



*Engineering, Surveying and Landscape Architecture, P.C.*



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# *Appendix G*

# *Proposed Special Use Permits and Site Plan Application Wenner Plaza*

South of Sunrise Highway (NY27)  
& West of Nicolls Road (CR97)  
Bayport, New York

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# 1

## Introduction

VHB Engineering, Surveying and Landscape Architecture, P.C. has performed a traffic impact study to assess the potential traffic impacts associated with a proposed retail shopping center in Bayport, Town of Islip, Suffolk County, New York. The study quantifies existing and future traffic conditions and compares changes in roadway and intersection operating conditions resulting from the introduction of the proposed retail development in order to determine if there will be any significant traffic impacts due to the proposed project and to assess the need for mitigation measures, if any. This report presents the findings of the traffic study and summarizes the data collection process, traffic analysis procedures and study conclusions.

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### Project Description

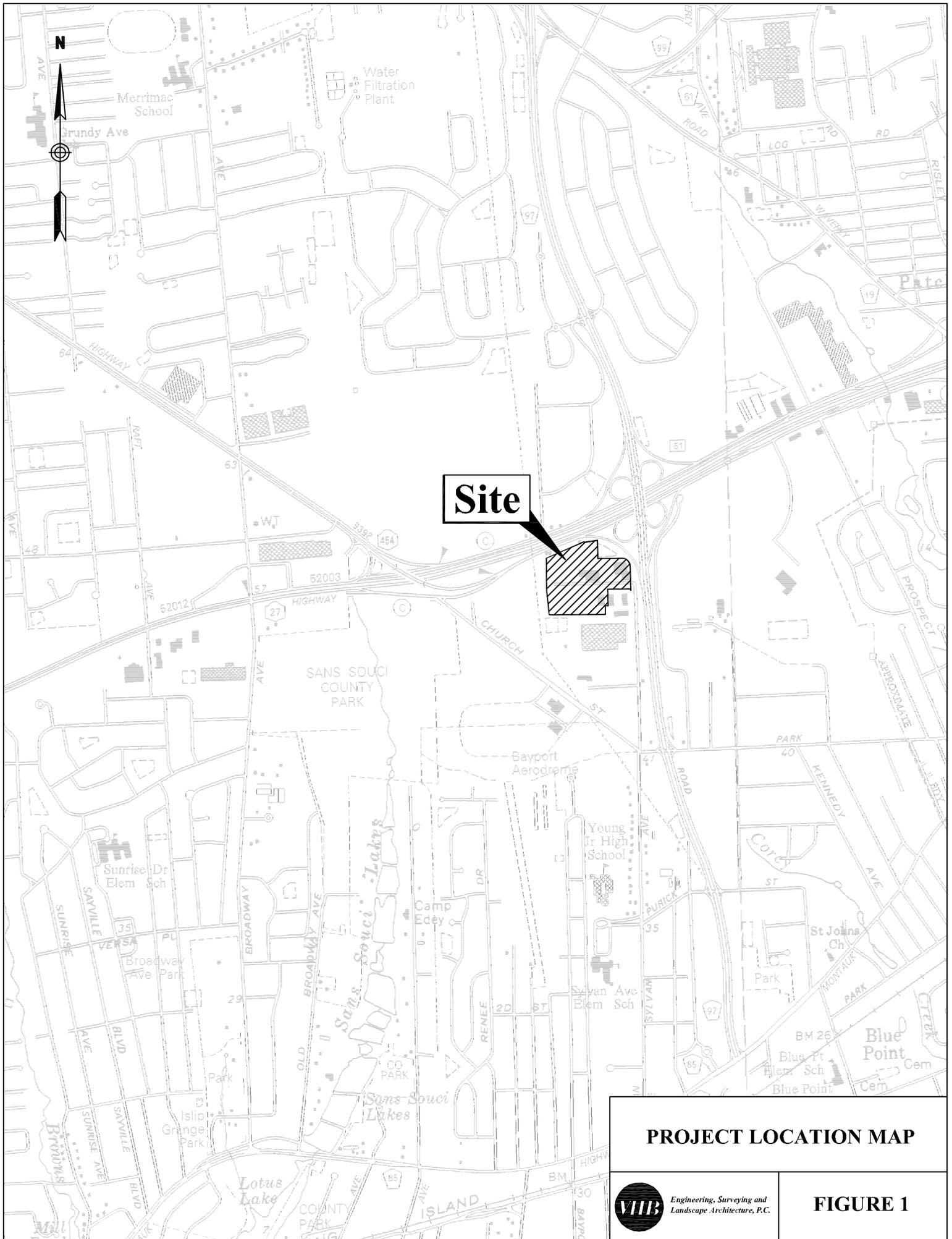
The subject project is situated on a 16.97±-acre parcel located south of Sunrise Highway (NY27) and west of Nicolls Road (CR97). The site is currently occupied by the Wenner Bread company. A location map is shown in Figure 1. As shown on the current site plan, the proposed development includes a 45,000 SF supermarket, a 90,000 SF department store and, 55,000 SF of retail space. Currently, the site is accessed by way of Sylvan Avenue. As indicated on the site plan, two site driveways are proposed. One of these site driveways will provide access via Sylvan Avenue and one driveway will allow eastbound vehicles to enter the site via Sunrise Highway (NY27) South Service Road.

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### Study Methodology

The following describes the methodology used in this traffic study:

- The proposed site plan and related documents were reviewed to obtain an understanding of the project scope and layout



**Site**

**PROJECT LOCATION MAP**



- A review was made of the adjacent roadway system and the key intersections that might be significantly impacted by the project were identified for analysis purposes
- Field inventories were made of existing roadway conditions, the number and direction of travel lanes and existing traffic controls at the key intersections
- Manual turning movement counts were collected at the key intersections during AM, mid-day, and PM peak periods on a typical weekday as well as during a Saturday peak period
- Automatic Traffic Recorder (ATR) counts were collected on the roadways in the vicinity of the project site
- Accident data in the vicinity of the project site was obtained and tabulated
- The existing traffic volumes at the key intersections collected in 2009 were seasonally adjusted and expanded to the future No Build year 2013
- The traffic generated by the proposed development was projected, based on recognized traffic engineering standards
- 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 analyses were performed at the key intersections for the Existing, No Build and Build conditions
- The results of the analyses for the Existing, No Build and Build conditions were compared to assess any significant traffic impacts due to the proposed project
- Site access was reviewed
- Potential truck impacts were evaluated
- Adequacy of on-site parking was verified
- The need for traffic mitigation measures was evaluated



# 2

## Existing Conditions

Evaluation of the transportation impacts associated with the proposed project requires a thorough understanding of the current transportation system in the project study area. Existing traffic conditions include roadway geometry, traffic control devices, peak-hour traffic volumes, and roadway operating characteristics. An inventory of the available information on local roadways and traffic controls in the vicinity of the project was compiled. The following sections present a summary of this information.

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### Study Area

To determine the potential traffic impacts of the proposed project, the following key intersections were analyzed for the Existing, No Build and Build conditions:

- Broadway Avenue (CS18) and Sunrise Highway (NY27) North Service Road
- Broadway Avenue (CS18) and Sunrise Highway (NY27) South Service Road
- Nicolls Road (CR97) and Church Street
- Sylvan Avenue and Church Street
- Sunrise Highway (NY27) South Service Road and Church Street

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### Roadway and Intersection Conditions

The principal roadways and intersections in the project area are described below. The descriptions of the roadways and key intersections include the geometric conditions and traffic control characteristics.



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## Roadways

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### Sunrise Highway (NY 27) North & South Service Roads

Sunrise Highway (NY27) North and South Service Roads are east-west roadways under the jurisdiction of the New York State Department of Transportation (NYSDOT). The service roads are maintained by Suffolk County. The North Service Road is designated for one-way traffic in the westbound direction and the South Service Road is designated as one-way in the eastbound direction. Both service roads vary from two to three lanes depending within the study area.

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### Broadway Avenue (CS18)

Broadway Avenue, also known as County System Road 18 (CS18), is a north-south roadway under the jurisdiction of the Town of Islip. It runs south from Patchogue-Holbrook Road in Holbrook and terminates at Montauk Highway (CR85) in Sayville. North of Sunrise Highway (NY27), it is a four lane roadway (i.e. two lanes in each direction) and south of Sunrise Highway it has one lane in each direction with a center turning lane.

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### Nicolls Road (CR 97)

Nicolls Road, also known as County Route 97 (CR97), is a north-south roadway under the jurisdiction of Suffolk County. It runs south from North Country Road (NY25A) in Stony Brook and terminates at Montauk Highway (CR85) in Bayport. In the vicinity of the project site, it is a four lane (i.e. two lanes in each direction), divided highway.

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### Church Street

Church Street is a local roadway under the jurisdiction of the Town of Islip that services the residential neighborhoods and industrial sites in the area. It runs southeast from Sunrise Highway (NY27) South Service Road to Eatondale Avenue where it becomes Park Avenue just east of its intersection with Nicolls Road (CR97).

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### Sylvan Avenue

Sylvan Avenue is a local roadway under the jurisdiction of the Town of Islip that also services the residential neighborhoods and industrial sites in the area. It runs south



from its terminus just north of Rajon Road to Montauk Highway (CR85). It is a two lane roadway (i.e. one lane in each direction).

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## Intersections

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### **Broadway Avenue (CS18) & Sunrise Highway (NY27)**

#### **North Service Road**

The intersection of Broadway Avenue (CS18) and Sunrise Highway (NY27) North Service Road is a signalized, four-legged intersection at which the westbound approach is directional (i.e. one-way only). The geometric configuration of the intersection includes two left turn lanes and two through lanes on the northbound approach, two through lanes and one right turn lane on the southbound approach, and one left turn lane, two through lanes and one right turn lane on the westbound approach.

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### **Broadway Avenue (CS18) & Sunrise Highway (NY27)**

#### **South Service Road**

The intersection of Broadway Avenue (CS18) and Sunrise Highway (NY27) South Service Road is a signalized, four-legged intersection at which the eastbound approach is directional (i.e. one-way only). The geometric configuration of the intersection includes two through lanes and one right turn lane on the northbound approach, one left turn lane and two through lanes on the southbound approach, and one left turn lane, two through lanes and one right turn lane on the eastbound approach.

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### **Nicolls Road (CR97) & Church Street**

The intersection of Nicolls Road (CR97) and Church Street is a signalized, four-legged intersection. The geometric configuration of the intersection includes one left turn lane, two through lanes and a channelized right turn lane on the northbound approach, one left turn lane, two through lanes and a channelized right turn lane on the southbound approach, one left turn lane and a shared through/right turn lane on the eastbound approach, and one left turn lane, and a shared through/right turn lane on the west approach.



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## Sylvan Avenue & Church Street

The intersection of Sylvan Avenue and Church Street is an all-way, stop-controlled, four-legged intersection. The geometric configuration of the intersection includes a single lane approach which is channelized to allow right turns only onto Church Street. The southbound Approach consists of a single lane for left or right turns with through traffic physically blocked by a raised curb. The eastbound approach consists of one shared left turn/through lane and the westbound approach contains a single lane for through traffic and right turns.

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## Sunrise Highway (NY27) South Service Road & Church Street

The intersection of Sunrise Highway (NY27) South Service Road and Church Street is T-intersection with Stop control on the northbound Church Street approach. As stated above, the South Service Road is one-way in the eastbound direction. The geometric configuration of the intersection includes one right turn lane on the northbound approach and two through lanes and a right turn lane on the eastbound approach.

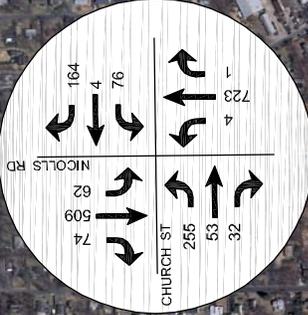
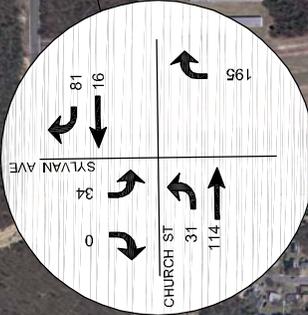
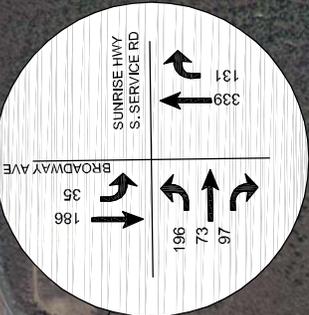
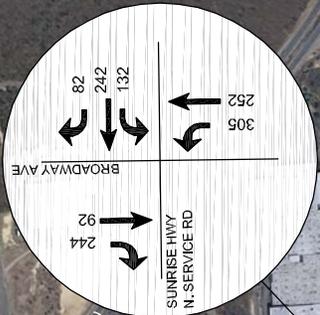
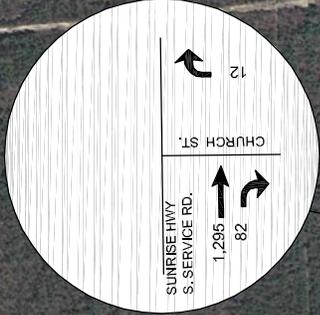
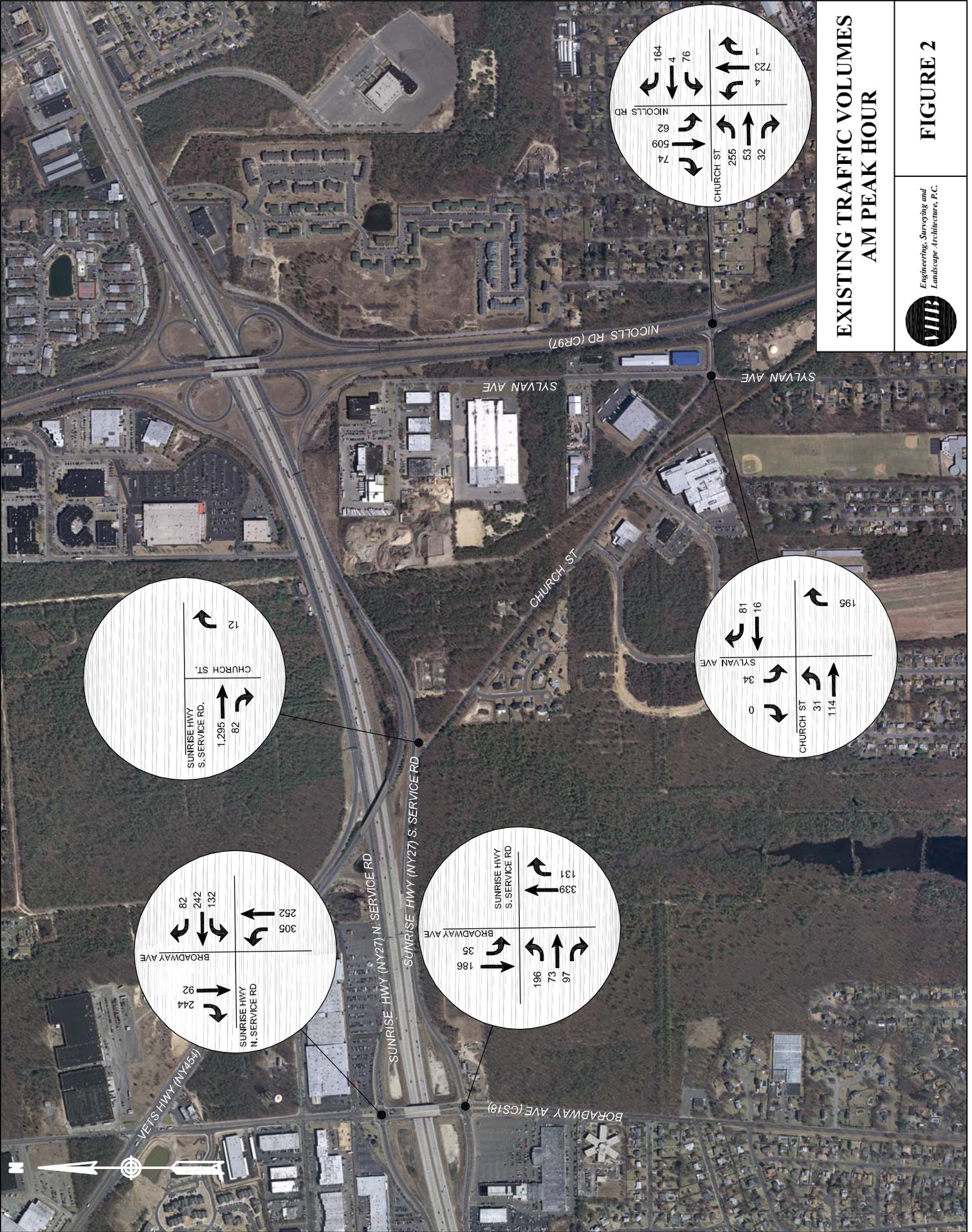
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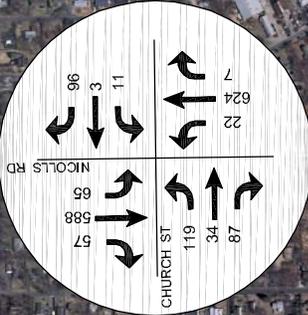
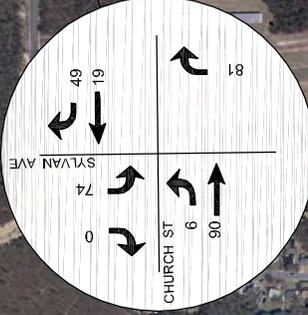
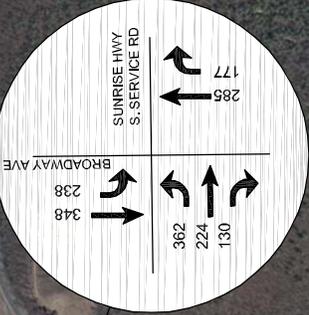
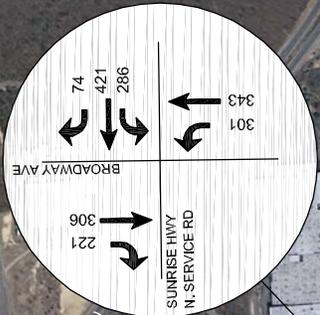
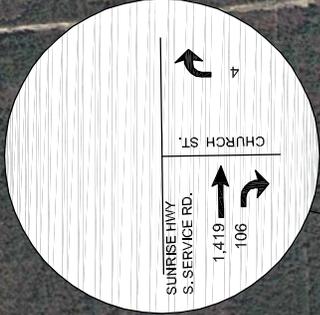
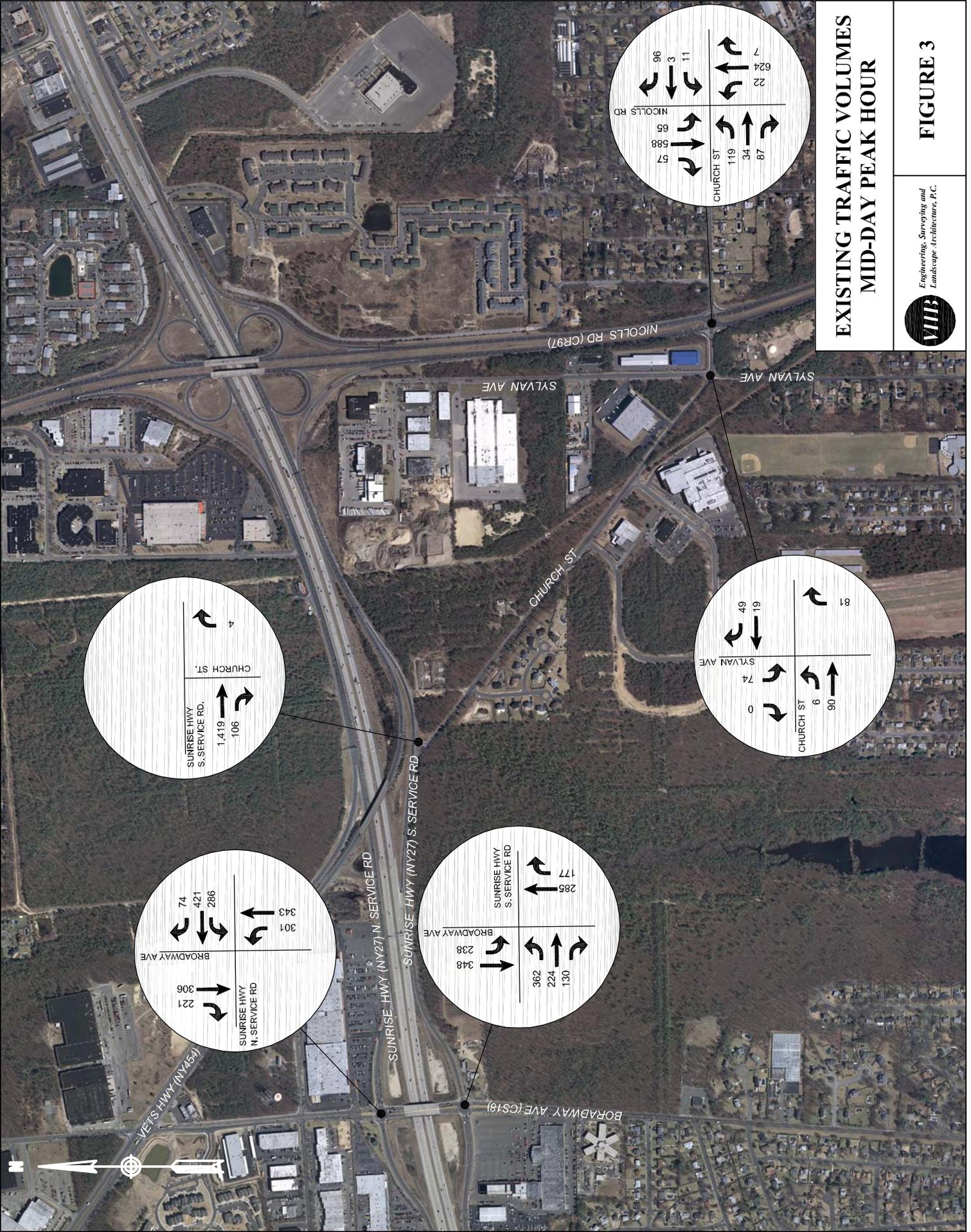
## Existing Traffic Volume Data

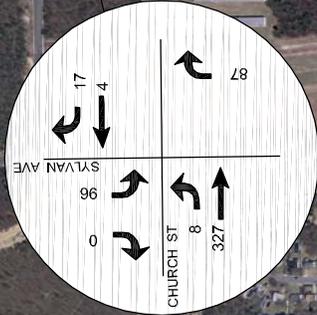
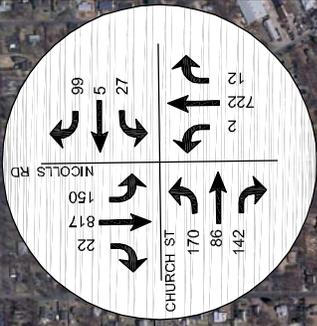
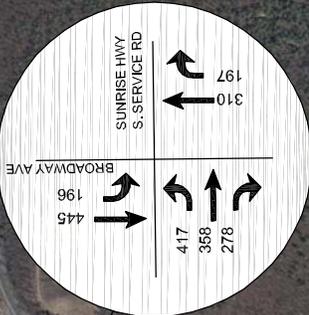
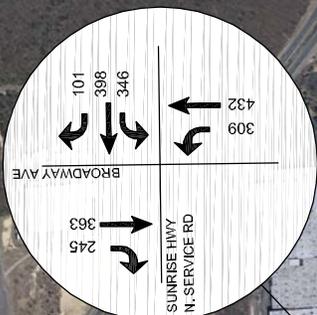
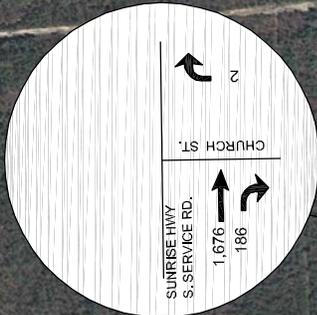
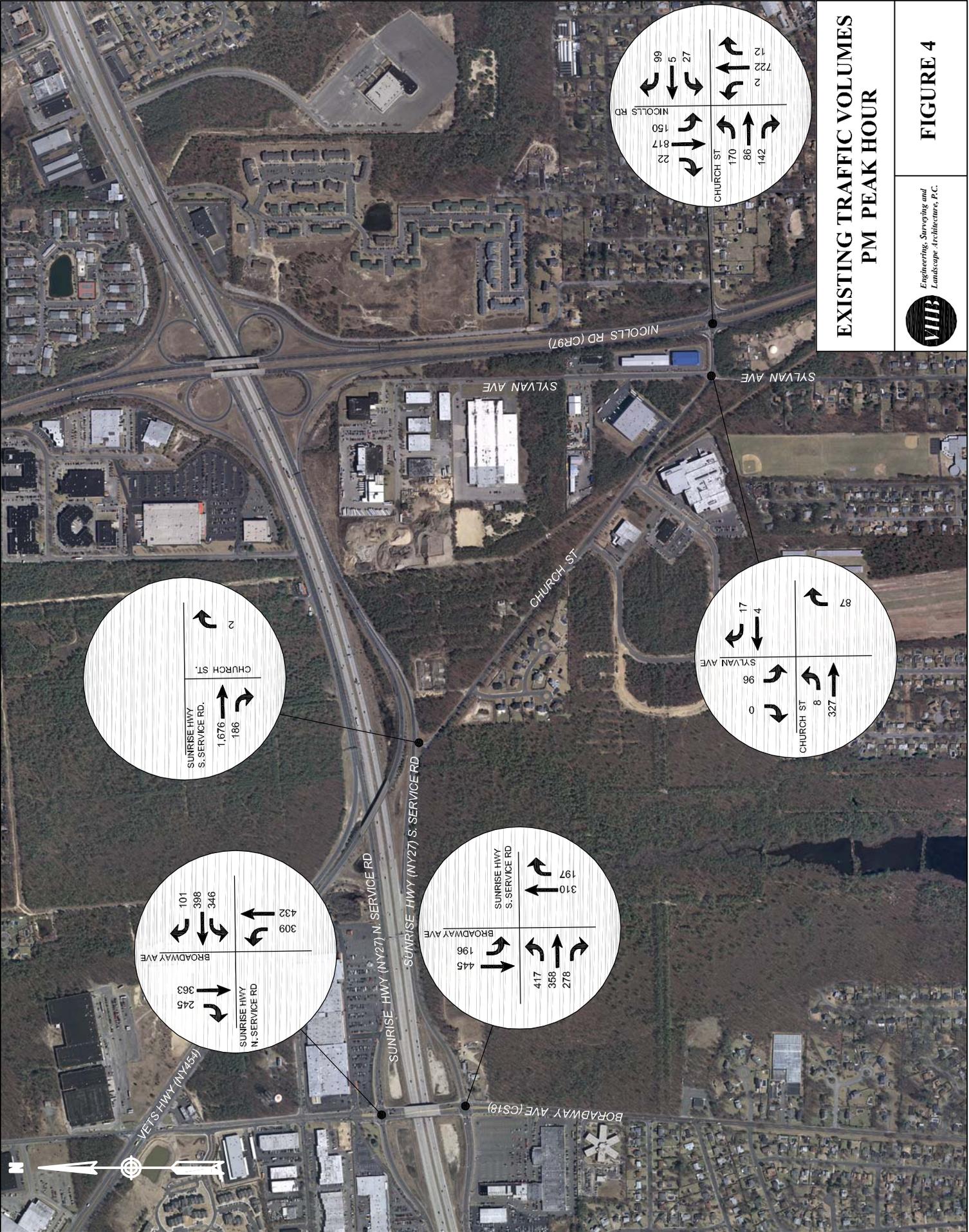
Intersection turning movement counts at the key intersections were manually collected on a typical weekday during the AM, mid-day, and PM peak hours. The counts were performed from 7 AM to 9 AM, from 11:30 AM to 1:30 PM, and from 4 PM to 6 PM, respectively. In addition, intersection turning movement counts were manually collected at the key intersections on a Saturday from 10 AM to 2 PM. These time periods typically reflect the heaviest traffic flows coinciding with commuter and shopping activities. Summaries of the turning movement counts are provided in Appendix A. The existing peak hour traffic volumes for the AM, mid-day, PM, and Saturday peak hours are shown in Figures 2, 3, 4, and 5, respectively. These counts, which were obtained in the month of December, were then seasonally adjusted using New York state Department of Transportation adjustment factors. The seasonally adjusted turning movement counts are depicted in Figure 6, 7, 8, and 9.

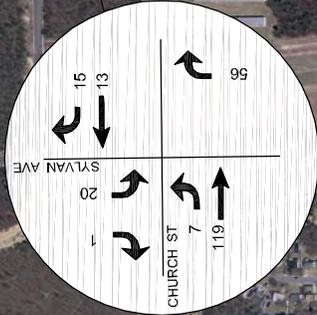
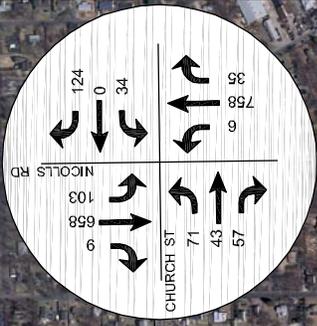
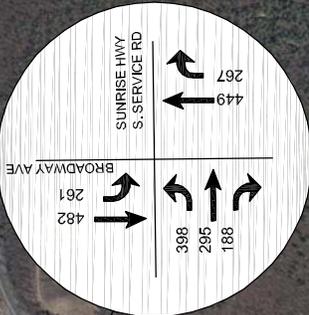
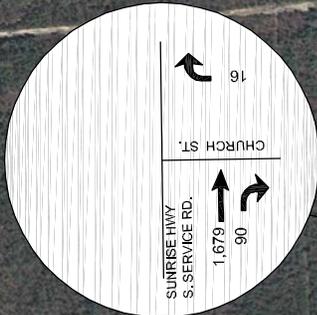
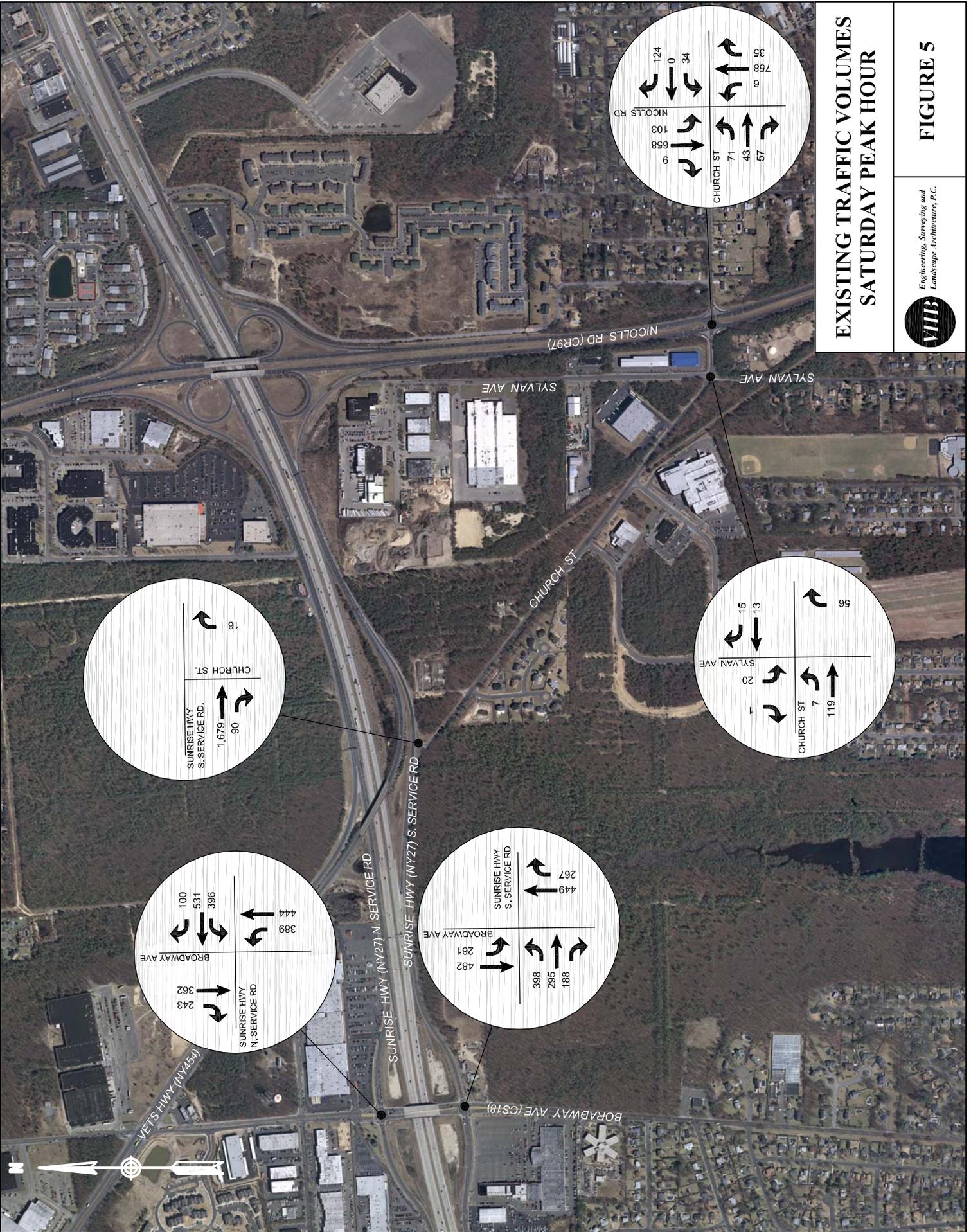
It should also be noted that truck traffic was recorded separately while the turning movement counts were being conducted in order to obtain an accurate measure of truck percentages at the study locations. These existing truck percentages were then used in the capacity analysis calculations for existing and future conditions.

In addition to the turning movement counts, automatic traffic recorder (ATR) counts were collected at various locations within the vicinity of the project site from

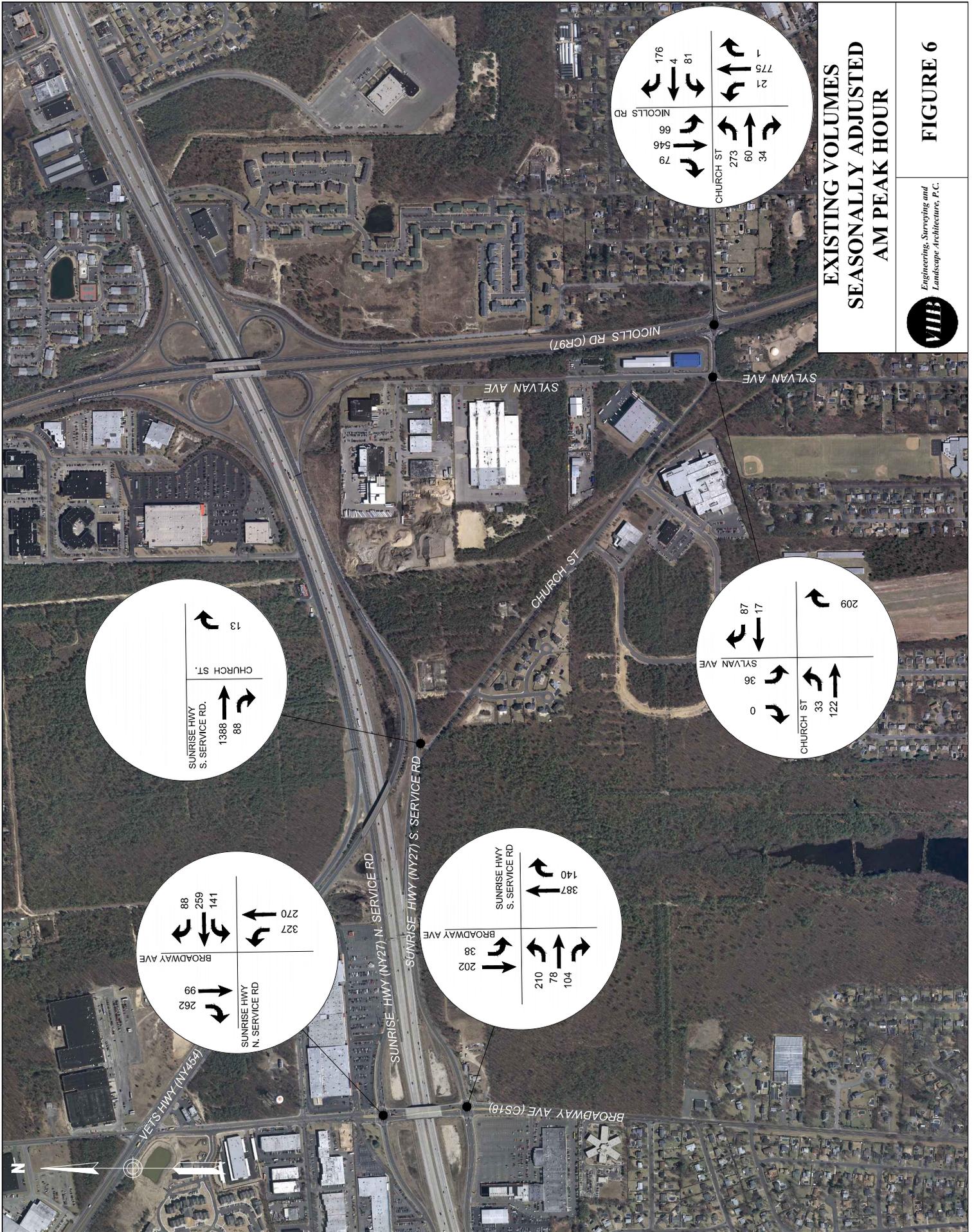


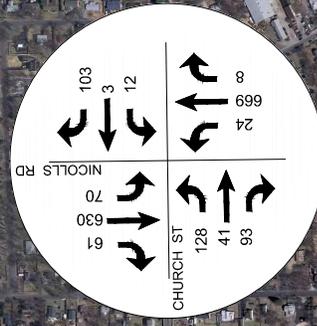
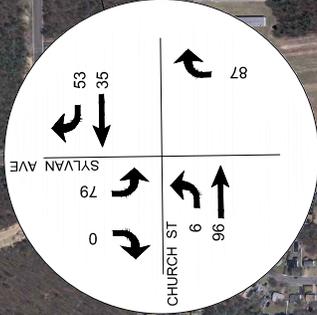
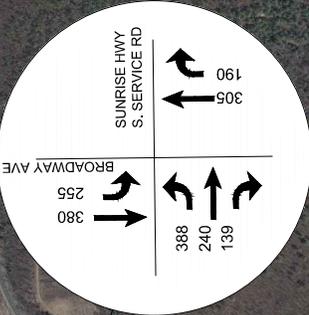
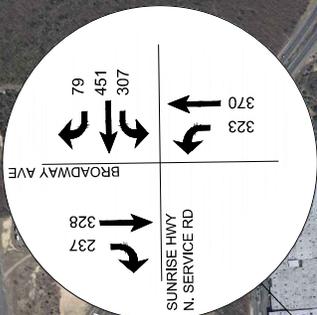
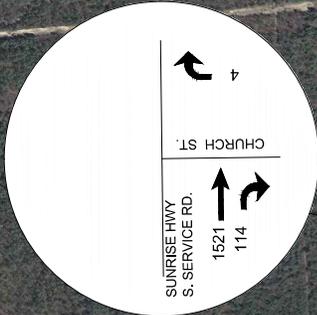
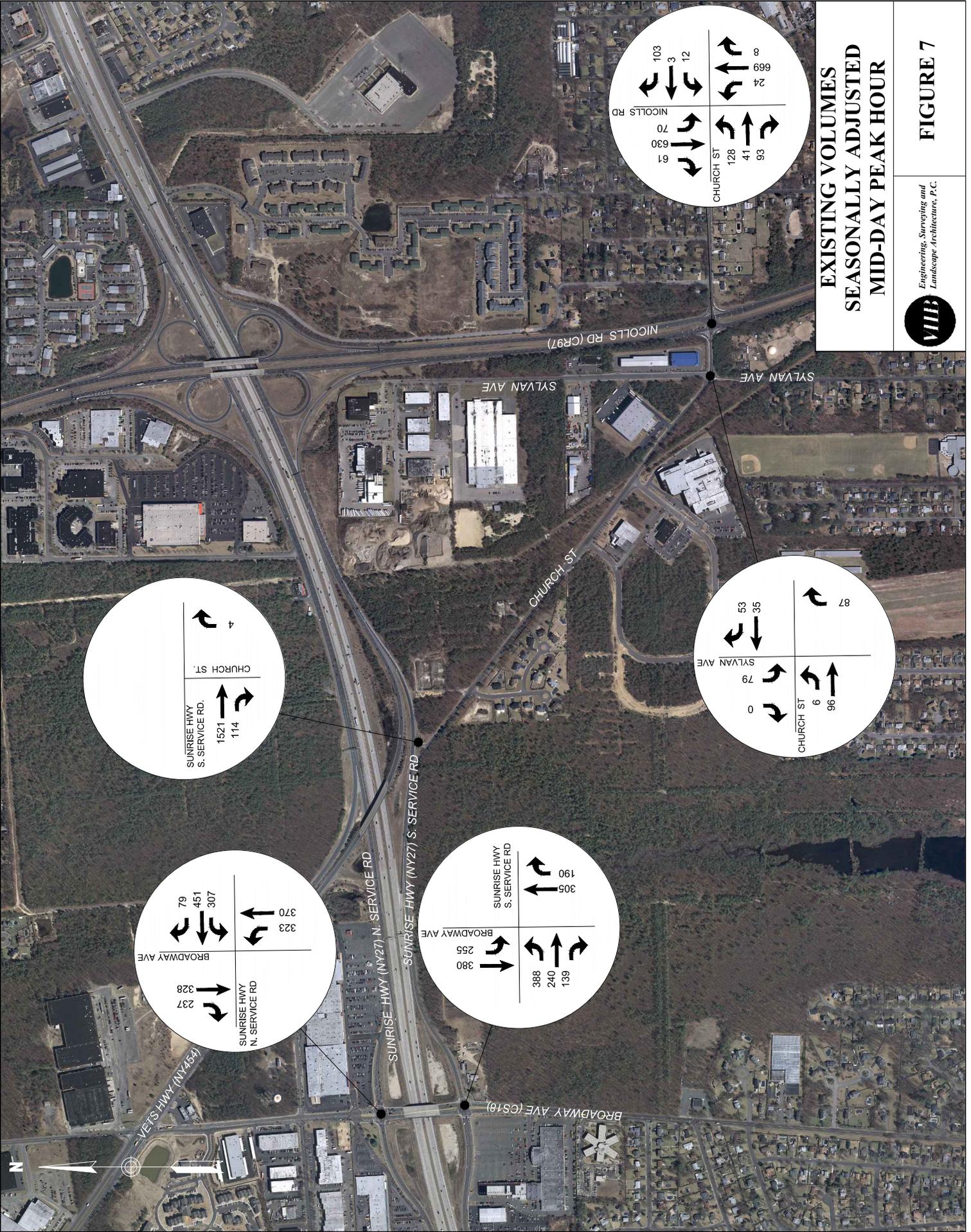


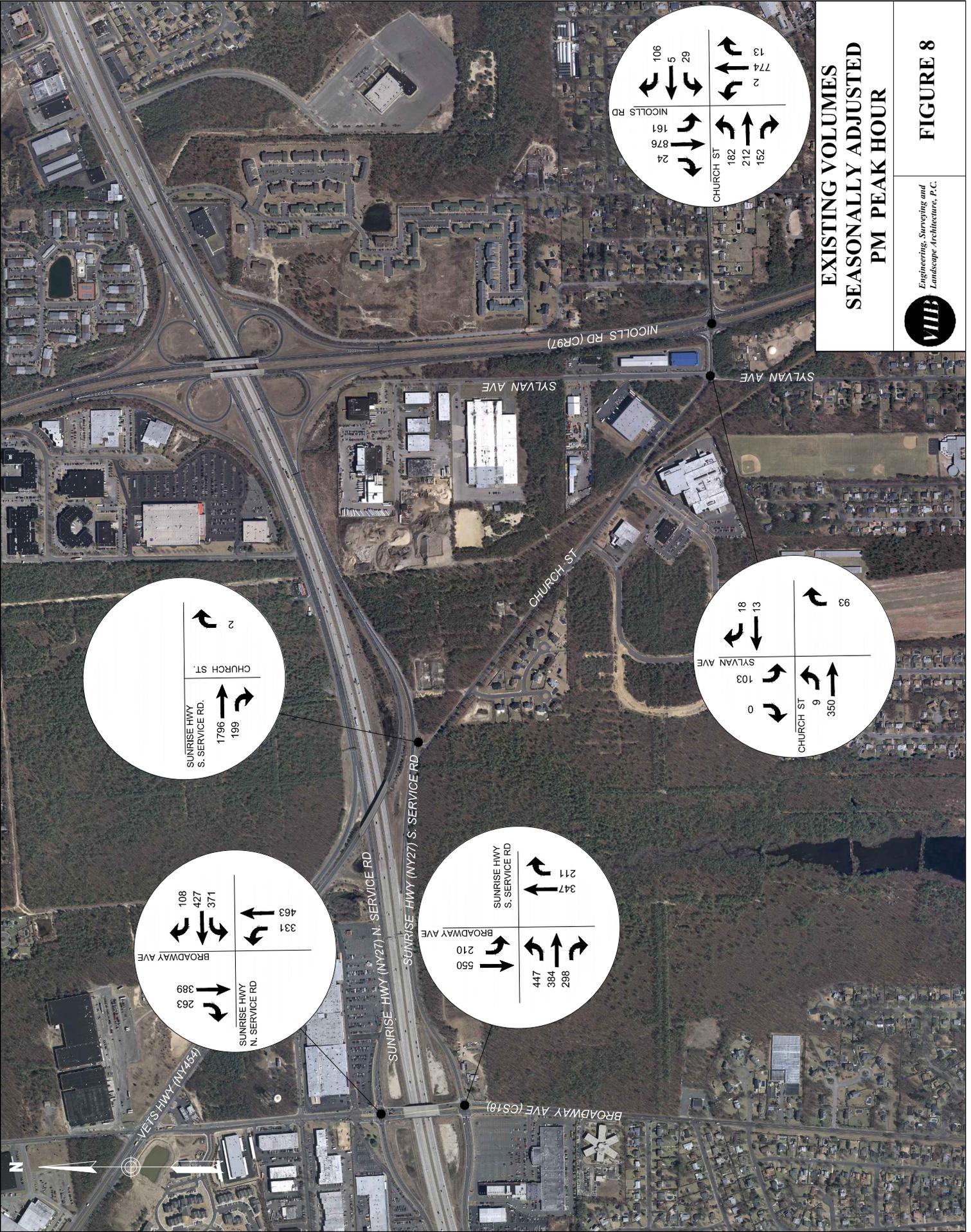


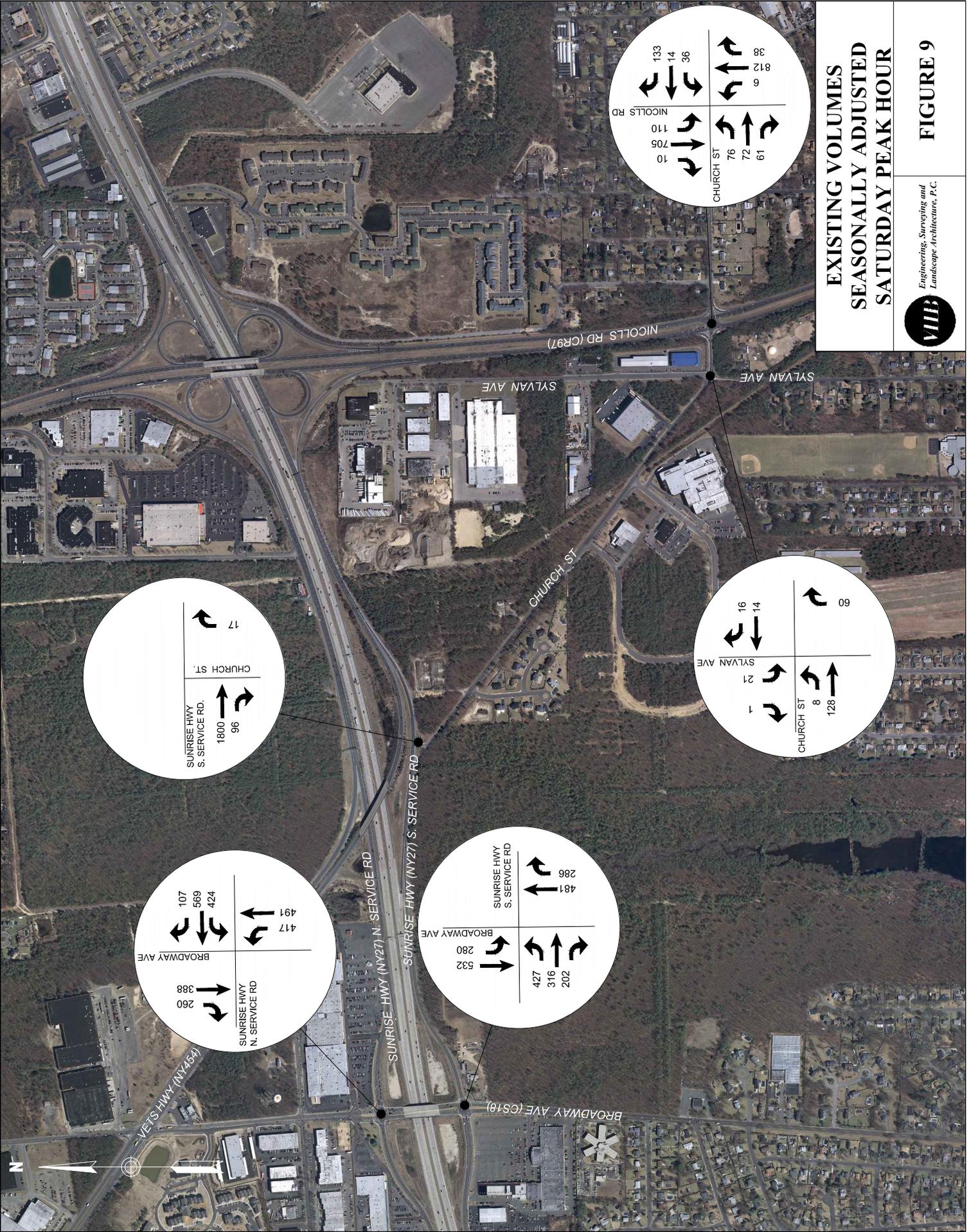


**EXISTING TRAFFIC VOLUMES  
SATURDAY PEAK HOUR**











Saturday, December 12, 2009, to Friday, December 18, 2009. The ATR counts were collected at the following locations:

- Sunrise Highway (NY27) South Service Road just west of merge with Veterans Memorial Highway (NY454)
- Veterans Memorial Highway (NY454) just west of merge with Sunrise Highway (NY27) South Service Road
- Ramp from Sunrise Highway (NY27) South Service Road to Nicolls Road (CR97) southbound (SB)
- Sunrise Highway (NY27) South Service Road between Nicolls Road (CR97) exit ramp and Nicolls Road (CR97) SB on-ramp
- Ramp from Nicolls Road (CR97) SB to Sunrise Highway (NY27) South Service Road
- Ramp from Sunrise Highway (NY27) South Service Road to Nicolls Road (CR97) northbound (NB)
- Ramp from Nicolls Road (CR97) NB to Sunrise Highway (NY27) North Service Road
- Sunrise Highway (NY27) North Service Road between Nicolls Road (CR97) NB on-ramp and Nicolls Road (CR97) SB exit ramp
- Ramp from Sunrise Highway (NY27) North Service Road to Nicolls Road (CR97) SB
- Ramp from Nicolls Road (CR97) SB to Sunrise Highway (NY27) North Service Road
- Ramp from Nicolls Road (CR97) NB to Sunrise Highway (NY27) South Service Road

Summaries of the ATR counts are provided in Appendix B. These ATR counts were utilized to verify the peak traffic hours on the study roadways and to obtain a general understanding of traffic conditions in the vicinity of the site.

## Accident History

Accident data from the most recent available New York State Department of Transportation (NYSDOT) Safety Information Management System records for the three-year period from July 1, 2006 to June 30, 2009 was obtained and tabulated. Table 1 presents the accident data by severity and accident type. The data received from NYSDOT can be found in Appendix C of this report.



Table 1 – Accident Data (July 1, 2006 to June 30, 2009)

Roadway Segment	Accident Severity					Accident Type						
	Fatality	Injury	Property Damage	Non-reportable	Total	Right Angle	Rear End	Left Turn	Right Turn	Fixed Object	Over-Taking	Other/ Unknown
Sunrise Highway (NY27) North Service Road from Nicolls Road (CR97) to Broadway Avenue (CS18)	0	6	9	0	15	1	4	0	0	1	3	6
Church Street from Sunrise Highway (NY27) South Service Road to Nicolls Road (CR97)	0	2	2	0	4	0	1	0	0	3	0	0
Sunrise Highway (NY27) South Service Road from Broadway Avenue (CS18) to Nicolls Road (CR97)	0	12	14	0	26	2	7	2	1	9	2	3
Nicolls Road (CR97) & Ramps from Church Street to Sunrise Highway (NY27)	0	20	26	0	46	2	17	1	0	10	5	11
<b>TOTAL</b>	<b>0</b>	<b>40</b>	<b>51</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>29</b>	<b>3</b>	<b>1</b>	<b>23</b>	<b>10</b>	<b>20</b>

As shown in Table 1, a total of 91 accidents occurred over a three-year period in the vicinity of the project site, of which 40 resulted in injuries and 51 resulted in property damage. A review of the summary statistics reveals that the predominant accident types in the vicinity of the project site were rear end collisions (29 accidents) and fixed object collisions (23 accidents).



# 3

## Future 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 represents the future traffic conditions that can be expected to occur, whether the proposed improvements are constructed or not. The No Build condition serves as a comparison to the Build condition, which represents expected future traffic conditions resulting from both project and non-project generated traffic. Traffic volumes in the study area were projected to the year 2013, reflecting the year when the project is expected to be completed and operational.

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### No Build Condition

No Build traffic volumes include all existing traffic and any new traffic due to background traffic growth, as well as any new traffic due to other planned developments in the area.

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### Annual Background Traffic Growth

To account for increases in general population and background growth not related to the proposed project, an annual growth factor was applied to the existing traffic volumes, based on the New York State Department of Transportation’s (NYSDOT), *Long Island Transportation Plan* (LITP 2000). The LITP is the primary long term planning model used by the NYSDOT for Long Island. The growth rate anticipated for the Town of Islip in Suffolk County is 1.2 percent per year. A total growth rate of 4.8 percent was applied to the existing traffic data to develop the background traffic for the year 2013.



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## Other Planned Developments

In addition to the general background growth rate, VHB consulted with the Town of Islip Planning Department to determine if there were other specific projects in the immediate area which should be considered for inclusion in the analyses. One such project identified by the Town is the proposed Islip Pines mixed-use development of 143+/- acres of land on the north side of Sunrise Highway between Nicolls Road and Veterans Memorial Highway. It is our understanding that the full build-out of the Islip Pines project is not anticipated until the year 2018, a full five years beyond the anticipated Build year for the Wenner Bread site. Therefore, it would not be appropriate to include all of the traffic associated with the Islip Pines parcel in the 2013 Build analyses presented herein. However, in recognition that a portion of Islip Pines project might conceivably be completed and occupied by 2013, it was decided to inflate the existing seasonally adjusted traffic volumes by an additional five percent when developing the No Build traffic volumes. This should be adequate to account for Island Pines traffic which may pass through the study intersections by the year 2013.

Another project identified by the Town is the Vineyards at Bluepoint, a 250 unit planned retirement community (PRC) south of Sunrise Highway and east of Nicolls Road on the site of the former Patchogue multiplex theaters. Based on the location of this project, the roadway network in the area and the relatively low trip generating characteristics of the proposed PRC, it was determined that any impact on the study locations due to traffic associated with the proposed PRC will be accounted for in the background growth factors already applied.

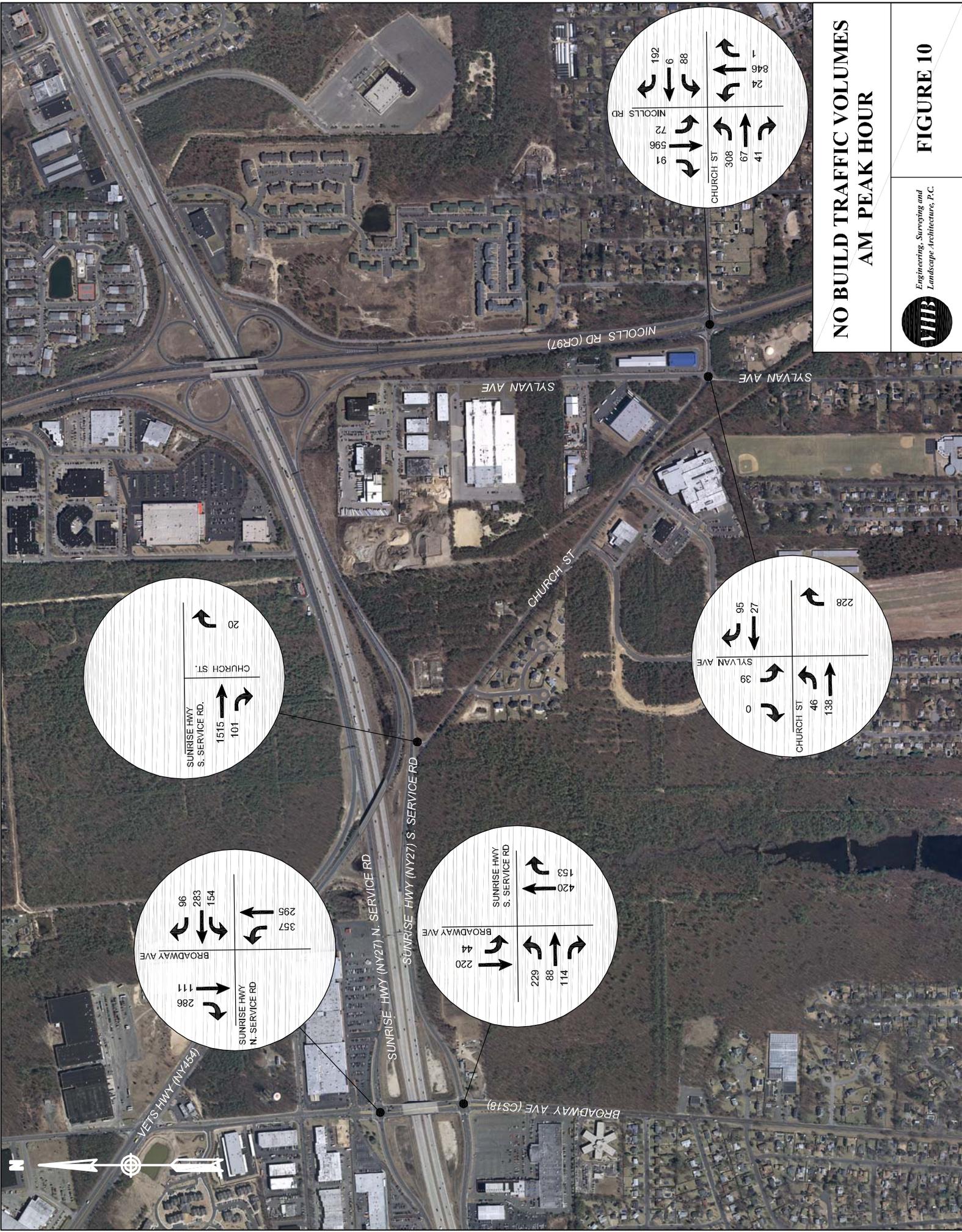
One additional project that was not identified by the Town, but which might possibly impact the study locations, is a 150 unit age-restricted residential development on a parcel just west of the Wenner Bread property. Because of its location and the proximity to the subject site, it was decided to include the trips associated with this adjacent parcel in developing future Build and No-Build traffic volumes.

Based on the above, to obtain the future No Build traffic volumes, four years (4.8%) of general background traffic growth, plus an additional five percent (5%) to account for the Islip Pines development on the north side of Sunrise Highway, plus the traffic associated with the possible development of the adjacent parcel to the west of the subject site was added to the existing seasonally adjusted traffic volumes at the study intersections. The resulting No Build traffic volumes for the AM, mid-day, PM, and Saturday peak periods are shown in Figures 10, 11, 12, and 13, respectively.

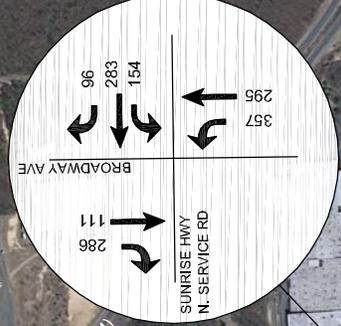
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## Build Condition

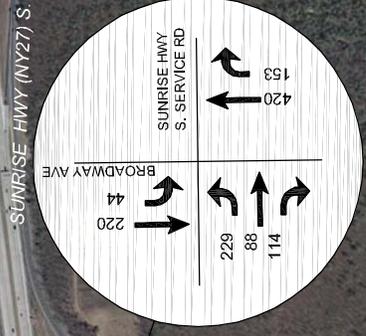
To estimate the traffic impact of the proposed development, it is necessary to determine the traffic volumes expected to be generated by the project.



