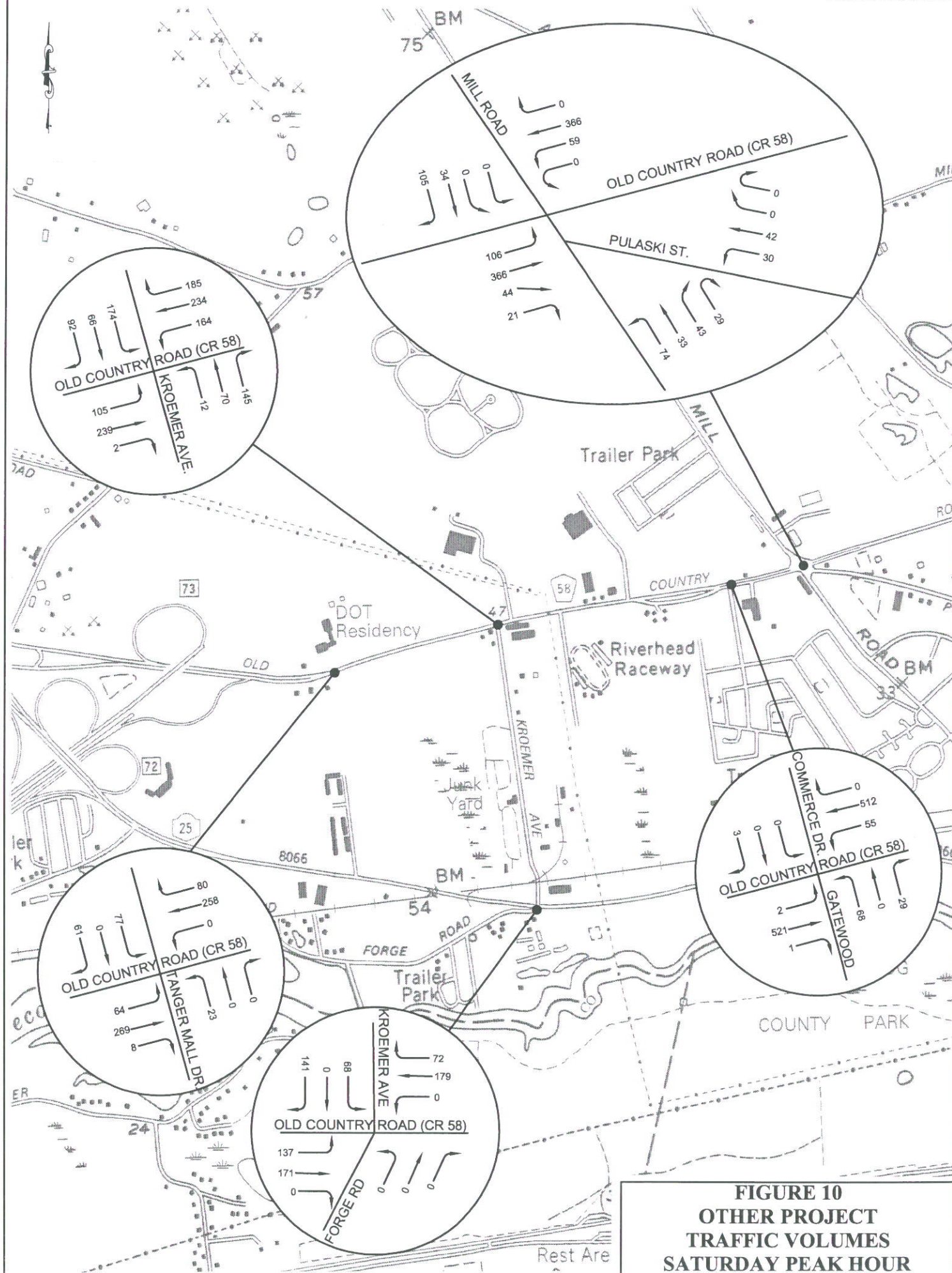


FIGURE 7
THREE YEARS
BACKGROUND GROWTH
SATURDAY PEAK HOUR





**FIGURE 9
OTHER PROJECT
TRAFFIC VOLUMES
PM PEAK HOUR**



**FIGURE 10
OTHER PROJECT
TRAFFIC VOLUMES
SATURDAY PEAK HOUR**

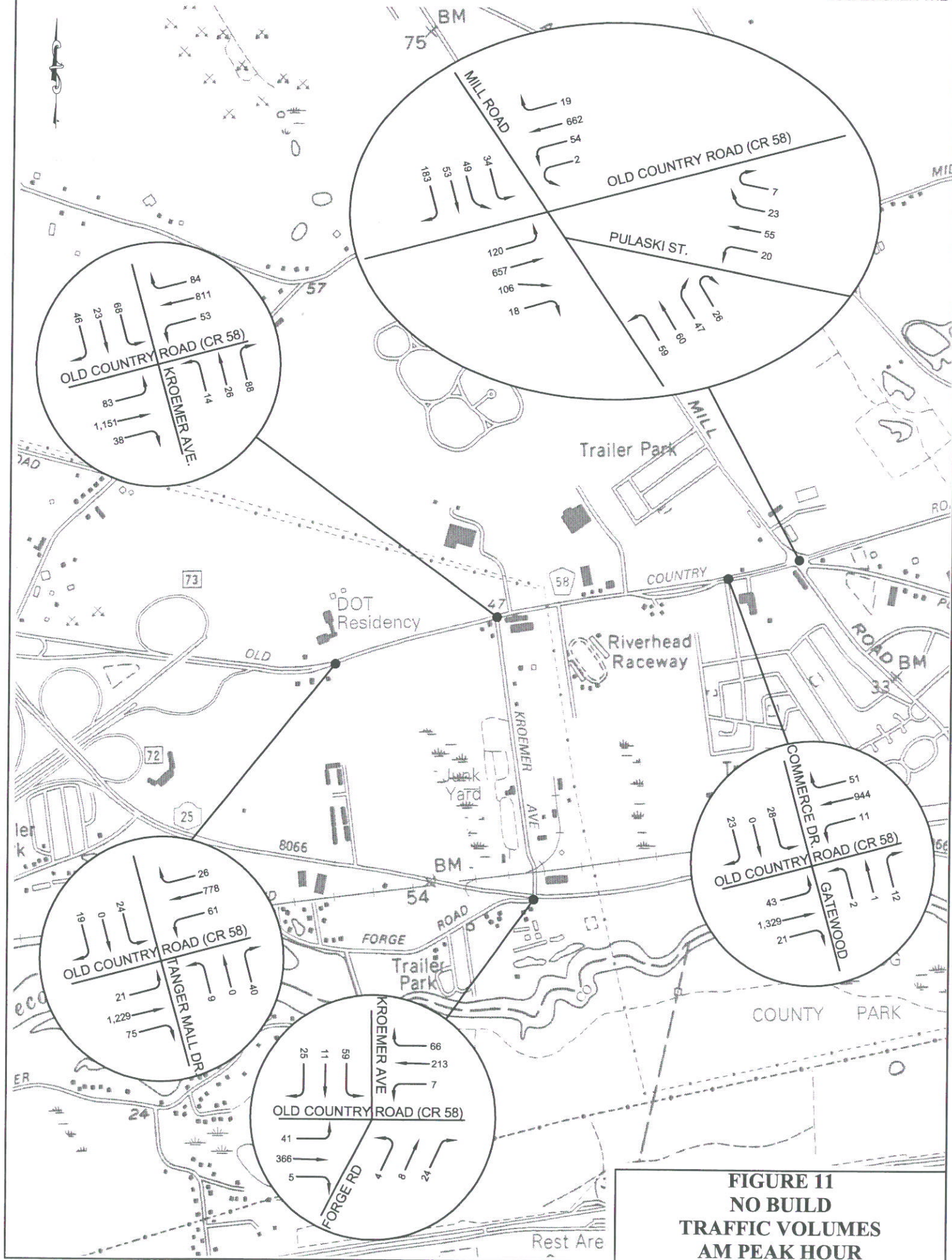


FIGURE 11
NO BUILD
TRAFFIC VOLUMES
AM PEAK HOUR

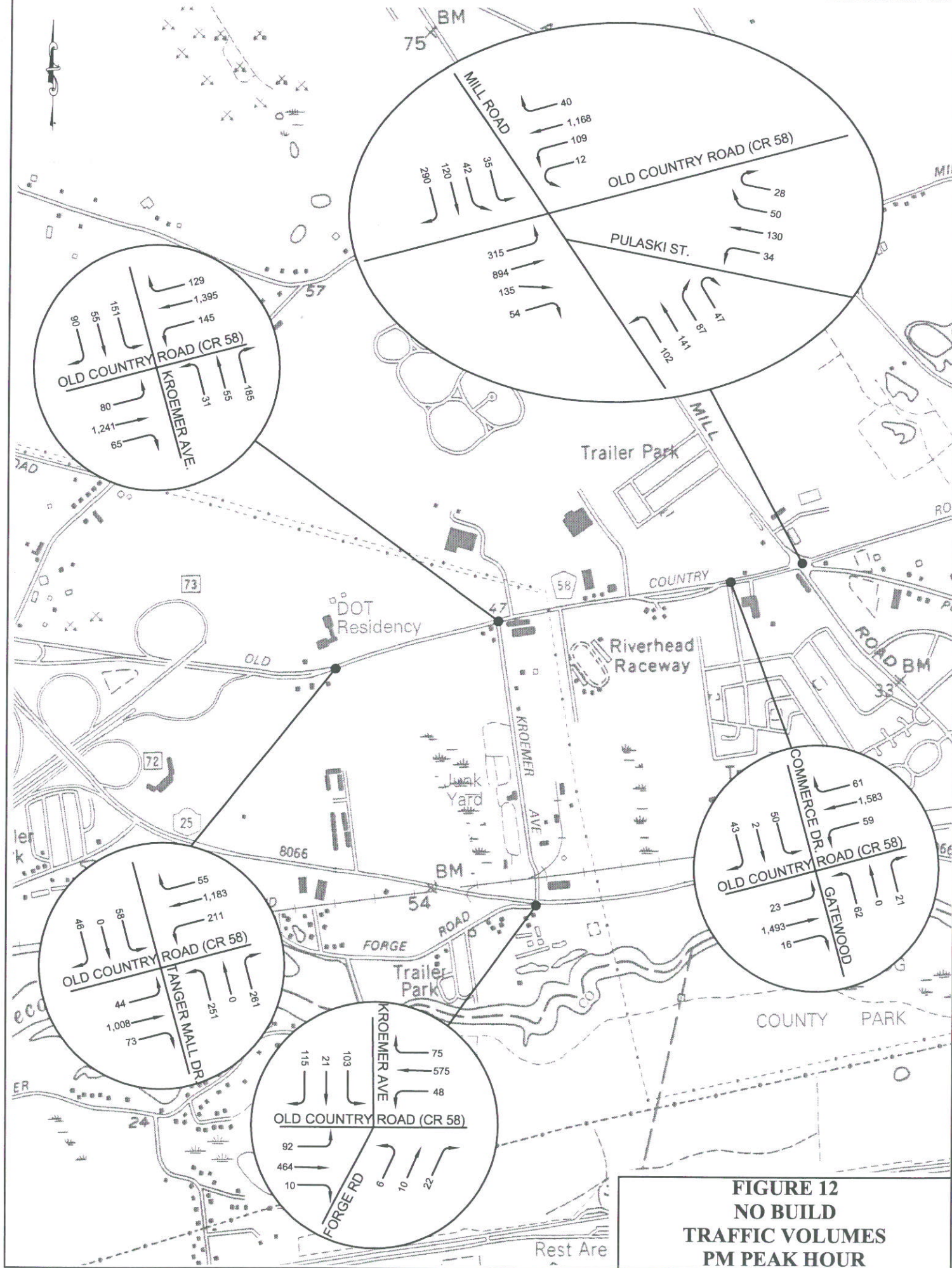


FIGURE 12
NO BUILD
TRAFFIC VOLUMES
PM PEAK HOUR

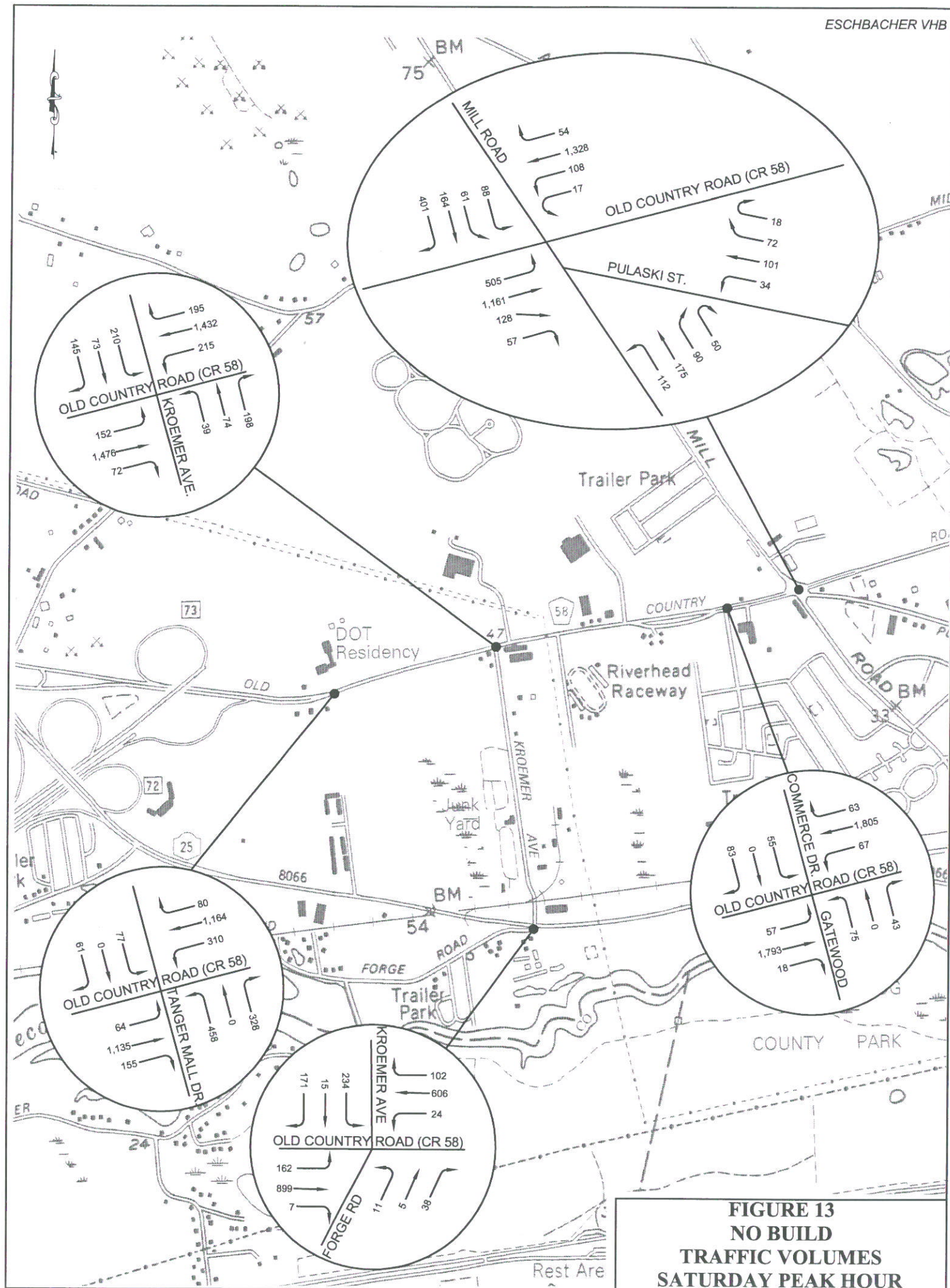


FIGURE 13
NO BUILD
TRAFFIC VOLUMES
SATURDAY PEAK HOUR

BUILD CONDITIONS

Trip Generation

The additional traffic to be generated by this project was calculated using *Trip Generation* (2003, Seventh Edition) published by the Institute of Transportation Engineers (ITE). This widely utilized reference source contains data for Retail Space (Land Use Code #820) and Discount Club (Land Use Code #861). Table 2 summarizes the expected site-generated trip generation data for the Shops at Riverhead for the weekday AM and PM peak and Saturday peak hours. The complete trip generation calculations are presented in Attachment 7.

Table 2
Site-Generated Trips

Peak Hour	Total Trips	Entering Trips		Exiting Trips	
		Percent	Volume	Percent	Volume
Weekday AM	477	63%	299	37%	178
Weekday PM	2,063	49%	1,003	51%	1,060
Saturday	2,915	51%	1,486	49%	1,429

Trip Distribution

To aid in determining the geographic distribution of the trips generated by the proposed project, turning movement counts were performed at the four driveways of the Riverhead Centre retail complex on the northeast corner of Mill Road and CR 58. Since the proposed Shops at Riverhead can be expected to have a trip distribution pattern similar to that at Riverhead Centre, the existing geographic trip distribution patterns entering and exiting Riverhead Centre are a good predictor of what to expect at the Shops at Riverhead.

The count data show that the geographic distribution of traffic traveling to and from Riverhead Centre is roughly 40% from and to the east, 30% from and to the west, 15% from and to the north, and 15% from and to the south. The turning movement counts at Riverhead Centre are presented in Attachment 8.

The trip distribution patterns at the study intersections are shown in Figures 14, 15, and 16. No driveway counts were performed during the AM peak, but since the PM peak and Saturday peak hour patterns were similar, the same pattern was also used for the AM peak hour distribution. The expected site generated trips for The Shops at Riverhead (shown in Table 2) were then distributed according to the travel patterns determined from

the driveway counts at Riverhead Centre. The resulting site generated traffic volumes at the study intersections are shown in Figures 17, 18, and 19.

Pass-By Trips

Not every project generated trip will result in the addition of an additional vehicle on area roads. This is because some of the vehicles entering the site will come from the stream of vehicles currently using CR 58. Project generated trips which are drawn from existing traffic are known as "Pass-By" trips, since they are drawn from the flow of vehicles currently passing by the project site while traveling to and from other destinations.

The ITE has compiled and published data from pass-by studies in *Trip Generation*. Based on that data², credits for the expected number of pass-by trips at The Shops at Riverhead were calculated. The resulting pass-by volumes are shown in Figures 20, 21, and 22. The net project generated traffic volumes (equal to the unadjusted project generated volumes in Figures 17 through 19 plus the pass-by credits in Figures 20 through 22) can be seen in Figures 23, 24, and 25.

Build Condition Traffic Volumes

The expected net project generated traffic volumes calculated above were then combined with the No Build volumes at the study intersections to obtain the Build condition volumes. Figures 26, 27, and 28 show these expected Build condition traffic volumes for the weekday AM, PM, and Saturday peak hours.

² The pass-by percentages used are 35% for the AM and PM peaks and 30% for the Saturday peak.

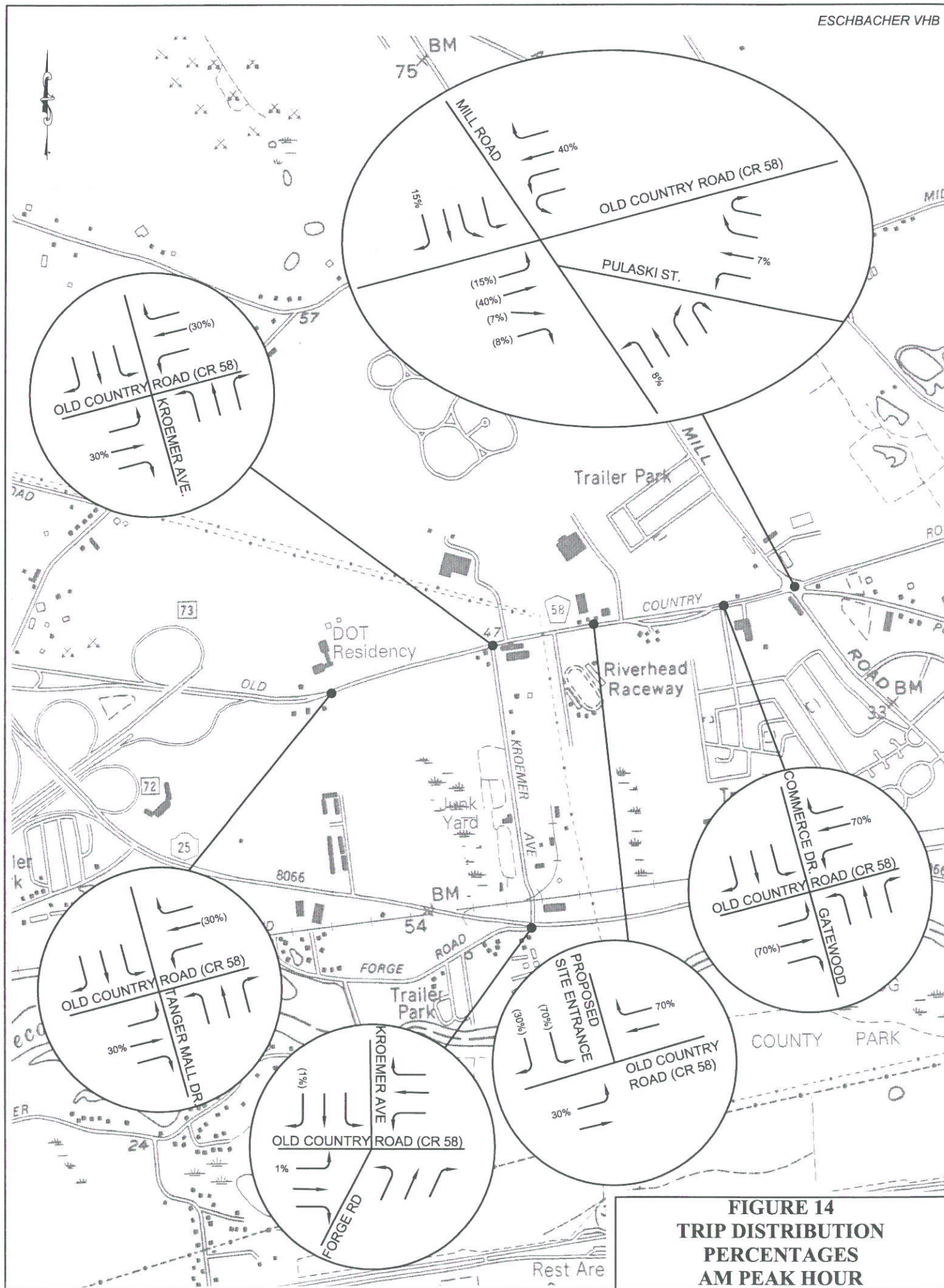
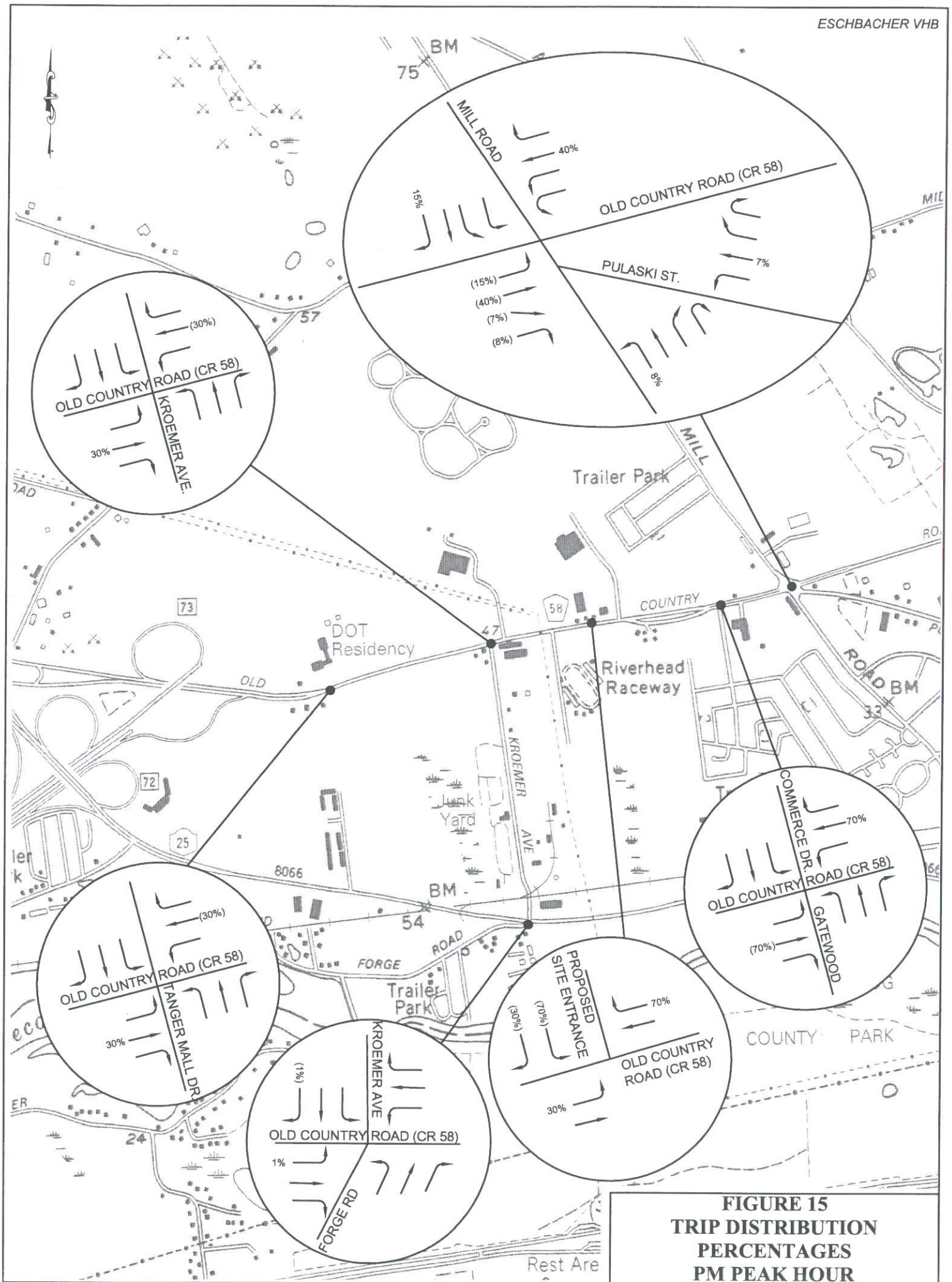


