**SECTION NO. 4 .....INTERSECTION CAPACITY ANAYSIS**

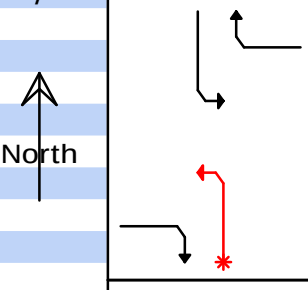
**SECTION NO. 4.1 .....INTERSECTION CAPACITY ANAYSIS ..... CARLETON AVENUE (CR 17) AND DPW DRIVE/COURT HOUSE DRIVE**

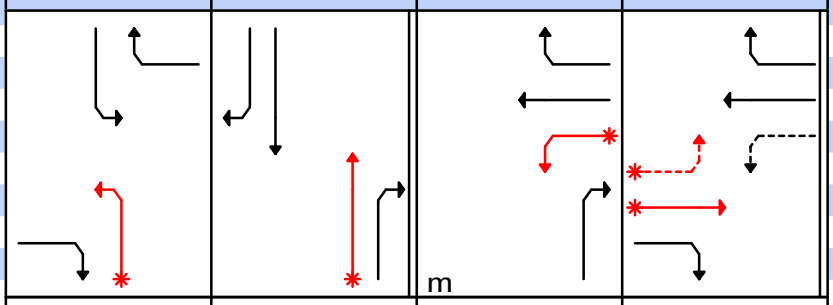
M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip
PM Peak Hour Existing - Timing Plan 2p

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 1 - Carleton Avenue and DPW Drive
V/C 0.754 (Critical V/C 0.483) Control Delay 28.0 Level of Service C

Sq 42
**/**




| Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|---|---|---|---|
| G/C=0.155 | G/C=0.352 | G/C=0.080 | G/C=0.160 |
| G= 11.6" | G= 26.4" | G= 6.0" | G= 12.0" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" | Y+R= 5.0" |
| Off= 0.0% | Off=20.8% | Off=64.0% | Off=77.4% |

C= 75 sec G= 56.0 sec = 74.7% Y=19.0 sec = 25.3% Ped= 0.0 sec = 0.0%

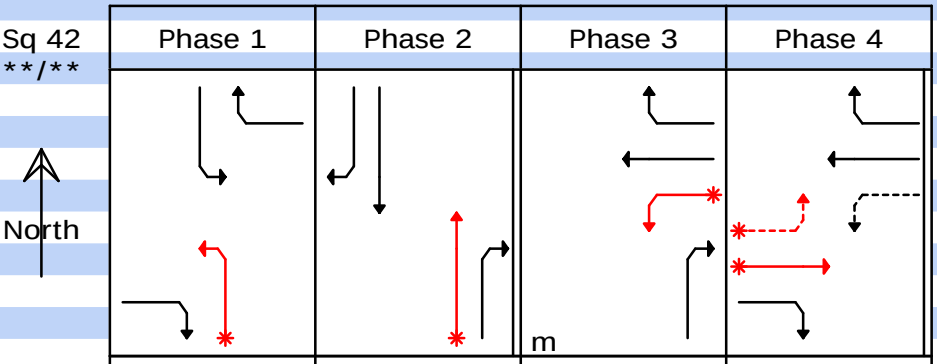
| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| SB Approach | | | | | | | | 27.6 | C | |
| RT | 12/1 | 0.040 | 0.352 | 459 | 558 | 1 | 0.002 | 15.8 | B | 1 ft |
| TH | 24/2 | 0.319 | 0.352 | 1143 | 1249 | 1007 | 0.806 | 27.6 | C | 492 ft |
| LT | 24/2 | 0.050 | 0.155 | 331 | 532 | 15 | 0.028 | 27.0 | C+ | 7 ft |
| NB Approach | | | | | | | | 30.5 | C | |
| RT | 12/1 | 0.120 | 0.512 | 752 | 811 | 64 | 0.079 | 9.5 | A | 37 ft |
| TH | 24/2 | 0.341 | 0.352 | 1143 | 1249 | 1098 | 0.879 | 31.8 | *C | 585 ft |
| LT | 12/1 | 0.062 | 0.155 | 133 | 268 | 11 | 0.040 | 27.2 | *C+ | 11 ft |
| WB Approach | | | | | | | | 16.5 | B | |
| RT | 12/1 | 0.127 | 0.515 | 756 | 815 | 73 | 0.090 | 9.5 | A | 42 ft |
| TH | 12/1 | 0.039 | 0.293 | 428 | 546 | 1 | 0.002 | 18.8 | B | 1 ft |
| LT | 12/1 | 0.000 | 0.080 | 356 | 460 | 121 | 0.263 | 20.8 | *C+ | 98 ft |
| EB Approach | | | | | | | | 15.6 | B | |
| RT | 12/1 | 0.082 | 0.381 | 512 | 604 | 23 | 0.038 | 14.7 | B+ | 16 ft |
| TH+LT | 12/1 | 0.044 | 0.160 | 137 | 269 | 2 | 0.007 | 26.6 | *C+ | 2 ft |