VETS HWY (NY27) N. SERVICE RD



SUNRISE HWY (NY27) N. SERVICE RD

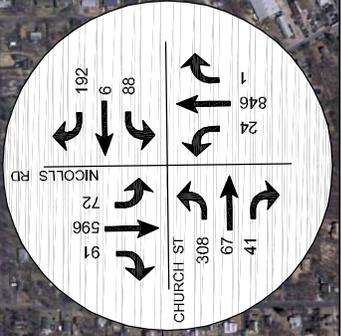


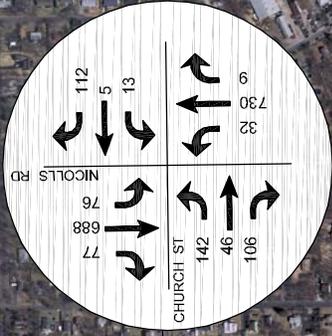
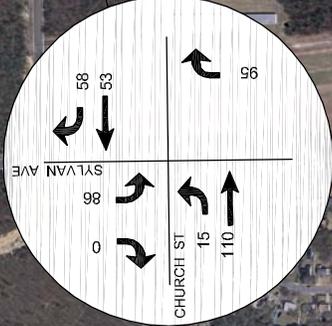
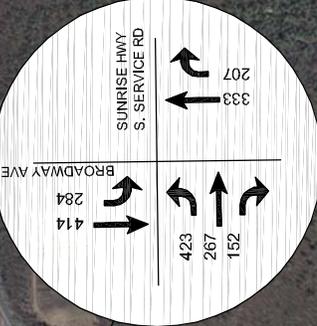
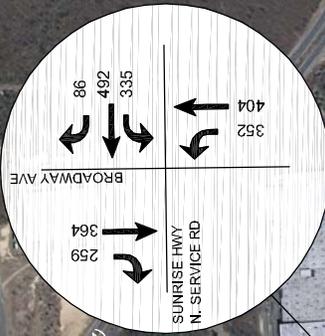
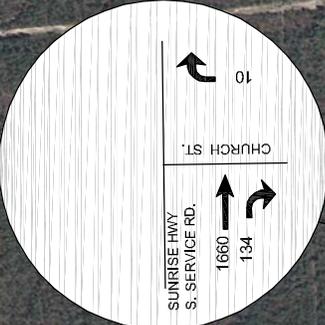
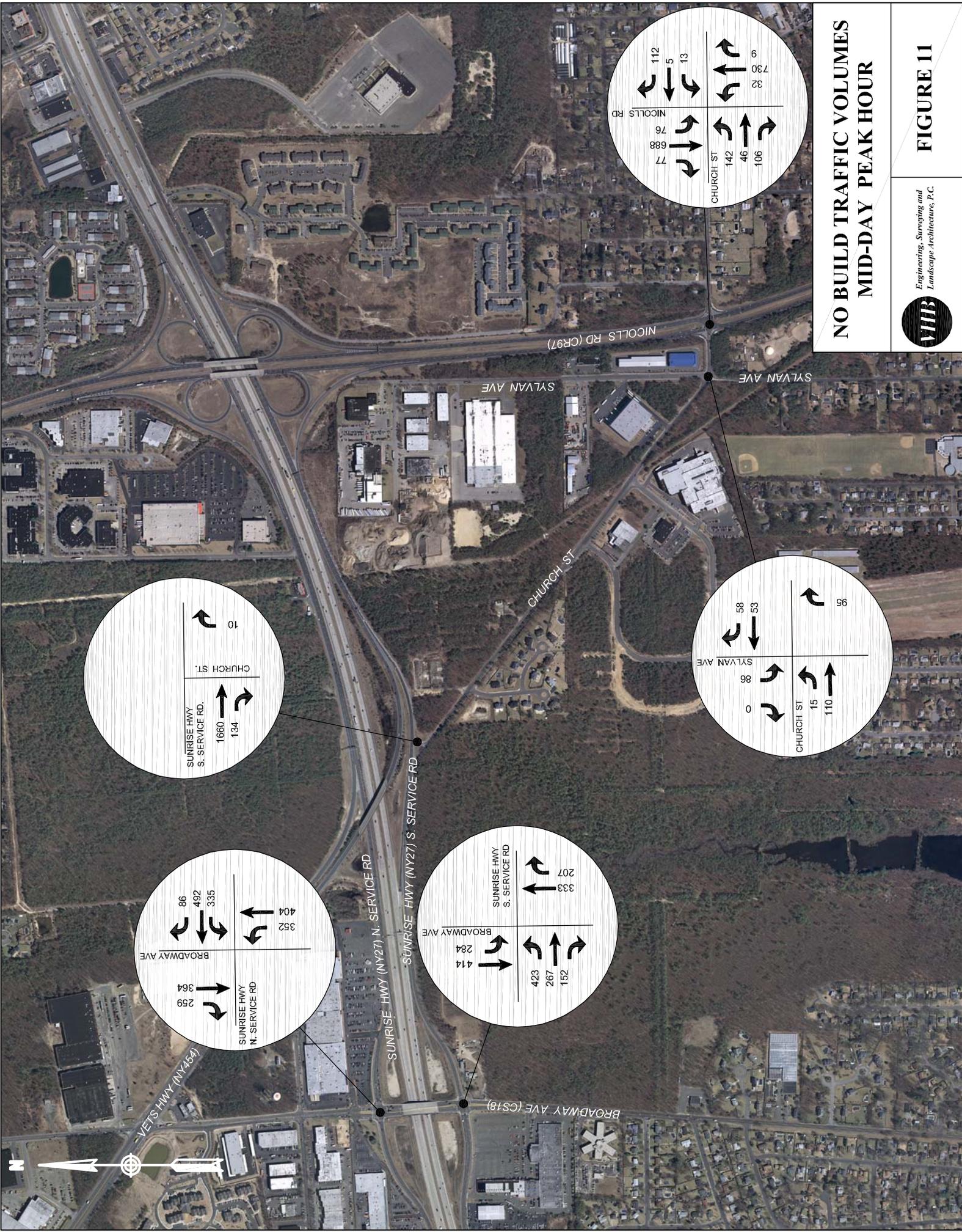
SUNRISE HWY (NY27) S. SERVICE RD

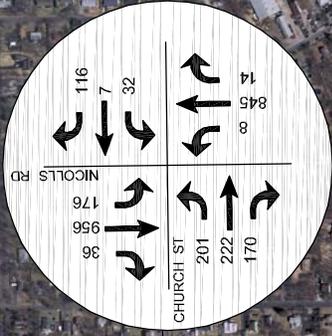
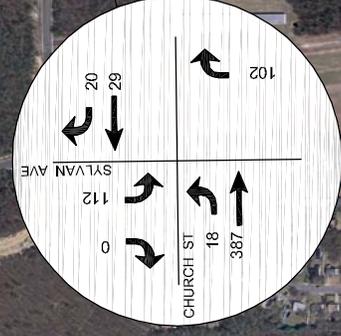
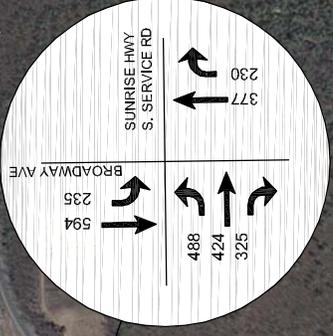
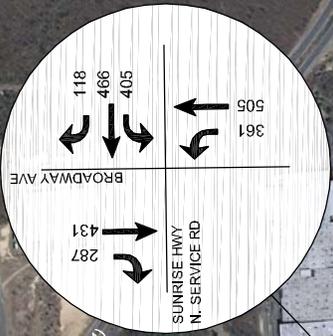
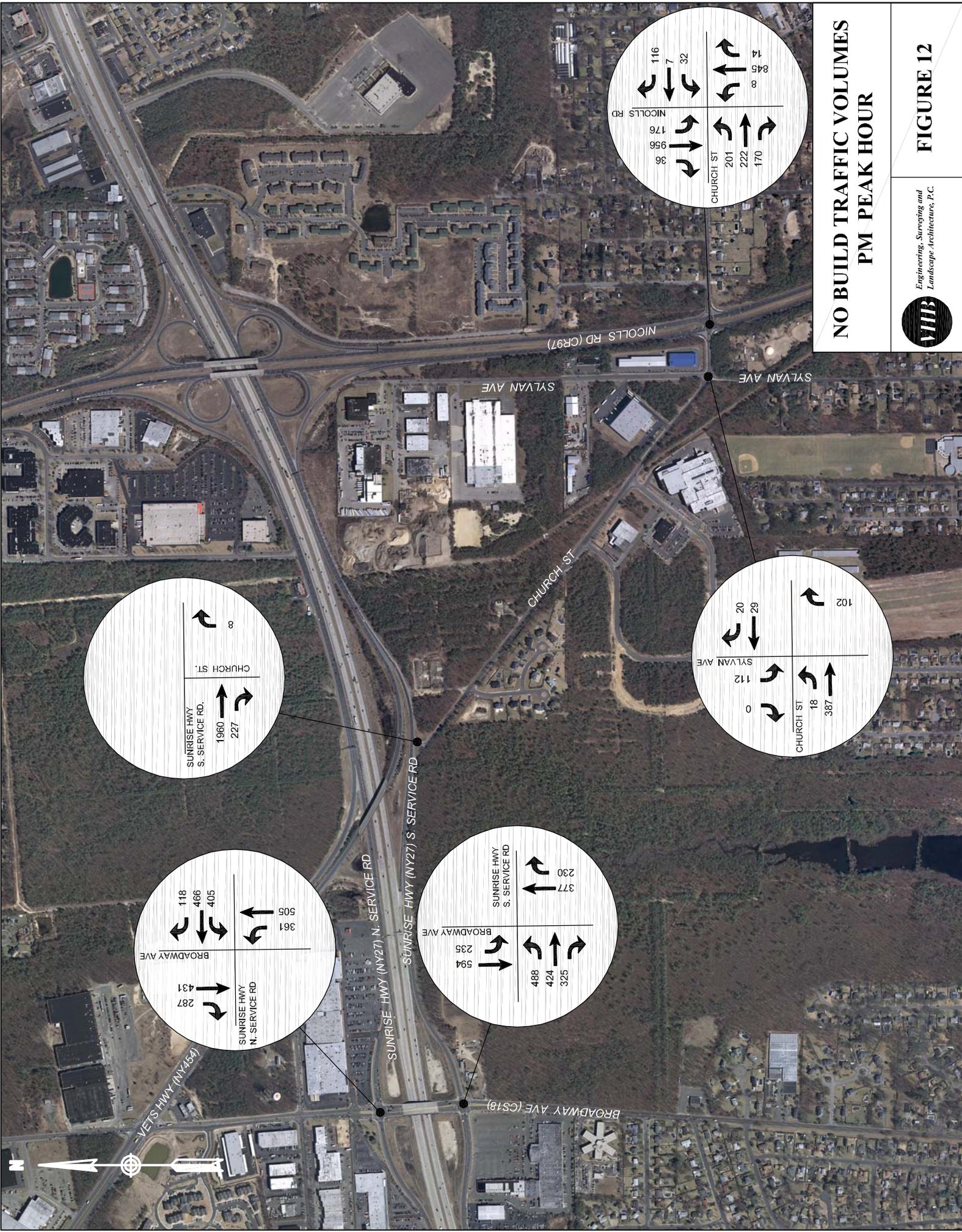


SYLVAN AVE

NICOLLS RD (CR97)







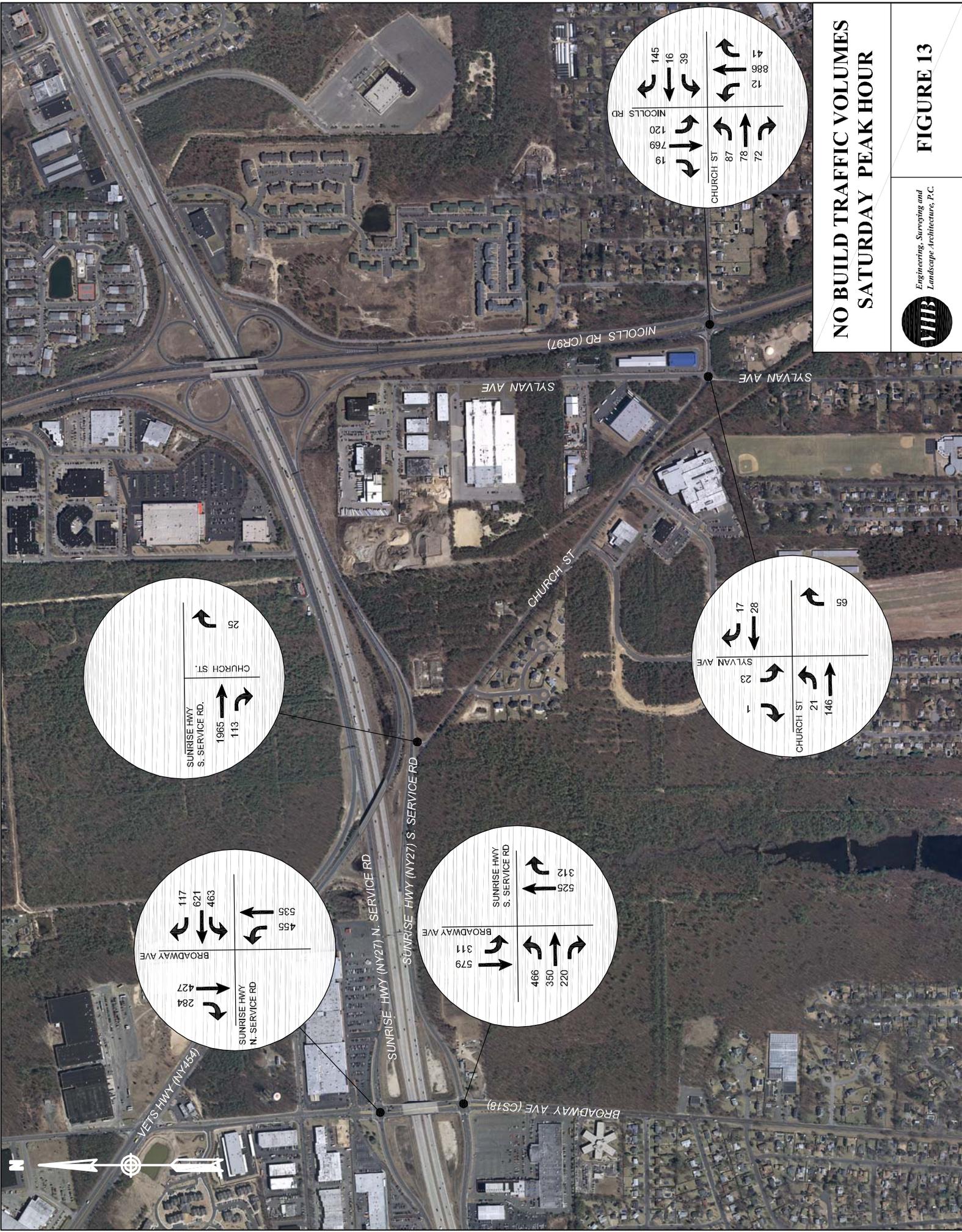
**NO BUILD TRAFFIC VOLUMES  
PM PEAK HOUR**



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## Project Generated Traffic Volumes

To estimate the project generated traffic for the proposed development, a review was undertaken of the available trip generation data sources, including the reference published by the Institute of Transportation Engineers (ITE), *Trip Generation, 8<sup>th</sup> Edition*. This widely utilized reference source contains trip generation rates for related uses, including “Home Improvement Superstore” (Land Use Code #862), “Supermarket” (Land Use Code #850), “Bank with Drive-thru Windows” (Land Use Code #912), “High-Turnover Restaurant” (Land Use Code #932), and “Shopping Center” (Land Use Code #820). Table 2 summarizes the trip generation data for the proposed land uses.



**NO BUILD TRAFFIC VOLUMES  
SATURDAY PEAK HOUR**

**FIGURE 13**



Table 2 – Trip Generation

Peak Period	Project Component	Component Size (kSF)	Trip Rate Per 1,000 SF	Entering Trips		Exiting Trips		Total Trips
				Percent	Volume	Percent	Volume	
AM Weekday	Supermarket	45	3.59	61%	99	39%	63	162
	Department Store	90	0.53	57%	29	43%	19	48
	Retail	55	1.00	61%	34	39%	21	55
	<b>TOTAL</b>	<b>190</b>	<b>-</b>	<b>-</b>	<b>162</b>	<b>-</b>	<b>103</b>	<b>265</b>
Mid-day Weekday	Supermarket	45	10.50	51%	241	49%	232	473
	Department Store	90	1.78	50%	80	50%	81	161
	Retail	55	3.73	49%	101	51%	105	206
	<b>TOTAL</b>	<b>190</b>	<b>-</b>	<b>-</b>	<b>422</b>	<b>-</b>	<b>418</b>	<b>840</b>
PM Weekday	Supermarket	45	10.50	51%	241	49%	232	473
	Department Store	90	1.78	50%	80	50%	81	161
	Retail	55	3.73	49%	101	51%	105	206
	<b>TOTAL</b>	<b>190</b>	<b>-</b>	<b>-</b>	<b>422</b>	<b>-</b>	<b>418</b>	<b>840</b>
Saturday	Supermarket	45	10.85	51%	249	49%	240	489
	Department Store	90	2.87	54%	140	46%	119	259
	Retail	55	4.89	52%	140	48%	129	269
	<b>TOTAL</b>	<b>190</b>	<b>-</b>	<b>-</b>	<b>529</b>	<b>-</b>	<b>488</b>	<b>1017</b>

Source: ITE, *Trip Generation*, 8<sup>th</sup> Edition

The rates shown in Table 2 are for weekday AM and PM peak hours of adjacent street traffic, and Saturday peak hour generator. The weekday mid-day peak hour was conservatively assumed to be the same as the PM peak hour.



As shown in Table 2, the proposed development is projected to generate 265 trips during the AM peak hour, 840 trips during the mid-day peak hour, 840 trips during the PM peak hour, and 1017 trips during the Saturday peak hour.

---

### Existing Site Generated Traffic

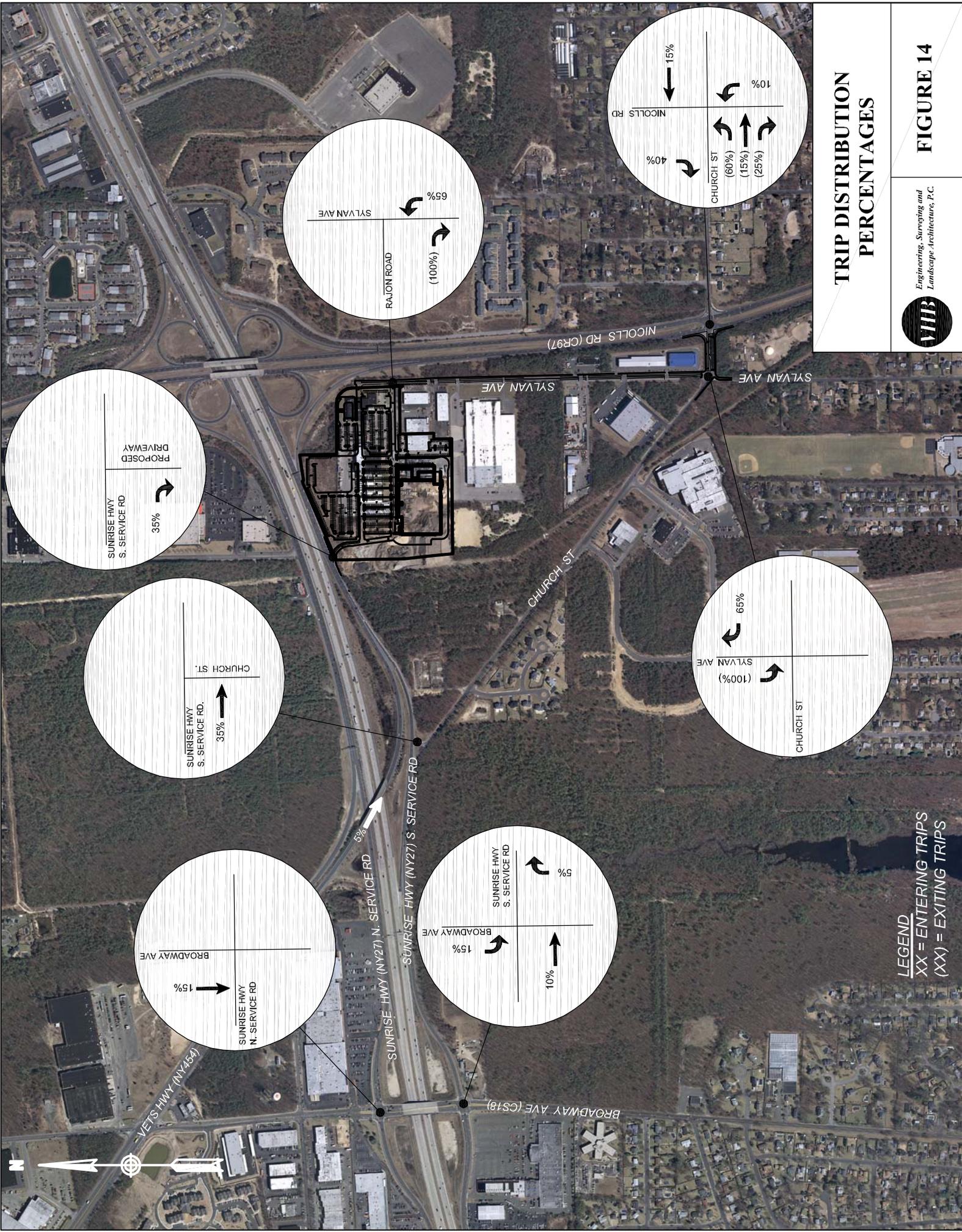
Currently, the Wenner Bread facilities are located on the subject property and are still operational. Although the Wenner Bread production operation will be relocated as a result of the proposed development of the site, the corporate offices located at the northwest corner of Sylvan Avenue and Rajon Road are expected to remain. Therefore, current employee and shift information was obtained for the Wenner Bread facilities and evaluated to ascertain the number of trips that coincide with the peak hours. Based on the information provided, it was determined that approximately 50 entering trips and 15 exiting trips occur during the AM peak hour and 50 exiting trips occur during the PM peak hour. Although there will obviously be fewer employees in the future, in order to be conservative in the analyses, no credit was taken to account for the anticipated reduction in the existing traffic associated with the Wenner Bread facilities. In fact, the future Build volumes at the Sylvan Avenue/Rajon Road intersection include traffic activity associated with the Wenner Bread facilities based on the existing employee count.

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### Trip Distribution and Assignment

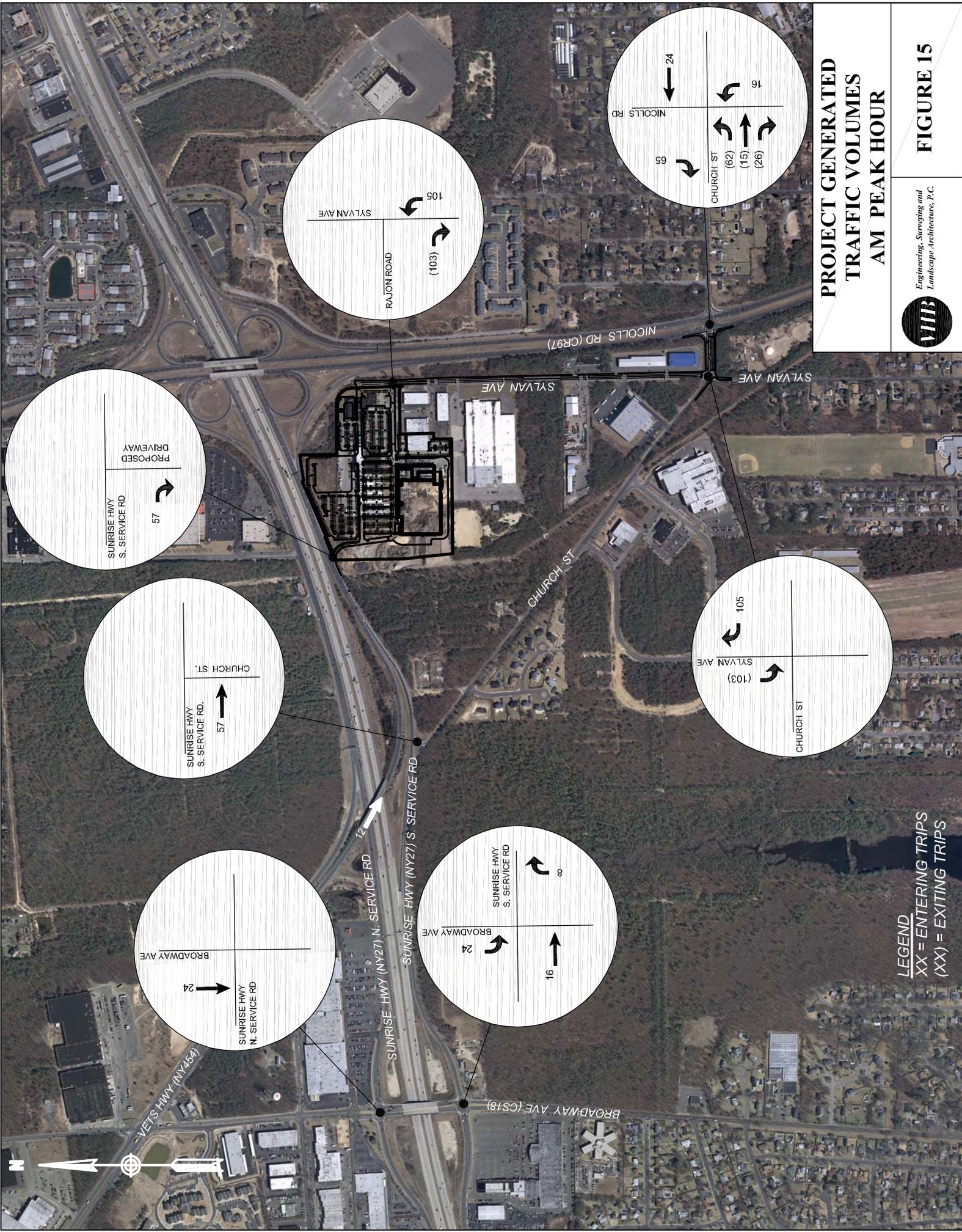
The trips originating from and destined to the project site were assigned to the adjacent roadways based on the characteristics of the roadway network, the location of the proposed site access, existing travel patterns, and the population densities in the surrounding area. The trip distribution percentages, shown in Figure 14 were then applied to the site generated traffic and assigned to the local roadway network. The resulting project generated traffic volumes for the AM, mid-day, PM, and Saturday peak hours are presented in Figures 15, 16, 17, and 18, respectively.

To determine the Build traffic volumes, the project generated trips were combined with the No Build traffic volumes at the key intersections. As indicated above, no credit was taken for the anticipated reduction in Wenner Bread employees at the any of the study intersections. The resulting Build traffic volumes for the AM, mid-day, PM, and Saturday peak hours are shown in Figures 19, 20, 21, and 22, respectively.



**TRIP DISTRIBUTION PERCENTAGES**

**LEGEND**  
 XX = ENTERING TRIPS  
 (XX) = EXITING TRIPS



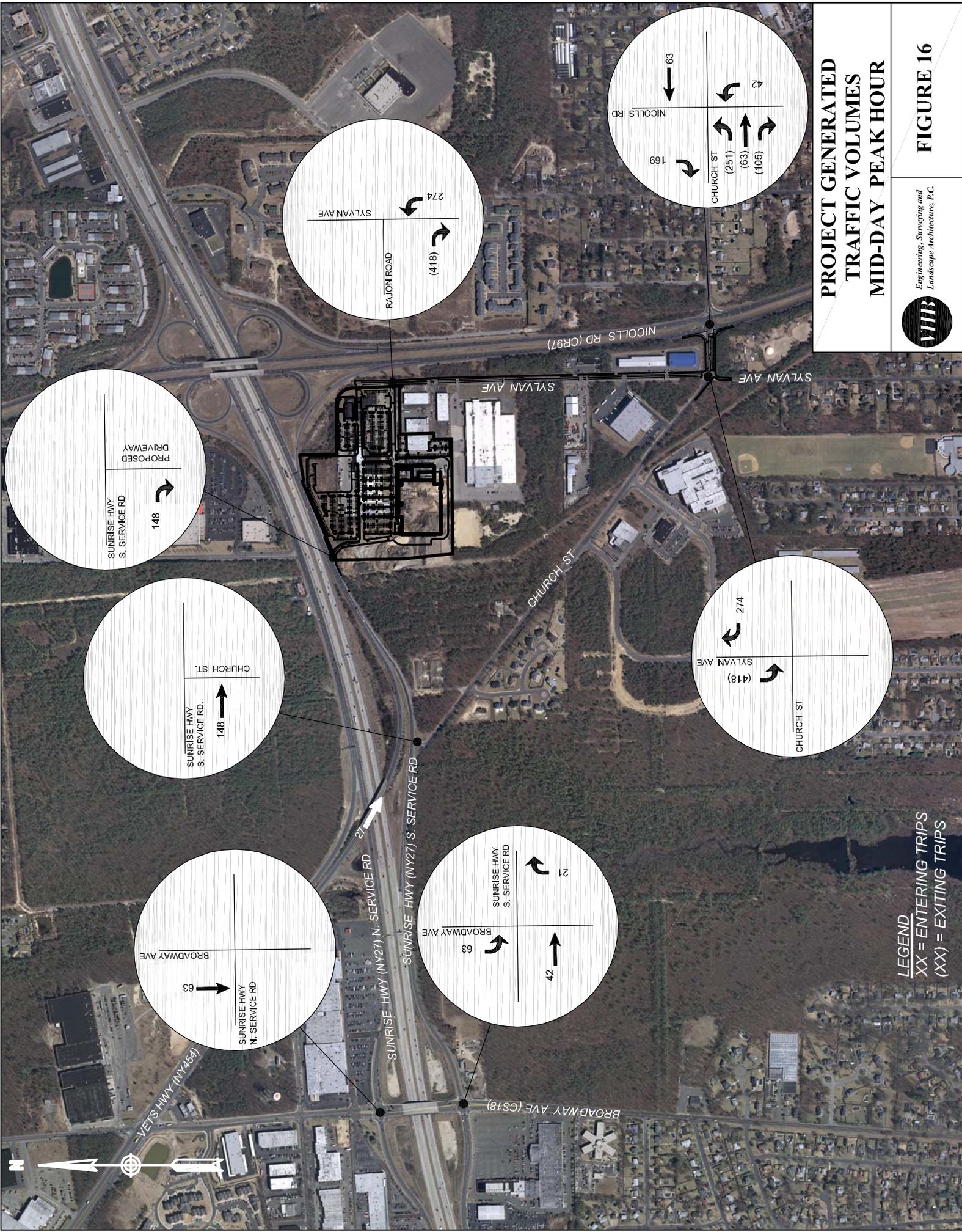
**PROJECT GENERATED  
TRAFFIC VOLUMES  
AM PEAK HOUR**

**FIGURE 15**

Engineering, Surveying and  
Landscape Architecture, P.C.



**LEGEND**  
XX = ENTERING TRIPS  
(XX) = EXITING TRIPS



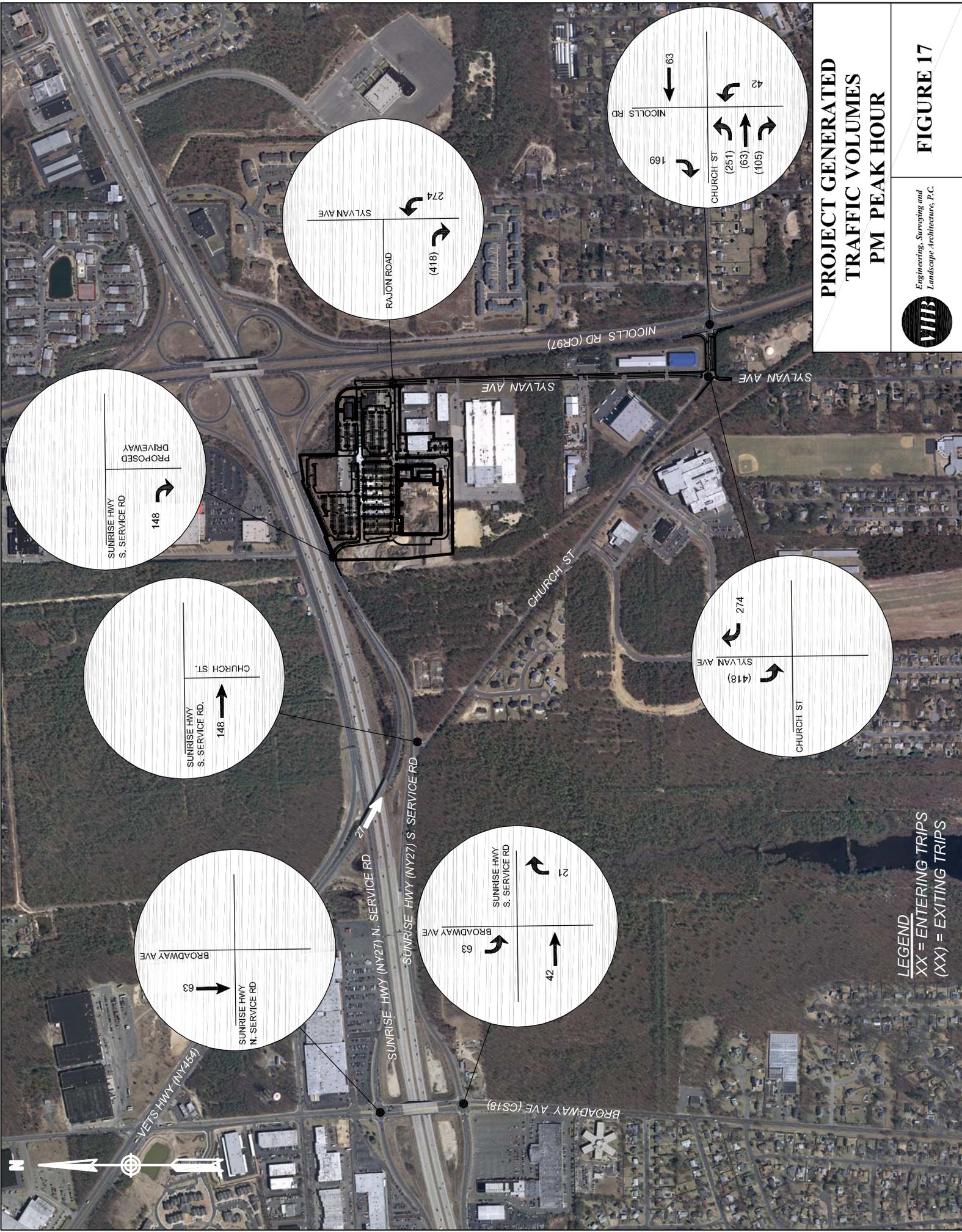
**PROJECT GENERATED  
TRAFFIC VOLUMES  
MID-DAY PEAK HOUR**

**FIGURE 16**

Engineering, Surveying and  
Landscape Architecture, P.C.



**LEGEND**  
XX = ENTERING TRIPS  
(XX) = EXITING TRIPS

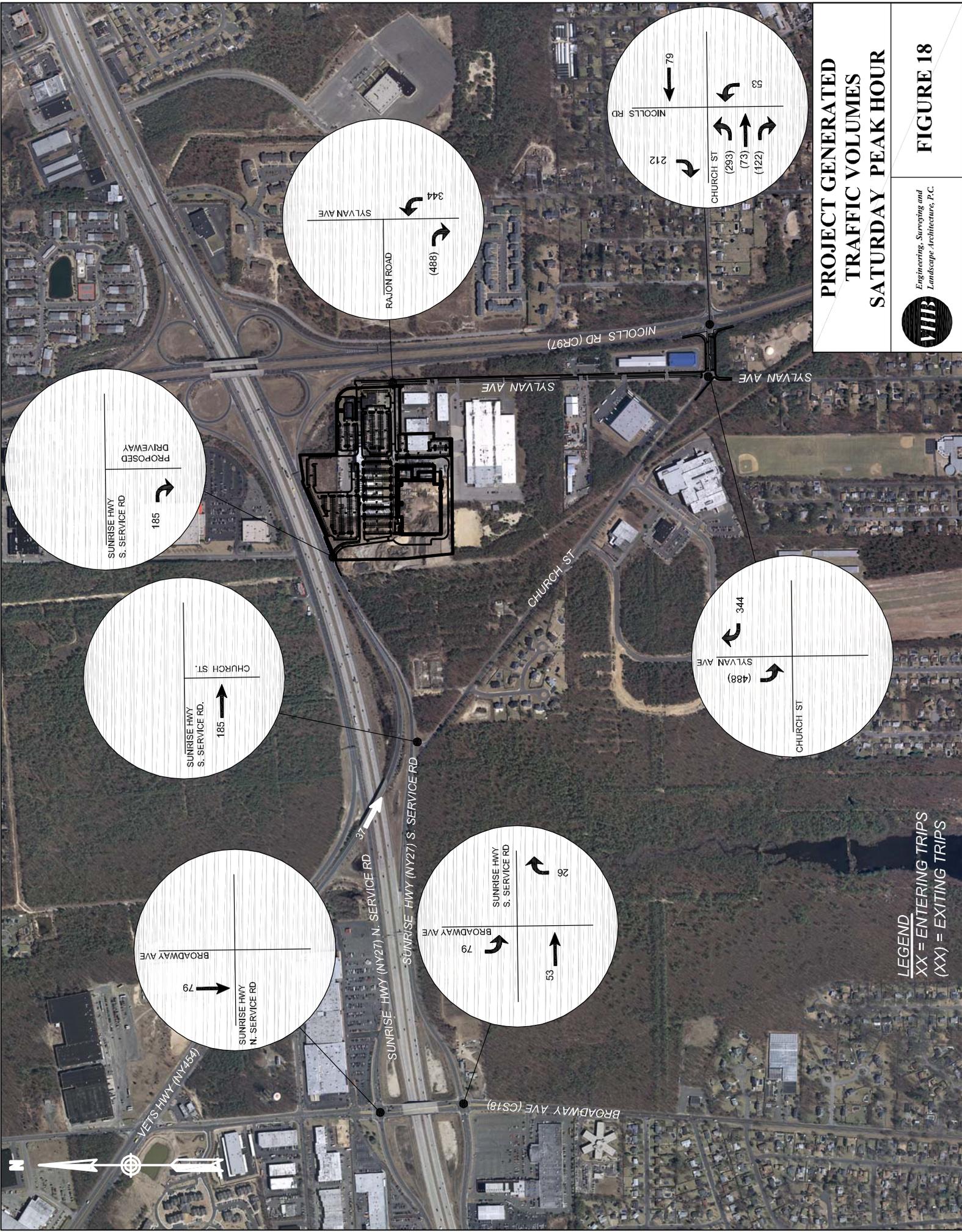


**PROJECT GENERATED  
TRAFFIC VOLUMES  
PM PEAK HOUR**



**FIGURE 17**

**LEGEND**  
XX = ENTERING TRIPS  
(XX) = EXITING TRIPS



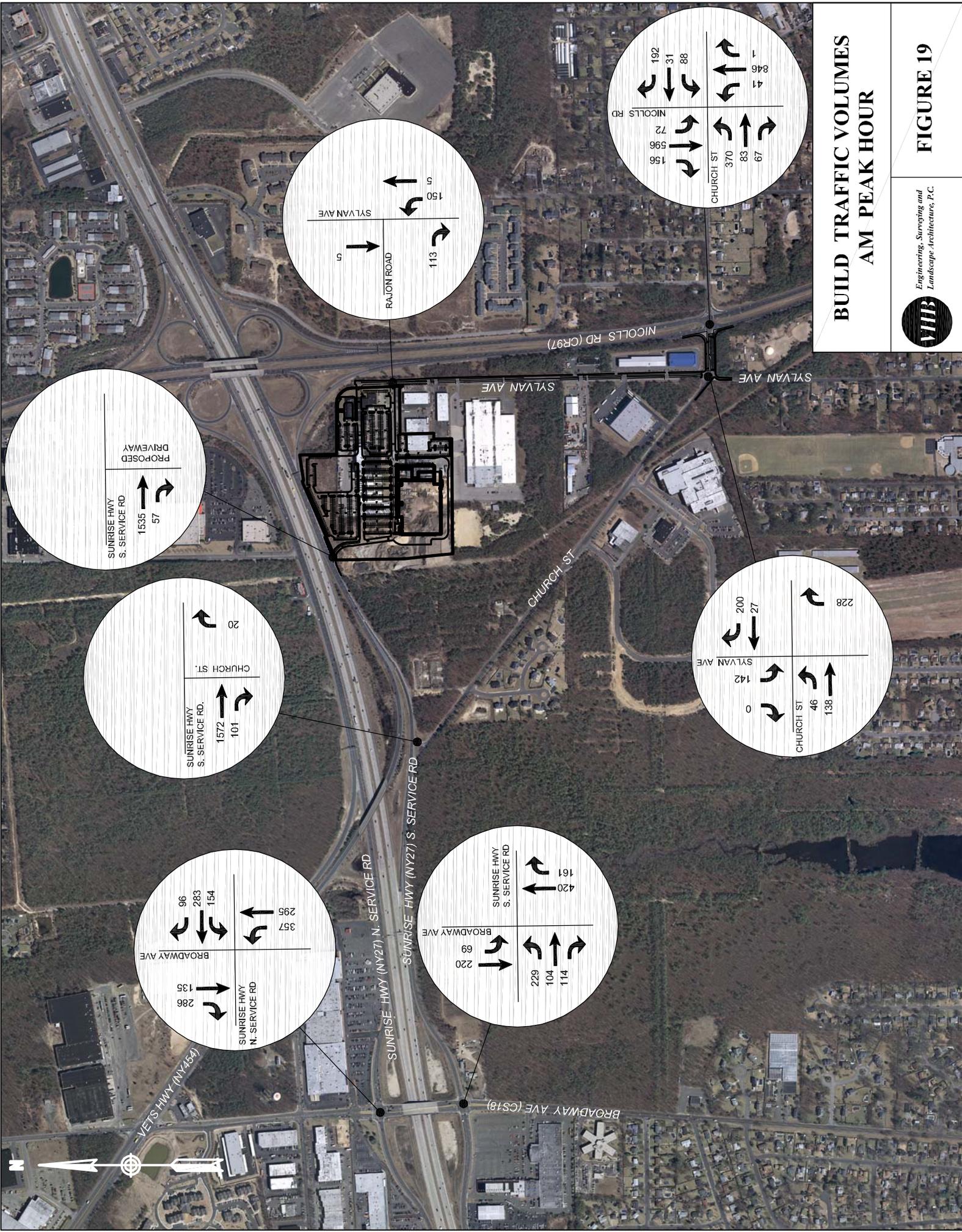
**PROJECT GENERATED  
TRAFFIC VOLUMES  
SATURDAY PEAK HOUR**

**FIGURE 18**

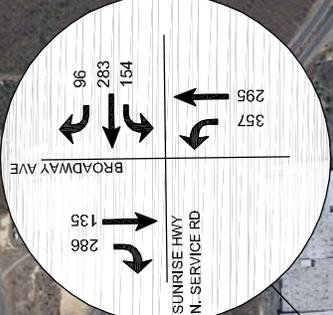
Engineering, Surveying and  
Landscape Architecture, P.C.



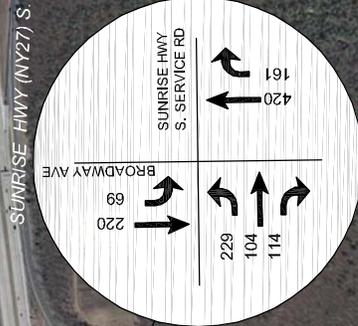
**LEGEND**  
XX = ENTERING TRIPS  
(XX) = EXITING TRIPS



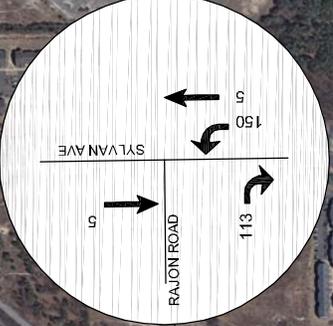
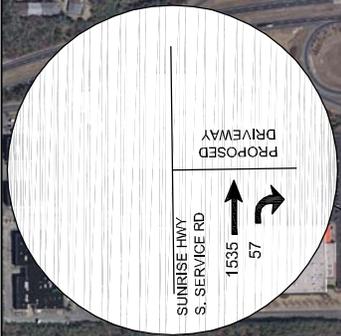
VETS HWY (NY27) N. SERVICE RD



SUNRISE HWY (NY27) N. SERVICE RD

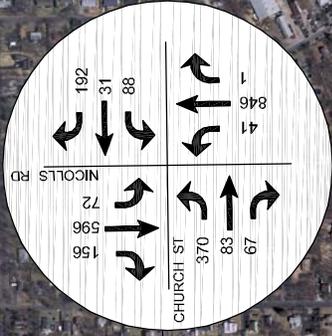
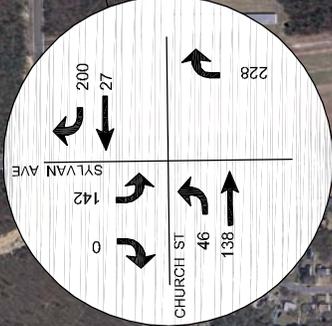


SUNRISE HWY (NY27) S. SERVICE RD

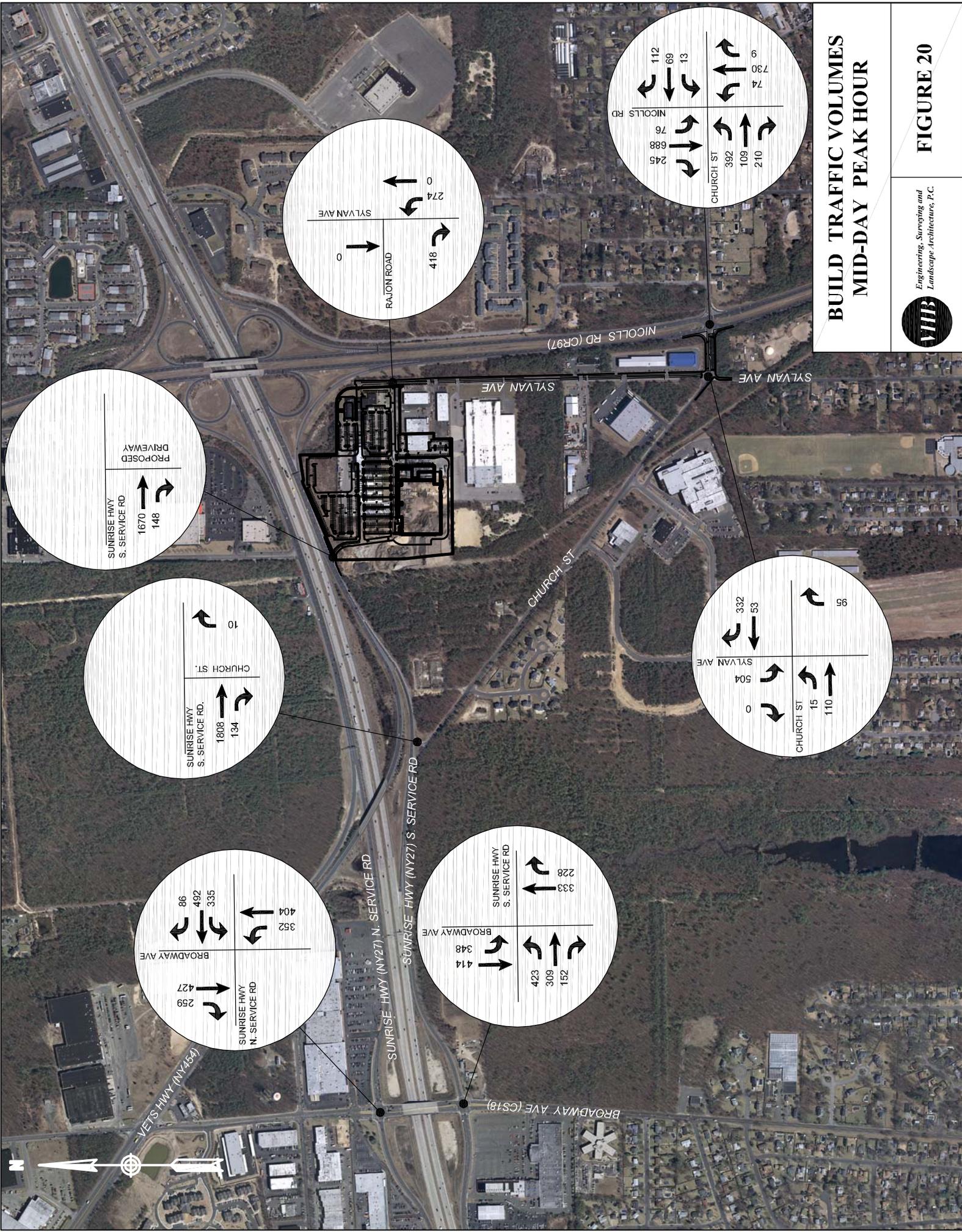


NICOLLS RD (CR97)

CHURCH ST



**BUILD TRAFFIC VOLUMES  
AM PEAK HOUR**

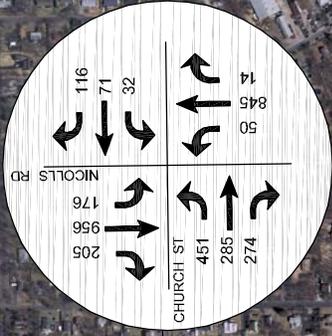
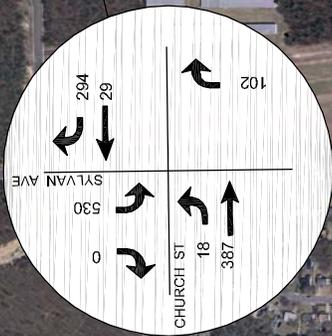
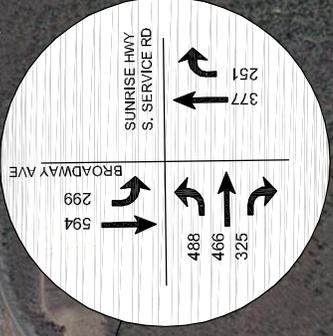
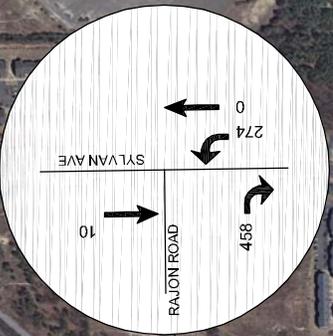
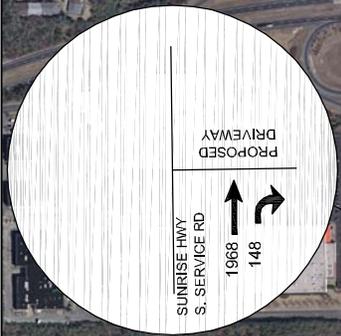
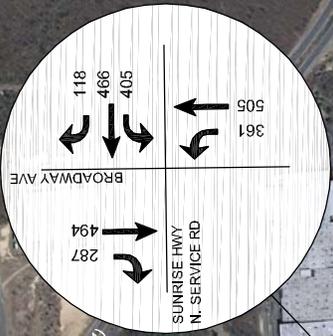
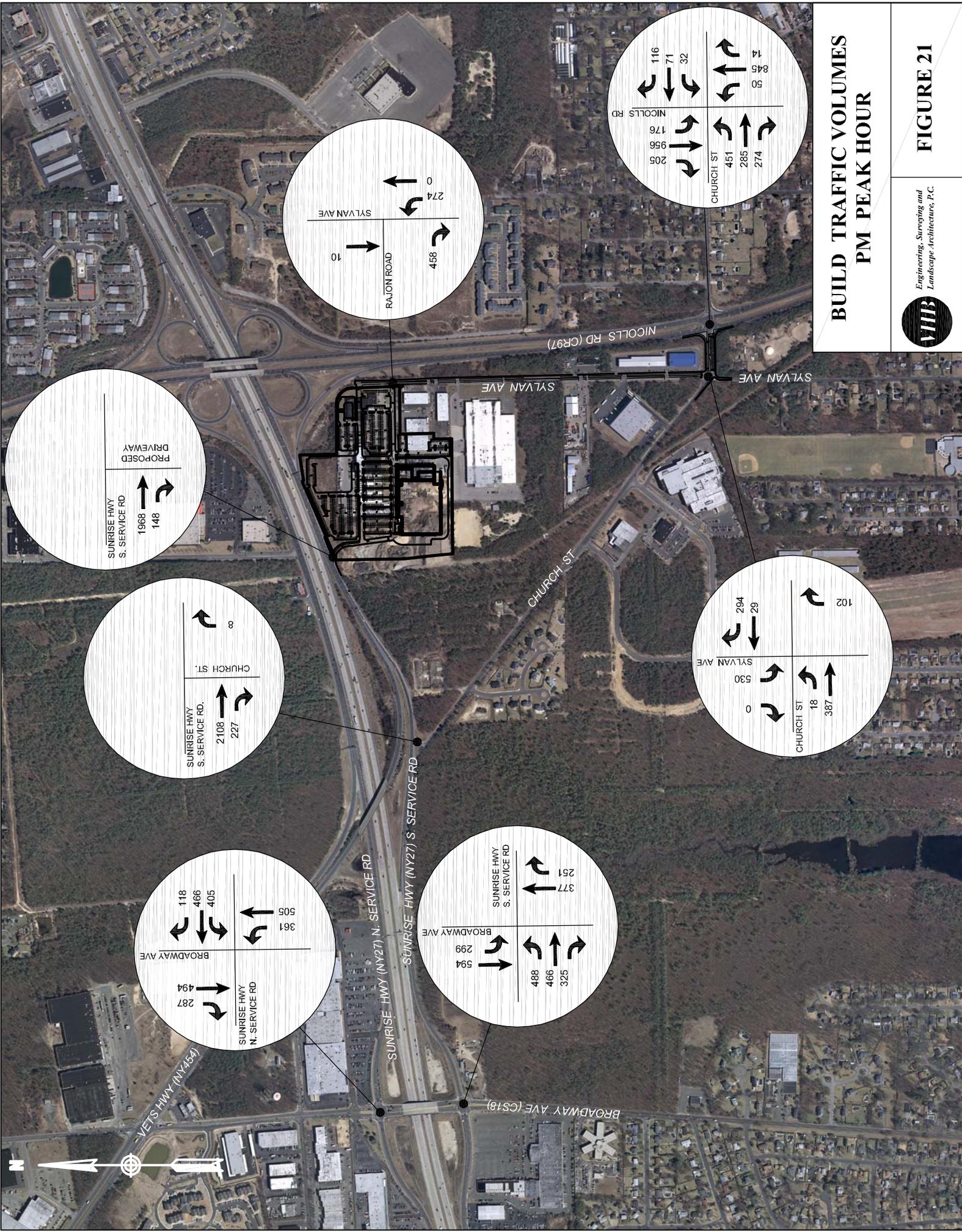


**BUILD TRAFFIC VOLUMES  
MID-DAY PEAK HOUR**

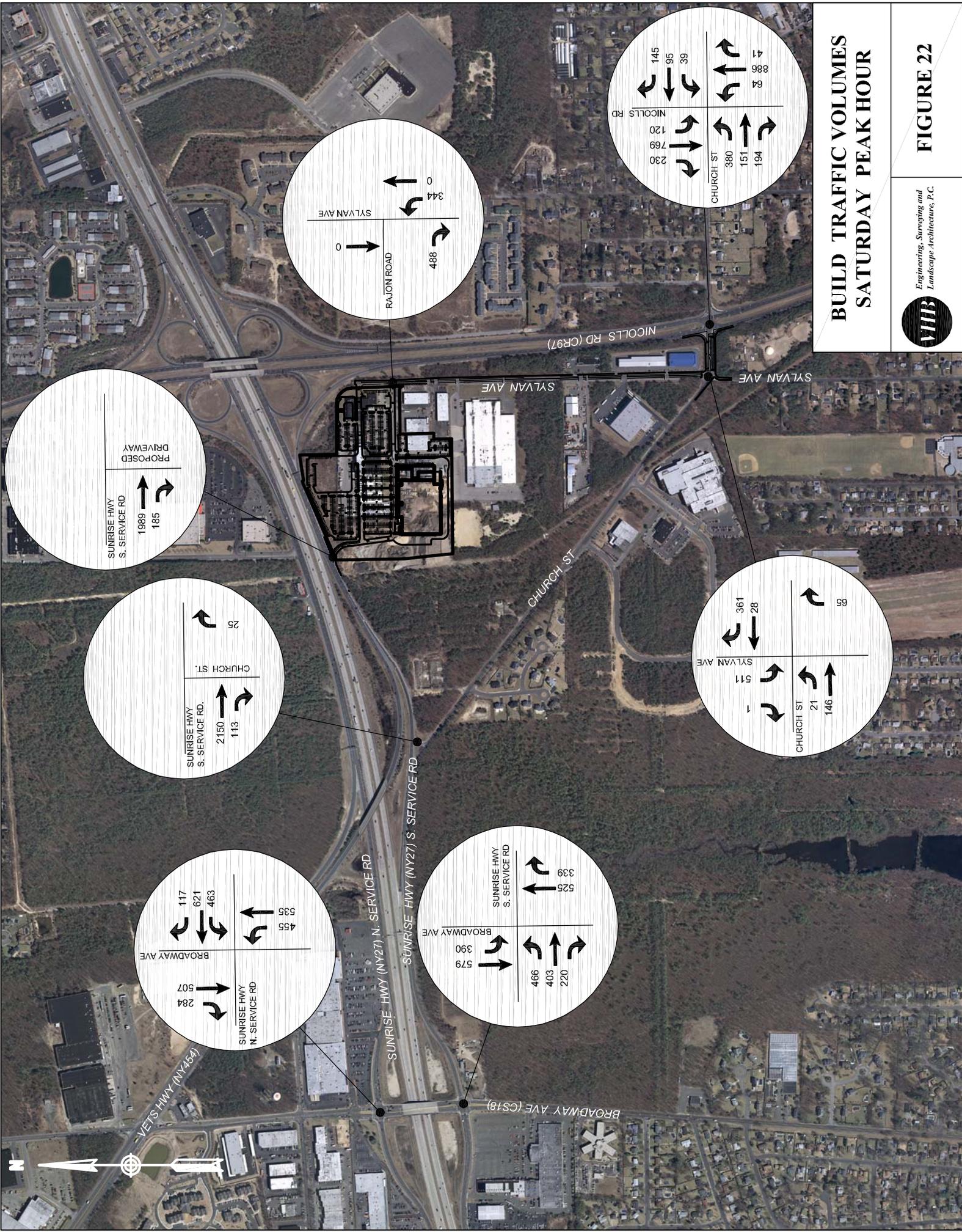
Engineering, Surveying and  
Landscape Architecture, P.C.



**FIGURE 20**



# BUILD TRAFFIC VOLUMES PM PEAK HOUR



VETS HWY (NY454)

SUNRISE HWY (NY27) N. SERVICE RD

SUNRISE HWY (NY27) S. SERVICE RD

RAJON ROAD

SUNRISE HWY (NY27) S. SERVICE RD

SUNRISE HWY (NY27) S. SERVICE RD

BROADWAY AVE

BROADWAY AVE

CHURCH ST.

CHURCH ST.

SYLVAN AVE

SYLVAN AVE

SYLVAN AVE

SYLVAN AVE

SUNRISE HWY (NY27) N. SERVICE RD

SUNRISE HWY (NY27) S. SERVICE RD

SUNRISE HWY (NY27) S. SERVICE RD

CHURCH ST.

SYLVAN AVE

SYLVAN AVE

SYLVAN AVE

BROADWAY AVE (CS18)

BROADWAY AVE

SUNRISE HWY (NY27) S. SERVICE RD

SYLVAN AVE

SYLVAN AVE

SYLVAN AVE

CHURCH ST

NICOLLS RD (CR97)

117  
621  
463  
535  
455  
507  
284

2150  
113  
25

1889  
185

0  
344  
0  
488

0  
344  
0  
488

0  
344  
0  
488

0  
344  
0  
488

0  
344  
0  
488

579  
390  
466  
403  
220  
525  
339

511  
1  
361  
28  
65

1889  
185

0  
344  
0  
488

0  
344  
0  
488

0  
344  
0  
488

0  
344  
0  
488

579  
390  
466  
403  
220  
525  
339

511  
1  
361  
28  
65

1889  
185

0  
344  
0  
488

0  
344  
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488

0  
344  
0  
488

0  
344  
0  
488

**BUILD TRAFFIC VOLUMES  
SATURDAY PEAK HOUR**

**FIGURE 22**

Engineering, Surveying and  
Landscape Architecture, P.C.





# 4

## Traffic Operations Analysis

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

---

### Level of Service and Delay Criteria

The evaluation criteria used to analyze area intersections in this traffic study are based on the 2000 Highway Capacity Manual (HCM). The term 'level of service' (LOS) is used to denote the different operating conditions that occur at an intersection under various traffic volume loads. It is a qualitative measure that considers a number of factors including roadway geometry, speed, travel delay and freedom to maneuver. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

In addition to LOS, vehicle delay time is typically used to quantify the traffic operations at intersections. For example, a delay of 15 seconds for a particular vehicular movement or approach indicates that vehicles on the movement or approach will experience an average additional travel time of 15 seconds. It should be noted that delay time can have a range of values for a given LOS letter designation.

The level of service designations, which are based on delay, are reported differently for signalized and unsignalized intersections. For signalized intersections, the analysis considers the operation of all traffic entering the intersection and the LOS designation is for overall conditions at the intersection. For unsignalized intersections, however, the analysis assumes that traffic on the mainline is not affected by traffic on the side streets. Thus the LOS designation is for the critical



movement exiting the side street, which is generally the left turn out of the side street or side driveway.

It should be noted that the analytical methodologies typically used for the analysis of unsignalized intersections use conservative parameters such as long critical gaps. Actual field observations indicate that drivers on minor streets generally accept shorter gaps in traffic than those used in the analysis procedures and therefore experience less delay than reported by the analysis software. The analysis methodologies also do not take into account the beneficial grouping effects caused by nearby signalized intersections. The net effect of these analysis procedures is the over-estimation of calculated delays at unsignalized intersections in the study area. Cautious judgment should therefore be exercised when interpreting the capacity analysis results at unsignalized intersections.

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## Level of Service Analysis

Level of service analyses were conducted for the Existing, No Build, and Build conditions for each of the key intersections.

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### Software

The capacity analyses were done using the traffic analysis and simulation software Synchro, *version 6*, a computer program developed by Trafficware Ltd. Synchro is a complete software package for modeling and optimizing traffic signal timing. Synchro adheres to and implements the guidelines and methods set forth in the 2000 Highway Capacity Manual, Chapters 16 and 17. This analysis methodology was used to evaluate the ability of an intersection or roadway to efficiently handle the number of vehicles using the facility. Synchro was used to model and analyze the Existing, No Build and Build conditions at the key intersections.

---

### Peak Hour Factors

The existing approach peak hour factors (PHFs) for all of the study intersections were calculated based on the existing turning movement counts for use in the analysis of the Existing condition. Future conditions involve background growth, inflation due to other planned developments, and the project generated traffic. Since accurate measurement of field data for future conditions is not possible, use of the existing PHFs would not be representative of future conditions. Typically, as overall volumes increase, traffic is more evenly distributed throughout the peak period and the PHFs increase accordingly. Hence all approach PHFs less than 0.92 in the existing conditions were increased to 0.92 as recommended by the Highway Capacity Manual. All PHFs greater than 0.92 in the existing conditions were left as is.



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## Analysis Results

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### Signalized Intersection Capacity Analysis

Signalized capacity analyses were conducted for the signalized, key intersections in the study area. Table 3A presents a summary of the analyses for the AM peak hour, Table 3B presents a summary of the analyses for the mid-day peak hour, Table 3C presents a summary of the analyses for the PM peak hour, and Table 3D presents a summary of the analyses for the Saturday peak hour. The detailed capacity analysis worksheets are included in Appendix D.



Table 3A – Summary of Results for SIGNALIZED Intersection Capacity Analysis – AM peak hour

Intersections	Movement	Lane Group	EXISTING SEASONALLY ADJUSTED		NO BUILD 2013		BUILD 2013		BUILD MITIGATION	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Broadway Avenue @ Sunrise North Service Road	WB	L	40.6	D	40.3	D	40.3	D		
		T	37.4	D	37.1	D	37.1	D		
		R	8.0	A	7.8	A	7.8	A		
		Approach	33.0	C	32.8	C	32.8	C		
	NB	L	55.2	E	54.6	D	54.6	D		
		T	25.1	C	24.9	C	24.8	C		
		Approach	41.6	D	41.2	D	41.1	D		
	SB	T	2.9	A	3.3	A	3.6	A		
R		7.0	A	8.7	A	8.5	A			
	Approach	5.9	A	7.2	A	6.9	A			
Overall Intersection			30.1	C	29.8	C	29.4	C		
Broadway Avenue @ Sunrise South Service Road	EB	L	41.6	D	41.4	D	41.0	D		
		T	28.2	C	28.0	C	28.2	C		
		R	6.5	A	6.4	A	6.3	A		
		Approach	29.6	C	29.4	C	29.2	C		
	NB	T	20.0	B	20.1	C	20.2	C		
		R	4.4	A	4.5	A	4.4	A		
	SB	L	9.1	A	9.1	A	9.8	A		
		T	8.1	A	8.1	A	8.5	A		
	Approach	8.2	A	8.3	A	8.8	A			
Overall Intersection			18.6	B	18.9	B	18.8	B		
Nicolls Road (CR 97) @ Church Street	EB	L	128.4	F	66.4	E	143.2	F	36.2	D
		T							26.3	C
		TR	20.2	C	20.3	C	20.9	C		
		R							0.1	A
		Approach	100.7	F	54.4	D	107.9	F	30.0	C
	WB	L	24.0	C	24.9	C	25.1	C	49.3	D
		TR	6.4	A	5.6	A	7.9	B	18.9	B
		Approach	11.5	B	11.5	B	12.7	B	27.5	C
	NB	L	42.5	D	45.4	D	46.7	D	48.5	D
		T	29.1	C	29.3	C	29.3	C	32.7	C
		R	0.0	A	0.0	A	0.0	A	0.0	A
		Approach	29.1	C	29.7	C	30.1	C	33.4	C
	SB	L	48.4	D	49.2	D	49.2	D	53.8	D
		T	17.5	B	18.8	B	21.3	C	24.8	C
R		0.1	A	0.1	A	0.1	A	0.2	A	
Approach		18.5	B	19.4	B	19.7	C	22.6	C	
Overall Intersection			37.6	D	28.5	C	40.6	D	28.4	C
Church Street @ Sylvan Avenue	EB	LT						46.9	D	
		Approach						46.9	D	
	WB	T						22.7	C	
		Approach						0.9	A	
	NB	R						3.5	A	
		Approach						45.0	D	
	SB	L						45.0	D	
		R						21.2	C	
Approach							21.2	C		
Overall Intersection								29.1	C	



Table 3B – Summary of Results for SIGNALIZED Intersection Capacity Analysis – Mid-day peak hour

Intersections	Movement	Lane Group	EXISTING SEASONALLY ADJUSTED		NO BUILD 2013		BUILD 2013		BUILD MITIGATION	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Broadway Avenue @ Sunrise North Service Road	WB	L	40.8	D	42.4	D	42.4	D		
		T	32.4	C	32.6	C	32.6	C		
		R	6.7	A	6.5	A	6.5	A		
		Approach	33.0	C	33.7	C	33.7	C		
	NB	L	42.0	D	44.0	D	44.0	D		
		T	22.7	C	23.6	C	23.5	C		
		Approach	31.7	C	33.1	C	33.1	C		
	SB	T	6.7	A	7.2	A	7.6	A		
		R	7.9	A	10.2	B	10.1	B		
		Approach	7.2	A	8.4	A	8.5	A		
Overall Intersection			25.7	C	26.7	C	26.2	C		
Broadway Avenue @ Sunrise South Service Road	EB	L	35.5	D	35.5	D	35.0	D		
		T	23.1	C	22.2	C	22.5	C		
		R	4.3	A	4.1	A	4.0	A		
		Approach	26.0	C	25.6	C	25.3	C		
	NB	T	27.6	C	29.3	C	29.5	C		
		R	5.9	A	6.0	A	6.0	A		
		Approach	19.3	B	20.4	C	19.9	B		
	SB	L	21.4	C	25.1	C	28.3	C		
		T	15.9	B	17.5	B	17.2	B		
		Approach	18.1	B	20.6	C	22.2	C		
Overall Intersection			21.6	C	22.5	C	22.8	C		
CR 97 Nicolls Road @ Church Street	EB	L	33.3	C	33.5	C	101.5	F	36.3	D
		T							27.2	C
		TR	17.1	B	16.9	B	23.3	C		
		R							0.2	A
	Approach	25.0	C	24.9	C	66.5	E	24.2	C	
	WB	L	21.8	C	22.5	C	21.1	C	35.5	D
		TR	6.8	A	7.2	A	16.6	B	44.9	D
		Approach	8.3	A	8.7	A	16.9	B	44.3	D
	NB	L	37.1	D	37.2	D	44.9	D	50.8	D
		T	20.8	C	20.7	C	28.8	C	31.6	C
		R	0.0	A	0.0	A	0.0	A	0.0	A
		Approach	21.2	C	21.1	C	29.9	C	33.0	C
	SB	L	37.9	D	37.8	D	46.1	D	53.6	D
		T	14.7	B	16.6	B	28.2	C	31.3	C
		R	0.0	A	0.1	A	0.2	A	0.2	A
		Approach	15.6	B	17.0	B	22.8	C	25.5	C
Overall Intersection			18.8	B	19.2	B	35.9	D	28.7	C
Church Street @ Sylvan Avenue	EB	LT							46.1	D
		Approach							46.1	D
	WB	T							32.5	C
		R							2.6	A
	NB	Approach							6.8	A
		R							46.7	D
	SB	Approach							46.7	D
		L							13.3	B
		R							13.3	B
	Approach							13.3	B	
Overall Intersection								17.6	B	



Table 3C – Summary of Results for SIGNALIZED Intersection Capacity Analysis – PM peak hour

Intersections	Movement	Lane Group	EXISTING SEASONALLY ADJUSTED		NO BUILD 2013		BUILD 2013		BUILD MITIGATION	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Broadway Avenue @ Sunrise North Service Road	WB	L	65.0	E	74.1	E	74.1	E		
		T	38.8	D	39.3	D	39.3	D		
		R	7.2	A	7.1	A	7.1	A		
		Approach	45.8	D	49.7	D	49.7	D		
	NB	L	39.8	D	39.9	D	39.8	D		
		T	24.7	C	24.9	C	24.9	C		
		Approach	31.0	C	31.1	C	31.1	C		
	SB	T	9.8	A	9.8	A	10.8	B		
		R	9.2	A	11.9	B	13.3	B		
		Approach	9.6	A	10.6	B	11.7	B		
Overall Intersection			30.5	C	32.6	C	32.4	C		
Broadway Avenue @ Sunrise South Service Road	EB	L	48.2	C	53.0	D	52.5	D		
		T	28.7	C	28.8	C	29.3	C		
		R	10.9	B	13.0	B	13.0	B		
		Approach	31.7	C	34.2	C	34.0	C		
	NB	T	27.6	C	28.3	C	28.3	C		
		R	4.8	A	4.8	A	9.7	A		
		Approach	19.0	B	19.4	B	20.9	C		
	SB	L	25.3	C	27.5	C	30.7	C		
		T	21.4	C	22.3	C	22.0	C		
		Approach	22.5	C	23.8	C	24.9	C		
Overall Intersection			25.9	C	27.6	C	28.2	C		
CR 97 Nicolls Road @ Church Street	EB	L	37.4	D	38.0	D	270.9	F	45.7	D
		T							70.5	E
		TR	47.0	D	43.2	D	116.9	F		
		R							0.3	A
		Approach	43.8	D	41.4	D	185.7	F	40.3	D
	WB	L	35.9	D	34.7	C	54.1	D	39.4	D
		TR	7.1	A	7.5	A	22.9	C	50.4	D
		Approach	13.1	B	13.1	B	27.5	C	48.8	D
	NB	L	47.0	D	49.6	D	53.9	D	51.4	D
		T	33.3	C	34.0	C	34.0	C	48.2	D
		R	0.0	A	0.0	A	0.0	A	0.0	A
		Approach	32.8	C	33.6	C	34.6	C	47.7	D
	SB	L	52.5	D	54.2	D	54.2	D	56.9	E
		T	16.3	B	16.7	B	24.0	C	32.4	C
		R	0.0	A	0.0	A	0.2	A	0.2	A
		Approach	21.5	C	21.9	C	24.3	C	30.7	C
Overall Intersection			30.1	C	29.4	C	75.1	E	39.2	D
Church Street @ Sylvan Avenue	EB	LT							46.8	D
		Approach							46.8	D
	WB	T							14.8	B
		Approach							0.8	A
	NB	R							52.6	D
		Approach							52.6	D
	SB	L							23.3	C
		R							23.3	C
		Approach							23.3	C
	Overall Intersection								27.5	C



Table 3D – Summary of Results for SIGNALIZED Intersection Capacity Analysis – Saturday peak hour

Intersections	Movement	Lane Group	EXISTING SEASONALLY ADJUSTED		NO BUILD 2013		BUILD 2013		BUILD MITIGATION	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Broadway Avenue @ Sunrise North Service Road	WB	L	53.9	D	63.6	E	63.6	E		
		T	32.6	C	33.5	C	33.5	C		
		R	6.0	A	5.9	A	5.9	A		
		Approach	38.2	D	42.4	D	42.4	D		
	NB	L	54.1	D	60.2	E	60.1	E		
		T	27.5	C	28.2	C	28.2	C		
		Approach	39.7	D	42.9	D	42.9	D		
	SB	T	8.9	A	9.0	A	9.7	A		
		R	9.2	A	10.1	B	11.4	B		
		Approach	9.0	A	9.4	A	10.3	B		
Overall Intersection			31.7	C	34.5	C	34.1	C		
Broadway Avenue @ Sunrise South Service Road	EB	L	35.0	C	36.4	D	35.9	D		
		T	21.8	C	21.6	C	22.0	C		
		R	4.7	A	6.9	A	6.8	A		
		Approach	24.1	C	25.1	C	24.9	C		
	NB	T	33.2	C	34.5	C	34.8	C		
		R	6.2	A	9.5	A	17.2	C		
		Approach	23.1	C	25.2	C	27.9	C		
	SB	L	33.5	C	39.1	D	54.0	D		
		T	20.6	C	21.6	C	21.1	C		
		Approach	25.0	C	27.7	C	34.3	C		
Overall Intersection			24.1	C	26.0	C	28.9	C		
CR 97 Nicolls Road @ Church Street	EB	L	34.6	C	37.9	D	230.8	F	38.9	D
		T							38.5	D
		TR	28.0	C	29.9	C	33.6	C		
		R							0.2	A
		Approach	30.4	C	32.8	C	137.0	F	28.5	C
	WB	L	29.4	C	31.1	C	30.5	C	35.9	D
		TR	10.4	B	10.6	B	25.2	C	54.6	D
		Approach	14.1	B	14.5	B	25.9	C	52.0	D
	NB	L	37.8	D	41.4	D	52.7	D	51.3	D
		T	20.3	B	21.4	C	31.7	C	48.2	D
		R	0.0	A	0.0	A	0.0	A	0.0	A
		Approach	19.6	B	20.7	C	31.8	C	46.4	D
	SB	L	37.6	D	40.7	D	54.3	D	55.6	E
		T	9.1	A	9.5	A	23.3	C	32.2	C
		R	0.0	A	0.0	A	0.2	A	0.2	A
		Approach	12.8	B	13.4	B	21.9	C	28.1	C
Overall Intersection			17.4	B	18.5	B	52.2	D	36.2	C
Church Street @ Sylvan Avenue	EB	LT							47.2	D
		Approach							47.2	D
	WB	T							29.1	C
		Approach							2.4	A
	NB	R							46.6	D
		Approach							46.6	D
	SB	L							12.7	B
		R							12.7	B
		Approach							12.7	B
	Overall Intersection								16.9	B



Broadway Avenue (CS18) and Sunrise Highway (NY27) North Service Road

As shown in Tables 3A, 3B, 3C, and 3D, during all time periods analyzed, the intersection of Broadway Avenue (CS18) and Sunrise Highway (NY27) North Service Road operates at an overall satisfactory LOS C under all conditions, while some individual lane groups or approaches operate at LOS D or LOS E. However, in all instances, the analysis reveals that the project generated traffic does not impact future vehicle delay time for any movement by more than two seconds. This is not considered to be significant.