FIGURE 14
TRIP DISTRIBUTION
PERCENTAGES
AM PEAK HOUR



**FIGURE 15
TRIP DISTRIBUTION
PERCENTAGES
PM PEAK HOUR**

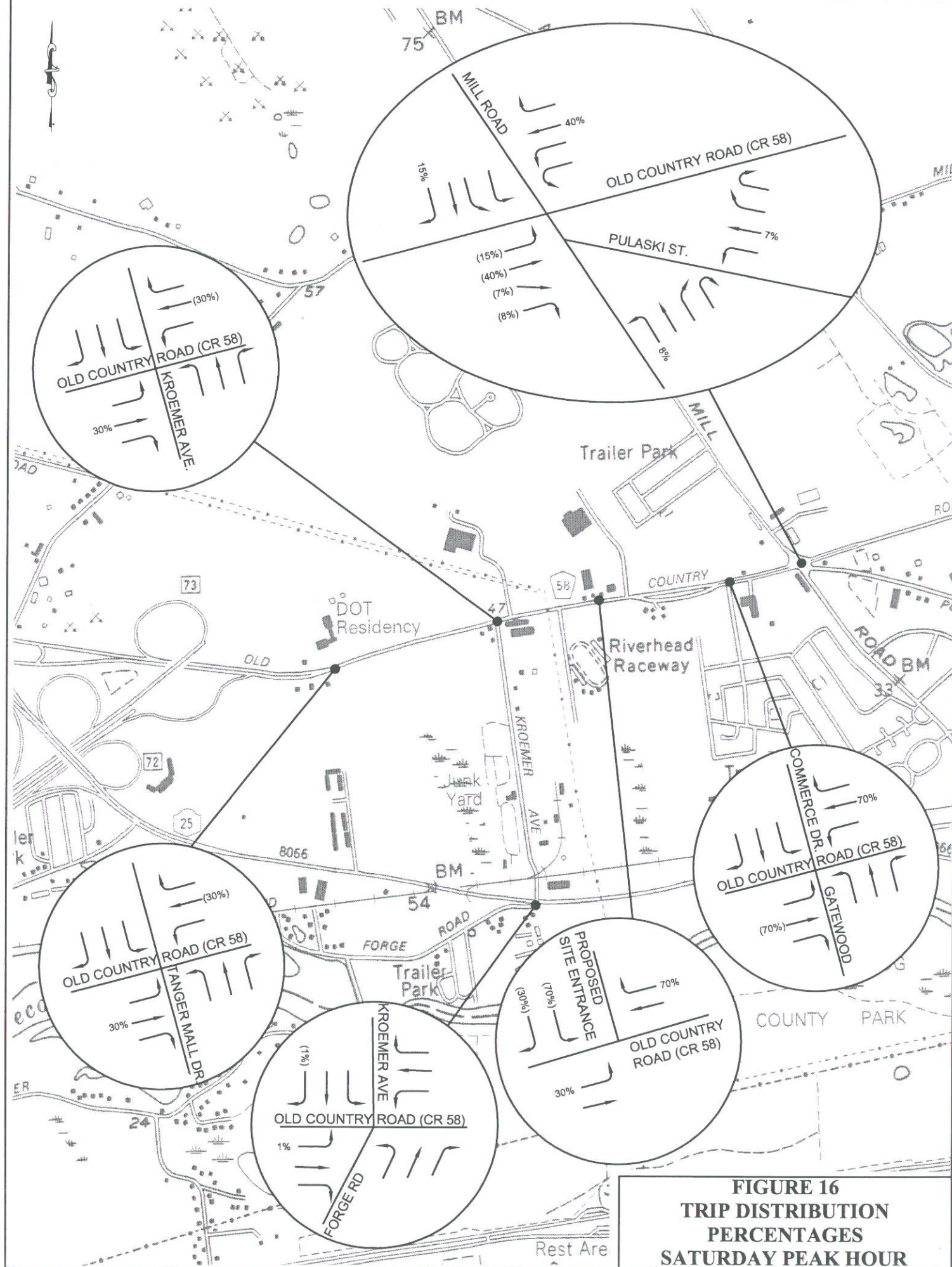


FIGURE 16
TRIP DISTRIBUTION
PERCENTAGES
SATURDAY PEAK HOUR

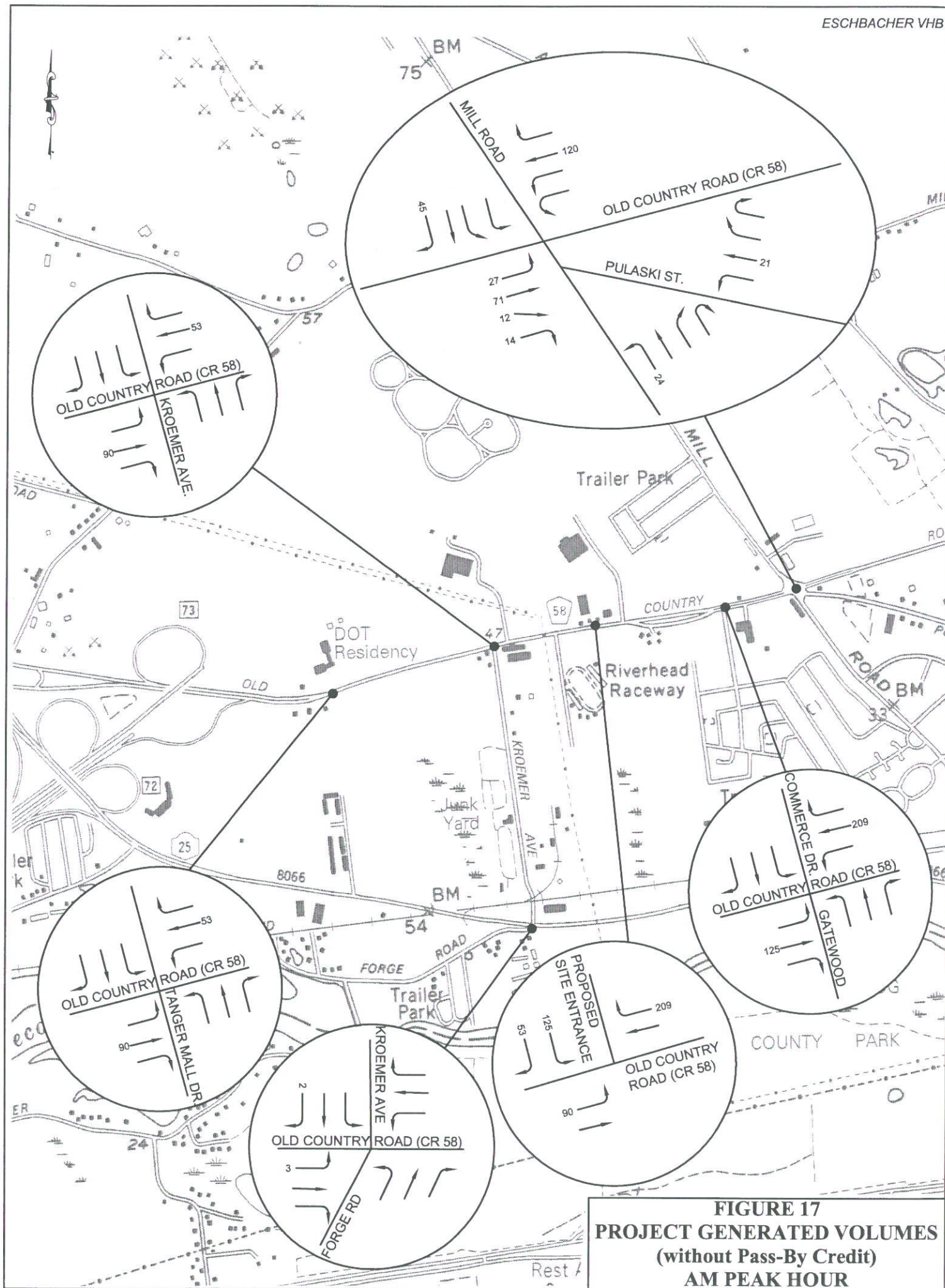


FIGURE 17
PROJECT GENERATED VOLUMES
 (without Pass-By Credit)
 AM PEAK HOUR

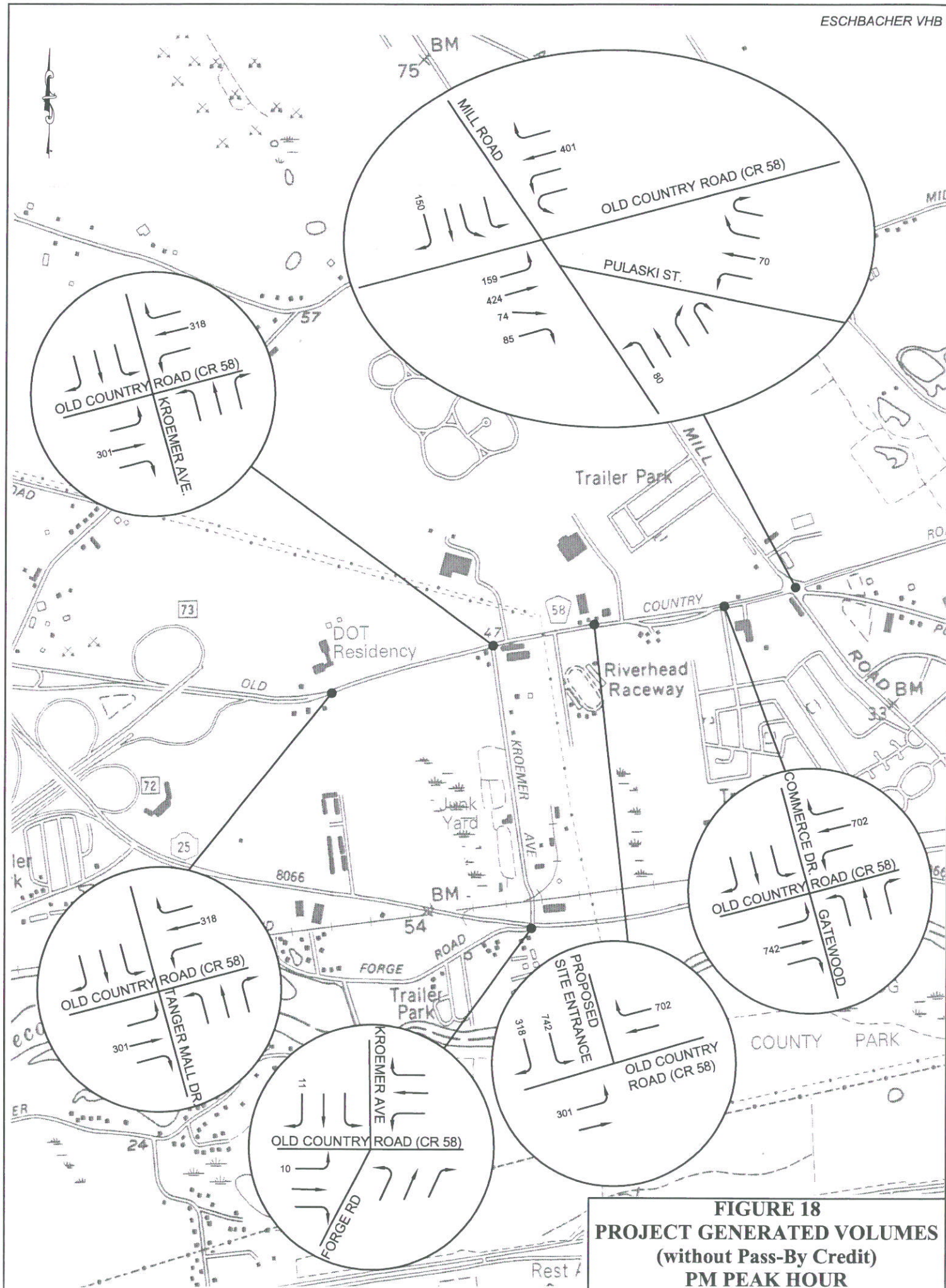


FIGURE 18
PROJECT GENERATED VOLUMES
 (without Pass-By Credit)
 PM PEAK HOUR

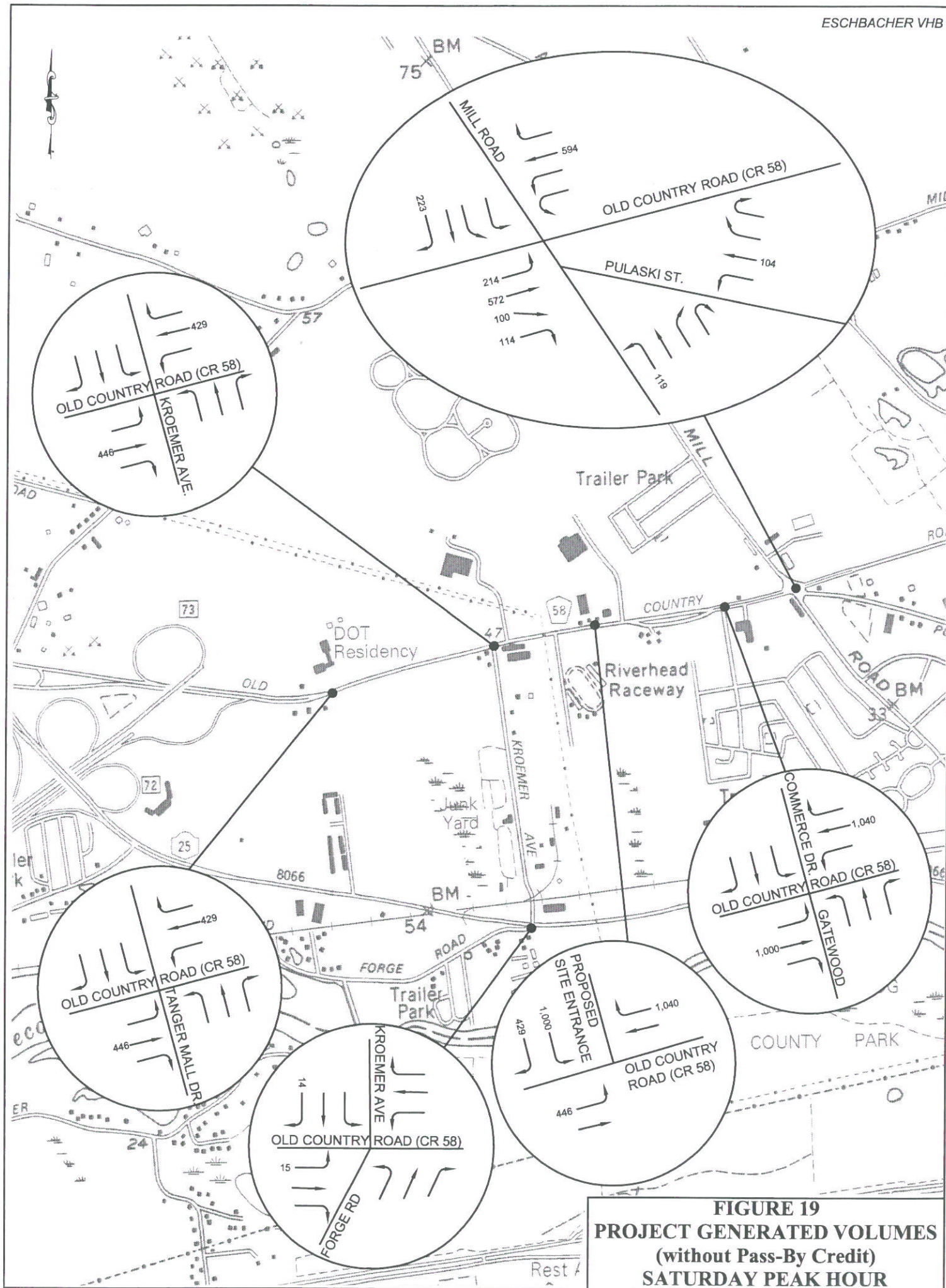


FIGURE 19
PROJECT GENERATED VOLUMES
 (without Pass-By Credit)
SATURDAY PEAK HOUR

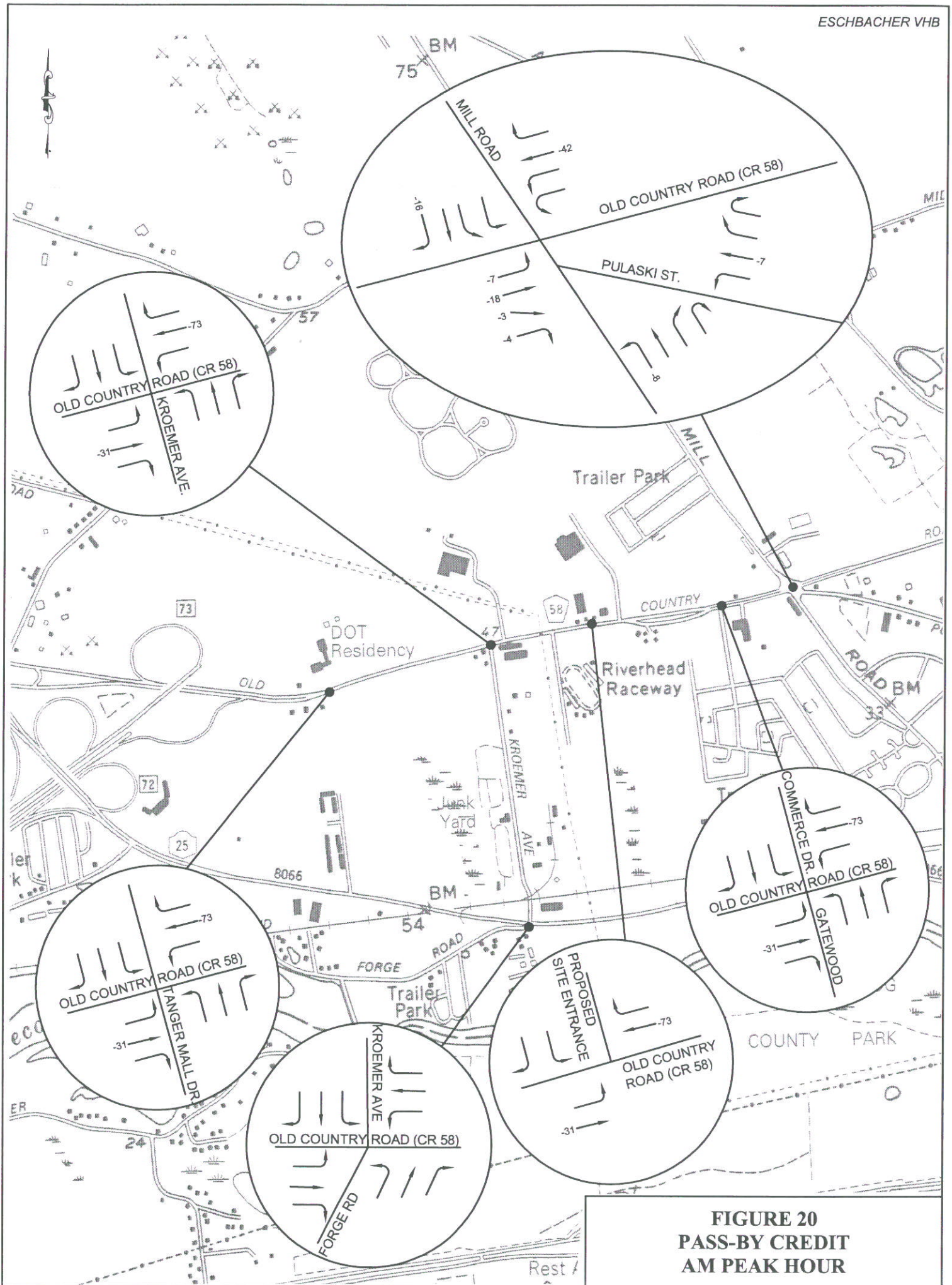


FIGURE 20
PASS-BY CREDIT
AM PEAK HOUR

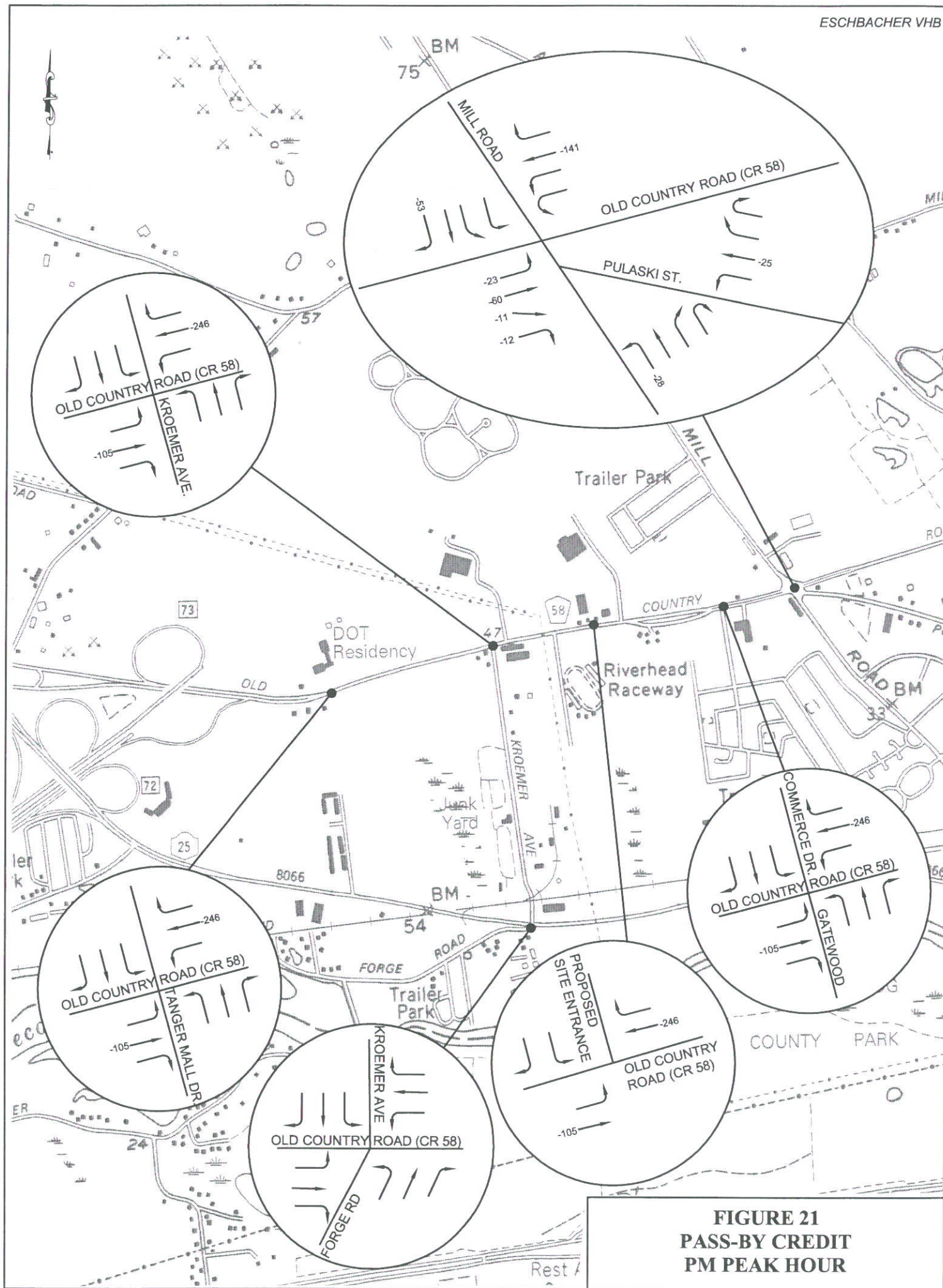


FIGURE 21
PASS-BY CREDIT
PM PEAK HOUR

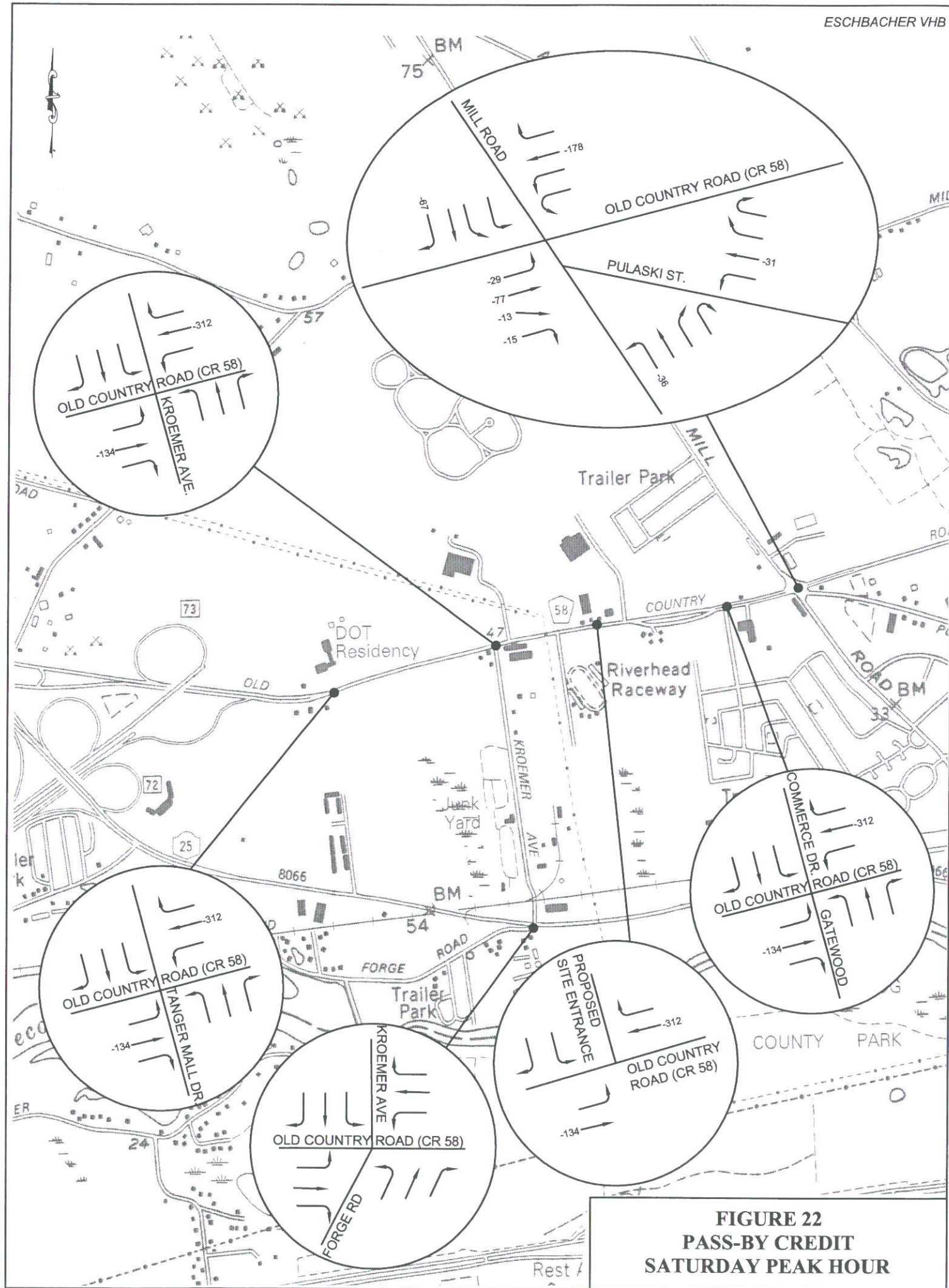


FIGURE 22
PASS-BY CREDIT
SATURDAY PEAK HOUR

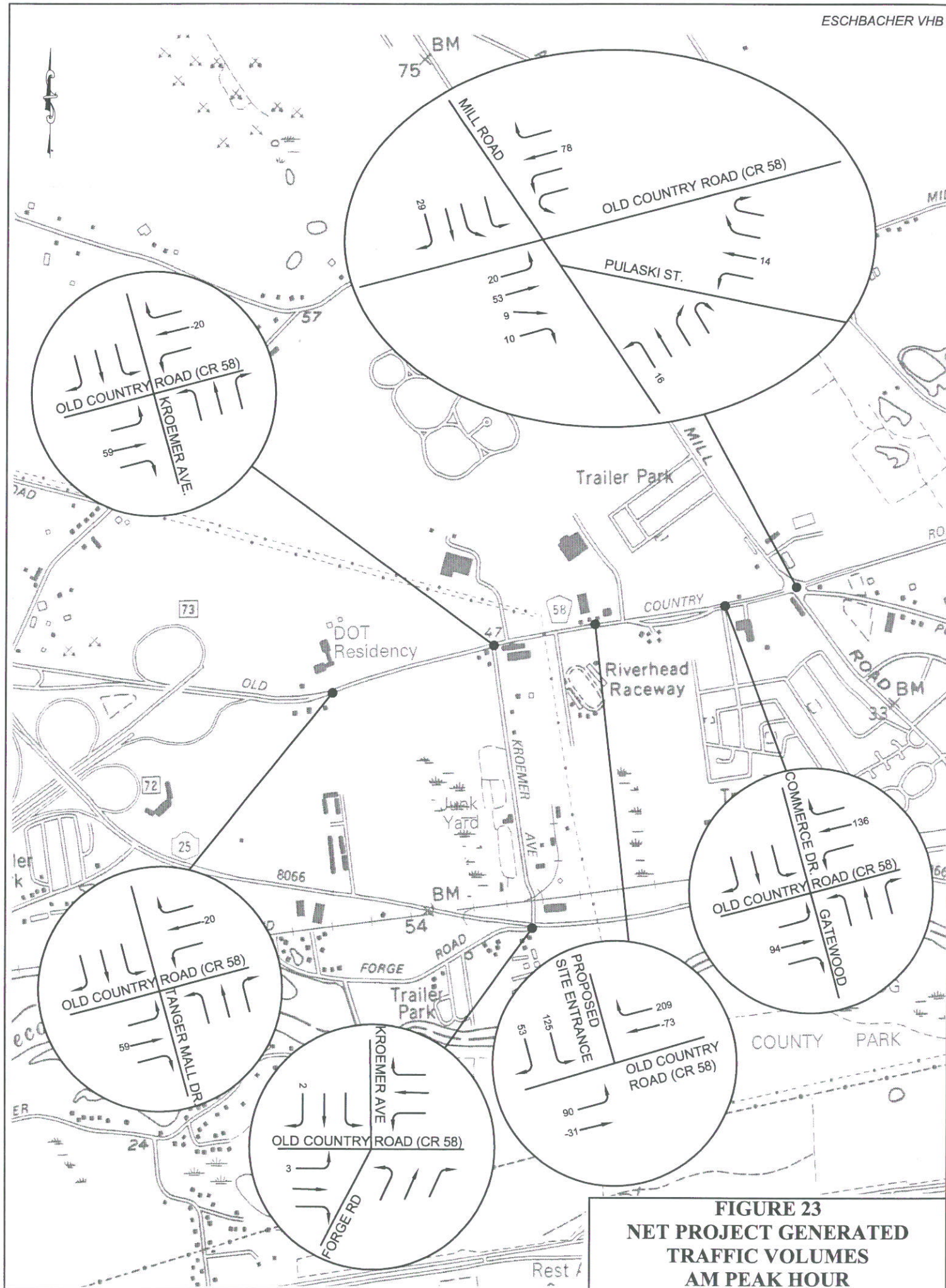


FIGURE 23
NET PROJECT GENERATED
TRAFFIC VOLUMES
AM PEAK HOUR

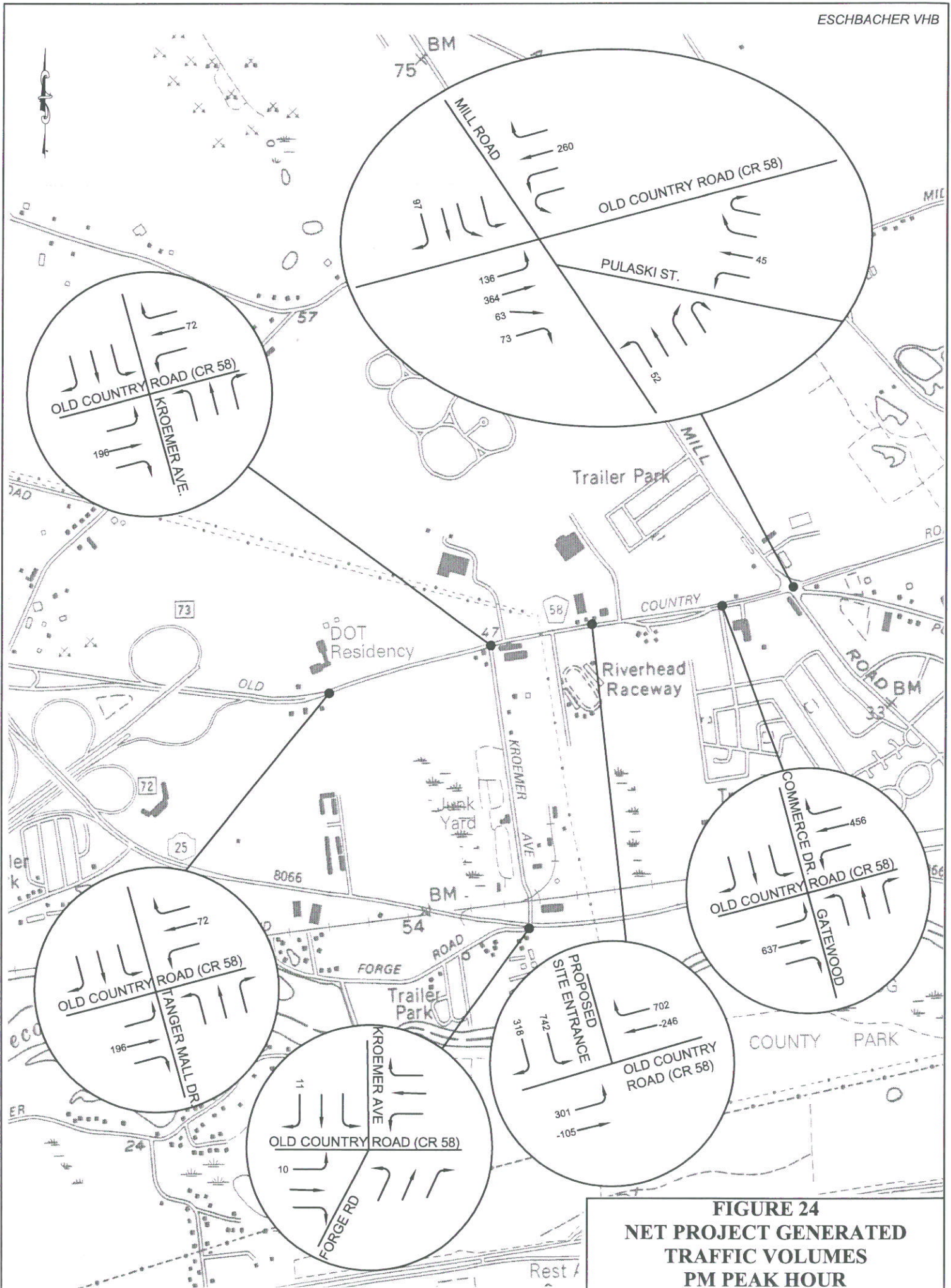


FIGURE 24
NET PROJECT GENERATED
TRAFFIC VOLUMES
PM PEAK HOUR

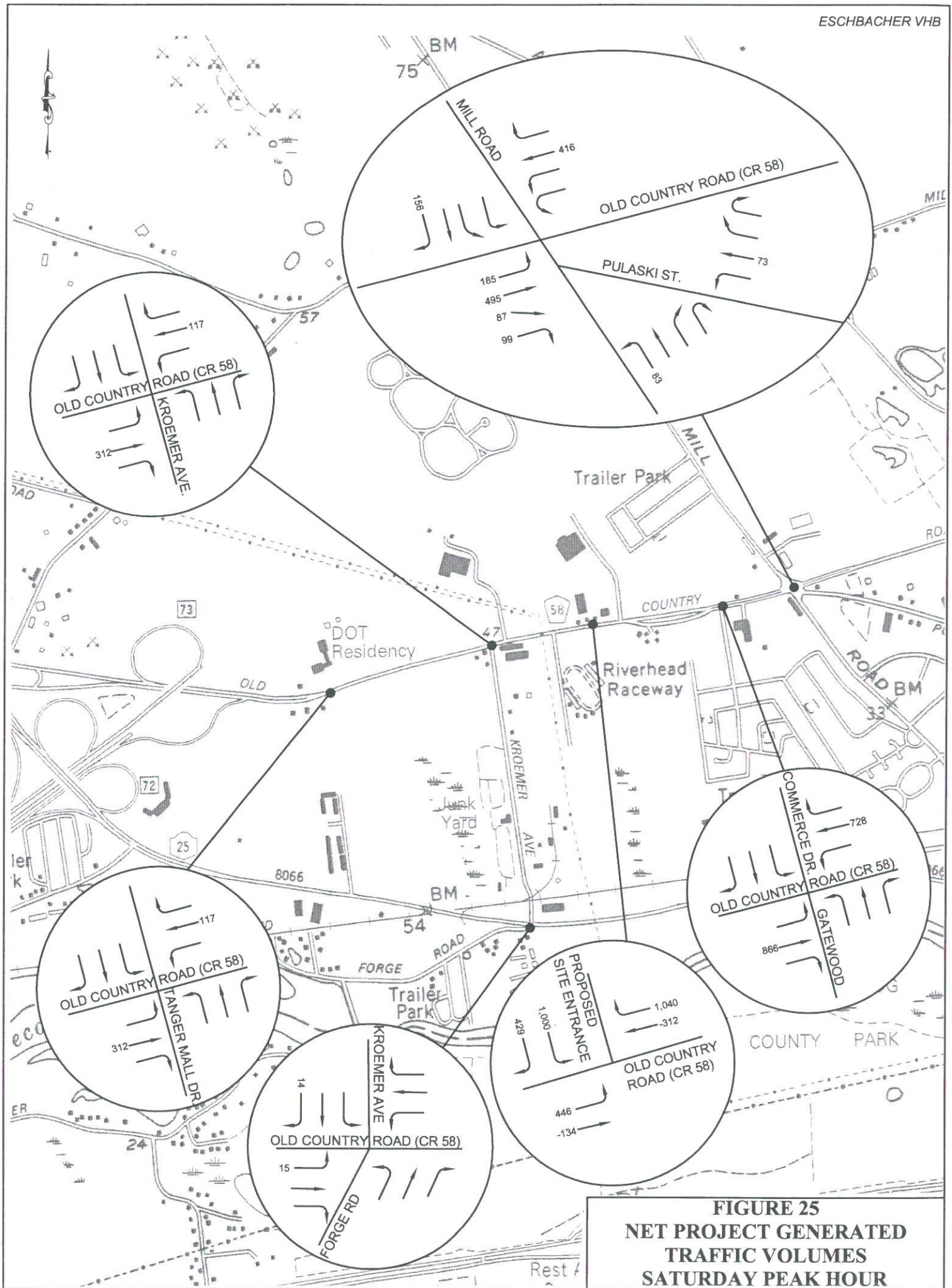
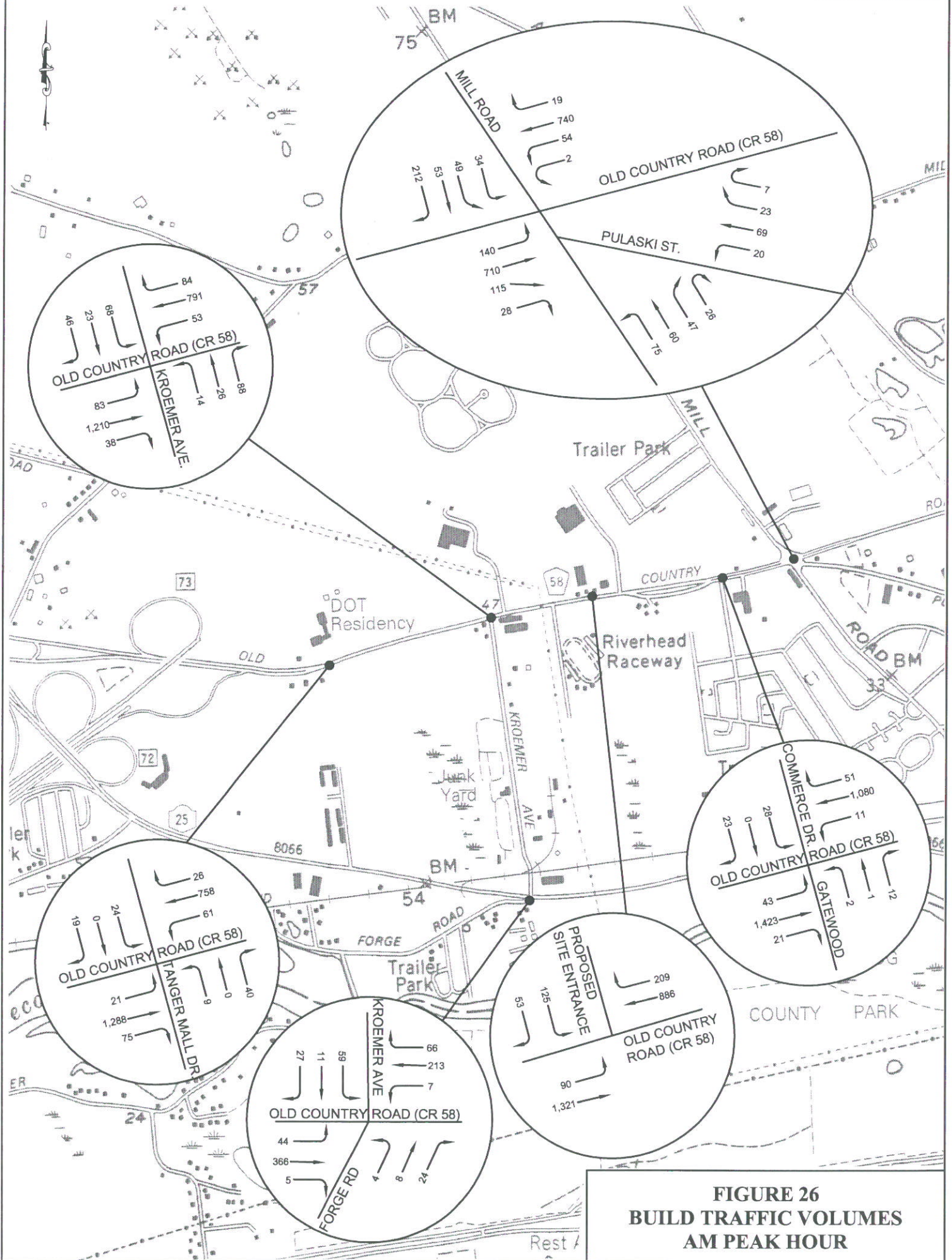


FIGURE 25
NET PROJECT GENERATED
TRAFFIC VOLUMES
SATURDAY PEAK HOUR



**FIGURE 26
BUILD TRAFFIC VOLUMES
AM PEAK HOUR**

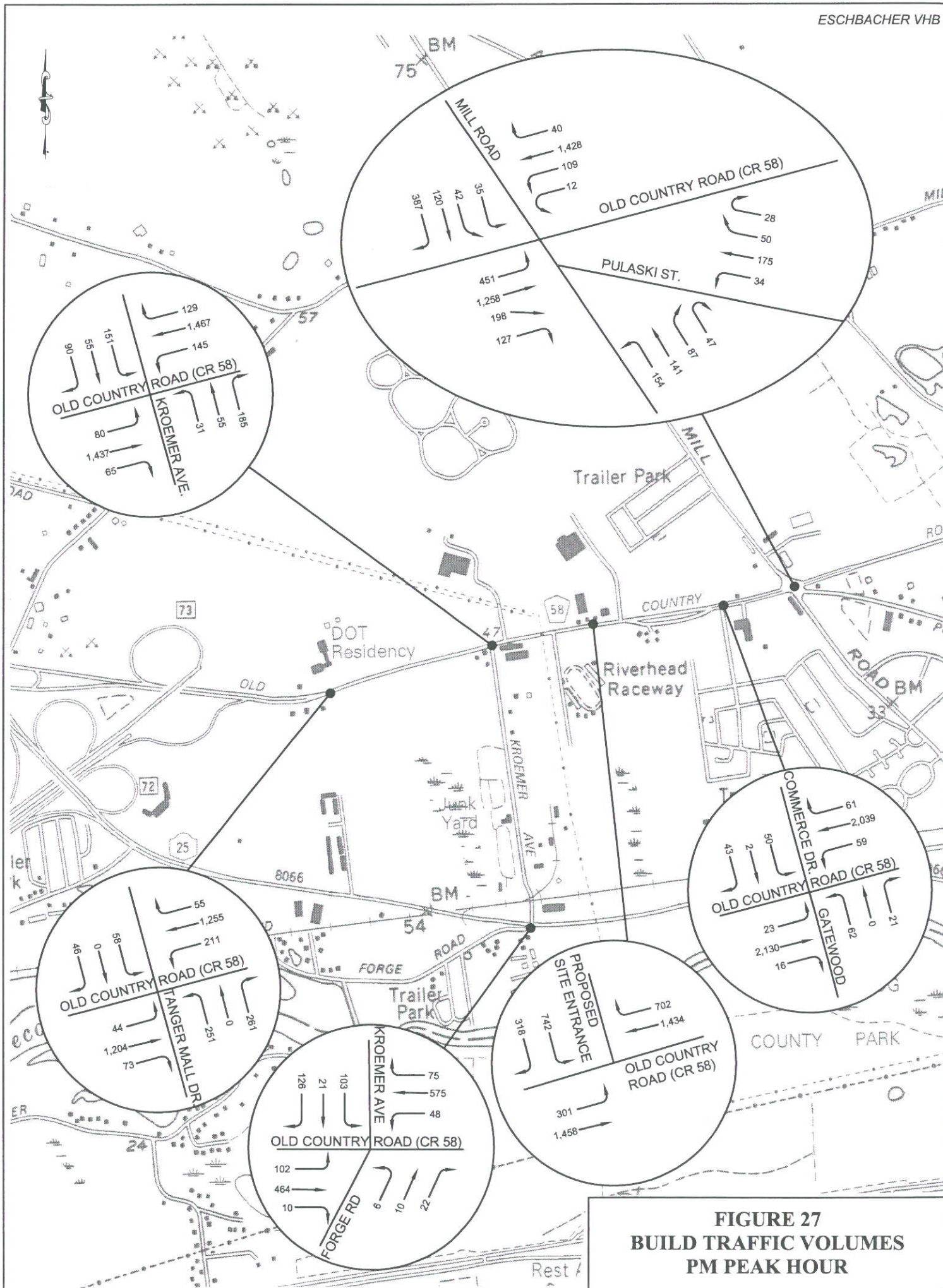
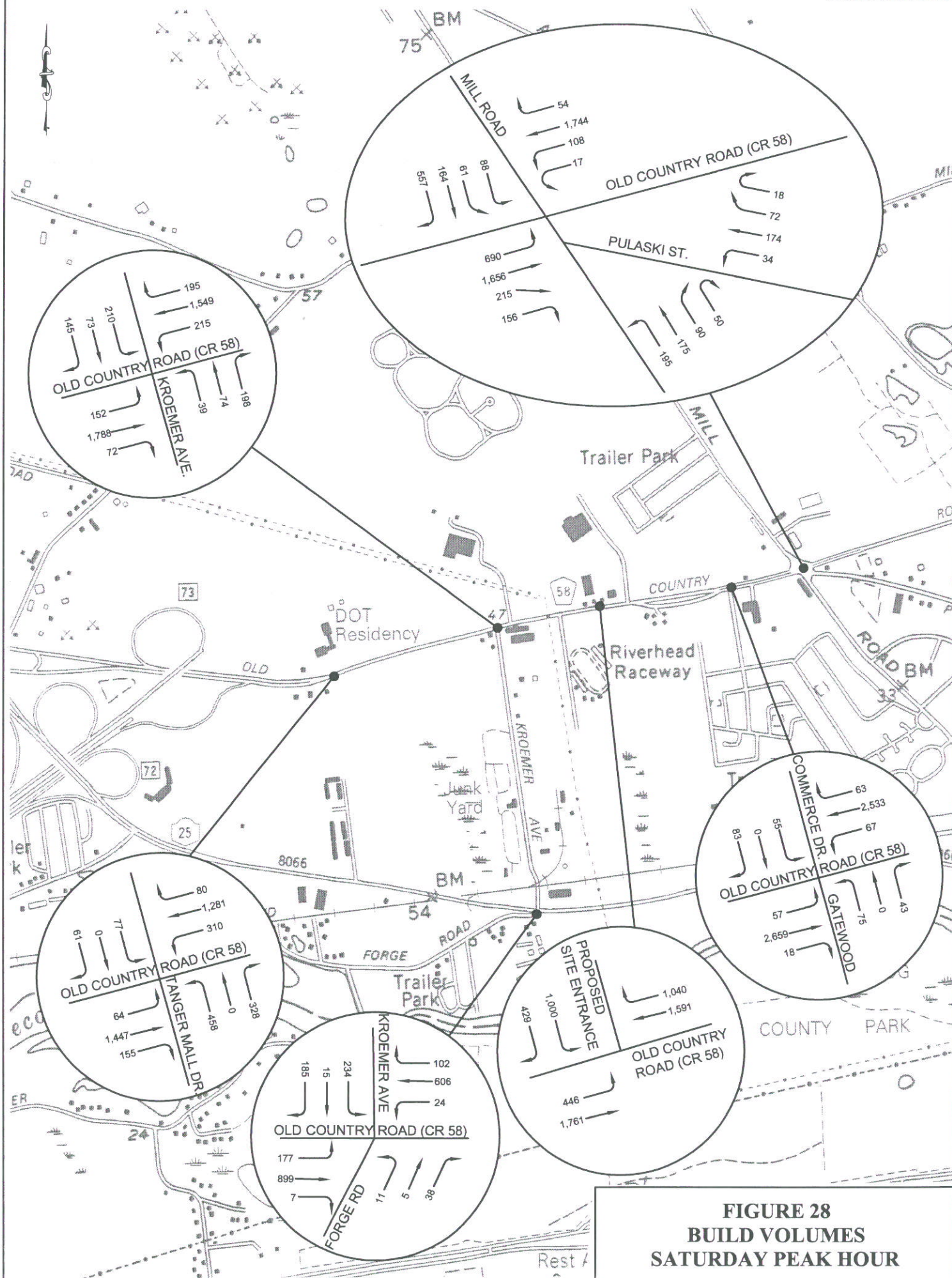


FIGURE 27
BUILD TRAFFIC VOLUMES
PM PEAK HOUR



**FIGURE 28
BUILD VOLUMES
SATURDAY PEAK HOUR**

Level of Service Analysis Results

Tables 3, 4, and 5 present the *Synchro* level of service analysis results for the five study intersections for the three analyzed traffic scenarios (Existing, No Build, and Build). Table 3 summarizes the results for the AM peak hour, Table 4 the PM peak hour, and Table 5 summarizes the Saturday peak hour results. The detailed intersection analysis summary sheets from *Synchro* can be found in Attachment 5.

No Build Scenario Compared to Build Scenario

The No Build scenario represents the expected traffic conditions at the study intersections in the year 2009 *without* the proposed Shops at Riverhead. The Build scenario adds the expected traffic from The Shops at Riverhead to the No Build traffic. Also included in the Build scenario are roadway improvements proposed to be built in conjunction with development of the Shops at Riverhead, as discussed below. Consequently, the expected impact of the proposed project can best be determined by comparing the Build level of service analysis results to the No Build results.

Proposed Roadway Improvements

CR 58 currently has two lanes in each direction in the vicinity of the proposed project site, except for the eastbound direction from Kroemer Avenue to Mill Road, which only has one lane. This one lane eastbound stretch is presently becoming a bottleneck, and will only become more so, with or without the proposed project, as the No Build analysis confirms. To mitigate this condition, the developer proposes to contribute to the construction cost of a second eastbound lane from Kroemer Avenue to Mill Road. This new second eastbound lane would be approximately one-half mile in length. In conjunction with this work, a second eastbound left turn lane will be added at the Mill Road intersection.

At the intersection of the site access drive with CR 58, a new signalized intersection will be constructed. A westbound right turn lane leading into the site will also be constructed along the site frontage on CR 58. The new traffic signal at the site entrance will be coordinated (via wireless communication) with the signals along CR 58 at Tanger Mall Drive, Kroemer Avenue, the signal soon to be constructed at Commerce Drive/Gatewood, and Mill Road. These roadway improvements have been included in the Build analysis.

Future Traffic Conditions

All study intersections will experience notable increases in delay when comparing Existing to No Build conditions in all three time periods (AM peak, PM peak, and Saturday peak). At the Kroemer Avenue and Mill Road/Pulaski Street intersections, the overall average delays will typically increase by fifteen to twenty seconds during the PM peak. The increase in the Saturday peak delay at Tanger Mall Drive will be in a similar range, but at Kroemer Avenue and Mill Road the average delay is projected to increase

by approximately thirty-five seconds, with the overall LOS changing from A to D at Kroemer Avenue and from C to E at Mill Road. These No Build increases in delay will result from overall growth in the general area plus the impacts from the five specific other projects in the immediate study area, and can be expected to occur with or without construction of the proposed Shops at Riverhead.

At the currently unsignalized intersection of Commerce Drive/Gatewood, it will become very difficult for vehicles coming from the side streets to enter onto CR 58. However, this intersection will be signalized in the near future as part of the PC Richards project, thus allowing side street vehicles to enter onto CR 58 without excessive delay. This signalization has been included in the No Build analysis.

Except at Mill Road, the intersection delays along CR 58 can be expected to *improve* when comparing the Build to the No Build condition. The construction of the second eastbound lane on CR 58 from Kroemer Avenue to Mill Road will eliminate the present growing bottleneck on CR 58 and significantly mitigate the impact of both the other planned developments and the proposed Shops at Riverhead on CR 58. Coordination of the traffic signals also contributes to the reduction in intersection delays.

As discussed earlier, the Mill Road intersection will experience significant increases in delay when comparing Existing to No Build conditions. The vehicle trips generated by the proposed Shops at Riverhead in the Build condition will add to the No Build delays at Mill Road caused by the overall background growth and the impact of the other five specific projects included in the No Build and Build analysis.