M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip
PM Peak Hour No Build - Timing Plan 2p

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 1 - Carleton Avenue and DPW Drive
V/C 0.776 (Critical V/C 0.546) Control Delay 30.6 Level of Service C

Sq 42
**/**




| Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|---|---|---|---|
| G/C=0.155 | G/C=0.352 | G/C=0.080 | G/C=0.160 |
| G= 11.6" | G= 26.4" | G= 6.0" | G= 12.0" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" | Y+R= 5.0" |
| Off= 0.0% | Off=20.8% | Off=64.0% | Off=77.4% |

C= 75 sec G= 56.0 sec = 74.7% Y=19.0 sec = 25.3% Ped= 0.0 sec = 0.0%

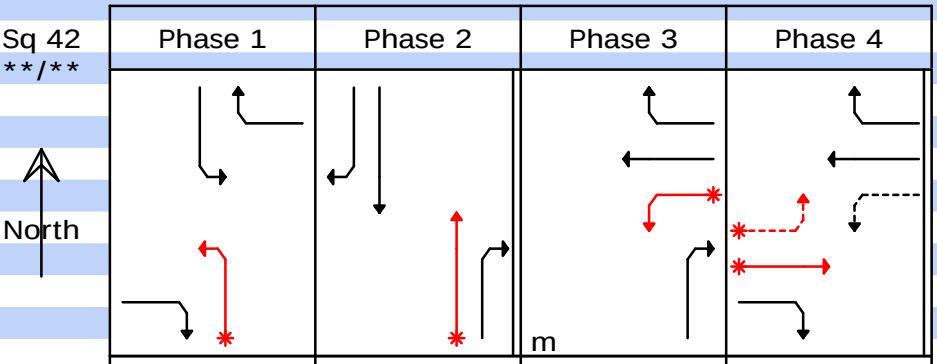
| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| SB Approach | | | | | | | | 29.8 | C | |
| RT | 12/1 | 0.040 | 0.352 | 459 | 558 | 1 | 0.002 | 15.8 | B | 1 ft |
| TH | 24/2 | 0.333 | 0.352 | 1143 | 1249 | 1063 | 0.851 | 29.9 | C | 546 ft |
| LT | 24/2 | 0.059 | 0.155 | 331 | 532 | 29 | 0.055 | 27.2 | C+ | 14 ft |
| NB Approach | | | | | | | | 34.0 | C | |
| RT | 12/1 | 0.167 | 0.512 | 752 | 811 | 132 | 0.163 | 10.2 | B+ | 77 ft |
| TH | 24/2 | 0.357 | 0.352 | 1143 | 1249 | 1161 | 0.930 | 36.8 | *D+ | 668 ft |
| LT | 12/1 | 0.062 | 0.155 | 133 | 268 | 11 | 0.040 | 27.2 | *C+ | 11 ft |
| WB Approach | | | | | | | | 18.4 | B | |
| RT | 12/1 | 0.137 | 0.515 | 756 | 815 | 87 | 0.107 | 9.6 | A | 50 ft |
| TH | 12/1 | 0.039 | 0.293 | 428 | 546 | 1 | 0.002 | 18.8 | B | 1 ft |
| LT | 12/1 | 0.000 | 0.080 | 356 | 460 | 181 | 0.393 | 22.6 | *C+ | 149 ft |
| EB Approach | | | | | | | | 15.6 | B | |
| RT | 12/1 | 0.083 | 0.381 | 512 | 604 | 24 | 0.040 | 14.7 | B+ | 17 ft |
| TH+LT | 12/1 | 0.044 | 0.160 | 137 | 269 | 2 | 0.007 | 26.6 | *C+ | 2 ft |

M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip
PM Peak Hour Build - Timing Plan 2p

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 1 - Carleton Avenue and DPW Drive
V/C 0.721 (Critical V/C 0.770) Control Delay 30.3 Level of Service C

Sq 42
**/**




| Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|---|---|---|---|
| G/C=0.155 | G/C=0.352 | G/C=0.080 | G/C=0.160 |
| G= 11.6" | G= 26.4" | G= 6.0" | G= 12.0" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" | Y+R= 5.0" |
| Off= 0.0% | Off=20.8% | Off=64.0% | Off=77.4% |