Broadway Avenue (CS18) and Sunrise Highway (NY27) South Service Road

During the AM peak hour, the intersection of Broadway Avenue (CS18) and Sunrise Highway (NY27) South Service Road operates at a favorable LOS B under all conditions (i.e. Existing, No Build, and Build) with minimal increase in delay time of less than one second. During the mid-day, PM, and Saturday peak hours, this intersection operates at a satisfactory LOS C under all conditions. The greatest increase in delay for the overall intersection operation, which occurs during the Saturday peak hour, is only 2.9 seconds. In terms of individual movements, the difference between the No-Build and Build conditions is minimal. The only exception is on Saturday when the delay time for the southbound left turn goes increases by approximately 15 seconds and the delay time for the southbound approach increase by approximately 7 seconds. However, the LOS for the southbound left turn movement and the southbound approach remain at LOS D and LOS C respectively.

Nicolls Road (CR97) and Church Street

During the AM peak hour, the intersection of Nicolls Road (CR97) and Church Street operates at a LOS D under Existing and future Build conditions. During the mid-day peak hour, this intersection operates at a LOS B under Existing and No Build conditions and at a LOS D under future Build conditions. During the PM peak hour, the intersection operates at a LOS C under Existing and No Build conditions and at a LOS E under future Build conditions. During the Saturday peak hour, it operates at a LOS B under Existing and No Build conditions and at a LOS D under Build conditions. In order to mitigate these impacts on intersection operating conditions, it is recommended that Church Street between Sylvan Avenue and Nicolls Road be widened in order to provide additional approach lanes. As discussed below, the installation of a traffic signal at the intersection of Sylvan Avenue and Church Street, which would be interconnected with the existing signal at the Nicolls Road intersection, is also being recommended. These mitigation measures are discussed in further detail in the Mitigation section of this chapter. The intersection of Nicolls Road (CR97) and Church Street was reanalyzed under a Build Mitigation scenario and found to operate at a satisfactory LOS C during the AM, mid-day and Saturday peak hours and at an acceptable LOS D during the PM peak hour.



## Unsignalized Intersection Capacity Analysis

Unsignalized capacity analyses were conducted for the unsignalized study intersections of Church Street at Sunrise Highway South Service Road and Sylvan Avenue at Church Street. Table 4A presents a summary of the analyses for the AM peak hour; Table 4B presents a summary of the analyses for the mid-day peak hour; Table 4C presents a summary of the analyses for the PM peak hour; and Table 4D presents a summary of the analyses for the Saturday peak hour. The detailed capacity analysis worksheets are included in Appendix D.

**Table 4A – Summary of Results for UNSIGNALIZED Intersection Capacity Analysis – AM peak hour**

INTERSECTIONS	CRITICAL APPROACH	EXISTING SEASONALLY ADJUSTED		NO BUILD 2013		BUILD 2013		BUILD MITIGATION	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Sunrise South Service Road @ Church Street	NB	17.8	C	17.7	C	18.4	C		
Church Street @ Sylvan Avenue	NB	12.4	B	10.6	B	10.6	B	Signalized	
	SB	35.6	E	21.6	C	45.1	E		

**Table 4B – Summary of Results for UNSIGNALIZED Intersection Capacity Analysis – Mid-day peak hour**

INTERSECTIONS	CRITICAL APPROACH	EXISTING SEASONALLY ADJUSTED		NO BUILD 2013		BUILD 2013		BUILD MITIGATION	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Sunrise South Service Road @ Church Street	NB	16.6	C	18.1	C	19.9	C		
Church Street @ Sylvan Avenue	NB	9.5	A	9.4	A	9.4	A	Signalized	
	SB	13.1	B	12.9	B	205.6	F		

**Table 4C – Summary of Results for UNSIGNALIZED Intersection Capacity Analysis – PM peak hour**

INTERSECTIONS	CRITICAL APPROACH	EXISTING SEASONALLY ADJUSTED		NO BUILD 2013		BUILD 2013		BUILD MITIGATION	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Sunrise South Service Road @ Church Street	NB	20.4	C	22.2	C	24.5	C		
Church Street @ Sylvan Avenue	NB	13.1	C	11.9	B	11.9	B	Signalized	
	SB	24.4	C	19.0	C	598.9	F		



Table 4D – Summary of Results for UNSIGNALIZED Intersection Capacity Analysis – Saturday peak hour

INTERSECTIONS	CRITICAL APPROACH	EXISTING SEASONALLY ADJUSTED		NO BUILD 2013		BUILD 2013		BUILD MITIGATION	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Sunrise South Service Road @ Church Street	NB	19.8	C	21.6	C	24.5	C		
Church Street @ Sylvan Avenue	NB	9.9	A	9.4	A	9.4	A	Signalized	
	SB	12.0	B	11.2	B	168.2	F		

Church Street and Sunrise Highway (NY27) South Service Road

As shown in Tables 4A, 4B, 4C, and 4D, during all time periods, the northbound right turn movement at the intersection of Church Street and Sunrise Highway (NY27) South Service Road operates at a satisfactory LOS C under existing and future conditions. The increase in delay due to the proposed development (i.e. the difference between No Build and Build) is minimal, ranging from one second to just under five seconds. Based on the analysis results, it is obvious that the proposed development will not have a negative impact on this intersection.

Sylvan Avenue and Church Street

During the AM peak hour, at the intersection of Sylvan Avenue and Church Street, the critical southbound left turn movement operates at LOS E under existing conditions and future Build conditions. During the weekday mid-daytime period and the Saturday peak hour, it operates at LOS B under Existing and No Build conditions, but drops to LOS F during under future Build conditions and experiences delays in the order of 3to 4 minutes. During the PM peak hour, it operates at LOS C under Existing and No Build conditions, but drops to LOS F during under future Build conditions with delays in the range of 10 minutes. In order to mitigate these impacts, widening of the westbound Church Street approach and signalization of the intersection in conjunction with interconnection with the signal at the Nicolls Road intersection is recommended. Reanalysis of the intersection under the recommended mitigation scenario reveals that it will operate at a satisfactory LOS C during the AM and PM peak hours and at a favorable LOS B during the mid-day and Saturday peak hours.

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**Mitigation**

At the intersection of Nicolls Road (CR97) and Church Street, geometric changes, including the addition of an eastbound through lane and a channelized eastbound to southbound right turn lane are recommended,



At the intersection of Sylvan Avenue and Church Street, widening of the westbound approach to provide an exclusive through lane and an exclusive right turn lane is recommended. . In addition, signalization of this intersection is recommended to accommodate the traffic that will be generated by the proposed development. This proposed signal should be interconnected with the signal at the intersection directly to the east at Nicolls Road (CR97) and Church Street.

In addition to the above, in order to accommodate the project generated traffic, it is recommended that Sylvan Avenue be widened to 4 lanes between Church Street and Rajon Road. This will insure that the site traffic will not adversely impact the operation of the other properties along Sylvan Avenue.

Finally, although the analyses show that the intersections of Broadway Avenue (CS18) with the Sunrise Highway (NY27) North and South Service Roads will continue to operate at acceptable levels of service under future Build conditions, it is recommended that the signal timing be periodically reviewed to determine if timing adjustments can be effective in reducing the delays to various movements and/or approaches without adversely impacting the overall intersection operation.

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## Site Access

Two access points are proposed as part of the proposed development. A deceleration lane is proposed off of Sunrise Highway (NY27) South Service Road to allow eastbound motorists to enter the site directly. Due to the proximity of the ramp from the South Service Road to southbound Nicolls Road and potential weaving conflicts, this will be an entrance only driveway. The deceleration lane will be designed with a physical barrier to prevent motorists from Veterans Memorial Highway (NY454) from weaving across multiple lanes in a short distance in an attempt to enter the site at this location. The other site access is Rajon Road off Sylvan Avenue.

Unsignalized capacity analyses were conducted for the intersection of Rajon Road at Sylvan Avenue. Table 5 presents a summary of the analyses for the AM, mid-day, PM, and Saturday peak hours. The detailed capacity analysis worksheets are included in Appendix D. The results confirm that the intersection will operate satisfactorily during all time periods, thus confirming that the site access, as proposed, will be able to readily accommodate the anticipated traffic entering and exiting the site.



Table 5 – Summary of Results for Intersection Capacity Analysis -Rajon Road at Sylvan Avenue

INTERSECTIONS	CRITICAL APPROACH	AM PEAK		MIDDAY PEAK		PM PEAK		SAT PEAK	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Sylvan Avenue@ Rajon Road	EB	8.8	A	10.7	B	11.3	B	11.4	B

As shown in Table 5, during all time periods analyzed, the critical approach at the intersection of Rajon Road and Sylvan Avenue will operate at a LOS A during the AM peak hour and LOS B during the mid-day, PM and Saturday peak hours. The corresponding delays range from approximately 9 to 12 seconds depending on the time period. These operating conditions are satisfactory.

Truck Impacts

We have been unable to locate any industry-wide data on the number and frequency of truck deliveries for retail shopping centers. This is primarily because the truck activity for retail businesses will vary according to the size of the shopping center, the size and type of tenants, the overall number of tenants and the operational procedures of the individual tenants. For example, most larger tenants such as supermarkets and department stores receive the bulk of their merchandise from central distribution centers. Based on experience and discussions with owners/operators of existing shopping centers, we believe it is reasonable to assume that the supermarket will potentially generate an average of less than one tractor trailer and possibly three or four single unit trucks per day, as well as between 5 and 10 smaller box trucks per day. The proposed department store will likely generate fewer than 5 tractor trailers and/or large single-unit trucks per week, as well as sporadic box trucks such as Fed-Ex and UPS vehicles. The remaining retail space, although unspecified at this time, is likely to consist of smaller retailers, most of whom will receive their merchandise by way of parcel delivery vehicles and van type vehicles, many of which will serve multiple tenants on the same trip. We believe it is reasonable to expect a maximum of 10 to 15 such deliveries per day. Based on the above, we have estimated that on an average day, there will be no more than 2 or 3 tractor trailers, approximately 5 single unit trucks and possibly 15 to 20 box trucks/vans accessing the site.

Under the current conditions, according to information provided by the applicant, the Wenner Bread plant currently generates an average of 25 tractor trailers and 2 or 3 box trucks/vans per day. Based on this level of activity, it is anticipated that the overall number of trucks generated by the proposed shopping center will be no more than the existing use. Furthermore, it should also be noted that the majority of the trucks serving the shopping center will be either single unit vehicles or box

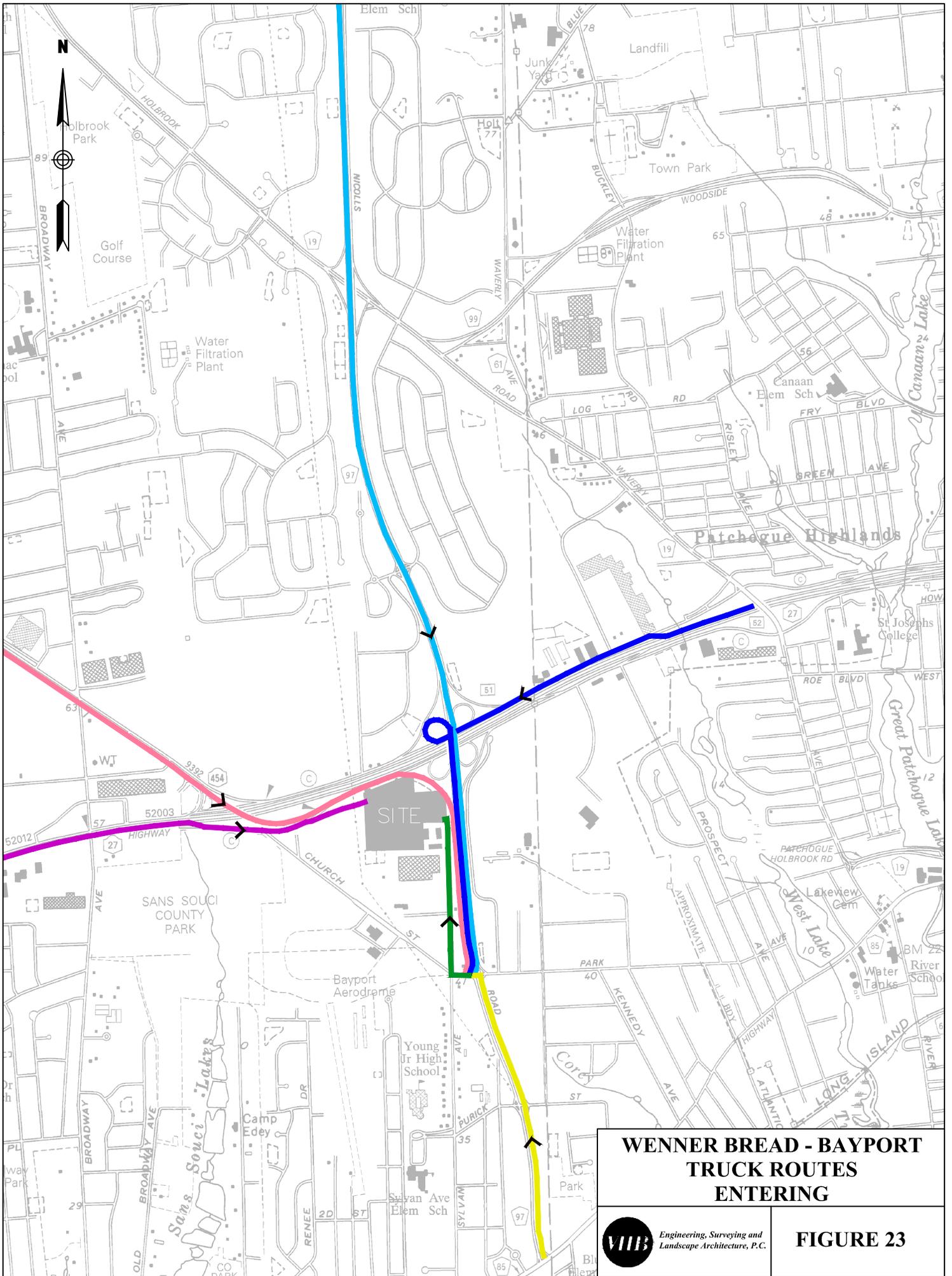


trucks/vans while the majority of the trucks currently accessing the site are 18 wheel tractor trailers. It can be argued that this is actually a reduction in truck impacts as a result of the proposed action.

In regard to truck routes to and from the site, it is anticipated that some of the trucks accessing the site will be coming from centralized distribution warehouses, often on a set delivery schedule. Others will likely be from local distributors who are servicing multiple commercial establishments throughout the area. A third category of trucks is the typical FedEx, UPS, US Postal Service box type delivery trucks. Figures 23 and 24 depict the anticipated truck routes to and from the site on an aerial photograph of the area. It is clear from these figures that regardless of where the trucks originated or where they are going when they leave the site, they have direct access to and from the site via the existing arterial highway network and Sylvan Avenue. Which of the depicted routes trucks actually take will depend on the location of their home base or their previous delivery location and their destination after they leave the subject site.

It is also clear from the aerial photographs that the only residential streets in the immediate area which could potentially be impacted are Church Street and Sylvan Avenue. Since the site plan incorporates direct access from the Sunrise Highway South Service Road, there would be no advantage for trucks accessing the site to enter Church Street. Upon leaving the site, most of the trucks will have to pass through the Sunrise Highway/Nicolls Road interchange. The shortest distance from the site to the interchange would be Sylvan Avenue to Church Street to Nicolls Road north. Therefore, it is unlikely that truckers will take the longer and more circuitous route onto Church Street and then onto the South Service Road toward the interchange. East of Nicolls Road, Church Street has been posted by the Town of Islip with a 5,000 pound weight restriction. In terms of Sylvan Avenue, north of Church Street it already serves industrial properties on both sides up to Rajon Road. South of Church Street it is residential in nature and is also posted with a weight restriction at Montauk Highway. Additionally, at the intersection of Church Street it is channelized to physically prevent traffic approaching in any direction from entering the street. The posted restriction at the south end and the channelization at the north end will preclude trucks from using the south section of Sylvan Avenue as a bypass to Nicolls Road.

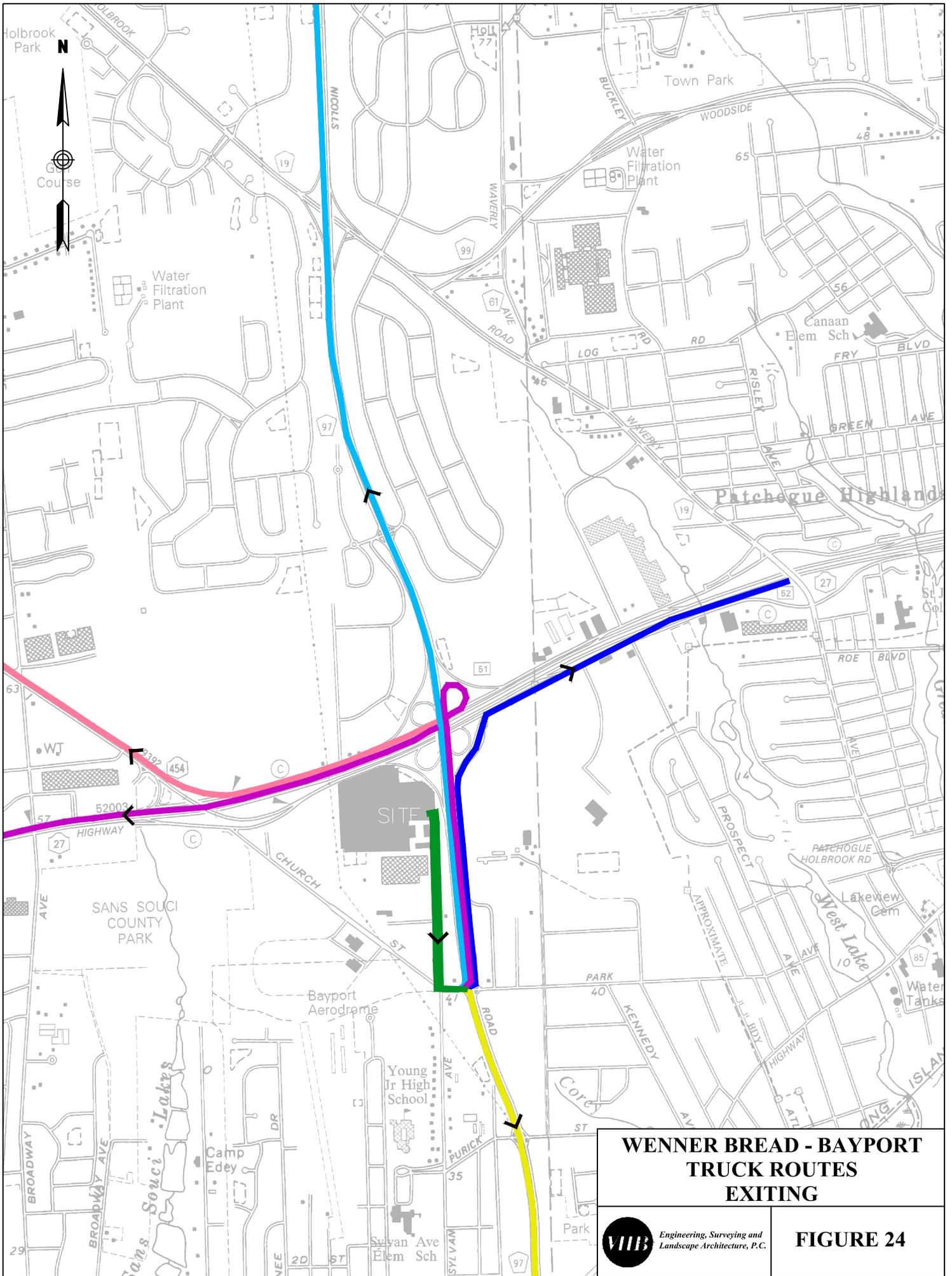
Finally, we are not aware of any existing problems on local streets involving trucks associated with the current operation on the subject site or any of the other industrial uses in the immediate area utilizing any local streets. Based on the above, there is no reason to expect that this will become a problem in the future.



**WENNER BREAD - BAYPORT  
TRUCK ROUTES  
ENTERING**



**FIGURE 23**



**WENNER BREAD - BAYPORT  
TRUCK ROUTES  
EXITING**



**FIGURE 24**



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## **Parking**

Based on the Islip Town Code, a total of 1086 parking spaces will be required for the proposed shopping center. The preliminary site plan depicts a total of 1086 parking spaces, 77 of which are designated as landbanked spaces. According to the ITE Parking Generation publication, the average peak parking demand for a shopping center is 4.74 vehicles per 1000 s.f. on Saturdays in December and approximately 3 vehicles per 1000 s.f. on Saturdays during the remainder of the year. Based on the size of the proposed shopping center, this would amount to a peak requirement of 900 (4.74 x 190) spaces. Since the site plan calls for the construction of 1009 spaces, exclusive of the landbanked stalls, there will be more than adequate parking to accommodate the anticipated parking demand.



# 5

## Conclusions

Based on the results of the analyses conducted for the purposes of this report, we have arrived at the following conclusions:

- The proposed shopping center will generate moderate amounts of traffic, during the mid-day, PM and Saturday peak hours.
- The adjacent roadways and key intersections can accommodate the projected additional traffic volumes and will operate satisfactorily provided that the recommended mitigation measures are implemented.
- The proposed site access driveways provide satisfactory ingress and egress to the site and will operate satisfactorily during all time periods analyzed.
- Overall, the proposed shopping center will not have a significant adverse impact on the surrounding roadway network.

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*Engineering, Surveying and Landscape Architecture, P.C.*

# Appendix A

## Description

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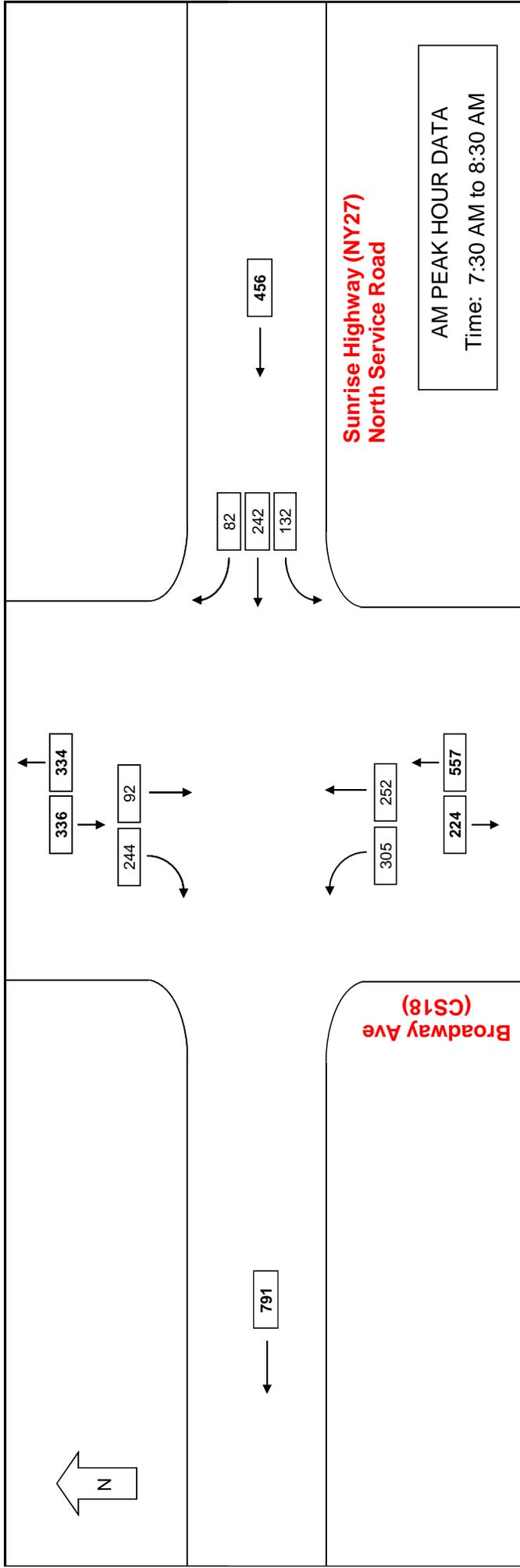
Turning Movement Counts

**TRAFFIC VOLUME DATA**

**BROADWAY AVENUE (CS18) @ SUNRISE HIGHWAY (NY27) NORTH SERVICE ROAD  
SAYVILLE, NY**

Date Collected: 12/15/2009 (Tuesday)

Start Time	Eastbound			Westbound			Northbound			Southbound			TOTAL	Cum. Hourly
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
7:00 AM				22	23	13	65	46		111	8	52	60	229
7:15 AM				30	27	17	79	54		133	12	54	66	273
7:30 AM				30	83	19	67	66		133	21	73	94	359
7:45 AM				44	54	28	90	76		166	27	59	86	378
8:00 AM				19	48	17	77	55		132	23	60	83	1,239
8:15 AM				39	57	18	71	55		126	21	52	73	1,309
8:30 AM				33	46	12	68	51		119	16	54	70	1,270
8:45 AM				33	35	16	84	58		142	33	49	82	1,200
<b>Peak Hour 7:30 AM to 8:30 AM PHF</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>132</b>	<b>242</b>	<b>82</b>	<b>305</b>	<b>252</b>	<b>0</b>	<b>557</b>	<b>92</b>	<b>244</b>	<b>336</b>	<b>1,349</b>
			#DIV/0!				0.86			0.84			0.89	

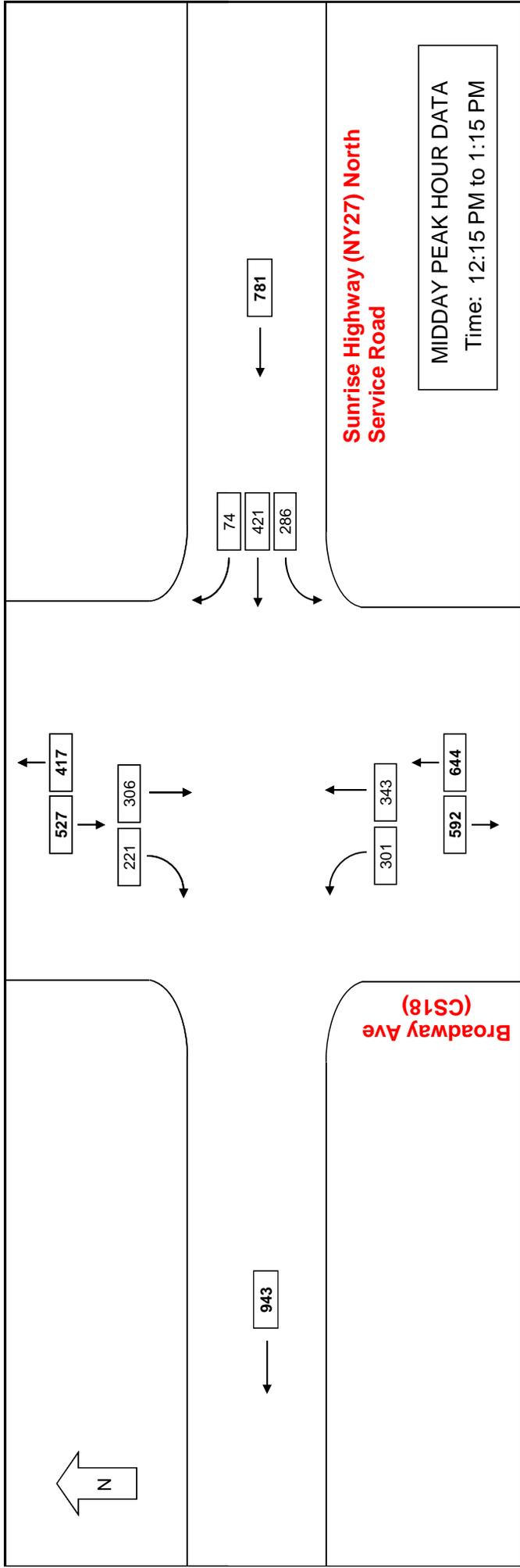


**TRAFFIC VOLUME DATA**

**BROADWAY AVENUE (CS18) @ SUNRISE HIGHWAY (NY27) NORTH SERVICE ROAD  
SAYVILLE, NY**

Date Collected: 12/15/2009 (Tuesday)

Start Time	Eastbound			Westbound			Northbound			Southbound			TOTAL	Cum. Hourly	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Total
11:30 AM				75	97	20	192	70	102		172	50	98	462	
11:45 AM			0	62	90	26	178	75	87		162	49	105	445	
12:00 PM			0	65	90	16	171	42	82		124	54	137	432	
12:15 PM			0	62	100	17	179	74	82		156	58	140	475	1,814
12:30 PM			0	82	108	25	215	71	82		153	61	134	502	1,854
12:45 PM			0	77	119	9	205	82	87		169	55	133	507	1,916
1:00 PM			0	65	94	23	182	74	92		166	47	120	468	1,952
1:15 PM			0	84	90	21	195	73	95		168	33	98	461	1,938
<b>Peak Hour 12:15 PM to 1:15 PM PHF</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>286</b>	<b>421</b>	<b>74</b>	<b>781</b> 0.91	<b>301</b>	<b>343</b>	<b>0</b>	<b>644</b> 0.95	<b>221</b>	<b>527</b> 0.94	<b>1,952</b>	

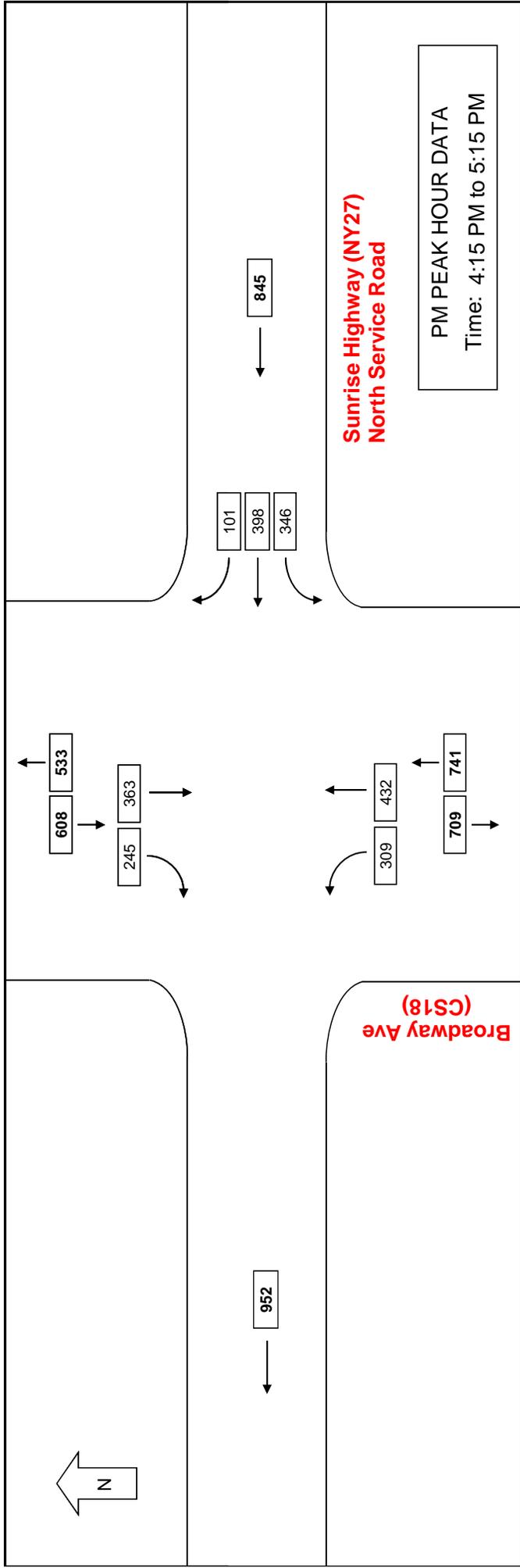


**TRAFFIC VOLUME DATA**

**BROADWAY AVENUE (CS18) @ SUNRISE HIGHWAY (NY27) NORTH SERVICE ROAD  
SAYVILLE, NY**

Date Collected: 12/15/2009 (Tuesday)

Start Time	Eastbound			Westbound			Northbound			Southbound			TOTAL	Cum. Hourly	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Total
4:00 PM				89	85	33	92	102		90	42		132	533	
4:15 PM				88	86	30	82	97		79	65		144	527	
4:30 PM				78	108	21	64	112		92	58		150	533	
4:45 PM				99	108	27	81	96		86	51		137	548	2,141
5:00 PM				81	96	23	82	127		106	71		177	586	2,194
5:15 PM				63	79	21	77	88		88	66		154	482	2,149
5:30 PM				87	91	19	72	102		79	61		140	511	2,127
5:45 PM				78	91	17	85	114		82	55		137	522	2,101
<b>Peak Hour 4:15 PM to 5:15 PM PHF</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>346</b>	<b>398</b>	<b>101</b>	<b>309</b>	<b>432</b>	<b>0</b>	<b>0</b>	<b>245</b>	<b>0</b>	<b>608</b>	<b>2,194</b>	<b>0.86</b>
			#DIV/0!												

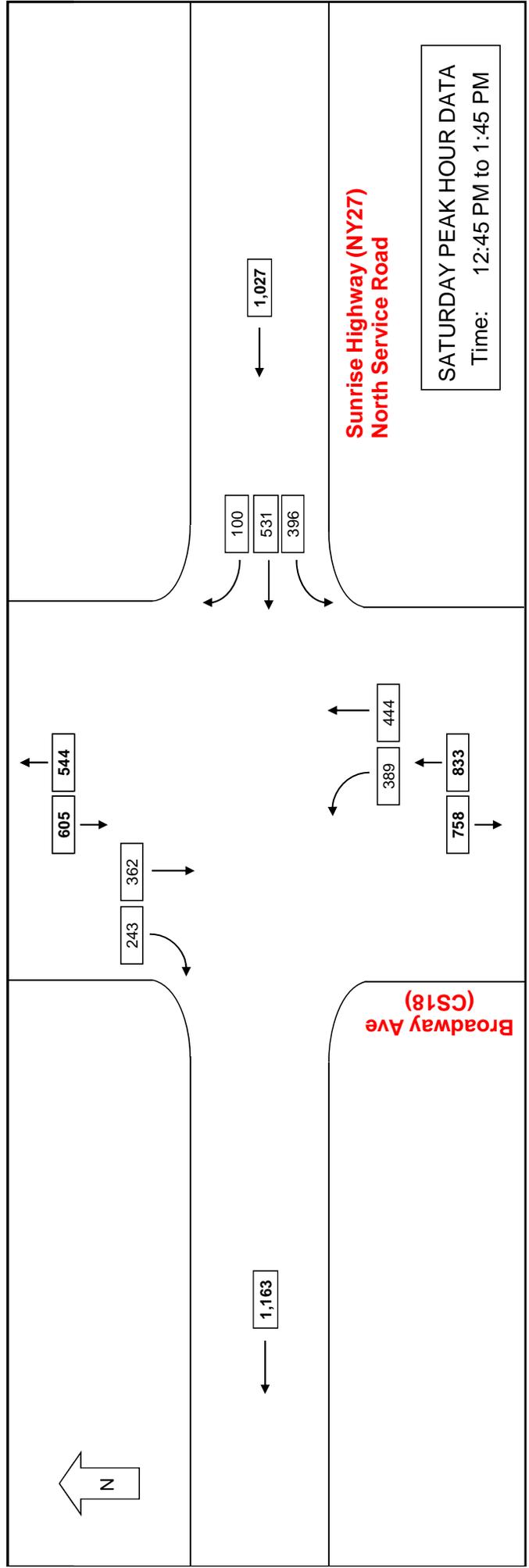


**TRAFFIC VOLUME DATA**

**BROADWAY AVENUE (CS18) @ SUNRISE HIGHWAY (NY27) NORTH SERVICE ROAD SAYVILLE, NY**

Date Collected: 12/12/2009 (Saturday)

Start Time	Eastbound			Westbound			Northbound			Southbound			TOTAL	Cum. Hourly
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
10:00 AM				0	58	24	148	78	80		56	37	93	399
10:15 AM				0	71	15	168	78	83		56	55	111	440
10:30 AM				0	57	14	155	70	90		74	56	130	445
10:45 AM				0	66	18	172	93	104		85	48	133	502
11:00 AM				0	68	22	184	62	108		91	66	157	511
11:15 AM				0	75	17	215	89	109		69	49	118	531
11:30 AM				0	88	17	231	104	116		78	60	138	589
11:45 AM				0	100	24	260	97	108		90	57	147	612
12:00 PM				0	88	31	248	115	110		92	73	165	638
12:15 PM				0	94	27	237	100	110		103	72	175	622
12:30 PM				0	85	25	242	99	92		90	69	159	2,464
12:45 PM				0	76	26	222	110	118		93	62	155	605
1:00 PM				0	104	18	258	91	122		100	66	166	2,457
1:15 PM				0	107	32	285	87	99		83	57	140	2,456
1:30 PM				0	109	24	262	101	105		86	58	144	611
1:45 PM				0	89	19	223	73	104		74	51	125	2,465
<b>Peak Hour 12:45 PM to 1:45 PM PHF</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>#DIV/0!</b>	<b>396</b>	<b>100</b>	<b>1,027</b>	<b>389</b>	<b>444</b>	<b>0</b>	<b>362</b>	<b>243</b>	<b>605</b>	<b>2,465</b>
							0.90						0.91	

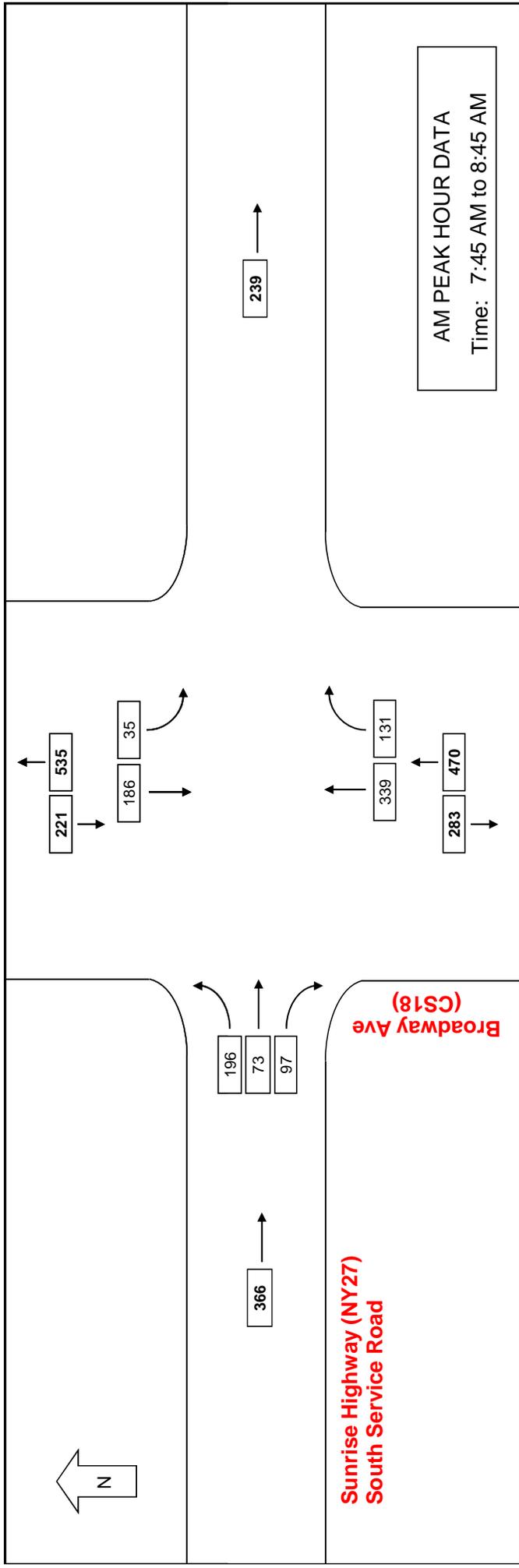


**TRAFFIC VOLUME DATA**

**BROADWAY AVENUE (CS18) @ SUNRISE HIGHWAY (NY27) SOUTH SERVICE ROAD  
SAYVILLE, NY**

Date Collected: 12/15/2009 (Tuesday)

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	23	15	20				0			84	27	111	10	28	38	207
7:15 AM	38	11	17				0			97	23	120	9	32	41	227
7:30 AM	33	16	26				0			88	35	123	15	33	48	246
7:45 AM	57	23	19				0			112	31	143	9	62	71	313
8:00 AM	39	16	21				0			79	30	109	9	31	40	225
8:15 AM	41	13	31				0			75	37	112	9	51	60	257
8:30 AM	59	21	26				0			73	33	106	8	42	50	1,041
8:45 AM	51	20	25				0			90	34	124	11	50	61	1,057
<b>Peak Hour 7:45 AM to 8:45 AM PHF</b>	196	73	97	0	0	0	0	0	0	339	131	470	35	186	221	<b>1,057</b>
												0.86			0.78	

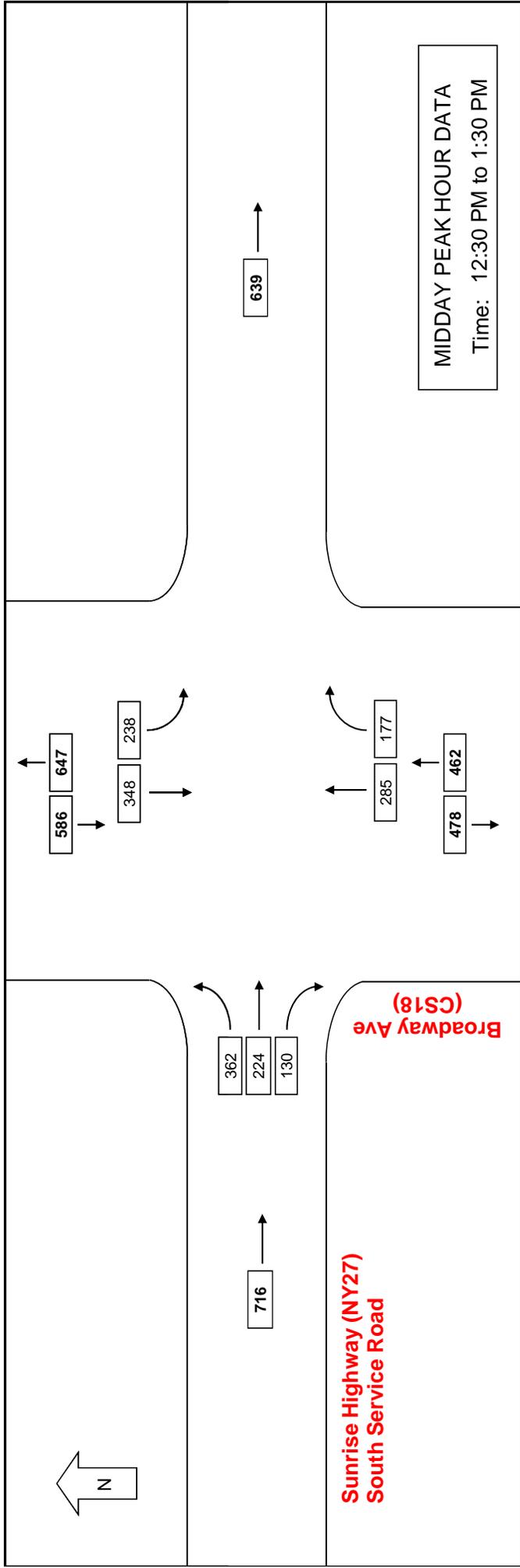


**TRAFFIC VOLUME DATA**

**BROADWAY AVENUE (CS18) @ SUNRISE HIGHWAY (NY27) SOUTH SERVICE ROAD  
SAYVILLE, NY**

Date Collected: 12/15/2009 (Tuesday)

Start Time	Eastbound			Westbound			Northbound			Southbound			TOTAL	Cum. Hourly
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
11:30 AM	96	47	41				76	76	33	40	78	118	411	
11:45 AM	86	58	29				75	75	48	51	68	119	415	
12:00 PM	72	52	48				52	86	34	76	71	147	405	
12:15 PM	91	49	37				67	112	45	64	78	142	431	1,662
12:30 PM	90	65	32				62	105	43	60	95	155	447	1,698
12:45 PM	81	52	29				85	125	40	75	76	151	438	1,721
1:00 PM	92	55	35				73	121	48	50	86	136	439	1,755
1:15 PM	99	52	34				65	111	46	53	91	144	440	1,764
<b>Peak Hour 12:30 PM to 1:30 PM PHF</b>	<b>362</b>	<b>224</b>	<b>130</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>285</b>	<b>462</b>	<b>177</b>	<b>238</b>	<b>348</b>	<b>586</b>	<b>1,764</b>	
								0.96				0	0.92	0.95
								#DIV/0!						

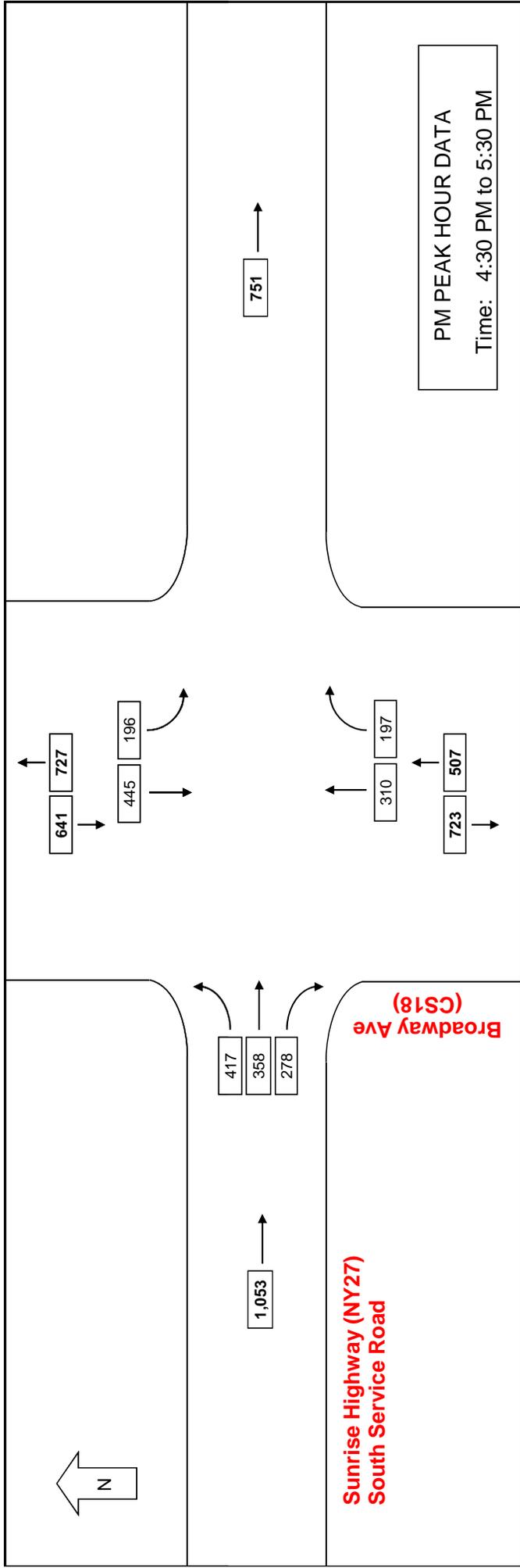


**TRAFFIC VOLUME DATA**

**BROADWAY AVENUE (CS18) @ SUNRISE HIGHWAY (NY27) SOUTH SERVICE ROAD  
SAYVILLE, NY**

Date Collected: 12/15/2009 (Tuesday)

Start Time	Eastbound			Westbound			Northbound			Southbound			TOTAL	Cum. Hourly		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Total	
4:00 PM	120	65	57				0			78	41	41	71	104	175	536
4:15 PM	92	70	74				0			88	44	44	69	100	169	537
4:30 PM	97	82	74				0			88	50	50	71	101	172	563
4:45 PM	108	62	59				0			73	53	53	68	116	184	2,175
5:00 PM	131	89	61				0			78	47	47	1	126	127	533
5:15 PM	81	125	84				0			71	47	47	56	102	158	2,201
5:30 PM	122	86	61				0			58	14	14	50	112	162	2,141
5:45 PM	127	76	65				0			69	32	32	60	97	157	2,128
<b>Peak Hour 4:30 PM to 5:30 PM PHF</b>	<b>417</b>	<b>358</b>	<b>278</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>310</b>	<b>197</b>	<b>197</b>	<b>196</b>	<b>445</b>	<b>641</b>	<b>2,201</b>
							#DIV/0!								0.87	

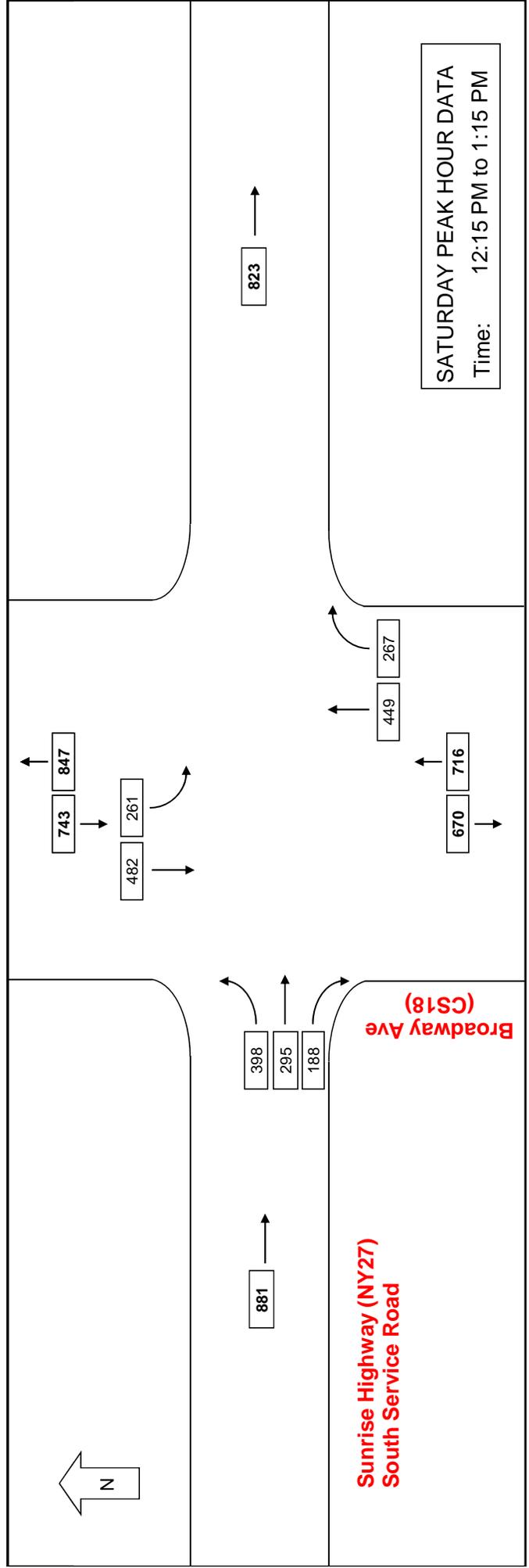


**TRAFFIC VOLUME DATA**

**BROADWAY AVENUE (CS18) @ SUNRISE HIGHWAY (NY27) SOUTH SERVICE ROAD  
SAYVILLE, NY**

Date Collected: 12/12/2009 (Saturday)

Start Time	Eastbound			Westbound			Northbound			Southbound			TOTAL	Cum. Hourly	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Total
10:00 AM	75	42	48											114	385
10:15 AM	78	39	34											129	411
10:30 AM	65	23	42											121	387
10:45 AM	85	47	44											162	496
11:00 AM	73	43	46											156	1,679
11:15 AM	82	51	34											146	1,772
11:30 AM	101	70	53											166	1,829
11:45 AM	99	59	34											189	2,000
12:00 PM	108	67	38											183	2,046
12:15 PM	108	95	43											197	2,136
12:30 PM	87	74	50											172	2,264
12:45 PM	112	64	57											170	2,263
1:00 PM	91	62	38											204	2,325
1:15 PM	79	55	44											184	2,340
1:30 PM	100	72	46											195	517
1:45 PM	73	70	39											163	2,298
<b>Peak Hour 12:15 PM to 1:15 PM PHF</b>	<b>398</b>	<b>295</b>	<b>188</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>449</b>	<b>267</b>	<b>0</b>	<b>743</b>	<b>2,340</b>
														0.91	0.90

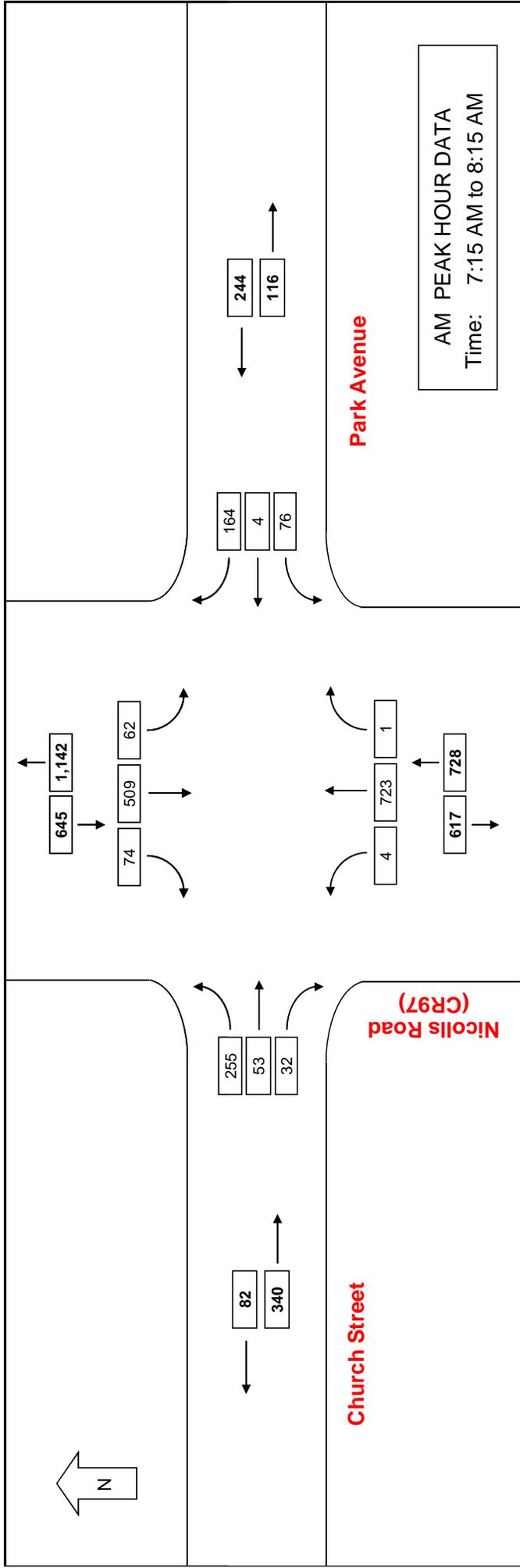


**TRAFFIC VOLUME DATA**

**NICOLLS ROAD (CR97) @ CHURCH STREET / PARK AVENUE  
BAYPORT, NY**

Date Collected: 12/15/2009 (Tuesday)

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	28	8	2	13	0	46	59	1	157	1	91	14	114	370	
7:15 AM	58	3	4	19	1	42	62	0	178	0	116	10	139	444	
7:30 AM	93	19	11	33	0	42	75	1	191	1	105	21	135	526	
7:45 AM	59	22	9	13	1	26	40	0	183	0	159	29	215	1,868	
8:00 AM	45	9	8	11	2	54	67	0	171	0	129	14	156	1,957	
8:15 AM	26	9	4	2	1	43	46	0	159	0	96	20	124	368	1,881
8:30 AM	32	2	8	14	0	47	61	0	200	0	94	18	121	424	1,779
8:45 AM	60	7	12	35	1	21	57	0	150	0	123	3	133	421	1,672
<b>Peak Hour 7:15 AM to 8:15 AM PHF</b>	<b>255</b>	<b>53</b>	<b>32</b>	<b>76</b>	<b>4</b>	<b>164</b>	<b>244</b> 0.81	<b>1</b>	<b>723</b>	<b>1</b>	<b>509</b>	<b>74</b>	<b>645</b> 0.75	<b>1,957</b>	

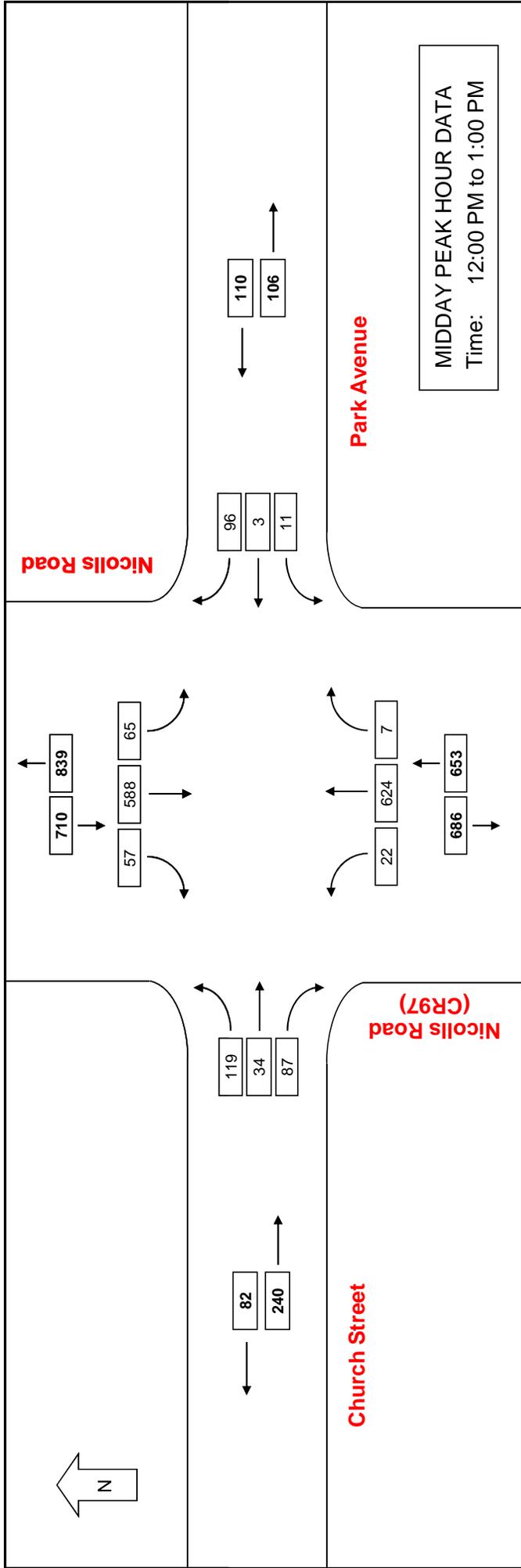


**TRAFFIC VOLUME DATA**

**NICOLLS ROAD (CR97) @ CHURCH STREET / PARK AVENUE  
BAYPORT, NY**

Date Collected: 12/15/2009 (Tuesday)

Start Time	Eastbound			Westbound			Northbound			Southbound			TOTAL	Cum. Hourly
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
11:30 AM	18	10	12	0	1	17	0	113	2	16	93	12	121	294
11:45 AM	22	6	12	5	2	12	4	151	1	29	151	5	185	400
12:00 PM	33	17	27	5	2	25	3	151	4	19	146	7	172	439
12:15 PM	27	6	25	0	0	27	7	148	0	14	164	13	191	1,564
12:30 PM	21	8	12	4	0	21	5	142	1	11	151	18	180	1,664
12:45 PM	38	3	23	2	1	23	7	183	2	21	127	19	167	1,713
1:00 PM	28	6	26	4	1	18	4	139	1	24	139	12	175	1,676
1:15 PM	27	2	9	2	0	24	9	166	3	23	118	20	161	1,648
<b>Peak Hour 12:00 PM to 1:00 PM PHF</b>	<b>119</b>	<b>34</b>	<b>87</b>	<b>11</b>	<b>3</b>	<b>96</b>	<b>22</b>	<b>624</b>	<b>7</b>	<b>65</b>	<b>588</b>	<b>57</b>	<b>710</b>	<b>1,713</b>
														<b>0.93</b>

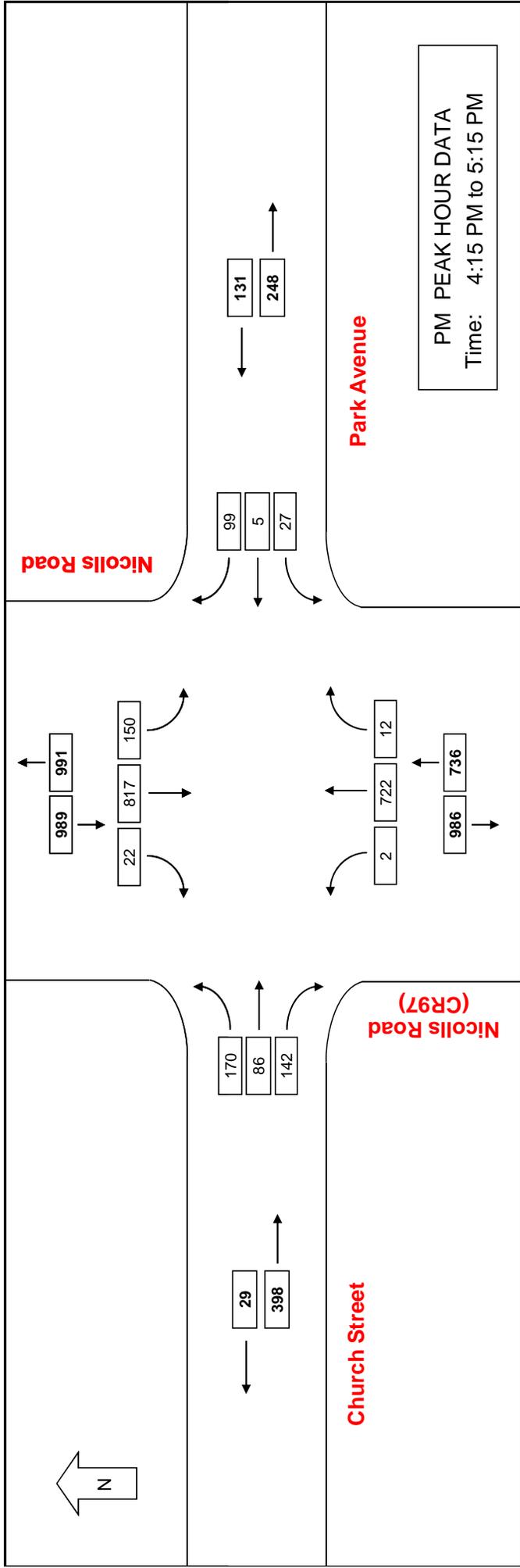


**TRAFFIC VOLUME DATA**

**NICOLLS ROAD (CR97) @ CHURCH STREET / PARK AVENUE  
BAYPORT, NY**

Date Collected: 12/15/2009 (Tuesday)