Possible long term improvements to the Mill Road intersection include realigning Pulaski Street so that instead of ending at the CR 58/Mill Road intersection, it would instead intersect CR 58 opposite the existing traffic signal at the entrance to Riverhead Centre. This would primarily improve conditions on the northbound approach of the Mill Road/CR 58 intersection, but all approaches would benefit collaterally as well. This project is still in the planning stages

Suffolk County has proposed redesign of the CR 58/Mill Road intersection as part of an ongoing Corridor Study of CR 58. (This corridor study is in addition to the Early Improvement Project on CR 58 recently announced by the County Executive.) Among the improvements would be acquisition of additional right-of-way and added capacity on both the northbound and southbound approaches. These improvements, combined with the relocation of the west end of Pulaski Street, would combine to noticeably improve future traffic conditions at the CR 58/Mill Road intersection.

TABLE 3
LOS Comparison
AM Peak Hour

Intersection	Approach	Lane Group	Existing		No Build		Build	
			Delay	LOS	Delay	LOS	Delay	LOS
CR 58 & Tanger Mall Drive	Eastbound	L			4.1	A	3.2	A
		T	0.8	A	8.7	B	9.1	A
		R	0.1	A	0.1	A	0.1	A
		Approach	0.7	A	8.1	A	8.6	A
	Westbound	L	1.8	A	7.0	A	19.2	B
		T	0.5	A	5.1	A	4.5	A
		R			3.0	A	3.3	A
		Approach	0.6	A	5.2	A	5.6	A
	Northbound	L	15.9	B	33.2	C	44.7	D
		LT			32.0	C	43.0	D
		R	0.0	A	0.0	A	0.0	A
		Approach	2.9	A	6.5	A	8.8	A
	Southbound	L			30.4	C	46.3	D
		T			30.0	C	42.0	D
		R			15.5	B	19.7	B
		Approach			24.0	C	34.8	C
	Overall		0.7	A	7.3	A	8.0	A
CR 58 & Kroemer Avenue	Eastbound	L	2.9	A	7.1	A	3.0	A
		TR	3.2	A	12.3	B	10.8	B
		Approach	3.2	A	12.0	B	10.3	B
	Westbound	L	4.3	A	9.0	A	16.7	B
		T	2.6	A	10.7	B	2.5	A
		R	1.7	A	2.2	A	0.4	A
		Approach	2.6	A	9.8	A	3.1	A
	Northbound	L	16.4	B	27.9	C	30.1	C
		TR	9.3	A	21.2	C	22.7	C
		Approach	10.7	B	21.9	C	23.5	C
	Southbound	L	16.4	B	31.7	C	37.1	D
		T	15.5	B	27.7	C	36.0	D
		R	11.5	B	9.4	A	11.7	B
		Approach	15.0	B	23.5	C	28.4	C
	Overall		3.3	A	12.7	B	9.6	A
CR 58 & Mill Road	Eastbound	L	10.1	B	11.2	B	47.6	D
		T	13.2	B	16.4	B	17.9	B
		R	6.2	A	7.9	A	12.1	B
		Approach	11.9	B	14.5	B	21.2	C
	Westbound	L	9.8	A	10.7	B	10.1	B
		T	17.3	B	21.5	C	20.4	C
		R	0.0	A	0.0	A	0.0	A
		Approach	16.5	B	20.2	C	19.3	B
	Northbound	L	16.9	B	21.7	C	31.5	C
		T	22.5	C	28.8	C	21.1	C
		R	0.0	A	0.0	A	21.1	C
		Approach	16.2	B	19.9	B	26.6	C
	Southbound	L	17.4	B	20.6	C	25.6	C
		T	26.8	C	34.6	C	48.0	D
		R	0.1	A	0.2	A	0.2	A
		Approach	10.7	B	13.4	B	16.7	B
	Overall		13.8	B	17.0	B	20.4	C

TABLE 3
LOS Comparison
AM Peak Hour (Continued)

Intersection	Approach	Movement	Existing		No Build		Build	
			Delay	LOS	Delay	LOS	Delay	LOS
CR 58 & Proposed Site Access	Eastbound	L					10.0	B
		T					12.7	B
		Approach					12.5	B
	Westbound	T					15.7	B
		R					4.3	A
		Approach					13.5	B
	Southbound	L					28.8	C
		R					8.8	A
		Approach					22.8	C
	Overall		N/A	N/A	N/A	N/A	13.6	B
CR 58 & Commerce Drive/Gatewood	Eastbound	L	6.5	A	1.8	A	1.4	A
		T			12.5	B	0.8	A
		R			0.5	A	0.0	A
		Approach			12.0	B	0.8	A
	Westbound	L	10.0	B	3.2	A	1.3	A
		TR			1.6	A	1.0	A
		Approach			1.6	A	1.0	A
	Northbound	L	37.6	E			40.5	D
		T	37.0	E			19.6	B
		R					19.6	B
		Approach			22.7	C	22.6	C
	Southbound	L	52.5	F				
		T	-	-				
		R						
		Approach			43.0	D	30.2	C
	Overall		N/A	N/A	8.7	A	1.8	A
NY 25 & Kroemer Avenue	Eastbound	L	2.4	A				
		LTR			5.4	A	5.4	A
	Westbound	L	4.3	A				
		LT			4.3	A	4.3	A
		R			1.4	A	1.4	A
		Approach			3.6	A	3.6	A
	Northbound	L	8.5	A				
		T	10.8	B				
		LTR			10.3	B	10.3	B
	Southbound	L	9.9	A				
		T	10.7	B				
		LTR			19.2	B	19.0	D
	Overall		N/A	N/A	6.7	A	6.7	A

Note: Delays for the existing condition unsignalized intersections at CR 58 & Commerce Drive/Gatewood and at NY 25 & Kroemer Avenue were taken from *SimTraffic*.

TABLE 4
LOS Comparison
PM Peak Hour

Intersection	Approach	Lane Group	Existing		No Build		Build	
			Delay	LOS	Delay	LOS	Delay	LOS
CR 58 & Tanger Mall Drive	Eastbound	L			9.0	A	19.6	B
		T	13.6	B	17.8	B	28.2	C
		R	0.1	A	0.1	A	0.1	A
		Approach	12.6	B	16.3	B	26.3	C
	Westbound	L	8.8	A	34.9	C	16.6	B
		T	5.8	A	13.3	B	2.5	A
		R			2.9	A	0.1	A
		Approach	6.3	A	16.1	B	4.3	A
	Northbound	L	21.6	C	51.3	D	60.2	E
		LT			50.9	D	60.1	E
		R	0.2	A	0.3	A	0.3	A
		Approach	10.5	B	25.2	C	29.7	C
	Southbound	L			38.5	D	59.9	E
		T			29.0	C	43.0	D
		R			14.2	B	18.6	B
		Approach			27.7	C	41.6	D
	Overall		9.3	A	18.0	B	17.6	B
CR 58 & Kroemer Avenue	Eastbound	L	8.2	A	27.4	C	25.4	C
		TR	7.4	A	22.6	C	8.1	A
		Approach	7.4	A	22.9	C	9.0	A
	Westbound	L	3.5	A	47.0	D	47.7	D
		T	3.7	A	23.5	C	5.2	A
		R	1.8	A	3.3	A	0.2	A
		Approach	3.6	A	24.0	C	8.4	A
	Northbound	L	22.2	C	25.7	C	27.5	C
		TR	11.2	B	44.3	D	45.8	D
		Approach	14.2	B	42.2	D	43.7	D
	Southbound	L	23.3	C	44.3	D	54.7	D
		T	20.7	C	31.0	C	32.3	C
		R	9.8	A	7.7	A	8.0	A
		Approach	16.2	B	30.7	C	36.3	C
	Overall		6.0	A	25.7	C	13.9	B
CR 58 & Mill Road	Eastbound	L	18.0	B	89.8	F	147.8	F
		T	14.9	B	19.1	B	18.6	B
		R	4.8	A	7.7	A	9.2	A
		Approach	14.2	B	33.5	C	45.8	D
	Westbound	L	9.3	A	13.5	B	31.8	C
		T	25.0	C	32.7	C	66.3	E
		R	0.0	A	0.0	A	0.0	A
		Approach	23.0	C	29.9	C	62.0	E
	Northbound	L	32.6	C	99.5	F	112.2	F
		T	38.8	D	45.8	D	29.6	C
		R	0.0	A	0.1	A	29.6	C
		Approach	31.2	C	62.4	E	74.4	E
	Southbound	L	26.0	C	29.7	C	28.8	C
		T	39.1	D	47.6	D	161.7	F
		R	0.2	A	0.3	A	0.4	A
		Approach	15.6	B	18.2	B	46.9	C
	Overall		20.2	C	34.7	C	55.5	E

TABLE 4
LOS Comparison
PM Peak Hour (Continued)

Intersection	Approach	Movement	Existing		No Build		Build	
			Delay	LOS	Delay	LOS	Delay	LOS
CR 58 & Proposed Site Access	Eastbound	L					43.5	D
		T					20.0	C
		Approach					24.0	C
	Westbound	T					29.3	C
		R					3.4	A
		Approach					20.8	C
	Southbound	L					50.8	D
		R					9.5	A
		Approach					38.4	C
	Overall		N/A	N/A	N/A	N/A	25.7	C
CR 58 & Commerce Drive/Gatewood	Eastbound	L	9.2	A	3.7	A	7.7	A
		T			30.1	C	3.9	A
		R			0.6	A	0.4	A
		Approach			29.4	C	3.9	A
	Westbound	L	12.0	B	68.9	E	46.6	C
		TR			3.9	A	5.6	A
		Approach			6.1	A	6.7	A
	Northbound	L	40.2	E			58.6	
		T	25.2	D			20.3	
		R					20.3	
		Approach			119.6	F	48.6	D
	Southbound	L	91.4	F				
		T	59.6	F				
		R						
		Approach			63.9	E	47.6	D
	Overall		N/A	N/A	21.4	C	7.4	A
NY 25 & Kroemer Avenue	Eastbound	L	4.7	A				
		LTR			14.5	B	17.0	B
	Westbound	L	6.0	A				
		LT			10.1	B	10.1	B
		R			2.4	A	2.7	A
		Approach			9.3	A	9.3	A
	Northbound	L	12.6	B				
		T	18.4	C				
		LTR			10.1	B	11.4	B
	Southbound	L	18.0	C				
		T	16.2	C				
		LTR			22.2	C	26.2	C
	Overall		N/A	N/A	13.2	B	14.8	B

Note: Delays for the existing condition unsignalized intersections at CR 58 & Commerce Drive/Gatewood and at NY 25 & Kroemer Avenue were taken from *SimTraffic*.

TABLE 5
LOS Comparison
Saturday Peak Hour

Intersection	Approach	Lane Group	Existing		No Build		Build	
			Delay	LOS	Delay	LOS	Delay	LOS
CR 58 & Tanger Mall Drive	Eastbound	L			15.6	B	11.0	B
		T	18.2	B	42.7	D	32.0	C
		R	0.1	A	0.1	A	0.1	A
		Approach	15.6	B	36.4	D	28.2	C
	Westbound	L	12.5	B	43.5	D	60.9	E
		T	6.0	A	22.7	C	15.2	B
		R			4.2	A	2.5	A
		Approach	7.7	A	25.9	C	23.0	C
	Northbound	L	24.9	C	48.6	D	88.5	F
		LT			48.6	D	88.4	F
		R	0.3	A	0.3	A	0.3	A
		Approach	14.3	B	28.5	C	51.7	D
	Southbound	L			44.6	D	73.7	E
		T			35.0	C	39.0	D
		R			13.4	B	18.3	B
		Approach			30.9	C	49.3	D
	Overall		12.0	B	30.2	C	31.2	C
CR 58 & Kroemer Avenue	Eastbound	L	8.0	A	53.5	D	44.3	D
		TR	7.4	A	53.9	D	47.0	D
		Approach	7.5	A	53.9	D	46.8	D
	Westbound	L	3.9	A	59.3	D	63.9	E
		T	3.3	A	28.3	C	5.9	A
		R	1.6	A	3.9	A	0.1	A
		Approach	3.3	A	29.4	C	11.6	B
	Northbound	L	26.5	C	25.5	C	32.1	C
		TR	11.3	B	51.0	D	93.5	F
		Approach	16.1	B	47.8	D	85.9	F
	Southbound	L	28.2	C	61.9	E	100.9	F
		T	24.4	C	33.8	C	36.7	D
		R	10.0	B	8.1	A	8.5	A
		Approach	17.9	B	38.8	D	58.6	D
	Overall		6.4	A	41.6	D	36.2	D
CR 58 & Mill Road	Eastbound	L	65.1	E	170.9	F	251.5	F
		T	16.8	B	19.1	B	31.6	C
		R	6.5	A	5.9	A	6.8	A
		Approach	30.5	C	59.2	E	84.1	F
	Westbound	L	10.8	B	22.1	C	54.0	D
		T	27.3	C	76.7	E	155.6	F
		R	0.0	A	0.1	A	0.1	A
		Approach	25.0	C	69.5	E	144.7	F
	Northbound	L	27.3	C	92.5	F	247.2	F
		T	54.0	D	104.1	F	37.7	D
		R	0.0	A	0.1	A	37.7	D
		Approach	39.7	D	87.9	F	147.2	F
	Southbound	L	27.3	C	33.1	C	35.1	E
		T	41.5	D	121.8	F	206.7	F
		R	0.2	A	0.4	A	0.6	A
		Approach	18.1	B	42.7	D	57.4	E
	Overall		27.7	C	63.9	E	107.3	F

TABLE 5
LOS Comparison
Saturday Peak Hour (Continued)

Intersection	Approach	Movement	Existing		No Build		Build	
			Delay	LOS	Delay	LOS	Delay	LOS
CR 58 & Proposed Site Access	Eastbound	L					136.3	F
		T					19.8	B
		Approach					43.4	D
	Westbound	T					101.5	F
		R					50.4	D
		Approach					81.3	F
	Southbound	L					106.7	F
		R					14.2	B
		Approach					79.0	E
	Overall		N/A	N/A	N/A	N/A	67.1	E
CR 58 & Commerce Drive/Gatewood	Eastbound	L	16.8	C	15.0	B	36.5	D
		T			116.8	F	16.9	B
		R			1.8	A	1.7	A
		Approach			112.6	F	17.2	B
	Westbound	L	36.8	E	8.1	A	37.9	D
		TR			7.5	A	17.9	B
		Approach			7.5	A	18.4	B
	Northbound	L	186.4	F			79.5	E
		T	-	-			36.7	D
		R					36.7	D
		Approach			164.8	F	63.6	E
	Southbound	L	917.5	F				
		T						
		R						
		Approach			55.2	E	49.2	D
	Overall		N/A	N/A	63.9	E	20.1	C
NY 25 & Kroemer Avenue	Eastbound	L	4.6	A				
		LTR			205.1	F	236.1	F
	Westbound	L	9.6	A				
		LT			11.1	B	10.2	B
		R			3.7	A	3.1	A
		Approach			10.0	B	9.2	A
	Northbound	L	29.1	D				
		T	37.1	E				
		LTR			15.4	B	13.6	B
	Southbound	L	163.7	F				
		T	167.8	F				
		LTR			230.3	F	232.7	F
	Overall		N/A	N/A	143.4	F	158.8	F

Notes: Delays for the existing condition unsignalized intersections at CR 58 & Commerce Drive/Gatewood and at NY 25 & Kroemer Avenue were taken from *SimTraffic*. Delays during the Saturday peak at NY 25 & Kroemer Avenue are based on existing counts taken on a beautiful Saturday in mid-October on which large numbers of people chose to engage in activities such as pumpkin and apple picking. Typical Saturday delays at this intersection are and will be much lower than those shown.

MITIGATION

As discussed in the Build scenario section, CR 58 currently has only one lane in the eastbound direction from Kroemer Avenue to Mill Road. This one lane eastbound stretch is presently becoming a bottleneck, and will only become more so, with or without the proposed project, as the No Build analysis confirms. To mitigate this condition, the developer proposes to contribute to the construction cost of a second eastbound lane from Kroemer Avenue to the southwest corner of CR 58 and Mill Road. A second eastbound left turn lane at the intersection would be part of this work.

At the intersection of the site access drive with CR 58, a new signalized intersection will be constructed. A westbound right turn lane leading into the site will also be constructed along the site frontage on CR 58.

The new signal at the site entrance will be coordinated, using wireless equipment, with the signals along CR 58 at Tanger Mall Drive, Kroemer Avenue, the signal soon to be constructed at Commerce Drive/Gatewood, and Mill Road

SITE ACCESS

Access to the project site will be via a signalized intersection on CR 58. The access roadway will have three exiting lanes (two for left turns to eastbound CR 58, and one for right turns to westbound CR 58) and two entering lanes. The entering and exiting lanes will be separated by a raised median.

A potential future second access point is on the west side of the property, at Kroemer Avenue. Although the project site does not have frontage on Kroemer Avenue, some adjacent properties do. Efforts to obtain access to Kroemer Avenue via a portion of the Adchem property have been unsuccessful. In addition to attempting to obtain access via the Adchem property, the developer has executed a "land swap" with the adjacent Riverhead Auto Mall. The land swap gives the project site a border with the right-of-way of a LIPA overhead powerline. Despite the current LIPA policy of only granting revocable licenses across powerline right-of-ways, as opposed to granting permanent easements, the developer is currently negotiating with LIPA to obtain access across this right-of-way to Kroemer Avenue. LIPA has made a determination that the layout of the proposed second access roadway to Kroemer Avenue through the right-of-way is a parallel occupancy. LIPA has a policy of not granting access that runs parallel to their power lines. The developer is challenging the determination and attempting to obtain an exception to the determination.

Should access to Kroemer Avenue be obtained, approximately twenty-five percent of traffic entering and exiting the site can be expected to use the Kroemer Avenue entrance instead of the main access point, resulting in lower vehicle delays than would otherwise exist at the main site access point intersection with CR 58. All efforts to obtain a second access to the Kroemer Avenue signal are contingent upon dedication of the north leg of Kroemer Avenue, which is currently privately owned, to the Town of Riverhead.

The developer has also attempted to obtain a second access point to Mill Road. This access would cross SCTM parcel 0600-101-1-8, an approximately 23 acre parcel on the west side of Mill Road, north of the Millbrook Mobile Home Park.

PARKING

The proposed site plan includes 2,424 at grade parking spaces, 159 greater than required by the Town of Riverhead Parking Schedule. Two hundred fifty-nine of the stalls are land banked. Of the 2,424 spaces, 636 are 10 feet wide by 20 feet long, 1,621 are 9½ feet wide by 19 feet long, and 167 are 9 feet wide by 18 feet long.

PUBLIC TRANSPORTATION

Two Suffolk County Transit bus routes pass the project site on CR 58. The S-62 bus travels between Riverhead and Hauppauge via Port Jefferson. The S-58 travels between Riverhead and East Northport via the Smith Haven Mall.

A third Suffolk County Transit bus, the 8A, serves a local route, including stops at the Tanger Outlet Center and Glenwood Trailer Park. This route serves the local Riverhead area and can be easily modified to include the Shops at Riverhead among its stops.

All three routes above have short trips from the Shops at Riverhead to the Riverhead LIRR station, making the Shops at Riverhead readily accessible for public transportation users.

CONCLUSIONS

Based on our observations and the results of our study, the following can be concluded:

- With the proposed construction of a second eastbound lane on CR 58 from Kroemer Avenue to Mill Road, construction of a second eastbound left turn lane at Mill Road, and coordination of the traffic signals along CR 58, intersection delays at the study intersections along CR 58 other than at Mill Road can be expected to improve when comparing the Build to the No Build scenario.
- The long term project to relocate the termination of Pulaski Road to the Riverhead Centre traffic signal and the improvements being considered in the CR 58 Corridor Study by Suffolk County would combine to noticeably improve future traffic conditions at the CR 58/Mill Road intersection.
- The proposed site access driveway intersection with CR 58 can be expected to operate at a reasonable LOS during the peak traffic periods.
- The intersection of Commerce Drive/Gatewood will likely require signalization in the near future, with or without construction of the proposed Shops at Riverhead. A signal will be installed as part of the PC Richards project.
- Sufficient on-site parking is being provided.

Based on the above, we believe that the proposed project will not have any significant adverse traffic impacts that cannot be mitigated.

ATTACHMENT 1
Intersection Lane
Configurations

Table of Lane Configurations

Intersection	Approach	Existing	No Build	Build
CR 58 & Tanger Mall Drive	Eastbound	T T R	L T T R	L T T R
	Westbound	L T T	L T T R	L T T R
	Northbound	L L R	L L T R	L L T R
	Southbound	none	L T R	L T R
CR 58 & Kroemer Avenue	Eastbound	L T TR	L T TR	L T TR
	Westbound	L T T R	L T T R	L T T R
	Northbound	L TR	L TR	L TR
	Southbound	L T R	L T R	L T R
CR 58 & Proposed Site Access	Eastbound	T	T	L T T
	Westbound	L T T	L T T	L T T R
	Northbound	none	none	none
	Southbound	none	none	L L R
	Traffic Control	none	none	Traffic Signal
CR 58 & Commerce Drive/Gatewood	Eastbound	L TR	L T R	L T T R
	Westbound	L T TR	L T TR	L T TR
	Northbound	LTR	L TR	L TR
	Southbound	LTR	LTR	LTR
	Traffic Control	Stop Signs NB & SB	Traffic Signal	Traffic Signal
CR 58 & Mill Road	Eastbound	L T T R	L T T R	L L T T R
	Westbound	L T T R	L T T R	L T T R
	Northbound	L T R	L T R	L T TR
	Southbound	L T R	L T R	L T R
	Pulaski St.	T(LR) R*	T(LR) R*	T(LR) R*
NY 25 & Kroemer Avenue	Eastbound	LTR	LTR	LTR
	Westbound	LT R	LT R	LT R
	Northbound	LTR	LTR	LTR
	Southbound	LTR	LTR	LTR
	Traffic Control	Stop Signs NB & SB	Traffic Signal	Traffic Signal

Lane types: L – Left Turn T – Through R – Right Turn TR – Shared Through and Right Turn
LTR – Shared Left Turn, Through, and Right Turn LT – Shared Left Turn and Through

*Shared Left Turn and Right Turn to Mill Road, Right to EB CR 58

Shaded configurations indicate change from preceding configuration. The changed configuration from existing conditions to the No Build scenario at CR 58 & Tanger Mall Drive and at NY 25 & Kroemer Ave will be constructed as part of the Headriver LLC project. The changed configuration from existing conditions to the No Build scenario at CR 58 & Commerce Drive/Glenwood will be constructed as part of the PC Richards project.

ATTACHMENT 2
Turning Movement
Counts (TMC)

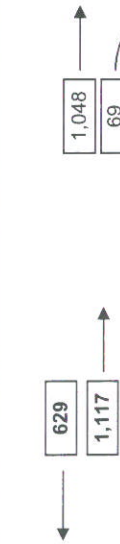
TRAFFIC VOLUME DATA

CR 58 - Old Country Road & Tanger Mall Drive Riverhead, NY

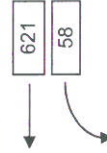
ESCHBACHER VHB

Date Collected: 11/16/06 (Thursday)

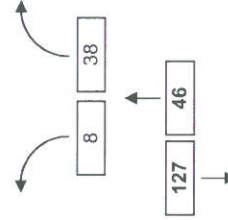
Start Time	Eastbound			Westbound			Northbound			Southbound			Cum. Hourly
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM		190	4	3	158		3		5				363
7:15 AM		212	2	4	161		1		3				383
7:30 AM		240	6	9	155		1		7				418
7:45 AM		319	18	8	138		3		8				494
8:00 AM		267	16	11	165		0		7				1,658
8:15 AM		221	18	12	163		2		12				1,761
8:30 AM		241	17	27	155		3		11				1,806
8:45 AM		281	17	19	120		2		15				1,842
9:00 AM		236	22	21	121		7		16				1,802
9:15 AM		177	11	21	123		3		15				1,759
Peak Hour 7:45 AM to 8:45 AM PHF		1,048	69	58	621		8		38				1,842
													46 0.82
													1,842



CR 58 - Old Country Road



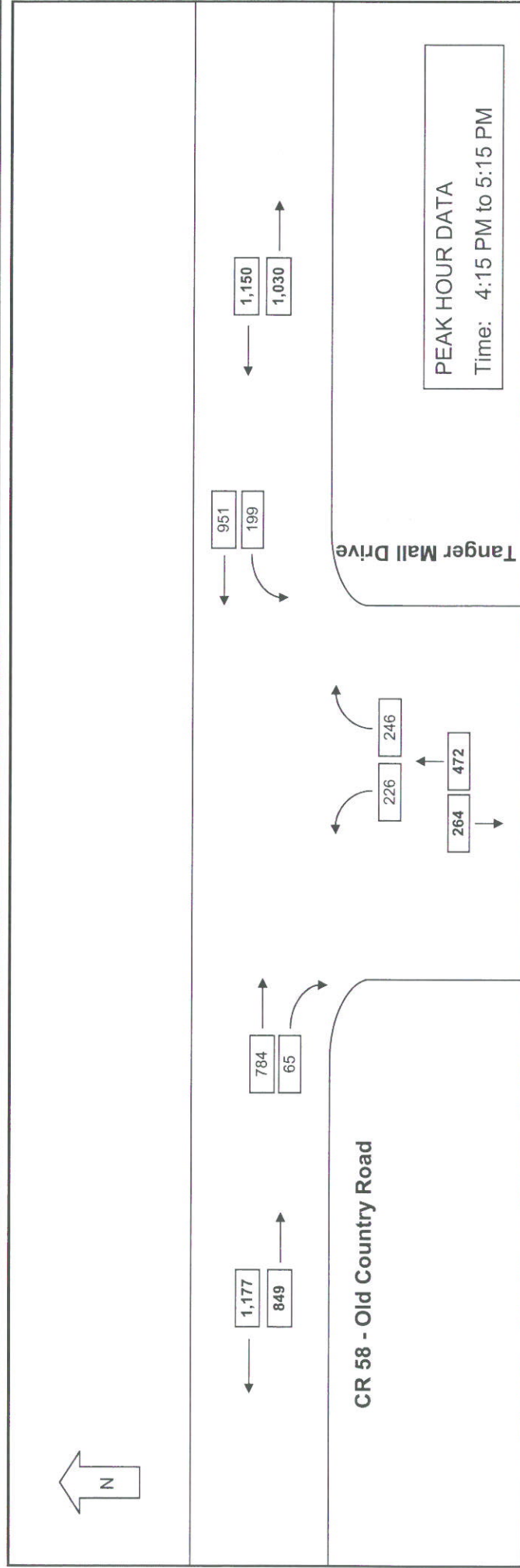
Tanger Mall Drive



PEAK HOUR DATA
Time: 7:45 AM to 8:45 AM

Date Collected: 11/16/06 (Thursday)

Start Time	Eastbound			Westbound			Northbound			Southbound			TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
3:30 PM		152	22	174	44	244		288	43		63	106	568	
3:45 PM		183	29	212	52	221		273	47		48	95	580	
4:00 PM		176	43	219	56	232		288	59		69	128	635	
4:15 PM		180	14	194	52	247		299	70		64	134	627	2,410
4:30 PM		189	13	202	51	213		264	54		55	109	575	2,417
4:45 PM		223	21	244	52	209		261	52		59	111	616	2,453
5:00 PM		192	17	209	44	282		326	50		68	118	653	2,471
5:15 PM		178	15	193	41	265		306	42		61	103	602	2,446
5:30 PM		193	13	206	35	236		271	47		42	89	566	2,437
5:45 PM		201	24	225	51	218		269	38		49	87	581	2,402
6:00 PM		163	9	172	32	184		216	37		45	82	470	2,219
6:15 PM		178	13	191	36	169		205	38		46	84	480	2,097
Peak Hour 4:15 PM to 5:15 PM PHF		784	65	849 0.87	199	951		1,150 0.88	226		246	472 0.88	2,471	



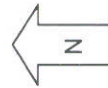
TRAFFIC VOLUME DATA

CR 58 - Old Country Road & Tanger Mall Drive Riverhead, NY

ESCHBACHER VHB

Date Collected: 11/11/06 (Saturday)

Start Time	Eastbound			Westbound			Northbound			Southbound			TOTAL	Cum. Hourly
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
11:00 AM		211	33	77	150	227	38		50				559	
11:15 AM		217	49	85	172	257	41		59				623	
11:30 AM		224	32	52	152	204	51		67				578	
11:45 AM		218	48	93	164	257	46		57				626	
12:00 PM		222	49	58	195	253	40		88				652	
12:15 PM		249	39	76	206	282	66		98				734	2,386
12:30 PM		262	53	86	171	257	61		65				698	2,479
12:45 PM		238	63	78	178	256	64		92				713	2,590
1:00 PM		233	41	88	176	264	65		68				671	2,710
1:15 PM		217	53	71	180	251	64		66				651	2,797
1:30 PM		232	48	68	181	249	81		92				702	2,816
1:45 PM		260	28	73	216	289	49		85				711	2,733
2:00 PM		204	40	72	212	284	113		72				713	2,737
2:15 PM		197	28	61	204	265	93		79				662	2,777
2:30 PM		213	31	84	224	308	95		77				724	2,788
2:45 PM		203	40	75	215	290	109		81				723	2,810
Peak Hour 2:00 PM to 3:00 PM PHF		817	139	292	855	1,147 0.93	410		309				2,822	2,822



1,265
956

817
139

CR 58 - Old Country Road

Tanger Mall Drive

855
292

1,147
1,126

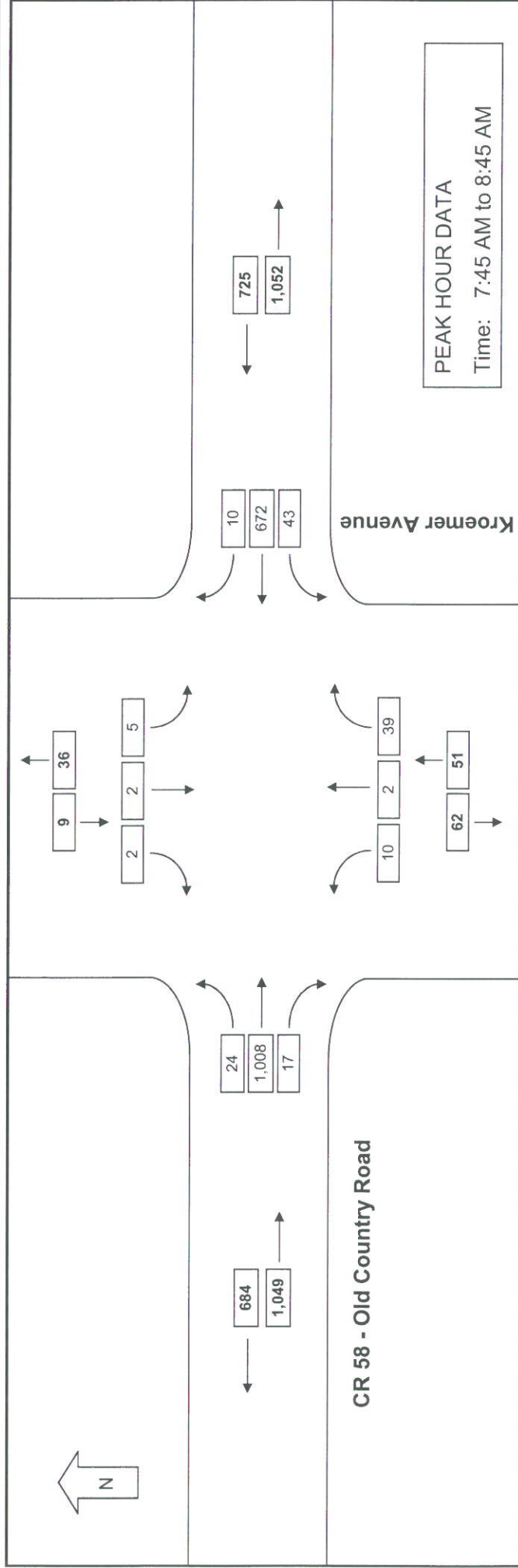
PEAK HOUR DATA
Time: 2:00 PM to 3:00 PM

431
719
410
309

CR 58 - Old Country Road & Kroemer Avenue
Riverhead, NY

Date Collected: 11/16/06 (Thursday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00 AM	1	192	6	199	7	162	2	171	1	0	5	6	2	0	8	10	386	
7:15 AM	2	204	3	209	5	150	2	157	2	0	4	6	1	0	1	2	374	
7:30 AM	5	237	1	243	5	170	0	175	1	0	10	11	0	1	1	2	431	
7:45 AM	6	296	4	306	15	144	0	159	1	2	11	14	1	0	0	1	480	
8:00 AM	6	266	5	277	10	184	4	198	3	0	8	11	4	0	0	4	1,671	
8:15 AM	6	213	5	224	10	164	2	176	3	0	10	13	0	1	2	3	1,775	
8:30 AM	6	233	3	242	8	180	4	192	3	0	10	13	0	1	0	1	1,817	
8:45 AM	1	276	7	284	13	137	2	152	4	0	8	12	1	1	1	3	1,834	
9:00 AM	1	255	8	264	4	151	1	156	2	0	11	13	1	0	1	2	1,805	
9:15 AM	2	181	8	191	8	146	1	155	2	2	12	16	1	1	2	4	1,750	
Peak Hour 7:45 AM to 8:45 AM PHF	24	1,008	17	1,049 0.86	43	672	10	725 0.92	10	2	39	51 0.91	5	2	2	9 0.56	1,834	



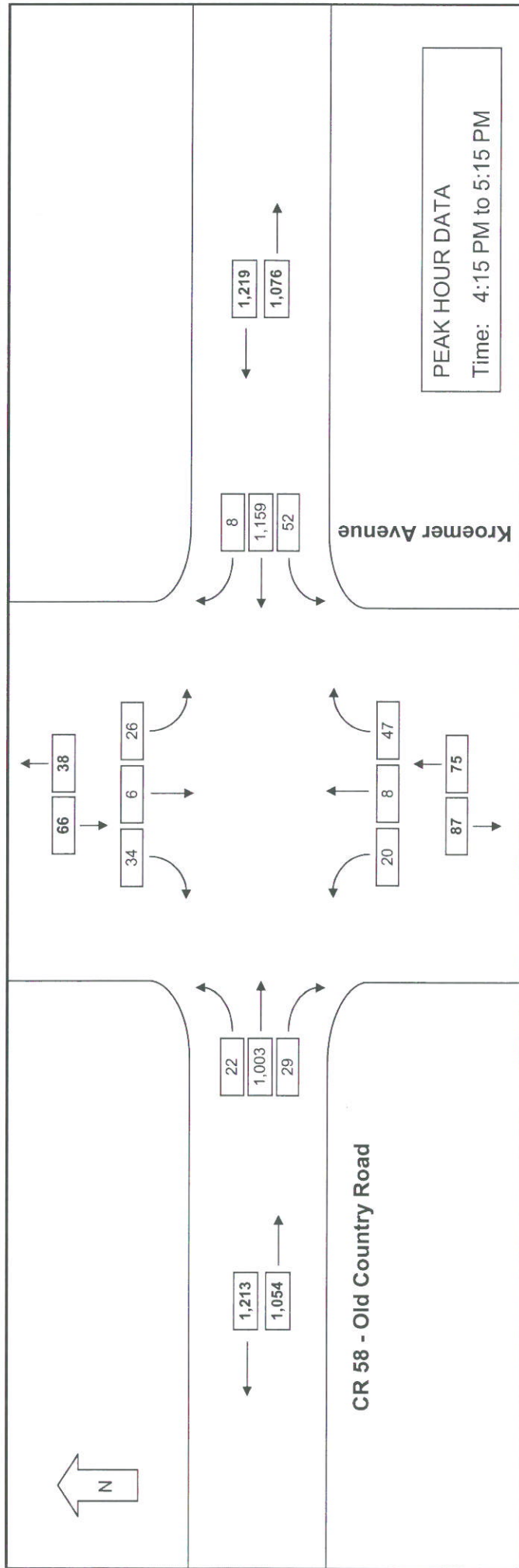
TRAFFIC VOLUME DATA

CR 58 - Old Country Road & Kroemer Avenue Riverhead, NY

ESCHBACHER VHB

Date Collected: 11/16/06 (Thursday)

Start Time	Eastbound			Westbound			Northbound			Southbound			TOTAL	Cum. Hourly
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	
3:30 PM	1	234	3	15	299	1	5	2	13	8	1	4	586	
3:45 PM	7	223	8	12	260	0	8	2	10	5	0	11	546	
4:00 PM	8	237	10	9	283	1	7	1	13	4	0	8	581	
4:15 PM	4	242	7	16	307	1	3	2	11	3	2	5	603	2,316
4:30 PM	5	250	11	12	267	3	5	2	11	11	1	10	588	2,318
4:45 PM	5	254	8	13	266	2	3	2	14	6	2	10	585	2,357
5:00 PM	8	257	3	11	319	2	9	2	11	6	1	9	638	2,414
5:15 PM	4	237	7	18	303	1	1	0	14	8	2	7	602	2,413
5:30 PM	3	238	5	12	244	2	10	1	11	10	1	17	554	2,379
5:45 PM	10	226	4	4	243	1	3	0	9	5	0	10	515	2,309
6:00 PM	7	213	6	15	242	3	3	1	5	5	0	4	504	2,175
6:15 PM	5	208	5	11	237	2	3	0	4	3	0	3	481	2,054
Peak Hour 4:15 PM to 5:15 PM PHF	22	1,003	29	52	1,159	8	20	8	47	26	6	34	66	2,414
													0.75	
													0.85	
													0.92	
													0.98	

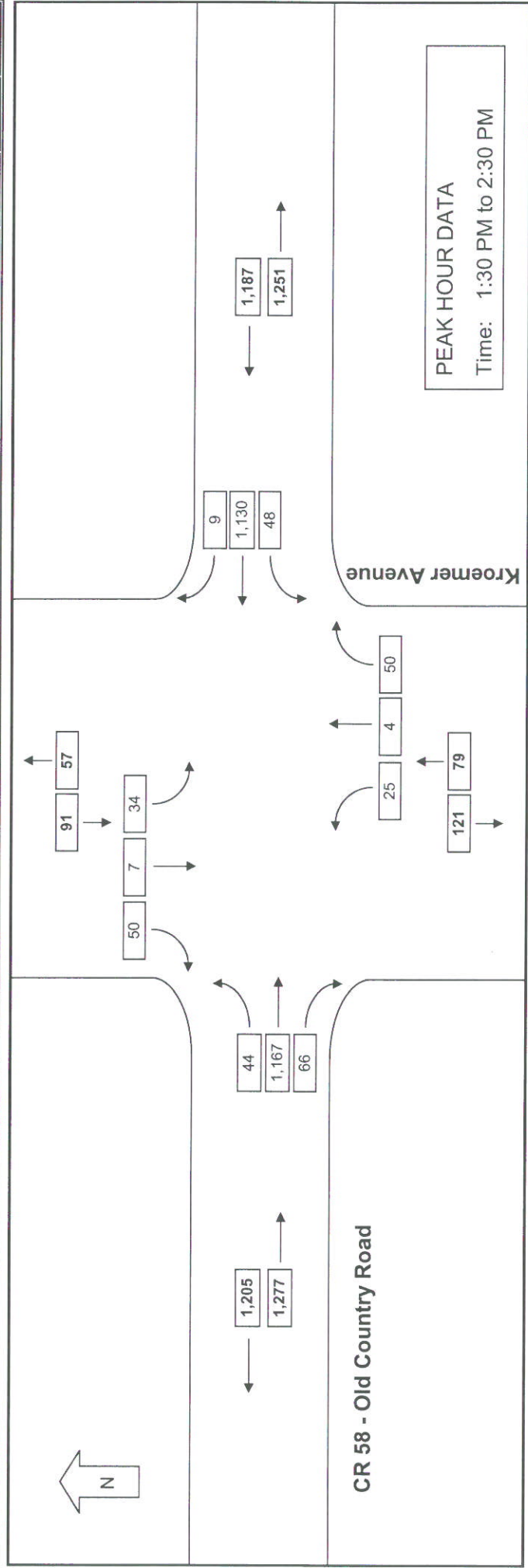


CR 58 - Old Country Road & Kroemer Avenue
Riverhead, NY

ESCHBACHER VHB

Date Collected: 11/11/06 (Saturday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
11:00 AM	1	277	4	282	14	238	1	253	4	0	8	12	5	0	3	8	555	2,318 2,402 2,495 2,562 2,607 2,585 2,511 2,511 2,507 2,554 2,634 2,602 2,517
11:15 AM	9	267	4	280	7	247	1	255	5	1	5	11	2	1	4	7	553	
11:30 AM	14	289	6	309	12	219	2	233	6	0	17	23	5	0	1	6	571	
11:45 AM	9	317	6	332	11	258	2	271	8	0	13	21	6	1	8	15	639	
12:00 PM	8	307	19	334	15	265	1	281	3	0	9	12	5	0	7	12	639	
12:15 PM	13	285	26	324	13	281	2	296	7	0	7	14	6	1	5	12	646	
12:30 PM	12	290	32	334	11	248	1	260	8	1	11	20	9	5	10	24	638	
12:45 PM	19	300	45	364	11	260	6	277	6	2	10	18	6	2	17	25	684	
1:00 PM	7	285	11	303	17	256	1	274	5	2	19	26	5	0	9	14	617	
1:15 PM	10	268	2	280	8	249	1	258	5	1	9	15	8	1	10	19	572	
1:30 PM	10	307	7	324	14	254	3	271	9	2	10	21	10	0	12	22	638	
1:45 PM	9	309	28	346	14	291	1	306	3	1	7	11	6	4	7	17	680	
2:00 PM	17	268	22	307	8	288	4	300	7	1	19	27	12	2	16	30	664	
2:15 PM	8	283	9	300	12	297	1	310	6	0	14	20	6	1	15	22	652	
2:30 PM	7	276	9	292	10	271	3	284	3	1	15	19	1	1	9	11	606	
2:45 PM	8	257	11	276	9	270	1	280	4	1	17	22	4	0	13	17	595	
Peak Hour 1:30 PM to 2:30 PM PHF	44	1,167	66	1,277 0.92	48	1,130	9	1,187 0.96	25	4	50	79 0.73	34	7	50	91 0.76	2,634	