C= 75 sec G= 56.0 sec = 74.7% Y=19.0 sec = 25.3% Ped= 0.0 sec = 0.0%

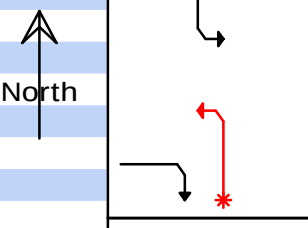
| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| SB Approach | | | | | | | | 28.7 | C | |
| RT | 12/1 | 0.149 | 0.352 | 459 | 558 | 105 | 0.188 | 17.6 | B | 79 ft |
| TH | 24/2 | 0.333 | 0.352 | 1143 | 1249 | 1063 | 0.851 | 29.9 | C | 546 ft |
| LT | 24/2 | 0.059 | 0.155 | 331 | 532 | 29 | 0.055 | 27.2 | C+ | 14 ft |
| NB Approach | | | | | | | | 34.4 | C | |
| RT | 12/1 | 0.167 | 0.512 | 752 | 811 | 132 | 0.163 | 10.2 | B+ | 77 ft |
| TH | 24/2 | 0.357 | 0.352 | 1143 | 1249 | 1161 | 0.930 | 36.8 | *D+ | 668 ft |
| LT | 12/1 | 0.164 | 0.155 | 133 | 268 | 150 | 0.547 | 36.9 | *D+ | 149 ft |
| WB Approach | | | | | | | | 20.2 | C+ | |
| RT | 12/1 | 0.137 | 0.515 | 756 | 815 | 87 | 0.107 | 9.6 | A | 50 ft |
| TH | 12/1 | 0.095 | 0.293 | 428 | 546 | 46 | 0.084 | 19.5 | B | 37 ft |
| LT | 12/1 | 0.041 | 0.080 | 259 | 355 | 181 | 0.510 | 25.4 | *C+ | 159 ft |
| EB Approach | | | | | | | | 26.6 | C+ | |
| RT | 12/1 | 0.157 | 0.381 | 512 | 604 | 117 | 0.194 | 16.2 | B | 84 ft |
| TH+LT | 12/1 | 0.170 | 0.160 | 104 | 217 | 117 | 0.515 | 37.0 | *D+ | 118 ft |

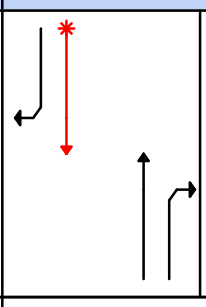
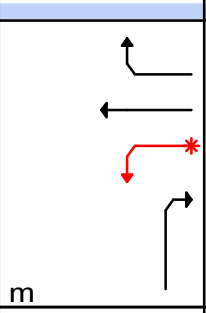
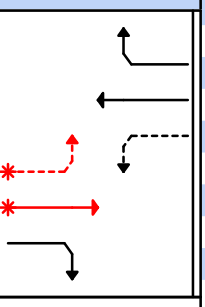
M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip
Sat Peak Hour Existing - Timing Plan 4s

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 1 - Carleton Avenue and DPW Drive
V/C 0.512 (Critical V/C 0.413) Control Delay 20.0 Level of Service B

Sq 42
**/**




| Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|---|---|---|---|
|  |  |  m |  |
| G/C=0.147 | G/C=0.378 | G/C=0.080 | G/C=0.142 |
| G= 11.0" | G= 28.3" | G= 6.0" | G= 10.7" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" | Y+R= 5.0" |
| Off= 0.0% | Off=20.0% | Off=65.8% | Off=79.1% |

C= 75 sec G= 56.0 sec = 74.7% Y=19.0 sec = 25.3% Ped= 0.0 sec = 0.0%

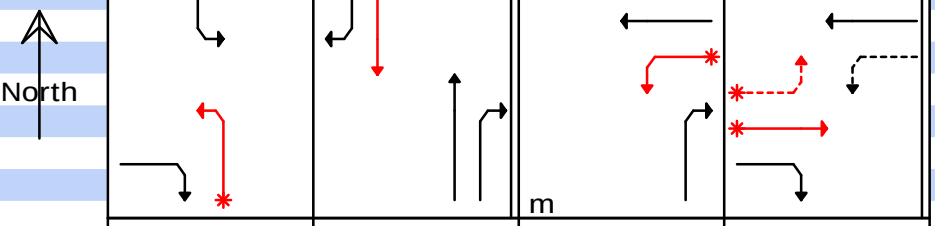
| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| **SB Approach** | | | | | | | | 22.4 | C+ | |
| RT | 12/1 | 0.045 | 0.378 | 506 | 598 | 2 | 0.003 | 14.5 | B+ | 1 ft |
| TH | 24/2 | 0.286 | 0.378 | 1246 | 1340 | 875 | 0.653 | 21.8 | *C+ | 372 ft |
| LT | 24/2 | 0.085 | 0.147 | 300 | 504 | 90 | 0.179 | 28.8 | C | 45 ft |
| **NB Approach** | | | | | | | | 17.8 | B | |
| RT | 12/1 | 0.191 | 0.538 | 798 | 851 | 171 | 0.201 | 9.5 | A | 96 ft |
| TH | 24/2 | 0.245 | 0.378 | 1246 | 1340 | 710 | 0.530 | 19.7 | B | 284 ft |
| LT | 12/1 | 0.059 | 0.147 | 120 | 252 | 9 | 0.035 | 27.7 | *C | 9 ft |
| **WB Approach** | | | | | | | | 15.8 | B | |
| RT | 12/1 | 0.103 | 0.489 | 709 | 774 | 44 | 0.057 | 10.2 | B+ | 26 ft |
| TH | 12/1 | 0.039 | 0.276 | 390 | 513 | 1 | 0.002 | 19.7 | B | 1 ft |
| LT | 12/1 | 0.000 | 0.080 | 323 | 430 | 55 | 0.128 | 20.2 | *C+ | 45 ft |
| **EB Approach** | | | | | | | | 24.2 | C+ | |
| RT | 12/1 | 0.048 | 0.356 | 465 | 563 | 3 | 0.005 | 15.6 | B | 2 ft |
| TH+LT | 12/1 | 0.057 | 0.142 | 102 | 227 | 7 | 0.030 | 27.9 | *C | 7 ft |