Start Time	Eastbound			Westbound			Northbound			Southbound			TOTAL	Cum. Hourly	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Total
4:00 PM	39	12	18	4	0	21	25	190	7	201	30	242	2	274	569
4:15 PM	21	17	24	9	3	26	38	182	2	185	37	206	6	249	534
4:30 PM	43	23	32	5	0	32	37	148	4	152	43	206	5	254	541
4:45 PM	44	22	42	9	1	24	34	186	2	189	36	203	8	247	578
5:00 PM	62	24	44	4	1	17	22	206	4	210	34	202	3	239	2,222
5:15 PM	52	34	56	7	0	21	28	134	8	142	39	141	5	185	2,254
5:30 PM	47	22	48	3	0	18	21	193	5	199	35	194	2	231	2,217
5:45 PM	27	15	42	3	1	20	24	145	4	150	29	187	4	220	2,244
<b>Peak Hour 4:15 PM to 5:15 PM PHF</b>	<b>170</b>	<b>86</b>	<b>142</b>	<b>27</b>	<b>5</b>	<b>99</b>	<b>131</b>	<b>722</b>	<b>12</b>	<b>736</b>	<b>150</b>	<b>817</b>	<b>22</b>	<b>989</b>	<b>2,254</b>
							0.86			0.88				0.97	

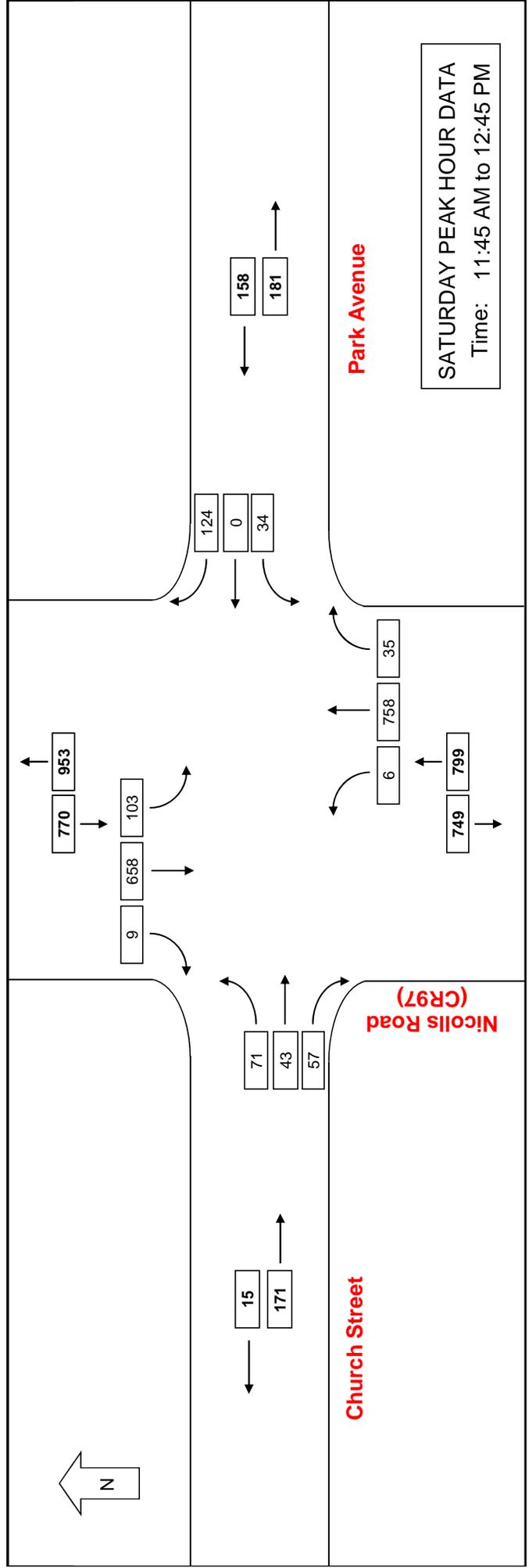


**TRAFFIC VOLUME DATA**

**NICOLLS ROAD (CR97) @ CHURCH STREET / PARK AVENUE  
BAYPORT, NY**

Date Collected: 12/12/2009 (Saturday)

Start Time	Eastbound			Westbound			Northbound			Southbound			TOTAL	Cum. Hourly
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
10:00 AM	19	0	9	7	1	29	37	148	3	152	11	101	1	330
10:15 AM	16	4	6	1	0	22	23	151	4	155	15	117	1	337
10:30 AM	19	5	8	3	1	27	31	169	2	172	12	124	5	376
10:45 AM	22	6	11	7	0	29	36	157	6	165	17	118	2	377
11:00 AM	10	4	7	3	0	27	30	211	2	213	31	133	2	1,420
11:15 AM	10	15	10	5	0	22	35	181	5	187	27	142	1	1,520
11:30 AM	18	19	8	6	3	15	24	198	2	205	21	167	1	1,602
11:45 AM	25	6	17	7	0	34	41	156	9	166	15	155	2	1,689
12:00 PM	18	9	19	9	0	25	34	207	13	221	23	166	1	1,739
12:15 PM	15	12	10	8	0	27	35	193	7	202	29	156	4	1,800
12:30 PM	13	16	11	10	0	38	48	202	6	210	36	181	2	1,844
12:45 PM	12	5	10	7	0	31	38	174	4	179	27	153	2	1,898
1:00 PM	22	7	17	7	2	36	45	168	4	174	26	158	4	1,897
1:15 PM	22	11	11	2	0	22	24	172	6	180	29	157	4	1,859
1:30 PM	51	10	11	5	1	36	42	155	4	159	31	144	5	1,834
1:45 PM	19	11	10	4	2	50	56	152	0	153	24	106	6	1,770
<b>Peak Hour 11:45 AM to 12:45 PM PHF</b>	<b>71</b>	<b>43</b>	<b>57</b>	<b>34</b>	<b>0</b>	<b>124</b>	<b>158</b>	<b>758</b>	<b>35</b>	<b>799</b>	<b>103</b>	<b>658</b>	<b>9</b>	<b>1,898</b>
							0.82			0.90				0.88

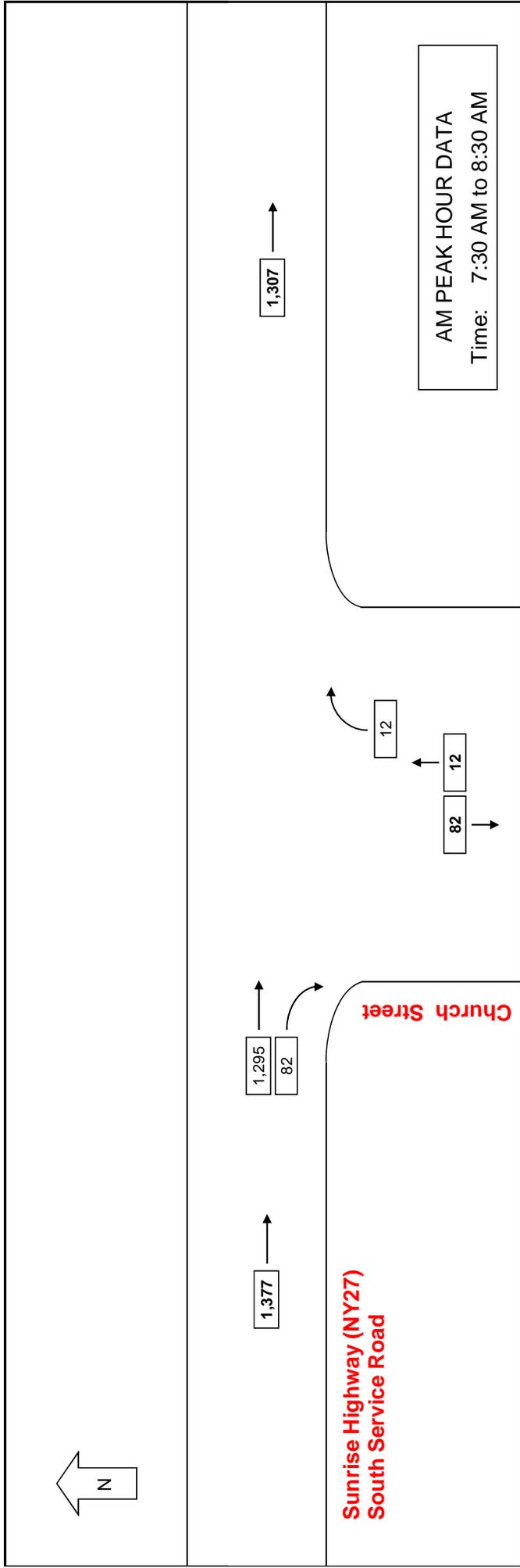


**TRAFFIC VOLUME DATA**

**SUNRISE HIGHWAY (NY27) SOUTH SERVICE ROAD @ CHURCH STREET  
BAYPORT, NY**

Date Collected: 12/15/2009 (Tuesday)

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		190	12						1					203	
7:15 AM		271	17						0					288	
7:30 AM		342	17						7					366	
7:45 AM		374	27						3					404	1,261
8:00 AM		286	19						2					307	1,365
8:15 AM		293	19						0					312	1,389
8:30 AM		288	4						4					296	1,319
8:45 AM		321	19						0					340	1,255
<b>Peak Hour 7:30 AM to 8:30 AM PHF</b>		<b>1,295</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.43</b>	<b>1,389</b>	

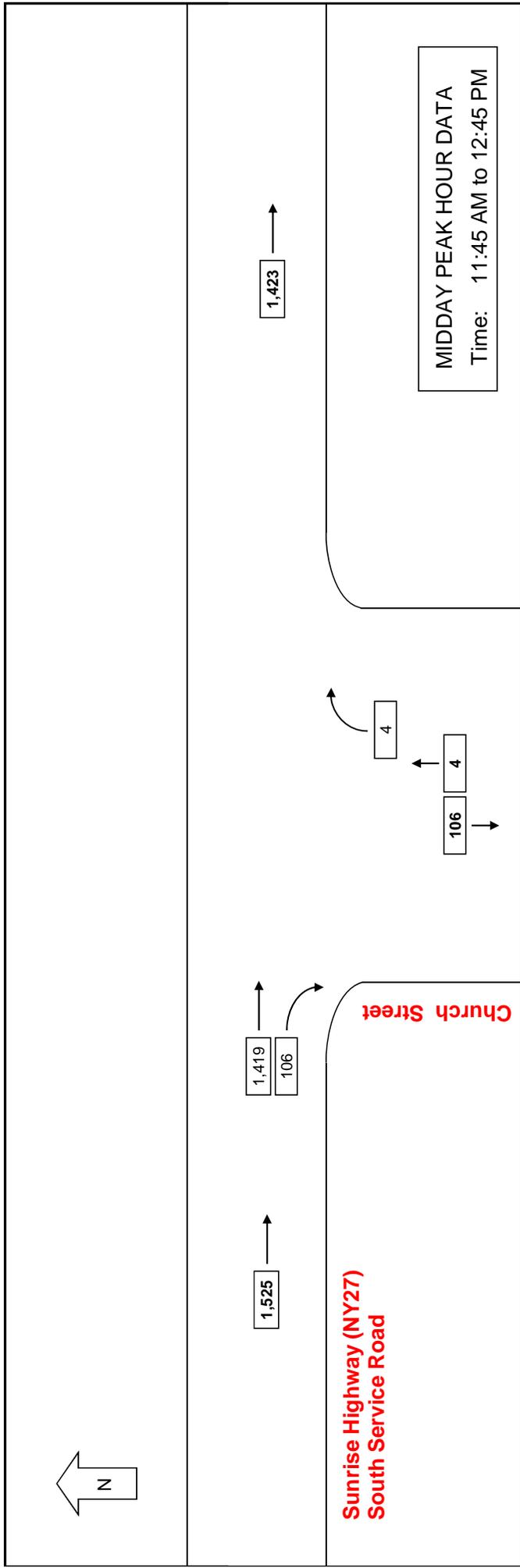


**TRAFFIC VOLUME DATA**

**SUNRISE HIGHWAY (NY27) SOUTH SERVICE ROAD @ CHURCH STREET  
BAYPORT, NY**

Date Collected: 12/15/2009 (Tuesday)

Start Time	Eastbound			Westbound			Northbound			Southbound			TOTAL	Cum. Hourly	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Total
11:30 AM		310	19											330	
11:45 AM		373	37						1					411	
12:00 PM		335	34						2					371	
12:15 PM		353	17						0					370	1,482
12:30 PM		358	18						1					377	1,529
12:45 PM		333	24						2					359	1,477
1:00 PM		317	18						0					335	1,441
1:15 PM		311	16						1					328	1,399
<b>Peak Hour</b> 11:45 AM to 12:45 PM <b>PHF</b>		1,419	106	0	0			0	4					1,529	
							#DIV/0!								
								4						1,529	

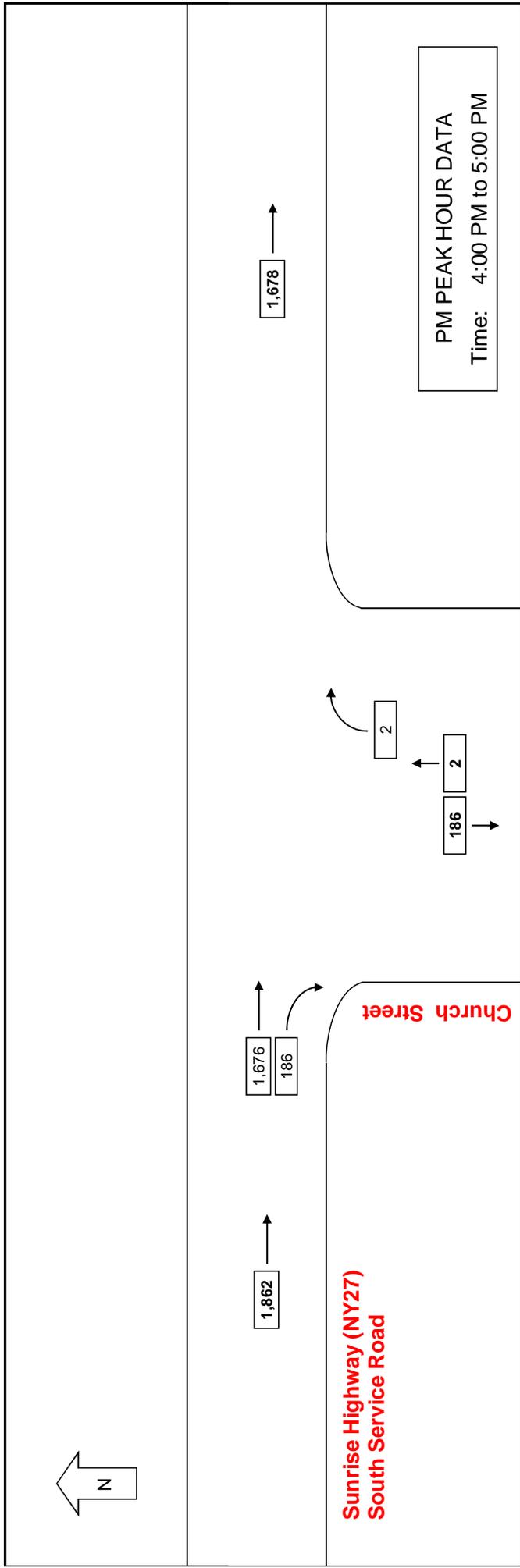


**TRAFFIC VOLUME DATA**

**SUNRISE HIGHWAY (NY27) SOUTH SERVICE ROAD @ CHURCH STREET  
BAYPORT, NY**

Date Collected: 12/15/2009 (Tuesday)

Start Time	Eastbound			Westbound			Northbound			Southbound			TOTAL	Cum. Hourly
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
4:00 PM		470	35						1				506	
4:15 PM		487	37						0				524	
4:30 PM		386	48						0				434	
4:45 PM		333	66						1				400	1,864
5:00 PM		362	72						0				434	1,792
5:15 PM		297	108						0				405	1,673
5:30 PM		223	80						0				303	1,542
5:45 PM		334	53						2				389	1,531
<b>Peak Hour 4:00 PM to 5:00 PM PHF</b>		<b>1,676</b>	<b>186</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,862</b>	<b>1,864</b>
							#DIV/0!							0.50

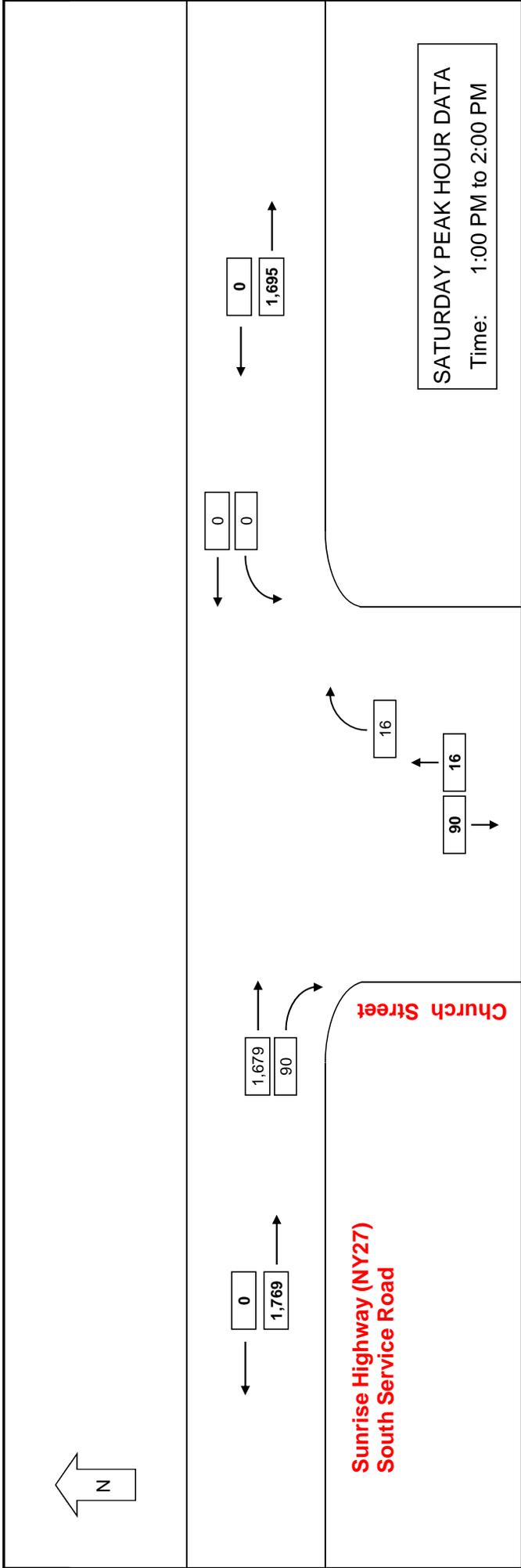


**TRAFFIC VOLUME DATA**

**SUNRISE HIGHWAY (NY27) SOUTH SERVICE ROAD @ CHURCH STREET  
BAYPORT, NY**

Date Collected: 12/12/2009 (Saturday)

Start Time	Eastbound			Westbound			Northbound			Southbound			TOTAL	Cum. Hourly	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			Total
10:00 AM		241	12											256	
10:15 AM		277	13											290	
10:30 AM		273	17											290	
10:45 AM		318	13											333	
11:00 AM		330	15											346	1,171
11:15 AM		351	22											373	1,261
11:30 AM		371	21											393	1,342
11:45 AM		384	26											410	1,445
12:00 PM		410	20											431	1,522
12:15 PM		420	22											445	1,607
12:30 PM		416	27											444	1,679
12:45 PM		390	22											412	1,730
1:00 PM		415	19											434	1,732
1:15 PM		422	24											446	1,736
1:30 PM		420	25											445	1,739
1:45 PM		422	22											444	1,748
<b>Peak Hour 1:00 PM to 2:00 PM PHF</b>		<b>1,679</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0.50</b>	<b>1,785</b>	<b>1,785</b>

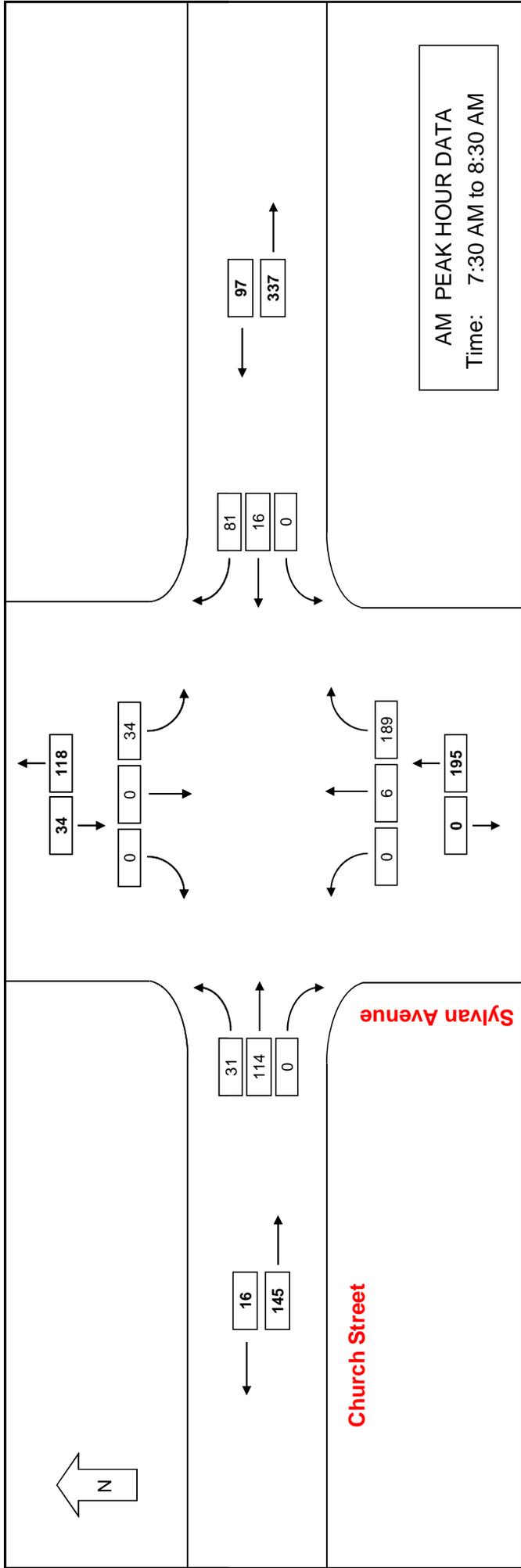


TRAFFIC VOLUME DATA

CHURCH STREET @ SYLVAN AVENUE  
BAYPORT, NY

Date Collected: 12/15/2009 (Tuesday)

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	2	15	0	0	4	10	0	3	15	7	0	0	18	7	56
7:15 AM	6	10	0	0	6	10	0	2	32	14	0	0	34	14	80
7:30 AM	6	54	0	0	2	17	0	1	48	10	0	0	49	10	138
7:45 AM	10	27	0	0	2	31	0	2	79	10	0	0	81	10	161
8:00 AM	9	15	0	0	2	18	0	1	32	9	0	0	33	9	86
8:15 AM	6	18	0	0	10	15	0	2	30	5	0	0	32	5	86
8:30 AM	0	15	0	0	9	10	0	0	15	5	0	2	15	7	389
8:45 AM	3	22	0	0	3	3	0	2	40	9	0	0	42	9	82
<b>Peak Hour 7:30 AM to 8:30 AM PHF</b>	<b>31</b>	<b>114</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>0</b>	<b>6</b>	<b>189</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>195</b>	<b>34</b>	<b>471</b>
															0.85
															0.60
															0.73

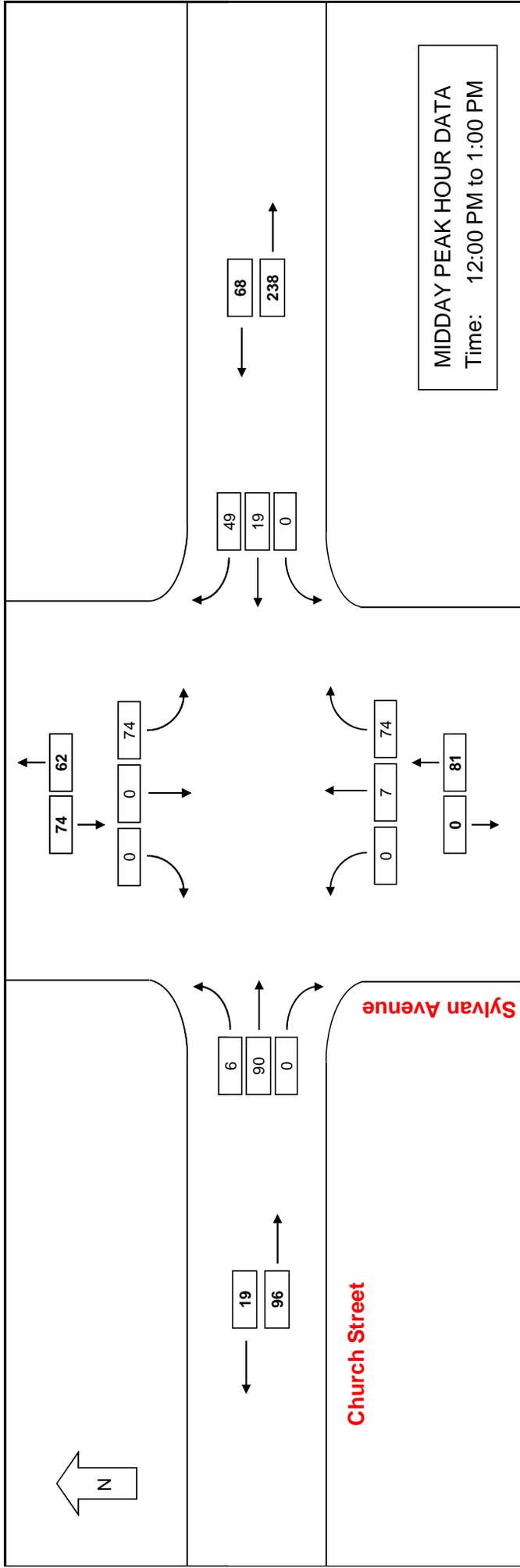


**TRAFFIC VOLUME DATA**

**CHURCH STREET @ SYLVAN AVENUE  
BAYPORT, NY**

Date Collected: 12/15/2009 (Tuesday)

Start Time	Eastbound			Westbound			Northbound			Southbound			TOTAL	Cum. Hourly
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
11:30 AM	3	16	1	0	8	11	0	1	16	13	0	0	13	69
11:45 AM	2	17	0	0	2	8	0	0	12	10	0	1	11	52
12:00 PM	1	34	0	0	2	7	0	1	18	19	0	0	19	82
12:15 PM	0	22	0	0	5	10	0	3	21	24	0	0	21	285
12:30 PM	1	18	0	0	4	16	0	0	14	14	0	0	7	60
12:45 PM	4	16	0	0	8	16	0	3	21	24	0	0	27	276
1:00 PM	0	28	0	0	5	6	0	4	12	16	0	0	20	319
1:15 PM	3	19	0	0	8	16	0	4	17	21	0	0	6	312
<b>Peak Hour 12:00 PM to 1:00 PM PHF</b>	<b>6</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>49</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>319</b>
														0.69
														0.84
														0.71

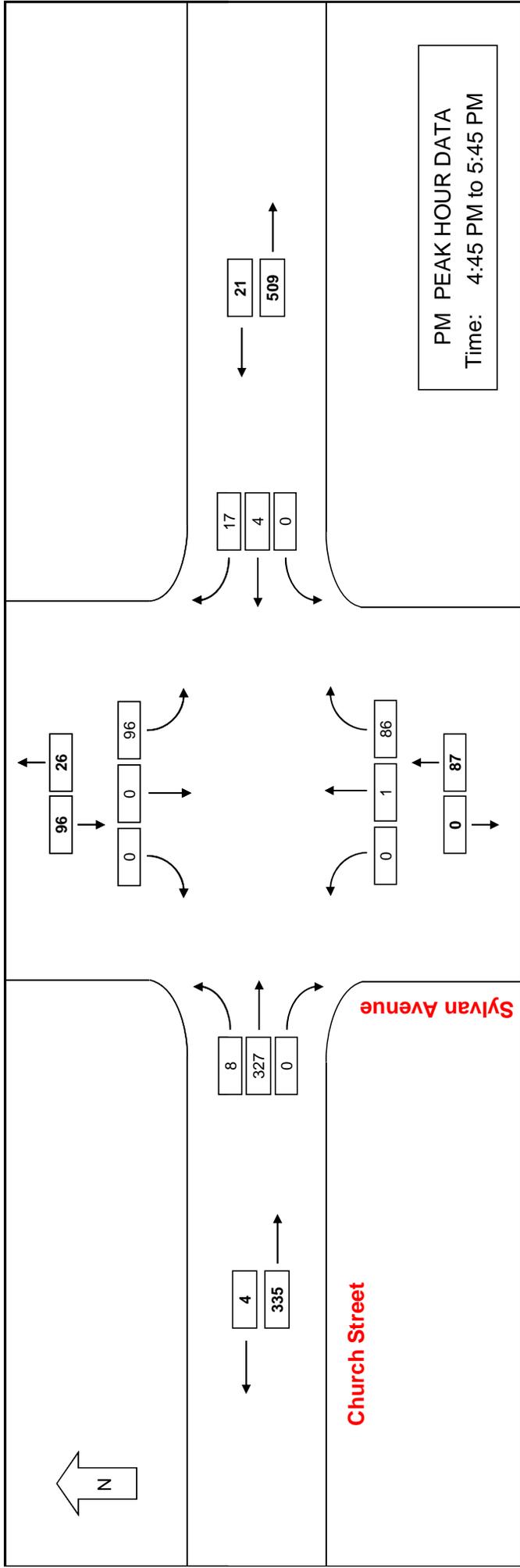


**TRAFFIC VOLUME DATA**

**CHURCH STREET @ SYLVAN AVENUE  
BAYPORT, NY**

Date Collected: 12/15/2009 (Tuesday)

Start Time	Eastbound			Westbound			Northbound			Southbound			TOTAL	Cum. Hourly
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
4:00 PM	1	27	0	0	2	4	0	0	0	0	0	0	18	80
4:15 PM	0	38	1	0	1	8	0	1	19	0	0	0	11	79
4:30 PM	2	45	0	0	1	4	0	0	15	0	0	0	31	98
4:45 PM	6	67	0	0	2	8	0	1	24	0	0	0	20	128
5:00 PM	0	70	0	0	1	3	0	0	17	0	0	0	38	129
5:15 PM	1	116	0	0	1	3	0	0	15	0	0	0	18	154
5:30 PM	1	74	0	0	0	3	0	0	30	0	0	0	20	128
5:45 PM	1	67	0	0	3	4	0	0	12	0	0	0	7	94
<b>Peak Hour 4:45 PM to 5:45 PM PHF</b>	<b>8</b>	<b>327</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>539</b>
														0.63
														0.73
														0.53
														0.72

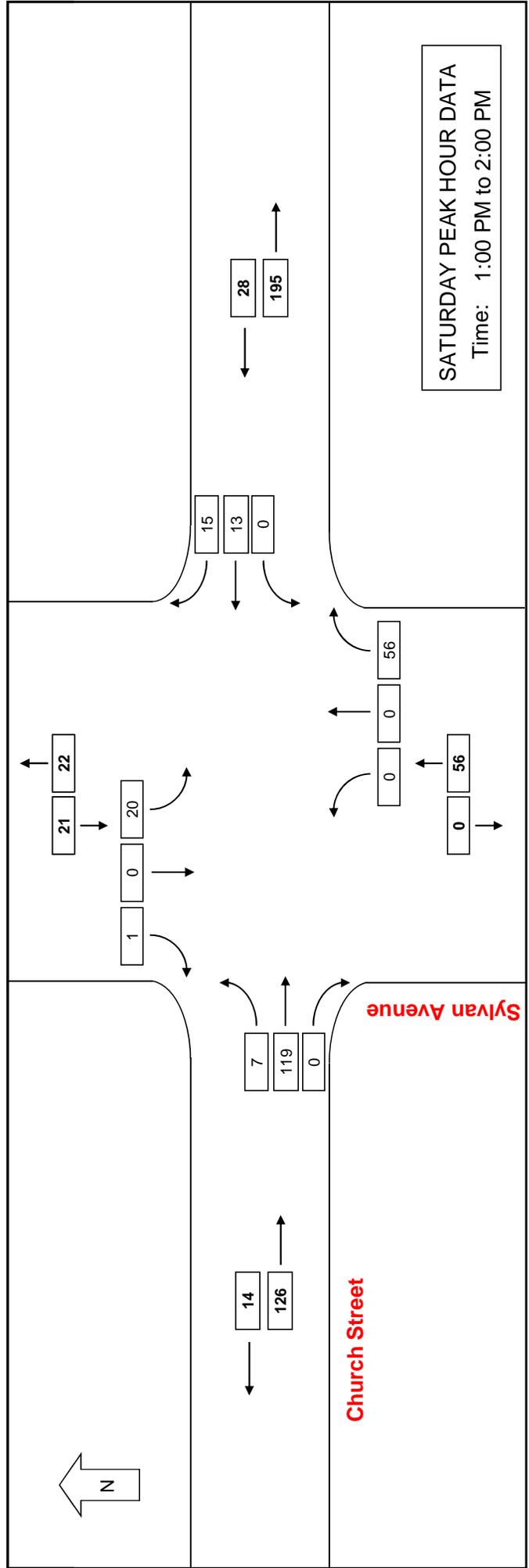


**TRAFFIC VOLUME DATA**

**CHURCH STREET @ SYLVAN AVENUE  
BAYPORT, NY**

Date Collected: 12/12/2009 (Saturday)

Start Time	Eastbound			Westbound			Northbound			Southbound			TOTAL	Cum. Hourly
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
10:00 AM	0	7	0	0	1	1	0	0	17	2	0	1	3	29
10:15 AM	1	17	0	0	0	1	0	0	11	1	0	1	2	32
10:30 AM	0	14	0	0	2	5	0	0	15	7	0	3	3	39
10:45 AM	0	18	0	0	1	2	0	0	17	3	0	0	4	42
11:00 AM	0	17	0	0	0	2	0	0	6	2	0	0	1	42
11:15 AM	0	21	0	0	1	1	0	0	13	2	0	0	2	26
11:30 AM	0	23	0	0	2	4	0	0	17	6	0	0	3	38
11:45 AM	1	21	0	0	2	0	0	0	20	4	0	0	4	49
12:00 PM	0	27	0	0	0	1	0	0	17	1	0	2	8	53
12:15 PM	0	21	0	0	2	3	0	0	13	5	0	0	8	47
12:30 PM	0	19	0	0	0	3	0	0	8	3	0	0	2	180
12:45 PM	0	19	0	0	1	4	0	0	10	5	0	0	2	168
1:00 PM	1	13	0	0	2	5	0	0	12	7	0	0	11	44
1:15 PM	2	27	0	0	4	1	0	0	17	5	0	0	2	159
1:30 PM	3	55	0	0	4	2	0	0	11	6	0	0	2	165
1:45 PM	1	24	0	0	3	7	0	0	16	10	0	1	6	210
<b>Peak Hour 1:00 PM to 2:00 PM PHF</b>	<b>7</b>	<b>119</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>231</b>
									0.82	0.70			0.48	





*Engineering, Surveying and Landscape Architecture, P.C.*

# Appendix B

## Description

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ATR counts

**JAMAR Technologies, Inc.**

151 Keith Valley Rd.  
 Horsham, PA, USA 19044  
 800-776-0940

Site Code: 19133  
 Station ID:  
 Location A

Project No. 28002.00

Proposed Shopping Center (Existing Wenner Bread Site)

Location A: Sunrise Highway (NY27) South Service Road west of merge with Veterans Memorial Highway (NY454)

Dates: Sunday, 12/13/09, to Friday, 12/18/09

Latitude: 0' 0.000 Undefined

Start Time	Mon 07-Dec-09	Tue 08-Dec-09	Wed 09-Dec-09	Thu 10-Dec-09	Fri 11-Dec-09	Average Day	Sat 12-Dec-09	Sun 13-Dec-09	Week Average
12:00 AM	*	*	*	*	*	*	*	399	399
01:00	*	*	*	*	*	*	*	220	220
02:00	*	*	*	*	*	*	106	146	126
03:00	*	*	*	*	*	*	97	86	92
04:00	*	*	*	*	*	*	63	72	68
05:00	*	*	*	*	*	*	93	62	78
06:00	*	*	*	*	*	*	257	128	192
07:00	*	*	*	*	*	*	395	187	291
08:00	*	*	*	*	*	*	596	290	443
09:00	*	*	*	*	*	*	829	541	685
10:00	*	*	*	*	*	*	1076	888	982
11:00	*	*	*	*	*	*	<b>1397</b>	<b>1145</b>	<b>1271</b>
12:00 PM	*	*	*	*	*	*	1646	<b>1410</b>	<b>1528</b>
01:00	*	*	*	*	*	*	1687	1291	1489
02:00	*	*	*	*	*	*	1644	1317	1480
03:00	*	*	*	*	*	*	<b>1695</b>	1252	1474
04:00	*	*	*	*	*	*	1575	1169	1372
05:00	*	*	*	*	*	*	1406	984	1195
06:00	*	*	*	*	*	*	1228	741	984
07:00	*	*	*	*	*	*	1024	599	812
08:00	*	*	*	*	*	*	817	560	688
09:00	*	*	*	*	*	*	655	383	519
10:00	*	*	*	*	*	*	623	255	439
11:00	*	*	*	*	*	*	542	203	372
Day Total	0	0	0	0	0	0	19451	14328	17199
% Avg. WkDay	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
% Avg. Week	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	113.1%	83.3%	
AM Peak Vol.							11:00 1397	11:00 1145	11:00 1271
PM Peak Vol.							15:00 1695	12:00 1410	12:00 1528

**JAMAR Technologies, Inc.**

151 Keith Valley Rd.  
Horsham, PA, USA 19044  
800-776-0940

Site Code: 19133  
Station ID:  
Location A

Project No. 28002.00  
Proposed Shopping Center (Existing Wenner Bread Site)  
Location A: Sunrise Highway (NY27) South Service Road west of merge with Veterans Memorial Highway (NY454)  
Dates: Sunday, 12/13/09, to Friday, 12/18/09

Latitude: 0' 0.000 Undefined

Start Time	Mon 14-Dec-09	Tue 15-Dec-09	Wed 16-Dec-09	Thu 17-Dec-09	Fri 18-Dec-09	Average Day	Sat 19-Dec-09	Sun 20-Dec-09	Week Average
12:00 AM	137	142	175	170	201	165	411	*	206
01:00	69	69	73	69	122	80	*	*	80
02:00	35	48	40	49	81	51	*	*	51
03:00	51	54	51	60	77	59	*	*	59
04:00	70	74	82	73	72	74	*	*	74
05:00	147	191	185	183	170	175	*	*	175
06:00	588	619	589	600	588	597	*	*	597
07:00	1043	1109	1110	1057	1003	1064	*	*	1064
08:00	1161	1142	1095	1120	1042	1112	*	*	1112
09:00	990	959	1028	1010	1013	1000	*	*	1000
10:00	985	1099	1061	1105	1243	1099	*	*	1099
11:00	1145	1205	1172	1255	1375	1230	*	*	1230
12:00 PM	1286	1365	1414	1431	1531	1405	*	*	1405
01:00	1390	1414	1390	1364	1594	1430	*	*	1430
02:00	1514	1510	1535	1621	1745	1585	*	*	1585
03:00	1817	1732	1619	1355	1505	1606	*	*	1606
04:00	1803	1613	1561	1666	1713	1671	*	*	1671
05:00	1071	1140	1379	1236	1130	1191	*	*	1191
06:00	1655	1614	1771	1730	1918	1738	*	*	1738
07:00	1153	1206	1256	1300	1478	1279	*	*	1279
08:00	858	926	924	963	1287	992	*	*	992
09:00	683	710	798	803	1122	823	*	*	823
10:00	411	459	498	566	783	543	*	*	543
11:00	214	278	295	428	629	369	*	*	369
Day Total	20276	20678	21101	21214	23422	21338	411	0	21379
% Avg. WkDay	95.0%	96.9%	98.9%	99.4%	109.8%				
% Avg. Week	94.8%	96.7%	98.7%	99.2%	109.6%	99.8%	1.9%	0.0%	
AM Peak Vol.	08:00 1161	11:00 1205	11:00 1172	11:00 1255	11:00 1375	11:00 1230	00:00 411		11:00 1230
PM Peak Vol.	15:00 1817	15:00 1732	18:00 1771	18:00 1730	18:00 1918	18:00 1738			18:00 1738
Grand Total	20276	20678	21101	21214	23422	21338	19862	14328	38578
ADT		ADT 20,067		ADT 20,067	ADT 20,067				

**JAMAR Technologies, Inc.**  
 151 Keith Valley Rd.  
 Horsham, PA, USA 19044  
 800-776-0940

Site Code: Trax I Plus  
 Station ID: SN:018959  
 Location B

Project No. 28002.00

Proposed Shopping Center (Existing Wenner Bread Site)

Location B: Veterans Memorial Highway (NY454) west of merge with Sunrise Highway (NY27) South Service Road

Dates: Sunday, 12/13/09, to Friday, 12/18/09

Latitude: 0' 0.000 Undefined

Start Time	Mon 07-Dec-09	Tue 08-Dec-09	Wed 09-Dec-09	Thu 10-Dec-09	Fri 11-Dec-09	Average Day	Sat 12-Dec-09	Sun 13-Dec-09	Week Average
12:00 AM	*	*	*	*	*	*	*	139	139
01:00	*	*	*	*	*	*	*	91	91
02:00	*	*	*	*	*	*	*	90	90
03:00	*	*	*	*	*	*	56	43	50
04:00	*	*	*	*	*	*	44	24	34
05:00	*	*	*	*	*	*	72	36	54
06:00	*	*	*	*	*	*	177	117	147
07:00	*	*	*	*	*	*	236	131	184
08:00	*	*	*	*	*	*	353	204	278
09:00	*	*	*	*	*	*	495	296	396
10:00	*	*	*	*	*	*	627	439	533
11:00	*	*	*	*	*	*	<b>796</b>	<b>572</b>	<b>684</b>
12:00 PM	*	*	*	*	*	*	<b>956</b>	630	793
01:00	*	*	*	*	*	*	854	595	724
02:00	*	*	*	*	*	*	915	<b>700</b>	<b>808</b>
03:00	*	*	*	*	*	*	935	613	774
04:00	*	*	*	*	*	*	772	483	628
05:00	*	*	*	*	*	*	595	438	516
06:00	*	*	*	*	*	*	548	365	456
07:00	*	*	*	*	*	*	503	322	412
08:00	*	*	*	*	*	*	389	244	316
09:00	*	*	*	*	*	*	319	186	252
10:00	*	*	*	*	*	*	321	267	294
11:00	*	*	*	*	*	*	218	132	175
Day Total	0	0	0	0	0	0	10181	7157	8828
% Avg. WkDay	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
% Avg. Week	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	115.3%	81.1%	
AM Peak Vol.							11:00	11:00	11:00
							796	572	684
PM Peak Vol.							12:00	14:00	14:00
							956	700	808

**JAMAR Technologies, Inc.**

151 Keith Valley Rd.  
Horsham, PA, USA 19044  
800-776-0940

Site Code: Trax I Plus  
Station ID: SN:018959  
Location B

Latitude: 0' 0.000 Undefined

Project No. 28002.00  
Proposed Shopping Center (Existing Wenner Bread Site)  
Location B: Veterans Memorial Highway (NY454) west of merge with Sunrise Highway (NY27) South Service Road  
Dates: Sunday, 12/13/09, to Friday, 12/18/09

Start Time	Mon 14-Dec-09	Tue 15-Dec-09	Wed 16-Dec-09	Thu 17-Dec-09	Fri 18-Dec-09	Average Day	Sat 19-Dec-09	Sun 20-Dec-09	Week Average
12:00 AM	69	118	108	126	161	116	219	*	134
01:00	62	67	55	74	71	66	*	*	66
02:00	22	37	46	48	57	42	*	*	42
03:00	26	39	52	56	57	46	*	*	46
04:00	49	47	49	51	53	50	*	*	50
05:00	145	142	122	127	132	134	*	*	134
06:00	322	299	305	294	317	307	*	*	307
07:00	591	530	551	526	528	545	*	*	545
08:00	616	542	621	565	600	589	*	*	589
09:00	738	652	681	663	720	691	*	*	691
10:00	791	702	718	727	805	749	*	*	749
11:00	<b>841</b>	<b>860</b>	<b>894</b>	<b>783</b>	<b>860</b>	<b>848</b>	*	*	<b>848</b>
12:00 PM	957	980	948	<b>884</b>	1096	973	*	*	973
01:00	923	902	998	873	1108	961	*	*	961
02:00	1017	1019	1070	826	1104	1007	*	*	1007
03:00	1429	1327	1272	675	1438	1228	*	*	1228
04:00	1563	<b>1410</b>	<b>1459</b>	701	1515	<b>1330</b>	*	*	<b>1330</b>
05:00	<b>1676</b>	1288	1251	707	<b>1587</b>	1302	*	*	1302
06:00	1161	1089	826	624	1120	964	*	*	964
07:00	718	736	629	491	831	681	*	*	681
08:00	457	581	471	389	640	508	*	*	508
09:00	387	402	445	355	494	417	*	*	417
10:00	323	371	370	302	410	355	*	*	355
11:00	243	216	219	230	423	266	*	*	266
Day Total	15126	14356	14160	11097	16127	14175	219	0	14193
% Avg. WkDay	106.7%	101.3%	99.9%	78.3%	113.8%				
% Avg. Week	106.6%	101.1%	99.8%	78.2%	113.6%	99.9%	1.5%	0.0%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	00:00		11:00
Vol.	841	860	894	783	860	848	219		848
PM Peak	17:00	16:00	16:00	12:00	17:00	16:00			16:00
Vol.	1676	1410	1459	884	1587	1330			1330
Grand Total	15126	14356	14160	11097	16127	14175	10400	7157	23021
ADT			ADT 12,608		ADT 12,608				

Site Code:  
 Station ID:  
 Location C - On Ramp South Service Road  
 CR 97 South  
 Latitude: 0' 0.000 Undefined

Project No. 28002.00  
 Proposed Shopping Center (Existing Wenner Bread Site)  
 Location C: Ramp from Sunrise Highway (NY27) South Service Road to Nicolls Road (CR97) Southbound  
 Dates: Sunday, 12/13/09, to Friday, 12/18/09

Start Time	Mon 07-Dec-09	Tue 08-Dec-09	Wed 09-Dec-09	Thu 10-Dec-09	Fri 11-Dec-09	Average Day	Sat 12-Dec-09	Sun 13-Dec-09	Week Average
12:00 AM	*	*	*	*	*	*	*	67	67
01:00	*	*	*	*	*	*	27	38	32
02:00	*	*	*	*	*	*	23	21	22
03:00	*	*	*	*	*	*	13	20	16
04:00	*	*	*	*	*	*	12	9	10
05:00	*	*	*	*	*	*	19	9	14
06:00	*	*	*	*	*	*	34	21	28
07:00	*	*	*	*	*	*	48	33	40
08:00	*	*	*	*	*	*	77	62	70
09:00	*	*	*	*	*	*	121	77	99
10:00	*	*	*	*	*	*	163	105	134
11:00	*	*	*	*	*	*	<b>198</b>	<b>146</b>	<b>172</b>
12:00 PM	*	*	*	*	*	*	223	<b>174</b>	<b>198</b>
01:00	*	*	*	*	*	*	227	150	188
02:00	*	*	*	*	*	*	215	164	190
03:00	*	*	*	*	*	*	<b>228</b>	129	178
04:00	*	*	*	*	*	*	220	152	186
05:00	*	*	*	*	*	*	203	151	177
06:00	*	*	*	*	*	*	219	112	166
07:00	*	*	*	*	*	*	217	101	159
08:00	*	*	*	*	*	*	153	99	126
09:00	*	*	*	*	*	*	118	57	88
10:00	*	*	*	*	*	*	120	54	87
11:00	*	*	*	*	*	*	86	32	59
Day Total	0	0	0	0	0	0	2984	1983	2506
% Avg. WkDay	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
% Avg. Week	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	118.3%	79.1%	
AM Peak Vol.							11:00 198	11:00 146	11:00 172
PM Peak Vol.							15:00 228	12:00 174	12:00 198



**JAMAR Technologies, Inc.**

151 Keith Valley Rd.  
Horsham, PA, USA 19044  
610 776 0040

Site Code: 5  
Station ID:  
Location D

Project No. 28002.00  
Proposed Shopping Center (Existing Wenner Bread Site)  
Location D: Sunrise Highway (CR97) Southbound on-ramp between Nicolls Road (CR97) Southbound exit ramp &

Nicolls Road (CR97) Southbound on-ramp

Dates: Sunday, 12/13/09, to Friday, 12/18/09

Latitude: 0' 0.000 Undefined

Start Time	Mon 07-Dec-09	Tue 08-Dec-09	Wed 09-Dec-09	Thu 10-Dec-09	Fri 11-Dec-09	Average Day	Sat 12-Dec-09	Sun 13-Dec-09	Week Average
12:00 AM	*	*	*	*	*	*	*	481	481
01:00	*	*	*	*	*	*	253	277	265
02:00	*	*	*	*	*	*	168	211	190
03:00	*	*	*	*	*	*	140	113	126
04:00	*	*	*	*	*	*	93	81	87
05:00	*	*	*	*	*	*	143	86	114
06:00	*	*	*	*	*	*	403	221	312
07:00	*	*	*	*	*	*	580	282	431
08:00	*	*	*	*	*	*	878	429	654
09:00	*	*	*	*	*	*	1209	748	978
10:00	*	*	*	*	*	*	1570	1238	1404
11:00	*	*	*	*	*	*	<b>1949</b>	<b>1586</b>	<b>1768</b>
12:00 PM	*	*	*	*	*	*	<b>2380</b>	<b>1867</b>	<b>2124</b>
01:00	*	*	*	*	*	*	2282	1748	2015
02:00	*	*	*	*	*	*	2296	1847	2072
03:00	*	*	*	*	*	*	2337	1750	2044
04:00	*	*	*	*	*	*	2174	1508	1841
05:00	*	*	*	*	*	*	1810	1293	1552
06:00	*	*	*	*	*	*	1585	983	1284
07:00	*	*	*	*	*	*	1351	828	1090
08:00	*	*	*	*	*	*	1066	709	888
09:00	*	*	*	*	*	*	873	499	686
10:00	*	*	*	*	*	*	842	451	646
11:00	*	*	*	*	*	*	676	300	488
Day Total	0	0	0	0	0	0	27058	19536	23540
% Avg. WKDay	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
% Avg. Week	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	114.9%	83.0%	
AM Peak Vol.							11:00	11:00	11:00
							1949	1586	1768
PM Peak Vol.							12:00	12:00	12:00
							2380	1867	2124

**JAMAR Technologies, Inc.**

151 Keith Valley Rd.  
Horsham, PA, USA 19044  
800-776-0041

Site Code: 5  
Station ID:  
Location D

Latitude: 0' 0.000 Undefined

Project No. 28002.00  
Proposed Shopping Center (Existing Wenner Bread Site)  
Location D: Sunrise Highway (NY27) South Service Road between Nicolls Road (CR97) Southbound exit ramp & Nicolls Road (CR97) Southbound on-ramp  
Dates: Sunday, 12/13/09, to Friday, 12/18/09

Start Time	Mon 14-Dec-09	Tue 15-Dec-09	Wed 16-Dec-09	Thu 17-Dec-09	Fri 18-Dec-09	Average Day	Sat 19-Dec-09	Sun 20-Dec-09	Week Average
12:00 AM	187	212	243	258	317	243	557	*	296
01:00	103	113	115	127	163	124	*	*	124
02:00	47	71	71	85	118	78	*	*	78
03:00	70	79	100	99	122	94	*	*	94
04:00	102	96	112	108	99	103	*	*	103
05:00	259	300	280	294	291	285	*	*	285
06:00	857	866	834	850	850	851	*	*	851
07:00	1502	1534	1533	1456	1379	1481	*	*	1481
08:00	1612	1550	1590	1548	1514	1563	*	*	1563
09:00	1584	1501	1538	1551	1554	1546	*	*	1546
10:00	1613	1585	1590	1666	1856	1662	*	*	1662
11:00	<b>1820</b>	<b>1849</b>	<b>1877</b>	<b>1842</b>	<b>2008</b>	<b>1879</b>	*	*	<b>1879</b>
12:00 PM	2048	2141	2165	2109	2387	2170	*	*	2170
01:00	2097	2111	2169	2025	2466	2174	*	*	2174
02:00	2257	2280	2331	<b>2189</b>	2605	2332	*	*	2332
03:00	2948	<b>2748</b>	2617	1787	2603	2541	*	*	2541
04:00	<b>3062</b>	2733	<b>2731</b>	2070	<b>2895</b>	<b>2698</b>	*	*	<b>2698</b>
05:00	2502	2203	2317	1710	2420	2230	*	*	2230
06:00	2576	2429	2290	2058	2757	2422	*	*	2422
07:00	1658	1737	1719	1570	2057	1748	*	*	1748
08:00	1148	1325	1289	1214	1701	1335	*	*	1335
09:00	943	1009	1137	1011	1441	1108	*	*	1108
10:00	667	719	810	769	991	791	*	*	791
11:00	407	435	481	593	878	559	*	*	559
Day Total	32069	31626	31939	28989	35472	32017	557	0	32070
% Avg. WkDay	100.2%	98.8%	99.8%	90.5%	110.8%				
% Avg. Week	100.0%	98.6%	99.6%	90.4%	110.6%	99.8%	1.7%	0.0%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	00:00		11:00
Vol.	1820	1849	1877	1842	2008	1879	557		1879
PM Peak	16:00	15:00	16:00	14:00	16:00	16:00			16:00
Vol.	3062	2748	2731	2189	2895	2698			2698
Grand Total	32069	31626	31939	28989	35472	32017	27615	19536	55610
ADT			ADT 29,527		ADT 29,527				

Site Code: 2  
Station ID:  
On Ramp CR 97 South to Sunrise Highway  
South Service Road  
Latitude: 0' 0.000 Undefined

Project No. 28002.00  
Proposed Shopping Center (Existing Wenner Bread Site)  
Location E: Ramp from Nicolls Road (CR97) Southbound to Sunrise Highway (NY27) South Service Road  
Dates: Sunday, 12/13/09, to Friday, 12/18/09

Start Time	Mon 07-Dec-09	Tue 08-Dec-09	Wed 09-Dec-09	Thu 10-Dec-09	Fri 11-Dec-09	Average Day	Sat 12-Dec-09	Sun 13-Dec-09	Week Average
12:00 AM	*	*	*	*	*	*	154	184	169
01:00	*	*	*	*	*	*	65	107	86
02:00	*	*	*	*	*	*	55	82	68
03:00	*	*	*	*	41	41	44	49	45
04:00	*	*	*	*	31	31	30	33	31
05:00	*	*	*	*	80	80	42	37	53
06:00	*	*	*	*	212	212	107	40	120
07:00	*	*	*	*	485	485	175	92	251
08:00	*	*	*	*	439	439	231	129	266
09:00	*	*	*	*	388	388	339	230	319
10:00	*	*	*	*	451	451	452	313	405
11:00	*	*	*	*	<b>553</b>	<b>553</b>	<b>554</b>	<b>456</b>	<b>521</b>
12:00 PM	*	*	*	*	637	637	604	523	588
01:00	*	*	*	*	641	641	630	<b>557</b>	609
02:00	*	*	*	*	657	657	566	522	582
03:00	*	*	*	*	<b>779</b>	<b>779</b>	<b>657</b>	515	<b>650</b>
04:00	*	*	*	*	734	734	622	530	629
05:00	*	*	*	*	676	676	618	477	590
06:00	*	*	*	*	615	615	534	407	519
07:00	*	*	*	*	494	494	446	286	409
08:00	*	*	*	*	410	410	295	262	322
09:00	*	*	*	*	383	383	293	190	289
10:00	*	*	*	*	249	249	279	132	220
11:00	*	*	*	*	227	227	200	107	178
Day Total	0	0	0	0	9182	9182	7992	6260	7919
% Avg. WkDay	0.0%	0.0%	0.0%	0.0%	100.0%				
% Avg. Week	0.0%	0.0%	0.0%	0.0%	115.9%	115.9%	100.9%	79.1%	
AM Peak Vol.					11:00	11:00	11:00	11:00	11:00
					553	553	554	456	521
PM Peak Vol.					15:00	15:00	15:00	13:00	15:00
					779	779	657	557	650



**JAMAR Technologies, Inc.**

151 Keith Valley Rd.  
Horsham, PA, USA 19044  
800-776-0940

Site Code:  
Station ID:  
Location F-On Ramp Sunrise Highway South  
Service Road to CR 97 North  
Latitude: 0' 0.000 Undefined

Project No. 28002.00  
Proposed Shopping Center (Existing Wenner Bread Site)  
Location F: Ramp from Sunrise Highway (NY27) South Service Road to Nicolls Road (CR97) Northbound  
Dates: Sunday, 12/13/09, to Friday, 12/18/09

Start Time	Mon 07-Dec-09	Tue 08-Dec-09	Wed 09-Dec-09	Thu 10-Dec-09	Fri 11-Dec-09	Average Day	Sat 12-Dec-09	Sun 13-Dec-09	Week Average
12:00 AM	*	*	*	*	*	*	290	248	269
01:00	*	*	*	*	*	*	155	146	150
02:00	*	*	*	*	*	*	89	108	98
03:00	*	*	*	*	*	*	80	67	74
04:00	*	*	*	*	86	86	58	58	67
05:00	*	*	*	*	155	155	69	45	90
06:00	*	*	*	*	545	545	242	113	300
07:00	*	*	*	*	889	889	315	129	444
08:00	*	*	*	*	<b>991</b>	<b>991</b>	508	182	560
09:00	*	*	*	*	888	888	673	288	620
10:00	*	*	*	*	852	852	822	414	696
11:00	*	*	*	*	908	908	<b>997</b>	<b>521</b>	<b>809</b>
12:00 PM	*	*	*	*	1034	1034	1132	<b>629</b>	932
01:00	*	*	*	*	979	979	1070	557	869
02:00	*	*	*	*	1238	1238	1140	609	996
03:00	*	*	*	*	1451	1451	<b>1149</b>	565	<b>1055</b>
04:00	*	*	*	*	1543	1543	595	534	891
05:00	*	*	*	*	<b>1642</b>	<b>1642</b>	461	424	842
06:00	*	*	*	*	1338	1338	508	370	739
07:00	*	*	*	*	839	839	472	320	544
08:00	*	*	*	*	599	599	373	301	424
09:00	*	*	*	*	572	572	355	282	403
10:00	*	*	*	*	501	501	337	209	349
11:00	*	*	*	*	388	388	334	167	296
Day Total	0	0	0	0	17438	17438	12224	7296	12517
% Avg. WkDay	0.0%	0.0%	0.0%	0.0%	100.0%				
% Avg. Week	0.0%	0.0%	0.0%	0.0%	139.3%	139.3%	97.7%	58.3%	
AM Peak Vol.					08:00	08:00	11:00	11:00	11:00
					991	991	997	521	809
PM Peak Vol.					17:00	17:00	15:00	12:00	15:00
					1642	1642	1149	629	1055

**JAMAR Technologies, Inc.**

151 Keith Valley Rd.  
Horsham, PA, USA 19044  
800-776-0940

Site Code:  
Station ID:  
Location F-On Ramp Sunrise Highway South  
Service Road to CR 97 North  
Latitude: 0' 0.000 Undefined

Project No. 28002.00  
Proposed Shopping Center (Existing Wenner Bread Site)  
Location F: Ramp from Sunrise Highway (NY27) South Service Road to Nicolls Road (CR97) Northbound  
Dates: Sunday, 12/13/09, to Friday, 12/18/09

Start Time	Mon 14-Dec-09	Tue 15-Dec-09	Wed 16-Dec-09	Thu 17-Dec-09	Fri 18-Dec-09	Average Day	Sat 19-Dec-09	Sun 20-Dec-09	Week Average
12:00 AM	109	123	132	124	156	129	*	*	129
01:00	53	66	61	64	99	69	*	*	69
02:00	33	46	40	45	66	46	*	*	46
03:00	47	56	56	58	74	58	*	*	58
04:00	65	64	70	71	60	66	*	*	66
05:00	148	188	161	167	156	164	*	*	164
06:00	563	604	537	552	537	559	*	*	559
07:00	956	<b>1042</b>	<b>1009</b>	922	860	958	*	*	958
08:00	<b>1012</b>	1029	1008	<b>999</b>	921	<b>994</b>	*	*	<b>994</b>
09:00	891	859	873	886	803	862	*	*	862
10:00	811	903	854	920	1006	899	*	*	899
11:00	917	927	915	941	<b>1039</b>	948	*	*	948
12:00 PM	996	1062	1100	1087	1166	1082	*	*	1082
01:00	1027	1073	1066	1081	1213	1092	*	*	1092
02:00	1182	1169	1186	1213	1348	1220	*	*	1220
03:00	1485	1393	1418	1393	1342	1406	*	*	1406
04:00	1559	1629	1530	1637	<b>1702</b>	1611	*	*	1611
05:00	<b>1716</b>	<b>1749</b>	<b>1753</b>	<b>1697</b>	1647	<b>1712</b>	*	*	<b>1712</b>
06:00	1444	1435	1433	1374	1529	1443	*	*	1443
07:00	884	885	974	944	1007	939	*	*	939
08:00	597	666	628	634	849	675	*	*	675
09:00	533	508	585	580	747	591	*	*	591
10:00	353	376	415	436	500	416	*	*	416
11:00	191	211	243	321	465	286	*	*	286
Day Total	17572	18063	18047	18146	19292	18225	0	0	18225
% Avg. WkDay	96.4%	99.1%	99.0%	99.6%	105.9%	100.0%	0.0%	0.0%	
% Avg. Week	96.4%	99.1%	99.0%	99.6%	105.9%	100.0%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	08:00	11:00	08:00			08:00
Vol.	1012	1042	1009	999	1039	994			994
PM Peak	17:00	17:00	17:00	17:00	16:00	17:00			17:00
Vol.	1716	1749	1753	1697	1702	1712			1712
Grand Total	17572	18063	18047	18146	36730	35663	12224	7296	30742
ADT		ADT 15,806		ADT 15,806	AADT 15,806				

**JAMAR Technologies, Inc.**

151 Keith Valley Rd.  
Horsham, PA, USA 19044  
800-776-0940

Site Code: 00001  
Station ID:  
Location G- On Ramp CR 97 North to  
Sunrise Highway North Service Road  
Latitude: 0' 0.000 Undefined

Project No. 28002.00  
Proposed Shopping Center (Existing Wenner Bread Site)  
Location G: Ramp from Nicolls Road (CR97) Northbound to Sunrise Highway (NY27) North Service Road  
Dates: Sunday, 12/13/09, to Friday, 12/18/09

Start Time	Mon 07-Dec-09	Tue 08-Dec-09	Wed 09-Dec-09	Thu 10-Dec-09	Fri 11-Dec-09	Average Day	Sat 12-Dec-09	Sun 13-Dec-09	Week Average
12:00 AM	*	*	*	*	*	*	89	52	70
01:00	*	*	*	*	*	*	52	70	61
02:00	*	*	*	*	*	*	25	51	38
03:00	*	*	*	*	*	*	76	21	48
04:00	*	*	*	*	*	*	37	14	26
05:00	*	*	*	*	105	105	47	13	55
06:00	*	*	*	*	334	334	100	53	162
07:00	*	*	*	*	<b>446</b>	<b>446</b>	148	66	220
08:00	*	*	*	*	428	428	202	100	243
09:00	*	*	*	*	415	415	348	213	325
10:00	*	*	*	*	376	376	421	371	389
11:00	*	*	*	*	408	408	<b>433</b>	<b>426</b>	<b>422</b>
12:00 PM	*	*	*	*	479	479	480	409	456
01:00	*	*	*	*	437	437	<b>489</b>	<b>426</b>	451
02:00	*	*	*	*	492	492	476	347	438
03:00	*	*	*	*	<b>545</b>	<b>545</b>	464	374	<b>461</b>
04:00	*	*	*	*	399	399	388	293	360
05:00	*	*	*	*	402	402	306	209	306
06:00	*	*	*	*	292	292	245	137	225
07:00	*	*	*	*	246	246	268	119	211
08:00	*	*	*	*	191	191	219	86	165
09:00	*	*	*	*	137	137	154	65	119
10:00	*	*	*	*	112	112	122	61	98
11:00	*	*	*	*	90	90	132	94	105
Day Total	0	0	0	0	6334	6334	5721	4070	5454
% Avg. WkDay	0.0%	0.0%	0.0%	0.0%	100.0%				
% Avg. Week	0.0%	0.0%	0.0%	0.0%	116.1%	116.1%	104.9%	74.6%	
AM Peak					07:00	07:00	11:00	11:00	11:00
Vol.					446	446	433	426	422
PM Peak					15:00	15:00	13:00	13:00	15:00
Vol.					545	545	489	426	461

Project No. 28002.00  
 Proposed Shopping Center (Existing Wenner Bread Site)  
 Location G: Ramp from Nicolls Road (CR97) Northbound to Sunrise Highway (NY27) North Service Road  
 Dates: Sunday, 12/13/09, to Friday, 12/18/09

Site Code: 00001  
 Station ID:  
 Location G- On Ramp CR 97 North to  
 Sunrise Highway North Service Road  
 Latitude: 0' 0.000 Undefined