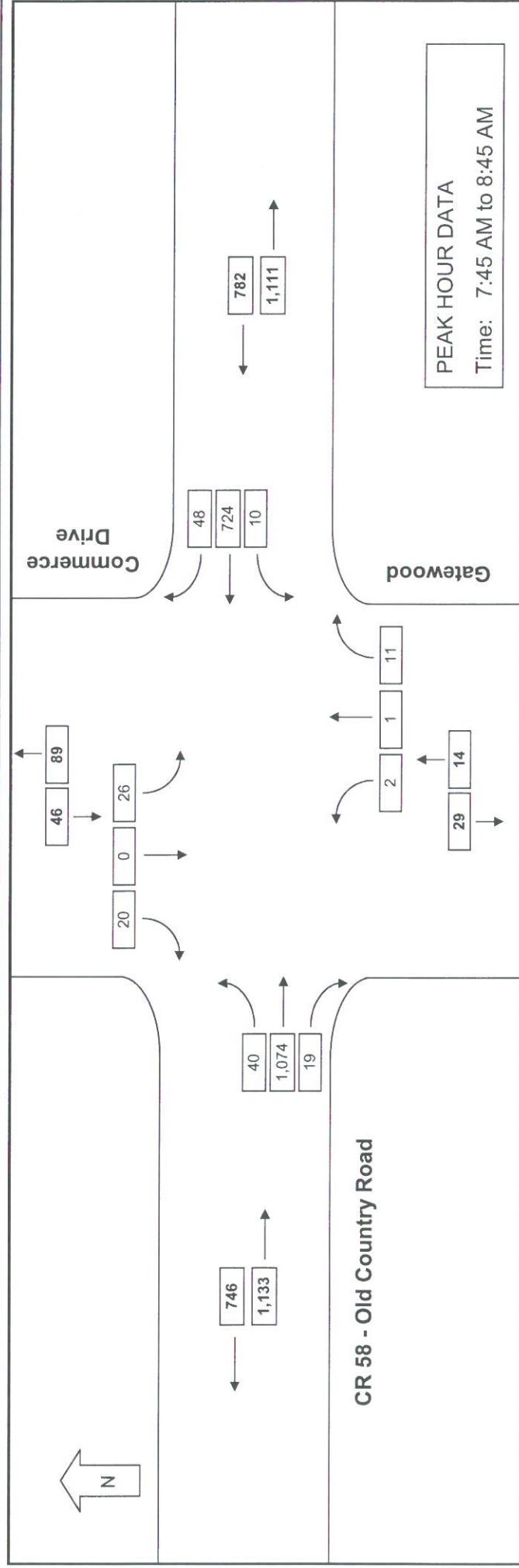
TRAFFIC VOLUME DATA

CR 58 - Old Country Road & Commerce Drive/Gatewood Riverhead, NY

ESCHBACHER VHB

Date Collected: 11/16/06 (Thursday)

Start Time	Eastbound			Westbound			Northbound			Southbound			TOTAL	Cum. Hourly
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	
7:00 AM	0	190	1	0	171	4	0	0	4	0	0	3	373	
7:15 AM	0	202	5	1	164	7	0	0	4	2	0	1	386	
7:30 AM	5	226	5	1	165	15	0	0	1	2	0	0	420	
7:45 AM	13	281	8	4	169	14	1	0	2	3	0	1	496	1,675
8:00 AM	10	270	5	3	190	14	1	1	3	8	0	9	514	1,816
8:15 AM	8	268	4	2	201	11	0	0	2	7	0	5	508	1,938
8:30 AM	9	255	2	1	164	9	0	0	4	8	0	5	457	1,975
8:45 AM	18	259	3	7	135	14	0	0	2	9	0	2	449	1,928
9:00 AM	9	188	3	3	154	14	0	0	1	3	0	1	376	1,790
9:15 AM	4	185	3	7	166	19	0	0	3	5	0	7	399	1,681
Peak Hour 7:45 AM to 8:45 AM PHF	40	1,074	19	10	724	48	2	1	11	26	0	20	1,975	
													0.68	



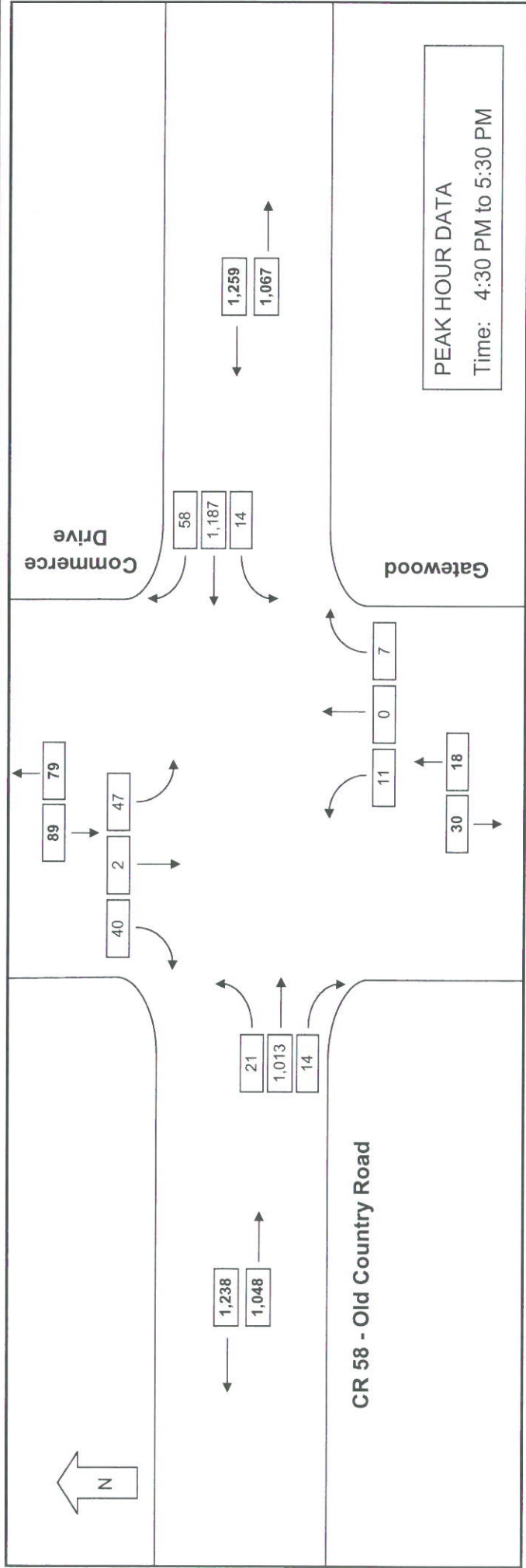
TRAFFIC VOLUME DATA

CR 58 - Old Country Road & Commerce Drive/Gatewood Riverhead, NY

ESCHBACHER VHB

Date Collected: 11/16/06 (Thursday)

Start Time	Eastbound			Westbound			Northbound			Southbound			TOTAL	Cum. Hourly
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	
3:30 PM	9	241	8	3	306	10	2	0	3	15	1	14	612	
3:45 PM	7	232	7	5	284	13	2	0	4	11	0	7	572	
4:00 PM	6	259	3	1	304	9	0	0	6	3	0	9	600	
4:15 PM	6	231	4	5	304	12	4	0	4	6	0	6	582	2,366
4:30 PM	3	244	5	6	273	7	0	0	0	9	0	12	559	2,313
4:45 PM	11	256	3	6	277	13	2	0	0	8	0	9	585	2,326
5:00 PM	4	261	2	1	330	20	6	0	6	17	2	11	660	2,386
5:15 PM	3	252	4	1	307	18	3	0	1	13	0	8	610	2,414
5:30 PM	8	208	3	3	243	15	2	1	3	3	0	7	496	2,351
5:45 PM	3	246	7	2	233	7	3	0	2	12	0	9	524	2,290
6:00 PM	4	218	2	4	256	9	1	1	3	4	1	12	515	2,145
6:15 PM	11	198	5	4	196	3	1	0	3	4	0	8	433	1,968
Peak Hour 4:30 PM to 5:30 PM PHF	21	1,013	14	14	1,187	58	11	0	7	47	2	40	2,414	
													0.74	
													18	
													0.38	



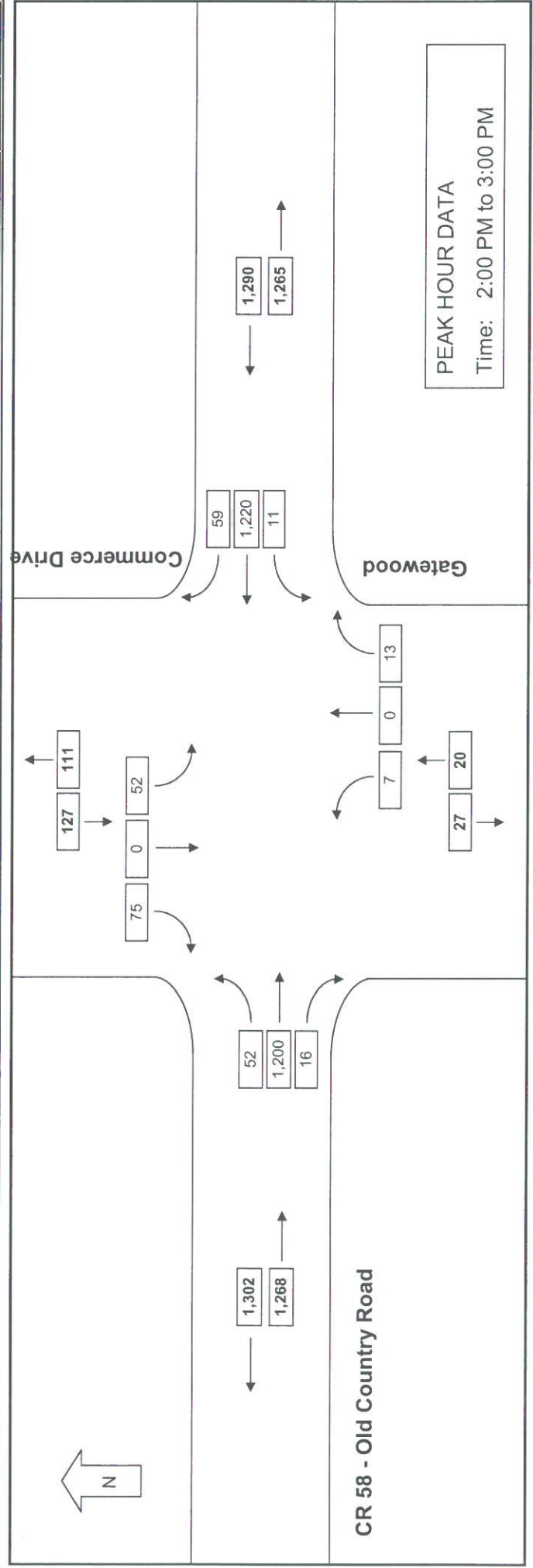
TRAFFIC VOLUME DATA

CR 58 - Old Country Road & Commerce Drive/Gatewood Riverhead, NY

ESCHBACHER VHB

Date Collected: 11/11/06 (Saturday)

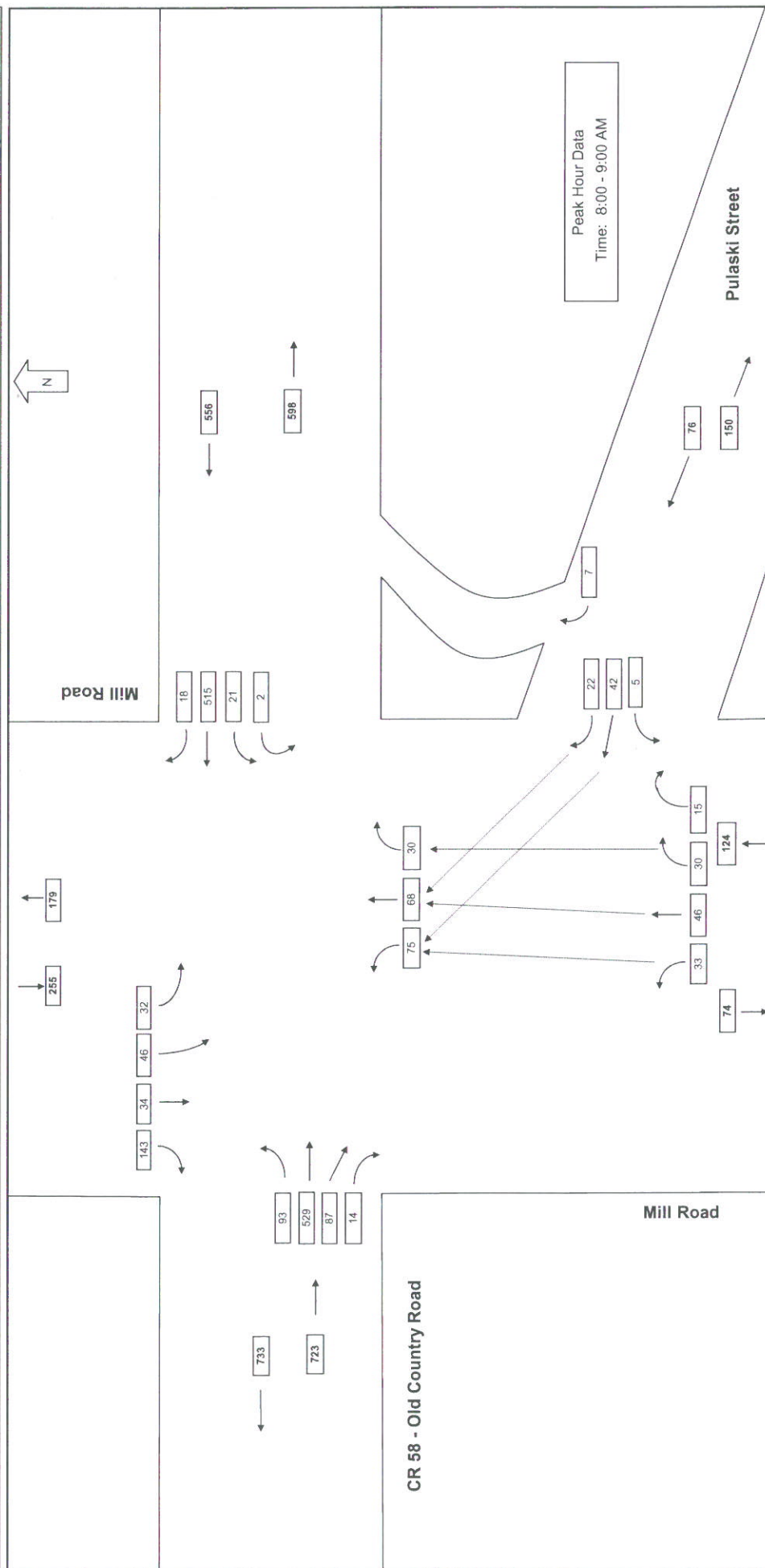
Start Time	Eastbound			Westbound			Northbound			Southbound			TOTAL	Cum. Hourly
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
11:00 AM	6	294	1	1	243	5	2	0	8	7	0	2	569	2,400
11:15 AM	6	263	0	3	252	13	0	0	6	7	0	3	553	2,500
11:30 AM	14	324	3	0	244	10	1	0	3	9	0	4	612	2,598
11:45 AM	16	316	7	4	279	19	1	0	2	8	0	14	666	2,620
12:00 PM	14	304	4	5	290	21	0	0	4	8	0	19	669	2,606
12:15 PM	12	301	3	5	274	23	1	0	9	6	1	16	651	2,557
12:30 PM	7	311	5	5	248	20	1	0	2	10	0	25	634	2,568
12:45 PM	5	302	1	3	277	14	1	0	7	13	0	17	638	2,590
1:00 PM	15	325	2	2	281	24	1	0	3	13	0	17	683	2,578
1:15 PM	12	280	3	3	254	15	0	0	7	13	0	15	602	2,658
1:30 PM	15	318	1	3	262	11	3	0	2	12	0	18	645	2,702
1:45 PM	16	307	0	2	298	10	0	0	3	9	0	15	660	2,705
2:00 PM	12	298	3	3	301	18	2	0	5	7	0	24	671	
2:15 PM	13	305	2	1	308	16	0	0	3	17	0	17	682	
2:30 PM	16	302	7	3	302	15	4	0	4	18	0	18	689	
2:45 PM	11	295	4	4	309	10	1	0	1	12	0	16	663	
Peak Hour 2:00 PM to 3:00 PM PHF	52	1,200	16	11	1,220	59	7	0	13	52	0	75	2,705	
													127	0.88



CR 58 - Old Country Road & Mill Road/Pulaski Street
Riverhead, NY

Date Collected: 11/18/2006 (Thursday)

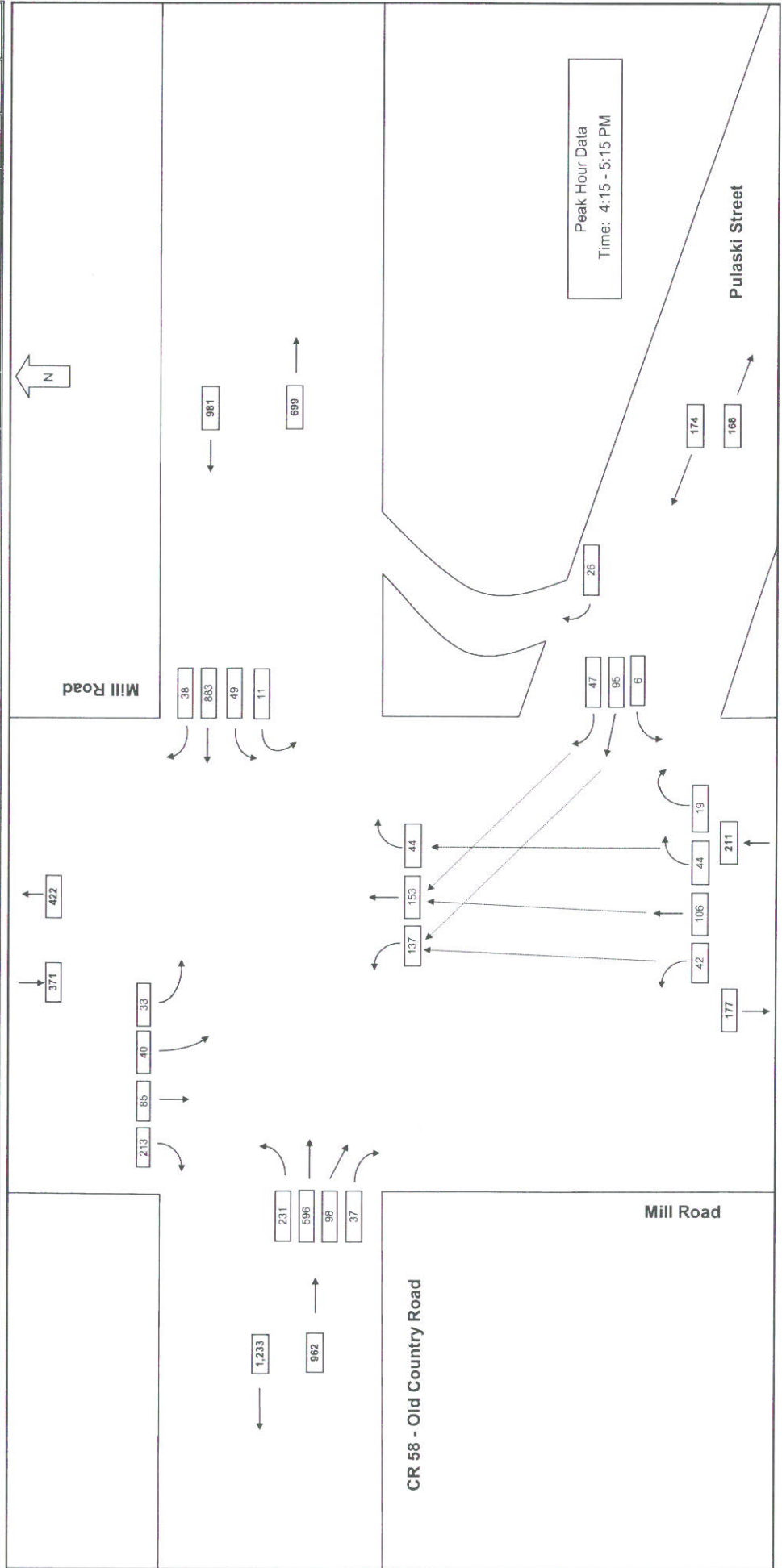
Start Time	Eastbound CR 58 - Old Country Road					Northwestbound Pulaski Street					Westbound CR 58 - Old Country Road					Northbound Mill Road					Southbound Mill Road					TOTAL	Cum. Hourly				
	Left		Thru		Pulaski	SB Mill		EB 58	Total		Left		Thru		Pulaski	SB Mill		EB 58	Total		Left		Thru		Pulaski			EB 58		Total	
7:00 AM	21	136	12	1	170	2	16	4	1	23	2	5	125	5	137	8	12	3	2	25	7	6	6	24	41	396					
7:15 AM	13	137	13	1	164	0	6	5	0	11	0	4	119	4	127	8	6	5	1	20	2	4	1	22	31	353					
7:30 AM	13	111	18	6	148	1	17	9	1	28	1	3	123	4	131	6	6	2	4	18	6	12	4	34	56	381					
7:45 AM	20	117	21	5	163	2	13	5	11	7	21	0	7	117	3	127	15	9	8	5	37	7	8	27	48	396					
8:00 AM	25	130	23	6	186	0	6	4	2	12	1	6	165	7	179	11	6	9	6	32	8	10	11	26	55	461					
8:15 AM	26	134	23	3	186	2	13	12	3	30	0	5	131	2	138	7	16	6	3	32	10	12	5	37	64	450					
8:30 AM	16	124	19	3	164	2	12	3	2	19	1	5	129	3	138	5	12	7	2	26	6	13	10	46	75	422					
8:45 AM	24	141	22	3	190	1	11	3	0	15	0	6	90	6	101	10	12	8	4	34	8	11	8	34	61	401					
9:00 AM	21	138	23	7	189	2	12	6	2	22	5	3	119	10	137	10	9	9	2	30	6	9	9	28	52	430					
9:15 AM	19	126	18	3	166	0	8	13	3	24	1	5	135	4	145	6	23	10	1	40	11	15	8	34	68	443					
Peak Hour	93	529	87	14	723	5	42	22	7	76	2	21	515	18	556	33	46	30	15	124	32	46	34	143	255	1,734					
8:00 - 9:00 AM																															
PHF					0.95					0.63					0.78					0.91								0.85			



CR 58 - Old Country Road & Mill Road/Pulaski Street
Riverhead, NY

Date Collected: 11/16/2006 (Thursday)

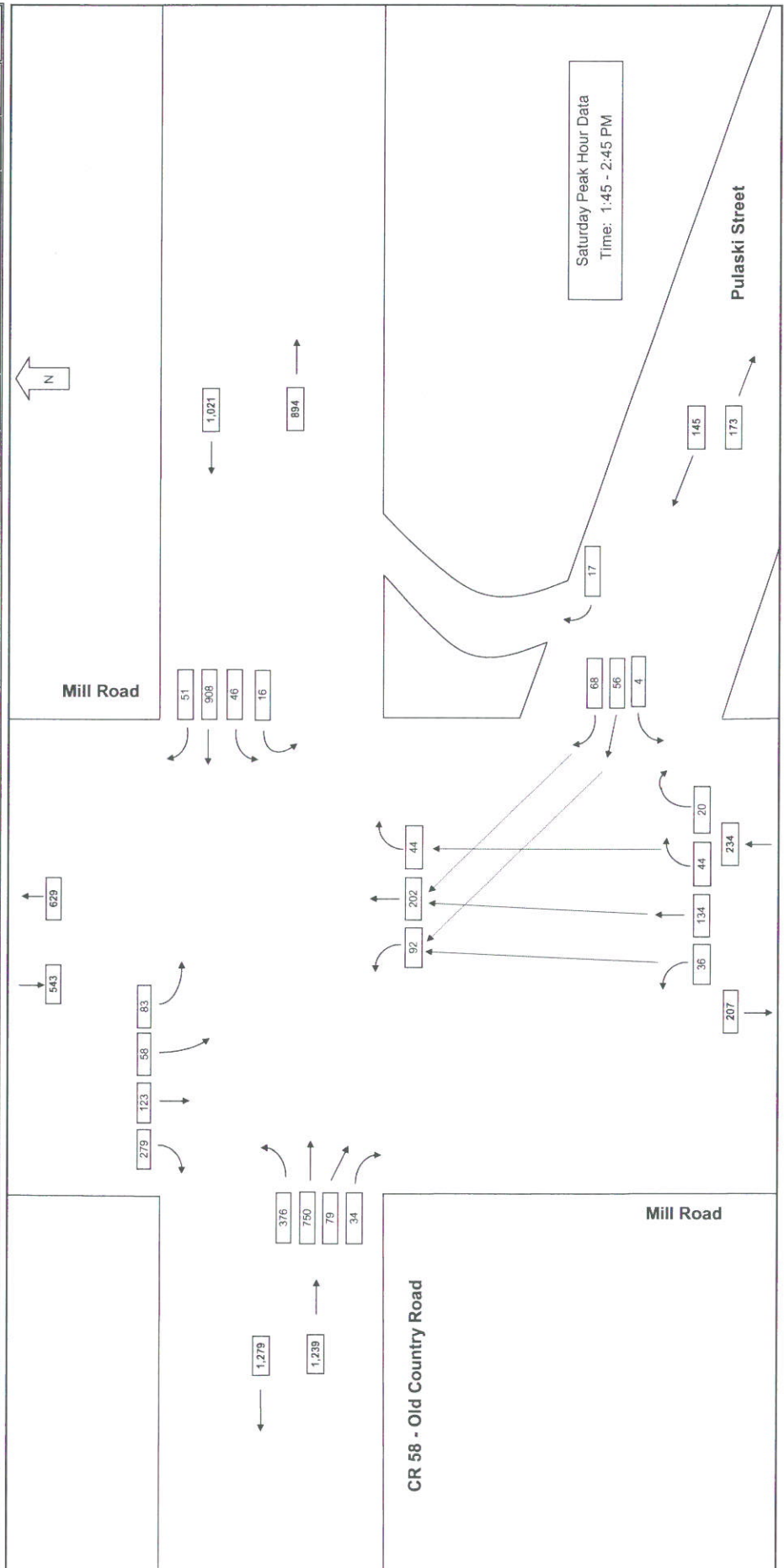
Start Time	Eastbound CR 58 - Old Country Road				Northwestbound Pulaski Street				Westbound CR 58 - Old Country Road				Northbound Mill Road				Southbound Mill Road				Cum. Hourly
	Left	Thru	Pulaski	Total	Left	WB 58	NB Mill	EB 58	Total	Pulaski	SB Mill	Thru	Right	Total	Left	Thru	EB 58	Thru	Right	Total	
3:30 PM	43	159	28	237	4	14	15	4	37	5	13	238	11	287	12	25	10	9	62	95	692
3:45 PM	60	146	34	240	1	20	9	4	34	2	5	198	8	213	17	24	8	3	15	44	628
4:00 PM	58	132	28	226	2	25	11	6	46	0	13	224	7	244	10	28	14	7	25	47	668
4:15 PM	55	139	27	223	0	25	7	7	39	2	18	255	9	284	8	25	6	6	18	43	678
4:30 PM	52	160	23	237	3	31	10	8	52	5	10	186	11	212	12	36	15	3	25	54	680
4:45 PM	67	160	25	252	3	14	8	5	30	3	11	195	12	221	11	15	12	7	23	58	646
5:00 PM	57	157	23	250	0	25	22	6	53	1	10	247	6	254	11	30	11	3	55	93	715
5:15 PM	36	92	21	159	1	17	7	2	27	5	16	242	14	277	16	25	6	7	19	58	2,699
5:30 PM	45	145	15	211	0	17	16	4	37	1	13	192	7	213	8	21	12	3	53	77	590
5:45 PM	56	160	25	247	2	18	10	4	34	4	7	171	12	194	7	16	13	5	47	84	589
6:00 PM	47	123	24	199	2	19	15	6	42	1	12	173	4	190	5	14	11	2	53	84	600
6:15 PM	41	142	17	208	3	15	13	4	35	3	9	159	9	180	3	11	11	7	25	48	555
Peak Hour 4:15 - 5:15 PM	231	596	98	962	6	95	47	26	174	11	49	883	38	981	42	106	44	19	213	371	2,699
PHF				0.95					0.82					0.86						0.80	0.95



CR 58 - Old Country Road & Mill Road/Pulaski Street
Riverhead, NY

Date Collected 11/11/2006 (Saturday)

Start Time	Eastbound CR 58 - Old Country Road				Westbound CR 58 - Old Country Road				Northwestbound Pulaski Street				Northbound Mill Road				Southbound Mill Road				TOTAL	Cum. Hourly
	Left	Thru	Pulaski	Total	Left	Thru	Pulaski	Total	WB 58	NB Mill	EB 58	Total	Left	Thru	EB 58	Total	Left	Thru	Pulaski	Total		
11:00 AM	71	199	20	295	4	38	29	78	38	29	7	78	1	173	10	194	11	20	8	4	43	110
11:15 AM	75	207	15	305	5	24	19	51	24	19	3	51	0	166	17	195	9	32	11	3	55	111
11:30 AM	82	195	18	304	4	31	12	40	31	12	3	40	3	178	14	209	18	43	11	9	81	128
11:45 AM	90	187	15	297	2	19	19	48	19	19	8	52	4	194	9	216	0	36	12	7	64	151
12:00 PM	76	200	14	302	1	11	23	49	11	23	4	48	6	195	9	215	18	32	7	7	64	166
12:15 PM	82	210	22	322	1	8	21	46	8	21	6	49	4	209	12	235	9	38	13	3	63	182
12:30 PM	93	194	26	323	2	18	20	47	2	18	6	46	4	216	10	249	12	38	14	11	83	209
12:45 PM	77	194	29	307	1	21	29	59	1	21	8	47	3	216	10	249	7	30	14	6	57	224
1:00 PM	80	187	20	301	2	15	17	40	2	15	7	39	1	189	10	221	7	30	14	6	57	240
1:15 PM	81	217	22	332	2	24	13	46	2	24	7	46	3	184	9	206	6	16	7	4	33	256
1:30 PM	94	191	14	318	2	13	20	38	2	13	3	38	5	208	14	238	16	42	9	6	73	272
1:45 PM	88	187	15	304	1	14	15	37	1	14	7	37	3	218	8	234	5	29	13	5	52	287
2:00 PM	102	196	22	328	0	13	19	38	0	13	6	38	3	250	15	281	9	29	12	6	56	303
2:15 PM	82	179	28	309	1	16	14	32	1	16	1	32	5	236	14	268	8	34	10	3	55	318
2:30 PM	86	168	34	295	2	18	21	48	2	18	7	48	8	214	14	250	7	43	13	3	66	334
2:45 PM	376	750	79	1,239	4	56	68	145	56	68	17	145	16	908	51	1,021	36	134	44	20	234	1,165
PHF				0.94				0.95								0.91					0.80	0.93



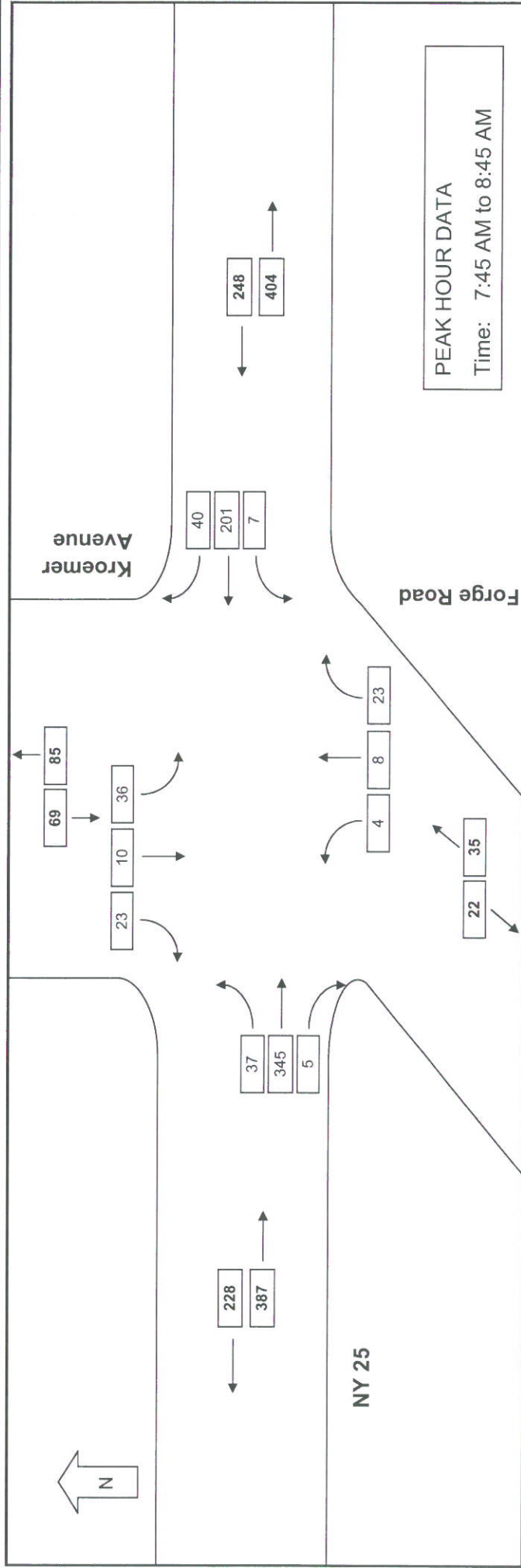
TRAFFIC VOLUME DATA

NY 25 & Kroemer Avenue/Forge Road Riverhead, NY

ESCHBACHER VHB

Date Collected: 10/11/2007 (Thursday)

Start Time	Eastbound			Westbound			Northbound			Southbound			TOTAL	Cum. Hourly
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	
7:00 AM	10	56	0	2	31	4	2	3	6	5	3	6	14	128
7:15 AM	9	59	1	1	41	4	1	3	3	6	0	1	7	129
7:30 AM	8	83	0	2	34	6	2	4	14	8	3	3	14	167
7:45 AM	11	99	1	1	46	9	2	2	10	5	1	7	13	194
8:00 AM	12	76	2	4	64	12	1	3	4	9	3	3	15	193
8:15 AM	6	94	1	1	45	10	1	2	2	10	3	6	19	181
8:30 AM	8	76	1	1	46	9	0	1	7	12	3	7	22	171
8:45 AM	6	94	0	2	52	6	2	5	5	11	0	7	18	190
9:00 AM	7	101	0	4	44	3	2	1	1	8	1	2	11	174
9:15 AM	6	65	0	1	49	9	0	1	8	12	1	6	19	158
Peak Hour 7:45 AM to 8:45 AM PHF	37	345	5	7	201	40	4	8	23	36	10	23	69 0.78	739
						0.87				0.63				



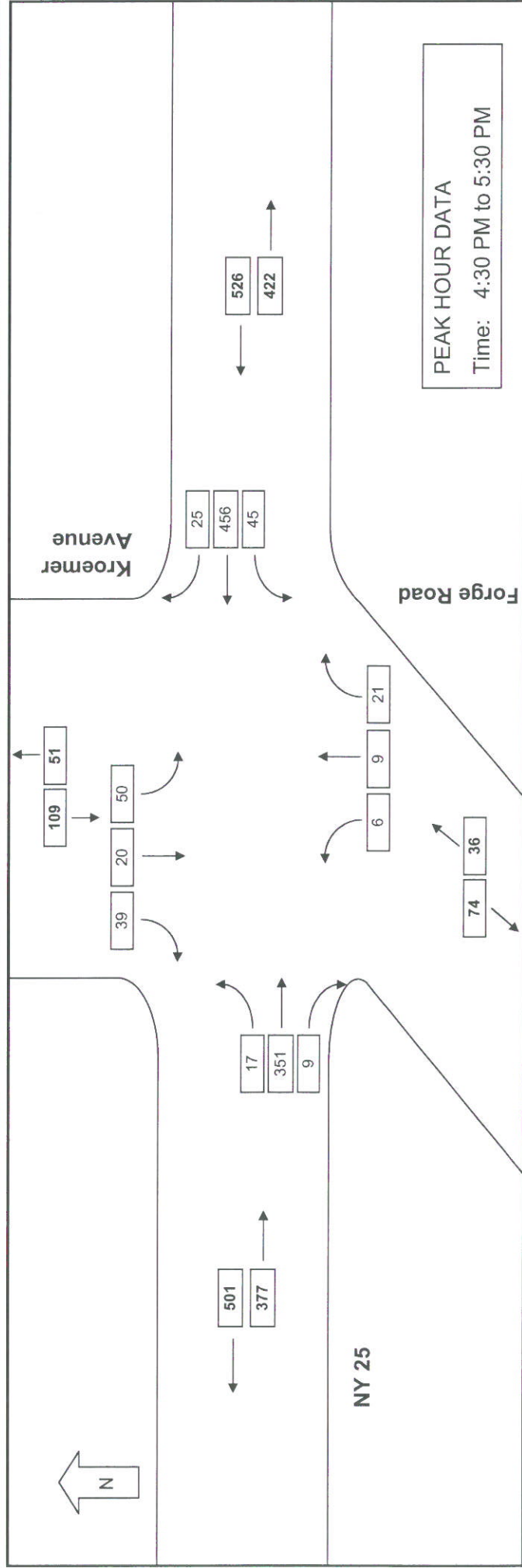
TRAFFIC VOLUME DATA

NY 25 & Kroemer Avenue/Forge Road Riverhead, NY

ESCHBACHER VHB

Date Collected: 10/11/2007 (Thursday)

Start Time	Eastbound			Westbound			Northbound			Southbound			TOTAL	Cum. Hourly
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	
3:30 PM	8	69	1	6	85	11	2	2	8	18	7	8	33	225
3:45 PM	9	83	2	3	108	7	0	2	6	10	2	5	17	237
4:00 PM	8	83	0	5	100	13	0	3	6	13	5	6	24	242
4:15 PM	6	87	2	9	115	7	0	2	5	10	1	13	24	257
4:30 PM	5	66	2	8	101	9	3	3	6	8	7	15	30	233
4:45 PM	7	93	3	15	120	6	2	1	4	12	4	8	24	275
5:00 PM	4	88	3	10	129	9	0	2	6	15	4	11	30	281
5:15 PM	1	104	1	12	106	1	1	3	5	15	5	5	25	259
5:30 PM	4	89	4	10	71	5	0	2	8	8	4	7	19	1,027
5:45 PM	2	83	1	7	84	2	0	0	11	6	5	3	14	956
6:00 PM	2	70	1	11	89	2	3	1	5	8	7	6	21	205
6:15 PM	6	59	1	6	56	1	0	1	7	2	5	9	16	153
Peak Hour 4:30 PM to 5:30 PM PHF	17	351	9	45	456	25	6	9	21	50	20	39	109 0.91	1,048
													36 0.75	