M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip
Sat Peak Hour No Build - Timing Plan 4s

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 1 - Carleton Avenue and DPW Drive
V/C 0.539 (Critical V/C 0.496) Control Delay 20.4 Level of Service C+

Sq 42
**/**




| Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|---|---|---|---|
| G/C=0.147 | G/C=0.378 | G/C=0.080 | G/C=0.142 |
| G= 11.0" | G= 28.3" | G= 6.0" | G= 10.7" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" | Y+R= 5.0" |
| Off= 0.0% | Off=20.0% | Off=65.8% | Off=79.1% |

C= 75 sec G= 56.0 sec = 74.7% Y=19.0 sec = 25.3% Ped= 0.0 sec = 0.0%

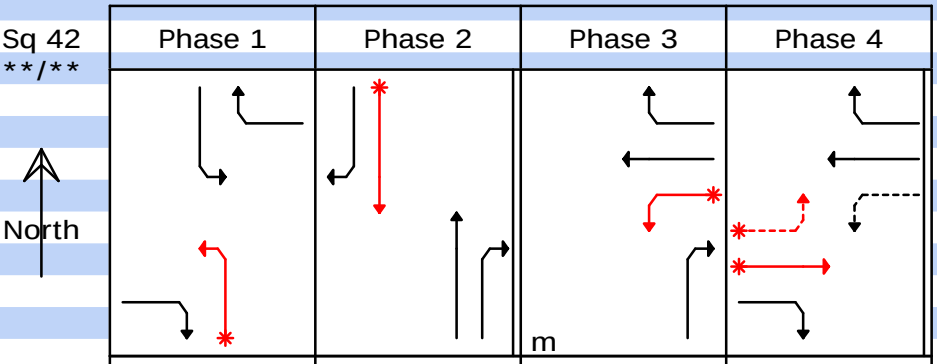
| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| SB Approach | | | | | | | | 23.3 | C+ | |
| RT | 12/1 | 0.045 | 0.378 | 506 | 598 | 2 | 0.003 | 14.5 | B+ | 1 ft |
| TH | 24/2 | 0.300 | 0.378 | 1246 | 1340 | 930 | 0.694 | 22.7 | *C+ | 406 ft |
| LT | 24/2 | 0.091 | 0.147 | 300 | 504 | 109 | 0.216 | 29.2 | C | 55 ft |
| NB Approach | | | | | | | | 17.9 | B | |
| RT | 12/1 | 0.242 | 0.538 | 798 | 851 | 260 | 0.306 | 10.5 | B+ | 150 ft |
| TH | 24/2 | 0.258 | 0.378 | 1246 | 1340 | 763 | 0.569 | 20.3 | C+ | 311 ft |
| LT | 12/1 | 0.059 | 0.147 | 120 | 252 | 9 | 0.035 | 27.7 | *C | 9 ft |
| WB Approach | | | | | | | | 18.4 | B | |
| RT | 12/1 | 0.117 | 0.489 | 709 | 774 | 60 | 0.078 | 10.4 | B+ | 36 ft |
| TH | 12/1 | 0.039 | 0.276 | 390 | 513 | 1 | 0.002 | 19.7 | B | 1 ft |
| LT | 12/1 | 0.000 | 0.080 | 322 | 429 | 126 | 0.294 | 22.2 | *C+ | 104 ft |
| EB Approach | | | | | | | | 24.6 | C+ | |
| RT | 12/1 | 0.048 | 0.356 | 465 | 563 | 3 | 0.005 | 15.6 | B | 2 ft |
| TH+LT | 12/1 | 0.059 | 0.142 | 100 | 223 | 8 | 0.034 | 28.0 | *C | 8 ft |