Start Time	Mon 14-Dec-09	Tue 15-Dec-09	Wed 16-Dec-09	Thu 17-Dec-09	Fri 18-Dec-09	Average Day	Sat 19-Dec-09	Sun 20-Dec-09	Week Average
12:00 AM	16	33	33	31	43	31	<b>78</b>	*	39
01:00	10	17	29	19	48	25	*	*	25
02:00	8	5	24	17	26	16	*	*	16
03:00	46	69	71	80	73	68	*	*	68
04:00	38	45	40	49	48	44	*	*	44
05:00	104	154	124	132	117	126	*	*	126
06:00	318	356	350	365	338	345	*	*	345
07:00	<b>489</b>	<b>502</b>	<b>522</b>	<b>498</b>	459	<b>494</b>	*	*	<b>494</b>
08:00	485	484	466	415	428	456	*	*	456
09:00	359	398	391	390	411	390	*	*	390
10:00	400	380	389	422	<b>500</b>	418	*	*	418
11:00	419	397	431	461	475	437	*	*	437
12:00 PM	472	481	412	466	560	478	*	*	478
01:00	435	464	409	438	519	453	*	*	453
02:00	450	439	437	473	560	472	*	*	472
03:00	<b>502</b>	<b>540</b>	<b>545</b>	<b>604</b>	<b>627</b>	<b>564</b>	*	*	<b>564</b>
04:00	413	404	406	460	563	449	*	*	449
05:00	366	403	390	380	487	405	*	*	405
06:00	312	360	341	342	430	357	*	*	357
07:00	273	257	289	294	350	293	*	*	293
08:00	142	140	146	187	362	195	*	*	195
09:00	99	112	120	135	279	149	*	*	149
10:00	90	72	86	94	146	98	*	*	98
11:00	78	101	86	106	141	102	*	*	102
Day Total	6324	6613	6537	6858	7990	6865	78	0	6873
% Avg. WkDay	92.1%	96.3%	95.2%	99.9%	116.4%				
% Avg. Week	92.0%	96.2%	95.1%	99.8%	116.3%	99.9%	1.1%	0.0%	
AM Peak Vol.	07:00 489	07:00 502	07:00 522	07:00 498	10:00 500	07:00 494	00:00 78		07:00 494
PM Peak Vol.	15:00 502	15:00 540	15:00 545	15:00 604	15:00 627	15:00 564			15:00 564
Grand Total	6324	6613	6537	6858	14324	13199	5799	4070	12327
ADT					ADT 6,302				ADT 6,302

# JAMAR Technologies, Inc.

151 Keith Valley Rd.  
Horsham, PA, USA 19044  
800-776-0040

Site Code: SN19911  
Station ID:  
Location H-Sunrise HighwayNorth Service  
Road east of Ramp to CR 97 South  
Latitude: 0' 0.000 Undefined

Project No. 28002.00  
Proposed Shopping Center (Existing Wenner Bread Site)  
Location H: Sunrise Highway (NY27) North Service Road between Nicolls Road (CR97) Northbound  
on-ramp & Nicolls Road (CR97) Southbound exit ramp  
Dates: Sunday, 12/13/09, to Friday, 12/18/09

Start Time	Mon 07-Dec-09	Tue 08-Dec-09	Wed 09-Dec-09	Thu 10-Dec-09	Fri 11-Dec-09	Average Day	Sat 12-Dec-09	Sun 13-Dec-09	Week Average
12:00 AM	*	*	*	*	*	*	301	259	280
01:00	*	*	*	*	102	102	157	188	149
02:00	*	*	*	*	93	93	91	148	111
03:00	*	*	*	*	164	164	156	68	129
04:00	*	*	*	*	182	182	122	68	124
05:00	*	*	*	*	514	514	216	95	275
06:00	*	*	*	*	1336	1336	506	223	688
07:00	*	*	*	*	1960	1960	711	290	987
08:00	*	*	*	*	2004	2004	895	501	1133
09:00	*	*	*	*	1538	1538	1373	941	1284
10:00	*	*	*	*	1648	1648	1846	1508	1667
11:00	*	*	*	*	1845	1845	2137	1903	1962
12:00 PM	*	*	*	*	2122	2122	2225	2015	2121
01:00	*	*	*	*	1987	1987	2275	1964	2075
02:00	*	*	*	*	2133	2133	2209	1906	2083
03:00	*	*	*	*	2114	2114	2168	1740	2007
04:00	*	*	*	*	2005	2005	1939	1431	1792
05:00	*	*	*	*	1949	1949	1611	1117	1559
06:00	*	*	*	*	1633	1633	1390	743	1255
07:00	*	*	*	*	1349	1349	1238	639	1075
08:00	*	*	*	*	965	965	952	483	800
09:00	*	*	*	*	698	698	698	325	574
10:00	*	*	*	*	513	513	537	279	443
11:00	*	*	*	*	387	387	417	197	334
Day Total	0	0	0	0	29241	29241	26170	19031	24907
% Avg. WkDay	0.0%	0.0%	0.0%	0.0%	100.0%				
% Avg. Week	0.0%	0.0%	0.0%	0.0%	117.4%	117.4%	105.1%	76.4%	
AM Peak Vol.					08:00	08:00	11:00	11:00	11:00
					2004	2004	2137	1903	1962
PM Peak Vol.					14:00	14:00	13:00	12:00	12:00
					2133	2133	2275	2015	2121

**JAMAR Technologies, Inc.**  
 151 Keith Valley Rd.  
 Horsham, PA, USA 19044  
 800-776-0800

Site Code: SN19911  
 Station ID:  
 Location H-Sunrise HighwayNorth Service  
 Road east of Ramp to CR 97 South  
 Latitude: 0' 0.000 Undefined

Project No. 28002.00  
 Proposed Shopping Center (Existing Wenner Bread Site)  
 Location H: Sunrise Highway (NY27) North Service Road between Nicolls Road (CR97) Northbound  
 on-ramp & Nicolls Road (CR97) Southbound exit ramp  
 Dates: Sunday, 12/13/09, to Friday, 12/18/09

Start Time	Mon 14-Dec-09	Tue 15-Dec-09	Wed 16-Dec-09	Thu 17-Dec-09	Fri 18-Dec-09	Average Day	Sat 19-Dec-09	Sun 20-Dec-09	Week Average
12:00 AM	104	132	130	141	155	132	*	*	132
01:00	50	74	82	77	119	80	*	*	80
02:00	41	52	67	64	88	62	*	*	62
03:00	111	139	142	134	147	135	*	*	135
04:00	156	180	176	191	188	178	*	*	178
05:00	470	527	511	516	495	504	*	*	504
06:00	1373	1448	1442	1431	1227	1384	*	*	1384
07:00	1816	<b>2095</b>	<b>2114</b>	<b>2039</b>	1614	<b>1936</b>	*	*	<b>1936</b>
08:00	<b>1927</b>	1974	2026	1917	1619	1893	*	*	1893
09:00	1608	1574	1590	1529	1550	1570	*	*	1570
10:00	1661	1648	1661	1755	1781	1701	*	*	1701
11:00	1780	1825	1818	1866	<b>1807</b>	1819	*	*	1819
12:00 PM	2035	1953	1980	1966	2230	2033	*	*	2033
01:00	1953	1912	1972	1937	2107	1976	*	*	1976
02:00	2007	<b>2074</b>	2010	2043	2203	2067	*	*	2067
03:00	<b>2126</b>	2047	2039	<b>2124</b>	<b>2288</b>	<b>2125</b>	*	*	<b>2125</b>
04:00	2035	2031	<b>2057</b>	2030	2280	2087	*	*	2087
05:00	1840	1798	1852	1947	2087	1905	*	*	1905
06:00	1565	1513	1639	1649	1990	1671	*	*	1671
07:00	1230	1293	1385	1367	1710	1397	*	*	1397
08:00	892	937	959	1044	1491	1065	*	*	1065
09:00	603	667	684	708	1120	756	*	*	756
10:00	410	386	407	465	721	478	*	*	478
11:00	255	247	275	301	486	313	*	*	313
Day Total	28048	28526	29018	29241	31503	29267	0	0	29267
% Avg. WkDay	95.8%	97.5%	99.1%	99.9%	107.6%				
% Avg. Week	95.8%	97.5%	99.1%	99.9%	107.6%	100.0%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	07:00	11:00	07:00			07:00
Vol.	1927	2095	2114	2039	1807	1936			1936
PM Peak	15:00	14:00	16:00	15:00	15:00	15:00			15:00
Vol.	2126	2074	2057	2124	2288	2125			2125
Grand Total	28048	28526	29018	29241	31503	29267	26170	19031	54174

ADT	ADT 27,362								
ADT	28048	28526	29018	29241	31503	29267	26170	19031	54174

Site Code: 55555555555  
 Station ID:  
 Location I-On Ramp Sunrise Highway North  
 Service Road to CR 97 South  
 Latitude: 0' 0.000 Undefined

Project No. 28002.00  
 Proposed Shopping Center (Existing Wenner Bread Site)  
 Location I: Ramp from Sunrise Highway (NY27) North Service Road to Nicolls Road (CR97) Southbound  
 Dates: Sunday, 12/13/09, to Friday, 12/18/09

Start Time	Mon 07-Dec-09	Tue 08-Dec-09	Wed 09-Dec-09	Thu 10-Dec-09	Fri 11-Dec-09	Average Day	Sat 12-Dec-09	Sun 13-Dec-09	Week Average
12:00 AM	*	*	*	*	*	*	52	84	68
01:00	*	*	*	*	*	*	33	44	38
02:00	*	*	*	*	22	22	28	40	30
03:00	*	*	*	*	12	12	22	14	16
04:00	*	*	*	*	28	28	23	12	21
05:00	*	*	*	*	43	43	20	20	28
06:00	*	*	*	*	139	139	56	28	74
07:00	*	*	*	*	205	205	92	44	114
08:00	*	*	*	*	201	201	148	84	144
09:00	*	*	*	*	217	217	211	177	202
10:00	*	*	*	*	228	228	258	243	243
11:00	*	*	*	*	<b>309</b>	<b>309</b>	<b>341</b>	<b>299</b>	<b>316</b>
12:00 PM	*	*	*	*	321	321	383	<b>350</b>	351
01:00	*	*	*	*	337	337	<b>420</b>	335	364
02:00	*	*	*	*	422	422	322	342	362
03:00	*	*	*	*	428	428	337	287	351
04:00	*	*	*	*	<b>439</b>	<b>439</b>	401	259	<b>366</b>
05:00	*	*	*	*	431	431	325	263	340
06:00	*	*	*	*	324	324	325	197	282
07:00	*	*	*	*	272	272	259	153	228
08:00	*	*	*	*	216	216	183	111	170
09:00	*	*	*	*	177	177	155	79	137
10:00	*	*	*	*	110	110	116	67	98
11:00	*	*	*	*	99	99	91	29	73
Day Total	0	0	0	0	4980	4980	4601	3561	4416

% Avg. WkDay	0.0%	0.0%	0.0%	0.0%	100.0%				
% Avg. Week AM Peak Vol.	0.0%	0.0%	0.0%	0.0%	112.8%	112.8%	104.2%	80.6%	
11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
309	309	309	309	309	309	341	299	316	316
16:00	16:00	16:00	16:00	16:00	16:00	13:00	12:00	16:00	16:00
439	439	439	439	439	439	420	350	366	366



**JAMAR Technologies, Inc.**  
 151 Keith Valley Rd.  
 Horsham, PA, USA 19044  
 800-776-0940

Site Code: 7  
 Station ID:  
 Location J-On Ramp CR 97 South to  
 Sunrise Highway North Service Road  
 Latitude: 0' 0.000 Undefined

Project No. 28002.00  
 Proposed Shopping Center (Existing Wenner Bread Site)  
 Location J: Ramp from Nicolls Road (CR97) Southbound to Sunrise Highway (NY27) North Service Road  
 Dates: Sunday, 12/13/09, to Friday, 12/18/09

Start Time	Mon 07-Dec-09	Tue 08-Dec-09	Wed 09-Dec-09	Thu 10-Dec-09	Fri 11-Dec-09	Average Day	Sat 12-Dec-09	Sun 13-Dec-09	Week Average
12:00 AM	*	*	*	*	*	*	185	233	209
01:00	*	*	*	*	*	*	102	147	124
02:00	*	*	*	*	*	*	54	90	72
03:00	*	*	*	*	50	50	53	51	51
04:00	*	*	*	*	105	105	70	51	75
05:00	*	*	*	*	336	336	142	72	183
06:00	*	*	*	*	1096	1096	398	201	565
07:00	*	*	*	*	<b>1669</b>	<b>1669</b>	557	221	816
08:00	*	*	*	*	1551	1551	680	319	<b>850</b>
09:00	*	*	*	*	1171	1171	713	461	782
10:00	*	*	*	*	809	809	791	631	744
11:00	*	*	*	*	870	870	<b>897</b>	<b>684</b>	817
12:00 PM	*	*	*	*	863	863	923	759	848
01:00	*	*	*	*	887	887	<b>951</b>	818	885
02:00	*	*	*	*	1052	1052	879	<b>872</b>	934
03:00	*	*	*	*	1138	1138	926	744	<b>936</b>
04:00	*	*	*	*	<b>1183</b>	<b>1183</b>	815	658	885
05:00	*	*	*	*	1166	1166	779	530	825
06:00	*	*	*	*	921	921	788	475	728
07:00	*	*	*	*	728	728	668	432	609
08:00	*	*	*	*	523	523	509	399	477
09:00	*	*	*	*	483	483	449	301	411
10:00	*	*	*	*	437	437	419	214	357
11:00	*	*	*	*	318	318	372	142	277
Day Total	0	0	0	0	17356	17356	13120	9505	13460
% Avg. WkDay	0.0%	0.0%	0.0%	0.0%	100.0%				
% Avg. Week	0.0%	0.0%	0.0%	0.0%	128.9%	128.9%	97.5%	70.6%	
AM Peak					07:00	07:00	11:00	11:00	08:00
Vol.					1669	1669	897	684	850
PM Peak					16:00	16:00	13:00	14:00	15:00
Vol.					1183	1183	951	872	936

**JAMAR Technologies, Inc.**  
 151 Keith Valley Rd.  
 Horsham, PA, USA 19044  
 800-776-0940

Site Code: 7  
 Station ID:  
 Location J-On Ramp CR 97 South to  
 Sunrise Highway North Service Road  
 Latitude: 0' 0.000 Undefined

Project No. 28002.00  
 Proposed Shopping Center (Existing Wenner Bread Site)  
 Location J: Ramp from Nicolls Road (CR97) Southbound to Sunrise Highway (NY27) North Service Road  
 Dates: Sunday, 12/13/09, to Friday, 12/18/09

Start Time	Mon 14-Dec-09	Tue 15-Dec-09	Wed 16-Dec-09	Thu 17-Dec-09	Fri 18-Dec-09	Average Day	Sat 19-Dec-09	Sun 20-Dec-09	Week Average
12:00 AM	91	94	117	110	119	106	*	*	106
01:00	50	56	68	59	71	61	*	*	61
02:00	45	52	50	49	78	55	*	*	55
03:00	51	55	64	54	80	61	*	*	61
04:00	114	114	126	149	132	127	*	*	127
05:00	337	361	419	361	341	364	*	*	364
06:00	1115	1215	1183	1178	1109	1160	*	*	1160
07:00	<b>1754</b>	<b>1847</b>	<b>1760</b>	<b>1768</b>	<b>1720</b>	<b>1770</b>	*	*	<b>1770</b>
08:00	1614	1733	1714	1740	1510	1662	*	*	1662
09:00	1204	1279	1258	1242	1318	1260	*	*	1260
10:00	882	811	909	924	957	897	*	*	897
11:00	799	848	910	994	1033	917	*	*	917
12:00 PM	853	919	934	931	1067	941	*	*	941
01:00	801	913	985	1018	975	938	*	*	938
02:00	1028	1059	1074	1109	1190	1092	*	*	1092
03:00	1147	1275	<b>1277</b>	1150	1253	1220	*	*	1220
04:00	<b>1150</b>	<b>1283</b>	1219	<b>1281</b>	<b>1283</b>	<b>1243</b>	*	*	<b>1243</b>
05:00	1141	1203	1275	1247	1277	1229	*	*	1229
06:00	880	986	1032	1007	1014	984	*	*	984
07:00	705	767	738	808	885	781	*	*	781
08:00	564	527	599	641	630	592	*	*	592
09:00	437	494	495	471	612	502	*	*	502
10:00	305	376	364	385	560	398	*	*	398
11:00	185	222	216	228	393	249	*	*	249
Day Total	17252	18489	18786	18904	19607	18609	0	0	18609
% Avg. WkDay	92.7%	99.4%	101.0%	101.6%	105.4%	100.0%	0.0%	0.0%	
% Avg. Week	92.7%	99.4%	101.0%	101.6%	105.4%	100.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00			07:00
Vol.	1754	1847	1760	1768	1720	1770			1770
PM Peak	16:00	16:00	15:00	16:00	16:00	16:00			16:00
Vol.	1150	1283	1277	1281	1283	1243			1243
Grand Total	17252	18489	18786	18904	36963	35965	13120	9505	32069
ADT		ADT 16,523		ADT 16,523					

**JAMAR Technologies, Inc.**

151 Keith Valley Rd.  
 Horsham, PA, USA 19044  
 800-776-0940

Site Code: Trax Flex HS  
 Station ID: SN:019932  
 Location K-On Ramp CR 97 to Sunrise  
 Highway South Service Road  
 Latitude: 0' 0.000 Undefined

Project No. 28002.00  
 Proposed Shopping Center (Existing Wenner Bread Site)  
 Location K: Ramp from Nicolls Road (CR97) Northbound to Sunrise Highway (NY27) South Service Road  
 Dates: Sunday, 12/13/09, to Friday, 12/18/09

Start Time	Mon 07-Dec-09	Tue 08-Dec-09	Wed 09-Dec-09	Thu 10-Dec-09	Fri 11-Dec-09	Average Day	Sat 12-Dec-09	Sun 13-Dec-09	Week Average
12:00 AM	*	*	*	*	*	*	68	67	68
01:00	*	*	*	*	*	*	50	50	50
02:00	*	*	*	*	*	*	37	42	40
03:00	*	*	*	*	*	*	30	24	27
04:00	*	*	*	*	18	18	18	25	20
05:00	*	*	*	*	36	36	20	13	23
06:00	*	*	*	*	132	132	49	29	70
07:00	*	*	*	*	<b>290</b>	<b>290</b>	81	55	142
08:00	*	*	*	*	228	228	159	79	155
09:00	*	*	*	*	209	209	207	162	193
10:00	*	*	*	*	183	183	233	202	206
11:00	*	*	*	*	278	278	<b>308</b>	<b>245</b>	<b>277</b>
12:00 PM	*	*	*	*	268	268	<b>314</b>	<b>240</b>	<b>274</b>
01:00	*	*	*	*	252	252	299	239	263
02:00	*	*	*	*	254	254	289	184	242
03:00	*	*	*	*	<b>331</b>	<b>331</b>	249	196	259
04:00	*	*	*	*	321	321	247	160	243
05:00	*	*	*	*	259	259	206	151	205
06:00	*	*	*	*	259	259	215	108	194
07:00	*	*	*	*	186	186	192	120	166
08:00	*	*	*	*	148	148	133	72	118
09:00	*	*	*	*	123	123	116	48	96
10:00	*	*	*	*	94	94	83	51	76
11:00	*	*	*	*	94	94	81	52	76
Day Total	0	0	0	0	3963	3963	3684	2614	3483
% Avg. WKDay	0.0%	0.0%	0.0%	0.0%	100.0%				
% Avg. Week	0.0%	0.0%	0.0%	0.0%	113.8%	113.8%	105.8%	75.1%	
AM Peak					07:00	07:00	11:00	11:00	11:00
Vol.					290	290	308	245	277
PM Peak					15:00	15:00	12:00	12:00	12:00
Vol.					331	331	314	240	274





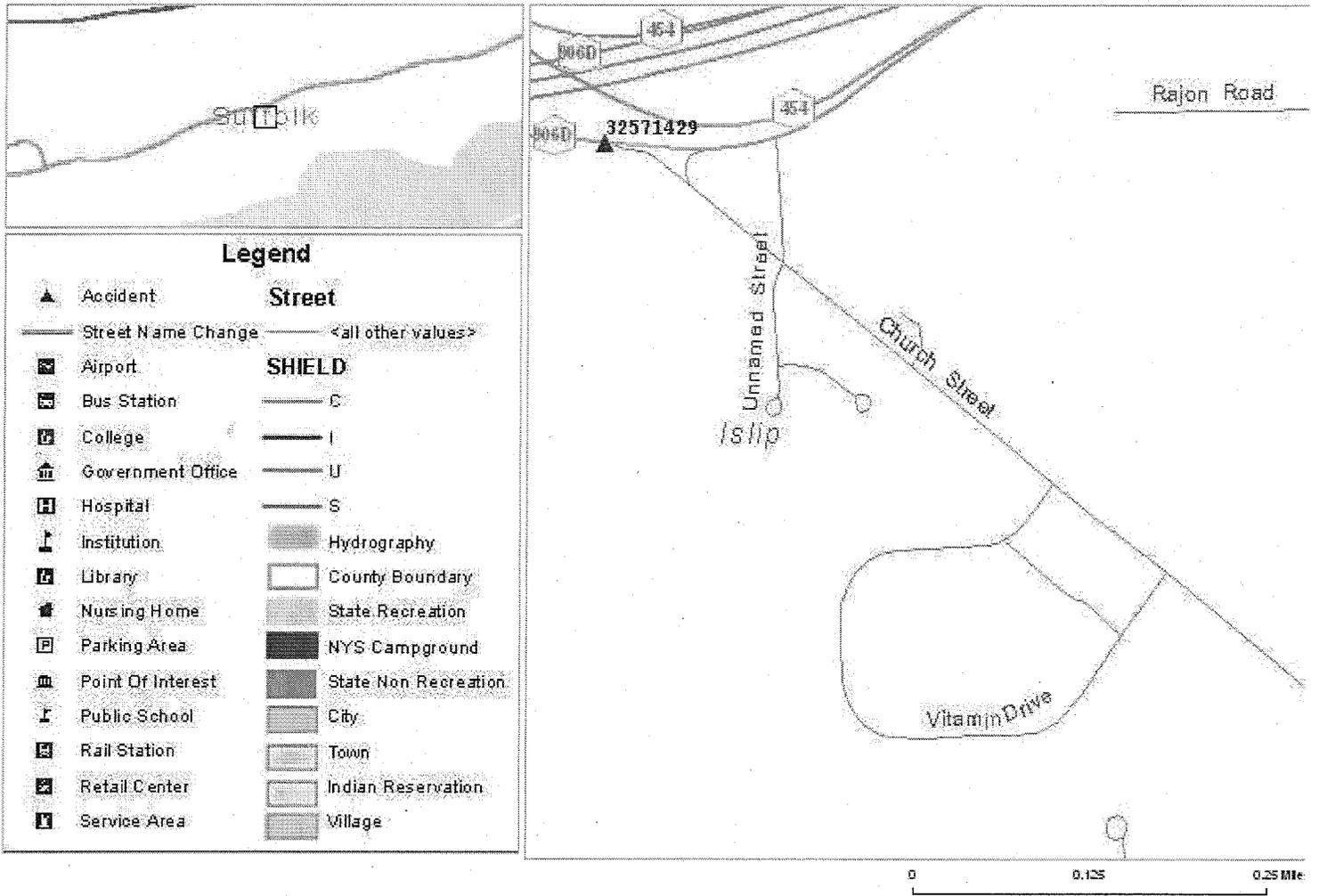
# Appendix C

## Description

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Accident data

# FOIL 4785 Church st from Sunrise Hwy SSR to Nicolls Rd



# Accident Location Information System (ALIS)

Date: 12/10/09  
02:21

## Accident Verbal Description Report

Page: 1

FOIL 4785 Church st from Sunrise Hwy SSR to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: CHURCH ST  
AT INTERSECTION WITH SYLVAN AVE

**4/20/2009** Mon 11:12 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2009-33178488**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1  
Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE  
Manner of Collision: OTHER 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: 4488 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: Y School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNSAFE SPEED, DRIVER INATTENTION

County: Suffolk Muni: Islip(T) Ref. Marker: Street: CHURCH ST  
AT INTERSECTION WITH SUNRISE HWY

**12/13/2007** Thu 13:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32571429**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1  
Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE  
Manner of Collision: OTHER Weather: SNOW  
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

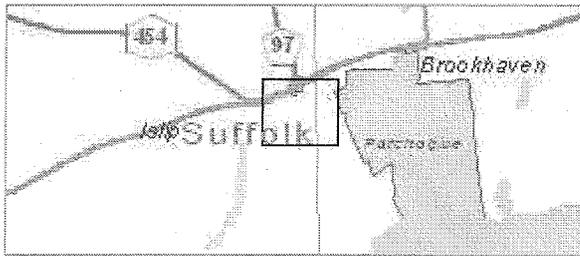
Veh :1 CAR/VAN/PICKUP Registered Weight: 4864 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: SYLVAN AVE  
AT INTERSECTION WITH CHURCH ST

**2/12/2008** Tue 16:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32526072**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH CURBING Traffic Control: STOP SIGN  
Manner of Collision: OTHER Weather: SNOW  
Road Surface Condition: SNOW/ICE Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

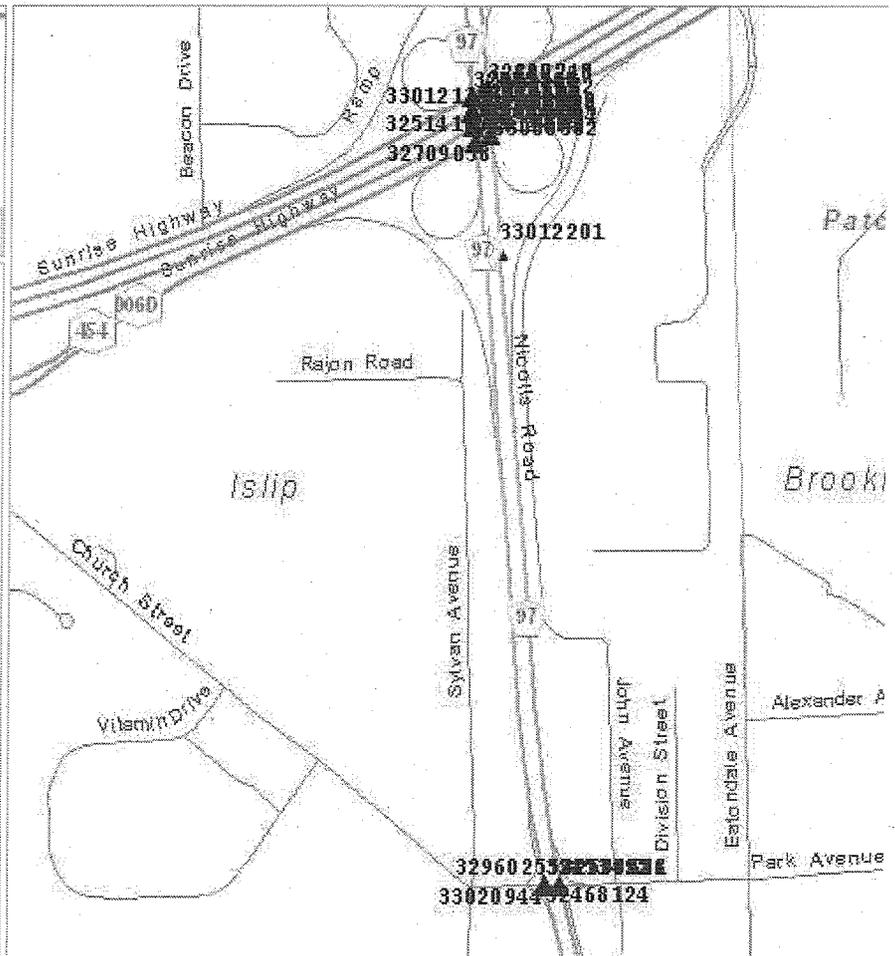
Veh :1 CAR/VAN/PICKUP Registered Weight: 2350 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: SLOWED OR STOPPING  
Apparent Factors: UNKNOWN, UNKNOWN

# FOIL 4785 Nicolls Rd from Church to Sunrise Highway



**Legend**

	Accident	<b>Street</b>	
	Street Name Change		<all other values>
	Airport	<b>SHIELD</b>	
	Bus Station		C
	College		I
	Government Office		U
	Hospital		S
	Institution		Hydrography
	Library		County Boundary
	Nursing Home		State Recreation
	Parking Area		NYS Campground
	Point Of Interest		State Non Recreation
	Public School		City
	Rail Station		Town
	Retail Center		Indian Reservation
	Service Area		Village



# Accident Location Information System (ALIS)

Date: 12/10/05  
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## Accident Verbal Description Report

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FOIL 4785 Nicolls Rd from Church to Sunrise Highway

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: [Route] 27  
**4/29/2008** Tue 17:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32631131**  
Accident Class: PROPERTY DAMAGE Police Agency: 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 :2 CAR/VAN/PICKUP Registered Weight: 3065 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 47 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3351 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: [Route] 27  
**8/25/2007** Sat 12:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32401427**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: POLICE/FIRE EMERGENCY  
Manner of Collision: OVERTAKING 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 :2 MOTORCYCLE Registered Weight: 375 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: Y  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: OTHER  
Apparent Factors: AGGRESSIVE DRIVING/ROAD RAGE, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 4026 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: [Route] 27  
**5/18/2008** Sun 06:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32766509**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH OTHER BARRIER Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLEAR  
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

# Accident Location Information System (ALIS)

Date: 12/10/05  
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## Accident Verbal Description Report

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FOIL 4785 Nicolls Rd from Church to Sunrise Highway

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: [Route] 27

\*\*\*\* CONTINUED

Veh :1 OTHER Registered Weight: State of Registration: NY  
Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: N  
Direction of Travel: NORTH-EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: FELL ASLEEP, FATIGUED/DROWSY

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: [Route] 27

4/5/2008

Sat 13:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2008-32752250  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: UNKNOWN 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 :2 OTHER Registered Weight: State of Registration:  
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: CHANGING LANES  
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2533 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: [Route] 27

9/12/2007

Wed Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32332422  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN  
Manner of Collision: SIDESWIPE 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: 3545 State of Registration: NY  
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: PARKED  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 OTHER Registered Weight: State of Registration:  
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

# Accident Location Information System (ALIS)

Date: 12/10/09  
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## Accident Verbal Description Report

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FOIL 4785 Nicolls Rd from Church to Sunrise Highway

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: [Route] 27  
**12/20/2007** Thu 17:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32582784**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: REAR END Weather: CLOUDY  
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3364 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 32 Sex: M Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: SLOWED OR STOPPING  
Apparent Factors: DRIVER INATTENTION, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3231 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 28 Sex: M Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: SLOWED OR STOPPING  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: [Route] 27  
**11/30/2007** Fri 17:12 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2007-32554669**  
Accident Class: INJURY Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: UNKNOWN Weather: CLEAR  
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3139 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 19 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :1 OTHER Registered Weight: State of Registration:  
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: AGGRESSIVE DRIVING/ROAD RAGE, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: [Route] 27  
**10/29/2007** Mon 17:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32518906**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 3  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLOUDY  
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

# Accident Location Information System (ALIS)

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## Accident Verbal Description Report

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FOIL 4785 Nicolls Rd from Church to Sunrise Highway

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: [Route] 27

\*\*\*\*\* CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 4910 State of Registration: NY  
Num of Occupants: 3 Driver's Age: 29 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: VIEW OBSTRUCTED/LIMITED, UNKNOWN

Veh :3 CAR/VAN/PICKUP Registered Weight: 4431 State of Registration: NY  
Num of Occupants: 3 Driver's Age: 28 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: VIEW OBSTRUCTED/LIMITED, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 4062 State of Registration: NY  
Num of Occupants: 3 Driver's Age: 64 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: VIEW OBSTRUCTED/LIMITED, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: [Route] 27

10/22/2007

Mon 18:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32519769  
Accident Class: PROPERTY DAMAGE Police Agency: 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: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4992 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 39 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4421 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 40 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: SLOWED OR STOPPING  
Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: [Route] 27

11/25/2008

Tue 18:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32925963  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN  
Manner of Collision: REAR END Weather: UNKNOWN  
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

# Accident Location Information System (ALIS)

Date: 12/10/09

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## Accident Verbal Description Report

FOIL 4785 Nicolls Rd from Church to Sunrise Highway

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Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: [Route] 27

\*\*\*\*\* CONTINUED

Veh :2 OTHER Registered Weight: State of Registration:  
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 4800 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 49 Sex: F Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051211 Street: [Route] 27

5/31/2009

Sun 20:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2009-33065761  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE  
Manner of Collision: OTHER 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: 3222 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 61 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: OBSTRUCTION/DEBRIS, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051211 Street: [Route] 27

2/26/2009

Thu 16:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2009-33126047  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: UNKNOWN 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 :2 CAR/VAN/PICKUP Registered Weight: 3461 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 29 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 4065 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MERGING  
Apparent Factors: UNSAFE LANE CHANGE, REACTION TO OTHER UNINVOLVED VEHICL

# Accident Location Information System (ALIS)

Date: 12/10/09  
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## Accident Verbal Description Report

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FOIL 4785 Nicolls Rd from Church to Sunrise Highway

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051211 Street: [Route] 27  
**11/26/2008** Wed 15:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-33000131**  
Accident Class: PROPERTY DAMAGE Police Agency: 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: 5500 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2524 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: SLOWED OR STOPPING  
Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: [Route] 27  
**10/22/2008** Wed 17:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32793592**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLEAR  
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: 2870 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: [Route] 97  
AT INTERSECTION WITH CHURCH ST  
**4/18/2009** Sat 15:12 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2009-33020944**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: UNKNOWN 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 OTHER Registered Weight: State of Registration:  
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:  
Direction of Travel: NOT ENTERED Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: NOT ENTERED  
Apparent Factors: UNKNOWN, UNKNOWN

# Accident Location Information System (ALIS)

Date: 12/10/05  
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## Accident Verbal Description Report

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FOIL 4785 Nicolls Rd from Church to Sunrise Highway

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: [Route] 97

\*\*\*\* CONTINUED

Veh :2 OTHER Registered Weight: State of Registration:  
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:  
Direction of Travel: NOT ENTERED Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: NOT ENTERED  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: [Route] 97

2/12/2008

Tue 17:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32539679  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: REAR END Weather: SNOW  
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:  
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: SLOWED OR STOPPING  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3264 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: [Route] 97

7/24/2008

Thu 06:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32814498  
Accident Class: PROPERTY DAMAGE Police Agency: 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 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: 4697 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 40 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3830 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 49 Sex: F Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: BACKING  
Apparent Factors: BACKING UNSAFELY, UNKNOWN

# Accident Location Information System (ALIS)

Date: 12/10/05  
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## Accident Verbal Description Report

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FOIL 4785 Nicolls Rd from Church to Sunrise Highway

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: [Route] 97  
**4/29/2008** Tue 08:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32607748**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: UNKNOWN Weather: CLEAR  
Road Surface Condition: DRY Road Char.: CURVE AND HILLCREST Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5782 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 TRUCK Registered Weight: 17500 State of Registration: NY  
Num of Occupants: 3 Driver's Age: 35 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: CHURCH ST  
AT INTERSECTION WITH NICOLLS RD  
**1/31/2008** Thu 12:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32563676**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: 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 Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2687 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N  
Direction of Travel: NORTH-WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN ON RED  
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5620 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N  
Direction of Travel: NORTH-WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN ON RED  
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Islip(T) Ref. Marker: Street: CHURCH ST  
AT INTERSECTION WITH COUNTY RTE 97  
**3/14/2009** Sat 07:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33151492**  
Accident Class: PROPERTY DAMAGE Police Agency: 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

# Accident Location Information System (ALIS)

Date: 12/10/05  
02:41

## Accident Verbal Description Report

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FOIL 4785 Nicolls Rd from Church to Sunrise Highway

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: CHURCH ST  
\*\*\*\* CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2408 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: Y  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING LEFT TURN  
Apparent Factors: TURNING IMPROPER, DRIVER INEXPERIENCE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2540 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 39 Sex: F Citation Issued: Y  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: CHURCH ST  
AT INTERSECTION WITH NICOLLS RD

2/4/2009 Wed 16:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2009-32960255  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: 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: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4189 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: STARTING IN TRAFFIC  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2987 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 28 Sex: M Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: SLOWED OR STOPPING  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: CHURCH ST  
AT INTERSECTION WITH NICOLLS RD

3/30/2008 Sun 16:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A Case: 2008-32586121  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: 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 APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:  
Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

# Accident Location Information System (ALIS)

Date: 12/10/05  
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FOIL 4785 Nicolls Rd from Church to Sunrise Highway

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: CHURCH ST  
\*\*\*\* CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: RI  
Num of Occupants: 1 Driver's Age: 30 Sex: F Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: COUNTY HWY 97  
33 Meters South of Ramp

**12/16/2008** Tue 17:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-33012394**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: UNKNOWN Weather: CLOUDY  
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4246 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MERGING  
Apparent Factors: DRIVER INEXPERIENCE, PAVEMENT SLIPPERY

Veh :1 CAR/VAN/PICKUP Registered Weight: 5786 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: COUNTY HWY 97  
33 Meters South of RAMP

**11/22/2007** Thu 08:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32558106**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH OTHER BARRIER Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLEAR  
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: 4040 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: N  
Direction of Travel: NORTH-WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MERGING  
Apparent Factors: UNSAFE SPEED, PAVEMENT SLIPPERY

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: COUNTY HWY 97  
33 Meters South of RAMP

**2/2/2008** Sat 12:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32652059**  
Accident Class: PROPERTY DAMAGE Police Agency: 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/ GRADE Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

# Accident Location Information System (ALIS)

Date: 12/10/09  
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FOIL 4785 Nicolls Rd from Church to Sunrise Highway

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYSDMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: COUNTY HWY 97

\*\*\*\* CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2687 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 17 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: CHANGING LANES  
Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3027 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 49 Sex: F Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Islip(T) Ref. Marker: Street: COUNTY HWY 97

3/28/2009

Sat 15:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2009-33005611  
Accident Class: PROPERTY DAMAGE Police Agency: 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  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3079 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3109 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 17 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3053 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 63 Sex: F Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: COUNTY RTE 97

1/11/2008

Fri 16:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32619403  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: REAR END Weather: CLOUDY  
Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

# Accident Location Information System (ALIS)

Date: 12/10/09  
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FOIL 4785 Nicolls Rd from Church to Sunrise Highway

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: COUNTY RTE 97

\*\*\*\* CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2840 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MERGING  
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3995 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 36 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MERGING  
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: COUNTY RTE 97

3/12/2008

Wed 20:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2008-32614543  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: 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 :2 OTHER Registered Weight: State of Registration:  
Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :3 OTHER Registered Weight: State of Registration:  
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 OTHER Registered Weight: State of Registration:  
Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: COUNTY RTE 97

10/16/2007

Tue 13:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32500803  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: 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 AT HILLCREST Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

# Accident Location Information System (ALIS)

Date: 12/10/05  
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FOIL 4785 Nicolls Rd from Church to Sunrise Highway

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: COUNTY RTE 97

\*\*\*\* CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3404 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 64 Sex: F Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: DRIVER INATTENTION, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2403 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 18 Sex: F Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: CHANGING LANES  
Apparent Factors: DRIVER INEXPERIENCE, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: COUNTY RTE 97

8/27/2007

Mon 09:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32401227  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: OVERTAKING 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: 5228 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 37 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2892 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: UNSAFE LANE CHANGE, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: COUNTY RTE 97

8/21/2007

Tue 06:12 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32400664  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH TREE Traffic Control: NONE  
Manner of Collision: OTHER 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: 4820 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: STEERING FAILURE, PAVEMENT SLIPPERY

# Accident Location Information System (ALIS)

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## Accident Verbal Description Report

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FOIL 4785 Nicolls Rd from Church to Sunrise Highway

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Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: COUNTY RTE 97

1/12/2008

Sat Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32518432  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN  
Manner of Collision: UNKNOWN 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 :2 OTHER Registered Weight: State of Registration:  
Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2837 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: N SUNRISE HWY SERVICE RD  
100 Meters West of RAMP

7/26/2008

Sat 19:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32697499  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: OVERTAKING 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: 2678 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 18 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3142 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 29 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: OVERTAKING  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: N SUNRISE HWY SERVICE RD  
74 Meters West of Ramp

10/24/2008

Fri Persons Killed: Persons Injured: Extent of Injuries: Case: 2008-32819215  
Accident Class: Police Agency: Num of Veh:  
Type Of Accident: Traffic Control:  
Manner of Collision: Weather:  
Road Surface Condition: Road Char.: Light Condition:  
Loc. of Ped/Bicycle: Action of Ped/Bicycle:

# Accident Location Information System (ALIS)

Date: 12/10/05  
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## Accident Verbal Description Report

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FOIL 4785 Nicolls Rd from Church to Sunrise Highway

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Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: N SUNRISE HWY SERVICE RD

\*\*\*\* CONTINUED

Veh : Registered Weight: State of Registration:  
Num of Occupants: Driver's Age: Sex: Citation Issued:  
Direction of Travel: Public Property Damage: School Bus Involved:  
Pre-Accd Action:

County: Suffolk Muni: Islip(T) Ref. Marker: Street: NICOLLS RD  
27 Meters North of Ramp

**10/13/2008** Mon 10:12 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2008-32909984**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1  
Type Of Accident: OVERTURNED Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLEAR  
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 TRUCK Registered Weight: 107000 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 44 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: OTHER  
Apparent Factors: UNSAFE SPEED, NOT APPLICABLE

County: Suffolk Muni: Islip(T) Ref. Marker: Street: NICOLLS RD  
27 Meters North of Ramp

**10/20/2008** Mon 11:12 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2008-32937647**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH CULVERT/HEADWALL Traffic Control: NONE  
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: 3085 State of Registration: NY  
Num of Occupants: 3 Driver's Age: 19 Sex: M Citation Issued: Y  
Direction of Travel: NORTH-WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MERGING  
Apparent Factors: UNSAFE SPEED, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: NICOLLS RD  
11 Meters South of Ramp

**9/4/2008** Thu 06:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32752241**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: OVERTAKING 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

# Accident Location Information System (ALIS)

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## Accident Verbal Description Report

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FOIL 4785 Nicolls Rd from Church to Sunrise Highway

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Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: NICOLLS RD

\*\*\*\*\* CONTINUED

Veh :1 TRUCK Registered Weight: 79000 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: ENTERING PARKED POSITION  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 OTHER Registered Weight: State of Registration: LA  
Num of Occupants: 1 Driver's Age: 69 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: UNKNOWN, DRIVER INATTENTION

County: Suffolk Muni: Islip(T) Ref. Marker: Street: NICOLLS RD  
AT INTERSECTION WITH CHURCH ST

8/11/2008 Mon 14:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32853427  
Accident Class: PROPERTY DAMAGE Police Agency: 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 Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3888 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: UNKNOWN, NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration: NY  
Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: Y  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: PAVEMENT SLIPPERY, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Islip(T) Ref. Marker: Street: NICOLLS RD

9/4/2008 Thu 06:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32752122  
Accident Class: PROPERTY DAMAGE Police Agency: 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/ GRADE Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4947 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

# Accident Location Information System (ALIS)

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FOIL 4785 Nicolls Rd from Church to Sunrise Highway

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County: Suffolk Muni: Islip(T) Ref. Marker: Street: NICOLLS RD

\*\*\*\* CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 5520 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 38 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: NICOLLS RD

12/13/2008

Sat 02:12 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2008-33012201  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH TREE Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLEAR  
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3908 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 23 Sex: F Citation Issued: Y  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: ALCOHOL INVOLVEMENT, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: NICOLLS RD

12/15/2008

Mon 01:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-33012363  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH MEDIAN/BARRIER Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLEAR  
Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: VA  
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MERGING  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: NICOLLS RD

27 Meters North of Ramp

12/5/2008

Fri 09:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-33000302  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLEAR  
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3252 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N  
Direction of Travel: NORTH-EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE, UNSAFE SPEED

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FOIL 4785 Nicolls Rd from Church to Sunrise Highway

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County: Suffolk Muni: Islip(T) Ref. Marker: Street: NICOLLS RD  
**12/10/2008** Wed 11:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-33012135**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: OVERTAKING Weather: RAIN  
Road Surface Condition: WET Road Char.: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2781 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3482 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: FAILURE TO KEEP RIGHT, DRIVER INATTENTION

County: Suffolk Muni: Islip(T) Ref. Marker: Street: NICOLLS RD  
**9/25/2008** Thu 22:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32936124**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH CULVERT/HEADWALL Traffic Control: NONE  
Manner of Collision: OTHER Weather: RAIN  
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2730 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N  
Direction of Travel: NORTH-WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: NICOLLS RD  
11 Meters South of Ramp  
**11/1/2008** Sat 03:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32963500**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1  
Type Of Accident: OVERTURNED Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLOUDY  
Road Surface Condition: DRY Road Char.: CURVE AND HILLCREST Light Condition: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3037 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: ILLNESS, UNKNOWN

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County: Suffolk Muni: Islip(T) Ref. Marker: Street: NICOLLS RD  
**11/15/2008** Sat 04:12 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2008-33006642**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH OTHER FIXED OBJECT Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: OTHER Weather: RAIN  
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: 2864 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: Y  
Direction of Travel: SOUTH Public Property Damage: Y School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: FELL ASLEEP, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: NICOLLS RD  
5 Meters East of CHURCH ST  
**6/18/2008** Wed 09:12 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32697458**  
Accident Class: INJURY Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN  
Manner of Collision: UNKNOWN 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 :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2727 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: NICOLLS RD  
**4/19/2008** Sat 16:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32711978**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: OVERTAKING Weather: CLEAR  
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3049 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

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County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: NICOLLS RD

\*\*\*\* CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3358 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 44 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: CHANGING LANES  
Apparent Factors: UNKNOWN, UNSAFE LANE CHANGE

County: Suffolk Muni: Islip(T) Ref. Marker: Street: NICOLLS RD

AT INTERSECTION WITH CHURCH ST

12/20/2007 Thu 19:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32468124  
Accident Class: PROPERTY DAMAGE Police Agency: 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: DARK-ROAD LIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3072 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 60 Sex: F Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING LEFT TURN  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3496 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 28 Sex: M Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: S SUNRISE HWY SERVICE RD

58 Meters West of RAMP

4/29/2008 Tue 08:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32709058  
Accident Class: PROPERTY DAMAGE Police Agency: 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: 3365 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: SLOWED OR STOPPING  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2542 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

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FOIL 4785 Nicolls Rd from Church to Sunrise Highway

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County: Suffolk Muni: Islip(T) Ref. Marker: Street: S SUNRISE HWY SERVICE RD  
58 Meters West of RAMP

**11/6/2007** Tue 07:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32514074**  
Accident Class: PROPERTY DAMAGE Police Agency: 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: 3413 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3424 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: CHANGING LANES  
Apparent Factors: UNSAFE LANE CHANGE, REACTION TO OTHER UNINVOLVED VEHICL

County: Suffolk Muni: Islip(T) Ref. Marker: Street: S SUNRISE HWY SERVICE RD  
58 Meters West of RAMP

**11/5/2007** Mon 18:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32514107**  
Accident Class: PROPERTY DAMAGE Police Agency: 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.: 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: 3894 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 61 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 1786 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: Y  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: SLOWED OR STOPPING  
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

County: Suffolk Muni: Islip(T) Ref. Marker: Street: S SUNRISE HWY SERVICE RD  
58 Meters West of RAMP

**7/8/2008** Tue 17:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32771993**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: 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

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County: Suffolk Muni: Islip(T) Ref. Marker: Street: S SUNRISE HWY SERVICE RD  
\*\*\*\*\* CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3700 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2959 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 29 Sex: F Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051211 Street: State Hwy 27  
AT INTERSECTION WITH Nicolls Rd

12/5/2006 Tue 21:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2006-32135260  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1  
Type Of Accident: OVERTURNED Traffic Control: NONE  
Manner of Collision: OTHER 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: 2868 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, DRIVER INATTENTION

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051211 Street: State Hwy 27  
AT INTERSECTION WITH Nicolls Rd

3/17/2007 Sat 05:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32208822  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: OVERTURNED Traffic Control: NONE  
Manner of Collision: OVERTAKING Weather: SNOW  
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2683 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 4947 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 40 Sex: M Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

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County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051212 Street: State Hwy 27

AT INTERSECTION WITH Nicolls Rd

**12/7/2006** Thu 15:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2006-32021086**  
Accident Class: INJURY Police Agency: 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: 4338 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 60 Sex: F Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3072 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051211 Street: State Hwy 27

AT INTERSECTION WITH Nicolls Rd

**7/25/2006** Tue 22:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2006-31910351**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN  
Manner of Collision: OVERTAKING 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 :2 CAR/VAN/PICKUP Registered Weight: 6000 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2727 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051212 Street: State Hwy 27

AT INTERSECTION WITH Nicolls Rd

**11/13/2006** Mon 07:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2006-31981476**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN  
Manner of Collision: REAR END Weather: UNKNOWN  
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

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\*\*\*\*\* CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration:  
Num of Occupants: 1 Driver's Age: 36 Sex: F Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 5710 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051211 Street: State Hwy 27

AT INTERSECTION WITH Nicolls Rd

**10/19/2006** Thu 10:12 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2006-32078659**  
Accident Class: INJURY Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: UNKNOWN Weather: CLEAR  
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3118 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 17 Sex: F Citation Issued: N  
Direction of Travel: NORTH-WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 OTHER Registered Weight: State of Registration:  
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:  
Direction of Travel: NOT ENTERED Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: NOT ENTERED  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051211 Street: State Hwy 27

AT INTERSECTION WITH Nicolls Rd

**9/28/2006** Thu 04:12 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2006-32064684**  
Accident Class: INJURY Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLEAR  
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3024 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: OTHER  
Apparent Factors: UNSAFE SPEED, UNKNOWN

# Accident Location Information System (ALIS)

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## Accident Verbal Description Report

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FOIL 4785 Nicolls Rd from Church to Sunrise Highway

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051211 Street: State Hwy 27  
AT INTERSECTION WITH Nicolls Rd

**12/23/2006** Sat 15:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2006-32148731**  
Accident Class: PROPERTY DAMAGE Police Agency: 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: State of Registration: NY  
Num of Occupants: 1 Driver's Age: 48 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MERGING  
Apparent Factors: UNKNOWN, NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:  
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: DRIVER INATTENTION, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051211 Street: State Hwy 27  
AT INTERSECTION WITH Nicolls Rd

**5/23/2007** Wed 22:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32275056**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLEAR  
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD LIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3015 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 17 Sex: F Citation Issued: Y  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNSAFE SPEED, DRIVER INEXPERIENCE

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051211 Street: State Hwy 27  
AT INTERSECTION WITH Nicolls Rd

**10/25/2006** Wed 16:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2006-32064091**  
Accident Class: INJURY Police Agency: Num of Veh: 1  
Type Of Accident: OVERTURNED Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLEAR  
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

# Accident Location Information System (ALIS)

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FOIL 4785 Nicolls Rd from Church to Sunrise Highway

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

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County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051211 Street: State Hwy 27

\*\*\*\* CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3452 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: UNSAFE SPEED, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051211 Street: State Hwy 27

AT INTERSECTION WITH Nicolls Rd

**10/30/2006** Mon 18:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2006-32006484**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN  
Manner of Collision: REAR END Weather: CLEAR  
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 13000 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 46 Sex: M Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MERGING  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 OTHER Registered Weight: State of Registration:  
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: SLOWED OR STOPPING  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051211 Street: State Hwy 27

AT INTERSECTION WITH Nicolls Rd

**12/21/2006** Thu 18:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2006-32036726**  
Accident Class: PROPERTY DAMAGE Police Agency: 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.: CURVE AND GRADE Light Condition: DARK-ROAD LIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3140 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 22 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 4002 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

# Accident Location Information System (ALIS)

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## Accident Verbal Description Report

FOIL 4785 Nicolls Rd from Church to Sunrise Highway

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

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County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051211 Street: State Hwy 27

AT INTERSECTION WITH Nicolls Rd

5/12/2007

Sat 12:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32265149  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: UNKNOWN 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: 3027 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 70 Sex: M Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: DRIVER INATTENTION, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3583 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING LEFT TURN  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051211 Street: State Hwy 27

AT INTERSECTION WITH Nicolls Rd

7/29/2007

Sun Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32281911  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1  
Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLEAR  
Road Surface Condition: DRY Road Char.: CURVE AND HILLCREST Light Condition: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3786 State of Registration: NY  
Num of Occupants: 5 Driver's Age: 19 Sex: M Citation Issued: N  
Direction of Travel: NORTH-WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: OTHER  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051211 Street: State Hwy 27

AT INTERSECTION WITH Nicolls Rd

8/17/2006

Thu 23:12 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: BBC Case: 2006-31971248  
Accident Class: INJURY Police Agency: 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: DARK-ROAD LIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

# Accident Location Information System (ALIS)

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FOIL 4785 Nicolls Rd from Church to Sunrise Highway

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County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051211 Street: State Hwy 27

\*\*\*\* CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 4174 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 38 Sex: F Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: DRIVER INATTENTION, UNSAFE SPEED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4081 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 61 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051211 Street: STATE HWY 27

6/7/2009

Sun 15:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2009-33089589  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: OTHER  
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 :2 CAR/VAN/PICKUP Registered Weight: 3015 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 75 Sex: M Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: CHANGING LANES  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 5106 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: CHANGING LANES  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051211 Street: STATE HWY 27

6/15/2009

Mon 15:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2009-33171167  
Accident Class: PROPERTY DAMAGE Police Agency: 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 :2 OTHER Registered Weight: State of Registration:  
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

# Accident Location Information System (ALIS)

Date: 12/10/05  
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## Accident Verbal Description Report

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FOIL 4785 Nicolls Rd from Church to Sunrise Highway

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Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051211 Street: STATE HWY 27

\*\*\*\* CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3072 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: SLOWED OR STOPPING  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: STATE HWY 27

9/8/2008

Mon 07:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32923435  
Accident Class: PROPERTY DAMAGE Police Agency: 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.: CURVE AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:  
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MERGING  
Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 2995 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MERGING  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: SUNRISE HWY

23 Meters East of RAMP

12/14/2007

Fri Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32532712  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN  
Manner of Collision: REAR END 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: 3627 State of Registration: NY  
Num of Occupants: 3 Driver's Age: 62 Sex: M Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4081 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

# Accident Location Information System (ALIS)

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FOIL 4785 Nicolls Rd from Church to Sunrise Highway

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County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: SUNRISE HWY  
23 Meters East of RAMP

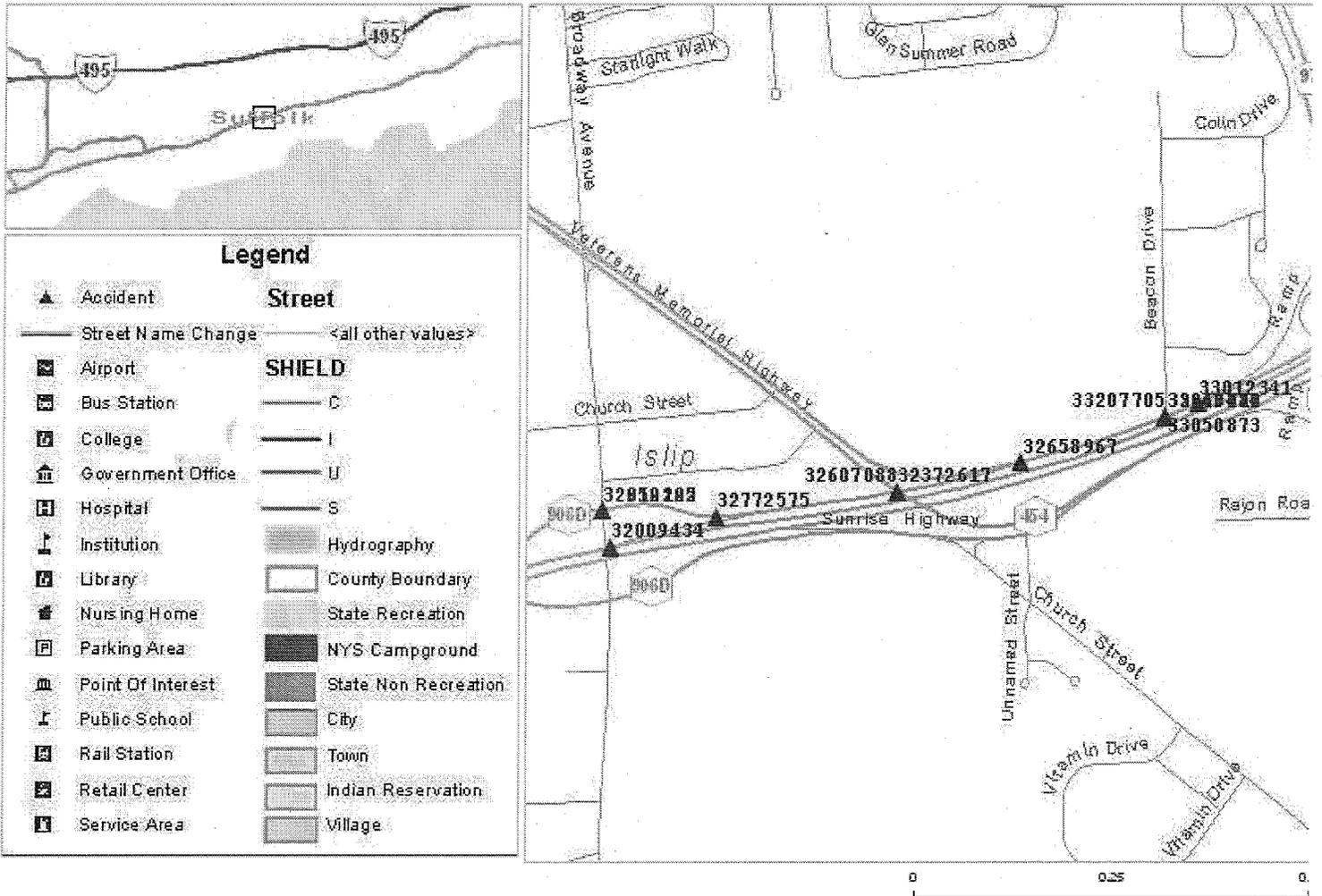
4/4/2008

Fri 06:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32586727  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: SIDESWIPE Weather: FOG/SMOG/SMOKE  
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 TRUCK Registered Weight: 79000 State of Registration: NY  
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: PARKED  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 TRUCK Registered Weight: State of Registration: IA  
Num of Occupants: 1 Driver's Age: 69 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: SLOWED OR STOPPING  
Apparent Factors: UNKNOWN, UNKNOWN

# FOIL 4785 Sunrise Hwy NSR from Broadway Ave to Nicolls



# Accident Location Information System (ALIS)

Date: 12/10/05  
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## Accident Verbal Description Report

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FOIL 4785 Sunrise Hwy NSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: [Route] 97  
**4/29/2008** Tue 08:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32607748**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: UNKNOWN Weather: CLEAR  
Road Surface Condition: DRY Road Char.: CURVE AND HILLCREST Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5782 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 TRUCK Registered Weight: 17500 State of Registration: NY  
Num of Occupants: 3 Driver's Age: 35 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: BEACON DR  
AT INTERSECTION WITH Sunrise Hwy  
**10/27/2008** Mon 15:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32966282**  
Accident Class: INJURY Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
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 :2 CAR/VAN/PICKUP Registered Weight: 3919 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 47 Sex: F Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: UNKNOWN, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 4942 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: BEACON DR  
AT INTERSECTION WITH SUNRISE HWY  
**11/18/2008** Tue Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32846413**  
Accident Class: PROPERTY DAMAGE Police Agency: 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: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

# Accident Location Information System (ALIS)

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## Accident Verbal Description Report

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FOIL 4785 Sunrise Hwy NSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

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County: Suffolk Muni: Islip(T) Ref. Marker: Street: BEACON DR  
\*\*\*\* CONTINUED

Veh :2 OTHER Registered Weight: State of Registration:  
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:  
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2546 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 64 Sex: F Citation Issued: N  
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: BEACON DR  
AT INTERSECTION WITH SUNRISE HWY

1/17/2009 Sat Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2009-32949920  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
Manner of Collision: UNKNOWN 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 :2 CAR/VAN/PICKUP Registered Weight: 3983 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 63 Sex: F Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
Num of Occupants: 2 Driver's Age: 47 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: BEACON DR  
AT INTERSECTION WITH N SUNRISE HWY SERVICE RD

12/19/2008 Fri 12:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-33050873  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: UNKNOWN Weather: SNOW  
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4191 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

# Accident Location Information System (ALIS)

Date: 12/10/09  
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FOIL 4785 Sunrise Hwy NSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: BEACON DR  
\*\*\*\*\* CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 5542 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 67 Sex: F Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: UNKNOWN, NOT APPLICABLE

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: COUNTY RTE 97  
**3/12/2008** Wed 20:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32614543**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: 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 :2 OTHER Registered Weight: State of Registration:  
Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :3 OTHER Registered Weight: State of Registration:  
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 OTHER Registered Weight: State of Registration:  
Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: N SUNRISE HWY SERVICE RD  
100 Meters West of RAMP  
**7/26/2008** Sat 19:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32697499**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: OVERTAKING 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: 2678 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 18 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

# Accident Location Information System (ALIS)

Date: 12/10/05  
01:31

## Accident Verbal Description Report

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FOIL 4785 Sunrise Hwy NSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: N SUNRISE HWY SERVICE RD  
\*\*\*\* CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3142 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 29 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: OVERTAKING  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: N SUNRISE HWY SERVICE RD  
74 Meters West of Ramp

10/24/2008 Fri Persons Killed: Persons Injured: Extent of Injuries: Case: 2008-32819215  
Accident Class: Police Agency: Num of Veh:  
Type Of Accident: Traffic Control:  
Manner of Collision: Weather:  
Road Surface Condition: Road Char.: Light Condition:  
Loc. of Ped/Bicycle: Action of Ped/Bicycle:

Veh : Registered Weight: State of Registration:  
Num of Occupants: Driver's Age: Sex: Citation Issued:  
Direction of Travel: Public Property Damage: School Bus Involved:  
Pre-Accd Action:

County: Suffolk Muni: Islip(T) Ref. Marker: Street: N SUNRISE HWY SERVICE RD  
56 Meters West of Ramp

4/27/2009 Mon 10:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2009-33207705  
Accident Class: PROPERTY DAMAGE Police Agency: 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 :2 OTHER Registered Weight: State of Registration: NY  
Num of Occupants: 1 Driver's Age: 81 Sex: M Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 4365 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 42 Sex: M Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: N SUNRISE HWY SERVICE RD  
281 Meters West of VETERANS MEMORIAL HWY

4/26/2008 Sat 14:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B Case: 2008-32607088  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: UNKNOWN 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

# Accident Location Information System (ALIS)

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## Accident Verbal Description Report

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FOIL 4785 Sunrise Hwy NSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: N SUNRISE HWY SERVICE RD  
\*\*\*\* CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3351 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N  
Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MERGING  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3367 State of Registration: NY  
Num of Occupants: 3 Driver's Age: 38 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: N SUNRISE HWY SERVICE RD  
AT INTERSECTION WITH BROADWAY AVE

6/23/2008 Mon 13:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2008-32812122  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: RIGHT ANGLE Weather: CLOUDY  
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 :2 CAR/VAN/PICKUP Registered Weight: 2560 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: DRIVER INATTENTION, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3846 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 33 Sex: F Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, NOT APPLICABLE

County: Suffolk Muni: Islip(T) Ref. Marker: Street: N SUNRISE HWY SERVICE RD  
86 Meters West of RAMP

6/20/2008 Fri 20:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2008-32772575  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLOUDY  
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2623 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N  
Direction of Travel: NORTH-WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, PHYSICAL DISABILITY

# Accident Location Information System (ALIS)

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FOIL 4785 Sunrise Hwy NSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: N SUNRISE HWY SERVICE RD

\*\*\*\* CONTINUED

Veh :3 CAR/VAN/PICKUP Registered Weight: 3085 State of Registration: NY  
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: PARKED  
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4082 State of Registration: NY  
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: PARKED  
Apparent Factors: UNKNOWN, NOT APPLICABLE

County: Suffolk Muni: Islip(T) Ref. Marker: Street: NICOLLS RD  
11 Meters South of Ramp

11/1/2008 Sat 03:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32963500  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1  
Type Of Accident: OVERTURNED Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLOUDY  
Road Surface Condition: DRY Road Char.: CURVE AND HILLCREST Light Condition: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3037 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: ILLNESS, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: NICOLLS RD  
11 Meters South of Ramp

9/4/2008 Thu 06:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32752241  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: OVERTAKING 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 TRUCK Registered Weight: 79000 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: ENTERING PARKED POSITION  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 OTHER Registered Weight: State of Registration: LA  
Num of Occupants: 1 Driver's Age: 69 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: UNKNOWN, DRIVER INATTENTION

# Accident Location Information System (ALIS)

Date: 12/10/09  
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## Accident Verbal Description Report

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FOIL 4785 Sunrise Hwy NSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: Ramp  
AT INTERSECTION WITH State Hwy 27

**11/30/2006** Thu 21:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2006-32009434**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: UNKNOWN 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: 4053 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 49 Sex: F Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING LEFT TURN  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4524 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 43 Sex: F Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING LEFT TURN  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: sunrise hwy  
20 Meters East of Ramp

**12/15/2008** Mon 13:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-33012341**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: OVERTAKING 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 :2 CAR/VAN/PICKUP Registered Weight: 2906 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: CHANGING LANES  
Apparent Factors: UNSAFE LANE CHANGE, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3020 State of Registration: NY  
Num of Occupants: 2 Driver's Age: Sex: Citation Issued:  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: PARKED  
Apparent Factors: UNKNOWN, NOT APPLICABLE

County: Suffolk Muni: Islip(T) Ref. Marker: Street: SUNRISE HWY  
AT INTERSECTION WITH BEACON DR

**5/12/2009** Tue 17:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33063624**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN  
Manner of Collision: UNKNOWN Weather: UNKNOWN  
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

# Accident Location Information System (ALIS)

Date: 12/10/05  
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## Accident Verbal Description Report

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FOIL 4785 Sunrise Hwy NSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: SUNRISE HWY

\*\*\*\* CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4322 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2627 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: CHANGING LANES  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: SUNRISE HWY  
480 Meters East of Raft Ave

12/20/2008 Sat 18:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32950205  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN  
Manner of Collision: UNKNOWN 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 :2 OTHER Registered Weight: State of Registration:  
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:  
Direction of Travel: NOT ENTERED Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: NOT ENTERED  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 4352 State of Registration: NY  
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: PARKED  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 454 07011135 Street: VETERANS HWY  
AT INTERSECTION WITH SUNRISE HWY

2/28/2008 Thu 08:12 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2008-32658967  
Accident Class: INJURY Police Agency: Num of Veh: 1  
Type Of Accident: OVERTURNED Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLOUDY  
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2358 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N  
Direction of Travel: NORTH-WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: OTHER  
Apparent Factors: UNSAFE SPEED, UNKNOWN

# Accident Location Information System (ALIS)

Date: 12/10/09

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## Accident Verbal Description Report

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FOIL 4785 Sunrise Hwy NSR from Broadway Ave to Nicolls Rd