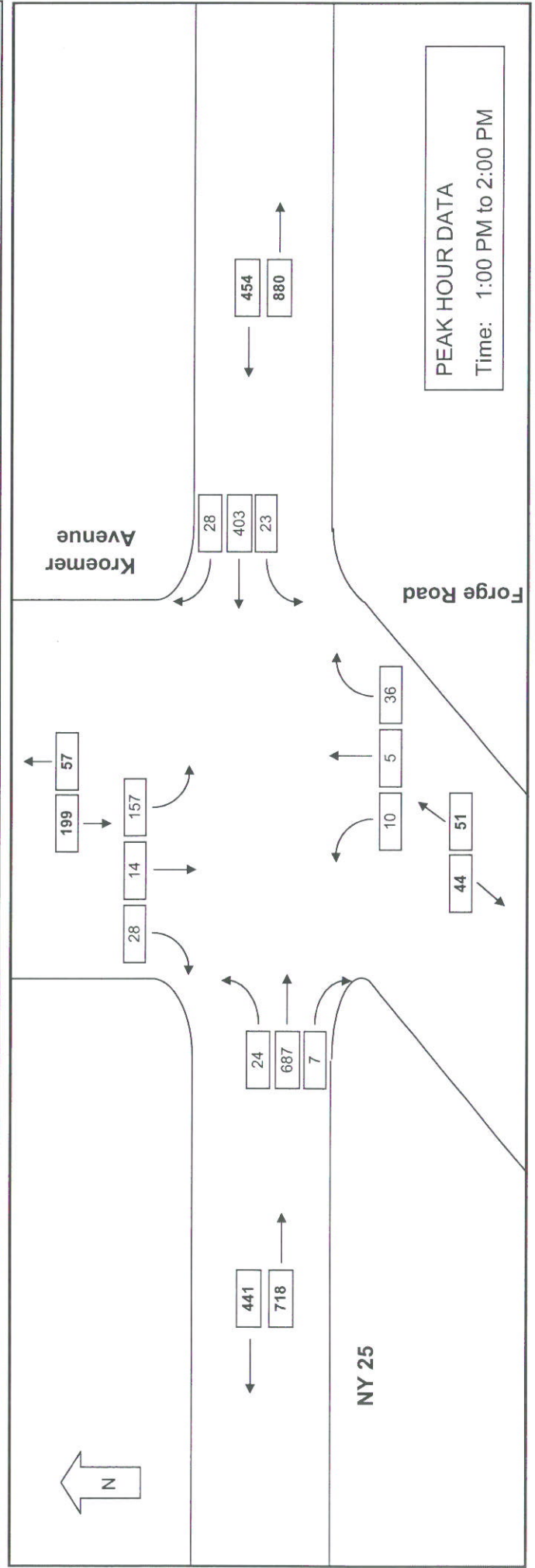


**NY 25 & Kroemer Avenue/Forge Road
Riverhead, NY**

ESCHBACHER VHB

Date Collected: 10/13/2007 (Saturday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
11:00 AM	11	94	0	105	4	86	5	95	2	1	11	14	19	6	6	31	245	
11:15 AM	8	113	1	122	4	69	7	80	1	1	4	6	9	2	4	15	223	
11:30 AM	7	124	4	135	4	75	8	87	3	1	11	15	44	2	5	51	288	
11:45 AM	8	134	3	145	5	88	17	110	4	3	6	13	36	8	7	51	319	
12:00 PM	4	158	1	163	6	101	11	118	4	0	16	20	42	3	5	50	351	
12:15 PM	3	156	1	160	6	89	9	104	4	1	9	14	35	5	4	44	322	
12:30 PM	4	132	1	137	5	69	3	77	2	2	8	12	34	3	7	44	270	
12:45 PM	7	137	1	145	3	71	5	79	3	3	11	17	24	4	4	32	273	
1:00 PM	5	169	0	174	4	98	4	106	3	0	11	14	33	4	4	41	335	
1:15 PM	6	185	3	174	9	90	5	104	3	1	8	12	34	4	8	46	336	
1:30 PM	5	183	4	192	3	104	12	119	2	4	8	14	43	4	13	60	385	
1:45 PM	8	170	0	178	7	111	7	125	2	0	9	11	47	2	3	52	366	
2:00 PM	10	135	0	145	11	105	7	123	1	1	8	10	33	5	9	47	325	
2:15 PM	2	141	0	143	9	111	6	126	0	5	10	15	36	6	10	52	336	
2:30 PM	4	142	1	147	3	126	5	134	0	2	12	14	38	3	1	42	337	
2:45 PM	7	138	2	147	3	96	8	107	5	1	5	11	35	2	4	41	306	
Peak Hour 1:00 PM to 2:00 PM PHF	24	687	7	718 0.93	23	403	28	454 0.91	10	5	36	51 0.91	157	14	28	199 0.83	1,422	



ATTACHMENT 3

Accident Data

[illegible]

NYSDOT Safety Information Management System Accident Verbal Description Report

Date: 12/12/06 07:52
Page: 1

All Accidents (Links & Nodes)

Complete Accident Data Only Available thru 31-DEC-2003

Regn/Cnty: 02 SUFFOLK Municipality: 55 T RIVERHEAD
Route: CR58 Links: 52907 - 52908 thru 52909 - 52910

Dates: JAN-01-2001 - DEC-31-2003

*** Node: 52907 OLD COUNTRY RD RMP IN495 TO CR58 ***

✓ MAY-26-2002 SUN Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2002-30562236
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: RIGHT ANGLE Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2926 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 58 Sex: FEMALE Citation Issued: NO
 Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3441 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 53 Sex: MALE Citation Issued: NO
 Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PASSING OR LANE USAGE IMPROPERLY UNKNOWN

*** Link: 52907 - 52908 OLD COUNTRY RD ***

✓ OCT-07-2001 SUN 12:51PM
 Accident Class: NON-REPORTABLE

Police Agency: RIVERHEAD TOWN PD

Case: 2001-30142749
Num of Veh: 2

*** Link: 52908 - 52909 OLD COUNTRY RD ***

✓ APR-15-2001 SUN 06:00AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2001-1218669
 Accident Class: INJURY Police Agency: NOT ENTERED Num of Veh: 1
 Type of Accident: COLLISION WITH FIRE HYDRANT Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAWN
 Loc. of Ped/Bicycle: NOT ENTERED Action of Ped/Bicycle: NOT ENTERED

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2388 State of Registration: UNKNOWN
 Num of Occupants: 1 Driver's Age: 26 Sex: UNKNOWN Citation Issued: NO
 Direction of Travel: EAST Public Property Damage: YES School Bus Involved: NO
 Pre-Accd Action: GOING STRAIGHT AHEAD Second Event: COLL. W/LIGHT SUPPORT/UTILITY POLE
 Apparent Factors: UNSAFE SPEED GLARE

✓ JUL-16-2001 MON 08:00AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2001-1363666

NYSDOT Safety Information Management System Accident Verbal Description Report All Accidents (Links & Nodes)

Complete Accident Data Only Available thru 31-DEC-2003

Reqn/Cnty: 02 SUFFOLK Municipality: 55 T RIVERHEAD
Route: CR58 Links: 52907 - 52908 thru 52909 - 52910

Dates: JAN-01-2001 - DEC-31-2003

*** Link: 52908 - 52909 OLD COUNTRY RD (Continued) ***

Accident Class: PROPERTY DAMAGE		Police Agency: NOT ENTERED		Num of Veh:	
Type of Accident: COLLISION WITH MOTOR VEHICLE		Traffic Control: NONE			
Manner of Collision: LEFT TURN (AGAINST OTHER CAR)		Weather: CLEAR			
Road Surface Condition: DRY		Road Char.: STRAIGHT AND LEVEL		Light Condition: DAYLIGHT	
Loc. of Ped/Bicycle: NOT ENTERED		Action of Ped/Bicycle: NOT ENTERED			
Veh: 1					
CAR/VAN/PICKUP	Registered Weight: UNKNOWN	Sex: UNKNOWN	State of Registration: UNKNOWN	Citation Issued: NO	
Num of Occupants: 1	Driver's Age: 53		School Bus Involved: NO		
Direction of Travel: EAST	Public Property Damage: NO				
Pre-Accd Action: GOING STRAIGHT AHEAD		UNKNOWN			
Apparent Factors:UNKNOWN					
Veh: 2					
CAR/VAN/PICKUP	Registered Weight: 4070	Sex: UNKNOWN	State of Registration: UNKNOWN	Citation Issued: NO	
Num of Occupants: 2	Driver's Age: 75		School Bus Involved: NO		
Direction of Travel: NORTH-WEST	Public Property Damage: NO				
Pre-Accd Action: MAKING LEFT TURN		UNKNOWN			
Apparent Factors:FAILURE TO YIELD RIGHT OF WAY					
-22-2001 SUN 04:00PM Persons Killed: 0 Persons Injured: 1 Case: 2001-1375101					
Accident Class: INJURY	Police Agency: NOT ENTERED	Extent of Injuries: C		Num of Veh: 3	
Type of Accident: COLLISION WITH MOTOR VEHICLE		Traffic Control: NO PASSING ZONE			
Manner of Collision: OTHER		Weather: CLEAR			
Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEVEL	Light Condition: DAYLIGHT			
Loc. of Ped/Bicycle: NOT ENTERED	Action of Ped/Bicycle: NOT ENTERED				
Veh: 1					
CAR/VAN/PICKUP	Registered Weight: 2388	Sex: UNKNOWN	State of Registration: UNKNOWN	Citation Issued: NO	
Num of Occupants: 1	Driver's Age: 22		School Bus Involved: NO		
Direction of Travel: WEST	Public Property Damage: NO				
Pre-Accd Action: SLOWED OR STOPPING		UNKNOWN			
Apparent Factors:FOLLOWING TOO CLOSELY					
Veh: 2					
CAR/VAN/PICKUP	Registered Weight: 3220	Sex: UNKNOWN	State of Registration: UNKNOWN	Citation Issued: NO	
Num of Occupants: 1	Driver's Age: 36		School Bus Involved: NO		
Direction of Travel: WEST	Public Property Damage: NO				
Pre-Accd Action: STOPPED IN TRAFFIC		UNKNOWN			
Apparent Factors:UNKNOWN					
Veh: 3					
CAR/VAN/PICKUP	Registered Weight: 2354	Sex: UNKNOWN	State of Registration: UNKNOWN	Citation Issued: NO	
Num of Occupants: 1	Driver's Age: 36		School Bus Involved: NO		
Direction of Travel: WEST	Public Property Damage: NO				
Pre-Accd Action: STOPPED IN TRAFFIC		UNKNOWN			
Apparent Factors:UNKNOWN					
JUL-31-2001 TUE 01:00PM Persons Killed: 0 Persons Injured: 1 Case: 2001-1391205					
		Extent of Injuries: B		Num of Veh: 2	

NYSDOT Safety Information Management System
Accident Verbal Description Report

All Accidents (Links & Nodes)

Complete Accident Data Only Available thru 31-DEC-2003

Reqn/Cnty: 02 SUFFOLK Municipality: 55 T RIVERHEAD
Route: CR58 Links: 52907 - 52908 thru 52909 - 52910

Dates: JAN-01-2001 - DEC-31-2003

*** Link: 52908 - 52909 OLD COUNTRY RD (Continued) ***

Accident Class: INJURY Police Agency: NOT ENTERED Num of Veh: 1
Type of Accident: COLLISION WITH PEDESTRIAN Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: CROSSING, NO SIGNAL OR CROSSWALK

Veh: 1 OTHER Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: 1 Driver's Age: 24 Sex: UNKNOWN Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN

Veh: 2 PEDESTRIAN Registered Weight: N/A State of Registration: N/A
Num of Occupants: N/A Pedestrian's Age: 24 Sex: UNKNOWN Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: PEDESTRIAN'S ERROR/CONFUSION

MAR-05-2002 TUE 07:02PM Police Agency: RIVERHEAD TOWN PD Case: 2002-30453826
Accident Class: NON-REPORTABLE Num of Veh: 2

SEP-06-2002 FRI 01:12PM Persons Injured: 2 Extent of Injuries: AC Case: 2002-30696362
Accident Class: INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: OTHER ACTIONS IN ROADWAY

Veh: 1 MOTORCYCLE Registered Weight: 445 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: FEMALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2766 State of Registration: NY
Num of Occupants: 3 Driver's Age: 19 Sex: MALE Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC Second Event: COLLISION WITH MOTOR VEHICLE
Apparent Factors: DRIVER INATTENTION

Veh: 3 CAR/VAN/PICKUP Registered Weight: 3171 State of Registration: NY
Num of Occupants: 1 Driver's Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: PARKED

NYSDOT Safety Information Management System
Accident Verbal Description Report

All Accidents (Links & Nodes)

Complete Accident Data Only Available thru 31-DEC-2003

Reqn/Cnty: 02 SUFFOLK Municipality: 55 T RIVERHEAD
Route: CR58 Links: 52907 - 52908 thru 52909 - 52910

Dates: JAN-01-2001 - DEC-31-2003

*** Link: 52908 - 52909 OLD COUNTRY RD (Continued) ***

Apparent Factors: UNKNOWN

UNKNOWN

Veh: 4 PEDESTRIAN Registered Weight: N/A State of Registration: N/A
Num of Occupants: N/A Pedestrian's Age: 19 Citation Issued: NO
Direction of Travel: NOT APPLICABLE Public Property Damage: NO Sex: MALE School Bus Involved: NO
Pre-Accd Action: NOT ENTERED
Apparent Factors: UNKNOWN

DEC-20-2002 FRI 10:57PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A Case: 2002-30809273
Accident Class: INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH OTHER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 5686 State of Registration: NY
Num of Occupants: 1 Driver's Age: 30 Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO Sex: MALE School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED

PAVEMENT SLIPPERY

JAN-24-2003 FRI 09:54AM
Accident Class: NON-REPORTABLE

Police Agency: NOT ENTERED

Case: 2003-30846072
Num of Veh: 0

*** Node: 52909 KOEMER AVE OLD COUNTRY RD ***

JAN-02-2001 TUE 04:00PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2001-1102844
Accident Class: INJURY Police Agency: NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT ENTERED Action of Ped/Bicycle: NOT ENTERED

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2996 State of Registration: UNKNOWN
Num of Occupants: 1 Driver's Age: 26 Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO Sex: UNKNOWN School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN

UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 7927 State of Registration: UNKNOWN
Num of Occupants: 1 Driver's Age: 35 Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO Sex: UNKNOWN School Bus Involved: NO

NYSDOT Safety Information Management System
Accident Verbal Description Report
All Accidents (Links & Nodes)
Complete Accident Data Only Available thru 31-DEC-2003

Date: 12/12/06 07:52
Page: 5Reqn/Cnty: 02 SUFFOLK Municipality: 55 T RIVERHEAD
Route: CR58 Links: 52907 - 52908 thru 52909 - 52910

Dates: JAN-01-2001 - DEC-31-2003

*** Node: 52909 KOEWER AVE OLD COUNTRY RD (Continued) ***

Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY

UNKNOWN

✓ FEB-10-2001 SAT 04:00PM Persons Killed: 0 Persons Injured: 5 Extent of Injuries: CCCCC Case: 2001-1148670
Accident Class: INJURY Police Agency: NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT ENTERED Action of Ped/Bicycle: NOT ENTERED

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2716 State of Registration: UNKNOWN
Num of Occupants: 3 Driver's Age: 55 Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2831 State of Registration: UNKNOWN
Num of Occupants: 2 Driver's Age: 16 Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY

UNKNOWN

✓ MAY-31-2001 THU 08:00AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2001-30049894
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3354 State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Citation Issued: NO
Direction of Travel: SOUTH-WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: VIEW OBSTRUCTED/LIMITED

UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3068 State of Registration: NY
Num of Occupants: 1 Driver's Age: 51 Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY

UNKNOWN

✓ JUN-09-2001 SAT 11:00AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2001-1277249
Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED Num of Veh: 2

NYSDOT Safety Information Management System
Accident Verbal Description Report
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Reqn/Cnty: 02 SUFFOLK Municipality: 55 T RIVERHEAD
Route: CR58 Links: 52907 - 52908 thru 52909 - 52910
Dates: JAN-01-2001 - DEC-31-2003

*** Node: 52909 KOEMER AVE OLD COUNTRY RD (Continued) ***

Type of Accident: COLLISION WITH MOTOR VEHICLE	Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END	Weather: CLEAR
Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEVEL
Loc. of Ped/Bicycle: NOT ENTERED	Action of Ped/Bicycle: NOT ENTERED

Veh: 1	CAR/VAN/PICKUP	Registered Weight: 3485	State of Registration: UNKNOWN
	Num of Occupants: 2	Driver's Age: 21	Citation Issued: NO
	Direction of Travel: WEST	Public Property Damage: NO	Sex: UNKNOWN
	Pre-Accd Action: MAKING LEFT TURN		School Bus Involved: NO
	Apparent Factors: PASSING OR LANE USAGE IMPROPERLY		UNKNOWN

Veh: 2	CAR/VAN/PICKUP	Registered Weight: 4425	State of Registration: UNKNOWN
	Num of Occupants: 2	Driver's Age: 67	Citation Issued: NO
	Direction of Travel: WEST	Public Property Damage: NO	Sex: UNKNOWN
	Pre-Accd Action: GOING STRAIGHT AHEAD		School Bus Involved: NO
	Apparent Factors: UNKNOWN		UNKNOWN

✓ OCT-11-2001 THU 04:54PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2001-30139928
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2

Type of Accident: COLLISION WITH MOTOR VEHICLE	Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR)	Weather: CLEAR
Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEVEL
Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1	CAR/VAN/PICKUP	Registered Weight: 2866	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 22	Citation Issued: NO
	Direction of Travel: EAST	Public Property Damage: NO	Sex: FEMALE
	Pre-Accd Action: GOING STRAIGHT AHEAD		School Bus Involved: NO
	Apparent Factors: NOT APPLICABLE		UNKNOWN

Veh: 2	CAR/VAN/PICKUP	Registered Weight: 3344	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 18	Citation Issued: NO
	Direction of Travel: WEST	Public Property Damage: NO	Sex: MALE
	Pre-Accd Action: MAKING LEFT TURN		School Bus Involved: NO
	Apparent Factors: FAILURE TO YIELD RIGHT OF WAY		GLARE

*** Link: 52909 - 52910 OLD COUNTRY RD ***

✓ JAN-02-2001 TUE 03:00PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2001-1102845
Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED Num of Veh: 3

Type of Accident: COLLISION WITH MOTOR VEHICLE	Traffic Control: NONE
Manner of Collision: OTHER	Weather: CLEAR
Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEVEL
	Light Condition: DAYLIGHT

NYS DOT Safety Information Management System
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Reqn/Cnty: 02 SUFFOLK Municipality: 55 T RIVERHEAD
Route: CR58 Links: 52907 - 52908 thru 52909 - 52910

Dates: JAN-01-2001 - DEC-31-2003

*** Link: 52909 - 52910 OLD COUNTRY RD (Continued) ***

Loc. of Ped/Bicycle: NOT ENTERED		Action of Ped/Bicycle: NOT ENTERED	
Veh: 1	TRUCK	Registered Weight: 15000	State of Registration: UNKNOWN
	Num of Occupants: 1	Driver's Age: 60	Sex: UNKNOWN
	Direction of Travel: WEST	Public Property Damage: NO	Citation Issued: NO
	Pre-Accd Action: STOPPED IN TRAFFIC		School Bus Involved: NO
	Apparent Factors: UNKNOWN		UNKNOWN
Truck/Bus Clsf.: UNKNOWN			
Veh: 2	CAR/VAN/PICKUP	Registered Weight: 8500	State of Registration: UNKNOWN
	Num of Occupants: 1	Driver's Age: 25	Sex: UNKNOWN
	Direction of Travel: WEST	Public Property Damage: NO	Citation Issued: NO
	Pre-Accd Action: SLOWED OR STOPPING		School Bus Involved: NO
	Apparent Factors: FOLLOWING TOO CLOSELY		UNKNOWN
Veh: 3	CAR/VAN/PICKUP	Registered Weight: 3225	State of Registration: UNKNOWN
	Num of Occupants: 1	Driver's Age: 57	Sex: UNKNOWN
	Direction of Travel: WEST	Public Property Damage: NO	Citation Issued: NO
	Pre-Accd Action: SLOWED OR STOPPING		School Bus Involved: NO
	Apparent Factors: FOLLOWING TOO CLOSELY		UNKNOWN
JAN-08-2001		MON 05:00PM	Persons Killed: 0
Accident Class: INJURY		Persons Injured: 1	Extent of Injuries: C
Type of Accident: COLLISION WITH MOTOR VEHICLE		Police Agency: NOT ENTERED	Case: 2001-1110848
Manner of Collision: REAR END		Traffic Control: TRAFFIC SIGNAL	Num of Veh: 2
Road Surface Condition: WET		Weather: RAIN	
Loc. of Ped/Bicycle: NOT ENTERED		Road Char.: STRAIGHT AND LEVEL	Light Condition: DARK-ROAD LIGHTED
		Action of Ped/Bicycle: NOT ENTERED	
Veh: 1	CAR/VAN/PICKUP	Registered Weight: 3484	State of Registration: UNKNOWN
	Num of Occupants: 1	Driver's Age: 23	Sex: UNKNOWN
	Direction of Travel: WEST	Public Property Damage: NO	Citation Issued: NO
	Pre-Accd Action: GOING STRAIGHT AHEAD		School Bus Involved: NO
	Apparent Factors: DRIVER INATTENTION		PAVEMENT SLIPPERY
Veh: 2	CAR/VAN/PICKUP	Registered Weight: 5	State of Registration: UNKNOWN
	Num of Occupants: 1	Driver's Age: 28	Sex: UNKNOWN
	Direction of Travel: WEST	Public Property Damage: NO	Citation Issued: NO
	Pre-Accd Action: SLOWED OR STOPPING		School Bus Involved: NO
	Apparent Factors: UNKNOWN		UNKNOWN
JUN-25-2001		MON	Case: 2001-1314064
Accident Class: NON-REPORTABLE		Police Agency: NOT ENTERED	Num of Veh: UNKNOWN

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Reqn/Cnty: 02 SUFFOLK Municipality: 55 T RIVERHEAD
Route: CR58 Links: 52907 - 52908 thru 52909 - 52910

Dates: JAN-01-2001 - DEC-31-2003

*** Link: 52909 - 52910 OLD COUNTRY RD (Continued) ***

✓ JUN-30-2001 SAT 02:00PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2001-1333834
Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT ENTERED Action of Ped/Bicycle: NOT ENTERED

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3057 State of Registration: UNKNOWN
Num of Occupants: 2 Driver's Age: 51 Sex: UNKNOWN Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: 2 Driver's Age: 20 Sex: UNKNOWN Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNSAFE SPEED

Veh: 3 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: 1 Driver's Age: 45 Sex: UNKNOWN Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN

✓ JUL-03-2001 TUE 06:00PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC Case: 2001-1339511
Accident Class: INJURY Police Agency: NOT ENTERED Num of Veh: 1
Type of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT ENTERED Action of Ped/Bicycle: NOT ENTERED

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3885 State of Registration: UNKNOWN
Num of Occupants: 2 Driver's Age: 79 Sex: UNKNOWN Citation Issued: NO
Direction of Travel: EAST Public Property Damage: YES School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: OTHER (HUMAN)

✓ JUL-04-2001 WED 01:00PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2001-1341427
Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT ENTERED Action of Ped/Bicycle: NOT ENTERED

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Route: CR58 Links: 52907 - 52908 thru 52909 - 52910

Dates: JAN-01-2001 - DEC-31-2003

*** Link: 52909 - 52910 OLD COUNTRY RD (Continued) ***

Veh: 1	CAR/VAN/PICKUP	Registered Weight: 2926	State of Registration: UNKNOWN
	Num of Occupants: 2	Driver's Age: 47	Sex: UNKNOWN
	Direction of Travel: EAST	Public Property Damage: NO	Citation Issued: NO
	Pre-Accd Action: GOING STRAIGHT AHEAD		School Bus Involved: NO
	Apparent Factors: UNKNOWN		UNKNOWN
Veh: 2	CAR/VAN/PICKUP	Registered Weight: 2689	State of Registration: UNKNOWN
	Num of Occupants: 2	Driver's Age: 33	Sex: UNKNOWN
	Direction of Travel: EAST	Public Property Damage: NO	Citation Issued: NO
	Pre-Accd Action: GOING STRAIGHT AHEAD		School Bus Involved: NO
	Apparent Factors: FOLLOWING TOO CLOSELY		UNKNOWN
JUL-22-2001 SUN 12:00PM Persons Killed: 0 Persons Injured: 0 Case: 2001-1375104			
	Accident Class: PROPERTY DAMAGE	Police Agency: NOT ENTERED	Num of Veh: 2
	Type of Accident: COLLISION WITH MOTOR VEHICLE	Traffic Control: NONE	
	Manner of Collision: REAR END	Weather: CLEAR	
	Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEVEL	Light Condition: DAYLIGHT
	Loc. of Ped/Bicycle: NOT ENTERED	Action of Ped/Bicycle: NOT ENTERED	
Veh: 1	CAR/VAN/PICKUP	Registered Weight: 2979	State of Registration: UNKNOWN
	Num of Occupants: 2	Driver's Age: 73	Sex: UNKNOWN
	Direction of Travel: EAST	Public Property Damage: NO	Citation Issued: NO
	Pre-Accd Action: GOING STRAIGHT AHEAD		School Bus Involved: NO
	Apparent Factors: UNKNOWN		UNKNOWN
Veh: 2	CAR/VAN/PICKUP	Registered Weight: 2918	State of Registration: UNKNOWN
	Num of Occupants: 1	Driver's Age: 60	Sex: UNKNOWN
	Direction of Travel: EAST	Public Property Damage: NO	Citation Issued: NO
	Pre-Accd Action: GOING STRAIGHT AHEAD		School Bus Involved: NO
	Apparent Factors: DRIVER INATTENTION		UNKNOWN
JUL-29-2001 SUN 01:00PM Persons Killed: 0 Persons Injured: 0 Case: 2001-1387940			
	Accident Class: PROPERTY DAMAGE	Police Agency: NOT ENTERED	Num of Veh: 2
	Type of Accident: COLLISION WITH MOTOR VEHICLE	Traffic Control: NO PASSING ZONE	
	Manner of Collision: OVERTAKING	Weather: CLOUDY	
	Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEVEL	Light Condition: DAYLIGHT
	Loc. of Ped/Bicycle: NOT ENTERED	Action of Ped/Bicycle: NOT ENTERED	
Veh: 1	CAR/VAN/PICKUP	Registered Weight: 2443	State of Registration: UNKNOWN
	Num of Occupants: 1	Driver's Age: 24	Sex: UNKNOWN
	Direction of Travel: EAST	Public Property Damage: NO	Citation Issued: NO
	Pre-Accd Action: AVOIDING OBJECT IN ROADWAY		School Bus Involved: NO
	Apparent Factors: UNKNOWN		UNKNOWN

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Route: CR58 Links: 52907 - 52908 thru 52909 - 52910

*** Link: 52909 - 52910 OLD COUNTRY RD (Continued) ***

Veh: 2	CAR/VAN/PICKUP	Registered Weight: 3676	State of Registration: UNKNOWN
	Num of Occupants: 6	Driver's Age: 38	Citation Issued: NO
	Direction of Travel: EAST	Public Property Damage: NO	School Bus Involved: NO
	Pre-Accd Action: OVERTAKING		
	Apparent Factors: PASSING OR LANE USAGE IMPROPERLY		
		UNKNOWN	
SEP-09-2001	SUN 04:07PM	Persons Killed: 0	Extent of Injuries: CC
	Accident Class: PROPERTY DAMAGE AND INJURY	Police Agency: SUFFOLK CO SHERIFF DEPT	Case: 2001-30083179
	Type of Accident: COLLISION WITH MOTOR VEHICLE	Traffic Control: TRAFFIC SIGNAL	Num of Veh: 3
	Manner of Collision: OTHER	Weather: CLEAR	
	Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEVEL	Light Condition: DAYLIGHT
	Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE	
Veh: 1	CAR/VAN/PICKUP	Registered Weight: 5144	State of Registration: NY
	Num of Occupants: 7	Driver's Age: 34	Citation Issued: NO
	Direction of Travel: WEST	Public Property Damage: NO	School Bus Involved: NO
	Pre-Accd Action: SLOWED OR STOPPING		
	Apparent Factors: UNKNOWN		
		UNKNOWN	
Veh: 2	CAR/VAN/PICKUP	Registered Weight: 2238	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 60	Citation Issued: NO
	Direction of Travel: WEST	Public Property Damage: NO	School Bus Involved: NO
	Pre-Accd Action: SLOWED OR STOPPING		
	Apparent Factors: UNKNOWN		
		UNKNOWN	
Veh: 3	CAR/VAN/PICKUP	Registered Weight: 2600	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 26	Citation Issued: NO
	Direction of Travel: WEST	Public Property Damage: NO	School Bus Involved: NO
	Pre-Accd Action: SLOWED OR STOPPING		
	Apparent Factors: DRIVER INATTENTION		
		UNKNOWN	
SEP-14-2001	FRI 07:14PM	Police Agency: RIVERHEAD TOWN PD	Case: 2001-30082576
	Accident Class: NON-REPORTABLE		Num of Veh: UNKNOWN
NOV-03-2001	SAT 05:00PM	Persons Killed: 0	Extent of Injuries:
	Accident Class: PROPERTY DAMAGE	Police Agency: RIVERHEAD SP	Case: 2001-30225595
	Type of Accident: COLLISION WITH MOTOR VEHICLE	Traffic Control: NONE	Num of Veh: 2
	Manner of Collision: REAR END	Weather: CLOUDY	
	Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEVEL	Light Condition: DUSK
	Loc. of Ped/Bicycle: NOT APPLICABLE	Action of Ped/Bicycle: NOT APPLICABLE	
Veh: 1	CAR/VAN/PICKUP	Registered Weight: 2572	State of Registration: NY

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Route: CR58 Links: 52907 - 52908 thru 52909 - 52910

Dates: JAN-01-2001 - DEC-31-2003

*** Link: 52909 - 52910 OLD COUNTRY RD (Continued) ***

Num of Occupants: 1	Driver's Age: 19	Sex: MALE	Citation Issued: NO
Direction of Travel: WEST	Public Property Damage: NO	School Bus Involved: NO	
Pre-Accd Action: OTHER			
Apparent Factors: OTHER (VEHICLE)		UNKNOWN	
 Veh: 2	 CAR/VAN/PICKUP		
Num of Occupants: 1	Registered Weight: 2610	State of Registration: NY	
Direction of Travel: WEST	Driver's Age: 17	Citation Issued: NO	
Pre-Accd Action: GOING STRAIGHT AHEAD	Public Property Damage: NO	School Bus Involved: NO	
Apparent Factors: FOLLOWING TOO CLOSELY		UNSAFE SPEED	

✓ MAY-09-2002 THU 02:56PM Case: 2002-30577936
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: UNKNOWN

✓ JUL-24-2002 WED 11:13AM Persons Killed: 0 Persons Injured: 4 Extent of Injuries: CCCC Case: 2002-30658539
Accident Class: INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: OTHER
Road Surface Condition: DRY Traffic Control: NO PASSING ZONE
Loc. of Ped/Bicycle: NOT APPLICABLE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1	CAR/VAN/PICKUP	Registered Weight: 2470	State of Registration: NY
Num of Occupants: 2	Driver's Age: 59	Sex: FEMALE	Citation Issued: NO
Direction of Travel: EAST	Public Property Damage: NO	School Bus Involved: NO	
Pre-Accd Action: SLOWED OR STOPPING			
Apparent Factors: NOT APPLICABLE		NOT APPLICABLE	

Veh: 2	CAR/VAN/PICKUP	Registered Weight: 3001	State of Registration: NY
Num of Occupants: 2	Driver's Age: 46	Sex: FEMALE	Citation Issued: NO
Direction of Travel: EAST	Public Property Damage: NO	School Bus Involved: NO	
Pre-Accd Action: SLOWED OR STOPPING			
Apparent Factors: NOT APPLICABLE		NOT APPLICABLE	

Veh: 3	CAR/VAN/PICKUP	Registered Weight: 3211	State of Registration: NY
Num of Occupants: 2	Driver's Age: 55	Sex: FEMALE	Citation Issued: NO
Direction of Travel: EAST	Public Property Damage: NO	School Bus Involved: NO	
Pre-Accd Action: SLOWED OR STOPPING			
Apparent Factors: FOLLOWING TOO CLOSELY		NOT APPLICABLE	

✓ JUL-26-2002 FRI 03:18PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BB Case: 2002-30660827
Accident Class: INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: REAR END Traffic Control: NO PASSING ZONE
Weather: CLEAR

OCT-21-2002	MON 02:00PM	Persons Killed: 0	Persons Injured: 2	Extent of Injuries: CC	Case: 2002-2107928
	Accident Class: INJURY		Police Agency: NOT ENTERED		Num of Veh: 2

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Reqn/Cntv: 02 SUFFOLK Municipality: 55 T RIVERHEAD
Route: CR58 Links: 52907 - 52908 thru 52909 - 52910

Dates: JAN-01-2001 - DEC-31-2003

*** Link: 52909 - 52910 OLD COUNTRY RD (Continued) ***

Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT ENTERED Action of Ped/Bicycle: NOT ENTERED

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: UNKNOWN Driver's Age: UNKNOWN Sex: UNKNOWN Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: UNKNOWN Driver's Age: UNKNOWN Sex: UNKNOWN Citation Issued: YES
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION

FATIGUED/DROWSY

NOV-04-2002 MON 02:40PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2002-30765456
Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: OTHER
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 6700 State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 5000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 33 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN

JUN-29-2003 SUN 05:04PM Persons Killed: 0 Persons Injured: 4 Extent of Injuries: CCCC Case: 2003-30957083
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 4
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3596 State of Registration: NY

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Route: CR58 Links: 52907 - 52908 thru 52909 - 52910

Dates: JAN-01-2001 - DEC-31-2003

*** Link: 52909 - 52910 OLD COUNTRY RD (Continued) ***

Num of Occupants: 2 Driver's Age: 31 Sex: MALE Citation Issued: NO
 Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY

UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3668 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 31 Sex: MALE Citation Issued: NO
 Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE

UNKNOWN

Veh: 3 CAR/VAN/PICKUP Registered Weight: 3015 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 30 Sex: MALE Citation Issued: NO
 Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE

UNKNOWN

Veh: 4 CAR/VAN/PICKUP Registered Weight: 2847 State of Registration: NY
 Num of Occupants: 4 Driver's Age: 47 Sex: MALE Citation Issued: NO
 Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE

UNKNOWN

✓ AUG-23-2003 SAT 12:49PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2003-30999199
 Accident Class: INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN State of Registration: NJ
 Num of Occupants: 1 Driver's Age: 42 Sex: FEMALE Citation Issued: NO
 Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
 Pre-Accd Action: OVERTAKING
 Apparent Factors: PASSING OR LANE USAGE IMPROPERLY

DRIVER INATTENTION

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3997 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 47 Sex: FEMALE Citation Issued: NO
 Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE

UNKNOWN

✓ DEC-08-2003 MON 02:20PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2003-31080624
 Accident Class: INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2

Dates: JAN-01-2001 - DEC-31-2003

Type of Accident:	COLLISION WITH MOTOR VEHICLE	Traffic Control:	NONE
Manner of Collision:	REAR END	Weather:	CLEAR
Road Surface Condition:	SLUSH	Road Char.:	STRAIGHT AND LEVEL
Loc. of Ped/Bicycle:	NOT APPLICABLE	Action of Ped/Bicycle:	NOT APPLICABLE
			Light Condition: DAYLIGHT

Veh: 2 TRUCK Registered Weight: UNKNOWN State of Registration: NJ
 Num of Occupants: 2 Driver's Age: 58 Sex: MALE Citation Issued: NO
 Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
 Pre-Accd Action: SLOWED OR STOPPING UNKNOWN
 Apparent Factors: FOLLOWING TOO CLOSELY
 Truck/Bus Clsf.: NOT ENTERED

*** Node: 52910 MILL RD OLD COUNTRY RD ***

Veh: 1	CAR/VAN/PICKUP	Registered Weight: UNKNOWN	State of Registration: UNKNOWN
	Num of Occupants: 1	Driver's Age: 70	Citation Issued: NO
	Direction of Travel: EAST	Public Property Damage: NO	Sex: UNKNOWN
	Pre-Accd Action: GOING STRAIGHT AHEAD		School Bus Involved: NO
	Apparent Factors: UNKNOWN		UNKNOWN

JAN-09-2001 TUE 08:00AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C
 Accident Class: INJURY Police Agency: NOT ENTERED Num of Veh: 2
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: CLOUDY

NYSDOT Safety Information Management System Accident Verbal Description Report All Accidents (Links & Nodes)

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Complete Accident Data Only Available thru 31-DEC-2003

Reqn/Cnty: 02 SUFFOLK Municipality: 55 T RIVERHEAD Dates: JAN-01-2001 - DEC-31-2003
Route: CR58 Links: 52907 - 52908 thru 52909 - 52910

*** Node: 52910 MILL RD OLD COUNTRY RD (Continued) ***

Road Surface Condition: SNOW/ICE		Road Char.: STRAIGHT AND LEVEL	Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT ENTERED		Action of Ped/Bicycle: NOT ENTERED	
Veh: 1	CAR/VAN/PICKUP	Registered Weight: 2246	State of Registration: UNKNOWN
	Num of Occupants: UNKNOWN	Driver's Age: 46	Citation Issued: NO
	Direction of Travel: EAST	Public Property Damage: NO	School Bus Involved: NO
	Pre-Accd Action: MAKING RIGHT TURN		
	Apparent Factors: UNKNOWN		
Veh: 2	OTHER	Registered Weight: UNKNOWN	State of Registration: UNKNOWN
	Num of Occupants: UNKNOWN	Driver's Age: 39	Citation Issued: NO
	Direction of Travel: EAST	Public Property Damage: NO	School Bus Involved: NO
	Pre-Accd Action: GOING STRAIGHT AHEAD		
	Apparent Factors: UNKNOWN		
JAN-17-2001 WED 10:00AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2001-1121215 Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED Num of Veh: 2 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL Manner of Collision: RIGHT ANGLE Weather: CLEAR Road Surface Condition: WET Light Condition: DAYLIGHT Loc. of Ped/Bicycle: NOT ENTERED Action of Ped/Bicycle: NOT ENTERED			
Veh: 1	CAR/VAN/PICKUP	Registered Weight: 4096	State of Registration: UNKNOWN
	Num of Occupants: 1	Driver's Age: 45	Citation Issued: NO
	Direction of Travel: EAST	Public Property Damage: NO	School Bus Involved: NO
	Pre-Accd Action: GOING STRAIGHT AHEAD		
	Apparent Factors: UNKNOWN		
Veh: 2	CAR/VAN/PICKUP	Registered Weight: 4209	State of Registration: UNKNOWN
	Num of Occupants: 1	Driver's Age: 65	Citation Issued: NO
	Direction of Travel: SOUTH	Public Property Damage: NO	School Bus Involved: NO
	Pre-Accd Action: GOING STRAIGHT AHEAD		
	Apparent Factors: UNKNOWN		
JAN-29-2001 MON 07:00AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2001-1134632 Accident Class: INJURY Police Agency: NOT ENTERED Num of Veh: 2 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL Manner of Collision: REAR END Weather: CLEAR Road Surface Condition: DRY Light Condition: DAYLIGHT Loc. of Ped/Bicycle: NOT ENTERED Action of Ped/Bicycle: NOT ENTERED			
Veh: 1	CAR/VAN/PICKUP	Registered Weight: 2434	State of Registration: UNKNOWN
	Num of Occupants: 1	Driver's Age: 66	Citation Issued: NO
	Direction of Travel: EAST	Public Property Damage: NO	School Bus Involved: NO

NYSDOT Safety Information Management System Accident Verbal Description Report All Accidents (Links & Nodes)