M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip
Sat Peak Hour Build - Timing Plan 4s

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 1 - Carleton Avenue and DPW Drive
V/C 0.507 (Critical V/C 0.612) Control Delay 21.3 Level of Service C+

Sq 42
**/**




| Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|---|---|---|---|
| G/C=0.147 | G/C=0.378 | G/C=0.080 | G/C=0.142 |
| G= 11.0" | G= 28.3" | G= 6.0" | G= 10.7" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" | Y+R= 5.0" |
| Off= 0.0% | Off=20.0% | Off=65.8% | Off=79.1% |

C= 75 sec G= 56.0 sec = 74.7% Y=19.0 sec = 25.3% Ped= 0.0 sec = 0.0%

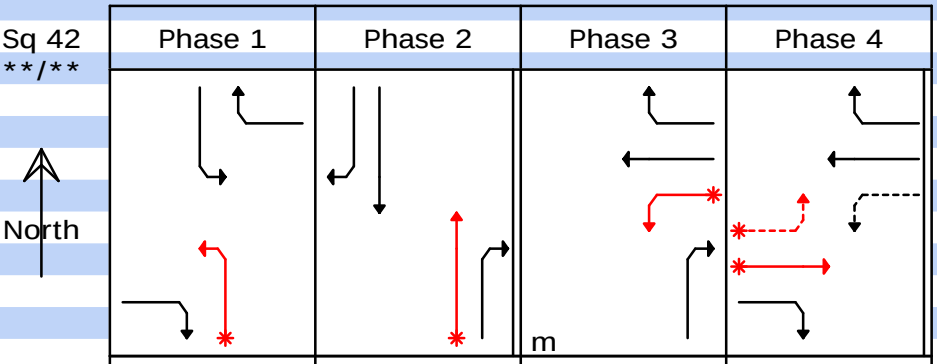
| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| SB Approach | | | | | | | | 22.8 | C+ | |
| RT | 12/1 | 0.134 | 0.378 | 506 | 598 | 83 | 0.139 | 15.8 | B | 60 ft |
| TH | 24/2 | 0.300 | 0.378 | 1246 | 1340 | 930 | 0.694 | 22.7 | *C+ | 406 ft |
| LT | 24/2 | 0.091 | 0.147 | 300 | 504 | 109 | 0.216 | 29.2 | C | 55 ft |
| NB Approach | | | | | | | | 19.6 | B | |
| RT | 12/1 | 0.242 | 0.538 | 798 | 851 | 260 | 0.306 | 10.5 | B+ | 150 ft |
| TH | 24/2 | 0.258 | 0.378 | 1246 | 1340 | 763 | 0.569 | 20.3 | C+ | 311 ft |
| LT | 12/1 | 0.147 | 0.147 | 120 | 252 | 119 | 0.458 | 35.0 | *C | 118 ft |
| WB Approach | | | | | | | | 19.2 | B | |
| RT | 12/1 | 0.117 | 0.489 | 709 | 774 | 60 | 0.078 | 10.4 | B+ | 36 ft |
| TH | 12/1 | 0.087 | 0.276 | 390 | 513 | 36 | 0.070 | 20.3 | C+ | 30 ft |
| LT | 12/1 | 0.012 | 0.080 | 261 | 363 | 126 | 0.347 | 23.1 | *C+ | 107 ft |
| EB Approach | | | | | | | | 25.9 | C+ | |
| RT | 12/1 | 0.134 | 0.356 | 465 | 563 | 82 | 0.146 | 17.0 | B | 61 ft |
| TH+LT | 12/1 | 0.142 | 0.142 | 82 | 191 | 81 | 0.397 | 34.9 | *C | 82 ft |

M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip
PM Peak Hr Existing (game day) - Timing Plan 1p (game day)

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 1 - Carleton Avenue and DPW Drive
V/C 0.681 (Critical V/C 0.423) Control Delay 25.3 Level of Service C+

Sq 42
**/**




| Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|---|---|---|---|
| G/C=0.164 | G/C=0.332 | G/C=0.080 | G/C=0.170 |
| G= 12.3" | G= 24.9" | G= 6.0" | G= 12.7" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" | Y+R= 5.0" |
| Off= 0.0% | Off=21.8% | Off=63.0% | Off=76.3% |