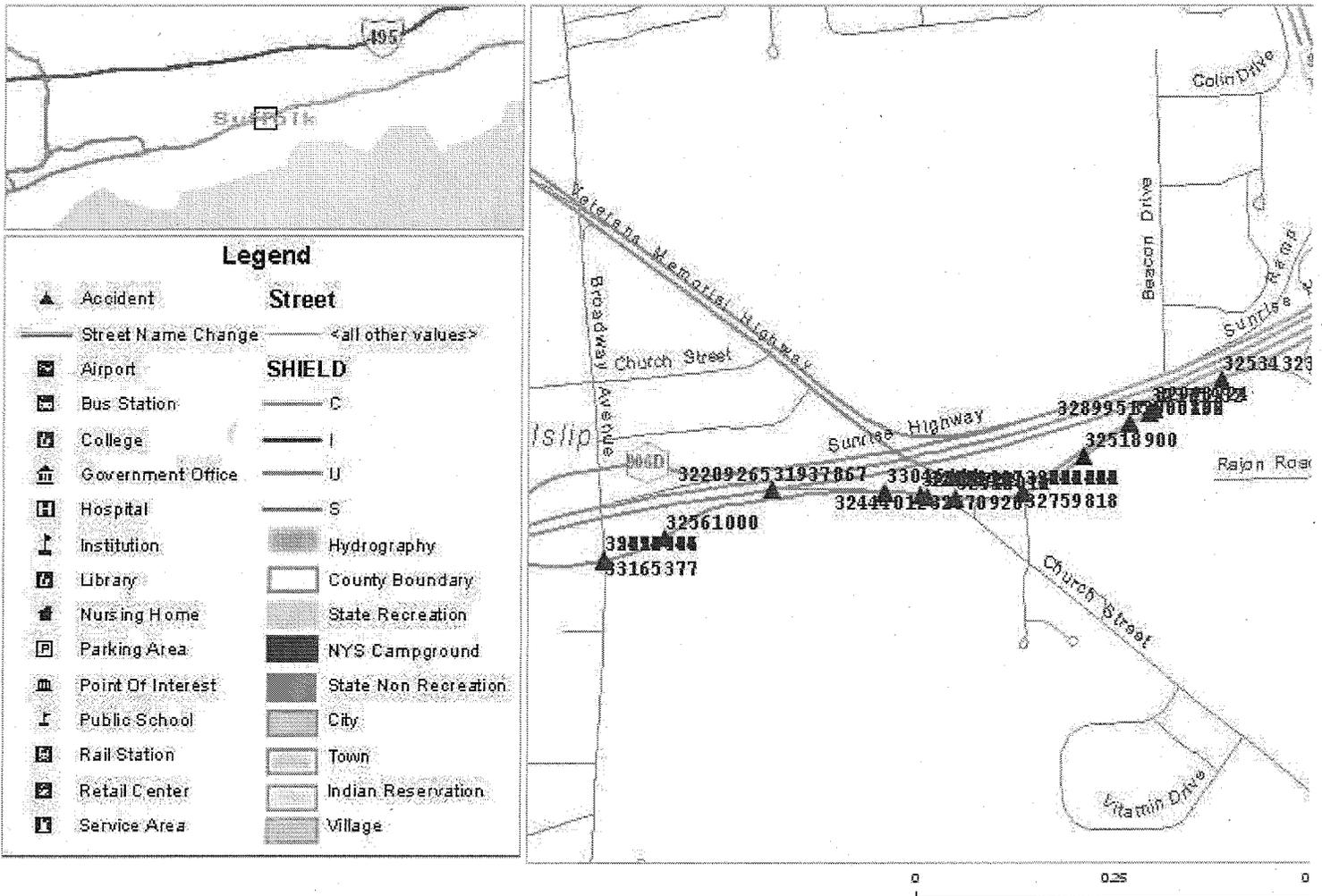
Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: 454 07011134 Street: VETERANS HWY  
10/1/2007 Mon 22:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32372617  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH GUIDERAIL - END Traffic Control: NONE  
Manner of Collision: OTHER Weather: FOG/SMOG/SMOKE  
Road Surface Condition: WET Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
Num of Occupants: 3 Driver's Age: 18 Sex: M Citation Issued: N  
Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING LEFT TURN  
Apparent Factors: UNKNOWN, UNKNOWN

# FOIL 4785 Sunrise Hwy SSR from Broadway Ave to Nicolls



# Accident Location Information System (ALIS)

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## Accident Verbal Description Report

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FOIL 4785 Sunrise Hwy SSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: 454 07011135 Street: [Route] 454

AT INTERSECTION WITH SUNRISE HWY

**3/1/2008** Sat 14:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32800196**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLOUDY  
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2869 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 30 Sex: M Citation Issued: N  
Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: OTHER (VEHICLE), UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: BROADWAY AVE

AT INTERSECTION WITH SUNRISE HWY

**11/28/2007** Wed 15:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32429545**  
Accident Class: PROPERTY DAMAGE Police Agency: 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/ GRADE Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3126 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N  
Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING LEFT TURN  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2378 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 64 Sex: M Citation Issued: N  
Direction of Travel: NORTH-EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: BROADWAY AVE

AT INTERSECTION WITH S SUNRISE HWY SERVICE RD

**11/13/2008** Thu 20:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32990454**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN  
Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: RAIN  
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

# Accident Location Information System (ALIS)

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## Accident Verbal Description Report

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FOIL 4785 Sunrise Hwy SSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: BROADWAY AVE  
\*\*\*\* CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 5343 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2800 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: BROADWAY AVE  
AT INTERSECTION WITH SUNRISE HWY

11/7/2007 Wed 14:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B Case: 2007-32514306  
Accident Class: INJURY Police Agency: 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/ GRADE Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5013 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N  
Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING LEFT TURN  
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3495 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 79 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: BROADWAY AVE  
AT INTERSECTION WITH S SUNRISE HWY SERVICE RD

4/5/2009 Sun 15:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A Case: 2009-33165377  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH SIGN POST Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLEAR  
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CO  
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: Y School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, LOST CONSCIOUSNESS

# Accident Location Information System (ALIS)

Date: 12/10/09

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## Accident Verbal Description Report

FOIL 4785 Sunrise Hwy SSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: CHURCH ST  
AT INTERSECTION WITH SUNRISE HWY

**12/13/2007** Thu 13:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32571429**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1  
Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE  
Manner of Collision: OTHER Weather: SNOW  
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4864 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051213 Street: COUNTY RTE 97  
**1/11/2008** Fri 16:12 PM Persons Killed: 0 Persons Injured: 0

Extent of Injuries: **Case: 2008-32619403**  
Police Agency: Num of Veh: 2  
Traffic Control: NONE  
Weather: CLOUDY  
Light Condition: DARK-ROAD LIGHTED  
Action of Ped/Bicycle: NOT APPLICABLE

Accident Class: PROPERTY DAMAGE  
Type Of Accident: COLLISION WITH MOTOR VEHICLE  
Manner of Collision: REAR END  
Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE  
Loc. of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2840 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MERGING  
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3995 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 36 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MERGING  
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: NICOLLS RD  
27 Meters North of Ramp

**10/20/2008** Mon 11:12 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2008-32937647**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH CULVERT/HEADWALL Traffic Control: NONE  
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

# Accident Location Information System (ALIS)

Date: 12/10/09  
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## Accident Verbal Description Report

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FOIL 4785 Sunrise Hwy SSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: NICOLLS RD

\*\*\*\* CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3085 State of Registration: NY  
Num of Occupants: 3 Driver's Age: 19 Sex: M Citation Issued: Y  
Direction of Travel: NORTH-WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MERGING  
Apparent Factors: UNSAFE SPEED, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: NICOLLS RD

27 Meters North of Ramp

12/5/2008 Fri 09:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-33000302  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLEAR  
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3252 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N  
Direction of Travel: NORTH-EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE, UNSAFE SPEED

County: Suffolk Muni: Islip(T) Ref. Marker: Street: NICOLLS RD

27 Meters North of Ramp

10/13/2008 Mon 10:12 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B Case: 2008-32909984  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1  
Type Of Accident: OVERTURNED Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLEAR  
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 TRUCK Registered Weight: 107000 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 44 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: OTHER  
Apparent Factors: UNSAFE SPEED, NOT APPLICABLE

County: Suffolk Muni: Islip(T) Ref. Marker: Street: S SUNRISE HWY SERVICE RD

58 Meters West of RAMP

4/29/2008 Tue 08:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32709058  
Accident Class: PROPERTY DAMAGE Police Agency: 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

# Accident Location Information System (ALIS)

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## Accident Verbal Description Report

FOIL 4785 Sunrise Hwy SSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: S SUNRISE HWY SERVICE RD

\*\*\*\*\* CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3365 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: SLOWED OR STOPPING  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2542 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Islip(T) Ref. Marker: Street: S SUNRISE HWY SERVICE RD  
58 Meters West of RAMP

**7/8/2008** Tue 17:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32771993**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: 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: 3700 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2959 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 29 Sex: F Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: S SUNRISE HWY SERVICE RD  
AT INTERSECTION WITH BROADWAY AVE

**7/23/2008** Wed 13:12 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2008-32716576**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: RIGHT ANGLE Weather: CLOUDY  
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 :2 CAR/VAN/PICKUP Registered Weight: 3858 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 48 Sex: F Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

# Accident Location Information System (ALIS)

Date: 12/10/05  
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## Accident Verbal Description Report

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FOIL 4785 Sunrise Hwy SSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: S SUNRISE HWY SERVICE RD

\*\*\*\* CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3375 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 84 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: S SUNRISE HWY SERVICE RD  
12 Meters West of Ramp

1/8/2009 Thu 14:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2009-33046444  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: RIGHT 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: 4045 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 49 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNSAFE SPEED, UNKNOWN

Veh :2 TRUCK Registered Weight: State of Registration: PA  
Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: S SUNRISE HWY SERVICE RD

5/11/2009 Mon 16:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2009-33055765  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN  
Manner of Collision: RIGHT ANGLE 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: 2447 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4410 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 35 Sex: F Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

# Accident Location Information System (ALIS)

Date: 12/10/09  
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## Accident Verbal Description Report

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FOIL 4785 Sunrise Hwy SSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: S SUNRISE HWY SERVICE RD  
AT INTERSECTION WITH WAVERLY AVE

**4/2/2009** Thu 19:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33177249**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: UNKNOWN Weather: CLOUDY  
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD LIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3637 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 56 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING LEFT TURN  
Apparent Factors: UNKNOWN, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2418 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 42 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, PASSING OR LANE USAGE IMPROPERLY

County: Suffolk Muni: Islip(T) Ref. Marker: Street: S SUNRISE HWY SERVICE RD  
AT INTERSECTION WITH Waverly Ave W

**10/30/2008** Thu 18:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32966107**  
Accident Class: PROPERTY DAMAGE Police Agency: 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 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: 3045 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 59 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2950 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 454 07011135 Street: S SUNRISE HWY SERVICE RD  
AT INTERSECTION WITH [Route] 454

**12/18/2008** Thu 17:12 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2008-32899515**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: 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.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

# Accident Location Information System (ALIS)

Date: 12/10/05  
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## Accident Verbal Description Report

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FOIL 4785 Sunrise Hwy SSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: 454 07011135 Street: S SUNRISE HWY SERVICE RD  
\*\*\*\*\* CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2866 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2962 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: S SUNRISE HWY SERVICE RD  
61 Meters East of [Route] 454

11/11/2009 Sun 22:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B Case: 2009-32948724  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH CURBING Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLOUDY  
Road Surface Condition: SNOW/ICE Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: GA  
Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: S SUNRISE HWY SERVICE RD  
58 Meters West of RAMP

11/6/2007 Tue 07:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32514074  
Accident Class: PROPERTY DAMAGE Police Agency: 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: 3413 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3424 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: CHANGING LANES  
Apparent Factors: UNSAFE LANE CHANGE, REACTION TO OTHER UNINVOLVED VEHICL

# Accident Location Information System (ALIS)

Date: 12/10/05  
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## Accident Verbal Description Report

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FOIL 4785 Sunrise Hwy SSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYSDMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: 454 07011135 Street: S SUNRISE HWY SERVICE RD  
13 Meters West of RAMP

**11/12/2007** Mon 21:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2007-32534323**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH TREE Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLEAR  
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4123 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 17 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNSAFE SPEED, DRIVER INEXPERIENCE

County: Suffolk Muni: Islip(T) Ref. Marker: Street: S SUNRISE HWY SERVICE RD  
58 Meters West of RAMP

**11/5/2007** Mon 18:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32514107**  
Accident Class: PROPERTY DAMAGE Police Agency: 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.: 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: 3894 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 61 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 1786 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: Y  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: SLOWED OR STOPPING  
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

County: Suffolk Muni: Islip(T) Ref. Marker: Street: S SUNRISE HWY SERVICE RD  
10 Meters West of RAMP

**9/21/2007** Fri 18:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2007-32444012**  
Accident Class: INJURY Police Agency: Num of Veh: 1  
Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLEAR  
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

# Accident Location Information System (ALIS)

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## Accident Verbal Description Report

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FOIL 4785 Sunrise Hwy SSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: S SUNRISE HWY SERVICE RD  
\*\*\*\*\* CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4309 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 40 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, LOST CONSCIOUSNESS

County: Suffolk Muni: Islip(T) Ref. Marker: Street: S SUNRISE HWY SERVICE RD  
15 Meters West of CHURCH ST

**10/28/2007** Sun 10:12 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32416724**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: 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: 3997 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 30 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: CHANGING LANES  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051205 Street: State Hwy 27  
AT INTERSECTION WITH JCT NY 454

**9/1/2006** Fri 16:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2006-31937867**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: UNKNOWN Weather: CLOUDY  
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2836 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 49 Sex: F Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, UNKNOWN

Veh :2 OTHER Registered Weight: State of Registration:  
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: SLOWED OR STOPPING  
Apparent Factors: UNSAFE LANE CHANGE, AGGRESSIVE DRIVING/ROAD RAGE

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051205 Street: State Hwy 27  
AT INTERSECTION WITH JCT NY 454

**3/16/2007** Fri 12:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32209265**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE  
Manner of Collision: OTHER Weather: SLEET/HAIL/FREEZING RAIN  
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

# Accident Location Information System (ALIS)

Date: 12/10/05  
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## Accident Verbal Description Report

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FOIL 4785 Sunrise Hwy SSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051205 Street: State Hwy 27

\*\*\*\*\* CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3724 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051209 Street: SUNRISE HWY  
121 Meters West of VETERANS MEMORIAL HWY

**2/12/2008** Tue 15:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32518900**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH SIGN POST Traffic Control: NONE  
Manner of Collision: OTHER Weather: SNOW  
Road Surface Condition: SNOW/ICE 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: 4170 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051208 Street: SUNRISE HWY  
AT INTERSECTION WITH WAVERLY AVE W

**10/25/2007** Thu Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32419755**  
Accident Class: INJURY Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN  
Manner of Collision: REAR END 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: State of Registration: NY  
Num of Occupants: 1 Driver's Age: 62 Sex: F Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration:  
Num of Occupants: 1 Driver's Age: 61 Sex: F Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: BACKING  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051203 Street: SUNRISE HWY  
142 Meters East of BROADWAY AVE

**2/12/2008** Tue 15:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32561000**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: UNKNOWN  
Manner of Collision: OTHER Weather: SNOW  
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

# Accident Location Information System (ALIS)

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## Accident Verbal Description Report

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FOIL 4785 Sunrise Hwy SSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051203 Street: SUNRISE HWY

\*\*\*\* CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2654 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051210 Street: SUNRISE HWY  
49 Meters East of VETERANS MEMORIAL HWY

10/23/2007 Tue 18:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32375932  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN  
Manner of Collision: UNKNOWN Weather: CLOUDY  
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3939 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2732 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MERGING  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: SUNRISE HWY  
AT INTERSECTION WITH WAVERLY AVE

1/31/2009 Sat 14:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2009-32950218  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: UNKNOWN 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 :2 CAR/VAN/PICKUP Registered Weight: 3200 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 17 Sex: F Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3041 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

# Accident Location Information System (ALIS)

Date: 12/10/05  
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## Accident Verbal Description Report

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FOIL 4785 Sunrise Hwy SSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: SUNRISE HWY  
65 Meters West of Ramp

**1/22/2009** Thu 06:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-32933070**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLEAR  
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAWN  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3281 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051208 Street: SUNRISE HWY  
AT INTERSECTION WITH WAVERLY AVE W

**12/10/2007** Mon 16:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-32570920**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLOUDY  
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2416 State of Registration: NY  
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051207 Street: SUNRISE HWY  
59 Meters East of CHURCH ST

**4/13/2008** Sun 14:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32712011**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: UNKNOWN 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 OTHER Registered Weight: State of Registration:  
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

# Accident Location Information System (ALIS)

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FOIL 4785 Sunrise Hwy SSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: 27 07051207 Street: SUNRISE HWY

\*\*\*\* CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3084 State of Registration: NY  
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: PARKED  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: 454 07011135 Street: VETERANS HWY  
AT INTERSECTION WITH S SUNRISE HWY SERVICE RD

6/8/2008 Sun 10:12 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2008-32785862  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: 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: 3091 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 42 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :3 CAR/VAN/PICKUP Registered Weight: 3071 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N  
Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3499 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 69 Sex: M Citation Issued: N  
Direction of Travel: NORTH-WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: UNKNOWN, NOT APPLICABLE

County: Suffolk Muni: Islip(T) Ref. Marker: Street: WAVERLY AVE  
AT INTERSECTION WITH S SUNRISE HWY SERVICE RD

3/21/2009 Sat 12:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2009-32979640  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: 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 Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:  
Num of Occupants: 1 Driver's Age: 46 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING LEFT TURN ON RED  
Apparent Factors: UNKNOWN, UNKNOWN

# Accident Location Information System (ALIS)

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## Accident Verbal Description Report

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FOIL 4785 Sunrise Hwy SSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: WAVERLY AVE

\*\*\*\*\* CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3560 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 48 Sex: F Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING LEFT TURN ON RED  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: WAVERLY AVE  
AT INTERSECTION WITH SUNRISE HWY

7/2/2008 Wed 16:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32694936  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN  
Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) 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 :2 OTHER Registered Weight: State of Registration:  
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 4399 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: WAVERLY AVE  
AT INTERSECTION WITH S SUNRISE HWY SERVICE RD

3/3/2009 Tue Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2009-32996001  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN  
Manner of Collision: REAR END 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 :2 OTHER Registered Weight: State of Registration:  
Num of Occupants: 1 Driver's Age: 60 Sex: F Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2784 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

# Accident Location Information System (ALIS)

Date: 12/10/05  
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## Accident Verbal Description Report

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FOIL 4785 Sunrise Hwy SSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: WAVERLY AVE  
AT INTERSECTION WITH S SUNRISE HWY SERVICE RD

**4/5/2009** Sun 16:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33176969**  
Accident Class: INJURY Police Agency: 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.: 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: 4171 State of Registration: NY  
Num of Occupants: 5 Driver's Age: 38 Sex: M Citation Issued: N  
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MERGING  
Apparent Factors: UNKNOWN, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4049 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 50 Sex: M Citation Issued: N  
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MERGING  
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: WAVERLY AVE  
AT INTERSECTION WITH SUNRISE HWY

**4/3/2008** Thu 13:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32611018**  
Accident Class: PROPERTY DAMAGE Police Agency: 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/ GRADE Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 TRUCK Registered Weight: 33000 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2418 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 76 Sex: F Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING LEFT TURN  
Apparent Factors: UNKNOWN, TURNING IMPROPER

Veh :3 CAR/VAN/PICKUP Registered Weight: 5395 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING LEFT TURN  
Apparent Factors: UNKNOWN, UNKNOWN

# Accident Location Information System (ALIS)

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FOIL 4785 Sunrise Hwy SSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: WAVERLY AVE  
AT INTERSECTION WITH S SUNRISE HWY SERVICE RD

**3/30/2009** Mon 07:12 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2009-32998534**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: OTHER Weather: CLOUDY  
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :3 CAR/VAN/PICKUP Registered Weight: 2540 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 72 Sex: F Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3455 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: WAVERLY AVE  
AT INTERSECTION WITH SUNRISE HWY

**8/23/2007** Thu 12:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32398256**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: OVERTAKING 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 :2 CAR/VAN/PICKUP Registered Weight: 2487 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 86 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING LEFT TURN  
Apparent Factors: LANE MARKING IMPROPER/INADEQUATE, VIEW OBSTRUCTED/LIMITED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2689 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING LEFT TURN  
Apparent Factors: NOT APPLICABLE, UNKNOWN

# Accident Location Information System (ALIS)

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FOIL 4785 Sunrise Hwy SSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: WAVERLY AVE  
AT INTERSECTION WITH SUNRISE HWY

**12/7/2007** Fri 09:12 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32549139**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: 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: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3089 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 5521 State of Registration: NY  
Num of Occupants: 3 Driver's Age: 39 Sex: F Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: WAVERLY AVE  
AT INTERSECTION WITH SUNRISE HWY

**3/10/2008** Mon 07:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: C **Case: 2008-32679686**  
Accident Class: PROPERTY DAMAGE Police Agency: 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 Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3754 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 37 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: FOLLOWING TOO CLOSELY, DRUGS (ILLEGAL)

Veh :1 CAR/VAN/PICKUP Registered Weight: 4120 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 45 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: WAVERLY AVE  
AT INTERSECTION WITH SUNRISE HWY

**2/26/2008** Tue 17:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32537409**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: RAIN  
Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

# Accident Location Information System (ALIS)

Date: 12/10/05  
01:40

## Accident Verbal Description Report

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FOIL 4785 Sunrise Hwy SSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: WAVERLY AVE

\*\*\*\*\* CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4369 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 34 Sex: M Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING LEFT TURN  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4812 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: WAVERLY AVE  
AT INTERSECTION WITH Sunrise Hwy

8/23/2008 Sat 06:12 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2008-32732873  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: 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 :2 CAR/VAN/PICKUP Registered Weight: 2504 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 17 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING LEFT TURN  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2498 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 47 Sex: F Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :3 CAR/VAN/PICKUP Registered Weight: 7500 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 28 Sex: M Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: AGGRESSIVE DRIVING/ROAD RAGE, UNSAFE SPEED

County: Suffolk Muni: Islip(T) Ref. Marker: Street: WAVERLY AVE  
AT INTERSECTION WITH Sunrise Hwy

9/10/2008 Wed 16:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2008-32759818  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: 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 Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

# Accident Location Information System (ALIS)

Date: 12/10/05  
01:40

## Accident Verbal Description Report

Page: 20

FOIL 4785 Sunrise Hwy SSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYSDMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: WAVERLY AVE  
\*\*\*\* CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2637 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
Num of Occupants: 1 Driver's Age: 59 Sex: F Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: UNKNOWN  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: WAVERLY AVE  
AT INTERSECTION WITH SUNRISE HWY

10/1/2007 Mon 07:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32474018  
Accident Class: PROPERTY DAMAGE Police Agency: 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: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5386 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2627 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 31 Sex: F Citation Issued: N  
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: STARTING IN TRAFFIC  
Apparent Factors: DRIVER INATTENTION, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: WAVERLY AVE  
AT INTERSECTION WITH SUNRISE HWY

10/25/2007 Thu 20:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2007-32534535  
Accident Class: INJURY Police Agency: 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 NOT AT INTERSECTION Action of Ped/Bicycle: ALONG HIGHWAY AGAINST TRAFFIC

Veh :1 CAR/VAN/PICKUP Registered Weight: 3067 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: N  
Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN  
Apparent Factors: VIEW OBSTRUCTED/LIMITED, UNKNOWN

# Accident Location Information System (ALIS)

Date: 12/10/05  
01:46

## Accident Verbal Description Report

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FOIL 4785 Sunrise Hwy SSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: WAVERLY AVE  
\*\*\*\*\* CONTINUED

Veh :2 BICYCLE Registered Weight: State of Registration:  
Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: N  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: PEDESTRIAN'S ERROR/CONFUSION, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: WAVERLY AVE  
AT INTERSECTION WITH SUNRISE HWY

10/23/2007 Tue 18:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2007-32376864  
Accident Class: PROPERTY DAMAGE Police Agency: 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 Road Char.: CURVE AND LEVEL Light Condition: DUSK  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2837 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 42 Sex: F Citation Issued: N  
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN ON RED  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3516 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: N  
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: MAKING RIGHT TURN ON RED  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: WAVERLY AVE  
AT INTERSECTION WITH SUNRISE HWY

3/31/2008 Mon 12:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2008-32686478  
Accident Class: INJURY Police Agency: 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 Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:  
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3838 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: UNKNOWN, UNKNOWN

# Accident Location Information System (ALIS)

Date: 12/10/09  
01:40

## Accident Verbal Description Report

Page: 22

FOIL 4785 Sunrise Hwy SSR from Broadway Ave to Nicolls Rd

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYS DMV is only available thru 6/30/2009

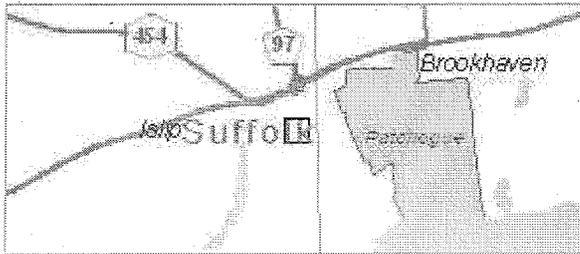
County: Suffolk Muni: Islip(T) Ref. Marker: Street: WAVERLY AVE  
AT INTERSECTION WITH S SUNRISE HWY SERVICE RD

11/24/2008 Mon 14:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2008-32899307  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN  
Manner of Collision: REAR END Weather: CLOUDY  
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2254 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 43 Sex: F Citation Issued: N  
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: STARTING IN TRAFFIC  
Apparent Factors: UNKNOWN, UNKNOWN

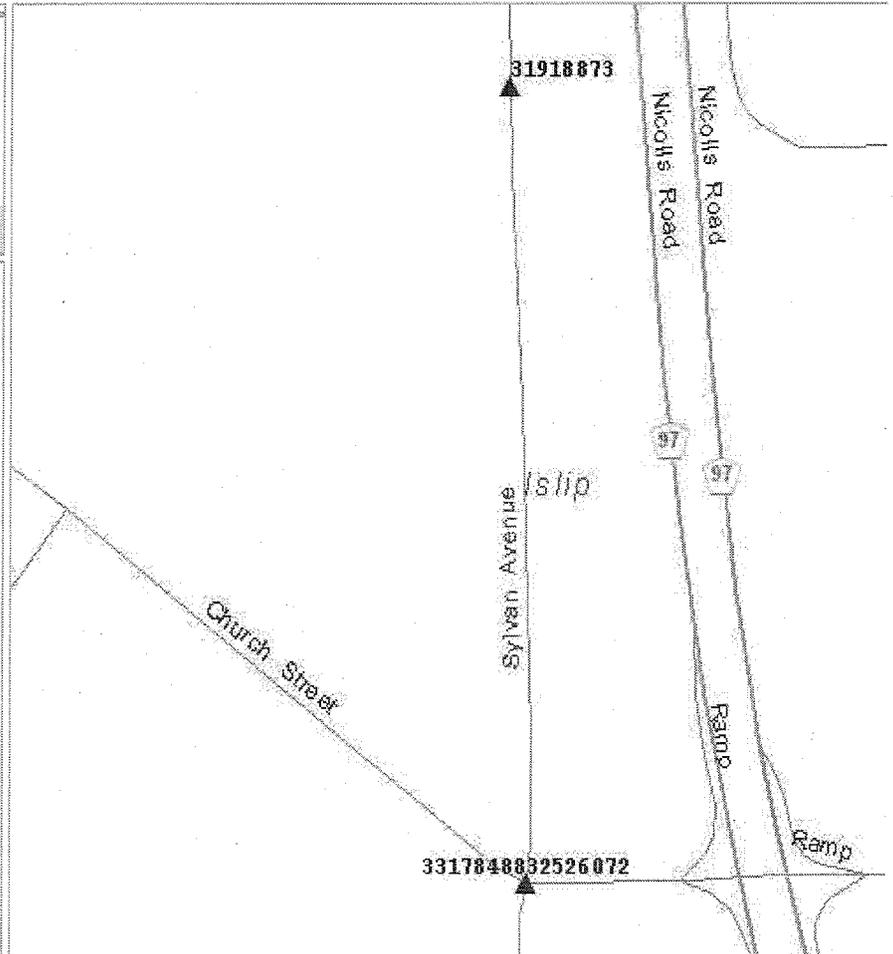
Veh :2 CAR/VAN/PICKUP Registered Weight: 5701 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N  
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: SLOWED OR STOPPING  
Apparent Factors: UNKNOWN, UNKNOWN

# FOIL 4785 Sylvan Ave from Church St to northern termin



**Legend**

▲ Accident	<b>Street</b>
— Street Name Change	<all other values>
✈ Airport	<b>SHIELD</b>
🚌 Bus Station	— C
🎓 College	— I
🏛 Government Office	— U
🏥 Hospital	— S
🏫 Institution	Hydrography
📖 Library	County Boundary
🏠 Nursing Home	State Recreation
🅐 Parking Area	NYS Campground
📍 Point Of Interest	State Non Recreation
🏫 Public School	City
🚉 Rail Station	Town
🛒 Retail Center	Indian Reservation
🛑 Service Area	Village



# Accident Location Information System (ALIS)

Date: 12/10/05  
02:27

## Accident Verbal Description Report

Page: 1

FOIL 4785 Sylvan Ave from Church St to northern terminus

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYSDMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: Sylvan Ave  
326 Meters South of Rajon Rd

**7/31/2006** Mon 23:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2006-31918873**  
Accident Class: INJURY Police Agency: 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: DARK-ROAD LIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 12000 State of Registration: NY  
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:  
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: PARKED  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3053 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: DRIVER INATTENTION, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: SYLVAN AVE  
AT INTERSECTION WITH CHURCH ST

**2/12/2008** Tue 16:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32526072**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1  
Type Of Accident: COLLISION WITH CURBING Traffic Control: STOP SIGN  
Manner of Collision: OTHER Weather: SNOW  
Road Surface Condition: SNOW/ICE Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2350 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N  
Pre-Accd Action: SLOWED OR STOPPING  
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: CHURCH ST  
AT INTERSECTION WITH SYLVAN AVE

**4/20/2009** Mon 11:12 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2009-33178488**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1  
Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE  
Manner of Collision: OTHER 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

# Accident Location Information System (ALIS)

Date: 12/10/09  
02:27

## Accident Verbal Description Report

Page: 2

FOIL 4785 Sylvan Ave from Church St to northern terminus

Data in this report covers the period Jul 01, 2006 - Jun 30, 2009

Complete Accident data from NYSDMV is only available thru 6/30/2009

County: Suffolk Muni: Islip(T) Ref. Marker: Street: CHURCH ST

\*\*\*\* CONTINUED

Veh :1	CAR/VAN/PICKUP	Registered Weight: 4488	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 53	Sex: M Citation Issued: N
	Direction of Travel: EAST	Public Property Damage: Y	School Bus Involved: N
	Pre-Accd Action: GOING STRAIGHT AHEAD		
	Apparent Factors: UNSAFE SPEED, DRIVER INATTENTION		



# Appendix D

## Description

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Level of Service Definitions

Synchro Reports



# Level of Service Definitions

## Signal Controlled Intersections

The level of service and capacity of a signalized intersection are the criteria by which the quality of traffic service is measured. The levels of service range between level of service A (relatively congestion-free) and level of service F (congested).

The capacity of a signalized intersection is based upon the concepts of saturation flow and saturation flow rate. This is the maximum rate of flow that can pass through a given lane group under prevailing traffic and roadway conditions. The volume-to-capacity ratio is the ratio of the traffic flow for a given lane group or approach to the capacity. A V/C ratio of 1.0 indicates that the flow rate equals the capacity. Values over 1.0 indicate a temporary excess of demand. This does not necessarily indicate an intersection failure.

The level of service of a signalized intersection is evaluated on the basis of average control delay per vehicle for various movements within the intersection. The control delay is a function of the arrivals, delay from queuing and over saturation.

The following general statements may be made regarding the level of service of a signalized intersection.

- *Level of service A* describes operations with a very low delay. This occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short traffic signal cycles may contribute to low delay
- *Level of service B* generally occurs with good progression and/or short traffic signal cycle lengths. More vehicles stop than for level of service A, causing higher average delays
- *Level of service C* has higher delays than level of service B. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures, where motorists are required to wait through an entire signal cycle, may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping
- *Level of service D* means the influence of congestion has become more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths or high volume to capacity ratios. Many vehicles stop and the proportion of vehicles not stopping declines. 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



- *Level of Service F* has delays that are considered unacceptable to most drivers. This condition often occurs with over saturations, i.e., when arrival flow rates exceed the capacity of the intersection. It may occur at volume to capacity ratios below 1.0 with many individual cycle failures. Poor 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

## Two Way Stop Controlled Intersections

The level of service and capacity of a two-way stop controlled (TWSC) intersection are the criteria that are used to measure the quality of the traffic operations. The levels of service range between level of service A (relatively congestion-free) and level of service F (very congested).

The right of way at the TWSC intersection is controlled by stop signs on two opposing minor-street approaches (or on one leg of a "T"-type intersection). 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 TWSC intersection is evaluated based on the average total delay per vehicle. Control delay is a function of the capacity of the approach and the degree of saturation. It is defined as the total elapsed time from the time a vehicle stops at the end of the queue to the time the vehicle departs from the stop line. This includes the time required for the vehicle to travel from the end of the queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in the queue. The average approach delay for all vehicles on a particular approach is computed as the weighted average of the control delay estimates for each individual movement on the approach.

The following levels of average control delay are used to determine approach levels of service:



LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
A	< 10.0
B	> 10.0 and < 15.0
C	> 15.0 and < 25.0
D	> 25.0 and < 35.0
E	> 35.0 and < 50.0
F	> 50.0

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

### All Way Stop Controlled Intersections

The level of service and capacity of an all way stop controlled (AWSC) intersection are the criteria by which the quality of traffic service is measured. The levels of service range between level of service A (relatively congestion-free) and level of service F (very congested).

The key variable in determining the capacity of an AWSC intersection is the distribution of traffic volumes among the approaches. Under ideal conditions traffic would be evenly distributed among the approaches. The flow rate for any given approach increases as the traffic decreases on the other approaches, allowing a smaller headway between vehicles departing from the stop line.

The capacity of each approach is computed under the assumption that the flows on the opposing and conflicting approaches are constant. The level of service of an AWSC intersection is evaluated based on the average total delay per vehicle. Total delay is defined as the total elapsed time from when a vehicle stops at the end of a queue until the vehicle departs from the stop line. This includes the time required for the vehicle to travel from the end of the queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in the queue. This delay is based on the flow rate for each approach. As indicated above, the flow rate and therefore the delay, is directly proportional to the distribution of vehicles among the approaches.

The following levels of average control delay are used to determine approach levels of service:

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
A	≤ 10.0



B	> 10.0 and $\leq$ 15.0
C	> 15.0 and $\leq$ 25.0
D	> 25.0 and $\leq$ 35.0
E	> 35.0 and $\leq$ 50.0
F	> 50.0

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The average control delay is the most effective measure for indicating the performance of an AWSC intersection because it can readily be measured by a transportation analyst and can be clearly communicated to a lay person. In addition, the use of delay will result in a consistent measure for both signalized and unsignalized intersections. While both types of intersections are evaluated in terms of average delay, the level of service criteria are different. This is due to drivers who expect different levels of performance from different types of intersection controls. Since signalized intersections are designed to carry higher traffic volumes compared with AWSC intersections, higher levels of control delay are more acceptable at signalized intersections for the same level of service.

# 1: North Service Road & Broadway Avenue Lanes, Volumes, Timings

Existing 2009  
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗	↗	↖	↗			↗	↖
Volume (vph)	0	0	0	141	259	88	327	270	0	0	99	262
Satd. Flow (prot)	0	0	0	1719	3438	1538	3400	3505	0	0	3252	1455
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1719	3438	1538	3400	3505	0	0	3252	1455
Satd. Flow (RTOR)						102						208
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.25	0.25	0.25	0.86	0.86	0.86	0.84	0.84	0.84	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	3%	3%	3%	2%	11%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	164	301	102	389	321	0	0	111	294
Turn Type				Perm		Perm	Prot					Perm
Protected Phases					4		5	2			6	3
Permitted Phases				4		4		5				6
Detector Phase				4	4	4	5	2			6	3
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0	3.0	10.0				
Minimum Split (s)				23.5	23.5	23.5	9.5	28.0				
Total Split (s)	0.0	0.0	0.0	36.0	36.0	36.0	22.0	42.0	0.0	0.0	42.0	42.0
Total Split (%)	0.0%	0.0%	0.0%	36.0%	36.0%	36.0%	22.0%	42.0%	0.0%	0.0%	42.0%	42.0%
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0				
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	6.0	6.0
Lead/Lag				Lag	Lag	Lag	Lag					
Lead-Lag Optimize?												
Recall Mode				None	None	None	None	C-Max				
Act Effct Green (s)				18.9	18.9	18.9	16.0	47.1			41.1	41.1
Actuated g/C Ratio				0.19	0.19	0.19	0.16	0.47			0.41	0.41
v/c Ratio				0.50	0.46	0.27	0.72	0.19			0.08	0.41
Control Delay				40.6	37.4	8.0	55.2	25.1			2.9	6.5
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	0.5
Total Delay				40.6	37.4	8.0	55.2	25.1			2.9	7.0
LOS				D	D	A	E	C			A	A
Approach Delay					33.0			41.6			5.9	
Approach LOS					C			D			A	

## Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

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

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 30.1

Intersection LOS: C

Intersection Capacity Utilization 48.9%

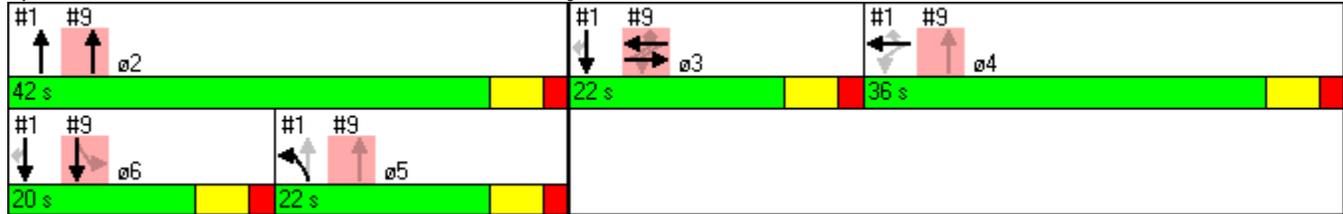
ICU Level of Service A

Analysis Period (min) 15

# 1: North Service Road & Broadway Avenue Lanes, Volumes, Timings

Existing 2009  
AM Peak

Splits and Phases: 1: North Service Road & Broadway Avenue



Lane Group	ø3	ø6
Lane Configurations		
Volume (vph)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	10.0
Minimum Split (s)	10.0	16.0
Total Split (s)	22.0	20.0
Total Split (%)	22%	20%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?		
Recall Mode	Max	C-Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
<b>Intersection Summary</b>		

## 2: South Service Road & Broadway Avenue Lanes, Volumes, Timings

Existing 2009  
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	210	78	104	0	0	0	0	387	140	38	202	0
Satd. Flow (prot)	1616	3343	1495	0	0	0	0	3471	1501	1678	3471	0
Flt Permitted	0.950									0.456		
Satd. Flow (perm)	1616	3343	1495	0	0	0	0	3471	1501	805	3471	0
Satd. Flow (RTOR)			121							171		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.25	0.25	0.25	0.25	0.82	0.82	0.78	0.78	0.25
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	2%	2%	2%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	244	91	121	0	0	0	0	472	171	49	259	0
Turn Type	Perm		Perm						Perm	pm+pt		
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Detector Phase	4	4	4					2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0					10.0	10.0	3.0	10.0	
Minimum Split (s)	29.0	29.0	29.0					28.0	28.0	10.0	28.0	
Total Split (s)	48.0	48.0	48.0	0.0	0.0	0.0	0.0	31.0	31.0	21.0	31.0	0.0
Total Split (%)	48.0%	48.0%	48.0%	0.0%	0.0%	0.0%	0.0%	31.0%	31.0%	21.0%	31.0%	0.0%
Yellow Time (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	4.0	4.0	4.0	4.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	23.4	23.4	23.4					46.8	46.8	63.6	63.6	
Actuated g/C Ratio	0.23	0.23	0.23					0.47	0.47	0.64	0.64	
v/c Ratio	0.65	0.12	0.27					0.29	0.22	0.08	0.12	
Control Delay	41.6	28.2	6.5					20.0	4.4	9.1	8.1	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay	41.6	28.2	6.5					20.0	4.4	9.1	8.1	
LOS	D	C	A					B	A	A	A	
Approach Delay		29.6						15.8			8.2	
Approach LOS		C						B			A	

### Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 43 (43%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 18.6

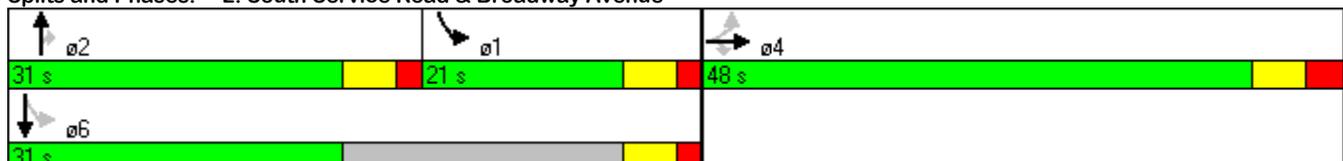
Intersection LOS: B

Intersection Capacity Utilization 48.9%

ICU Level of Service A

Analysis Period (min) 15

### Splits and Phases: 2: South Service Road & Broadway Avenue



### 3: Church Street & CR 97 Nicholls Road Lanes, Volumes, Timings

Existing 2009  
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	273	60	34	81	21	176	4	775	1	66	546	79
Satd. Flow (prot)	1601	1594	0	1694	1597	0	1736	3471	1553	1546	3202	1580
Flt Permitted	0.563			0.670			0.950			0.950		
Satd. Flow (perm)	949	1594	0	1195	1597	0	1736	3471	1553	1546	3202	1580
Satd. Flow (RTOR)		18			217				1			78
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.69	0.69	0.69	0.81	0.81	0.81	0.94	0.94	0.94	0.75	0.75	0.75
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	9%	9%	3%	3%	3%	4%	4%	4%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	396	136	0	100	243	0	4	824	1	88	728	105
Turn Type	Perm			Perm			Prot		Free	Prot		Free
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					Free			Free
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	12.5	12.5		12.5	12.5		9.5	27.5		9.5	27.5	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	25.0	80.0	0.0	25.0	80.0	0.0
Total Split (%)	25.0%	25.0%	0.0%	25.0%	25.0%	0.0%	17.9%	57.1%	0.0%	17.9%	57.1%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.0	6.5	6.5	4.0	5.0	7.5	4.0	5.0	7.5	4.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	29.1	29.1		29.1	29.1		4.3	26.2	80.7	8.7	35.7	80.7
Actuated g/C Ratio	0.36	0.36		0.36	0.36		0.05	0.32	1.00	0.11	0.44	1.00
v/c Ratio	1.16	0.23		0.23	0.34		0.04	0.73	0.00	0.53	0.51	0.07
Control Delay	128.4	20.2		24.0	6.4		42.5	29.1	0.0	48.4	17.5	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	128.4	20.2		24.0	6.4		42.5	29.1	0.0	48.4	17.5	0.1
LOS	F	C		C	A		D	C	A	D	B	A
Approach Delay		100.7			11.5			29.1			18.5	
Approach LOS		F			B			C			B	

#### Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 80.7

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.16

Intersection Signal Delay: 37.6

Intersection LOS: D

Intersection Capacity Utilization 73.4%

ICU Level of Service D

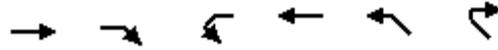
Analysis Period (min) 15

#### Splits and Phases: 3: Church Street & CR 97 Nicholls Road

ø1	ø2	ø4
25 s	80 s	35 s
ø5	ø6	ø8
25 s	80 s	35 s

# 4: South Service Road & Church Street HCM Unsignalized Intersection Capacity Analysis

Existing 2009  
AM Peak



Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑	↗				↗
Volume (veh/h)	1388	88	0	0	0	13
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.25	0.25	0.25	0.43
Hourly flow rate (vph)	1614	102	0	0	0	30
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1716		1614	807
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1716		1614	807
tC, single (s)			4.1		6.8	7.1
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.4
p0 queue free %			100		100	90
cM capacity (veh/h)			365		95	312
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>NW 1</b>		
Volume Total	807	807	102	30		
Volume Left	0	0	0	0		
Volume Right	0	0	102	30		
cSH	1700	1700	1700	312		
Volume to Capacity	0.47	0.47	0.06	0.10		
Queue Length 95th (ft)	0	0	0	8		
Control Delay (s)	0.0	0.0	0.0	17.8		
Lane LOS					C	
Approach Delay (s)	0.0		17.8			
Approach LOS					C	
<b>Intersection Summary</b>						
Average Delay			0.3			
Intersection Capacity Utilization			48.4%		ICU Level of Service	A
Analysis Period (min)			15			

# 5: Church Street & Sylvan Road HCM Unsignalized Intersection Capacity Analysis

Existing 2009  
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕				↕	↕		↕	
Volume (veh/h)	33	122	0	0	17	87	0	0	209	36	0	0	
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.60	0.60	0.25	0.25	0.73	0.73	0.25	0.25	0.60	0.85	0.25	0.25	
Hourly flow rate (vph)	55	203	0	0	23	119	0	0	348	42	0	0	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None					None							
Median storage (veh)													
Upstream signal (ft)	382												
pX, platoon unblocked													
vC, conflicting volume	142			203				396	456	203	745	396	83
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	142			203				396	456	203	745	396	83
tC, single (s)	4.2			4.2				7.1	6.5	6.2	7.5	6.9	6.6
tC, 2 stage (s)													
tF (s)	2.3			2.3				3.5	4.0	3.3	3.9	4.4	3.7
p0 queue free %	96			100				100	100	58	73	100	100
cM capacity (veh/h)	1416			1300				542	477	830	159	463	872
Direction, Lane #													
	EB 1	WB 1	NB 1	SB 1	SB 2								
Volume Total	258	142	348	42	0								
Volume Left	55	0	0	42	0								
Volume Right	0	119	348	0	0								
cSH	1416	1700	830	159	1700								
Volume to Capacity	0.04	0.08	0.42	0.27	0.00								
Queue Length 95th (ft)	3	0	52	25	0								
Control Delay (s)	1.9	0.0	12.4	35.6	0.0								
Lane LOS	A		B	E	A								
Approach Delay (s)	1.9	0.0	12.4	35.6									
Approach LOS			B	E									
Intersection Summary													
Average Delay			8.0										
Intersection Capacity Utilization			34.5%	ICU Level of Service					A				
Analysis Period (min)	15												

# 1: North Service Road & Broadway Avenue Lanes, Volumes, Timings

Existing 2009  
Midday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗	↗	↖	↗			↗	↖
Volume (vph)	0	0	0	307	451	79	323	370	0	0	328	237
Satd. Flow (prot)	0	0	0	1770	3539	1583	3400	3505	0	0	3471	1553
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1770	3539	1583	3400	3505	0	0	3471	1553
Satd. Flow (RTOR)						87						102
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.25	0.25	0.25	0.91	0.91	0.91	0.95	0.95	0.25	0.25	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	337	496	87	340	389	0	0	349	252
Turn Type				Perm		Perm	Prot					Perm
Protected Phases					4		5	2			6	3
Permitted Phases				4		4		5				6
Detector Phase				4	4	4	5	2			6	3
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0	3.0	10.0				
Minimum Split (s)				23.5	23.5	23.5	9.5	28.0				
Total Split (s)	0.0	0.0	0.0	36.0	36.0	36.0	22.0	42.0	0.0	0.0	42.0	42.0
Total Split (%)	0.0%	0.0%	0.0%	36.0%	36.0%	36.0%	22.0%	42.0%	0.0%	0.0%	42.0%	42.0%
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0				
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	6.0	6.0
Lead/Lag				Lag	Lag	Lag	Lag					
Lead-Lag Optimize?												
Recall Mode				None	None	None	None	C-Max				
Act Effct Green (s)				27.2	27.2	27.2	16.0	38.8			32.8	32.8
Actuated g/C Ratio				0.27	0.27	0.27	0.16	0.39			0.33	0.33
v/c Ratio				0.70	0.52	0.18	0.62	0.29			0.31	0.44
Control Delay				40.8	32.4	6.7	42.0	22.7			6.4	7.2
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.2	0.8
Total Delay				40.8	32.4	6.7	42.0	22.7			6.7	7.9
LOS				D	C	A	D	C			A	A
Approach Delay					33.0			31.7			7.2	
Approach LOS					C			C			A	

## Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

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

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 25.7

Intersection LOS: C

Intersection Capacity Utilization 51.4%

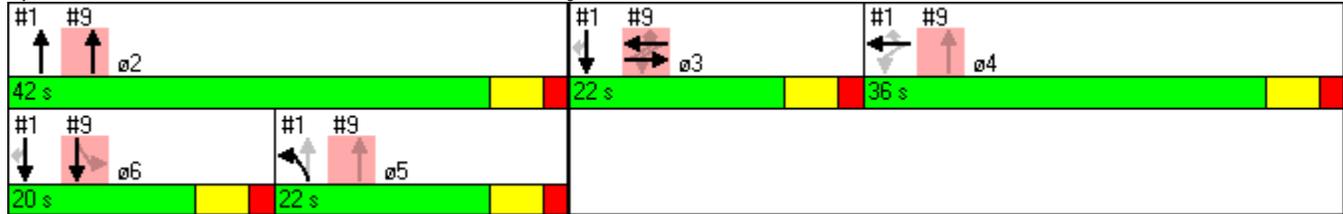
ICU Level of Service A

Analysis Period (min) 15

# 1: North Service Road & Broadway Avenue Lanes, Volumes, Timings

Existing 2009  
Midday Peak

Splits and Phases: 1: North Service Road & Broadway Avenue



Lane Group	ø3	ø6
Lane Configurations		
Volume (vph)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	10.0
Minimum Split (s)	10.0	16.0
Total Split (s)	22.0	20.0
Total Split (%)	22%	20%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?		
Recall Mode	Max	C-Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
<b>Intersection Summary</b>		

## 2: South Service Road & Broadway Avenue Lanes, Volumes, Timings

Existing 2009  
Midday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗↗	↗					↗↗	↗	↘	↗↗	
Volume (vph)	388	240	139	0	0	0	0	305	190	255	380	0
Satd. Flow (prot)	1711	3539	1583	0	0	0	0	3505	1516	1711	3539	0
Flt Permitted	0.950									0.534		
Satd. Flow (perm)	1711	3539	1583	0	0	0	0	3505	1516	962	3539	0
Satd. Flow (RTOR)			145							207		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.25	0.25	0.25	0.25	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%	3%	3%	3%	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%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	404	250	145	0	0	0	0	332	207	268	400	0
Turn Type	Perm		Perm						Perm	pm+pt		
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Detector Phase	4	4	4					2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0					10.0	10.0	3.0	10.0	
Minimum Split (s)	29.0	29.0	29.0					28.0	28.0	10.0	28.0	
Total Split (s)	48.0	48.0	48.0	0.0	0.0	0.0	0.0	31.0	31.0	21.0	31.0	0.0
Total Split (%)	48.0%	48.0%	48.0%	0.0%	0.0%	0.0%	0.0%	31.0%	31.0%	21.0%	31.0%	0.0%
Yellow Time (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	4.0	4.0	4.0	4.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	33.3	33.3	33.3					32.7	32.7	53.7	53.7	
Actuated g/C Ratio	0.33	0.33	0.33					0.33	0.33	0.54	0.54	
v/c Ratio	0.71	0.21	0.23					0.29	0.33	0.43	0.21	
Control Delay	35.5	23.1	4.3					27.6	5.9	21.4	15.9	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay	35.5	23.1	4.3					27.6	5.9	21.4	15.9	
LOS	D	C	A					C	A	C	B	
Approach Delay		26.0						19.3			18.1	
Approach LOS		C						B			B	

### Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 43 (43%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 21.6

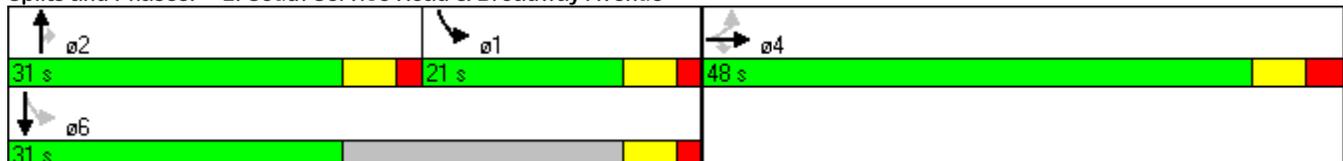
Intersection LOS: C

Intersection Capacity Utilization 63.2%

ICU Level of Service B

Analysis Period (min) 15

### Splits and Phases: 2: South Service Road & Broadway Avenue



### 3: Church Street & CR 97 Nicholls Road Lanes, Volumes, Timings

Existing 2009  
Midday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	128	41	93	12	3	103	24	669	8	70	630	61
Satd. Flow (prot)	1586	1496	0	1678	1560	0	1752	3505	1568	1589	3292	1625
Flt Permitted	0.678			0.649			0.950			0.950		
Satd. Flow (perm)	1132	1496	0	1146	1560	0	1752	3505	1568	1589	3292	1625
Satd. Flow (RTOR)		72			120				7			52
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.78	0.78	0.78	0.86	0.86	0.86	0.85	0.85	0.85	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	4%	4%	4%	3%	3%	3%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	164	172	0	14	123	0	28	787	9	75	677	66
Turn Type	Perm			Perm			Prot		Free	Prot		Free
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					Free			Free
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	12.5	12.5		12.5	12.5		9.5	27.5		9.5	27.5	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	25.0	80.0	0.0	25.0	80.0	0.0
Total Split (%)	25.0%	25.0%	0.0%	25.0%	25.0%	0.0%	17.9%	57.1%	0.0%	17.9%	57.1%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.0	6.5	6.5	4.0	5.0	7.5	4.0	5.0	7.5	4.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	16.2	16.2		16.2	16.2		5.4	24.6	65.7	7.7	30.9	65.7
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.08	0.37	1.00	0.12	0.47	1.00
v/c Ratio	0.59	0.41		0.05	0.26		0.19	0.60	0.01	0.41	0.44	0.04
Control Delay	33.3	17.1		21.8	6.8		37.1	20.8	0.0	37.9	14.7	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.3	17.1		21.8	6.8		37.1	20.8	0.0	37.9	14.7	0.0
LOS	C	B		C	A		D	C	A	D	B	A
Approach Delay		25.0			8.3			21.2			15.6	
Approach LOS		C			A			C			B	

#### Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 65.7

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 18.8

Intersection LOS: B

Intersection Capacity Utilization 52.0%

ICU Level of Service A

Analysis Period (min) 15

#### Splits and Phases: 3: Church Street & CR 97 Nicholls Road

25 s	80 s	35 s
25 s	80 s	35 s

# 4: South Service Road & Church Street HCM Unsignalized Intersection Capacity Analysis

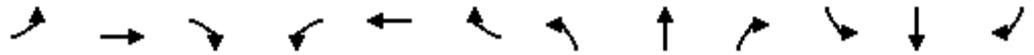
Existing 2009  
Midday Peak



Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑	↗				↗
Volume (veh/h)	1521	114	0	0	0	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.25	0.25	0.25	0.50
Hourly flow rate (vph)	1635	123	0	0	0	8
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1758		1635	818
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1758		1635	818
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	97
cM capacity (veh/h)			352		92	319
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>NW 1</b>		
Volume Total	818	818	123	8		
Volume Left	0	0	0	0		
Volume Right	0	0	123	8		
cSH	1700	1700	1700	319		
Volume to Capacity	0.48	0.48	0.07	0.03		
Queue Length 95th (ft)	0	0	0	2		
Control Delay (s)	0.0	0.0	0.0	16.6		
Lane LOS					C	
Approach Delay (s)	0.0		16.6			
Approach LOS					C	
<b>Intersection Summary</b>						
Average Delay			0.1			
Intersection Capacity Utilization			52.0%		ICU Level of Service	A
Analysis Period (min)			15			

# 5: Church Street & Sylvan Road HCM Unsignalized Intersection Capacity Analysis

Existing 2009  
Midday Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕				↕	↕		↕	
Volume (veh/h)	6	96	0	0	35	53	0	0	87	79	0	0	
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.69	0.69	0.69	0.71	0.71	0.71	0.84	0.84	0.84	0.69	0.69	0.69	
Hourly flow rate (vph)	9	139	0	0	49	75	0	0	104	114	0	0	
<b>Pedestrians</b>													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None					None							
Median storage (veh)													
Upstream signal (ft)	382												
pX, platoon unblocked													
vC, conflicting volume	124			139				243	280	139	347	243	87
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	124			139				243	280	139	347	243	87
tC, single (s)	4.1			4.3				7.2	6.6	6.3	7.3	6.7	6.4
tC, 2 stage (s)													
tF (s)	2.2			2.4				3.6	4.1	3.4	3.7	4.2	3.5
p0 queue free %	99			100				100	100	88	77	100	100
cM capacity (veh/h)	1444			1346				699	617	898	507	625	924
<b>Direction, Lane #</b>													
	EB 1	WB 1	NB 1	SB 1	SB 2								
Volume Total	148	124	104	76	38								
Volume Left	9	0	0	76	38								
Volume Right	0	75	104	0	0								
cSH	1444	1700	898	507	507								
Volume to Capacity	0.01	0.07	0.12	0.15	0.08								
Queue Length 95th (ft)	0	0	10	13	6								
Control Delay (s)	0.5	0.0	9.5	13.4	12.7								
Lane LOS	A		A	B	B								
Approach Delay (s)	0.5	0.0	9.5	13.1									
Approach LOS			A	B									
<b>Intersection Summary</b>													
Average Delay			5.2										
Intersection Capacity Utilization			25.1%	ICU Level of Service	A								
Analysis Period (min)	15												

# 1: North Service Road & Broadway Avenue Lanes, Volumes, Timings

Existing 2009  
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗	↗	↖	↗			↗	↖
Volume (vph)	0	0	0	371	427	108	331	463	0	0	389	263
Satd. Flow (prot)	0	0	0	1770	3539	1583	3433	3539	0	0	3539	1583
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1770	3539	1583	3433	3539	0	0	3539	1583
Satd. Flow (RTOR)						120						105
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.25	0.25	0.25	0.90	0.90	0.90	0.89	0.89	0.89	0.25	0.86	0.86
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%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	412	474	120	372	520	0	0	452	306
Turn Type				Perm		Perm	Prot					Perm
Protected Phases					4		5	2			6	3
Permitted Phases				4		4		5				6
Detector Phase				4	4	4	5	2			6	3
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0	3.0	10.0				
Minimum Split (s)				23.5	23.5	23.5	9.5	28.0				
Total Split (s)	0.0	0.0	0.0	36.0	36.0	36.0	31.0	53.0	0.0	0.0	48.0	48.0
Total Split (%)	0.0%	0.0%	0.0%	31.3%	31.3%	31.3%	27.0%	46.1%	0.0%	0.0%	41.7%	41.7%
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0				
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	6.0	6.0
Lead/Lag				Lag	Lag	Lag	Lag					
Lead-Lag Optimize?												
Recall Mode				None	None	None	None	C-Max				
Act Effct Green (s)				29.8	29.8	29.8	25.0	47.2			36.2	36.2
Actuated g/C Ratio				0.26	0.26	0.26	0.22	0.41			0.31	0.31
v/c Ratio				0.90	0.52	0.24	0.50	0.36			0.41	0.54
Control Delay				65.0	38.8	7.2	39.8	24.7			9.0	7.4
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.8	1.9
Total Delay				65.0	38.8	7.2	39.8	24.7			9.8	9.2
LOS				E	D	A	D	C			A	A
Approach Delay					45.8			31.0			9.6	
Approach LOS					D			C			A	

## Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 115

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

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.46

Intersection Signal Delay: 30.5

Intersection LOS: C

Intersection Capacity Utilization 55.7%

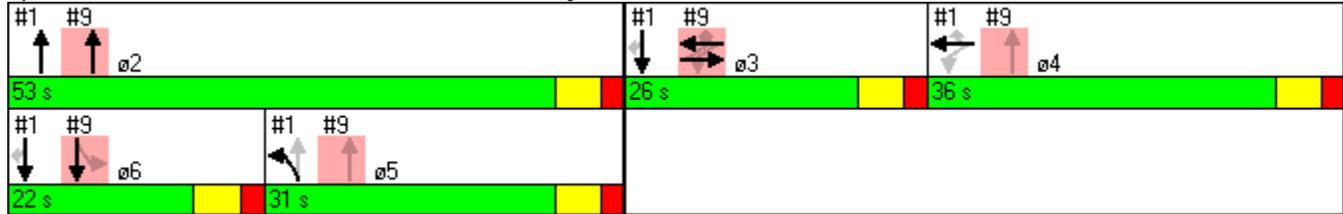
ICU Level of Service B

Analysis Period (min) 15

# 1: North Service Road & Broadway Avenue Lanes, Volumes, Timings

Existing 2009  
PM Peak

Splits and Phases: 1: North Service Road & Broadway Avenue



Lane Group	ø3	ø6
Lane Configurations		
Volume (vph)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	10.0
Minimum Split (s)	10.0	16.0
Total Split (s)	26.0	22.0
Total Split (%)	23%	19%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?		
Recall Mode	Max	C-Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
<b>Intersection Summary</b>		

## 2: South Service Road & Broadway Avenue Lanes, Volumes, Timings

Existing 2009  
PM Peak

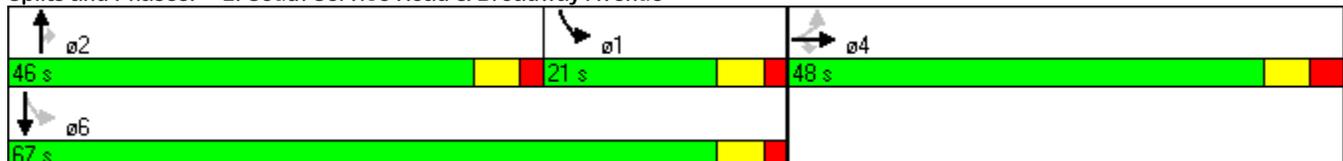
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group												
Lane Configurations	↘	↗↗	↗					↗↗	↗	↘	↗↗	
Volume (vph)	447	384	298	0	0	0	0	347	211	210	550	0
Satd. Flow (prot)	1711	3539	1583	0	0	0	0	3539	1531	1711	3539	0
Flt Permitted	0.950									0.493		
Satd. Flow (perm)	1711	3539	1583	0	0	0	0	3539	1531	888	3539	0
Satd. Flow (RTOR)			230							229		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.25	0.25	0.25	0.25	0.92	0.92	0.87	0.87	0.25
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%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	491	422	327	0	0	0	0	377	229	241	632	0
Turn Type	Perm		Perm						Perm	pm+pt		
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Detector Phase	4	4	4					2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0					10.0	10.0	3.0	10.0	
Minimum Split (s)	29.0	29.0	29.0					28.0	28.0	10.0	28.0	
Total Split (s)	48.0	48.0	48.0	0.0	0.0	0.0	0.0	46.0	46.0	21.0	67.0	0.0
Total Split (%)	41.7%	41.7%	41.7%	0.0%	0.0%	0.0%	0.0%	40.0%	40.0%	18.3%	58.3%	0.0%
Yellow Time (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	4.0	4.0	4.0	4.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag								Lead	Lead		Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	39.6	39.6	39.6					41.4	41.4	62.4	62.4	
Actuated g/C Ratio	0.34	0.34	0.34					0.36	0.36	0.54	0.54	
v/c Ratio	0.83	0.35	0.47					0.30	0.33	0.41	0.33	
Control Delay	48.2	28.7	10.9					27.6	4.8	25.3	21.4	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay	48.2	28.7	10.9					27.6	4.8	25.3	21.4	
LOS	D	C	B					C	A	C	C	
Approach Delay		31.7						19.0			22.5	
Approach LOS		C						B			C	

### Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 43 (37%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 25.9  
 Intersection Capacity Utilization 65.3%  
 Analysis Period (min) 15

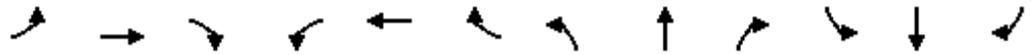
Intersection LOS: C  
 ICU Level of Service C

### Splits and Phases: 2: South Service Road & Broadway Avenue



### 3: Church Street & CR 97 Nicholls Road Lanes, Volumes, Timings

Existing 2009  
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	182	212	152	29	5	106	2	774	13	161	876	24
Satd. Flow (prot)	1694	1671	0	1694	1581	0	1770	3539	1583	1636	3388	1672
Flt Permitted	0.674			0.206			0.950			0.950		
Satd. Flow (perm)	1202	1671	0	367	1581	0	1770	3539	1583	1636	3388	1672
Satd. Flow (RTOR)		23			123				11			15
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.77	0.77	0.77	0.86	0.86	0.86	0.88	0.88	0.88	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	236	472	0	34	129	0	2	880	15	166	903	25
Turn Type	Perm			Perm			Prot		Free	Prot		Free
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					Free			Free
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	12.5	12.5		12.5	12.5		9.5	27.5		9.5	27.5	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	25.0	80.0	0.0	25.0	80.0	0.0
Total Split (%)	25.0%	25.0%	0.0%	25.0%	25.0%	0.0%	17.9%	57.1%	0.0%	17.9%	57.1%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.0	6.5	6.5	4.0	5.0	7.5	4.0	5.0	7.5	4.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	28.9	28.9		28.9	28.9		4.2	29.0	90.5	13.4	45.8	90.5
Actuated g/C Ratio	0.32	0.32		0.32	0.32		0.05	0.32	1.00	0.15	0.51	1.00
v/c Ratio	0.62	0.86		0.29	0.22		0.02	0.78	0.01	0.68	0.53	0.01
Control Delay	37.4	47.0		35.9	7.1		47.0	33.3	0.0	52.5	16.3	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	47.0		35.9	7.1		47.0	33.3	0.0	52.5	16.3	0.0
LOS	D	D		D	A		D	C	A	D	B	A
Approach Delay		43.8			13.1			32.8			21.5	
Approach LOS		D			B			C			C	

#### Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 90.5

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 30.1

Intersection LOS: C

Intersection Capacity Utilization 70.2%

ICU Level of Service C

Analysis Period (min) 15

#### Splits and Phases: 3: Church Street & CR 97 Nicholls Road

ø1	ø2	ø4
25 s	80 s	35 s
ø5	ø6	ø8
25 s	80 s	35 s

#### 4: South Service Road & Church Street HCM Unsignalized Intersection Capacity Analysis

Existing 2009  
PM Peak

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑	↑				↑
Volume (veh/h)	1796	199	0	0	0	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.25	0.25	0.25	0.50
Hourly flow rate (vph)	2018	224	0	0	0	4
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			2242		2018	1009
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2242		2018	1009
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	98
cM capacity (veh/h)			227		51	238
<b>Direction, Lane #</b>						
	EB 1	EB 2	EB 3	NW 1		
Volume Total	1009	1009	224	4		
Volume Left	0	0	0	0		
Volume Right	0	0	224	4		
cSH	1700	1700	1700	238		
Volume to Capacity	0.59	0.59	0.13	0.02		
Queue Length 95th (ft)	0	0	0	1		
Control Delay (s)	0.0	0.0	0.0	20.4		
Lane LOS					C	
Approach Delay (s)	0.0		20.4			
Approach LOS					C	
<b>Intersection Summary</b>						
Average Delay			0.0			
Intersection Capacity Utilization			59.6%		ICU Level of Service	B
Analysis Period (min)			15			

# 5: Church Street & Sylvan Road HCM Unsignalized Intersection Capacity Analysis

Existing 2009  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕				↕	↕		↕	
Volume (veh/h)	9	350	0	0	13	18	0	0	93	103	0	0	
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.72	0.72	0.72	0.25	0.53	0.53	0.25	0.25	0.73	0.63	0.25	0.63	
Hourly flow rate (vph)	12	486	0	0	25	34	0	0	127	163	0	0	
<b>Pedestrians</b>													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None					None							
Median storage (veh)													
Upstream signal (ft)	382												
pX, platoon unblocked													
vC, conflicting volume	58			486				553	570	486	680	553	42
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	58			486				553	570	486	680	553	42
tC, single (s)	4.1			4.3				7.2	6.6	6.3	7.2	6.6	6.3
tC, 2 stage (s)													
tF (s)	2.2			2.4				3.6	4.1	3.4	3.6	4.1	3.4
p0 queue free %	99			100				100	100	78	41	100	100
cM capacity (veh/h)	1546			994				435	423	573	278	432	1018
<b>Direction, Lane #</b>													
	EB 1	WB 1	NB 1	SB 1	SB 2								
Volume Total	499	58	127	109	54								
Volume Left	12	0	0	109	54								
Volume Right	0	34	127	0	0								
cSH	1546	1700	573	278	278								
Volume to Capacity	0.01	0.03	0.22	0.39	0.20								
Queue Length 95th (ft)	1	0	21	45	18								
Control Delay (s)	0.3	0.0	13.1	26.1	21.1								
Lane LOS	A		B	D	C								
Approach Delay (s)	0.3	0.0	13.1	24.4									
Approach LOS			B	C									
<b>Intersection Summary</b>													
Average Delay			6.8										
Intersection Capacity Utilization			40.4%	ICU Level of Service	A								
Analysis Period (min)	15												

# 1: North Service Road & Broadway Avenue Lanes, Volumes, Timings

Existing 2009  
Saturday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗	↗	↖	↗			↗	↖
Volume (vph)	0	0	0	424	569	107	417	491	0	0	388	260
Satd. Flow (prot)	0	0	0	1770	3539	1583	3433	3539	0	0	3539	1583
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1770	3539	1583	3433	3539	0	0	3539	1583
Satd. Flow (RTOR)						119						50
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.25	0.25	0.25	0.90	0.90	0.90	0.91	0.91	0.25	0.25	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%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	471	632	119	458	540	0	0	426	286
Turn Type				Perm		Perm	Prot					Perm
Protected Phases					4		5	2			6	3
Permitted Phases				4		4		5				6
Detector Phase				4	4	4	5	2			6	3
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0	3.0	10.0				
Minimum Split (s)				23.5	23.5	23.5	9.5	28.0				
Total Split (s)	0.0	0.0	0.0	36.0	36.0	36.0	22.0	42.0	0.0	0.0	42.0	42.0
Total Split (%)	0.0%	0.0%	0.0%	36.0%	36.0%	36.0%	22.0%	42.0%	0.0%	0.0%	42.0%	42.0%
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0				
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	6.0	6.0
Lead/Lag				Lag	Lag	Lag	Lag					
Lead-Lag Optimize?												
Recall Mode				None	None	None	None	C-Max				
Act Effct Green (s)				30.0	30.0	30.0	16.0	36.0			30.0	30.0
Actuated g/C Ratio				0.30	0.30	0.30	0.16	0.36			0.30	0.30
v/c Ratio				0.89	0.60	0.21	0.83	0.42			0.40	0.56
Control Delay				53.9	32.6	6.0	54.1	27.5			8.4	8.1
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.5	1.1
Total Delay				53.9	32.6	6.0	54.1	27.5			8.9	9.2
LOS				D	C	A	D	C			A	A
Approach Delay					38.2			39.7			9.0	
Approach LOS					D			D			A	

## Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

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

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.73

Intersection Signal Delay: 31.7

Intersection LOS: C

Intersection Capacity Utilization 61.1%

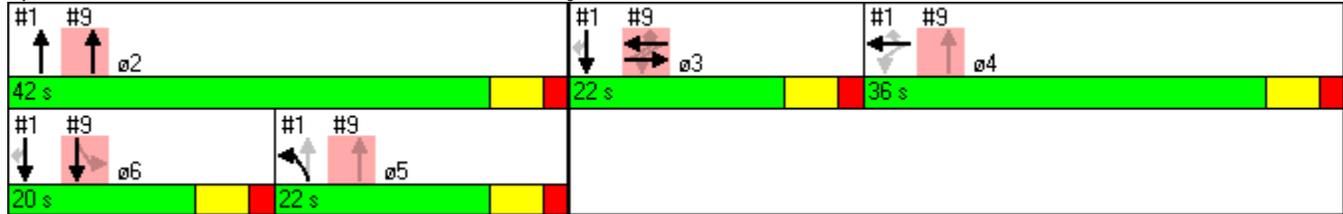
ICU Level of Service B

Analysis Period (min) 15

# 1: North Service Road & Broadway Avenue Lanes, Volumes, Timings

Existing 2009  
Saturday Peak

Splits and Phases: 1: North Service Road & Broadway Avenue



Lane Group	ø3	ø6
Lane Configurations		
Volume (vph)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	10.0
Minimum Split (s)	10.0	16.0
Total Split (s)	22.0	20.0
Total Split (%)	22%	20%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?		
Recall Mode	Max	C-Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

## 2: South Service Road & Broadway Avenue Lanes, Volumes, Timings

Existing 2009  
Saturday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	427	316	202	0	0	0	0	481	286	280	532	0
Satd. Flow (prot)	1711	3539	1583	0	0	0	0	3539	1531	1711	3539	0
Flt Permitted	0.950									0.357		
Satd. Flow (perm)	1711	3539	1583	0	0	0	0	3539	1531	643	3539	0
Satd. Flow (RTOR)			207							321		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.25	0.25	0.25	0.25	0.89	0.89	0.91	0.91	0.25
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%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	474	351	224	0	0	0	0	540	321	308	585	0
Turn Type	Perm		Perm						Perm	pm+pt		
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Detector Phase	4	4	4					2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0					10.0	10.0	3.0	10.0	
Minimum Split (s)	29.0	29.0	29.0					28.0	28.0	10.0	28.0	
Total Split (s)	48.0	48.0	48.0	0.0	0.0	0.0	0.0	31.0	31.0	21.0	31.0	0.0
Total Split (%)	48.0%	48.0%	48.0%	0.0%	0.0%	0.0%	0.0%	31.0%	31.0%	21.0%	31.0%	0.0%
Yellow Time (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	4.0	4.0	4.0	4.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	37.0	37.0	37.0					29.0	29.0	50.0	50.0	
Actuated g/C Ratio	0.37	0.37	0.37					0.29	0.29	0.50	0.50	
v/c Ratio	0.75	0.27	0.31					0.53	0.48	0.64	0.33	
Control Delay	35.0	21.8	4.7					33.2	6.2	33.5	20.6	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay	35.0	21.8	4.7					33.2	6.2	33.5	20.6	
LOS	C	C	A					C	A	C	C	
Approach Delay		24.1						23.1			25.0	
Approach LOS		C						C			C	

### Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 43 (43%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 24.1

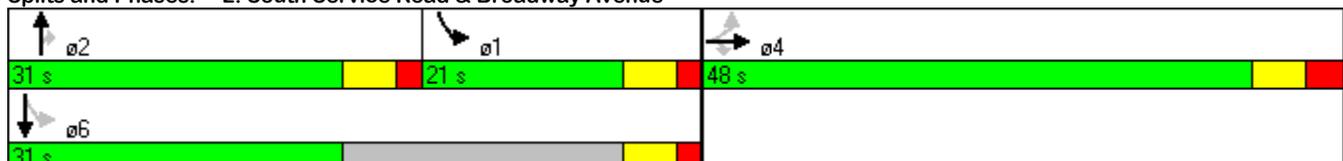
Intersection LOS: C

Intersection Capacity Utilization 72.7%

ICU Level of Service C

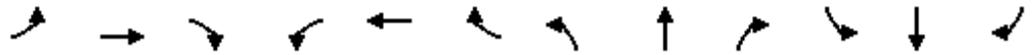
Analysis Period (min) 15

### Splits and Phases: 2: South Service Road & Broadway Avenue



### 3: Church Street & CR 97 Nicholls Road Lanes, Volumes, Timings

Existing 2009  
Saturday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	76	72	61	36	14	133	6	812	38	110	705	10
Satd. Flow (prot)	1711	1676	0	1711	1609	0	1770	3539	1583	1652	3421	1689
Flt Permitted	0.642			0.662			0.950			0.950		
Satd. Flow (perm)	1156	1676	0	1192	1609	0	1770	3539	1583	1652	3421	1689
Satd. Flow (RTOR)		28			162				30			7
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.82	0.82	0.82	0.90	0.90	0.90	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%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	150	0	44	179	0	7	902	42	125	801	11
Turn Type	Perm			Perm			Prot		Free	Prot		Free
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					Free			Free
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	12.5	12.5		12.5	12.5		9.5	27.5		9.5	27.5	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	25.0	80.0	0.0	25.0	80.0	0.0
Total Split (%)	25.0%	25.0%	0.0%	25.0%	25.0%	0.0%	17.9%	57.1%	0.0%	17.9%	57.1%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.0	6.5	6.5	4.0	5.0	7.5	4.0	5.0	7.5	4.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	11.5	11.5		11.5	11.5		4.5	26.0	67.1	9.8	39.5	67.1
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.07	0.39	1.00	0.15	0.59	1.00
v/c Ratio	0.43	0.49		0.22	0.44		0.06	0.66	0.03	0.52	0.40	0.01
Control Delay	34.6	28.0		29.4	10.4		37.8	20.3	0.0	37.6	9.1	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.6	28.0		29.4	10.4		37.8	20.3	0.0	37.6	9.1	0.0
LOS	C	C		C	B		D	C	A	D	A	A
Approach Delay		30.4			14.1			19.6			12.8	
Approach LOS		C			B			B			B	

#### Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 67.1

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 17.4

Intersection LOS: B

Intersection Capacity Utilization 63.7%

ICU Level of Service B

Analysis Period (min) 15

#### Splits and Phases: 3: Church Street & CR 97 Nicholls Road

25 s	80 s	35 s
25 s	80 s	35 s

# 4: South Service Road & Church Street HCM Unsignalized Intersection Capacity Analysis

Existing 2009  
Saturday Peak



Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑	↑				↑
Volume (veh/h)	1800	96	0	0	0	17
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.99	0.99	0.25	0.25	0.25	0.50
Hourly flow rate (vph)	1818	97	0	0	0	34
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1915		1818	909
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1915		1818	909
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	88
cM capacity (veh/h)			305		69	278
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>NW 1</b>		
Volume Total	909	909	97	34		
Volume Left	0	0	0	0		
Volume Right	0	0	97	34		
cSH	1700	1700	1700	278		
Volume to Capacity	0.53	0.53	0.06	0.12		
Queue Length 95th (ft)	0	0	0	10		
Control Delay (s)	0.0	0.0	0.0	19.8		
Lane LOS					C	
Approach Delay (s)	0.0		19.8			
Approach LOS					C	
<b>Intersection Summary</b>						
Average Delay			0.3			
Intersection Capacity Utilization			59.8%		ICU Level of Service	B
Analysis Period (min)			15			

# 5: Church Street & Sylvan Road HCM Unsignalized Intersection Capacity Analysis

Existing 2009  
Saturday Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕				↕	↕		↕	
Volume (veh/h)	8	128	0	0	14	16	0	0	60	21	0	1	
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.54	0.54	0.54	0.70	0.70	0.70	0.82	0.82	0.82	0.48	0.48	0.48	
Hourly flow rate (vph)	15	237	0	0	20	23	0	0	73	44	0	2	
<b>Pedestrians</b>													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None					None							
Median storage (veh)													
Upstream signal (ft)	382												
pX, platoon unblocked													
vC, conflicting volume	43			237				300	310	237	371	298	31
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	43			237				300	310	237	371	298	31
tC, single (s)	4.1			4.1				7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)													
tF (s)	2.2			2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100				100	100	91	92	100	100
cM capacity (veh/h)	1566			1318				646	599	802	528	608	1043
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>	<b>SB 2</b>								
Volume Total	252	43	73	29	17								
Volume Left	15	0	0	29	15								
Volume Right	0	23	73	0	2								
cSH	1566	1700	802	528	563								
Volume to Capacity	0.01	0.03	0.09	0.06	0.03								
Queue Length 95th (ft)	1	0	8	4	2								
Control Delay (s)	0.5	0.0	9.9	12.2	11.6								
Lane LOS	A		A	B	B								
Approach Delay (s)	0.5	0.0	9.9	12.0									
Approach LOS			A	B									
<b>Intersection Summary</b>													
Average Delay			3.4										
Intersection Capacity Utilization			24.2%	ICU Level of Service					A				
Analysis Period (min)	15												

# 1: North Service Road & Broadway Avenue Lanes, Volumes, Timings

No Build 2013  
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗	↗	↖	↗			↗	↖
Volume (vph)	0	0	0	154	283	96	357	295	0	0	111	286
Satd. Flow (prot)	0	0	0	1719	3438	1538	3400	3505	0	0	3252	1455
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1719	3438	1538	3400	3505	0	0	3252	1455
Satd. Flow (RTOR)						104						202
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	3%	3%	3%	2%	11%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	167	308	104	388	321	0	0	121	311
Turn Type				Perm		Perm	Prot					Perm
Protected Phases					4		5	2			6	3
Permitted Phases				4		4		5				6
Detector Phase				4	4	4	5	2			6	3
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0	3.0	10.0				
Minimum Split (s)				23.5	23.5	23.5	9.5	28.0				
Total Split (s)	0.0	0.0	0.0	36.0	36.0	36.0	22.0	42.0	0.0	0.0	42.0	42.0
Total Split (%)	0.0%	0.0%	0.0%	36.0%	36.0%	36.0%	22.0%	42.0%	0.0%	0.0%	42.0%	42.0%
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0				
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	6.0	6.0
Lead/Lag				Lag	Lag	Lag	Lag					
Lead-Lag Optimize?												
Recall Mode				None	None	None	None	C-Max				
Act Effct Green (s)				19.3	19.3	19.3	16.0	46.7			40.7	40.7
Actuated g/C Ratio				0.19	0.19	0.19	0.16	0.47			0.41	0.41
v/c Ratio				0.50	0.47	0.27	0.71	0.20			0.09	0.44
Control Delay				40.3	37.1	7.8	54.6	24.9			3.3	8.1
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	0.6
Total Delay				40.3	37.1	7.8	54.6	24.9			3.3	8.7
LOS				D	D	A	D	C			A	A
Approach Delay					32.8			41.2			7.2	
Approach LOS					C			D			A	

## Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

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

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 29.8

Intersection LOS: C

Intersection Capacity Utilization 51.2%

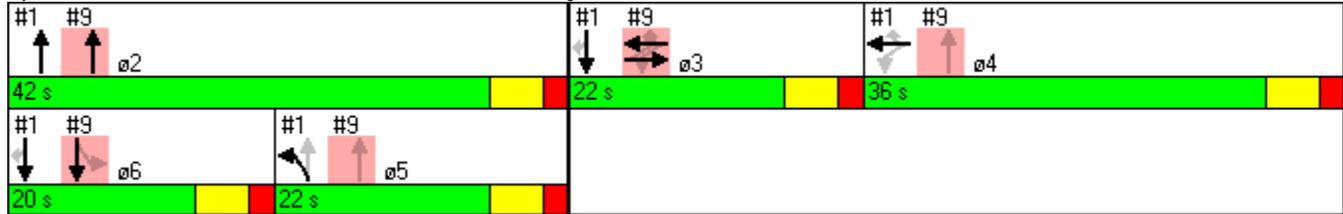
ICU Level of Service A

Analysis Period (min) 15

# 1: North Service Road & Broadway Avenue Lanes, Volumes, Timings

No Build 2013  
AM Peak

Splits and Phases: 1: North Service Road & Broadway Avenue



Lane Group	ø3	ø6
Lane Configurations		
Volume (vph)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	10.0
Minimum Split (s)	10.0	16.0
Total Split (s)	22.0	20.0
Total Split (%)	22%	20%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?		
Recall Mode	Max	C-Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

## 2: South Service Road & Broadway Avenue Lanes, Volumes, Timings

No Build 2013  
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	229	88	114	0	0	0	0	420	153	44	220	0
Satd. Flow (prot)	1616	3343	1495	0	0	0	0	3471	1501	1678	3471	0
Flt Permitted	0.950									0.465		
Satd. Flow (perm)	1616	3343	1495	0	0	0	0	3471	1501	821	3471	0
Satd. Flow (RTOR)			124							166		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	2%	2%	2%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	249	96	124	0	0	0	0	457	166	48	239	0
Turn Type	Perm		Perm						Perm	pm+pt		
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Detector Phase	4	4	4					2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0					10.0	10.0	3.0	10.0	
Minimum Split (s)	29.0	29.0	29.0					28.0	28.0	10.0	28.0	
Total Split (s)	48.0	48.0	48.0	0.0	0.0	0.0	0.0	31.0	31.0	21.0	31.0	0.0
Total Split (%)	48.0%	48.0%	48.0%	0.0%	0.0%	0.0%	0.0%	31.0%	31.0%	21.0%	31.0%	0.0%
Yellow Time (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	4.0	4.0	4.0	4.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	23.8	23.8	23.8					46.4	46.4	63.2	63.2	
Actuated g/C Ratio	0.24	0.24	0.24					0.46	0.46	0.63	0.63	
v/c Ratio	0.65	0.12	0.28					0.28	0.21	0.08	0.11	
Control Delay	41.4	28.0	6.4					20.1	4.5	9.1	8.1	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay	41.4	28.0	6.4					20.1	4.5	9.1	8.1	
LOS	D	C	A					C	A	A	A	
Approach Delay		29.4						15.9			8.3	
Approach LOS		C						B			A	

### Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 43 (43%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 18.9

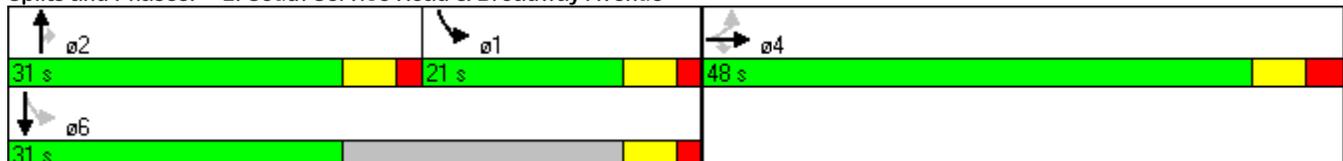
Intersection LOS: B

Intersection Capacity Utilization 51.4%

ICU Level of Service A

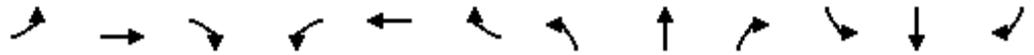
Analysis Period (min) 15

### Splits and Phases: 2: South Service Road & Broadway Avenue



### 3: Church Street & CR 97 Nicholls Road Lanes, Volumes, Timings

No Build 2013  
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	308	67	41	88	6	192	24	846	1	72	596	91
Satd. Flow (prot)	1601	1589	0	1694	1577	0	1736	3471	1553	1546	3202	1580
Flt Permitted	0.598			0.681			0.950			0.950		
Satd. Flow (perm)	1008	1589	0	1214	1577	0	1736	3471	1553	1546	3202	1580
Satd. Flow (RTOR)		20			209				1			82
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.94	0.94	0.94	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	9%	9%	3%	3%	3%	4%	4%	4%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	335	118	0	96	216	0	26	900	1	78	648	99
Turn Type	Perm			Perm			Prot		Free	Prot		Free
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					Free			Free
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	12.5	12.5		12.5	12.5		9.5	27.5		9.5	27.5	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	25.0	80.0	0.0	25.0	80.0	0.0
Total Split (%)	25.0%	25.0%	0.0%	25.0%	25.0%	0.0%	17.9%	57.1%	0.0%	17.9%	57.1%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.0	6.5	6.5	4.0	5.0	7.5	4.0	5.0	7.5	4.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	29.2	29.2		29.2	29.2		5.4	28.1	82.4	8.3	34.8	82.4
Actuated g/C Ratio	0.35	0.35		0.35	0.35		0.07	0.34	1.00	0.10	0.42	1.00
v/c Ratio	0.94	0.21		0.22	0.31		0.23	0.76	0.00	0.50	0.48	0.06
Control Delay	66.4	20.3		24.9	5.6		45.4	29.3	0.0	49.2	18.8	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.4	20.3		24.9	5.6		45.4	29.3	0.0	49.2	18.8	0.1
LOS	E	C		C	A		D	C	A	D	B	A
Approach Delay		54.4			11.5			29.7			19.4	
Approach LOS		D			B			C			B	

#### Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 82.4

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 28.5

Intersection LOS: C

Intersection Capacity Utilization 77.9%

ICU Level of Service D

Analysis Period (min) 15

#### Splits and Phases: 3: Church Street & CR 97 Nicholls Road

25 s	80 s	35 s
25 s	80 s	35 s

# 4: South Service Road & Church Street HCM Unsignalized Intersection Capacity Analysis

No Build 2013  
AM Peak



Movement	EBT	EBR	WBL	WBT	NWL	NWR	
Lane Configurations	↑↑	↑				↑	
Volume (veh/h)	1515	101	0	0	0	20	
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	1647	110	0	0	0	22	
<b>Pedestrians</b>							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None		None				
Median storage (veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume			1757		1647	823	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			1757		1647	823	
tC, single (s)			4.1		6.8	7.1	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.4	
p0 queue free %			100		100	93	
cM capacity (veh/h)			352		90	304	
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>NW 1</b>			
Volume Total	823	823	110	22			
Volume Left	0	0	0	0			
Volume Right	0	0	110	22			
cSH	1700	1700	1700	304			
Volume to Capacity	0.48	0.48	0.06	0.07			
Queue Length 95th (ft)	0	0	0	6			
Control Delay (s)	0.0	0.0	0.0	17.7			
Lane LOS					C		
Approach Delay (s)	0.0		17.7				
Approach LOS					C		
<b>Intersection Summary</b>							
Average Delay			0.2				
Intersection Capacity Utilization			51.9%		ICU Level of Service	A	
Analysis Period (min)			15				

# 5: Church Street & Sylvan Road HCM Unsignalized Intersection Capacity Analysis

No Build 2013  
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕				↕	↕		↕	
Volume (veh/h)	46	138	0	0	27	95	0	0	228	39	0	0	
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	50	150	0	0	29	103	0	0	248	42	0	0	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None					None							
Median storage (veh)													
Upstream signal (ft)	382												
pX, platoon unblocked													
vC, conflicting volume	133			150			331	383	150	579	331	81	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	133			150			331	383	150	579	331	81	
tC, single (s)	4.2			4.2			7.1	6.5	6.2	7.5	6.5	6.6	
tC, 2 stage (s)													
tF (s)	2.3			2.3			3.5	4.0	3.3	3.9	4.0	3.7	
p0 queue free %	96			100			100	100	72	84	100	100	
cM capacity (veh/h)	1428			1361			600	527	889	260	571	874	
Direction, Lane #													
	EB 1	WB 1	NB 1	SB 1	SB 2								
Volume Total	200	133	248	42	0								
Volume Left	50	0	0	42	0								
Volume Right	0	103	248	0	0								
cSH	1428	1700	889	260	1700								
Volume to Capacity	0.04	0.08	0.28	0.16	0.00								
Queue Length 95th (ft)	3	0	29	14	0								
Control Delay (s)	2.1	0.0	10.6	21.6	0.0								
Lane LOS	A		B	C	A								
Approach Delay (s)	2.1	0.0	10.6	21.6									
Approach LOS			B	C									
Intersection Summary													
Average Delay			6.4										
Intersection Capacity Utilization			37.3%	ICU Level of Service					A				
Analysis Period (min)	15												

# 1: North Service Road & Broadway Avenue Lanes, Volumes, Timings

No Build 2013  
Midday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗	↗	↖	↗			↗	↖
Volume (vph)	0	0	0	335	492	86	352	404	0	0	364	259
Satd. Flow (prot)	0	0	0	1770	3539	1583	3400	3505	0	0	3471	1553
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1770	3539	1583	3400	3505	0	0	3471	1553
Satd. Flow (RTOR)						93						84
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	364	535	93	371	425	0	0	387	276
Turn Type				Perm		Perm	Prot					Perm
Protected Phases					4		5	2			6	3
Permitted Phases				4		4		5				6
Detector Phase				4	4	4	5	2			6	3
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0	3.0	10.0				
Minimum Split (s)				23.5	23.5	23.5	9.5	28.0				
Total Split (s)	0.0	0.0	0.0	36.0	36.0	36.0	22.0	42.0	0.0	0.0	42.0	42.0
Total Split (%)	0.0%	0.0%	0.0%	36.0%	36.0%	36.0%	22.0%	42.0%	0.0%	0.0%	42.0%	42.0%
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0				
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	6.0	6.0
Lead/Lag				Lag	Lag	Lag	Lag					
Lead-Lag Optimize?												
Recall Mode				None	None	None	None	C-Max				
Act Effct Green (s)				27.8	27.8	27.8	16.0	38.2			32.2	32.2
Actuated g/C Ratio				0.28	0.28	0.28	0.16	0.38			0.32	0.32
v/c Ratio				0.74	0.54	0.18	0.68	0.32			0.35	0.50
Control Delay				42.4	32.6	6.5	44.0	23.6			6.9	9.1
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.3	1.1
Total Delay				42.4	32.6	6.5	44.0	23.6			7.2	10.2
LOS				D	C	A	D	C			A	B
Approach Delay					33.7			33.1			8.4	
Approach LOS					C			C			A	

## Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

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

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 26.7

Intersection LOS: C

Intersection Capacity Utilization 54.7%

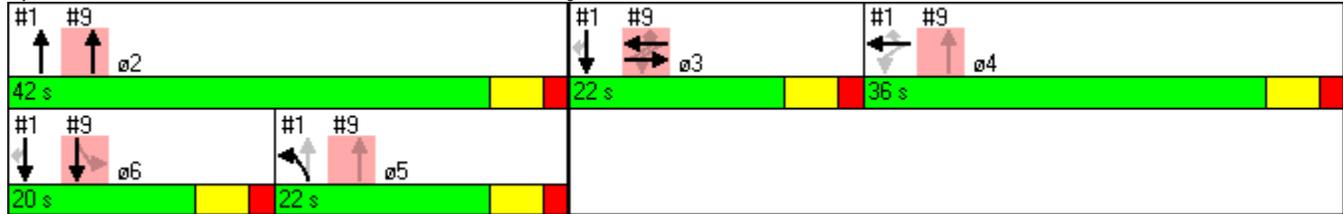
ICU Level of Service A

Analysis Period (min) 15

# 1: North Service Road & Broadway Avenue Lanes, Volumes, Timings

No Build 2013  
Midday Peak

Splits and Phases: 1: North Service Road & Broadway Avenue



Lane Group	ø3	ø6
Lane Configurations		
Volume (vph)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	10.0
Minimum Split (s)	10.0	16.0
Total Split (s)	22.0	20.0
Total Split (%)	22%	20%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?		
Recall Mode	Max	C-Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
<b>Intersection Summary</b>		

## 2: South Service Road & Broadway Avenue Lanes, Volumes, Timings

No Build 2013  
Midday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗↗	↗					↗↗	↗	↘	↗↗	
Volume (vph)	423	267	152	0	0	0	0	333	207	284	414	0
Satd. Flow (prot)	1711	3539	1583	0	0	0	0	3505	1516	1711	3539	0
Flt Permitted	0.950									0.504		
Satd. Flow (perm)	1711	3539	1583	0	0	0	0	3505	1516	908	3539	0
Satd. Flow (RTOR)			158							225		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.92	0.92	0.92	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%	3%	3%	3%	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%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	441	278	158	0	0	0	0	362	225	299	436	0
Turn Type	Perm		Perm						Perm	pm+pt		
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Detector Phase	4	4	4					2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0					10.0	10.0	3.0	10.0	
Minimum Split (s)	29.0	29.0	29.0					28.0	28.0	10.0	28.0	
Total Split (s)	48.0	48.0	48.0	0.0	0.0	0.0	0.0	31.0	31.0	21.0	31.0	0.0
Total Split (%)	48.0%	48.0%	48.0%	0.0%	0.0%	0.0%	0.0%	31.0%	31.0%	21.0%	31.0%	0.0%
Yellow Time (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	4.0	4.0	4.0	4.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	35.1	35.1	35.1					30.9	30.9	51.9	51.9	
Actuated g/C Ratio	0.35	0.35	0.35					0.31	0.31	0.52	0.52	
v/c Ratio	0.73	0.22	0.24					0.33	0.36	0.51	0.24	
Control Delay	35.5	22.2	4.1					29.3	6.0	25.1	17.5	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay	35.5	22.2	4.1					29.3	6.0	25.1	17.5	
LOS	D	C	A					C	A	C	B	
Approach Delay		25.6						20.4			20.6	
Approach LOS		C						C			C	

### Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 43 (43%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 22.5

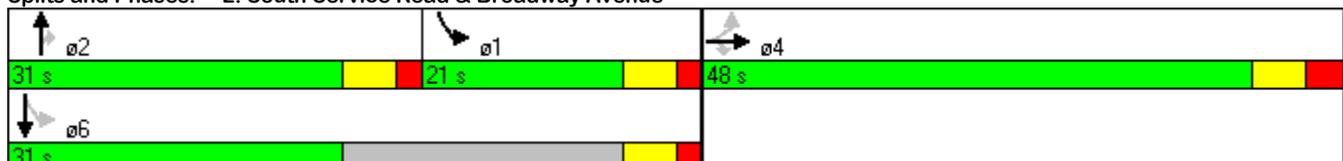
Intersection LOS: C

Intersection Capacity Utilization 67.8%

ICU Level of Service C

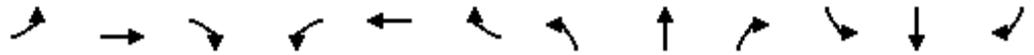
Analysis Period (min) 15

### Splits and Phases: 2: South Service Road & Broadway Avenue



### 3: Church Street & CR 97 Nicholls Road Lanes, Volumes, Timings

No Build 2013  
Midday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	142	46	106	13	5	112	32	730	9	76	688	77
Satd. Flow (prot)	1586	1494	0	1678	1564	0	1752	3505	1568	1589	3292	1625
Flt Permitted	0.676			0.653			0.950			0.950		
Satd. Flow (perm)	1129	1494	0	1153	1564	0	1752	3505	1568	1589	3292	1625
Satd. Flow (RTOR)		74			122				8			60
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	4%	4%	4%	3%	3%	3%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	165	0	14	127	0	35	793	10	82	740	83
Turn Type	Perm			Perm			Prot		Free	Prot		Free
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					Free			Free
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	12.5	12.5		12.5	12.5		9.5	27.5		9.5	27.5	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	25.0	80.0	0.0	25.0	80.0	0.0
Total Split (%)	25.0%	25.0%	0.0%	25.0%	25.0%	0.0%	17.9%	57.1%	0.0%	17.9%	57.1%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.0	6.5	6.5	4.0	5.0	7.5	4.0	5.0	7.5	4.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	15.7	15.7		15.7	15.7		5.7	24.8	65.6	8.0	29.0	65.6
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.09	0.38	1.00	0.12	0.44	1.00
v/c Ratio	0.57	0.40		0.05	0.27		0.23	0.60	0.01	0.42	0.51	0.05
Control Delay	33.5	16.9		22.5	7.2		37.2	20.7	0.0	37.8	16.6	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.5	16.9		22.5	7.2		37.2	20.7	0.0	37.8	16.6	0.1
LOS	C	B		C	A		D	C	A	D	B	A
Approach Delay		24.9			8.7			21.1			17.0	
Approach LOS		C			A			C			B	

#### Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 65.6

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 19.2

Intersection LOS: B

Intersection Capacity Utilization 54.8%

ICU Level of Service A

Analysis Period (min) 15

#### Splits and Phases: 3: Church Street & CR 97 Nicholls Road

25 s	80 s	35 s
25 s	80 s	35 s

# 4: South Service Road & Church Street HCM Unsignalized Intersection Capacity Analysis

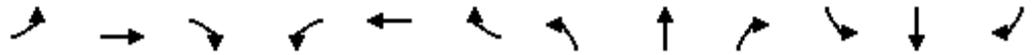
No Build 2013  
Midday Peak



Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑	↑				↑
Volume (veh/h)	1660	134	0	0	0	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1785	144	0	0	0	11
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1929		1785	892
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1929		1785	892
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	96
cM capacity (veh/h)			302		73	285
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>NW 1</b>		
Volume Total	892	892	144	11		
Volume Left	0	0	0	0		
Volume Right	0	0	144	11		
cSH	1700	1700	1700	285		
Volume to Capacity	0.52	0.52	0.08	0.04		
Queue Length 95th (ft)	0	0	0	3		
Control Delay (s)	0.0	0.0	0.0	18.1		
Lane LOS					C	
Approach Delay (s)	0.0				18.1	
Approach LOS					C	
<b>Intersection Summary</b>						
Average Delay			0.1			
Intersection Capacity Utilization			55.9%		ICU Level of Service	B
Analysis Period (min)			15			

5: Church Street & Sylvan Road  
 HCM Unsignalized Intersection Capacity Analysis

No Build 2013  
 Midday Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↕			↕				↕	↕		↕		
Volume (veh/h)	15	110	0	0	53	58	0	0	95	86	0	0		
Sign Control		Free			Free			Stop			Stop			
Grade		0%			0%			0%			0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	16	120	0	0	58	63	0	0	103	93	0	0		
Pedestrians														
Lane Width (ft)														
Walking Speed (ft/s)														
Percent Blockage														
Right turn flare (veh)														
Median type	None					None								
Median storage (veh)														
Upstream signal (ft)	382													
pX, platoon unblocked														
vC, conflicting volume	121					120			241	273	120	345	241	89
vC1, stage 1 conf vol														
vC2, stage 2 conf vol														
vCu, unblocked vol	121					120			241	273	120	345	241	89
tC, single (s)	4.1					4.3			7.2	6.6	6.3	7.3	6.7	6.4
tC, 2 stage (s)														
tF (s)	2.2					2.4			3.6	4.1	3.4	3.7	4.2	3.5
p0 queue free %	99					100			100	100	89	82	100	100
cM capacity (veh/h)	1448					1369			698	620	921	508	623	921
Direction, Lane #														
	EB 1	WB 1	NB 1	SB 1	SB 2									
Volume Total	136	121	103	62	31									
Volume Left	16	0	0	62	31									
Volume Right	0	63	103	0	0									
cSH	1448	1700	921	508	508									
Volume to Capacity	0.01	0.07	0.11	0.12	0.06									
Queue Length 95th (ft)	1	0	9	10	5									
Control Delay (s)	1.0	0.0	9.4	13.1	12.5									
Lane LOS	A		A	B	B									
Approach Delay (s)	1.0	0.0	9.4	12.9										
Approach LOS			A	B										
Intersection Summary														
Average Delay			5.1											
Intersection Capacity Utilization			27.3%	ICU Level of Service					A					
Analysis Period (min)	15													

# 1: North Service Road & Broadway Avenue Lanes, Volumes, Timings

No Build 2013  
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗	↗	↖	↗			↗	↗
Volume (vph)	0	0	0	405	466	118	361	505	0	0	431	287
Satd. Flow (prot)	0	0	0	1770	3539	1583	3433	3539	0	0	3539	1583
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1770	3539	1583	3433	3539	0	0	3539	1583
Satd. Flow (RTOR)						128						90
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
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%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	440	507	128	392	549	0	0	468	312
Turn Type				Perm		Perm	Prot					Perm
Protected Phases					4		5	2			6	3
Permitted Phases				4		4		5				6
Detector Phase				4	4	4	5	2			6	3
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0	3.0	10.0				
Minimum Split (s)				23.5	23.5	23.5	9.5	28.0				
Total Split (s)	0.0	0.0	0.0	36.0	36.0	36.0	31.0	53.0	0.0	0.0	48.0	48.0
Total Split (%)	0.0%	0.0%	0.0%	31.3%	31.3%	31.3%	27.0%	46.1%	0.0%	0.0%	41.7%	41.7%
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0				
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	6.0	6.0
Lead/Lag				Lag	Lag	Lag	Lag					
Lead-Lag Optimize?												
Recall Mode				None	None	None	None	C-Max				
Act Effct Green (s)				30.0	30.0	30.0	25.0	47.0			36.0	36.0
Actuated g/C Ratio				0.26	0.26	0.26	0.22	0.41			0.31	0.31
v/c Ratio				0.95	0.55	0.25	0.53	0.38			0.42	0.56
Control Delay				74.1	39.3	7.1	39.9	24.9			8.9	9.0
Queue Delay				0.0	0.0	0.0	0.0	0.0			1.0	2.8
Total Delay				74.1	39.3	7.1	39.9	24.9			9.8	11.9
LOS				E	D	A	D	C			A	B
Approach Delay					49.7			31.1			10.6	
Approach LOS					D			C			B	

## Intersection Summary

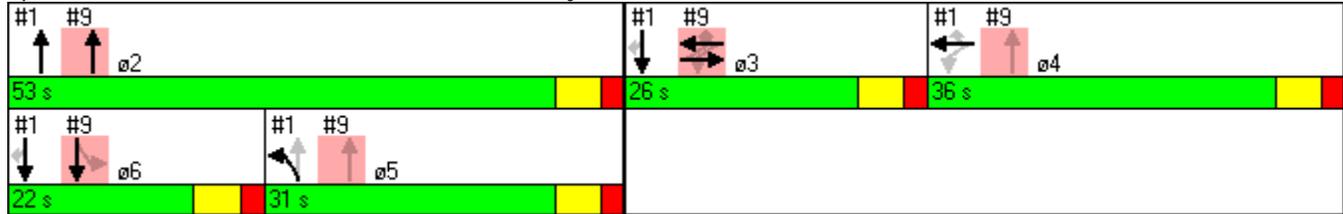
Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.68  
 Intersection Signal Delay: 32.6  
 Intersection Capacity Utilization 59.7%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service B

# 1: North Service Road & Broadway Avenue Lanes, Volumes, Timings

No Build 2013  
PM Peak

Splits and Phases: 1: North Service Road & Broadway Avenue



Lane Group	ø3	ø6
Lane Configurations		
Volume (vph)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	10.0
Minimum Split (s)	10.0	16.0
Total Split (s)	26.0	22.0
Total Split (%)	23%	19%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?		
Recall Mode	Max	C-Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

## 2: South Service Road & Broadway Avenue Lanes, Volumes, Timings

No Build 2013  
PM Peak



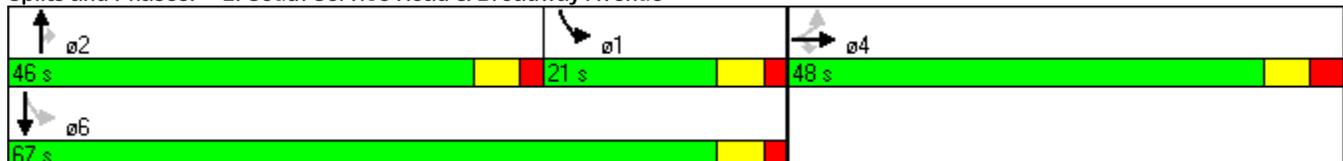
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	488	424	325	0	0	0	0	377	230	235	594	0
Satd. Flow (prot)	1711	3539	1583	0	0	0	0	3539	1531	1711	3539	0
Flt Permitted	0.950									0.466		
Satd. Flow (perm)	1711	3539	1583	0	0	0	0	3539	1531	839	3539	0
Satd. Flow (RTOR)			222							250		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
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%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	530	461	353	0	0	0	0	410	250	255	646	0
Turn Type	Perm		Perm						Perm	pm+pt		
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Detector Phase	4	4	4					2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0					10.0	10.0	3.0	10.0	
Minimum Split (s)	29.0	29.0	29.0					28.0	28.0	10.0	28.0	
Total Split (s)	48.0	48.0	48.0	0.0	0.0	0.0	0.0	46.0	46.0	21.0	67.0	0.0
Total Split (%)	41.7%	41.7%	41.7%	0.0%	0.0%	0.0%	0.0%	40.0%	40.0%	18.3%	58.3%	0.0%
Yellow Time (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	4.0	4.0	4.0	4.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	40.3	40.3	40.3					40.7	40.7	61.7	61.7	
Actuated g/C Ratio	0.35	0.35	0.35					0.35	0.35	0.54	0.54	
v/c Ratio	0.88	0.37	0.51					0.33	0.36	0.45	0.34	
Control Delay	53.0	28.8	13.0					28.3	4.8	27.5	22.3	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay	53.0	28.8	13.0					28.3	4.8	27.5	22.3	
LOS	D	C	B					C	A	C	C	
Approach Delay		34.2						19.4			23.8	
Approach LOS		C						B			C	

### Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 43 (37%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 27.6  
 Intersection Capacity Utilization 70.1%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service C

### Splits and Phases: 2: South Service Road & Broadway Avenue



### 3: Church Street & CR 97 Nicholls Road Lanes, Volumes, Timings

No Build 2013  
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	201	222	170	32	7	116	8	845	14	176	956	36
Satd. Flow (prot)	1694	1667	0	1694	1585	0	1770	3539	1583	1636	3388	1672
Flt Permitted	0.671			0.251			0.950			0.950		
Satd. Flow (perm)	1197	1667	0	448	1585	0	1770	3539	1583	1636	3388	1672
Satd. Flow (RTOR)		25			126				10			20
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	218	426	0	35	134	0	9	918	15	181	986	37
Turn Type	Perm			Perm			Prot		Free	Prot		Free
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					Free			Free
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	12.5	12.5		12.5	12.5		9.5	27.5		9.5	27.5	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	25.0	80.0	0.0	25.0	80.0	0.0
Total Split (%)	25.0%	25.0%	0.0%	25.0%	25.0%	0.0%	17.9%	57.1%	0.0%	17.9%	57.1%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.0	6.5	6.5	4.0	5.0	7.5	4.0	5.0	7.5	4.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	28.9	28.9		28.9	28.9		4.6	30.8	93.5	14.6	48.6	93.5
Actuated g/C Ratio	0.31	0.31		0.31	0.31		0.05	0.33	1.00	0.16	0.52	1.00
v/c Ratio	0.59	0.80		0.25	0.23		0.10	0.79	0.01	0.71	0.56	0.02
Control Delay	38.0	43.2		34.7	7.5		49.6	34.0	0.0	54.2	16.7	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.0	43.2		34.7	7.5		49.6	34.0	0.0	54.2	16.7	0.0
LOS	D	D		C	A		D	C	A	D	B	A
Approach Delay		41.4			13.1			33.6			21.9	
Approach LOS		D			B			C			C	

#### Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 93.5

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 29.4

Intersection LOS: C

Intersection Capacity Utilization 81.4%

ICU Level of Service D

Analysis Period (min) 15

#### Splits and Phases: 3: Church Street & CR 97 Nicholls Road

ø1	ø2	ø4
25 s	80 s	35 s
ø5	ø6	ø8
25 s	80 s	35 s

# 4: South Service Road & Church Street HCM Unsignalized Intersection Capacity Analysis

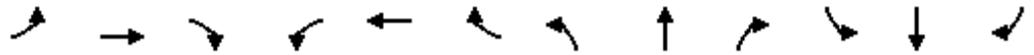
No Build 2013  
PM Peak



Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑	↗				↗
Volume (veh/h)	1960	227	0	0	0	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2130	247	0	0	0	9
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			2377		2130	1065
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2377		2130	1065
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	96
cM capacity (veh/h)			201		42	218
<b>Direction, Lane #</b>						
	EB 1	EB 2	EB 3	NW 1		
Volume Total	1065	1065	247	9		
Volume Left	0	0	0	0		
Volume Right	0	0	247	9		
cSH	1700	1700	1700	218		
Volume to Capacity	0.63	0.63	0.15	0.04		
Queue Length 95th (ft)	0	0	0	3		
Control Delay (s)	0.0	0.0	0.0	22.2		
Lane LOS					C	
Approach Delay (s)	0.0		22.2			
Approach LOS					C	
<b>Intersection Summary</b>						
Average Delay			0.1			
Intersection Capacity Utilization			64.2%		ICU Level of Service	C
Analysis Period (min)			15			

5: Church Street & Sylvan Road  
 HCM Unsignalized Intersection Capacity Analysis

No Build 2013  
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕				↕	↕		↕	
Volume (veh/h)	18	387	0	0	29	20	0	0	102	112	0	0	
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	20	421	0	0	32	22	0	0	111	122	0	0	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None					None							
Median storage (veh)													
Upstream signal (ft)	382												
pX, platoon unblocked													
vC, conflicting volume	53	421			502		513	421	613	502	42		
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	53	421			502		513	421	613	502	42		
tC, single (s)	4.1	4.3			7.1		6.5	6.2	7.2	6.6	6.3		
tC, 2 stage (s)													
tF (s)	2.2	2.4			3.5		4.0	3.3	3.6	4.1	3.4		
p0 queue free %	99	100			100		100	82	63	100	100		
cM capacity (veh/h)	1552	1053			473		457	631	326	460	1017		
Direction, Lane #													
	EB 1	WB 1	NB 1	SB 1	SB 2								
Volume Total	440	53	111	81	41								
Volume Left	20	0	0	81	41								
Volume Right	0	22	111	0	0								
cSH	1552	1700	631	326	326								
Volume to Capacity	0.01	0.03	0.18	0.25	0.12								
Queue Length 95th (ft)	1	0	16	24	11								
Control Delay (s)	0.4	0.0	11.9	19.7	17.6								
Lane LOS	A		B	C	C								
Approach Delay (s)	0.4	0.0	11.9	19.0									
Approach LOS			B	C									
Intersection Summary													
Average Delay			5.3										
Intersection Capacity Utilization			43.9%	ICU Level of Service					A				
Analysis Period (min)	15												

# 1: North Service Road & Broadway Avenue Lanes, Volumes, Timings

No Build 2013  
Saturday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗	↗	↖	↗			↗	↖
Volume (vph)	0	0	0	463	621	117	455	535	0	0	427	284
Satd. Flow (prot)	0	0	0	1770	3539	1583	3433	3539	0	0	3539	1583
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1770	3539	1583	3433	3539	0	0	3539	1583
Satd. Flow (RTOR)						127						40
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
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%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	503	675	127	495	582	0	0	464	309
Turn Type				Perm		Perm	Prot					Perm
Protected Phases					4		5	2			6	3
Permitted Phases				4		4		5				6
Detector Phase				4	4	4	5	2			6	3
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0	3.0	10.0				
Minimum Split (s)				23.5	23.5	23.5	9.5	28.0				
Total Split (s)	0.0	0.0	0.0	36.0	36.0	36.0	22.0	42.0	0.0	0.0	42.0	42.0
Total Split (%)	0.0%	0.0%	0.0%	36.0%	36.0%	36.0%	22.0%	42.0%	0.0%	0.0%	42.0%	42.0%
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0				
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	6.0	6.0
Lead/Lag				Lag	Lag	Lag	Lag					
Lead-Lag Optimize?												
Recall Mode				None	None	None	None	C-Max				
Act Effct Green (s)				30.0	30.0	30.0	16.0	36.0			30.0	30.0
Actuated g/C Ratio				0.30	0.30	0.30	0.16	0.36			0.30	0.30
v/c Ratio				0.95	0.64	0.23	0.90	0.46			0.44	0.61
Control Delay				63.6	33.5	5.9	60.2	28.2			8.3	8.6
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.6	1.5
Total Delay				63.6	33.5	5.9	60.2	28.2			9.0	10.1
LOS				E	C	A	E	C			A	B
Approach Delay					42.4			42.9			9.4	
Approach LOS					D			D			A	

## Intersection Summary

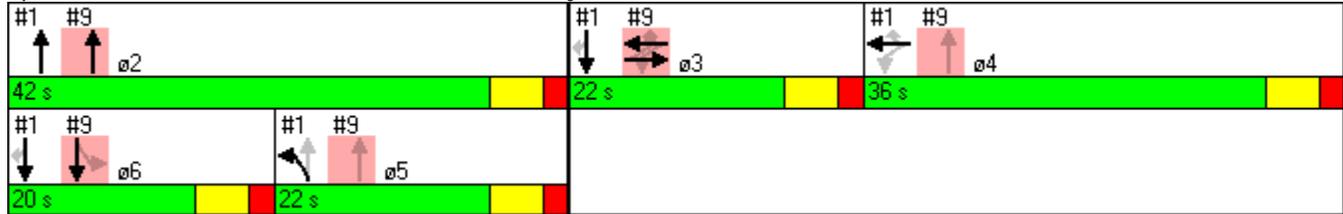
Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 2.06  
 Intersection Signal Delay: 34.5  
 Intersection Capacity Utilization 65.4%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service C

# 1: North Service Road & Broadway Avenue Lanes, Volumes, Timings

No Build 2013  
Saturday Peak

Splits and Phases: 1: North Service Road & Broadway Avenue



Lane Group	ø3	ø6
Lane Configurations		
Volume (vph)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	10.0
Minimum Split (s)	10.0	16.0
Total Split (s)	22.0	20.0
Total Split (%)	22%	20%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?		
Recall Mode	Max	C-Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

## 2: South Service Road & Broadway Avenue Lanes, Volumes, Timings

No Build 2013  
Saturday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗	↗					↗	↗	↘	↗	
Volume (vph)	466	350	220	0	0	0	0	525	312	311	579	0
Satd. Flow (prot)	1711	3539	1583	0	0	0	0	3539	1531	1711	3539	0
Flt Permitted	0.950									0.329		
Satd. Flow (perm)	1711	3539	1583	0	0	0	0	3539	1531	592	3539	0
Satd. Flow (RTOR)			182							292		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
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%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	507	380	239	0	0	0	0	571	339	338	629	0
Turn Type	Perm		Perm						Perm	pm+pt		
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Detector Phase	4	4	4					2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0					10.0	10.0	3.0	10.0	
Minimum Split (s)	29.0	29.0	29.0					28.0	28.0	10.0	28.0	
Total Split (s)	48.0	48.0	48.0	0.0	0.0	0.0	0.0	31.0	31.0	21.0	31.0	0.0
Total Split (%)	48.0%	48.0%	48.0%	0.0%	0.0%	0.0%	0.0%	31.0%	31.0%	21.0%	31.0%	0.0%
Yellow Time (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	4.0	4.0	4.0	4.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	37.9	37.9	37.9					28.1	28.1	49.1	49.1	
Actuated g/C Ratio	0.38	0.38	0.38					0.28	0.28	0.49	0.49	
v/c Ratio	0.78	0.28	0.34					0.57	0.53	0.74	0.36	
Control Delay	36.4	21.6	6.9					34.5	9.5	39.1	21.6	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay	36.4	21.6	6.9					34.5	9.5	39.1	21.6	
LOS	D	C	A					C	A	D	C	
Approach Delay		25.1						25.2			27.7	
Approach LOS		C						C			C	

### Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 43 (43%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 26.0

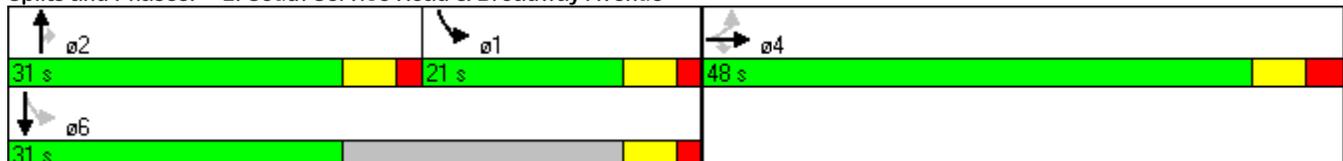
Intersection LOS: C

Intersection Capacity Utilization 78.2%

ICU Level of Service D

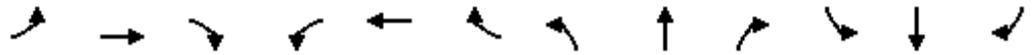
Analysis Period (min) 15

### Splits and Phases: 2: South Service Road & Broadway Avenue



### 3: Church Street & CR 97 Nicholls Road Lanes, Volumes, Timings

No Build 2013  
Saturday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	87	78	72	39	16	145	12	886	41	120	769	19
Satd. Flow (prot)	1711	1671	0	1711	1611	0	1770	3539	1583	1652	3421	1689
Flt Permitted	0.635			0.654			0.950			0.950		
Satd. Flow (perm)	1143	1671	0	1178	1611	0	1770	3539	1583	1652	3421	1689
Satd. Flow (RTOR)		30			158				30			14
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
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%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	163	0	42	175	0	13	963	45	130	836	21
Turn Type	Perm			Perm			Prot		Free	Prot		Free
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					Free			Free
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	12.5	12.5		12.5	12.5		9.5	27.5		9.5	27.5	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	25.0	80.0	0.0	25.0	80.0	0.0
Total Split (%)	25.0%	25.0%	0.0%	25.0%	25.0%	0.0%	17.9%	57.1%	0.0%	17.9%	57.1%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.0	6.5	6.5	4.0	5.0	7.5	4.0	5.0	7.5	4.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	12.6	12.6		12.6	12.6		4.9	28.5	71.6	10.4	42.6	71.6
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.07	0.40	1.00	0.15	0.59	1.00
v/c Ratio	0.47	0.51		0.20	0.42		0.11	0.68	0.03	0.54	0.41	0.01
Control Delay	37.9	29.9		31.1	10.6		41.4	21.4	0.0	40.7	9.5	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.9	29.9		31.1	10.6		41.4	21.4	0.0	40.7	9.5	0.0
LOS	D	C		C	B		D	C	A	D	A	A
Approach Delay		32.8			14.5			20.7			13.4	
Approach LOS		C			B			C			B	

#### Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 71.6

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 18.5

Intersection LOS: B

Intersection Capacity Utilization 67.2%

ICU Level of Service C

Analysis Period (min) 15

#### Splits and Phases: 3: Church Street & CR 97 Nicholls Road

25 s	80 s	35 s
25 s	80 s	35 s

# 4: South Service Road & Church Street HCM Unsignalized Intersection Capacity Analysis

No Build 2013  
Saturday Peak



Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑	↑				↑
Volume (veh/h)	1965	113	0	0	0	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.99	0.99	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1985	114	0	0	0	27
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			2099		1985	992
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2099		1985	992
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	89
cM capacity (veh/h)			259		53	244
<b>Direction, Lane #</b>						
	EB 1	EB 2	EB 3	NW 1		
Volume Total	992	992	114	27		
Volume Left	0	0	0	0		
Volume Right	0	0	114	27		
cSH	1700	1700	1700	244		
Volume to Capacity	0.58	0.58	0.07	0.11		
Queue Length 95th (ft)	0	0	0	9		
Control Delay (s)	0.0	0.0	0.0	21.6		
Lane LOS					C	
Approach Delay (s)	0.0			21.6		
Approach LOS					C	
<b>Intersection Summary</b>						
Average Delay			0.3			
Intersection Capacity Utilization			64.3%	ICU Level of Service	C	
Analysis Period (min)			15			

# 5: Church Street & Sylvan Road

## HCM Unsignalized Intersection Capacity Analysis

No Build 2013  
Saturday Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕				↕	↕		↕	
Volume (veh/h)	21	146	0	0	28	17	0	0	65	23	0	1	
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	23	159	0	0	30	18	0	0	71	25	0	1	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None					None							
Median storage (veh)													
Upstream signal (ft)	382												
pX, platoon unblocked													
vC, conflicting volume	49	159			245		253	159	315	244	40		
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	49	159			245		253	159	315	244	40		
tC, single (s)	4.1	4.1			7.1		6.5	6.2	7.1	6.5	6.2		
tC, 2 stage (s)													
tF (s)	2.2	2.2			3.5		4.0	3.3	3.5	4.0	3.3		
p0 queue free %	99	100			100		100	92	96	100	100		
cM capacity (veh/h)	1558	1409			700		641	887	581	648	1032		
Direction, Lane #													
	EB 1	WB 1	NB 1	SB 1	SB 2								
Volume Total	182	49	71	17	9								
Volume Left	23	0	0	17	8								
Volume Right	0	18	71	0	1								
cSH	1558	1700	887	581	611								
Volume to Capacity	0.01	0.03	0.08	0.03	0.02								
Queue Length 95th (ft)	1	0	6	2	1								
Control Delay (s)	1.0	0.0	9.4	11.4	11.0								
Lane LOS	A		A	B	B								
Approach Delay (s)	1.0	0.0	9.4	11.2									
Approach LOS			A	B									
Intersection Summary													
Average Delay			3.5										
Intersection Capacity Utilization			26.2%	ICU Level of Service					A				
Analysis Period (min)	15												

# 1: North Service Road & Broadway Avenue

## Lanes, Volumes, Timings

Build 2013  
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗	↗	↖	↖			↗	↖
Volume (vph)	0	0	0	154	283	96	357	295	0	0	135	286
Satd. Flow (prot)	0	0	0	1719	3438	1538	3400	3505	0	0	3252	1455
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1719	3438	1538	3400	3505	0	0	3252	1455
Satd. Flow (RTOR)						104						202
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	3%	3%	3%	2%	11%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	167	308	104	388	321	0	0	147	311
Turn Type				Perm		Perm	Prot					Perm
Protected Phases					4		5	2			6	3
Permitted Phases				4		4		5				6
Detector Phase				4	4	4	5	2			6	3
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0	3.0	10.0				
Minimum Split (s)				23.5	23.5	23.5	9.5	28.0				
Total Split (s)	0.0	0.0	0.0	36.0	36.0	36.0	22.0	42.0	0.0	0.0	42.0	42.0
Total Split (%)	0.0%	0.0%	0.0%	36.0%	36.0%	36.0%	22.0%	42.0%	0.0%	0.0%	42.0%	42.0%
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0				
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	6.0	6.0
Lead/Lag				Lag	Lag	Lag	Lag					
Lead-Lag Optimize?												
Recall Mode				None	None	None	None	C-Max				
Act Effct Green (s)				19.3	19.3	19.3	16.0	46.7			40.7	40.7
Actuated g/C Ratio				0.19	0.19	0.19	0.16	0.47			0.41	0.41
v/c Ratio				0.50	0.47	0.27	0.71	0.20			0.11	0.44
Control Delay				40.3	37.1	7.8	54.6	24.8			3.5	7.8
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.1	0.6
Total Delay				40.3	37.1	7.8	54.6	24.8			3.6	8.5
LOS				D	D	A	D	C			A	A
Approach Delay					32.8			41.1			6.9	
Approach LOS					C			D			A	

### Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.71  
 Intersection Signal Delay: 29.4  
 Intersection Capacity Utilization 51.2%  
 Analysis Period (min) 15

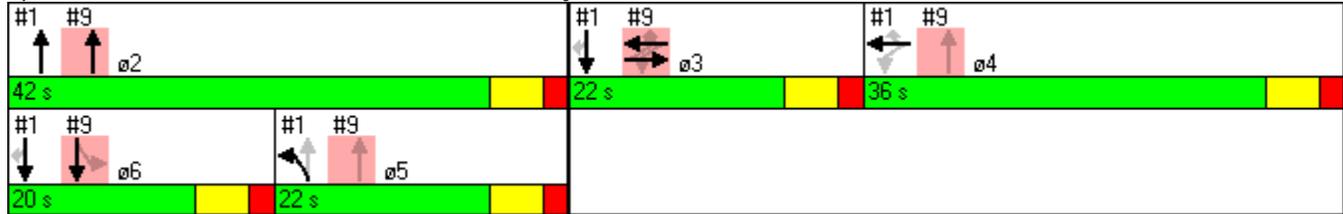
Intersection LOS: C  
 ICU Level of Service A

# 1: North Service Road & Broadway Avenue

## Lanes, Volumes, Timings

Build 2013  
AM Peak

Splits and Phases: 1: North Service Road & Broadway Avenue



Lane Group	ø3	ø6
Lane Configurations		
Volume (vph)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	10.0
Minimum Split (s)	10.0	16.0
Total Split (s)	22.0	20.0
Total Split (%)	22%	20%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?		
Recall Mode	Max	C-Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

## 2: South Service Road & Broadway Avenue Lanes, Volumes, Timings

Build 2013  
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	229	104	114	0	0	0	0	420	161	69	220	0
Satd. Flow (prot)	1616	3343	1495	0	0	0	0	3471	1501	1678	3471	0
Flt Permitted	0.950									0.465		
Satd. Flow (perm)	1616	3343	1495	0	0	0	0	3471	1501	821	3471	0
Satd. Flow (RTOR)			124							175		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	2%	2%	2%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	249	113	124	0	0	0	0	457	175	75	239	0
Turn Type	Perm		Perm						Perm	pm+pt		
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Detector Phase	4	4	4					2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0					10.0	10.0	3.0	10.0	
Minimum Split (s)	29.0	29.0	29.0					28.0	28.0	10.0	28.0	
Total Split (s)	48.0	48.0	48.0	0.0	0.0	0.0	0.0	31.0	31.0	21.0	31.0	0.0
Total Split (%)	48.0%	48.0%	48.0%	0.0%	0.0%	0.0%	0.0%	31.0%	31.0%	21.0%	31.0%	0.0%
Yellow Time (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	4.0	4.0	4.0	4.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	23.9	23.9	23.9					46.3	46.3	63.1	63.1	
Actuated g/C Ratio	0.24	0.24	0.24					0.46	0.46	0.63	0.63	
v/c Ratio	0.64	0.14	0.27					0.28	0.22	0.12	0.11	
Control Delay	41.0	28.2	6.3					20.2	4.4	9.8	8.5	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay	41.0	28.2	6.3					20.2	4.4	9.8	8.5	
LOS	D	C	A					C	A	A	A	
Approach Delay		29.2						15.9			8.8	
Approach LOS		C						B			A	

### Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 43 (43%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 18.8

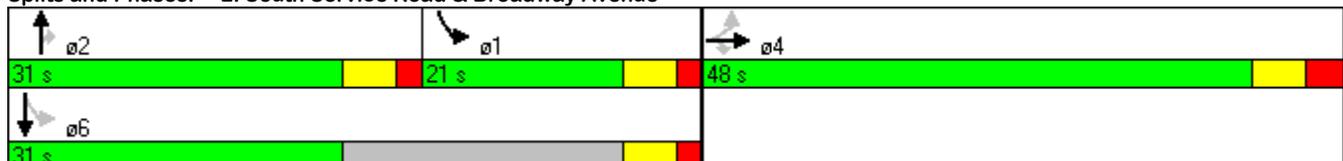
Intersection LOS: B

Intersection Capacity Utilization 51.4%

ICU Level of Service A

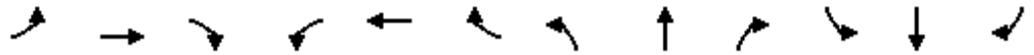
Analysis Period (min) 15

### Splits and Phases: 2: South Service Road & Broadway Avenue



### 3: Church Street & CR 97 Nicholls Road Lanes, Volumes, Timings

Build 2013  
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	370	83	67	88	31	192	41	846	1	72	596	156
Satd. Flow (prot)	1601	1572	0	1694	1607	0	1736	3471	1553	1546	3202	1580
Flt Permitted	0.564			0.654			0.950			0.950		
Satd. Flow (perm)	950	1572	0	1166	1607	0	1736	3471	1553	1546	3202	1580
Satd. Flow (RTOR)		26			198				1			141
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.94	0.94	0.94	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	9%	9%	3%	3%	3%	4%	4%	4%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	402	163	0	96	243	0	44	900	1	78	648	170
Turn Type	Perm			Perm			Prot		Free	Prot		Free
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					Free			Free
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	12.5	12.5		12.5	12.5		9.5	27.5		9.5	27.5	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	25.0	80.0	0.0	25.0	80.0	0.0
Total Split (%)	25.0%	25.0%	0.0%	25.0%	25.0%	0.0%	17.9%	57.1%	0.0%	17.9%	57.1%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.0	6.5	6.5	4.0	5.0	7.5	4.0	5.0	7.5	4.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effect Green (s)	29.2	29.2		29.2	29.2		6.2	28.1	82.4	8.3	32.1	82.4
Actuated g/C Ratio	0.35	0.35		0.35	0.35		0.08	0.34	1.00	0.10	0.39	1.00
v/c Ratio	1.20	0.28		0.23	0.35		0.34	0.76	0.00	0.50	0.52	0.11
Control Delay	143.2	20.9		25.1	7.9		46.7	29.3	0.0	49.2	21.3	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	143.2	20.9		25.1	7.9		46.7	29.3	0.0	49.2	21.3	0.1
LOS	F	C		C	A		D	C	A	D	C	A
Approach Delay		107.9			12.7			30.1			19.7	
Approach LOS		F			B			C			B	

#### Intersection Summary

Cycle Length: 140  
 Actuated Cycle Length: 82.4  
 Natural Cycle: 90  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.20  
 Intersection Signal Delay: 40.6  
 Intersection LOS: D  
 Intersection Capacity Utilization 82.6%  
 ICU Level of Service E  
 Analysis Period (min) 15

#### Splits and Phases: 3: Church Street & CR 97 Nicholls Road

φ1	φ2	φ4
25 s	80 s	35 s
φ5	φ6	φ8
25 s	80 s	35 s

# 4: South Service Road & Church Street HCM Unsignalized Intersection Capacity Analysis

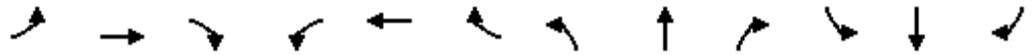
Build 2013  
AM Peak



Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑	↗				↗
Volume (veh/h)	1572	101	0	0	0	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1709	110	0	0	0	22
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1818		1709	854
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1818		1709	854
tC, single (s)			4.1		6.8	7.1
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.4
p0 queue free %			100		100	93
cM capacity (veh/h)			333		82	290
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>NW 1</b>		
Volume Total	854	854	110	22		
Volume Left	0	0	0	0		
Volume Right	0	0	110	22		
cSH	1700	1700	1700	290		
Volume to Capacity	0.50	0.50	0.06	0.07		
Queue Length 95th (ft)	0	0	0	6		
Control Delay (s)	0.0	0.0	0.0	18.4		
Lane LOS					C	
Approach Delay (s)	0.0		18.4			
Approach LOS					C	
<b>Intersection Summary</b>						
Average Delay			0.2			
Intersection Capacity Utilization			53.5%		ICU Level of Service	A
Analysis Period (min)			15			