Complete Accident Data Only Available thru 31-DEC-2003

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Reqn/Cnty: 02 SUFFOLK	Municipality: 55 T RIVERHEAD	Dates: JAN-01-2001 - DEC-31-2003
Route: CR58	Links: 52907 - 52908 thru 52909 - 52910	
*** Node: 52910 MILL RD OLD COUNTRY RD (Continued) ***		
Pre-Accd Action: STOPPED IN TRAFFIC		
Apparent Factors: UNKNOWN		
Veh: 2	CAR/VAN/PICKUP	Registered Weight: 2925
	Num of Occupants: 2	Driver's Age: 48
	Direction of Travel: EAST	Public Property Damage: NO
	Pre-Accd Action: GOING STRAIGHT AHEAD	
	Apparent Factors: DRIVER INATTENTION	
		State of Registration: UNKNOWN
		Citation Issued: NO
		School Bus Involved: NO
		UNKNOWN
		Case: 2001-0873405
		Num of Veh: UNKNOWN
✓ FEB-21-2001	WED	
	Accident Class: NON-REPORTABLE	
	Police Agency: NOT ENTERED	
✓ JUN-04-2001	MON	
	Accident Class: NON-REPORTABLE	
	Police Agency: NOT ENTERED	
		Case: 2001-1267653
		Num of Veh: UNKNOWN
✓ JUN-15-2001	FRI 11:00AM	
	Persons Killed: 0	Persons Injured: 0
	Accident Class: PROPERTY DAMAGE	Police Agency: NOT ENTERED
	Type of Accident: COLLISION WITH MOTOR VEHICLE	Extent of Injuries: NOT ENTERED
	Manner of Collision: REAR END	Traffic Control: TRAFFIC SIGNAL
	Road Surface Condition: DRY	Weather: CLEAR
	Loc. of Ped/Bicycle: NOT ENTERED	Light Condition: DAYLIGHT
		Action of Ped/Bicycle: NOT ENTERED
Veh: 1	CAR/VAN/PICKUP	Registered Weight: 9200
	Num of Occupants: 1	Driver's Age: 45
	Direction of Travel: WEST	Public Property Damage: NO
	Pre-Accd Action: SLOWED OR STOPPING	
	Apparent Factors: UNKNOWN	
		State of Registration: UNKNOWN
		Citation Issued: NO
		School Bus Involved: NO
		UNKNOWN
		Case: 2001-1288728
		Num of Veh: 2
✓ JUN-28-2001	THU	
	Accident Class: NON-REPORTABLE	
	Police Agency: NOT ENTERED	
		Case: 2001-1330442
		Num of Veh: UNKNOWN
Veh: 2	CAR/VAN/PICKUP	Registered Weight: 3931
	Num of Occupants: 1	Driver's Age: 18
	Direction of Travel: WEST	Public Property Damage: NO
	Pre-Accd Action: GOING STRAIGHT AHEAD	
	Apparent Factors: DRIVER INATTENTION	
		State of Registration: UNKNOWN
		Citation Issued: NO
		School Bus Involved: NO
		UNKNOWN
		Case: 2001-1342988
		Num of Veh: 2
✓ JUL-05-2001	THU 12:00PM	
	Persons Killed: 0	Persons Injured: 0
	Accident Class: PROPERTY DAMAGE	Police Agency: NOT ENTERED
	Type of Accident: COLLISION WITH MOTOR VEHICLE	Extent of Injuries: NOT ENTERED
	Manner of Collision: RIGHT ANGLE	Traffic Control: TRAFFIC SIGNAL
		Weather: CLEAR

*** Node: 52910 MILL RD OLD COUNTRY RD (Continued) ***

Road Char.:	STRAIGHT AND LEVEL	Light Condition: DAYLIGHT
	Action of Ped/Bicycle:	NOT ENTERED

Sex: UNKNOWN
State of Registration: UNKNOWN
Citation Issued: NO
School Bus Involved: NO

UNKNOWN

State of Registration: UNKNOWN
Sex: UNKNOWN
Citation Issued: NO
School Bus Involved: NO

OTHER (VEHICLE)

Case: 2001-1409701
Num of Veh: 2

Sex: UNKNOWN
State of Registration: UNKNOWN
Citation Issued: NO
School Bus Involved: NO

UNKNOWN

Sex: UNKNOWN
State of Registration: UNKNOWN
Citation Issued: NO
School Bus Involved: NO

UNKNOWN

Case: 2001-1442845
Num of Veh: 2

State of Registration: UNKNOWN
Sex: UNKNOWN
Citation Issued: NO
School Bus Involved: NO

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All Accidents (Links & Nodes)

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Reqn/Cnty: 02 SUFFOLK Municipality: 55 T RIVERHEAD
Route: CR58 Links: 52907 - 52908 thru 52909 - 52910

Dates: JAN-01-2001 - DEC-31-2003

*** Node: 52910 MILL RD OLD COUNTRY RD (Continued) ***

Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN

UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2542 State of Registration: UNKNOWN
Num of Occupants: 2 Driver's Age: 22 Sex: UNKNOWN Citation Issued: YES
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED BRAKES DEFECTIVE

SEP-08-2001 SAT 12:23PM Case: 2001-30099324
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: UNKNOWN

DEC-08-2001 SAT 07:46PM Case: 2001-30260887
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: UNKNOWN

DEC-10-2001 MON 09:28PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2001-30260680
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3027 State of Registration: NY
Num of Occupants: 1 Driver's Age: 69 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE

UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4779 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY

UNKNOWN

DEC-23-2001 SUN 05:00PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2001-30265439
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3472 State of Registration: NY

NYSDOT Safety Information Management System Accident Verbal Description Report All Accidents (Links & Nodes)

Complete Accident Data Only Available thru 31-DEC-2003

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Reqn/Cnty: 02 SUFFOLK Municipality: 55 T RIVERHEAD
Route: CR58 Links: 52907 - 52908 thru 52909 - 52910 Dates: JAN-01-2001 - DEC-31-2003

*** Node: 52910 MILL RD OLD COUNTRY RD (Continued) ***

Num of Occupants: 2 Driver's Age: 22 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2751 State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE UNKNOWN

✓ JAN-05-2002 SAT 06:55PM Case: 2002-30331822
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: UNKNOWN

✓ FEB-03-2002 SUN 09:50AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2002-30414174
Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3627 State of Registration: NY
Num of Occupants: 2 Driver's Age: 55 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH-WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3116 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: MALE Citation Issued: NO
Direction of Travel: SOUTH-WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE NOT APPLICABLE

✓ APR-13-2002 SAT 08:21AM Case: 2002-30502836
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: UNKNOWN

✓ MAY-03-2002 FRI 02:03PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2002-30557476
Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

NYSDOT Safety Information Management System Accident Verbal Description Report All Accidents (Links & Nodes)

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Reqn/Cnty: 02 SUFFOLK Municipality: 55 T RIVERHEAD
 Route: CR58 Links: 52907 - 52908 thru 52909 - 52910

Dates: JAN-01-2001 - DEC-31-2003

*** Node: 52910 MILL RD OLD COUNTRY RD (Continued) ***

Veh: 1	CAR/VAN/PICKUP	Registered Weight: 3369	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 41	Sex: FEMALE
	Direction of Travel: NORTH	Public Property Damage: NO	Citation Issued: NO
	Pre-Accd Action: MAKING LEFT TURN		School Bus Involved: NO
	Apparent Factors: UNKNOWN		UNKNOWN
Veh: 2	CAR/VAN/PICKUP	Registered Weight: 3306	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 42	Sex: MALE
	Direction of Travel: EAST	Public Property Damage: NO	Citation Issued: NO
	Pre-Accd Action: OVERTAKING		School Bus Involved: NO
	Apparent Factors: UNKNOWN		UNKNOWN

JUN-07-2002 FRI 01:05PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2002-30620912
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1	CAR/VAN/PICKUP	Registered Weight: 2985	State of Registration: NY
	Num of Occupants: 2	Driver's Age: 23	Sex: MALE
	Direction of Travel: WEST	Public Property Damage: NO	Citation Issued: NO
	Pre-Accd Action: SLOWED OR STOPPING		School Bus Involved: NO
	Apparent Factors: NOT APPLICABLE		UNKNOWN

Veh: 2	CAR/VAN/PICKUP	Registered Weight: UNKNOWN	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 29	Sex: MALE
	Direction of Travel: WEST	Public Property Damage: NO	Citation Issued: NO
	Pre-Accd Action: GOING STRAIGHT AHEAD		School Bus Involved: NO
	Apparent Factors: PAVEMENT SLIPPERY		FOLLOWING TOO CLOSE

JUN-18-2002 TUE 05:48PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2002-30634178
 Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED Num of Veh: 2
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: UNKNOWN Weather: UNKNOWN
 Road Surface Condition: UNKNOWN Light Condition: UNKNOWN
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1	CAR/VAN/PICKUP	Registered Weight: UNKNOWN	State of Registration: MA
	Num of Occupants: 1	Driver's Age: 54	Sex: MALE
	Direction of Travel: EAST	Public Property Damage: NO	Citation Issued: NO
	Pre-Accd Action: MAKING LEFT TURN		School Bus Involved: NO
	Apparent Factors: UNKNOWN		UNKNOWN

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All Accidents (Links & Nodes)

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Reqn/Cnty: 02 SUFFOLK Municipality: 55 T RIVERHEAD
Route: CR58 Links: 52907 - 52908 thru 52909 - 52910

Dates: JAN-01-2001 - DEC-31-2003

*** Node: 52910 MILL RD OLD COUNTRY RD (Continued) ***

Veh: 2	CAR/VAN/PICKUP	Registered Weight: 3122	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 25	Citation Issued: NO
	Direction of Travel: WEST	Sex: MALE	School Bus Involved: NO
	Pre-Accd Action: GOING STRAIGHT AHEAD		
	Apparent Factors: UNKNOWN		
		UNKNOWN	
JUL-24-2002	WED	Persons Killed: 0	Case: 2002-30665097
	Accident Class: PROPERTY DAMAGE	Persons Injured: 0	Num of Veh: 2
	Type of Accident: COLLISION WITH MOTOR VEHICLE	Police Agency: NOT ENTERED	
	Manner of Collision: RIGHT ANGLE	Traffic Control: TRAFFIC SIGNAL	
	Road Surface Condition: WET	Weather: CLOUDY	
	Loc. of Ped/Bicycle: NOT APPLICABLE	Road Char.: STRAIGHT AND LEVEL	Light Condition: UNKNOWN
		Action of Ped/Bicycle: NOT APPLICABLE	
Veh: 1	CAR/VAN/PICKUP	Registered Weight: UNKNOWN	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 80	Citation Issued: NO
	Direction of Travel: NORTH	Sex: FEMALE	School Bus Involved: NO
	Pre-Accd Action: GOING STRAIGHT AHEAD		
	Apparent Factors: UNKNOWN		
		UNKNOWN	
Veh: 2	TRUCK	Registered Weight: 8130	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 68	Citation Issued: NO
	Direction of Travel: NORTH-WEST	Sex: MALE	School Bus Involved: NO
	Pre-Accd Action: GOING STRAIGHT AHEAD		
	Apparent Factors: UNKNOWN		
	Truck/Bus Clsf.: NOT ENTERED		
		UNKNOWN	
AUG-12-2002	MON 11:59AM	Persons Killed: 0	Case: 2002-30737203
	Accident Class: PROPERTY DAMAGE	Persons Injured: 0	Num of Veh: 2
	Type of Accident: COLLISION WITH MOTOR VEHICLE	Police Agency: NOT ENTERED	
	Manner of Collision: RIGHT ANGLE	Traffic Control: UNKNOWN	
	Road Surface Condition: UNKNOWN	Weather: UNKNOWN	
	Loc. of Ped/Bicycle: NOT APPLICABLE	Road Char.: UNKNOWN	Light Condition: UNKNOWN
		Action of Ped/Bicycle: NOT APPLICABLE	
Veh: 1	CAR/VAN/PICKUP	Registered Weight: 7200	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 38	Citation Issued: NO
	Direction of Travel: UNKNOWN	Sex: MALE	School Bus Involved: NO
	Pre-Accd Action: UNKNOWN		
	Apparent Factors: UNKNOWN		
		UNKNOWN	
Veh: 2	CAR/VAN/PICKUP	Registered Weight: UNKNOWN	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 25	Citation Issued: NO
	Direction of Travel: UNKNOWN	Sex: MALE	School Bus Involved: NO
	Pre-Accd Action: UNKNOWN		

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All Accidents (Links & Nodes)

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Regn/Cnty: 02 SUFFOLK Municipality: 55 T RIVERHEAD
Route: CR58 Links: 52907 - 52908 thru 52909 - 52910

Dates: JAN-01-2001 - DEC-31-2003

*** Node: 52910 MILL RD OLD COUNTRY RD (Continued) ***

Apparent Factors: UNKNOWN

UNKNOWN

✓ AUG-25-2002 SUN 01:17PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC Case: 2002-30686557
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2288 State of Registration: NY
Num of Occupants: 2 Driver's Age: 32 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE

UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2100 State of Registration: NY
Num of Occupants: 2 Driver's Age: 52 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED

UNKNOWN

✓ DEC-05-2002 THU 10:00AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2002-30820239
Accident Class: INJURY Police Agency: NOT ENTERED Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2734 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: FEMALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN

UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 6010 State of Registration: NY
Num of Occupants: 1 Driver's Age: 42 Sex: MALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN

UNKNOWN

Veh: 3 TRUCK Registered Weight: UNKNOWN State of Registration: UNKNOWN
Num of Occupants: 1 Driver's Age: 53 Sex: MALE Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN

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All Accidents (Links & Nodes)

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Reqn/Cnty: 02 SUFFOLK Municipality: 55 T RIVERHEAD
Route: CR58 Links: 52907 - 52908 thru 52909 - 52910

Dates: JAN-01-2001 - DEC-31-2003

*** Node: 52910 MILL RD OLD COUNTRY RD (Continued) ***

Apparent Factors: UNKNOWN
Truck/Bus Clsf.: NOT ENTERED

UNKNOWN

JAN-17-2003 FRI 03:00PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2003-30831423
Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED Num of Veh: 2
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3639 State of Registration: NY
Num of Occupants: 1 Driver's Age: 85 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD

UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4760 State of Registration: NY
Num of Occupants: 1 Driver's Age: 37 Sex: FEMALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN

UNKNOWN

JAN-26-2003 SUN 10:22AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2003-30846662
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 3
Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3559 State of Registration: NY
Num of Occupants: 1 Driver's Age: 76 Sex: MALE Citation Issued: NO
Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD

UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2870 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: FEMALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: STOPPED IN TRAFFIC

UNKNOWN

Veh: 3 CAR/VAN/PICKUP Registered Weight: 2411 State of Registration: NY
Num of Occupants: 1 Driver's Age: 80 Sex: FEMALE Citation Issued: NO
Direction of Travel: SOUTH Public Property Damage: NO School Bus Involved: NO

NYSDOT Safety Information Management System Accident Verbal Description Report All Accidents (Links & Nodes)

Date: 12/12/06 07:52
Page: 25

Complete Accident Data Only Available thru 31-DEC-2003

Reqn/Cnty: 02 SUFFOLK Municipality: 55 T RIVERHEAD
Route: CR58 Links: 52907 - 52908 thru 52909 - 52910

Dates: JAN-01-2001 - DEC-31-2003

*** Node: 52910 MILL RD OLD COUNTRY RD (Continued) ***

Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED

FAILURE TO YIELD RI

JAN-29-2003 WED 02:04PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2003-30846677
Accident Class: INJURY Police Agency: NOT ENTERED Num of Veh: 2

Type of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: RIGHT ANGLE
Road Surface Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE

Road Char.: UNKNOWN
Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: UNKNOWN Sex: MALE State of Registration: UNKNOWN
Num of Occupants: 1 Driver's Age: 37 Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN

UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 5190 Sex: MALE State of Registration: NY
Num of Occupants: 1 Driver's Age: 33 Citation Issued: NO
Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN

UNKNOWN

FEB-01-2003 SAT 12:22PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BB Case: 2003-30373947
Accident Class: INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 3

Type of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: OTHER
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE

Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 TRUCK Registered Weight: 80000 Sex: MALE State of Registration: NY
Num of Occupants: 1 Driver's Age: 36 Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE
Truck/Bus Clsf.: NOT ENTERED

NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4800 Sex: MALE State of Registration: NY
Num of Occupants: 2 Driver's Age: 20 Citation Issued: NO
Direction of Travel: SOUTH-WEST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY

NOT APPLICABLE

Veh: 3 CAR/VAN/PICKUP Registered Weight: 2703 Sex: MALE State of Registration: NY
Num of Occupants: 2 Driver's Age: 46 Citation Issued: NO

NYSDOT Safety Information Management System Accident Verbal Description Report All Accidents (Links & Nodes) Complete Accident Data Only Available thru 31-DEC-2003

Reqn/Cnty: 02 SUFFOLK Municipality: 55 T RIVERHEAD
 Route: CR58 Links: 52907 - 52908 thru 52909 - 52910

Dates: JAN-01-2001 - DEC-31-2003

*** Node: 52910 MILL RD OLD COUNTRY RD (Continued) ***

Direction of Travel: NORTH-WEST Public Property Damage: NO
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: UNKNOWN

School Bus Involved: NO
 UNKNOWN

✓ MAR-14-2003 FRI 10:08PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2003-30875032
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: SIDESWIPE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3552 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 17 Sex: MALE Citation Issued: NO
 Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE NOT APPLICABLE

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3220 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 22 Sex: MALE Citation Issued: YES
 Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INEXPERIENCE FAILURE TO KEEP RIG

✓ MAY-31-2003 SAT 02:30PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2003-30921732
 Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED Num of Veh: 2
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 3100 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 71 Sex: MALE Citation Issued: NO
 Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 4250 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 61 Sex: MALE Citation Issued: NO
 Direction of Travel: UNKNOWN Public Property Damage: NO School Bus Involved: NO
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN

✓ JUN-24-2003 TUE 12:23PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B Case: 2003-30958010

NYSDOT Safety Information Management System Accident Verbal Description Report All Accidents (Links & Nodes)

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Reqn/Cntv: 02 SUFFOLK Municipality: 55 T RIVERHEAD
Route: CR58 Links: 52907 - 52908 thru 52909 - 52910

Dates: JAN-01-2001 - DEC-31-2003

*** Node: 52910 MILL RD OLD COUNTRY RD (Continued) ***

Accident Class: INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH BICYCLIST Traffic Control: STOP SIGN
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION Action of Ped/Bicycle: ALONG HIGHWAY AGAINST TRAFFIC

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2850 State of Registration: NY
Num of Occupants: 1 Driver's Age: 86 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: VIEW OBSTRUCTED/LIMITED UNKNOWN

Veh: 2 BICYCLE Registered Weight: N/A State of Registration: N/A
Num of Occupants: N/A Bicyclist's Age: 46 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PEDESTRIAN'S ERROR/CONFUSION UNKNOWN

JUN-30-2003 MON 10:35PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2003-30958042
Accident Class: INJURY Police Agency: SMITHTOWN DPS (LAN) Num of Veh: 1
Type of Accident: COLLISION WITH BICYCLIST Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION Action of Ped/Bicycle: CROSSING AGAINST SIGNAL

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4824 State of Registration: NY
Num of Occupants: 2 Driver's Age: 36 Sex: MALE Citation Issued: NO
Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PEDESTRIAN'S ERROR/CONFUSION UNKNOWN

Veh: 2 BICYCLE Registered Weight: N/A State of Registration: N/A
Num of Occupants: N/A Bicyclist's Age: 16 Sex: MALE Citation Issued: NO
Direction of Travel: NORTH Public Property Damage: NO School Bus Involved: NO
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE UNKNOWN

JUL-25-2003 FRI 04:19PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2003-30977337
Accident Class: INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type of Accident: COLLISION WITH BICYCLIST Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION Action of Ped/Bicycle: CROSSING WITH SIGNAL

NYSDOT Safety Information Management System Accident Verbal Description Report All Accidents (Links & Nodes)

Complete Accident Data Only Available thru 31-DEC-2003

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Regn/Cnty: 02 SUFFOLK

Municipality: 55 T RIVERHEAD

Dates: JAN-01-2001 - DEC-31-2003

Route: CR58 Links: 52907 - 52908 thru 52909 - 52910

*** Node: 52910 MILL RD OLD COUNTRY RD (Continued) ***

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2778 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 49 Citation Issued: NO
 Direction of Travel: NORTH-EAST Public Property Damage: NO Sex: MALE School Bus Involved: NO
 Pre-Accd Action: MERGING
 Apparent Factors: UNKNOWN

Veh: 2 BICYCLE Registered Weight: N/A State of Registration: N/A
 Num of Occupants: N/A Bicyclist's Age: 20 Citation Issued: NO
 Direction of Travel: WEST Public Property Damage: NO Sex: MALE School Bus Involved: NO
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: PEDESTRIAN'S ERROR/CONFUSION

AUG-23-2003 SAT 10:12PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2003-30993222
 Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED Num of Veh: 2
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
 Manner of Collision: REAR END Weather: CLEAR
 Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4500 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 17 Citation Issued: NO
 Direction of Travel: WEST Public Property Damage: NO Sex: MALE School Bus Involved: NO
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3018 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 18 Citation Issued: NO
 Direction of Travel: WEST Public Property Damage: NO Sex: FEMALE School Bus Involved: NO
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: UNKNOWN

NOV-14-2003 FRI 12:27PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2003-31053623
 Accident Class: INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 4095 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 36 Citation Issued: NO
 Direction of Travel: WEST Public Property Damage: NO Sex: FEMALE School Bus Involved: NO
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN

NYSDOT Safety Information Management System Accident Verbal Description Report All Accidents (Links & Nodes) Complete Accident Data Only Available thru 31-DEC-2003

Reqn/Cnty: 02 SUFFOLK Municipality: 55 T RIVERHEAD
 Route: CR58 Links: 52907 - 52908 thru 52909 - 52910

Dates: JAN-01-2001 - DEC-31-2003

*** Node: 52910 MILL RD OLD COUNTRY RD (Continued) ***

Veh: 2 CAR/VAN/PICKUP Registered Weight: 2604 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 20 Sex: FEMALE Citation Issued: NO
 Direction of Travel: NORTH-EAST Public Property Damage: NO School Bus Involved: NO
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY UNKNOWN

DEC-03-2003 WED 05:21PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2003-31078982
 Accident Class: PROPERTY DAMAGE Police Agency: NOT ENTERED Num of Veh: 2
 Type of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: UNKNOWN
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh: 1 CAR/VAN/PICKUP Registered Weight: 2418 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 18 Sex: FEMALE Citation Issued: NO
 Direction of Travel: WEST Public Property Damage: NO School Bus Involved: NO
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN UNKNOWN

Veh: 2 CAR/VAN/PICKUP Registered Weight: 3045 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 60 Sex: FEMALE Citation Issued: NO
 Direction of Travel: EAST Public Property Damage: NO School Bus Involved: NO
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: UNKNOWN UNKNOWN

TOTAL NUMBER OF ACCIDENTS PRINTED: 73

ABSENCE OF NODE OR LINK WITHIN A SPECIFIED ROADWAY SECTION + TIME PERIOD INDICATES NO ACCIDENTS FOUND

*** END OF REPORT ***

ATTACHMENT 4
Traffic Analysis Software
and Level-of-Service
Definitions

INTERSECTION CAPACITY ANALYSIS

Analysis Methodology

The turning movement volumes, in conjunction with the intersection geometry and signal timings/phasing (if present), were used to determine the existing capacity and level-of-service for the study intersections. The analyses were performed in accordance with guidelines set forth in the *2000 Highway Capacity Manual* published by the Transportation Research Board.

The capacity of a signalized intersection is evaluated in terms of the ratio of demand flow rate to capacity (V/C ratio). The capacity is defined for each approach and measures the maximum rate of flow (for the subject approach), which may pass through the intersection under prevailing traffic, roadway and signalization conditions. The control delay includes the stopped delay plus the acceleration/deceleration delay caused by the signalized intersection. More detailed level of service definitions are provided later in this attachment.

Analysis of unsignalized stop-controlled intersections is also performed based on the methodology established by the Transportation Research Board. The capacity of an unsignalized stop-controlled intersection is based on the following: distribution of gaps in the major street traffic flow, driver judgment in selecting a gap through which to execute the desired maneuver, and the follow-up time required by each driver in a queue. The level of service (LOS) for the subject approach of a stop-controlled 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.

Analysis Software

Synchro, Release 6, developed by Trafficware Corporation, was used to analyze both the existing and proposed conditions at each intersection. *Synchro* is a computer program implementing the methods set forth in the *2000 Highway Capacity Manual*. This analysis methodology is used to evaluate the ability of an intersection or roadway to efficiently handle the number of vehicles using the facility. Based on the *Highway Capacity Manual* methodology, there are six classes of level-of-service (LOS), ranging from A (best) to F (worst).

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 oversaturation.

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.

At *level of service D*, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths or high volume to capacity ratios. Many vehicles stop and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

Level of service E is considered the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high volume to capacity ratios. Individual cycle failures are frequent occurrences.

The delays at *level of service F* 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 progression and 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	≤ 10.0
B	> 10.0 and ≤ 20.0
C	> 20.0 and ≤ 35.0
D	> 35.0 and ≤ 55.0
E	> 55.0 and ≤ 80.0
F	> 80.0

“T”-Type Stop Controlled Intersections

The level of service and capacity of a “T”-type stop controlled intersection are the criteria 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 “T”-type intersection is controlled by a stop sign on one leg of the intersection. The capacity 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 a queue.

The level of service for the subject lane group movement of an approach of a “T”-type 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. 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 average vehicle delays are used to determine approach levels of service:

Level of Service A	≤ 10 sec./veh.
Level of Service B	> 10 and ≤ 15 sec./veh.
Level of Service C	> 15 and ≤ 25 sec./veh.
Level of Service D	> 25 and ≤ 35 sec./veh.
Level of Service E	> 35 and ≤ 50 sec./veh.
Level of Service F	> 50 sec./veh.

While the level of service criteria are applied to the minor approach of a "T"-type intersection, the average delay for an entire intersection can be calculated by taking a weighted average of the vehicles stopped on the minor approach and the vehicles in the major street traffic flow, which suffer no delays. This total average delay provides a means of comparison for two intersections.

ATTACHMENT 5
Synchro Intersection
Analysis Summary Sheets

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Volume (vph)	1048	69	58	621	8	38
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.93	0.93	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Turn Type		Free	Perm			Free
Protected Phases	2			6	8	
Permitted Phases		Free	6			Free
Detector Phases	2		6	6	8	
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	67.0		67.0	67.0	9.0	
Total Split (s)	75.0	0.0	75.0	75.0	13.0	0.0
Total Split (%)	85.2%	0.0%	85.2%	85.2%	14.8%	0.0%
Yellow Time (s)	4.0		4.0	4.0	3.0	
All-Red Time (s)	3.0		3.0	3.0	2.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min		None	None	None	
Act Effct Green (s)	113.7	117.1	113.7	113.7	6.9	117.1
Actuated g/C Ratio	0.97	1.00	0.97	0.97	0.05	1.00
v/c Ratio	0.37	0.05	0.18	0.19	0.05	0.03
Control Delay	0.8	0.1	1.8	0.5	15.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.8	0.1	1.8	0.5	15.9	0.0
LOS	A	A	A	A	B	A
Approach Delay	0.7			0.6	2.9	
Approach LOS	A			A	A	

Intersection Summary

Cycle Length: 88

Actuated Cycle Length: 117.1

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.37

Intersection Signal Delay: 0.7

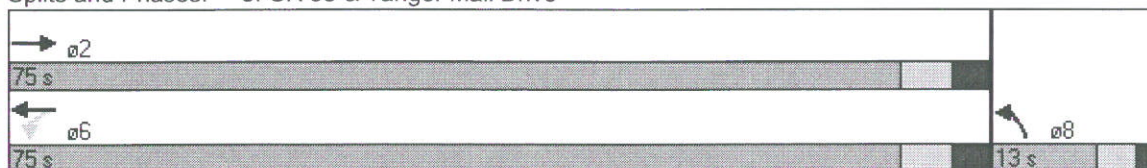
Intersection LOS: A

Intersection Capacity Utilization 45.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: CR 58 & Tanger Mall Drive



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	1008	17	43	672	10	10	2	39	5	2	2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.92	0.92	0.92	0.91	0.91	0.91	0.56	0.56	0.56
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			Perm		Perm	Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		6
Detector Phases	4	4		8	8	8	2	2		6	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	67.0	67.0		67.0	67.0	67.0	12.0	12.0		12.0	12.0	12.0
Total Split (s)	67.0	67.0	0.0	67.0	67.0	67.0	16.0	16.0	0.0	16.0	16.0	16.0
Total Split (%)	80.7%	80.7%	0.0%	80.7%	80.7%	80.7%	19.3%	19.3%	0.0%	19.3%	19.3%	19.3%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min	Min	None	None		None	None	None
Act Effect Green (s)	64.8	64.8		64.8	64.8	64.8	9.2	9.2		9.2	9.2	9.2
Actuated g/c Ratio	0.82	0.82		0.82	0.82	0.82	0.11	0.11		0.11	0.11	0.11
v/c Ratio	0.05	0.41		0.16	0.26	0.01	0.08	0.22		0.06	0.02	0.02
Control Delay	2.9	3.2		4.3	2.6	1.7	16.4	9.3		16.4	15.5	11.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	2.9	3.2		4.3	2.6	1.7	16.4	9.3		16.4	15.5	11.5
LOS	A	A		A	A	A	B	A		B	B	B
Approach Delay		3.2			2.6			10.7			15.0	
Approach LOS		A			A			B			B	

Intersection Summary

Cycle Length: 83

Actuated Cycle Length: 79.4

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.41

Intersection Signal Delay: 3.3

Intersection LOS: A

Intersection Capacity Utilization 49.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: CR 58 & Kroemer Avenue

	ø2		ø4
16 s		67 s	
	ø6		ø8
16 s		67 s	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	93	529	101	23	515	18	75	68	30	32	80	143
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.78	0.78	0.78	0.91	0.91	0.91	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Perm	pm+pt		Free	pm+pt		Free	pm+pt		Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		Free	2		Free	6		Free
Detector Phases	7	4	4	3	8		5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	38.0	38.0	10.0	38.0		8.0	20.0		8.0	20.0	
Total Split (s)	17.0	61.0	61.0	17.0	61.0	0.0	16.0	32.0	0.0	16.0	32.0	0.0
Total Split (%)	13.5%	48.4%	48.4%	13.5%	48.4%	0.0%	12.7%	25.4%	0.0%	12.7%	25.4%	0.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	3.0	3.0	1.0	3.0		1.0	2.0		1.0	2.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min	Min	None	Min		None	Min		None	Min	
Act Effct Green (s)	24.4	22.4	22.4	21.6	19.5	52.3	15.8	13.4	52.3	13.4	10.6	52.3
Actuated g/C Ratio	0.43	0.43	0.43	0.37	0.37	1.00	0.28	0.26	1.00	0.23	0.20	1.00
v/c Ratio	0.24	0.39	0.14	0.08	0.52	0.02	0.21	0.17	0.02	0.11	0.25	0.10
Control Delay	10.1	13.2	6.2	9.8	17.3	0.0	16.9	22.5	0.0	17.4	26.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.1	13.2	6.2	9.8	17.3	0.0	16.9	22.5	0.0	17.4	26.8	0.1
LOS	B	B	A	A	B	A	B	C	A	B	C	A
Approach Delay		11.9			16.5			16.2			10.7	
Approach LOS		B			B			B			B	

Intersection Summary

Cycle Length: 126

Actuated Cycle Length: 52.3

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 13.8

Intersection LOS: B

Intersection Capacity Utilization 40.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 13: CR 58 & Mill Road

			
ø1	ø2	ø3	ø4
16 s	32 s	17 s	61 s
			
ø5	ø6	ø7	ø8
16 s	32 s	17 s	61 s

1: CR 58 & Kroemer Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	6.9	3.4	0.7	11.2	1.5	0.3	20.8	1.5	5.9	20.2	23.9	7.5

1: CR 58 & Kroemer Avenue Performance by movement

Movement	All
Delay / Veh (s)	3.1

2: CR 58 & Commerce Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Delay / Veh (s)	6.5	4.7	2.1	10.0	1.4	0.7	37.6	37.0	17.8	52.5	13.2	4.2

3: CR 58 & Tanger Mall Drive Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Delay / Veh (s)	1.2	6.8	7.3	0.9	17.6	5.5	1.6

7: NY 25 & Kroemer Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	2.4	1.0	1.1	4.3	0.9	5.5	8.5	10.8	3.9	9.9	10.7	4.2

7: NY 25 & Kroemer Avenue Performance by movement

Movement	All
Delay / Veh (s)	2.2

13: CR 58 & Mill Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	11.1	5.7	2.2	10.6	9.4	0.5	13.9	14.2	0.7	14.1	19.8	2.1

13: CR 58 & Mill Road Performance by movement

Movement	All
Delay / Veh (s)	7.6

18: Pulaski Street & Mill Road Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Delay / Veh (s)	5.6	4.6	1.5	0.8	1.3	1.3	1.9

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Volume (vph)	784	65	199	951	226	246
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.87	0.87	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Turn Type		Free	pm+pt			Free
Protected Phases	2		1	6	8	
Permitted Phases		Free	6			Free
Detector Phases	2		1	6	8	
Minimum Initial (s)	1.0		4.0	4.0	4.0	
Minimum Split (s)	38.0		12.0	38.0	25.0	
Total Split (s)	53.0	0.0	15.0	68.0	27.0	0.0
Total Split (%)	55.8%	0.0%	15.8%	71.6%	28.4%	0.0%
Yellow Time (s)	4.5		3.0	4.5	3.0	
All-Red Time (s)	2.0		1.0	2.0	2.0	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None	Min	Min	
Act Effect Green (s)	22.2	50.9	31.6	31.6	10.5	50.9
Actuated g/C Ratio	0.44	1.00	0.60	0.62	0.21	1.00
v/c Ratio	0.58	0.05	0.53	0.49	0.36	0.18
Control Delay	13.6	0.1	8.8	5.8	21.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.6	0.1	8.8	5.8	21.6	0.2
LOS	B	A	A	A	C	A
Approach Delay	12.6			6.3	10.5	
Approach LOS	B			A	B	

Intersection Summary

Cycle Length: 95

Actuated Cycle Length: 50.9

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 9.3

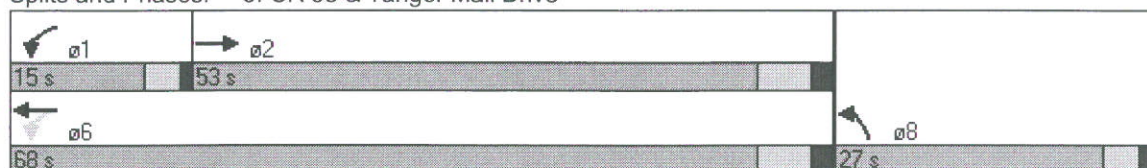
Intersection LOS: A

Intersection Capacity Utilization 49.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: CR 58 & Tanger Mall Drive



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	1003	29	52	1159	8	20	8	47	26	6	34
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.85	0.85	0.85	0.75	0.75	0.75
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			pm+pt		Perm	Perm			Perm		Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8			4		4
Detector Phases	2	2		1	6	6	8	8		4	4	4
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	54.0	54.0		8.0	54.0	54.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	69.0	69.0	0.0	10.0	79.0	79.0	16.0	16.0	0.0	16.0	16.0	16.0
Total Split (%)	72.6%	72.6%	0.0%	10.5%	83.2%	83.2%	16.8%	16.8%	0.0%	16.8%	16.8%	16.8%
Yellow Time (s)	4.5	4.5		3.0	4.5	4.5	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		1.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	Min	Min		None	Min	Min	None	None		None	None	None
Act Effct Green (s)	47.0	47.0		52.6	54.3	54.3	9.3	9.3		9.4	9.4	9.4
Actuated g/C Ratio	0.70	0.70		0.75	0.81	0.81	0.13	0.13		0.13	0.13	0.13
v/c Ratio	0.08	0.42		0.14	0.45	0.01	0.14	0.26		0.21	0.03	0.18
Control Delay	8.2	7.4		3.5	3.7	1.8	22.2	11.2		23.3	20.7	9.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	8.2	7.4		3.5	3.7	1.8	22.2	11.2		23.3	20.7	9.8
LOS	A	A		A	A	A	C	B		C	C	A
Approach Delay		7.4			3.6			14.2			16.2	
Approach LOS		A			A			B			B	

Intersection Summary

Cycle Length: 95

Actuated Cycle Length: 66.8

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.45

Intersection Signal Delay: 6.0

Intersection LOS: A

Intersection Capacity Utilization 53.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: CR 58 & Kroemer Avenue

		
ø1	ø2	ø4
10 s	69 s	16 s
		
ø6		ø8
79 s		16 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	231	596	135	60	883	38	137	153	44	33	125	213
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.86	0.86	0.86	0.80	0.80	0.80	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Perm	pm+pt		Free	pm+pt		Free	pm+pt		Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		Free	8		Free	4		Free
Detector Phases	5	2	2	1	6		3	8		7	4	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	39.0	39.0	10.0	39.0		8.0	13.0		8.0	13.0	
Total Split (s)	18.0	52.0	52.0	18.0	52.0	0.0	12.0	23.0	0.0	12.0	23.0	0.0
Total Split (%)	17.1%	49.5%	49.5%	17.1%	49.5%	0.0%	11.4%	21.9%	0.0%	11.4%	21.9%	0.0%
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		1.0	2.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min	Min	None	Min		None	Min		None	Min	
Act Effct Green (s)	49.3	41.0	41.0	39.5	32.6	80.7	20.7	16.7	80.7	18.8	13.8	80.7
Actuated g/C Ratio	0.61	0.51	0.51	0.48	0.40	1.00	0.25	0.21	1.00	0.22	0.17	1.00
v/c Ratio	0.62	0.37	0.16	0.19	0.74	0.03	0.55	0.53	0.03	0.15	0.42	0.14
Control Delay	18.0	14.9	4.8	9.4	25.0	0.0	32.6	38.8	0.0	26.0	39.1	0.2
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	18.0	14.9	4.8	9.4	25.0	0.0	32.6	38.8	0.0	26.0	39.1	0.2
LOS	B	B	A	A	C	A	C	D	A	C	D	A
Approach Delay		14.2			23.0			31.2			15.6	
Approach LOS		B			C			C			B	

Intersection Summary

Cycle Length: 105

Actuated Cycle Length: 80.7

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 20.2

Intersection LOS: C

Intersection Capacity Utilization 64.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 13: CR 58 & Mill Road

			
ø1	ø2	ø3	ø4
18 s	52 s	12 s	23 s
			
ø5	ø6	ø7	ø8
18 s	52 s	12 s	23 s

1: CR 58 & Kroemer Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	13.9	8.3	4.2	16.1	3.4	0.6	29.2	26.7	8.7	31.1	26.4	9.8

1: CR 58 & Kroemer Avenue Performance by movement

Movement	All
Delay / Veh (s)	6.9

2: CR 58 & Commerce Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	16.8	17.9	14.7	36.8	2.8	1.4	186.4		231.6	917.5		837.2

2: CR 58 & Commerce Drive Performance by movement

Movement	All
Delay / Veh (s)	35.1

3: CR 58 & Tanger Mall Drive Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Delay / Veh (s)	18.1	8.5	20.0	5.9	25.8	8.5	14.3

7: NY 25 & Kroemer Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	4.6	2.2	0.5	9.6	2.1	5.8	29.1	37.1	17.7	163.7	167.8	157.8

7: NY 25 & Kroemer Avenue Performance by movement

Movement	All
Delay / Veh (s)	23.8

13: CR 58 & Mill Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	41.5	15.8	6.9	15.9	16.2	0.5	26.5	23.3	1.1	24.4	63.4	2.5

13: CR 58 & Mill Road Performance by movement

Movement	All
Delay / Veh (s)	20.6

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘	↑↑	↘↗	↑
Volume (vph)	817	139	292	855	410	309
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.93	0.93	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Turn Type		Free	pm+pt			Free
Protected Phases	2		1	6	8	
Permitted Phases		Free	6			Free
Detector Phases	2		1	6	8	
Minimum Initial (s)	1.0		4.0	4.0	4.0	
Minimum Split (s)	37.0		14.0	37.0	13.0	
Total Split (s)	51.0	0.0	24.0	75.0	21.0	0.0
Total Split (%)	53.1%	0.0%	25.0%	78.1%	21.9%	0.0%
Yellow Time (s)	4.0		3.0	4.0	3.0	
All-Red Time (s)	2.0		1.0	3.0	2.0	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None	Min	Min	
Act Effct Green (s)	21.4	58.1	36.5	36.5	13.1	58.1
Actuated g/C Ratio	0.37	1.00	0.63	0.63	0.23	1.00
v/c Ratio	0.64	0.09	0.64	0.41	0.56	0.21
Control Delay	18.2	0.1	12.5	6.0	24.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.2	0.1	12.5	6.0	24.9	0.3
LOS	B	A	B	A	C	A
Approach Delay	15.6			7.7	14.3	
Approach LOS	B			A	B	