C= 75 sec G= 56.0 sec = 74.7% Y=19.0 sec = 25.3% Ped= 0.0 sec = 0.0%

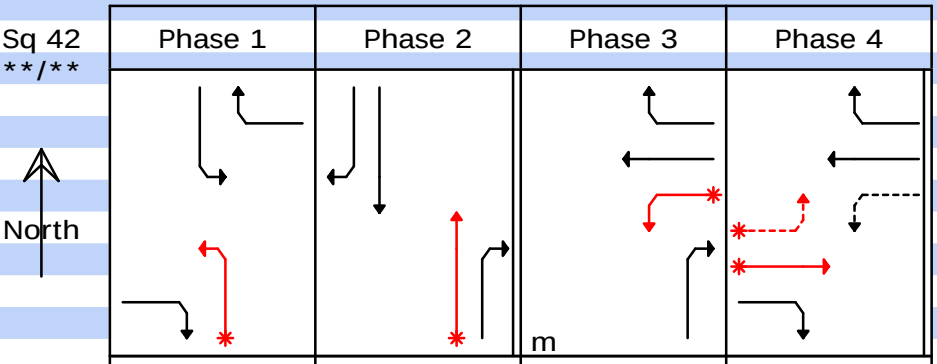
| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| SB Approach | | | | | | | | 27.4 | C+ | |
| RT | 12/1 | 0.051 | 0.332 | 422 | 526 | 4 | 0.008 | 16.8 | B | 3 ft |
| TH | 24/2 | 0.289 | 0.332 | 1063 | 1179 | 887 | 0.752 | 26.7 | C+ | 419 ft |
| LT | 24/2 | 0.128 | 0.164 | 367 | 565 | 231 | 0.409 | 30.3 | C | 114 ft |
| NB Approach | | | | | | | | 23.8 | C+ | |
| RT | 12/1 | 0.345 | 0.492 | 716 | 780 | 444 | 0.569 | 16.4 | B | 310 ft |
| TH | 24/2 | 0.295 | 0.332 | 1063 | 1179 | 909 | 0.771 | 27.4 | *C+ | 436 ft |
| LT | 12/1 | 0.064 | 0.164 | 150 | 287 | 12 | 0.041 | 26.6 | *C+ | 11 ft |
| WB Approach | | | | | | | | 16.7 | B | |
| RT | 12/1 | 0.048 | 0.534 | 792 | 846 | 3 | 0.004 | 8.2 | A | 2 ft |
| TH | 12/1 | 0.039 | 0.303 | 449 | 565 | 1 | 0.002 | 18.2 | B | 1 ft |
| LT | 12/1 | 0.000 | 0.080 | 370 | 472 | 20 | 0.042 | 17.9 | *B | 16 ft |
| EB Approach | | | | | | | | 19.1 | B | |
| RT | 12/1 | 0.054 | 0.401 | 548 | 635 | 5 | 0.008 | 13.5 | B+ | 3 ft |
| TH+LT | 12/1 | 0.050 | 0.170 | 154 | 288 | 4 | 0.014 | 26.0 | *C+ | 4 ft |

M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip
PM Peak Hr No Build (game day) - Timing Plan 1p (game day)

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 1 - Carleton Avenue and DPW Drive
V/C 0.721 (Critical V/C 0.494) Control Delay 26.8 Level of Service C+

Sq 42
**/**




| Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|---|---|---|---|
| G/C=0.164 | G/C=0.332 | G/C=0.080 | G/C=0.170 |
| G= 12.3" | G= 24.9" | G= 6.0" | G= 12.7" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" | Y+R= 5.0" |
| Off= 0.0% | Off=21.8% | Off=63.0% | Off=76.3% |