# 5: Church Street & Sylvan Road HCM Unsignalized Intersection Capacity Analysis

Build 2013  
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕				↕	↕		↕	
Volume (veh/h)	46	138	0	0	27	200	0	0	228	142	0	0	
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	50	150	0	0	29	217	0	0	248	154	0	0	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None					None							
Median storage (veh)													
Upstream signal (ft)	382												
pX, platoon unblocked													
vC, conflicting volume	247			150			388	497	150	636	388	138	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	247			150			388	497	150	636	388	138	
tC, single (s)	4.2			4.2			7.1	6.5	6.2	7.5	6.5	6.6	
tC, 2 stage (s)													
tF (s)	2.3			2.3			3.5	4.0	3.3	3.9	4.0	3.7	
p0 queue free %	96			100			100	100	72	35	100	100	
cM capacity (veh/h)	1296			1361			549	452	889	236	529	810	
Direction, Lane #													
	EB 1	WB 1	NB 1	SB 1	SB 2								
Volume Total	200	247	248	154	0								
Volume Left	50	0	0	154	0								
Volume Right	0	217	248	0	0								
cSH	1296	1700	889	236	1700								
Volume to Capacity	0.04	0.15	0.28	0.65	0.00								
Queue Length 95th (ft)	3	0	29	101	0								
Control Delay (s)	2.2	0.0	10.6	45.1	0.0								
Lane LOS	A		B	E	A								
Approach Delay (s)	2.2	0.0	10.6	45.1									
Approach LOS			B	E									
Intersection Summary													
Average Delay			11.8										
Intersection Capacity Utilization			41.8%	ICU Level of Service					A				
Analysis Period (min)	15												

# 6: Rajon Road & Sylvan Avenue

## HCM Unsignalized Intersection Capacity Analysis

Build 2013  
AM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	113	150	5	5	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	123	163	5	5	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
None      None						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	337	5	5			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	337	5	5			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	89	90			
cM capacity (veh/h)	592	1078	1616			
<b>Direction, Lane #</b>						
	<b>EB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	123	168	5			
Volume Left	0	163	0			
Volume Right	123	0	0			
cSH	1078	1616	1700			
Volume to Capacity	0.11	0.10	0.00			
Queue Length 95th (ft)	10	8	0			
Control Delay (s)	8.8	7.3	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.8	7.3	0.0			
Approach LOS	A					
<b>Intersection Summary</b>						
Average Delay			7.8			
Intersection Capacity Utilization			18.6%		ICU Level of Service	A
Analysis Period (min)			15			

# 8: Site Access & Sunrise South Service Road HCM Unsignalized Intersection Capacity Analysis

Build 2013  
AM Peak

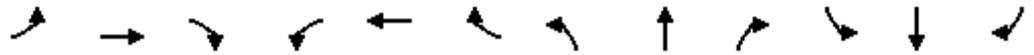


Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations			↑	↑		
Volume (veh/h)	0	0	1535	57	0	0
Sign Control	Free		Free			Stop
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1668	62	0	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		3399	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		3399	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			0		0	100
cM capacity (veh/h)			1623		0	1085
<b>Direction, Lane #</b>						
	NE 1	NE 2				
Volume Total	1668	62				
Volume Left	1668	0				
Volume Right	0	0				
cSH	1623	1700				
Volume to Capacity	1.03	0.04				
Queue Length 95th (ft)	700	0				
Control Delay (s)	46.2	0.0				
Lane LOS	E					
Approach Delay (s)	44.5					
Approach LOS						
<b>Intersection Summary</b>						
Average Delay			44.5			
Intersection Capacity Utilization			84.1%	ICU Level of Service	E	
Analysis Period (min)			15			

# 1: North Service Road & Broadway Avenue

## Lanes, Volumes, Timings

Build 2013  
Midday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗	↗	↖	↗			↗	↖
Volume (vph)	0	0	0	335	492	86	352	404	0	0	427	259
Satd. Flow (prot)	0	0	0	1770	3539	1583	3400	3505	0	0	3471	1553
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1770	3539	1583	3400	3505	0	0	3471	1553
Satd. Flow (RTOR)						93						84
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	364	535	93	371	425	0	0	454	276
Turn Type				Perm		Perm	Prot					Perm
Protected Phases					4		5	2			6	3
Permitted Phases				4		4		5				6
Detector Phase				4	4	4	5	2			6	3
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0	3.0	10.0				
Minimum Split (s)				23.5	23.5	23.5	9.5	28.0				
Total Split (s)	0.0	0.0	0.0	36.0	36.0	36.0	22.0	42.0	0.0	0.0	42.0	42.0
Total Split (%)	0.0%	0.0%	0.0%	36.0%	36.0%	36.0%	22.0%	42.0%	0.0%	0.0%	42.0%	42.0%
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0				
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	6.0	6.0
Lead/Lag				Lag	Lag	Lag	Lag					
Lead-Lag Optimize?												
Recall Mode				None	None	None	None	C-Max				
Act Effct Green (s)				27.8	27.8	27.8	16.0	38.2			32.2	32.2
Actuated g/C Ratio				0.28	0.28	0.28	0.16	0.38			0.32	0.32
v/c Ratio				0.74	0.54	0.18	0.68	0.32			0.41	0.50
Control Delay				42.4	32.6	6.5	44.0	23.5			7.1	8.8
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.4	1.3
Total Delay				42.4	32.6	6.5	44.0	23.5			7.6	10.1
LOS				D	C	A	D	C			A	B
Approach Delay					33.7			33.1			8.5	
Approach LOS					C			C			A	

### Intersection Summary

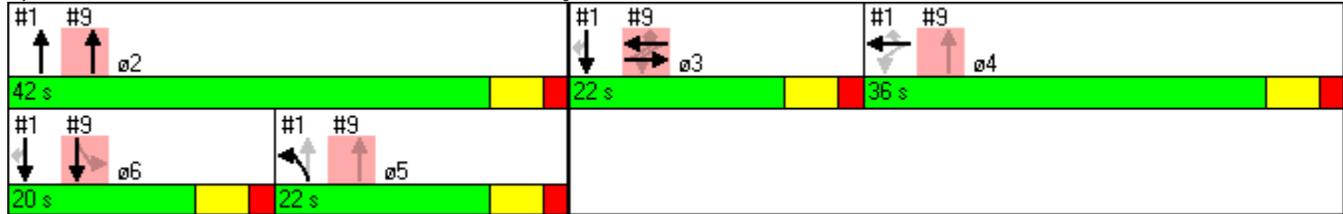
Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.16  
 Intersection Signal Delay: 26.2  
 Intersection Capacity Utilization 55.4%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service B

# 1: North Service Road & Broadway Avenue Lanes, Volumes, Timings

Build 2013  
Midday Peak

Splits and Phases: 1: North Service Road & Broadway Avenue



Lane Group	ø3	ø6
Lane Configurations		
Volume (vph)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	10.0
Minimum Split (s)	10.0	16.0
Total Split (s)	22.0	20.0
Total Split (%)	22%	20%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?		
Recall Mode	Max	C-Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

## 2: South Service Road & Broadway Avenue Lanes, Volumes, Timings

Build 2013  
Midday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	423	309	152	0	0	0	0	333	228	348	414	0
Satd. Flow (prot)	1711	3539	1583	0	0	0	0	3505	1516	1711	3539	0
Flt Permitted	0.950									0.503		
Satd. Flow (perm)	1711	3539	1583	0	0	0	0	3505	1516	906	3539	0
Satd. Flow (RTOR)			158							248		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.92	0.92	0.92	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%	3%	3%	3%	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%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	441	322	158	0	0	0	0	362	248	366	436	0
Turn Type	Perm		Perm						Perm	pm+pt		
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Detector Phase	4	4	4					2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0					10.0	10.0	3.0	10.0	
Minimum Split (s)	29.0	29.0	29.0					28.0	28.0	10.0	28.0	
Total Split (s)	48.0	48.0	48.0	0.0	0.0	0.0	0.0	31.0	31.0	21.0	31.0	0.0
Total Split (%)	48.0%	48.0%	48.0%	0.0%	0.0%	0.0%	0.0%	31.0%	31.0%	21.0%	31.0%	0.0%
Yellow Time (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	4.0	4.0	4.0	4.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	35.4	35.4	35.4					30.6	30.6	51.6	51.6	
Actuated g/C Ratio	0.35	0.35	0.35					0.31	0.31	0.52	0.52	
v/c Ratio	0.73	0.26	0.24					0.34	0.39	0.62	0.24	
Control Delay	35.0	22.5	4.0					29.5	6.0	28.3	17.2	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay	35.0	22.5	4.0					29.5	6.0	28.3	17.2	
LOS	C	C	A					C	A	C	B	
Approach Delay		25.3						19.9			22.2	
Approach LOS		C						B			C	

### Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 43 (43%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 22.8

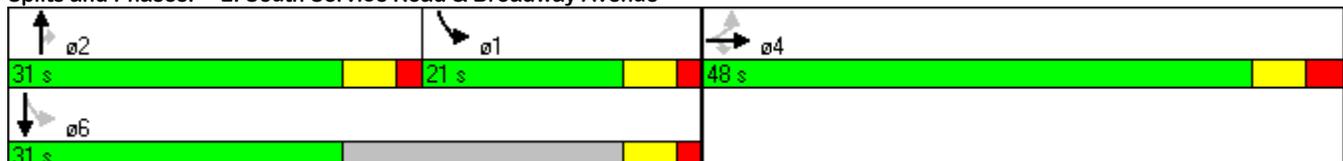
Intersection LOS: C

Intersection Capacity Utilization 70.6%

ICU Level of Service C

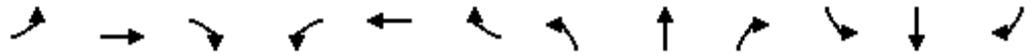
Analysis Period (min) 15

### Splits and Phases: 2: South Service Road & Broadway Avenue



### 3: Church Street & CR 97 Nicholls Road Lanes, Volumes, Timings

Build 2013  
Midday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	392	109	210	13	69	112	74	730	9	76	688	245
Satd. Flow (prot)	1586	1504	0	1678	1657	0	1752	3505	1568	1589	3292	1625
Flt Permitted	0.634			0.448			0.950			0.950		
Satd. Flow (perm)	1059	1504	0	791	1657	0	1752	3505	1568	1589	3292	1625
Satd. Flow (RTOR)		62			53				8			191
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	4%	4%	4%	3%	3%	3%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	426	346	0	14	197	0	80	793	10	82	740	263
Turn Type	Perm			Perm			Prot		Free	Prot		Free
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					Free			Free
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	12.5	12.5		12.5	12.5		9.5	27.5		9.5	27.5	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	25.0	80.0	0.0	25.0	80.0	0.0
Total Split (%)	25.0%	25.0%	0.0%	25.0%	25.0%	0.0%	17.9%	57.1%	0.0%	17.9%	57.1%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.0	6.5	6.5	4.0	5.0	7.5	4.0	5.0	7.5	4.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effect Green (s)	29.0	29.0		29.0	29.0		7.7	24.6	78.6	8.2	25.1	78.6
Actuated g/C Ratio	0.37	0.37		0.37	0.37		0.10	0.31	1.00	0.10	0.32	1.00
v/c Ratio	1.09	0.58		0.05	0.31		0.47	0.72	0.01	0.50	0.70	0.16
Control Delay	101.5	23.3		21.1	16.6		44.9	28.8	0.0	46.1	28.2	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.5	23.3		21.1	16.6		44.9	28.8	0.0	46.1	28.2	0.2
LOS	F	C		C	B		D	C	A	D	C	A
Approach Delay		66.5			16.9			29.9			22.8	
Approach LOS		E			B			C			C	

#### Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 78.6

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 35.9

Intersection LOS: D

Intersection Capacity Utilization 77.9%

ICU Level of Service D

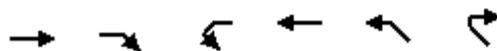
Analysis Period (min) 15

#### Splits and Phases: 3: Church Street & CR 97 Nicholls Road

ø1	ø2	ø4
25 s	80 s	35 s
ø5	ø6	ø8
25 s	80 s	35 s

# 4: South Service Road & Church Street HCM Unsignalized Intersection Capacity Analysis

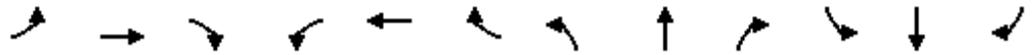
Build 2013  
Midday Peak



Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑	↗				↗
Volume (veh/h)	1808	134	0	0	0	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1944	144	0	0	0	11
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			2088		1944	972
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2088		1944	972
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	96
cM capacity (veh/h)			261		57	252
<b>Direction, Lane #</b>						
	EB 1	EB 2	EB 3	NW 1		
Volume Total	972	972	144	11		
Volume Left	0	0	0	0		
Volume Right	0	0	144	11		
cSH	1700	1700	1700	252		
Volume to Capacity	0.57	0.57	0.08	0.04		
Queue Length 95th (ft)	0	0	0	3		
Control Delay (s)	0.0	0.0	0.0	19.9		
Lane LOS					C	
Approach Delay (s)	0.0			19.9		
Approach LOS				C		
<b>Intersection Summary</b>						
Average Delay			0.1			
Intersection Capacity Utilization			60.0%		ICU Level of Service	B
Analysis Period (min)			15			

# 5: Church Street & Sylvan Road HCM Unsignalized Intersection Capacity Analysis

Build 2013  
Midday Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕				↕	↕		↕	
Volume (veh/h)	15	110	0	0	53	332	0	0	95	504	0	0	
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	16	120	0	0	58	361	0	0	103	548	0	0	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None					None							
Median storage (veh)													
Upstream signal (ft)	382												
pX, platoon unblocked													
vC, conflicting volume	418			120				390	571	120	493	390	238
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	418			120				390	571	120	493	390	238
tC, single (s)	4.1			4.3				7.2	6.6	6.3	7.3	6.7	6.4
tC, 2 stage (s)													
tF (s)	2.2			2.4				3.6	4.1	3.4	3.7	4.2	3.5
p0 queue free %	99			100				100	100	89	0	100	100
cM capacity (veh/h)	1125			1369				555	419	921	402	511	758
Direction, Lane #													
	EB 1	WB 1	NB 1	SB 1	SB 2								
Volume Total	136	418	103	548	0								
Volume Left	16	0	0	548	0								
Volume Right	0	361	103	0	0								
cSH	1125	1700	921	402	1700								
Volume to Capacity	0.01	0.25	0.11	1.36	0.00								
Queue Length 95th (ft)	1	0	9	652	0								
Control Delay (s)	1.1	0.0	9.4	205.6	0.0								
Lane LOS	A		A	F	A								
Approach Delay (s)	1.1	0.0	9.4	205.6									
Approach LOS			A	F									
Intersection Summary													
Average Delay			94.4										
Intersection Capacity Utilization			57.9%	ICU Level of Service					B				
Analysis Period (min)	15												

# 6: Rajon Road & Sylvan Avenue HCM Unsignalized Intersection Capacity Analysis

Build 2013  
Midday Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	418	274	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	454	298	0	0	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	596	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	596	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	58	82			
cM capacity (veh/h)	381	1085	1623			
<b>Direction, Lane #</b>						
	EB 1	NB 1	SB 1			
Volume Total	454	298	0			
Volume Left	0	298	0			
Volume Right	454	0	0			
cSH	1085	1623	1700			
Volume to Capacity	0.42	0.18	0.00			
Queue Length 95th (ft)	53	17	0			
Control Delay (s)	10.7	7.7	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.7	7.7	0.0			
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			9.5			
Intersection Capacity Utilization			29.2%		ICU Level of Service	A
Analysis Period (min)			15			

# 8: Site Access & Sunrise South Service Road HCM Unsignalized Intersection Capacity Analysis

Build 2013  
Midday Peak



Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations			↑	↑		
Volume (veh/h)	0	0	1670	148	0	0
Sign Control	Free		Free			Stop
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1815	161	0	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		3791	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		3791	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			0		0	100
cM capacity (veh/h)			1623		0	1085
<b>Direction, Lane #</b>						
	NE 1	NE 2				
Volume Total	1815	161				
Volume Left	1815	0				
Volume Right	0	0				
cSH	1623	1700				
Volume to Capacity	1.12	0.09				
Queue Length 95th (ft)	1018	0				
Control Delay (s)	76.6	0.0				
Lane LOS	F					
Approach Delay (s)	70.3					
Approach LOS						
<b>Intersection Summary</b>						
Average Delay		70.3				
Intersection Capacity Utilization		91.2%	ICU Level of Service		F	
Analysis Period (min)		15				

# 1: North Service Road & Broadway Avenue

## Lanes, Volumes, Timings

Build 2013  
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗	↗	↖	↗			↗	↖
Volume (vph)	0	0	0	405	466	118	361	505	0	0	494	287
Satd. Flow (prot)	0	0	0	1770	3539	1583	3433	3539	0	0	3539	1583
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1770	3539	1583	3433	3539	0	0	3539	1583
Satd. Flow (RTOR)							128					90
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
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%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	440	507	128	392	549	0	0	537	312
Turn Type				Perm		Perm	Prot					Perm
Protected Phases					4		5	2			6	3
Permitted Phases				4		4		5				6
Detector Phase				4	4	4	5	2			6	3
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0	3.0	10.0				
Minimum Split (s)				23.5	23.5	23.5	9.5	28.0				
Total Split (s)	0.0	0.0	0.0	36.0	36.0	36.0	31.0	53.0	0.0	0.0	48.0	48.0
Total Split (%)	0.0%	0.0%	0.0%	31.3%	31.3%	31.3%	27.0%	46.1%	0.0%	0.0%	41.7%	41.7%
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0				
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	6.0	6.0
Lead/Lag				Lag	Lag	Lag	Lag					
Lead-Lag Optimize?												
Recall Mode				None	None	None	None	C-Max				
Act Effct Green (s)				30.0	30.0	30.0	25.0	47.0			36.0	36.0
Actuated g/C Ratio				0.26	0.26	0.26	0.22	0.41			0.31	0.31
v/c Ratio				0.95	0.55	0.25	0.53	0.38			0.48	0.56
Control Delay				74.1	39.3	7.1	39.8	24.9			9.4	9.9
Queue Delay				0.0	0.0	0.0	0.0	0.0			1.4	3.5
Total Delay				74.1	39.3	7.1	39.8	24.9			10.8	13.3
LOS				E	D	A	D	C			B	B
Approach Delay					49.7			31.1			11.7	
Approach LOS					D			C			B	

### Intersection Summary

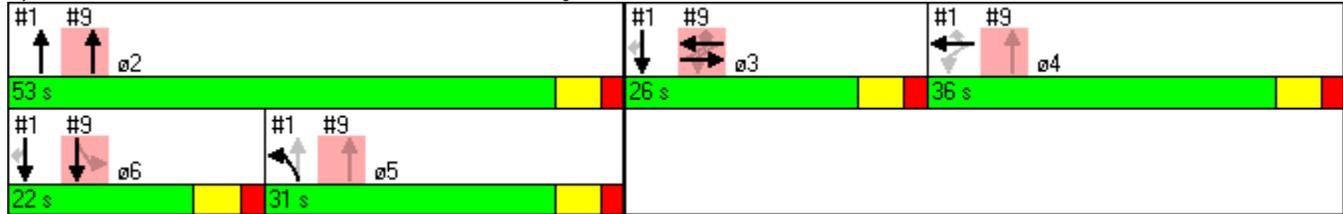
Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.68  
 Intersection Signal Delay: 32.4  
 Intersection Capacity Utilization 61.4%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service B

# 1: North Service Road & Broadway Avenue Lanes, Volumes, Timings

Build 2013  
PM Peak

Splits and Phases: 1: North Service Road & Broadway Avenue



Lane Group	ø3	ø6
Lane Configurations		
Volume (vph)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	10.0
Minimum Split (s)	10.0	16.0
Total Split (s)	26.0	22.0
Total Split (%)	23%	19%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?		
Recall Mode	Max	C-Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

## 2: South Service Road & Broadway Avenue Lanes, Volumes, Timings

Build 2013  
PM Peak



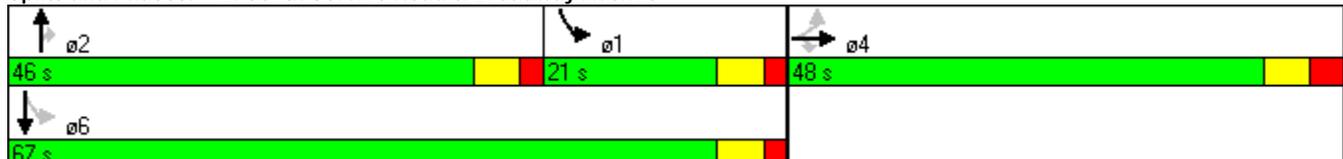
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗↗	↗					↗↗	↗	↘	↗↗	
Volume (vph)	488	466	325	0	0	0	0	377	251	299	594	0
Satd. Flow (prot)	1711	3539	1583	0	0	0	0	3539	1531	1711	3539	0
Flt Permitted	0.950									0.466		
Satd. Flow (perm)	1711	3539	1583	0	0	0	0	3539	1531	839	3539	0
Satd. Flow (RTOR)			222							204		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
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%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	530	507	353	0	0	0	0	410	273	325	646	0
Turn Type	Perm		Perm						Perm	pm+pt		
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Detector Phase	4	4	4					2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0					10.0	10.0	3.0	10.0	
Minimum Split (s)	29.0	29.0	29.0					28.0	28.0	10.0	28.0	
Total Split (s)	48.0	48.0	48.0	0.0	0.0	0.0	0.0	46.0	46.0	21.0	67.0	0.0
Total Split (%)	41.7%	41.7%	41.7%	0.0%	0.0%	0.0%	0.0%	40.0%	40.0%	18.3%	58.3%	0.0%
Yellow Time (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	4.0	4.0	4.0	4.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	40.5	40.5	40.5					40.5	40.5	61.5	61.5	
Actuated g/C Ratio	0.35	0.35	0.35					0.35	0.35	0.53	0.53	
v/c Ratio	0.88	0.41	0.50					0.33	0.41	0.58	0.34	
Control Delay	52.5	29.3	13.0					28.3	9.7	30.7	22.0	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay	52.5	29.3	13.0					28.3	9.7	30.7	22.0	
LOS	D	C	B					C	A	C	C	
Approach Delay		34.0						20.9			24.9	
Approach LOS		C						C			C	

### Intersection Summary

Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 43 (37%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 28.2  
 Intersection Capacity Utilization 75.0%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service D

### Splits and Phases: 2: South Service Road & Broadway Avenue



### 3: Church Street & CR 97 Nicholls Road Lanes, Volumes, Timings

Build 2013  
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	451	285	274	32	71	116	50	845	14	176	956	205
Satd. Flow (prot)	1694	1651	0	1694	1673	0	1770	3539	1583	1636	3388	1672
Flt Permitted	0.591			0.138			0.950			0.950		
Satd. Flow (perm)	1054	1651	0	246	1673	0	1770	3539	1583	1636	3388	1672
Satd. Flow (RTOR)		31			53				10			115
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	490	608	0	35	203	0	54	918	15	181	986	211
Turn Type	Perm			Perm			Prot		Free	Prot		Free
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					Free			Free
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	12.5	12.5		12.5	12.5		9.5	27.5		9.5	27.5	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	25.0	80.0	0.0	25.0	80.0	0.0
Total Split (%)	25.0%	25.0%	0.0%	25.0%	25.0%	0.0%	17.9%	57.1%	0.0%	17.9%	57.1%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.0	6.5	6.5	4.0	5.0	7.5	4.0	5.0	7.5	4.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effect Green (s)	28.9	28.9		28.9	28.9		6.8	30.8	93.5	14.6	40.7	93.5
Actuated g/C Ratio	0.31	0.31		0.31	0.31		0.07	0.33	1.00	0.16	0.44	1.00
v/c Ratio	1.51	1.15		0.46	0.37		0.42	0.79	0.01	0.71	0.67	0.13
Control Delay	270.9	116.9		54.1	22.9		53.9	34.0	0.0	54.2	24.0	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	270.9	116.9		54.1	22.9		53.9	34.0	0.0	54.2	24.0	0.2
LOS	F	F		D	C		D	C	A	D	C	A
Approach Delay		185.7			27.5			34.6			24.3	
Approach LOS		F			C			C			C	

#### Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 93.5

Natural Cycle: 110

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.51

Intersection Signal Delay: 75.1

Intersection LOS: E

Intersection Capacity Utilization 91.1%

ICU Level of Service F

Analysis Period (min) 15

#### Splits and Phases: 3: Church Street & CR 97 Nicholls Road

25 s	80 s	35 s
25 s	80 s	35 s

# 4: South Service Road & Church Street HCM Unsignalized Intersection Capacity Analysis

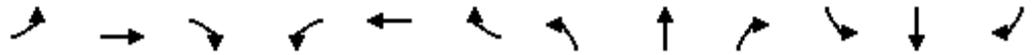
Build 2013  
PM Peak



Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑	↗				↗
Volume (veh/h)	2108	227	0	0	0	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2291	247	0	0	0	9
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			2538		2291	1146
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2538		2291	1146
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	95
cM capacity (veh/h)			173		33	193
<b>Direction, Lane #</b>						
	EB 1	EB 2	EB 3	NW 1		
Volume Total	1146	1146	247	9		
Volume Left	0	0	0	0		
Volume Right	0	0	247	9		
cSH	1700	1700	1700	193		
Volume to Capacity	0.67	0.67	0.15	0.05		
Queue Length 95th (ft)	0	0	0	4		
Control Delay (s)	0.0	0.0	0.0	24.5		
Lane LOS					C	
Approach Delay (s)	0.0			24.5		
Approach LOS					C	
<b>Intersection Summary</b>						
Average Delay			0.1			
Intersection Capacity Utilization			68.3%	ICU Level of Service	C	
Analysis Period (min)			15			

# 5: Church Street & Sylvan Road HCM Unsignalized Intersection Capacity Analysis

Build 2013  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↕			↕				↕	↕		↕		
Volume (veh/h)	18	387	0	0	29	294	0	0	102	530	0	0		
Sign Control		Free			Free			Stop			Stop			
Grade		0%			0%			0%			0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Hourly flow rate (vph)	20	421	0	0	32	320	0	0	111	576	0	0		
Pedestrians														
Lane Width (ft)														
Walking Speed (ft/s)														
Percent Blockage														
Right turn flare (veh)														
Median type	None					None								
Median storage (veh)														
Upstream signal (ft)	382													
pX, platoon unblocked														
vC, conflicting volume	351					421			651	811	421	762	651	191
vC1, stage 1 conf vol														
vC2, stage 2 conf vol														
vCu, unblocked vol	351					421			651	811	421	762	651	191
tC, single (s)	4.1					4.3			7.1	6.5	6.2	7.2	6.6	6.3
tC, 2 stage (s)														
tF (s)	2.2					2.4			3.5	4.0	3.3	3.6	4.1	3.4
p0 queue free %	98					100			100	100	82	0	100	100
cM capacity (veh/h)	1208					1053			376	307	631	258	376	840
Direction, Lane #														
	EB 1	WB 1	NB 1	SB 1	SB 2									
Volume Total	440	351	111	576	0									
Volume Left	20	0	0	576	0									
Volume Right	0	320	111	0	0									
cSH	1208	1700	631	258	1700									
Volume to Capacity	0.02	0.21	0.18	2.23	0.00									
Queue Length 95th (ft)	1	0	16	1116	0									
Control Delay (s)	0.5	0.0	11.9	598.9	0.0									
Lane LOS	A		B	F	A									
Approach Delay (s)	0.5	0.0	11.9	598.9										
Approach LOS			B	F										
Intersection Summary														
Average Delay			234.5											
Intersection Capacity Utilization			71.0%		ICU Level of Service		C							
Analysis Period (min)	15													

# 6: Rajon Road & Sylvan Avenue

## HCM Unsignalized Intersection Capacity Analysis

Build 2013  
PM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	458	274	0	10	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	498	298	0	11	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
None      None						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	607	11	11			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	607	11	11			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	53	81			
cM capacity (veh/h)	375	1070	1608			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	498	298	11			
Volume Left	0	298	0			
Volume Right	498	0	0			
cSH	1070	1608	1700			
Volume to Capacity	0.47	0.19	0.01			
Queue Length 95th (ft)	63	17	0			
Control Delay (s)	11.3	7.7	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.3	7.7	0.0			
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			9.8			
Intersection Capacity Utilization			38.4%		ICU Level of Service	A
Analysis Period (min)			15			

# 8: Site Access & Sunrise South Service Road

## HCM Unsignalized Intersection Capacity Analysis

Build 2013  
PM Peak



Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations			↑	↑		
Volume (veh/h)	0	0	1968	148	0	0
Sign Control	Free		Free			Stop
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	2139	161	0	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		4439	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		4439	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			0		0	100
cM capacity (veh/h)			1623		0	1085
<b>Direction, Lane #</b>						
	NE 1	NE 2				
Volume Total	2139	161				
Volume Left	2139	0				
Volume Right	0	0				
cSH	1623	1700				
Volume to Capacity	1.32	0.09				
Queue Length 95th (ft)	1879	0				
Control Delay (s)	159.0	0.0				
Lane LOS	F					
Approach Delay (s)	147.8					
Approach LOS						
<b>Intersection Summary</b>						
Average Delay		147.8				
Intersection Capacity Utilization		106.9%	ICU Level of Service		G	
Analysis Period (min)		15				

# 1: North Service Road & Broadway Avenue

## Lanes, Volumes, Timings

Build 2013  
Saturday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗	↗	↖	↗			↗	↖
Volume (vph)	0	0	0	463	621	117	455	535	0	0	507	284
Satd. Flow (prot)	0	0	0	1770	3539	1583	3433	3539	0	0	3539	1583
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1770	3539	1583	3433	3539	0	0	3539	1583
Satd. Flow (RTOR)							127					40
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
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%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	503	675	127	495	582	0	0	551	309
Turn Type				Perm		Perm	Prot					Perm
Protected Phases					4		5	2			6	3
Permitted Phases				4		4		5				6
Detector Phase				4	4	4	5	2			6	3
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0	3.0	10.0				
Minimum Split (s)				23.5	23.5	23.5	9.5	28.0				
Total Split (s)	0.0	0.0	0.0	36.0	36.0	36.0	22.0	42.0	0.0	0.0	42.0	42.0
Total Split (%)	0.0%	0.0%	0.0%	36.0%	36.0%	36.0%	22.0%	42.0%	0.0%	0.0%	42.0%	42.0%
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0				
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	6.0	6.0
Lead/Lag				Lag	Lag	Lag	Lag					
Lead-Lag Optimize?												
Recall Mode				None	None	None	None	C-Max				
Act Effct Green (s)				30.0	30.0	30.0	16.0	36.0			30.0	30.0
Actuated g/C Ratio				0.30	0.30	0.30	0.16	0.36			0.30	0.30
v/c Ratio				0.95	0.64	0.23	0.90	0.46			0.52	0.61
Control Delay				63.6	33.5	5.9	60.1	28.2			8.7	9.4
Queue Delay				0.0	0.0	0.0	0.0	0.0			1.0	1.9
Total Delay				63.6	33.5	5.9	60.1	28.2			9.7	11.4
LOS				E	C	A	E	C			A	B
Approach Delay					42.4			42.9			10.3	
Approach LOS					D			D			B	

### Intersection Summary

Cycle Length: 100  
 Actuated Cycle Length: 100  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 2.06  
 Intersection Signal Delay: 34.1  
 Intersection Capacity Utilization 67.6%  
 Analysis Period (min) 15

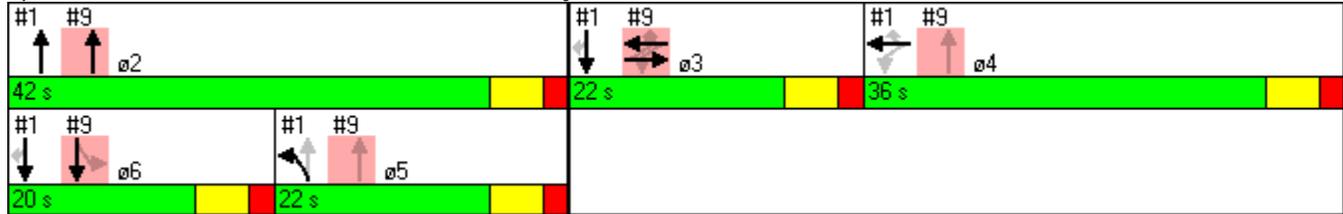
Intersection LOS: C  
 ICU Level of Service C

# 1: North Service Road & Broadway Avenue

## Lanes, Volumes, Timings

Build 2013  
Saturday Peak

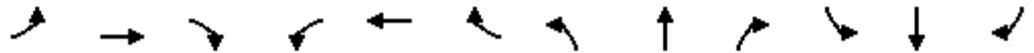
Splits and Phases: 1: North Service Road & Broadway Avenue



Lane Group	ø3	ø6
Lane Configurations		
Volume (vph)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	10.0
Minimum Split (s)	10.0	16.0
Total Split (s)	22.0	20.0
Total Split (%)	22%	20%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?		
Recall Mode	Max	C-Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

## 2: South Service Road & Broadway Avenue Lanes, Volumes, Timings

Build 2013  
Saturday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	466	403	220	0	0	0	0	525	339	390	579	0
Satd. Flow (prot)	1711	3539	1583	0	0	0	0	3539	1531	1711	3539	0
Flt Permitted	0.950									0.328		
Satd. Flow (perm)	1711	3539	1583	0	0	0	0	3539	1531	591	3539	0
Satd. Flow (RTOR)			182							233		
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	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%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	507	438	239	0	0	0	0	571	368	419	629	0
Turn Type	Perm		Perm						Perm	pm+pt		
Protected Phases		4						2		1	6	
Permitted Phases	4		4						2	6		
Detector Phase	4	4	4					2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0					10.0	10.0	3.0	10.0	
Minimum Split (s)	29.0	29.0	29.0					28.0	28.0	10.0	28.0	
Total Split (s)	48.0	48.0	48.0	0.0	0.0	0.0	0.0	31.0	31.0	21.0	31.0	0.0
Total Split (%)	48.0%	48.0%	48.0%	0.0%	0.0%	0.0%	0.0%	31.0%	31.0%	21.0%	31.0%	0.0%
Yellow Time (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0					2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	4.0	4.0	4.0	4.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?												
Recall Mode	None	None	None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	38.2	38.2	38.2					27.8	27.8	48.8	48.8	
Actuated g/C Ratio	0.38	0.38	0.38					0.28	0.28	0.49	0.49	
v/c Ratio	0.78	0.32	0.33					0.58	0.62	0.92	0.36	
Control Delay	35.9	22.0	6.8					34.8	17.2	54.0	21.1	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay	35.9	22.0	6.8					34.8	17.2	54.0	21.1	
LOS	D	C	A					C	B	D	C	
Approach Delay		24.9						27.9			34.3	
Approach LOS		C						C			C	

### Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 43 (43%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 28.9

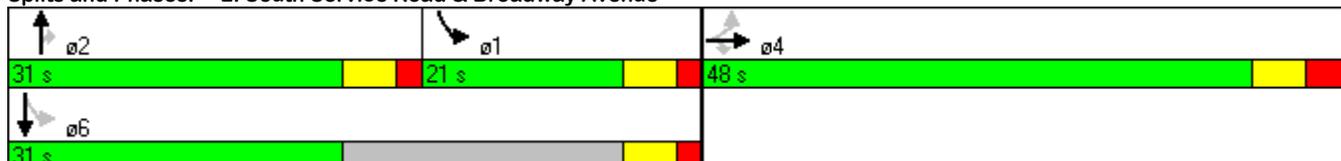
Intersection LOS: C

Intersection Capacity Utilization 84.2%

ICU Level of Service E

Analysis Period (min) 15

### Splits and Phases: 2: South Service Road & Broadway Avenue



### 3: Church Street & CR 97 Nicholls Road Lanes, Volumes, Timings

Build 2013  
Saturday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	380	151	194	39	95	145	64	886	41	120	769	230
Satd. Flow (prot)	1711	1649	0	1711	1693	0	1770	3539	1583	1652	3421	1689
Flt Permitted	0.512			0.352			0.950			0.950		
Satd. Flow (perm)	922	1649	0	634	1693	0	1770	3539	1583	1652	3421	1689
Satd. Flow (RTOR)		42			50				30			161
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
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%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	413	375	0	42	261	0	70	963	45	130	836	250
Turn Type	Perm			Perm			Prot		Free	Prot		Free
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					Free			Free
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	12.5	12.5		12.5	12.5		9.5	27.5		9.5	27.5	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	25.0	80.0	0.0	25.0	80.0	0.0
Total Split (%)	25.0%	25.0%	0.0%	25.0%	25.0%	0.0%	17.9%	57.1%	0.0%	17.9%	57.1%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.0	6.5	6.5	4.0	5.0	7.5	4.0	5.0	7.5	4.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effect Green (s)	28.9	28.9		28.9	28.9		7.7	31.5	90.9	11.2	37.3	90.9
Actuated g/C Ratio	0.32	0.32		0.32	0.32		0.08	0.35	1.00	0.12	0.41	1.00
v/c Ratio	1.40	0.68		0.21	0.46		0.47	0.78	0.03	0.64	0.60	0.15
Control Delay	230.8	33.6		30.5	25.2		52.7	31.7	0.0	54.3	23.3	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	230.8	33.6		30.5	25.2		52.7	31.7	0.0	54.3	23.3	0.2
LOS	F	C		C	C		D	C	A	D	C	A
Approach Delay		137.0			25.9			31.8			21.9	
Approach LOS		F			C			C			C	

#### Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 90.9

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.40

Intersection Signal Delay: 52.2

Intersection LOS: D

Intersection Capacity Utilization 87.3%

ICU Level of Service E

Analysis Period (min) 15

#### Splits and Phases: 3: Church Street & CR 97 Nicholls Road

ø1	ø2	ø4
25 s	80 s	35 s
ø5	ø6	ø8
25 s	80 s	35 s

# 4: South Service Road & Church Street HCM Unsignalized Intersection Capacity Analysis

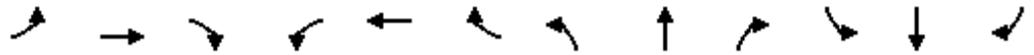
Build 2013  
Saturday Peak



Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑↑	↑				↑
Volume (veh/h)	2150	113	0	0	0	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.99	0.99	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2172	114	0	0	0	27
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			2286		2172	1086
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2286		2172	1086
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	87
cM capacity (veh/h)			218		40	212
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>EB 3</b>	<b>NW 1</b>		
Volume Total	1086	1086	114	27		
Volume Left	0	0	0	0		
Volume Right	0	0	114	27		
cSH	1700	1700	1700	212		
Volume to Capacity	0.64	0.64	0.07	0.13		
Queue Length 95th (ft)	0	0	0	11		
Control Delay (s)	0.0	0.0	0.0	24.5		
Lane LOS					C	
Approach Delay (s)	0.0		24.5			
Approach LOS					C	
<b>Intersection Summary</b>						
Average Delay			0.3			
Intersection Capacity Utilization			69.4%		ICU Level of Service	C
Analysis Period (min)	15					

# 5: Church Street & Sylvan Road HCM Unsignalized Intersection Capacity Analysis

Build 2013  
Saturday Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕				↕	↕		↕
Volume (veh/h)	21	146	0	0	28	361	0	0	65	511	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	159	0	0	30	392	0	0	71	555	0	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
	None					None						
Median storage (veh)												
Upstream signal (ft)												
	382											
pX, platoon unblocked												
vC, conflicting volume	423			159			432	627	159	502	431	227
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	423			159			432	627	159	502	431	227
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			100	100	92	0	100	100
cM capacity (veh/h)	1136			1409			525	392	887	435	507	813
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1	SB 2							
Volume Total	182	423	71	555	1							
Volume Left	23	0	0	555	0							
Volume Right	0	392	71	0	1							
cSH	1136	1700	887	435	813							
Volume to Capacity	0.02	0.25	0.08	1.28	0.00							
Queue Length 95th (ft)	2	0	6	595	0							
Control Delay (s)	1.2	0.0	9.4	168.5	9.4							
Lane LOS	A		A	F	A							
Approach Delay (s)	1.2	0.0	9.4	168.2								
Approach LOS			A	F								
Intersection Summary												
Average Delay			76.7									
Intersection Capacity Utilization			60.4%		ICU Level of Service		B					
Analysis Period (min)	15											

# 6: Rajon Road & Sylvan Avenue

## HCM Unsignalized Intersection Capacity Analysis

Build 2013  
Saturday Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	488	344	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	530	374	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	748	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	748	0	0			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	51	77			
cM capacity (veh/h)	293	1085	1623			
<b>Direction, Lane #</b>						
	EB 1	NB 1	SB 1			
Volume Total	530	374	0			
Volume Left	0	374	0			
Volume Right	530	0	0			
cSH	1085	1623	1700			
Volume to Capacity	0.49	0.23	0.00			
Queue Length 95th (ft)	69	22	0			
Control Delay (s)	11.4	7.9	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.4	7.9	0.0			
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			10.0			
Intersection Capacity Utilization			33.6%		ICU Level of Service	A
Analysis Period (min)			15			

# 8: Site Access & Sunrise South Service Road HCM Unsignalized Intersection Capacity Analysis

Build 2013  
Saturday Peak



Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations			↑	↑		
Volume (veh/h)	0	0	1989	185	0	0
Sign Control	Free		Free			Stop
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	2162	201	0	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		4525	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		4525	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			0		0	100
cM capacity (veh/h)			1623		0	1085
<b>Direction, Lane #</b>						
	NE 1	NE 2				
Volume Total	2162	201				
Volume Left	2162	0				
Volume Right	0	0				
cSH	1623	1700				
Volume to Capacity	1.33	0.12				
Queue Length 95th (ft)	1945	0				
Control Delay (s)	165.0	0.0				
Lane LOS	F					
Approach Delay (s)	151.0					
Approach LOS						
<b>Intersection Summary</b>						
Average Delay		151.0				
Intersection Capacity Utilization		108.0%	ICU Level of Service		G	
Analysis Period (min)		15				

### 3: Church Street & CR 97 Nicholls Road Lanes, Volumes, Timings

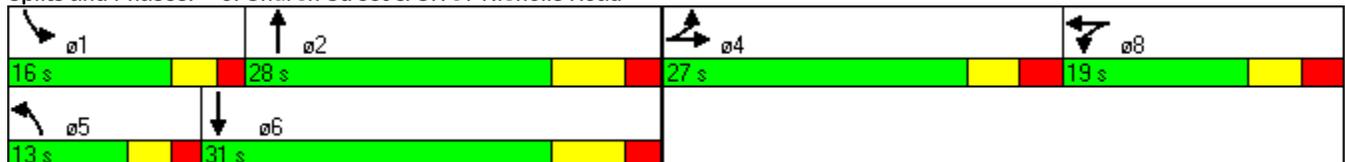
Build 2013 Mitigated  
AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	370	83	67	88	31	192	41	846	1	72	596	156
Satd. Flow (prot)	2998	1685	1432	1694	1607	0	1736	3471	1553	1546	3202	1482
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	2998	1685	1432	1694	1607	0	1736	3471	1553	1546	3202	1482
Satd. Flow (RTOR)			73		209				1			170
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.94	0.94	0.94	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	9%	9%	3%	3%	3%	4%	4%	4%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	402	90	73	96	243	0	44	900	1	78	648	170
Turn Type	Split		Free	Split			Prot		Free	Prot		Free
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free						Free			Free
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	12.5	12.5		12.5	12.5		9.5	27.5		9.5	27.5	
Total Split (s)	27.0	27.0	0.0	19.0	19.0	0.0	13.0	28.0	0.0	16.0	31.0	0.0
Total Split (%)	30.0%	30.0%	0.0%	21.1%	21.1%	0.0%	14.4%	31.1%	0.0%	17.8%	34.4%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.0	6.5	6.5	4.0	5.0	7.5	4.0	5.0	7.5	4.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)	16.4	16.4	90.0	9.4	9.4		6.1	32.5	90.0	8.1	36.5	90.0
Actuated g/C Ratio	0.18	0.18	1.00	0.10	0.10		0.07	0.36	1.00	0.09	0.41	1.00
v/c Ratio	0.74	0.29	0.05	0.55	0.69		0.37	0.72	0.00	0.56	0.50	0.11
Control Delay	36.2	26.3	0.1	49.3	18.9		48.5	32.7	0.0	53.8	24.8	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	36.2	26.3	0.1	49.3	18.9		48.5	32.7	0.0	53.8	24.8	0.2
LOS	D	C	A	D	B		D	C	A	D	C	A
Approach Delay		30.0			27.5			33.4			22.6	
Approach LOS		C			C			C			C	

#### Intersection Summary

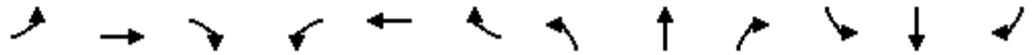
Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 28.4  
 Intersection LOS: C  
 Intersection Capacity Utilization 72.7%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 Description: Int # 3 & 5 are zoned together as Zone 1

#### Splits and Phases: 3: Church Street & CR 97 Nicholls Road



# 5: Church Street & Sylvan Road Lanes, Volumes, Timings

Build 2013 Mitigated  
AM Peak

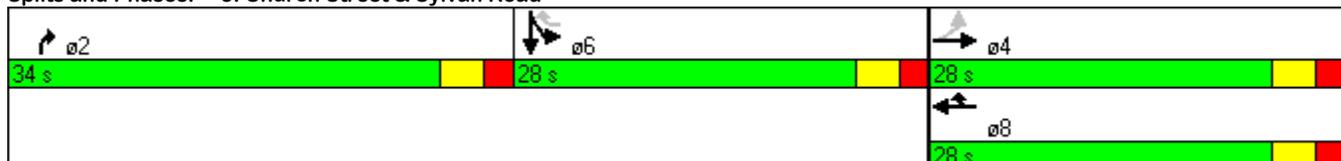


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗			↗	↖	↕	
Volume (vph)	46	138	0	0	27	200	0	0	228	142	0	0
Satd. Flow (prot)	0	1653	0	0	1611	1369	0	0	1565	1151	1151	0
Flt Permitted		0.912								0.950	0.950	
Satd. Flow (perm)	0	1526	0	0	1611	1369	0	0	1565	1151	1151	0
Satd. Flow (RTOR)						217						
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	6%	14%	14%	14%	5%	5%	5%	44%	0%	44%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	200	0	0	29	217	0	0	248	77	77	0
Turn Type	Perm					custom			custom	Split		
Protected Phases		4			8	8			2	6	6	
Permitted Phases	4					6						
Detector Phase	4	4			8	8			2	6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0	4.0			4.0	4.0	4.0	
Minimum Split (s)	10.0	10.0			10.0	10.0			10.0	21.5	21.5	
Total Split (s)	28.0	28.0	0.0	0.0	28.0	28.0	0.0	0.0	34.0	28.0	28.0	0.0
Total Split (%)	31.1%	31.1%	0.0%	0.0%	31.1%	31.1%	0.0%	0.0%	37.8%	31.1%	31.1%	0.0%
Yellow Time (s)	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	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min			Min	Min			None	C-Max	C-Max	
Act Effct Green (s)		16.8			16.8	60.5			19.5	38.7	38.7	
Actuated g/C Ratio		0.19			0.19	0.67			0.22	0.43	0.43	
v/c Ratio		0.70			0.10	0.22			0.73	0.16	0.16	
Control Delay		46.9			22.7	0.9			45.0	21.2	21.2	
Queue Delay		0.0			0.0	0.0			0.0	0.0	0.0	
Total Delay		46.9			22.7	0.9			45.0	21.2	21.2	
LOS		D			C	A			D	C	C	
Approach Delay		46.9			3.5						21.2	
Approach LOS		D			A						C	

## Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 16 (18%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.73  
 Intersection Signal Delay: 29.1  
 Intersection LOS: C  
 Intersection Capacity Utilization 40.4%  
 ICU Level of Service A  
 Analysis Period (min) 15

## Splits and Phases: 5: Church Street & Sylvan Road



### 3: Church Street & CR 97 Nicholls Road Lanes, Volumes, Timings

Build 2013 Mitigated  
Midday Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	392	109	210	13	69	112	74	730	9	76	688	245
Satd. Flow (prot)	2971	1670	1419	1678	1657	0	1752	3505	1568	1589	3292	1524
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	2971	1670	1419	1678	1657	0	1752	3505	1568	1589	3292	1524
Satd. Flow (RTOR)			228		75				10			263
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	10%	10%	4%	4%	4%	3%	3%	3%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	426	118	228	14	197	0	80	793	10	82	740	263
Turn Type	Split		Free	Split			Prot		Free	Prot		Free
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free						Free			Free
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	12.5	12.5		12.5	12.5		9.5	27.5		9.5	27.5	
Total Split (s)	27.0	27.0	0.0	18.2	18.2	0.0	16.0	28.8	0.0	16.0	28.8	0.0
Total Split (%)	30.0%	30.0%	0.0%	20.2%	20.2%	0.0%	17.8%	32.0%	0.0%	17.8%	32.0%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.0	6.5	6.5	4.0	5.0	7.5	4.0	5.0	7.5	4.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)	17.0	17.0	90.0	10.1	10.1		7.9	31.0	90.0	8.2	31.4	90.0
Actuated g/C Ratio	0.19	0.19	1.00	0.11	0.11		0.09	0.34	1.00	0.09	0.35	1.00
v/c Ratio	0.76	0.37	0.16	0.07	0.78		0.52	0.66	0.01	0.57	0.65	0.17
Control Delay	36.3	27.2	0.2	35.5	44.9		50.8	31.6	0.0	53.6	31.3	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	36.3	27.2	0.2	35.5	44.9		50.8	31.6	0.0	53.6	31.3	0.2
LOS	D	C	A	D	D		D	C	A	D	C	A
Approach Delay		24.2			44.3			33.0			25.5	
Approach LOS		C			D			C			C	

#### Intersection Summary

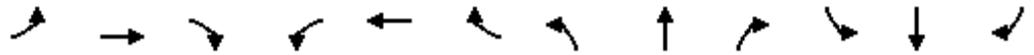
Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 28.7  
 Intersection LOS: C  
 Intersection Capacity Utilization 67.3%  
 ICU Level of Service C  
 Analysis Period (min) 15

#### Splits and Phases: 3: Church Street & CR 97 Nicholls Road

16 s	28.8 s	27 s	18.2 s
16 s	28.8 s		

# 5: Church Street & Sylvan Road Lanes, Volumes, Timings

Build 2013 Mitigated  
Midday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗			↗	↖	↕	↖
Volume (vph)	15	110	0	0	53	332	0	0	95	504	0	0
Satd. Flow (prot)	0	1679	0	0	1543	1312	0	0	1550	1381	1381	0
Flt Permitted		0.960								0.950	0.950	
Satd. Flow (perm)	0	1621	0	0	1543	1312	0	0	1550	1381	1381	0
Satd. Flow (RTOR)						361						
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	19%	19%	19%	6%	6%	6%	20%	20%	20%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	136	0	0	58	361	0	0	103	274	274	0
Turn Type	Perm					custom			custom	Split		
Protected Phases		4				8			2	6	6	
Permitted Phases	4					6						
Detector Phase	4	4			8	8			2	6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0	4.0			4.0	4.0	4.0	
Minimum Split (s)	10.0	10.0			10.0	10.0			10.0	21.5	21.5	
Total Split (s)	24.0	24.0	0.0	0.0	24.0	24.0	0.0	0.0	19.0	47.0	47.0	0.0
Total Split (%)	26.7%	26.7%	0.0%	0.0%	26.7%	26.7%	0.0%	0.0%	21.1%	52.2%	52.2%	0.0%
Yellow Time (s)	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	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min			Min	Min			None	C-Max	C-Max	
Act Effct Green (s)		12.7			12.7	72.2			11.1	53.5	53.5	
Actuated g/C Ratio		0.14			0.14	0.80			0.12	0.59	0.59	
v/c Ratio		0.59			0.27	0.32			0.54	0.33	0.33	
Control Delay		46.1			32.5	2.5			46.7	13.3	13.3	
Queue Delay		0.0			0.0	0.2			0.0	0.0	0.0	
Total Delay		46.1			32.5	2.6			46.7	13.3	13.3	
LOS		D			C	A			D	B	B	
Approach Delay		46.1			6.8						13.3	
Approach LOS		D			A						B	

## Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 1 (1%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.59  
 Intersection Signal Delay: 17.6  
 Intersection Capacity Utilization 39.0%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

## Splits and Phases: 5: Church Street & Sylvan Road



# 1: North Service Road & Broadway Avenue Lanes, Volumes, Timings

Build 2013 Mitigated  
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗	↗	↖	↗			↗	↖
Volume (vph)	0	0	0	405	466	118	361	505	0	0	494	287
Satd. Flow (prot)	0	0	0	1770	3539	1583	3433	3539	0	0	3539	1583
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	1770	3539	1583	3433	3539	0	0	3539	1583
Satd. Flow (RTOR)						128						80
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
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%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	440	507	128	392	549	0	0	537	312
Turn Type				Perm		Perm	Prot					Perm
Protected Phases					4		5	2			6	3
Permitted Phases				4		4		5				6
Detector Phase				4	4	4	5	2			6	3
Switch Phase												
Minimum Initial (s)				10.0	10.0	10.0	3.0	10.0				
Minimum Split (s)				23.5	23.5	23.5	9.5	28.0				
Total Split (s)	0.0	0.0	0.0	39.0	39.0	39.0	23.0	50.0	0.0	0.0	53.0	53.0
Total Split (%)	0.0%	0.0%	0.0%	33.9%	33.9%	33.9%	20.0%	43.5%	0.0%	0.0%	46.1%	46.1%
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0				
All-Red Time (s)				2.0	2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	6.0	6.0
Lead/Lag				Lag	Lag	Lag	Lag					
Lead-Lag Optimize?												
Recall Mode				None	None	None	None	C-Max				
Act Effct Green (s)				32.4	32.4	32.4	17.0	44.6			41.6	41.6
Actuated g/C Ratio				0.28	0.28	0.28	0.15	0.39			0.36	0.36
v/c Ratio				0.88	0.51	0.24	0.77	0.40			0.42	0.50
Control Delay				60.0	36.6	6.5	54.1	27.0			5.7	4.7
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.8	1.7
Total Delay				60.0	36.6	6.5	54.1	27.0			6.5	6.4
LOS				E	D	A	D	C			A	A
Approach Delay					42.6			38.3			6.4	
Approach LOS					D			D			A	

## Intersection Summary

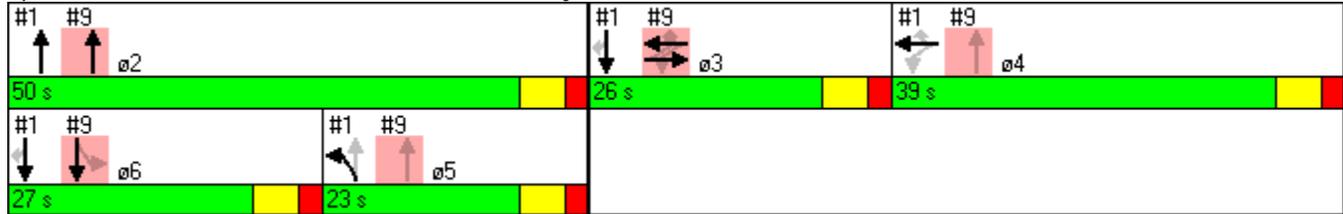
Cycle Length: 115  
 Actuated Cycle Length: 115  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.17  
 Intersection Signal Delay: 30.5  
 Intersection Capacity Utilization 61.4%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service B

# 1: North Service Road & Broadway Avenue Lanes, Volumes, Timings

Build 2013 Mitigated  
PM Peak

Splits and Phases: 1: North Service Road & Broadway Avenue



Lane Group	ø3	ø6
Lane Configurations		
Volume (vph)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	6
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	4.0	10.0
Minimum Split (s)	10.0	16.0
Total Split (s)	26.0	27.0
Total Split (%)	23%	23%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?		
Recall Mode	Max	C-Max
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

### 3: Church Street & CR 97 Nicholls Road Lanes, Volumes, Timings

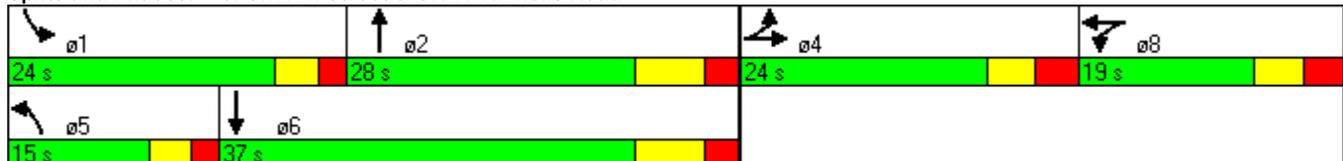
Build 2013 Mitigated  
PM Peak

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group												
Lane Configurations												
Volume (vph)	451	285	274	32	71	116	50	845	14	176	956	205
Satd. Flow (prot)	3173	1783	1516	1694	1673	0	1770	3539	1583	1636	3388	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3173	1783	1516	1694	1673	0	1770	3539	1583	1636	3388	1568
Satd. Flow (RTOR)			298		71				15			169
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	490	310	298	35	203	0	54	918	15	181	986	211
Turn Type	Split		Free	Split			Prot		Free	Prot		Free
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free						Free			Free
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	12.5	12.5		12.5	12.5		9.5	27.5		9.5	27.5	
Total Split (s)	24.0	24.0	0.0	19.0	19.0	0.0	15.0	28.0	0.0	24.0	37.0	0.0
Total Split (%)	25.3%	25.3%	0.0%	20.0%	20.0%	0.0%	15.8%	29.5%	0.0%	25.3%	38.9%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.0	6.5	6.5	4.0	5.0	7.5	4.0	5.0	7.5	4.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)	17.4	17.4	95.0	10.7	10.7		6.9	27.3	95.0	14.1	36.3	95.0
Actuated g/C Ratio	0.18	0.18	1.00	0.11	0.11		0.07	0.29	1.00	0.15	0.38	1.00
v/c Ratio	0.84	0.95	0.20	0.18	0.81		0.42	0.90	0.01	0.75	0.76	0.13
Control Delay	45.7	70.5	0.3	39.4	50.4		51.4	48.2	0.0	56.9	32.4	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	45.7	70.5	0.3	39.4	50.4		51.4	48.2	0.0	56.9	32.4	0.2
LOS	D	E	A	D	D		D	D	A	E	C	A
Approach Delay		40.3			48.8			47.7			30.7	
Approach LOS		D			D			D			C	

#### Intersection Summary

Cycle Length: 95  
 Actuated Cycle Length: 95  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.95  
 Intersection Signal Delay: 39.2  
 Intersection LOS: D  
 Intersection Capacity Utilization 78.1%  
 ICU Level of Service D  
 Analysis Period (min) 15

#### Splits and Phases: 3: Church Street & CR 97 Nicholls Road



# 5: Church Street & Sylvan Road Lanes, Volumes, Timings

Build 2013 Mitigated  
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	18	387	0	0	29	294	0	0	102	530	0	0
Satd. Flow (prot)	0	1735	0	0	1543	1312	0	0	1596	1564	1564	0
Flt Permitted		0.988								0.950	0.950	
Satd. Flow (perm)	0	1718	0	0	1543	1312	0	0	1596	1564	1564	0
Satd. Flow (RTOR)						320						
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	19%	19%	19%	3%	3%	3%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	441	0	0	32	320	0	0	111	288	288	0
Turn Type	Perm					custom			custom	Split		
Protected Phases		4			8	8			2	6	6	
Permitted Phases	4					6						
Detector Phase	4	4			8	8			2	6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0	4.0			4.0	4.0	4.0	
Minimum Split (s)	10.0	10.0			10.0	10.0			10.0	21.5	21.5	
Total Split (s)	39.0	39.0	0.0	0.0	39.0	39.0	0.0	0.0	18.0	38.0	38.0	0.0
Total Split (%)	41.1%	41.1%	0.0%	0.0%	41.1%	41.1%	0.0%	0.0%	18.9%	40.0%	40.0%	0.0%
Yellow Time (s)	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	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min			Min	Min			None	C-Max	C-Max	
Act Effct Green (s)		28.7			28.7	77.3			11.1	42.6	42.6	
Actuated g/C Ratio		0.30			0.30	0.81			0.12	0.45	0.45	
v/c Ratio		0.85			0.07	0.28			0.59	0.41	0.41	
Control Delay		46.8			14.8	0.7			52.6	23.3	23.3	
Queue Delay		0.0			0.0	0.1			0.0	0.0	0.0	
Total Delay		46.8			14.8	0.8			52.6	23.3	23.3	
LOS		D			B	A			D	C	C	
Approach Delay		46.8			2.1						23.3	
Approach LOS		D			A						C	

## Intersection Summary

Cycle Length: 95

Actuated Cycle Length: 95

Offset: 93 (98%), Referenced to phase 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 27.5

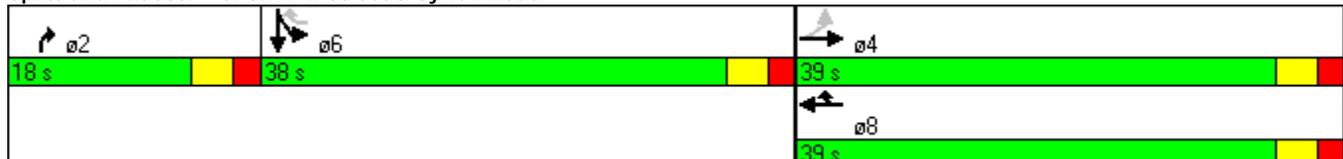
Intersection LOS: C

Intersection Capacity Utilization 54.9%

ICU Level of Service A

Analysis Period (min) 15

## Splits and Phases: 5: Church Street & Sylvan Road



### 3: Church Street & CR 97 Nicholls Road Lanes, Volumes, Timings

Build 2012 Mitigated  
Saturday Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	380	151	194	39	95	145	64	886	41	120	769	230
Satd. Flow (prot)	3204	1801	1531	1711	1693	0	1770	3539	1583	1652	3421	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3204	1801	1531	1711	1693	0	1770	3539	1583	1652	3421	1583
Satd. Flow (RTOR)			211		70				45			242
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
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%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	413	164	211	42	261	0	70	963	45	130	836	250
Turn Type	Split		Free	Split			Prot		Free	Prot		Free
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			Free						Free			Free
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	12.5	12.5		12.5	12.5		9.5	27.5		9.5	27.5	
Total Split (s)	24.0	24.0	0.0	21.0	21.0	0.0	17.0	28.0	0.0	20.0	31.0	0.0
Total Split (%)	25.8%	25.8%	0.0%	22.6%	22.6%	0.0%	18.3%	30.1%	0.0%	21.5%	33.3%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	4.0	6.5	6.5	4.0	5.0	7.5	4.0	5.0	7.5	4.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)	15.4	15.4	93.0	13.4	13.4		7.6	27.7	93.0	10.9	32.9	93.0
Actuated g/C Ratio	0.17	0.17	1.00	0.14	0.14		0.08	0.30	1.00	0.12	0.35	1.00
v/c Ratio	0.78	0.55	0.14	0.17	0.86		0.49	0.91	0.03	0.67	0.69	0.16
Control Delay	38.9	38.5	0.2	35.9	54.6		51.3	48.2	0.0	55.6	32.2	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	38.9	38.5	0.2	35.9	54.6		51.3	48.2	0.0	55.6	32.2	0.2
LOS	D	D	A	D	D		D	D	A	E	C	A
Approach Delay		28.5			52.0			46.4			28.1	
Approach LOS		C			D			D			C	

#### Intersection Summary

Cycle Length: 93  
 Actuated Cycle Length: 93  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay: 36.2  
 Intersection LOS: D  
 Intersection Capacity Utilization 77.1%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 Description: Int # 3 & 5 are zoned together as Zone 1

#### Splits and Phases: 3: Church Street & CR 97 Nicholls Road

20 s	28 s	24 s	21 s
17 s	31 s		

# 5: Church Street & Sylvan Road Lanes, Volumes, Timings

Build 2012 Mitigated  
Saturday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	146	0	0	28	361	0	0	65	511	0	1
Satd. Flow (prot)	0	1728	0	0	1766	1501	0	0	1611	1625	1629	0
Flt Permitted		0.960								0.950	0.953	
Satd. Flow (perm)	0	1669	0	0	1766	1501	0	0	1611	1625	1629	0
Satd. Flow (RTOR)						392						
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	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%	
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	182	0	0	30	392	0	0	71	277	279	0
Turn Type	Perm					custom			custom	Split		
Protected Phases		4			8	8			2	6	6	
Permitted Phases	4					6						
Detector Phase	4	4			8	8			2	6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0	4.0			4.0	4.0	4.0	
Minimum Split (s)	10.0	10.0			10.0	10.0			10.0	21.5	21.5	
Total Split (s)	35.0	35.0	0.0	0.0	35.0	35.0	0.0	0.0	20.0	38.0	38.0	0.0
Total Split (%)	37.6%	37.6%	0.0%	0.0%	37.6%	37.6%	0.0%	0.0%	21.5%	40.9%	40.9%	0.0%
Yellow Time (s)	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	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0	5.0	5.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min			Min	Min			None	C-Max	C-Max	
Act Effct Green (s)		15.4			15.4	76.7			9.4	55.3	55.3	
Actuated g/C Ratio		0.17			0.17	0.82			0.10	0.59	0.59	
v/c Ratio		0.66			0.10	0.30			0.43	0.29	0.29	
Control Delay		47.2			29.1	2.3			46.6	12.7	12.7	
Queue Delay		0.0			0.0	0.2			0.0	0.0	0.0	
Total Delay		47.2			29.1	2.4			46.6	12.7	12.7	
LOS		D			C	A			D	B	B	
Approach Delay		47.2			4.3						12.7	
Approach LOS		D			A						B	

## Intersection Summary

Cycle Length: 93  
 Actuated Cycle Length: 93  
 Offset: 6 (6%), Referenced to phase 6:SBTL, Start of Green  
 Natural Cycle: 45  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay: 16.9  
 Intersection Capacity Utilization 39.6%  
 Analysis Period (min) 15  
 Description: Int # 3 & 5 are zoned together as Zone 1

Intersection LOS: B  
 ICU Level of Service A

## Splits and Phases: 5: Church Street & Sylvan Road