Intersection Summary

Cycle Length: 96

Actuated Cycle Length: 58.1

Natural Cycle: 65

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 12.0

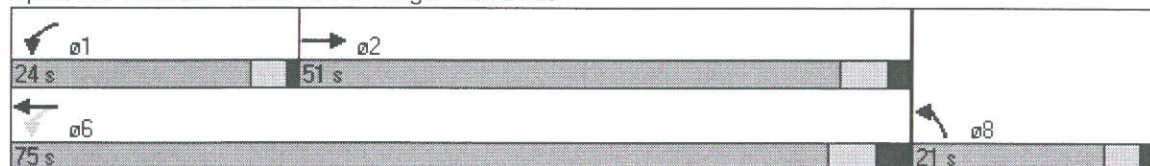
Intersection LOS: B

Intersection Capacity Utilization 60.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: CR 58 & Tanger Mall Drive



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	44	1167	66	48	1130	9	25	4	50	34	7	50
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96	0.73	0.73	0.73	0.76	0.76	0.76
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			pm+pt		Perm	Perm			Perm		Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8			4		4
Detector Phases	2	2		1	6	6	8	8		4	4	4
Minimum Initial (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	60.0	60.0		7.0	60.0	60.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	69.0	69.0	0.0	9.0	78.0	78.0	16.0	16.0	0.0	16.0	16.0	16.0
Total Split (%)	73.4%	73.4%	0.0%	9.6%	83.0%	83.0%	17.0%	17.0%	0.0%	17.0%	17.0%	17.0%
Yellow Time (s)	4.0	4.0		3.0	4.0	4.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		1.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	Min	Min		None	Min	Min	None	None		None	None	None
Act Effct Green (s)	52.4	52.4		56.2	58.5	58.5	9.8	9.8		9.8	9.8	9.8
Actuated g/c Ratio	0.74	0.74		0.76	0.83	0.83	0.13	0.13		0.13	0.13	0.13
v/c Ratio	0.15	0.51		0.17	0.42	0.01	0.20	0.29		0.28	0.04	0.25
Control Delay	8.0	7.4		3.9	3.3	1.6	26.5	11.3		28.2	24.4	10.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	8.0	7.4		3.9	3.3	1.6	26.5	11.3		28.2	24.4	10.0
LOS	A	A		A	A	A	C	B		C	C	B
Approach Delay		7.5			3.3			16.1			17.9	
Approach LOS		A			A			B			B	

Intersection Summary

Cycle Length: 94

Actuated Cycle Length: 70.6

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 6.4

Intersection LOS: A

Intersection Capacity Utilization 55.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: CR 58 & Kroemer Avenue

		
ø1	ø2	ø4
9 s	63 s	16 s
		
ø6		ø8
78 s		16 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	376	750	113	62	908	51	92	202	44	83	181	279
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.80	0.80	0.80	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Perm	pm+pt		Free	pm+pt		Free	pm+pt		Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		Free	8		Free	4		Free
Detector Phases	5	2	2	1	6		3	8		7	4	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	11.0	35.0	35.0	10.0	35.0		12.0	11.0		12.0	11.0	
Total Split (s)	18.0	40.0	40.0	18.0	40.0	0.0	13.0	20.0	0.0	13.0	20.0	0.0
Total Split (%)	19.8%	44.0%	44.0%	19.8%	44.0%	0.0%	14.3%	22.0%	0.0%	14.3%	22.0%	0.0%
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	3.0	3.0	1.0	3.0		1.0	2.0		1.0	2.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min	Min	None	Min		None	Min		None	Min	
Act Effct Green (s)	50.3	41.8	41.8	38.6	31.7	82.9	21.5	14.9	82.9	21.2	14.8	82.9
Actuated g/C Ratio	0.61	0.50	0.50	0.46	0.38	1.00	0.25	0.18	1.00	0.25	0.18	1.00
v/c Ratio	0.99	0.48	0.14	0.24	0.76	0.04	0.42	0.81	0.03	0.38	0.59	0.18
Control Delay	65.1	16.8	6.5	10.8	27.3	0.0	27.3	54.0	0.0	27.3	41.5	0.2
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	65.1	16.8	6.5	10.8	27.3	0.0	27.3	54.0	0.0	27.3	41.5	0.2
LOS	E	B	A	B	C	A	C	D	A	C	D	A
Approach Delay		30.5			25.0			39.7			18.1	
Approach LOS		C			C			D			B	

Intersection Summary

Cycle Length: 91

Actuated Cycle Length: 82.9

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 27.7

Intersection LOS: C

Intersection Capacity Utilization 74.5%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 13: CR 58 & Mill Road

			
ø1	ø2	ø3	ø4
18 s	40 s	13 s	20 s
			
ø5	ø6	ø7	ø8
18 s	40 s	13 s	20 s

1: CR 58 & Kroemer Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	13.3	8.7	4.4	16.5	3.3	0.6	31.4	23.5	10.2	31.5	24.9	9.8

1: CR 58 & Kroemer Avenue Performance by movement

Movement	All
Delay / Veh (s)	7.1

2: CR 58 & Commerce Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Delay / Veh (s)	18.1	18.1	13.4	33.7	2.8	1.4	165.8		229.8	865.3	799.9	34.1

3: CR 58 & Tanger Mall Drive Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Delay / Veh (s)	18.8	8.6	19.9	6.1	25.6	8.4	14.5

7: NY 25 & Kroemer Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	4.6	2.1	0.5	9.9	2.2	5.8	30.1	41.5	16.3	174.4	189.2	170.6

7: NY 25 & Kroemer Avenue Performance by movement

Movement	All
Delay / Veh (s)	26.7

13: CR 58 & Mill Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Delay / Veh (s)	42.7	16.2	7.2	15.9	15.8	0.5	26.7	23.7	0.8	24.9	67.3	2.6

13: CR 58 & Mill Road Performance by movement

Movement	All
Delay / Veh (s)	20.9

18: Pulaski Street & Mill Road Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Delay / Veh (s)	74.9	58.0	16.0	2.4	2.4	1.8	16.0

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	1229	75	61	778	26	9	1	40	24	1	19
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.93	0.93	0.93	0.82	0.82	0.82	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Free	pm+pt		Perm	Split		Free	Split		Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases	2		Free	6		6			Free			8
Detector Phases	5	2		1	6	6	4	4		8	8	8
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	45.0		8.0	45.0	45.0	12.0	12.0		12.0	12.0	12.0
Total Split (s)	8.0	47.0	0.0	9.0	48.0	48.0	12.0	12.0	0.0	12.0	12.0	12.0
Total Split (%)	10.0%	58.8%	0.0%	11.3%	60.0%	60.0%	15.0%	15.0%	0.0%	15.0%	15.0%	15.0%
Yellow Time (s)	3.5	4.0		3.5	4.0	4.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	0.5	3.0		0.5	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min	Min	None	None		None	None	None
Act Effct Green (s)	61.1	59.9	79.7	63.5	62.7	62.7	7.4	7.4	79.7	7.9	7.9	7.9
Actuated g/c Ratio	0.72	0.75	1.00	0.76	0.79	0.79	0.08	0.08	1.00	0.09	0.09	0.09
v/c Ratio	0.06	0.56	0.06	0.31	0.30	0.02	0.08	0.01	0.03	0.16	0.01	0.12
Control Delay	4.1	8.7	0.1	7.0	5.1	3.0	33.2	32.0	0.0	30.4	30.0	15.5
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	4.1	8.7	0.1	7.0	5.1	3.0	33.2	32.0	0.0	30.4	30.0	15.5
LOS	A	A	A	A	A	A	C	C	A	C	C	B
Approach Delay		8.1			5.2			6.5			24.0	
Approach LOS		A			A			A			C	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 79.7

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 7.3

Intersection LOS: A

Intersection Capacity Utilization 55.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: CR 58 & Tanger Mall Drive

			
ø1	ø2	ø4	ø8
9 s	47 s	12 s	12 s
			
ø5	ø6		
8 s	48 s		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	1151	38	53	811	84	14	26	88	68	23	46
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.92	0.92	0.92	0.91	0.91	0.91	0.56	0.56	0.56
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8			4		4
Detector Phases	5	2		1	6	6	3	8		7	4	4
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	3.0		4.0	3.0	3.0
Minimum Split (s)	8.0	54.0		8.0	54.0	54.0	8.0	8.0		8.0	8.0	8.0
Total Split (s)	8.0	60.0	0.0	8.0	60.0	60.0	8.0	12.0	0.0	12.0	16.0	16.0
Total Split (%)	8.7%	65.2%	0.0%	8.7%	65.2%	65.2%	8.7%	13.0%	0.0%	13.0%	17.4%	17.4%
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	3.0		1.0	3.0	3.0	1.0	2.0		1.0	2.0	2.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	Min		None	Min	Min	None	None		None	None	None
Act Effct Green (s)	49.4	48.2		48.4	46.0	46.0	10.3	7.5		17.7	16.4	16.4
Actuated g/C Ratio	0.64	0.64		0.61	0.61	0.61	0.13	0.10		0.23	0.21	0.21
v/c Ratio	0.26	0.61		0.28	0.42	0.10	0.08	0.53		0.50	0.10	0.21
Control Delay	7.1	12.3		9.0	10.7	2.2	27.9	21.2		31.7	27.7	9.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	7.1	12.3		9.0	10.7	2.2	27.9	21.2		31.7	27.7	9.4
LOS	A	B		A	B	A	C	C		C	C	A
Approach Delay		12.0			9.8			21.9			23.5	
Approach LOS		B			A			C			C	

Intersection Summary

Cycle Length: 92

Actuated Cycle Length: 75.6

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 12.7

Intersection LOS: B

Intersection Capacity Utilization 56.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: CR 58 & Kroemer Avenue

			
ø1	ø2	ø3	ø4
8 s	60 s	8 s	16 s
			
ø5	ø6	ø7	ø8
8 s	60 s	12 s	12 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	120	657	124	56	662	19	114	83	47	34	102	183
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.78	0.78	0.78	0.91	0.91	0.91	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Perm	pm+pt		Free	pm+pt		Free	pm+pt		Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		Free	8		Free	4		Free
Detector Phases	5	2	2	1	6		3	8		7	4	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	38.0	38.0	10.0	38.0		8.0	20.0		8.0	20.0	
Total Split (s)	17.0	61.0	61.0	17.0	61.0	0.0	16.0	32.0	0.0	16.0	32.0	0.0
Total Split (%)	13.5%	48.4%	48.4%	13.5%	48.4%	0.0%	12.7%	25.4%	0.0%	12.7%	25.4%	0.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	3.0	3.0	1.0	3.0		1.0	2.0		1.0	2.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min	Min	None	Min		None	Min		None	Min	
Act Effct Green (s)	34.3	29.8	29.8	30.4	26.0	67.3	20.9	16.0	67.3	16.5	11.9	67.3
Actuated g/C Ratio	0.50	0.44	0.44	0.43	0.39	1.00	0.30	0.24	1.00	0.23	0.18	1.00
v/c Ratio	0.34	0.47	0.17	0.21	0.64	0.02	0.31	0.22	0.03	0.12	0.36	0.13
Control Delay	11.2	16.4	7.9	10.7	21.5	0.0	21.7	28.8	0.0	20.6	34.6	0.2
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	11.2	16.4	7.9	10.7	21.5	0.0	21.7	28.8	0.0	20.6	34.6	0.2
LOS	B	B	A	B	C	A	C	C	A	C	C	A
Approach Delay		14.5			20.2			19.9			13.4	
Approach LOS		B			C			B			B	

Intersection Summary

Cycle Length: 126

Actuated Cycle Length: 67.3

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 17.0

Intersection LOS: B

Intersection Capacity Utilization 47.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 13: CR 58 & Mill Road

			
ø1	ø2	ø3	ø4
17 s	61 s	16 s	32 s
			
ø5	ø6	ø7	ø8
17 s	61 s	16 s	32 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	43	1329	21	11	944	51	2	1	12	28	1	23
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.70	0.70	0.70	0.68	0.68	0.68
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Detector Phases	4	4	4	8	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0		9.0	9.0		9.0	9.0	
Total Split (s)	71.0	71.0	71.0	71.0	71.0	0.0	9.0	9.0	0.0	9.0	9.0	0.0
Total Split (%)	88.8%	88.8%	88.8%	88.8%	88.8%	0.0%	11.3%	11.3%	0.0%	11.3%	11.3%	0.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max	Max	Max	Max		None	None		None	None	
Act Effct Green (s)	76.6	76.6	76.6	76.6	76.6			5.2			5.2	
Actuated g/C Ratio	0.87	0.87	0.87	0.87	0.87			0.06			0.06	
v/c Ratio	0.11	0.87	0.02	0.10	0.36			0.18			0.60	
Control Delay	1.8	12.5	0.5	3.2	1.6			22.7			43.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay	1.8	12.5	0.5	3.2	1.6			22.7			43.0	
LOS	A	B	A	A	A			C			D	
Approach Delay		12.0			1.6			22.7			43.0	
Approach LOS		B			A			C			D	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 88

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 8.7

Intersection LOS: A

Intersection Capacity Utilization 85.4%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 2: CR 58 & Commerce Drive

	ø2		ø4
9 s		71 s	
	ø6		ø8
9 s		71 s	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	366	5	7	213	66	4	8	24	59	11	25
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.78	0.78	0.78	0.63	0.63	0.63	0.78	0.78	0.78
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phases	4	4		8	8	8	2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0	21.0	9.0	9.0		9.0	9.0	
Total Split (s)	38.0	38.0	0.0	38.0	38.0	38.0	22.0	22.0	0.0	22.0	22.0	0.0
Total Split (%)	63.3%	63.3%	0.0%	63.3%	63.3%	63.3%	36.7%	36.7%	0.0%	36.7%	36.7%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max	Max	None	None		None	None	
Act Effect Green (s)		47.4			47.4	47.4		11.8			11.8	
Actuated g/C Ratio		0.72			0.72	0.72		0.17			0.17	
v/c Ratio		0.38			0.21	0.07		0.18			0.45	
Control Delay		5.4			4.3	1.4		10.3			19.2	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		5.4			4.3	1.4		10.3			19.2	
LOS		A			A	A		B			B	
Approach Delay		5.4			3.6			10.3			19.2	
Approach LOS		A			A			B			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 66.2

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.45

Intersection Signal Delay: 6.7

Intersection LOS: A

Intersection Capacity Utilization 55.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 24: NY 25 & Kroemer Avenue

	ø2		ø4
22 s		38 s	
	ø6		ø8
22 s		38 s	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	44	1008	73	211	1183	55	251	1	261	58	1	46
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.88	0.88	0.88	0.88	0.88	0.88	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Free	pm+pt		Perm	Split		Free	Split		Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases	2		Free	6		6			Free			8
Detector Phases	5	2		1	6		4	4		8	8	8
Minimum Initial (s)	4.0	1.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	35.0		12.0	38.0	38.0	10.0	10.0		10.0	10.0	10.0
Total Split (s)	8.0	36.0	0.0	12.0	40.0	40.0	12.0	12.0	0.0	10.0	10.0	10.0
Total Split (%)	11.4%	51.4%	0.0%	17.1%	57.1%	57.1%	17.1%	17.1%	0.0%	14.3%	14.3%	14.3%
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	2.0		1.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	Min		None	Min	Min	None	None		None	None	None
Act Effct Green (s)	34.8	30.9	66.7	42.9	38.3	38.3	8.0	8.0	66.7	6.0	6.0	6.0
Actuated g/C Ratio	0.50	0.46	1.00	0.64	0.57	0.57	0.12	0.12	1.00	0.09	0.09	0.09
v/c Ratio	0.25	0.71	0.05	0.80	0.66	0.07	0.71	0.71	0.19	0.41	0.01	0.27
Control Delay	9.0	17.8	0.1	34.9	13.3	2.9	51.3	50.9	0.3	38.5	29.0	14.2
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	9.0	17.8	0.1	34.9	13.3	2.9	51.3	50.9	0.3	38.5	29.0	14.2
LOS	A	B	A	C	B	A	D	D	A	D	C	B
Approach Delay		16.3			16.1			25.2			27.7	
Approach LOS		B			B			C			C	

Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 66.7

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 18.0

Intersection LOS: B

Intersection Capacity Utilization 63.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: CR 58 & Tanger Mall Drive

			
ø1	ø2	ø4	ø8
12 s	36 s	12 s	10 s
			
ø5	ø6		
8 s	40 s		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	1241	65	145	1395	129	31	55	185	151	55	90
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.85	0.85	0.85	0.75	0.75	0.75
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8			4		4
Detector Phases	5	2		1	6	6	3	8		7	4	4
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	50.0		8.0	50.0	50.0	8.0	11.0		8.0	11.0	11.0
Total Split (s)	8.0	52.0	0.0	10.0	54.0	54.0	9.0	18.0	0.0	15.0	24.0	24.0
Total Split (%)	8.4%	54.7%	0.0%	10.5%	56.8%	56.8%	9.5%	18.9%	0.0%	15.8%	25.3%	25.3%
Yellow Time (s)	3.5	4.5		3.0	4.5	4.5	3.5	3.0		3.5	3.0	3.0
All-Red Time (s)	0.5	2.0		1.0	2.0	2.0	0.5	2.0		0.5	2.0	2.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min		None	Min	Min	None	Min		None	Min	Min
Act Effct Green (s)	46.8	42.8		51.5	47.0	47.0	17.8	12.7		27.4	22.4	22.4
Actuated g/C Ratio	0.52	0.48		0.58	0.53	0.53	0.19	0.14		0.31	0.25	0.25
v/c Ratio	0.58	0.78		0.81	0.83	0.17	0.14	0.85		0.74	0.16	0.25
Control Delay	27.4	22.6		47.0	23.5	3.3	25.7	44.3		44.3	31.0	7.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	27.4	22.6		47.0	23.5	3.3	25.7	44.3		44.3	31.0	7.7
LOS	C	C		D	C	A	C	D		D	C	A
Approach Delay		22.9			24.0			42.2			30.7	
Approach LOS		C			C			D			C	

Intersection Summary

Cycle Length: 95

Actuated Cycle Length: 88.6

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 25.7

Intersection LOS: C

Intersection Capacity Utilization 80.4%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: CR 58 & Kroemer Avenue

			
ø1	ø2	ø3	ø4
10 s	52 s	9 s	24 s
			
ø5	ø6	ø7	ø8
8 s	54 s	15 s	18 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	315	894	189	121	1168	40	232	191	87	35	162	290
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.86	0.86	0.86	0.80	0.80	0.80	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Perm	pm+pt		Free	pm+pt		Free	pm+pt		Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		Free	8		Free	4		Free
Detector Phases	5	2	2	1	6		3	8		7	4	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	10.0	39.0	39.0	10.0	39.0		8.0	13.0		8.0	13.0	
Total Split (s)	18.0	52.0	52.0	18.0	52.0	0.0	12.0	23.0	0.0	12.0	23.0	0.0
Total Split (%)	17.1%	49.5%	49.5%	17.1%	49.5%	0.0%	11.4%	21.9%	0.0%	11.4%	21.9%	0.0%
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		1.0	2.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min	Min	None	Min		None	Min		None	Min	
Act Effct Green (s)	62.0	49.4	49.4	53.0	44.2	97.9	25.4	20.9	97.9	22.4	15.3	97.9
Actuated g/c Ratio	0.63	0.50	0.50	0.54	0.45	1.00	0.26	0.21	1.00	0.22	0.16	1.00
v/c Ratio	1.04	0.56	0.23	0.47	0.88	0.03	1.02	0.64	0.07	0.19	0.59	0.19
Control Delay	89.8	19.1	7.7	13.5	32.7	0.0	93.9	45.8	0.1	29.7	47.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	0.0	0.0	0.0
Total Delay	89.8	19.1	7.7	13.5	32.7	0.0	99.5	45.8	0.1	29.7	47.6	0.3
LOS	F	B	A	B	C	A	F	D	A	C	D	A
Approach Delay		33.5			29.9			62.4			18.2	
Approach LOS		C			C			E			B	

Intersection Summary

Cycle Length: 105

Actuated Cycle Length: 97.9

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 34.7

Intersection LOS: C

Intersection Capacity Utilization 84.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 13: CR 58 & Mill Road

			
ø1	ø2	ø3	ø4
18 s	52 s	12 s	23 s
			
ø5	ø6	ø7	ø8
18 s	52 s	12 s	23 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	1493	16	59	1583	61	62	1	21	50	2	43
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.90	0.90	0.90	0.75	0.75	0.75	0.74	0.74	0.74
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Detector Phases	4	4	4	8	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0		9.0	9.0		9.0	9.0	
Total Split (s)	79.0	79.0	79.0	79.0	79.0	0.0	11.0	11.0	0.0	11.0	11.0	0.0
Total Split (%)	87.8%	87.8%	87.8%	87.8%	87.8%	0.0%	12.2%	12.2%	0.0%	12.2%	12.2%	0.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max	Max	Max	Max		None	None		None	None	
Act Effect Green (s)	75.0	75.0	75.0	75.0	75.0			7.0			7.0	
Actuated g/C Ratio	0.83	0.83	0.83	0.83	0.83			0.08			0.08	
v/c Ratio	0.15	0.99	0.01	0.80	0.62			0.98			0.80	
Control Delay	3.7	30.1	0.6	68.9	3.7			119.6			63.9	
Queue Delay	0.0	0.0	0.0	0.0	0.2			0.0			0.0	
Total Delay	3.7	30.1	0.6	68.9	3.9			119.6			63.9	
LOS	A	C	A	E	A			F			E	
Approach Delay		29.4			6.1			119.6			63.9	
Approach LOS		C			A			F			E	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 21.4

Intersection LOS: C

Intersection Capacity Utilization 92.1%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 2: CR 58 & Commerce Drive

	ø2		ø4
11 s		79 s	
	ø6		ø8
11 s		79 s	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	92	464	10	48	575	75	6	10	22	103	21	115
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.75	0.75	0.75	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phases	4	4		8	8	8	2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0	21.0	9.0	9.0		9.0	9.0	
Total Split (s)	34.0	34.0	0.0	34.0	34.0	34.0	16.0	16.0	0.0	16.0	16.0	0.0
Total Split (%)	68.0%	68.0%	0.0%	68.0%	68.0%	68.0%	32.0%	32.0%	0.0%	32.0%	32.0%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max	Max	None	None		None	None	
Act Effct Green (s)		30.1			30.1	30.1		10.4			10.4	
Actuated g/C Ratio		0.62			0.62	0.62		0.21			0.21	
v/c Ratio		0.74			0.65	0.08		0.13			0.68	
Control Delay		14.5			10.1	2.4		10.1			22.2	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		14.5			10.1	2.4		10.1			22.2	
LOS		B			B	A		B			C	
Approach Delay		14.5			9.3			10.1			22.2	
Approach LOS		B			A			B			C	

Intersection Summary

Cycle Length: 50

Actuated Cycle Length: 48.5

Natural Cycle: 50

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 13.2

Intersection LOS: B

Intersection Capacity Utilization 93.6%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 24: NY 25 & Kroemer Avenue

 ø2	 ø4
16 s	34 s
 ø6	 ø8
16 s	34 s

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	64	1135	155	310	1164	80	458	1	328	77	1	61
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.98	0.98	0.93	0.93	0.92	0.95	0.92	0.95	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Free	pm+pt		Perm	Split		Free	Split		Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases	2		Free	6		6			Free			8
Detector Phases	5	2		1	6	6	4	4		8	8	8
Minimum Initial (s)	4.0	1.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	30.0		14.0	30.0	30.0	15.0	15.0		12.0	12.0	12.0
Total Split (s)	10.0	32.0	0.0	20.0	42.0	42.0	23.0	23.0	0.0	15.0	15.0	15.0
Total Split (%)	11.1%	35.6%	0.0%	22.2%	46.7%	46.7%	25.6%	25.6%	0.0%	16.7%	16.7%	16.7%
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	2.0		1.0	3.0	3.0	0.5	0.5		0.5	0.5	0.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	Min		None	Min	Min	None	None		None	None	None
Act Effct Green (s)	34.3	28.8	81.6	47.6	40.1	40.1	15.4	15.4	81.6	8.8	8.8	8.8
Actuated g/C Ratio	0.41	0.35	1.00	0.58	0.49	0.49	0.19	0.19	1.00	0.11	0.11	0.11
v/c Ratio	0.32	0.93	0.10	0.86	0.72	0.11	0.76	0.76	0.22	0.45	0.01	0.29
Control Delay	15.6	42.7	0.1	43.5	22.7	4.2	48.6	48.6	0.3	44.6	35.0	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.6	42.7	0.1	43.5	22.7	4.2	48.6	48.6	0.3	44.6	35.0	13.4
LOS	B	D	A	D	C	A	D	D	A	D	C	B
Approach Delay		36.4			25.9			28.5			30.9	
Approach LOS		D			C			C			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 81.6

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 30.2

Intersection LOS: C

Intersection Capacity Utilization 77.9%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: CR 58 & Tanger Mall Drive

ø1	ø2	ø4	ø8
20 s	32 s	23 s	15 s
ø5	ø6		
10 s	42 s		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	152	1476	72	215	1432	195	39	74	198	210	73	145
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96	0.92	0.92	0.92	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8			4		4
Detector Phases	5	2		1	6	6	3	8		7	4	4
Minimum Initial (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	40.0		7.0	40.0	40.0	8.0	11.0		8.0	11.0	11.0
Total Split (s)	11.0	48.0	0.0	14.0	51.0	51.0	13.0	19.0	0.0	14.0	20.0	20.0
Total Split (%)	11.6%	50.5%	0.0%	14.7%	53.7%	53.7%	13.7%	20.0%	0.0%	14.7%	21.1%	21.1%
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min		None	Min	Min	None	Min		None	Min	Min
Act Effct Green (s)	51.0	44.0		57.0	47.0	47.0	21.4	14.1		26.8	20.9	20.9
Actuated g/C Ratio	0.54	0.47		0.61	0.50	0.50	0.22	0.15		0.28	0.22	0.22
v/c Ratio	0.84	1.02		0.90	0.87	0.25	0.14	0.88		0.87	0.19	0.32
Control Delay	53.5	53.9		59.3	28.3	3.9	25.5	51.0		61.9	33.8	8.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	53.5	53.9		59.3	28.3	3.9	25.5	51.0		61.9	33.8	8.1
LOS	D	D		E	C	A	C	D		E	C	A
Approach Delay		53.9			29.4			47.8			38.8	
Approach LOS		D			C			D			D	

Intersection Summary

Cycle Length: 95

Actuated Cycle Length: 94.1

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 41.6

Intersection Capacity Utilization 96.0%

Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service F

Splits and Phases: 1: CR 58 & Kroemer Avenue

			
ø1	ø2	ø3	ø4
14 s	48 s	13 s	20 s
			
ø5	ø6	ø7	ø8
11 s	51 s	14 s	19 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	505	1161	185	125	1328	54	213	247	90	88	225	401
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.80	0.80	0.80	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Perm	pm+pt		Free	pm+pt		Free	pm+pt		Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		Free	8		Free	4		Free
Detector Phases	5	2	2	1	6		3	8		7	4	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	11.0	35.0	35.0	10.0	35.0		12.0	11.0		12.0	11.0	
Total Split (s)	22.0	52.0	52.0	10.0	40.0	0.0	14.0	17.0	0.0	12.0	15.0	0.0
Total Split (%)	24.2%	57.1%	57.1%	11.0%	44.0%	0.0%	15.4%	18.7%	0.0%	13.2%	16.5%	0.0%
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	3.0	3.0	1.0	3.0		1.0	2.0		1.0	2.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min	Min	None	Min		None	Min		None	Min	
Act Effct Green (s)	58.0	48.0	48.0	42.0	36.0	91.0	23.4	15.4	91.0	18.7	11.0	91.0
Actuated g/C Ratio	0.64	0.53	0.53	0.46	0.40	1.00	0.26	0.17	1.00	0.20	0.12	1.00
v/c Ratio	1.28	0.71	0.22	0.60	1.08	0.04	1.02	1.05	0.07	0.45	1.08	0.26
Control Delay	170.9	19.1	5.9	22.1	76.7	0.1	92.5	105.7	0.1	33.1	121.8	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	11.6	0.0	0.0	0.0	0.0	0.0
Total Delay	170.9	19.1	5.9	22.1	76.7	0.1	104.1	105.7	0.1	33.1	121.8	0.4
LOS	F	B	A	C	E	A	F	F	A	C	F	A
Approach Delay		59.2			69.5			87.9			42.7	
Approach LOS		E			E			F			D	

Intersection Summary

Cycle Length: 91

Actuated Cycle Length: 91

Natural Cycle: 120

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.28

Intersection Signal Delay: 63.9

Intersection LOS: E

Intersection Capacity Utilization 101.7%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 13: CR 58 & Mill Road

			
10 s	52 s	14 s	15 s
			
22 s	40 s	12 s	17 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	57	1793	18	67	1805	63	75	1	43	55	1	83
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.99	0.99	0.99	0.63	0.63	0.63	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Detector Phases	4	4	4	8	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0		9.0	9.0		9.0	9.0	
Total Split (s)	118.0	118.0	118.0	118.0	118.0	0.0	22.0	22.0	0.0	22.0	22.0	0.0
Total Split (%)	84.3%	84.3%	84.3%	84.3%	84.3%	0.0%	15.7%	15.7%	0.0%	15.7%	15.7%	0.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max	Max	Max	Max		None	None		None	None	
Act Effct Green (s)	114.0	114.0	114.0	114.0	114.0			18.0			18.0	
Actuated g/C Ratio	0.81	0.81	0.81	0.81	0.81			0.13			0.13	
v/c Ratio	0.43	1.21	0.01	0.33	0.66			1.15			0.65	
Control Delay	15.0	116.8	1.8	8.1	6.5			164.8			55.2	
Queue Delay	0.0	0.0	0.0	0.0	1.0			0.0			0.0	
Total Delay	15.0	116.8	1.8	8.1	7.5			164.8			55.2	
LOS	B	F	A	A	A			F			E	
Approach Delay		112.6			7.5			164.8			55.2	
Approach LOS		F			A			F			E	

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Natural Cycle: 140

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.21

Intersection Signal Delay: 63.9

Intersection LOS: E

Intersection Capacity Utilization 112.0%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 2: CR 58 & Commerce Drive

	ø2		ø4
22 s		118 s	
	ø6		ø8
22 s		118 s	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	162	899	7	24	606	102	11	5	38	234	15	171
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.91	0.91	0.91	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phases	4	4		8	8	8	2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0	21.0	9.0	9.0		9.0	9.0	
Total Split (s)	80.0	80.0	0.0	80.0	80.0	80.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	72.7%	72.7%	0.0%	72.7%	72.7%	72.7%	27.3%	27.3%	0.0%	27.3%	27.3%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max	Max	None	None		None	None	
Act Effct Green (s)		76.0			76.0	76.0		26.0			26.0	
Actuated g/C Ratio		0.69			0.69	0.69		0.24			0.24	
v/c Ratio		1.39			0.57	0.10		0.15			1.41	
Control Delay		205.1			11.1	3.7		15.4			230.3	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		205.1			11.1	3.7		15.4			230.3	
LOS		F			B	A		B			F	
Approach Delay		205.1			10.0			15.4			230.3	
Approach LOS		F			B			B			F	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Natural Cycle: 110

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.41

Intersection Signal Delay: 143.4

Intersection LOS: F

Intersection Capacity Utilization 130.8%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 24: NY 25 & Kroemer Avenue

	
ø2	ø4
30 s	80 s
	
ø6	ø8
30 s	80 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	1288	75	61	758	26	9	1	40	24	1	19
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.93	0.93	0.93	0.82	0.82	0.82	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Free	pm+pt		Perm	Split		Free	Split		Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases	2		Free	6		6			Free			8
Detector Phases	5	2		1	6	6	4	4		8	8	8
Minimum Initial (s)	4.0	1.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	33.0		15.0	33.0	33.0	15.0	15.0		10.0	10.0	10.0
Total Split (s)	8.0	60.0	0.0	15.0	67.0	67.0	15.0	15.0	0.0	10.0	10.0	10.0
Total Split (%)	8.0%	60.0%	0.0%	15.0%	67.0%	67.0%	15.0%	15.0%	0.0%	10.0%	10.0%	10.0%
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	2.0		1.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	80.5	77.1	100.0	85.8	84.0	84.0	7.1	7.1	100.0	7.7	7.7	7.7
Actuated g/C Ratio	0.80	0.77	1.00	0.86	0.84	0.84	0.07	0.07	1.00	0.08	0.08	0.08
v/c Ratio	0.04	0.57	0.06	0.30	0.27	0.02	0.09	0.01	0.03	0.20	0.01	0.15
Control Delay	3.2	9.1	0.1	19.2	4.5	3.3	44.7	43.0	0.0	46.3	42.0	19.7
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	3.2	9.1	0.1	19.2	4.5	3.3	44.7	43.0	0.0	46.3	42.0	19.7
LOS	A	A	A	B	A	A	D	D	A	D	D	B
Approach Delay		8.6			5.6			8.8			34.8	
Approach LOS		A			A			A			C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay: 8.0

Intersection LOS: A

Intersection Capacity Utilization 57.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: CR 58 & Tanger Mall Drive

 ø1	 ø2	 ø4	 ø8
15 s	60 s	15 s	10 s
 ø5	 ø6		
8 s	67 s		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	1210	38	53	791	84	14	26	88	68	23	46
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.92	0.92	0.92	0.91	0.91	0.91	0.75	0.75	0.75
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8			4		4
Detector Phases	5	2		1	6	6	3	8		7	4	4
Minimum Initial (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	40.0		7.0	40.0	40.0	8.0	11.0		8.0	11.0	11.0
Total Split (s)	12.0	59.0	0.0	11.0	58.0	58.0	9.0	18.0	0.0	12.0	21.0	21.0
Total Split (%)	12.0%	59.0%	0.0%	11.0%	58.0%	58.0%	9.0%	18.0%	0.0%	12.0%	21.0%	21.0%
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	69.9	64.4		68.3	63.6	63.6	13.7	9.2		19.3	15.9	15.9
Actuated g/C Ratio	0.70	0.64		0.68	0.64	0.64	0.14	0.09		0.19	0.16	0.16
v/c Ratio	0.25	0.64		0.31	0.40	0.09	0.08	0.55		0.40	0.10	0.20
Control Delay	3.0	10.8		16.7	2.5	0.4	30.1	22.7		37.1	36.0	11.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	3.0	10.8		16.7	2.5	0.4	30.1	22.7		37.1	36.0	11.7
LOS	A	B		B	A	A	C	C		D	D	B
Approach Delay		10.3			3.1			23.5			28.4	
Approach LOS		B			A			C			C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 17 (17%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 9.6

Intersection LOS: A

Intersection Capacity Utilization 58.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: CR 58 & Kroemer Avenue

			
ø1	ø2	ø3	ø4
11 s	59 s	9 s	21 s
			
ø5	ø6	ø7	ø8
12 s	58 s	12 s	18 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	710	143	56	740	19	144	83	47	34	102	212
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.78	0.78	0.78	0.91	0.91	0.91	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Prot		Perm	pm+pt		Free	pm+pt			pm+pt		Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2	6		Free	8			4		Free
Detector Phases	5	2	2	1	6		3	8		7	4	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	11.0	35.0	35.0	10.0	35.0		12.0	11.0		12.0	11.0	
Total Split (s)	16.0	45.0	45.0	15.0	44.0	0.0	20.0	24.0	0.0	16.0	20.0	0.0
Total Split (%)	16.0%	45.0%	45.0%	15.0%	44.0%	0.0%	20.0%	24.0%	0.0%	16.0%	20.0%	0.0%
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	3.0	3.0	1.0	3.0		1.0	2.0		1.0	2.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	Min		None	Min	
Act Effct Green (s)	9.7	54.3	54.3	57.2	49.9	100.0	28.3	21.1		19.8	12.6	100.0
Actuated g/C Ratio	0.10	0.54	0.54	0.57	0.50	1.00	0.28	0.21		0.20	0.13	1.00
v/c Ratio	0.46	0.42	0.16	0.21	0.56	0.02	0.48	0.20		0.15	0.51	0.15
Control Delay	47.6	17.9	12.1	10.1	20.4	0.0	31.5	21.1		25.6	48.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	47.6	17.9	12.1	10.1	20.4	0.0	31.5	21.1		25.6	48.0	0.2
LOS	D	B	B	B	C	A	C	C		C	D	A
Approach Delay		21.2			19.3			26.6			16.7	
Approach LOS		C			B			C			B	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green, Master Intersection

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 20.4

Intersection LOS: C

Intersection Capacity Utilization 51.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 13: CR 58 & Mill Road

 ø1	 ø2	 ø3	 ø4
15 s	45 s	20 s	20 s
 ø5	 ø6	 ø7	 ø8
16 s	44 s	16 s	24 s

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	90	1321	886	209	125	53
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Turn Type	pm+pt			Perm		Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phases	7	4	8	8	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	22.0	22.0	22.0	21.0	21.0
Total Split (s)	21.0	71.0	50.0	50.0	29.0	29.0
Total Split (%)	21.0%	71.0%	50.0%	50.0%	29.0%	29.0%
Yellow Time (s)	3.0	4.0	4.0	4.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	Min	Min	Min	C-Max	C-Max
Act Effect Green (s)	62.7	62.7	53.2	53.2	29.3	29.3
Actuated g/C Ratio	0.63	0.63	0.53	0.53	0.29	0.29
v/c Ratio	0.32	0.65	0.51	0.24	0.14	0.11
Control Delay	10.0	12.7	15.7	4.3	28.8	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.0	12.7	15.7	4.3	28.8	8.8
LOS	A	B	B	A	C	A
Approach Delay		12.5	13.5		22.8	
Approach LOS		B	B		C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 47 (47%), Referenced to phase 2: and 6:SBL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 13.6

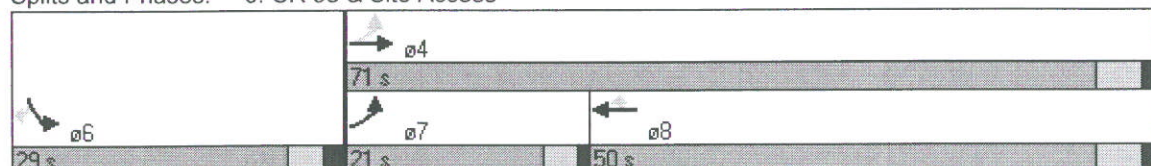
Intersection LOS: B

Intersection Capacity Utilization 46.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: CR 58 & Site Access



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	43	1423	21	11	1080	51	2	1	12	28	1	23
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.70	0.70	0.70	0.68	0.68	0.68
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Detector Phases	4	4	4	8	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	70.0	70.0	70.0	70.0	70.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	70.0%	70.0%	70.0%	70.0%	70.0%	0.0%	30.0%	30.0%	0.0%	30.0%	30.0%	0.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)	80.5	80.5	80.5	80.5	80.5		11.5	11.5			11.5	
Actuated g/C Ratio	0.80	0.80	0.80	0.80	0.80		0.12	0.12			0.12	
v/c Ratio	0.18	0.53	0.02	0.07	0.44		0.02	0.08			0.33	
Control Delay	1.4	0.8	0.0	1.3	1.0		40.5	19.6			30.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	1.4	0.8	0.0	1.3	1.0		40.5	19.6			30.2	
LOS	A	A	A	A	A		D	B			C	
Approach Delay		0.8			1.0			22.6			30.2	
Approach LOS		A			A			C			C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 73 (73%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 1.8

Intersection LOS: A

Intersection Capacity Utilization 55.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: CR 58 & Commerce Drive

	ø2		ø4
30 s		70 s	
	ø6		ø8
30 s		70 s	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	44	366	5	7	213	66	4	8	24	59	11	27
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.78	0.78	0.78	0.63	0.63	0.63	0.78	0.78	0.78
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phases	4	4		8	8	8	2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0	21.0	9.0	9.0		9.0	9.0	
Total Split (s)	38.0	38.0	0.0	38.0	38.0	38.0	22.0	22.0	0.0	22.0	22.0	0.0
Total Split (%)	63.3%	63.3%	0.0%	63.3%	63.3%	63.3%	36.7%	36.7%	0.0%	36.7%	36.7%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max	Max	None	None		None	None	
Act Effect Green (s)		47.4			47.4	47.4		11.7			11.7	
Actuated g/C Ratio		0.72			0.72	0.72		0.17			0.17	
v/c Ratio		0.38			0.21	0.07		0.18			0.45	
Control Delay		5.4			4.3	1.4		10.3			19.0	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		5.4			4.3	1.4		10.3			19.0	
LOS		A			A	A		B			B	
Approach Delay		5.4			3.6			10.3			19.0	
Approach LOS		A			A			B			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 66.2