C= 75 sec G= 56.0 sec = 74.7% Y=19.0 sec = 25.3% Ped= 0.0 sec = 0.0%

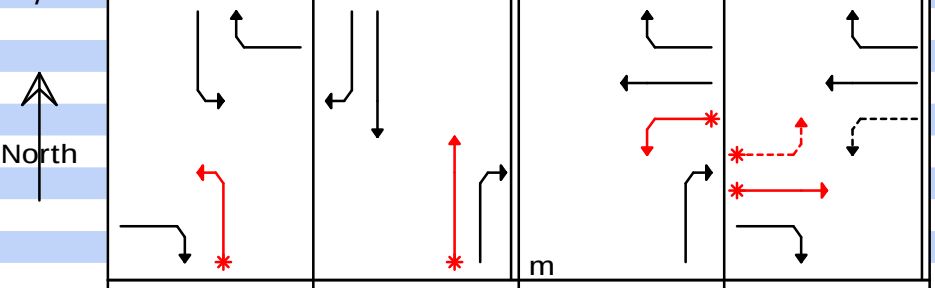
| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| **SB Approach** | | | | | | | | 28.9 | C | |
| RT | 12/1 | 0.051 | 0.332 | 422 | 526 | 4 | 0.008 | 16.8 | B | 3 ft |
| TH | 24/2 | 0.302 | 0.332 | 1063 | 1179 | 940 | 0.797 | 28.4 | C | 461 ft |
| LT | 24/2 | 0.134 | 0.164 | 367 | 565 | 254 | 0.450 | 30.8 | C | 126 ft |
| **NB Approach** | | | | | | | | 25.7 | C+ | |
| RT | 12/1 | 0.389 | 0.492 | 716 | 780 | 526 | 0.674 | 19.1 | B | 396 ft |
| TH | 24/2 | 0.308 | 0.332 | 1063 | 1179 | 965 | 0.818 | 29.3 | *C | 484 ft |
| LT | 12/1 | 0.064 | 0.164 | 150 | 287 | 12 | 0.041 | 26.6 | *C+ | 11 ft |
| **WB Approach** | | | | | | | | 17.4 | B | |
| RT | 12/1 | 0.070 | 0.534 | 792 | 846 | 14 | 0.017 | 8.2 | A | 8 ft |
| TH | 12/1 | 0.039 | 0.303 | 449 | 565 | 1 | 0.002 | 18.2 | B | 1 ft |
| LT | 12/1 | 0.000 | 0.080 | 370 | 472 | 76 | 0.161 | 19.0 | *B | 60 ft |
| **EB Approach** | | | | | | | | 18.5 | B | |
| RT | 12/1 | 0.056 | 0.401 | 548 | 635 | 6 | 0.009 | 13.5 | B+ | 4 ft |
| TH+LT | 12/1 | 0.050 | 0.170 | 154 | 288 | 4 | 0.014 | 26.0 | *C+ | 4 ft |

M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip
PM Peak Hour Build (game day) - Timing Plan 1p (game day)

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 1 - Carleton Avenue and DPW Drive
V/C 0.666 (Critical V/C 0.604) Control Delay 26.7 Level of Service C+

Sq 42
**/**




| Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|---|---|---|---|
| G/C=0.164 | G/C=0.332 | G/C=0.080 | G/C=0.170 |
| G= 12.3" | G= 24.9" | G= 6.0" | G= 12.7" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" | Y+R= 5.0" |
| Off= 0.0% | Off=21.8% | Off=63.0% | Off=76.3% |

C= 75 sec G= 56.0 sec = 74.7% Y=19.0 sec = 25.3% Ped= 0.0 sec = 0.0%

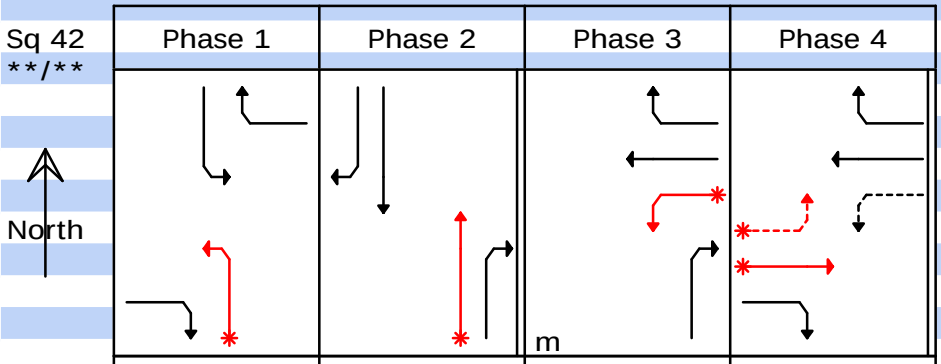
| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| **SB Approach** | | | | | | | | 28.1 | C | |
| RT | 12/1 | 0.149 | 0.332 | 422 | 526 | 105 | 0.200 | 18.8 | B | 81 ft |
| TH | 24/2 | 0.302 | 0.332 | 1063 | 1179 | 940 | 0.797 | 28.4 | C | 461 ft |
| LT | 24/2 | 0.134 | 0.164 | 367 | 565 | 254 | 0.450 | 30.8 | C | 126 ft |
| **NB Approach** | | | | | | | | 26.6 | C+ | |
| RT | 12/1 | 0.389 | 0.492 | 716 | 780 | 526 | 0.674 | 19.1 | B | 396 ft |
| TH | 24/2 | 0.308 | 0.332 | 1063 | 1179 | 965 | 0.818 | 29.3 | *C | 484 ft |
| LT | 12/1 | 0.164 | 0.164 | 150 | 287 | 150 | 0.515 | 35.0 | *D+ | 147 ft |
| **WB Approach** | | | | | | | | 18.3 | B | |
| RT | 12/1 | 0.070 | 0.534 | 792 | 846 | 14 | 0.017 | 8.2 | A | 8 ft |
| TH | 12/1 | 0.094 | 0.303 | 449 | 565 | 45 | 0.080 | 18.9 | B | 36 ft |
| LT | 12/1 | 0.000 | 0.080 | 274 | 369 | 76 | 0.206 | 19.7 | *B | 61 ft |
| **EB Approach** | | | | | | | | 25.1 | C+ | |
| RT | 12/1 | 0.157 | 0.401 | 548 | 635 | 117 | 0.184 | 15.2 | B | 82 ft |
| TH+LT | 12/1 | 0.170 | 0.170 | 117 | 233 | 117 | 0.485 | 35.0 | *D+ | 116 ft |