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.45

Intersection Signal Delay: 6.7

Intersection Capacity Utilization 55.8%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service B

Splits and Phases: 25: NY 25 & Kroemer Avenue

 02	 04
22 s	38 s
 06	 08
22 s	38 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	44	1204	73	211	1255	55	251	1	261	58	1	46
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.88	0.88	0.88	0.88	0.88	0.88	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Free	pm+pt		Perm	Split		Free	Split		Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases	2		Free	6		6			Free			8
Detector Phases	5	2		1	6	6	4	4		8	8	8
Minimum Initial (s)	4.0	1.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	33.0		15.0	33.0	33.0	15.0	15.0		10.0	10.0	10.0
Total Split (s)	9.0	51.0	0.0	21.0	63.0	63.0	17.0	17.0	0.0	11.0	11.0	11.0
Total Split (%)	9.0%	51.0%	0.0%	21.0%	63.0%	63.0%	17.0%	17.0%	0.0%	11.0%	11.0%	11.0%
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	2.0		1.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	47.5	47.5	100.0	63.7	63.7	63.7	12.2	12.2	100.0	7.0	7.0	7.0
Actuated g/C Ratio	0.48	0.48	1.00	0.64	0.64	0.64	0.12	0.12	1.00	0.07	0.07	0.07
v/c Ratio	0.31	0.82	0.05	0.61	0.63	0.06	0.69	0.69	0.19	0.51	0.01	0.32
Control Delay	19.6	28.2	0.1	16.6	2.5	0.1	60.2	60.1	0.3	59.9	43.0	18.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	28.2	0.1	16.6	2.5	0.1	60.2	60.1	0.3	59.9	43.0	18.6
LOS	B	C	A	B	A	A	E	E	A	E	D	B
Approach Delay		26.3			4.3			29.7			41.6	
Approach LOS		C			A			C			D	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 38 (38%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 17.6

Intersection LOS: B

Intersection Capacity Utilization 68.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: CR 58 & Tanger Mall Drive

			
ø2	ø1	ø4	ø8
51 s	21 s	17 s	11 s
			
ø5	ø6		
9 s	63 s		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	1437	65	145	1467	129	31	55	185	151	55	90
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.85	0.85	0.85	0.75	0.75	0.75
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8			4		4
Detector Phases	5	2		1	6	6	3	8		7	4	4
Minimum Initial (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	40.0		7.0	40.0	40.0	8.0	11.0		8.0	11.0	11.0
Total Split (s)	8.0	54.0	0.0	12.0	58.0	58.0	8.0	19.0	0.0	15.0	26.0	26.0
Total Split (%)	8.0%	54.0%	0.0%	12.0%	58.0%	58.0%	8.0%	19.0%	0.0%	15.0%	26.0%	26.0%
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Min		None	C-Min	C-Min	None	Min		None	Min	Min
Act Effct Green (s)	52.2	51.4		57.0	57.0	57.0	17.7	13.4		28.6	23.8	23.8
Actuated g/C Ratio	0.52	0.51		0.57	0.57	0.57	0.18	0.13		0.29	0.24	0.24
v/c Ratio	0.59	0.85		0.77	0.82	0.16	0.15	0.86		0.81	0.16	0.26
Control Delay	25.4	8.1		47.7	5.2	0.2	27.5	45.8		54.7	32.3	8.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	25.4	8.1		47.7	5.2	0.2	27.5	45.8		54.7	32.3	8.0
LOS	C	A		D	A	A	C	D		D	C	A
Approach Delay		9.0			8.4			43.7			36.3	
Approach LOS		A			A			D			D	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 40 (40%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 13.9

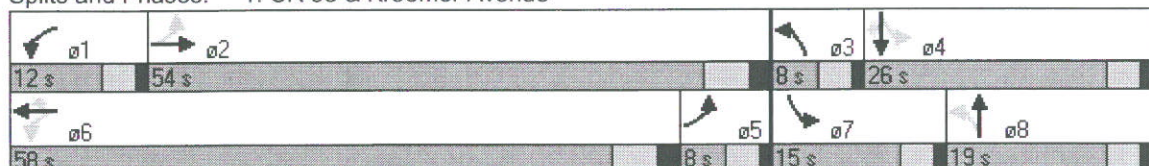
Intersection LOS: B

Intersection Capacity Utilization 85.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: CR 58 & Kroemer Avenue



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	451	1258	325	121	1428	40	329	191	87	35	162	387
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.86	0.86	0.86	0.80	0.80	0.80	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Prot		Perm	pm+pt		Free	pm+pt			pm+pt		Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2	6		Free	8			4		Free
Detector Phases	5	2	2	1	6		3	8		7	4	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	11.0	35.0	35.0	10.0	35.0		12.0	11.0		12.0	11.0	
Total Split (s)	16.0	54.0	54.0	12.0	50.0	0.0	22.0	22.0	0.0	12.0	12.0	0.0
Total Split (%)	16.0%	54.0%	54.0%	12.0%	50.0%	0.0%	22.0%	22.0%	0.0%	12.0%	12.0%	0.0%
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	3.0	3.0	1.0	3.0		1.0	2.0		1.0	2.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	12.0	50.2	50.2	53.8	46.0	100.0	30.0	23.0		14.9	8.0	100.0
Actuated g/C Ratio	0.12	0.50	0.50	0.54	0.46	1.00	0.30	0.23		0.15	0.08	1.00
v/c Ratio	1.19	0.80	0.39	0.67	1.05	0.03	1.12	0.45		0.19	1.15	0.25
Control Delay	147.8	18.6	9.2	31.8	66.3	0.0	112.2	29.6		28.8	161.7	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	147.8	18.6	9.2	31.8	66.3	0.0	112.2	29.6		28.8	161.7	0.4
LOS	F	B	A	C	E	A	F	C		C	F	A
Approach Delay		45.8			62.0			74.4			46.9	
Approach LOS		D			E			E			D	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green, Master Intersection

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.19

Intersection Signal Delay: 55.5

Intersection LOS: E

Intersection Capacity Utilization 92.4%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 13: CR 58 & Mill Road

			
ø1	ø2	ø3	ø4
12 s	54 s	22 s	12 s
			
ø5	ø6	ø7	ø8
16 s	50 s	12 s	22 s

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	301	1458	1434	702	742	318
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Turn Type	pm+pt			Perm		Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phases	7	4	8	8	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	22.0	22.0	22.0	21.0	21.0
Total Split (s)	20.0	70.0	50.0	50.0	30.0	30.0
Total Split (%)	20.0%	70.0%	50.0%	50.0%	30.0%	30.0%
Yellow Time (s)	3.0	4.0	4.0	4.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	Min	Min	Min	C-Max	C-Max
Act Effect Green (s)	66.0	66.0	46.0	46.0	26.0	26.0
Actuated g/C Ratio	0.66	0.66	0.46	0.46	0.26	0.26
v/c Ratio	0.91	0.68	0.96	0.68	0.90	0.55
Control Delay	43.5	20.0	29.3	3.4	50.8	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.5	20.0	29.3	3.4	50.8	9.5
LOS	D	B	C	A	D	A
Approach Delay		24.0	20.8		38.4	
Approach LOS		C	C		D	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 70 (70%), Referenced to phase 2: and 6: SBL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 25.7

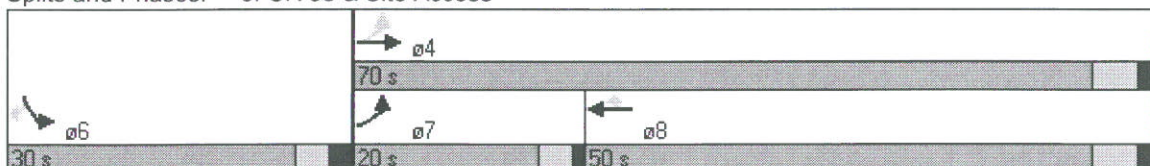
Intersection LOS: C

Intersection Capacity Utilization 87.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 6: CR 58 & Site Access



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	2130	16	59	2039	61	62	1	21	50	2	43
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.90	0.90	0.90	0.75	0.75	0.75	0.74	0.74	0.74
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Detector Phases	4	4	4	8	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	80.0	80.0	80.0	80.0	80.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0
Total Split (%)	80.0%	80.0%	80.0%	80.0%	80.0%	0.0%	20.0%	20.0%	0.0%	20.0%	20.0%	0.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)	80.2	80.2	80.2	80.2	80.2		11.8	11.8			11.8	
Actuated g/C Ratio	0.80	0.80	0.80	0.80	0.80		0.12	0.12			0.12	
v/c Ratio	0.30	0.77	0.01	0.84	0.83		0.60	0.12			0.61	
Control Delay	7.7	3.9	0.4	46.6	5.3		58.6	20.3			47.6	
Queue Delay	0.0	0.0	0.0	0.0	0.3		0.0	0.0			0.0	
Total Delay	7.7	3.9	0.4	46.6	5.6		58.6	20.3			47.6	
LOS	A	A	A	D	A		E	C			D	
Approach Delay		3.9			6.7			48.6			47.6	
Approach LOS		A			A			D			D	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 64 (64%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 7.4

Intersection LOS: A

Intersection Capacity Utilization 77.7%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 2: CR 58 & Commerce Drive

	
ø2	ø4
20 s	80 s
	
ø6	ø8
20 s	80 s

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	102	464	10	48	575	75	6	10	22	103	21	126
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.75	0.75	0.75	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phases	4	4		8	8	8	2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0	21.0	9.0	9.0		9.0	9.0	
Total Split (s)	41.0	41.0	0.0	41.0	41.0	41.0	19.0	19.0	0.0	19.0	19.0	0.0
Total Split (%)	68.3%	68.3%	0.0%	68.3%	68.3%	68.3%	31.7%	31.7%	0.0%	31.7%	31.7%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max	Max	None	None		None	None	
Act Effct Green (s)		37.1			37.1	37.1		12.5			12.5	
Actuated g/C Ratio		0.64			0.64	0.64		0.22			0.22	
v/c Ratio		0.77			0.63	0.08		0.13			0.72	
Control Delay		17.0			10.1	2.7		11.4			26.2	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		17.0			10.1	2.7		11.4			26.2	
LOS		B			B	A		B			C	
Approach Delay		17.0			9.3			11.4			26.2	
Approach LOS		B			A			B			C	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 57.6

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 14.8

Intersection LOS: B

Intersection Capacity Utilization 94.8%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 25: NY 25 & Kroemer Avenue

19 s	41 s		
19 s	41 s		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	64	1447	155	310	1281	80	458	1	328	77	1	61
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.93	0.93	0.93	0.95	0.95	0.95	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt		Free	pm+pt		Perm	Split		Free	Split		Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases	2		Free	6		6			Free			8
Detector Phases	5	2		1	6	6	4	4		8	8	8
Minimum Initial (s)	4.0	1.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	33.0		15.0	33.0	33.0	15.0	15.0		10.0	10.0	10.0
Total Split (s)	9.0	45.0	0.0	18.0	54.0	54.0	17.0	17.0	0.0	10.0	10.0	10.0
Total Split (%)	10.0%	50.0%	0.0%	20.0%	60.0%	60.0%	18.9%	18.9%	0.0%	11.1%	11.1%	11.1%
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	2.0		1.0	3.0	3.0	2.0	2.0		2.0	2.0	2.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	46.7	41.6	90.0	60.6	53.4	53.4	13.4	13.4	90.0	6.0	6.0	6.0
Actuated g/c Ratio	0.52	0.46	1.00	0.67	0.59	0.59	0.15	0.15	1.00	0.07	0.07	0.07
v/c Ratio	0.31	0.90	0.10	0.94	0.66	0.09	0.96	0.96	0.22	0.71	0.01	0.40
Control Delay	11.0	32.0	0.1	60.9	15.2	2.5	88.5	88.4	0.3	73.7	39.0	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.0	32.0	0.1	60.9	15.2	2.5	88.5	88.4	0.3	73.7	39.0	18.3
LOS	B	C	A	E	B	A	F	F	A	E	D	B
Approach Delay		28.2			23.0			51.7			49.3	
Approach LOS		C			C			D			D	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 31.2

Intersection LOS: C

Intersection Capacity Utilization 86.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: CR 58 & Tanger Mall Drive

			
ø1	ø2	ø4	ø8
18 s	45 s	17 s	10 s
			
ø5	ø6		
9 s	54 s		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	152	1788	72	215	1549	195	39	74	198	210	73	145
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96	0.92	0.92	0.92	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8			4		4
Detector Phases	5	2		1	6	6	3	8		7	4	4
Minimum Initial (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	40.0		7.0	40.0	40.0	8.0	11.0		8.0	11.0	11.0
Total Split (s)	14.0	58.0	0.0	13.0	57.0	57.0	8.0	16.0	0.0	13.0	21.0	21.0
Total Split (%)	14.0%	58.0%	0.0%	13.0%	57.0%	57.0%	8.0%	16.0%	0.0%	13.0%	21.0%	21.0%
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	63.2	54.0		62.8	53.8	53.8	16.0	12.0		25.0	20.2	20.2
Actuated g/C Ratio	0.63	0.54		0.63	0.54	0.54	0.16	0.12		0.25	0.20	0.20
v/c Ratio	0.75	1.06		1.02	0.88	0.23	0.20	1.04		1.01	0.20	0.35
Control Delay	44.3	47.0		63.9	5.9	0.1	32.1	93.5		100.9	36.7	8.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	44.3	47.0		63.9	5.9	0.1	32.1	93.5		100.9	36.7	8.5
LOS	D	D		E	A	A	C	F		F	D	A
Approach Delay		46.8			11.6			85.9			58.6	
Approach LOS		D			B			F			E	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 20 (20%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.06

Intersection Signal Delay: 36.2

Intersection LOS: D

Intersection Capacity Utilization 104.7%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 1: CR 58 & Kroemer Avenue

			
ø1	ø2	ø3	ø4
13 s	58 s	8 s	21 s
			
ø5	ø6	ø7	ø8
14 s	57 s	13 s	16 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	690	1656	371	125	1744	54	369	247	90	88	225	557
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.80	0.80	0.80	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Prot		Perm	pm+pt		Free	pm+pt			pm+pt		Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2	6		Free	8			4		Free
Detector Phases	5	2	2	1	6		3	8		7	4	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	11.0	35.0	35.0	10.0	35.0		12.0	11.0		12.0	11.0	
Total Split (s)	19.0	57.0	57.0	10.0	48.0	0.0	19.0	21.0	0.0	12.0	14.0	0.0
Total Split (%)	19.0%	57.0%	57.0%	10.0%	48.0%	0.0%	19.0%	21.0%	0.0%	12.0%	14.0%	0.0%
Yellow Time (s)	3.0	4.5	4.5	3.0	4.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	3.0	3.0	1.0	3.0		1.0	2.0		1.0	2.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	15.0	53.0	53.0	50.0	44.0	100.0	29.0	19.4		17.6	10.0	100.0
Actuated g/C Ratio	0.15	0.53	0.53	0.50	0.44	1.00	0.29	0.19		0.18	0.10	1.00
v/c Ratio	1.47	1.01	0.44	0.81	1.27	0.04	1.45	0.65		0.46	1.30	0.37
Control Delay	251.5	31.6	6.8	54.0	155.6	0.1	247.2	37.7		35.1	206.7	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	251.5	31.6	6.8	54.0	155.6	0.1	247.2	37.7		35.1	206.7	0.6
LOS	F	C	A	D	F	A	F	D		D	F	A
Approach Delay		84.1			144.7			147.2			57.4	
Approach LOS		F			F			F			E	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green, Master Intersection

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.47

Intersection Signal Delay: 107.3

Intersection LOS: F

Intersection Capacity Utilization 113.5%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 13: CR 58 & Mill Road

			
ø1	ø2	ø3	ø4
10 s	57 s	19 s	14 s
			
ø5	ø6	ø7	ø8
19 s	48 s	12 s	21 s

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	446	1761	1591	1040	1000	429
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Turn Type	pm+pt			Perm		Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			8		6
Detector Phases	7	4	8	8	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	22.0	22.0	22.0	21.0	21.0
Total Split (s)	22.0	68.0	46.0	46.0	32.0	32.0
Total Split (%)	22.0%	68.0%	46.0%	46.0%	32.0%	32.0%
Yellow Time (s)	3.0	4.0	4.0	4.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Recall Mode	None	Min	Min	Min	C-Max	C-Max
Act Effct Green (s)	64.0	64.0	42.0	42.0	28.0	28.0
Actuated g/C Ratio	0.64	0.64	0.42	0.42	0.28	0.28
v/c Ratio	1.23	0.85	1.16	1.07	1.13	0.68
Control Delay	136.3	19.8	101.5	50.4	106.7	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	136.3	19.8	101.5	50.4	106.7	14.2
LOS	F	B	F	D	F	B
Approach Delay		43.4	81.3		79.0	
Approach LOS		D	F		E	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 59 (59%), Referenced to phase 2: and 6:SBL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.23

Intersection Signal Delay: 67.4

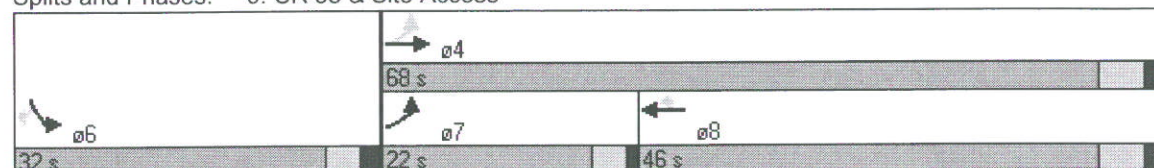
Intersection LOS: E

Intersection Capacity Utilization 107.2%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 6: CR 58 & Site Access



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	57	2659	18	67	2533	63	75	1	43	55	1	83
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.99	0.99	0.99	0.63	0.63	0.63	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Detector Phases	4	4	4	8	8		2	2		6	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	80.0	80.0	80.0	80.0	80.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0
Total Split (%)	80.0%	80.0%	80.0%	80.0%	80.0%	0.0%	20.0%	20.0%	0.0%	20.0%	20.0%	0.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	Min	Min		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)	77.5	77.5	77.5	77.5	77.5		14.5	14.5			14.5	
Actuated g/C Ratio	0.78	0.78	0.78	0.78	0.78		0.14	0.14			0.14	
v/c Ratio	0.75	0.99	0.01	0.88	0.96		0.82	0.30			0.64	
Control Delay	36.5	16.9	1.7	37.9	17.9		79.5	36.7			49.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	36.5	16.9	1.7	37.9	17.9		79.5	36.7			49.2	
LOS	D	B	A	D	B		E	D			D	
Approach Delay		17.2			18.4			63.6			49.2	
Approach LOS		B			B			E			D	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 48 (48%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 20.1

Intersection LOS: C

Intersection Capacity Utilization 95.0%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 2: CR 58 & Commerce Drive

	ø2		ø4
20 s		80 s	
	ø6		ø8
20 s		80 s	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	177	899	7	24	606	102	11	5	38	234	15	185
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.91	0.91	0.91	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phases	4	4		8	8	8	2	2		6	6	
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0	21.0	9.0	9.0		9.0	9.0	
Total Split (s)	65.0	65.0	0.0	65.0	65.0	65.0	25.0	25.0	0.0	25.0	25.0	0.0
Total Split (%)	72.2%	72.2%	0.0%	72.2%	72.2%	72.2%	27.8%	27.8%	0.0%	27.8%	27.8%	0.0%
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max	Max	None	None		None	None	
Act Effct Green (s)		61.0			61.0	61.0		21.0			21.0	
Actuated g/C Ratio		0.68			0.68	0.68		0.23			0.23	
v/c Ratio		1.47			0.58	0.10		0.15			1.42	
Control Delay		236.1			10.2	3.1		13.6			232.7	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		236.1			10.2	3.1		13.6			232.7	
LOS		F			B	A		B			F	
Approach Delay		236.1			9.2			13.6			232.7	
Approach LOS		F			A			B			F	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.47

Intersection Signal Delay: 158.8

Intersection LOS: F

Intersection Capacity Utilization 132.5%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 25: NY 25 & Kroemer Avenue

	
ø2	ø4
25 s	65 s
	
ø6	ø8
25 s	65 s

ATTACHMENT 6
Expected Traffic
Generated by Other
Projects

Intersection	Scenario Peak Hour Year	Browning Hotel			Headriver LLC			SW Corner Kroemer			Stop & Shop		
		AM 2009	PM 2009	Sat 2009	AM 2009	PM 2009	Sat 2009	AM 2009	PM 2009	Sat 2009	AM 2009	PM 2009	Sat 2009
CR 58 & Tanger Mall Drive	Eastbound												
	Left												
	Thru	37	45	48	21	44	64	3	8	11	21	38	42
	Right	2	4	8	57	56	103	0	0	0	0	0	0
	Total	39	49	56	78	100	167	3	8	11	21	38	42
	Westbound												
	Left	0	0	0	0	0	0	0	0	0	0	0	0
	Thru	60	45	48	44	53	90	2	9	11	14	36	41
	Right				26	55	80						
	Total	60	45	48	70	108	170	2	9	11	14	36	41
CR 58 & Kroemer Avenue	Northbound												
	Left	1	11	23	0	0	0	0	0	0			
	Thru				0	0	0						
	Right	0	0	0	0	0	0	0	0	0			
	Total	1	11	23	0	0	0	0	0	0			
	Southbound												
	Left				24	58	77						
	Thru				0	0	0						
	Right				19	46	61						
	Total				43	104	138						
CR 58 & Kroemer Avenue	Eastbound												
	Left	100	105	127	191	312	475	5	17	22	35	74	83
	Thru												
	Right												
	Total												
	Westbound												
	Left	1	1	2	57	56	103	0	0	0	0	0	0
	Thru	36	43	44	24	58	77	2	9	11	21	38	42
	Right	1	1	2	19	33	0	0	0	0	0	0	0
	Total	38	45	48	100	147	180	2	9	11	21	38	42
CR 58 & Kroemer Avenue	Northbound												
	Left	0	0	0	0	0	0	6	17	25	1	3	3
	Thru	59	43	45	26	55	80	0	0	0	14	36	41
	Right	0	0	0	73	121	185	0	0	0	0	0	0
	Total	59	43	45	99	176	265	6	17	25	15	39	44
	Southbound												
	Left	1	1	1	0	0	0	2	9	11	0	0	0
	Thru	0	0	0	24	47	70	0	0	0	0	0	0
	Right	0	0	0	43	53	0	2	9	11	2	3	3
	Total	1	1	1	67	100	70	4	18	22	2	3	3
CR 58 & Kroemer Avenue	Southbound												
	Left	0	0	0	63	123	174	0	0	0	0	0	0
	Thru	0	0	0	21	49	66	0	0	0	0	0	0
	Right	0	1	2	44	53	90	0	0	0	0	0	0
	Total	0	1	2	128	225	330	0	0	0	0	0	0
	Eastbound												
	Left	98	90	96	394	648	845	12	44	58	38	80	89
	Thru												
	Right												
	Total												

Intersection	Scenario Peak Hour Year	Browning Hotel			Headriver LLC			SW Corner Kroemer			Stop & Shop		
		AM 2009	PM 2009	Sat 2009	AM 2009	PM 2009	Sat 2009	AM 2009	PM 2009	Sat 2009	AM 2009	PM 2009	Sat 2009
CR 58 & Proposed Site Access													
Eastbound	Left												
	Thru												
	Right												
	Total												
		36	43	44	130	234	251	4	19	23	23	41	45
Westbound	Left												
	Thru												
	Right												
	Total												
		36	43	44	130	234	251	4	19	23	23	41	45
Northbound	Left												
	Thru												
	Right												
	Total												
		59	43	45	99	176	265	6	17	25	15	39	44
Southbound	Left												
	Thru												
	Right												
	Total												
		59	43	45	99	176	265	6	17	25	15	39	44
Total		95	86	89	229	410	516	10	36	48	38	80	89
CR 58 & Commerce Drive/Gatewood													
Eastbound	Left												
	Thru												
	Right												
	Total												
		1	1	2	130	234	251	4	19	23	23	41	45
Westbound	Left												
	Thru												
	Right												
	Total												
		36	44	45	130	234	251	4	19	23	23	41	45
Northbound	Left												
	Thru												
	Right												
	Total												
		57	41	42	99	176	265	6	17	25	15	39	44
Southbound	Left												
	Thru												
	Right												
	Total												
		57	41	42	99	176	265	6	17	25	15	39	44
Total		95	86	90	229	410	516	10	36	48	38	80	89

Intersection	Scenario Peak Hour Year	Browning Hotel			Headriver LLC			SW Corner Kroemer			Stop & Shop		
		AM 2009	PM 2009	Sat 2009	AM 2009	PM 2009	Sat 2009	AM 2009	PM 2009	Sat 2009	AM 2009	PM 2009	Sat 2009
CR 58 - OCR	CR 58 & Mill Road/Pulaski Street												
	Eastbound												
	Left	4	10	13	16	34	49	1	4	5	0	0	0
	Thru	25	26	25	58	121	168	2	12	14	11	39	33
	Pulaski	4	4	3	10	18	24	0	1	2	0	0	0
Pulaski Street	SB Mill	1	2	1	2	7	10	0	1	2	0	0	0
	Total/	34	42	42	86	180	251	3	18	23	11	39	33
	Northwestbound												
	Left				0	0	0	0	0	0	15	28	30
	WB 58	3	3	2	7	17	22	0	1	2	0	0	0
CR 58 - OCR	NB Mill				0	0	0	0	0	0	0	0	0
	EB 58				0	0	0	0	0	0	0	0	0
	Total/	3	3	2	7	17	22	0	1	2	15	28	30
	Westbound												
	Pulaski	40	29	30	66	118	178	4	10	15	32	57	59
Mill Road	SB Mill	40	29	30	66	118	178	0	0	0	6	11	16
	Thru				0	0	0	0	0	0	0	0	0
	Right				0	0	0	0	0	0	0	0	0
	Total/	40	29	30	66	118	178	4	10	15	38	68	75
	Northbound												
Mill Road	Left	3	1	1	6	7	14	0	1	2	15	43	48
	Thru				0	0	0	0	0	0	11	29	33
	EB 58				0	0	0	0	0	0	15	40	43
	Pulaski				0	0	0	0	0	0	10	27	29
	Total/	3	1	1	6	7	14	0	1	2	51	139	153
Mill Road	Southbound												
	EB 58				0	0	0	0	0	0	0	0	0
	Pulaski				0	0	0	0	0	0	0	0	0
	Thru				0	0	0	0	0	0	17	30	34
	Right	11	7	9	19	34	51	1	4	6	0	0	0
NY 25 & Kroemer Avenue/Forge Road	Total/	11	7	9	19	34	51	1	4	6	17	30	34
	Eastbound												
	Left												
	Thru												
	Right												
Westbound	Total/	91	82	84	184	356	516	8	34	48	132	304	325
	Westbound												
	Left				0	0	0	0	0	0	2	3	4
	Thru												
	Right												
Northbound	Total/												
	Northbound												
	Left												
	Thru												
	Right												
Southbound	Total/												
	Southbound												
	Left												
	Thru												
	Right												
Total	Total/	0	0	0	45	96	136	0	2	4	1	3	3
	Left												
	Thru												
	Right												
	Total/												

Intersection	Scenario Peak Hour Year	PG Richard & Son			NW Corner NY 25 & Tanger			Total Other Projects		
		AM 2009	PM 2009	Sat 2009	AM 2009	PM 2009	Sat 2009	AM 2009	PM 2009	Sat 2009
CR 58 & Tanger Mall Drive	Eastbound									
	Left			65				21	44	64
	Thru		30					118	177	269
	Right							2	4	8
	Total		30	65				141	225	341
	Westbound							0	0	0
	Left			68				120	175	258
	Thru		32					26	55	80
	Right							146	230	338
	Total		32	68				1	11	23
CR 58 & Tanger Mall Drive	Northbound							0	0	0
	Left							0	0	0
	Thru							1	11	23
	Right							24	58	77
	Total							0	0	0
	Southbound							19	46	61
	Left							43	104	138
	Thru							331	570	840
	Right									
	Total	0	62	133	0	0	0	331	570	840
CR 58 & Kroemer Avenue	Eastbound									
	Left			65				58	57	105
	Thru		30					83	178	239
	Right							20	34	2
	Total		30	65				161	269	346
	Westbound					70	136	7	90	164
	Left			68				99	166	234
	Thru		32					73	121	185
	Right					70	136	179	377	583
	Total		32	68				3	10	12
CR 58 & Kroemer Avenue	Northbound							24	47	70
	Left							47	135	145
	Thru					70	131	74	192	227
	Right					70	131	63	123	174
	Total							21	49	66
	Southbound							44	54	92
	Left							128	226	332
	Thru							542	1,064	1,488
	Right									
	Total	0	62	133	0	140	267			

Intersection	Scenario Peak Hour Year	PC Richard & Son			NW Corner NY 25 & Tanger			Total Other Projects		
		AM 2009	PM 2009	Sat 2009	AM 2009	PM 2009	Sat 2009	AM 2009	PM 2009	Sat 2009
CR 58 & Proposed Site Access										
Eastbound	Left									
	Thru		30	65		70	131	193	437	559
	Right									
	Total		30	65		70	131	193	437	559
Westbound	Left									
	Thru		32	68		70	136	179	377	583
	Right									
	Total		32	68		70	136	179	377	583
Northbound	Left									
	Thru									
	Right									
	Total									
Southbound	Left									
	Thru									
	Right									
	Total									
Total		0	62	133	0	140	267	372	814	1,142
CR 58 & Commerce Drive/Gatewood										
Eastbound	Left		0	0		70	131	1	1	2
	Thru		13	29				191	419	521
	Right		0	0				1	1	1
	Total		13	29		70	131	193	421	524
Westbound	Left		44	55				0	44	55
	Thru		-18	0		70	136	177	325	512
	Right		0	0				0	0	0
	Total		26	55		70	136	177	369	567
Northbound	Left		50	68				0	50	68
	Thru		0	0				0	0	0
	Right		14	29				0	14	29
	Total		64	97				0	64	97
Southbound	Left		0	0				0	0	0
	Thru		0	0				0	0	0
	Right		0	0				2	1	3
	Total		0	0				2	1	3
Total		0	103	181	0	140	267	372	855	1,191

Intersection	Scenario Peak Hour Year	PC Richard & Son			NW Corner NY 25 & Tanger			Total Other Projects		
		AM 2009	PM 2009	Sat 2009	AM 2009	PM 2009	Sat 2009	AM 2009	PM 2009	Sat 2009
CR 58 & Mill Road/Pulaski Street	Eastbound									
	Left		9	14		13	25	21	70	106
	Thru		17	38		47	88	96	262	366
	Pulaski		1	2		7	13	14	31	44
	SB Mill		2	3		3	5	3	15	21
Pulaski Street	Total/		29	57		70	131	134	378	537
	Northwestbound									
	Left		0	0		0	0	15	28	30
	WB 58		1	3		7	13	10	29	42
	NB Mill		0	0		0	0	0	0	0
CR 58 - OCR	EB 58		0	0		0	0	0	0	0
	Total/		1	3		7	13	25	57	72
	Westbound									
	Pulaski		0	0		0	0	0	0	0
	SB Mill		0	0		0	0	32	57	59
Mill Road	Thru		17	36		47	91	116	232	366
	Right		0	0		0	0	0	0	0
	Total/		17	36		47	91	148	289	425
	Northbound									
	Left		2	3		3	6	24	57	74
Mill Road	Thru		0	0		0	0	11	29	33
	EB 58		0	0		0	0	15	40	43
	Pulaski		0	0		0	0	10	27	29
	Total/		2	3		3	6	60	153	179
	Southbound									
NY 25 & Kroemer Avenue/Forge Road	EB 58		0	0		0	0	0	0	0
	Pulaski		0	0		0	0	0	0	0
	Thru		0	0		0	0	17	30	34
	Right		6	13		13	26	31	64	105
	Total/		6	13		13	26	48	94	139
Total		0	55	112	0	140	267	415	971	1,352
Eastbound	Left		1	2		70	131	2	74	137
	Thru					92	171	0	92	171
	Right							0	0	0
	Total/	0	1	2	0	162	302	2	166	308
	Westbound									
Westbound	Left							0	0	0
	Thru							0	0	0
	Right					92	179	0	92	179
	Total/	0	0	0	0	92	179	24	48	72
	Northbound							24	140	251
Northbound	Left							0	0	0
	Thru							0	0	0
	Right							0	0	0
	Total/	0	0	0	0	0	0	0	0	0
	Southbound							21	50	68
Southbound	Left							0	0	0
	Thru							0	0	0
	Right		1	2		70	136	1	74	141
	Total/	0	1	2	0	70	136	22	124	209
	Total	0	2	4	0	324	617	48	430	768

Trip Generation

Project Component	Component Size	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
HOTEL ITE # 310 Hotel	254 Rooms	Rate = 0.56 Entering 61% Exiting 39% 87 Total = 143	Rate = 0.59 Entering 53% Exiting 47% 80 Total = 150	Rate = 0.72 Entering 56% Exiting 44% 102 Total = 183
RETAIL SPACE ITE # 820 Shopping Center	14,500 SF	Rate = 1.03 Entering 61% Exiting 39% 9 Total = 15	Rate = 3.75 Entering 48% Exiting 52% 26 Total = 55	Rate = 4.97 Entering 52% Exiting 48% 38 Total = 73

Source: Trip Generation (ITE, Seventh Edition, 2003). Rates are for weekday AM and PM peak hours of adjacent street traffic, and Saturday peak hour of generator. Rates for building areas are per 1,000 square feet.

ATTACHMENT 7
ITE Trip Generation
Calculations

Trip Generation Calculations

Project Component	Component Size	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
RETAIL SPACE ITE # 820 Shopping Center	382,420 SF	Rate = 1.03 Entering 61% Exiting 39% 240 Total = 394	Rate = 3.75 Entering 48% Exiting 52% 689 Total = 1,435	Rate = 4.97 Entering 52% Exiting 48% 989 Total = 1,901
COSTCO ITE # 861 Discount Club	148,000 SF	Rate = 0.56 Entering 71% Exiting 29% 59 Total = 83	Rate = 4.24 Entering 50% Exiting 50% 314 Total = 628	Rate = 6.85 Entering 49% Exiting 51% 497 Total = 1,014
TOTALS	530,420 SF	AM Peak Hour Trips Entering 299 Exiting 178 477	PM Peak Hour Trips Entering 1,003 Exiting 1,060 2,063	Sat Peak Hour Trips Entering 1,486 Exiting 1,429 2,915

Source: Trip Generation (ITE, Seventh Edition, 2003). Rates are for weekday AM and PM peak hours of adjacent street traffic, and Saturday peak hour of generator. Rates for b

ATTACHMENT 8
Counts at Riverhead
Centre Driveways

TRAFFIC VOLUME DATA

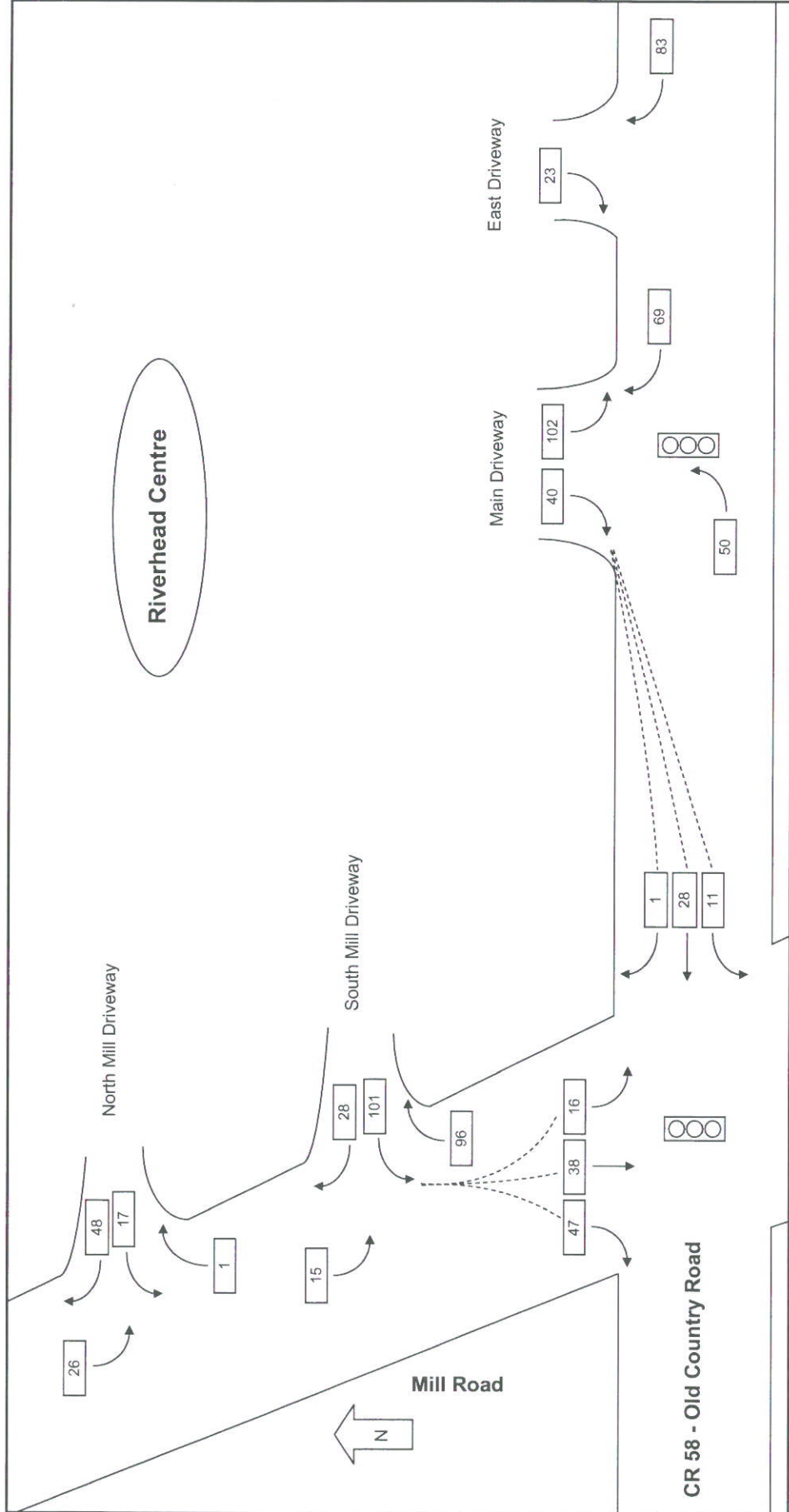
Driveway Counts at Riverhead Centre
Riverhead, NY

ESCHBACHER VHB

Date Collected: 11/17/06 (Friday)

	North Mill Driveway				South Mill Driveway				Main Driveway				East Driveway				Total
	WB Left	WB Right	NB Right	SB Left	Total	WB Left	WB Right	NB Right	SB Left	Total	EB Left	SB Right	SB Left	WB Right	WB Left	Total	
Entering	17	48	1	26	27	101	47	28	96	15	50	40	102	83	83	119	340
Exiting					65	38	16	EB				1	NB	23	23	142	359

Note: Volumes are for a period of one half hour. Counts were taken between 3:10 p.m. and 5:25 p.m.



Date Collected: 11/4/06 (Saturday)

		North Mill Driveway				South Mill Driveway				Main Driveway				East Driveway				Date Collected: 11/14/06 (Saturday)	
		WB Left	WB Right	NB Right	SB Left	Total	WB Left	WB Right	NB Right	SB Left	Total	EB Left	SB Right	SB Left	WB Right	Total	WB Right	SB Right	Total
Entering																			
Exiting		31	48	25	51	76			105	9	114	60			103	150	103		103
						79	152	30			182		39	102		141		12	
							81	WB					0	NB					
							48	SB					27	WB					
							23	EB					12	SB					

Note: Volumes are for a period of one half hour. Counts were taken between 11:00 a.m. and 1:25 p.m.