M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip
Sat Peak Existing (game day) - Timing Plan 3s (game day)

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 1 - Carleton Avenue and DPW Drive
V/C 0.489 (Critical V/C 0.384) Control Delay 19.6 Level of Service B

Sq 42
**/**




| Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|---|---|---|---|
| G/C=0.147 | G/C=0.378 | G/C=0.080 | G/C=0.142 |
| G= 11.0" | G= 28.3" | G= 6.0" | G= 10.7" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" | Y+R= 5.0" |
| Off= 0.0% | Off=20.0% | Off=65.8% | Off=79.1% |

C= 75 sec G= 56.0 sec = 74.7% Y=19.0 sec = 25.3% Ped= 0.0 sec = 0.0%

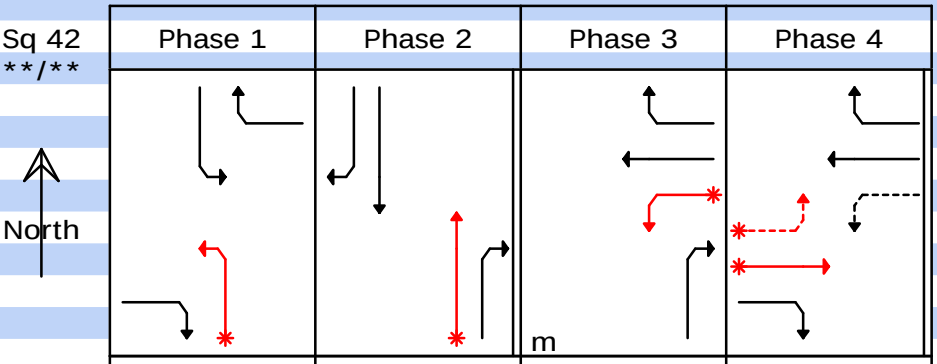
| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| SB Approach | | | | | | | | 21.7 | C+ | |
| RT | 12/1 | 0.058 | 0.378 | 506 | 598 | 7 | 0.012 | 14.6 | B+ | 5 ft |
| TH | 24/2 | 0.237 | 0.378 | 1246 | 1340 | 674 | 0.503 | 19.3 | B | 267 ft |
| LT | 24/2 | 0.114 | 0.147 | 300 | 504 | 182 | 0.361 | 30.8 | C | 92 ft |
| NB Approach | | | | | | | | 18.1 | B | |
| RT | 12/1 | 0.262 | 0.538 | 798 | 851 | 296 | 0.348 | 11.0 | B+ | 174 ft |
| TH | 24/2 | 0.265 | 0.378 | 1246 | 1340 | 791 | 0.590 | 20.6 | *C+ | 325 ft |
| LT | 12/1 | 0.066 | 0.147 | 120 | 252 | 14 | 0.054 | 27.9 | *C | 14 ft |
| WB Approach | | | | | | | | 14.4 | B+ | |
| RT | 12/1 | 0.069 | 0.489 | 709 | 774 | 13 | 0.017 | 9.9 | A | 8 ft |
| TH | 12/1 | 0.039 | 0.276 | 390 | 513 | 1 | 0.002 | 19.7 | B | 1 ft |
| LT | 12/1 | 0.000 | 0.080 | 323 | 430 | 11 | 0.026 | 19.2 | *B | 9 ft |
| EB Approach | | | | | | | | 26.4 | C+ | |
| RT | 12/1 | 0.040 | 0.356 | 465 | 563 | 1 | 0.002 | 15.6 | B | 1 ft |
| TH+LT | 12/1 | 0.058 | 0.142 | 94 | 212 | 7 | 0.031 | 28.0 | *C | 7 ft |

M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip
Sat Peak No Build (game day) - Timing Plan 3s (game day)

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 1 - Carleton Avenue and DPW Drive
V/C 0.523 (Critical V/C 0.466) Control Delay 20.1 Level of Service C+

Sq 42
**/**




| Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|---|---|---|---|
| G/C=0.147 | G/C=0.378 | G/C=0.080 | G/C=0.142 |
| G= 11.0" | G= 28.3" | G= 6.0" | G= 10.7" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" | Y+R= 5.0" |
| Off= 0.0% | Off=20.0% | Off=65.8% | Off=79.1% |

C= 75 sec G= 56.0 sec = 74.7% Y=19.0 sec = 25.3% Ped= 0.0 sec = 0.0%

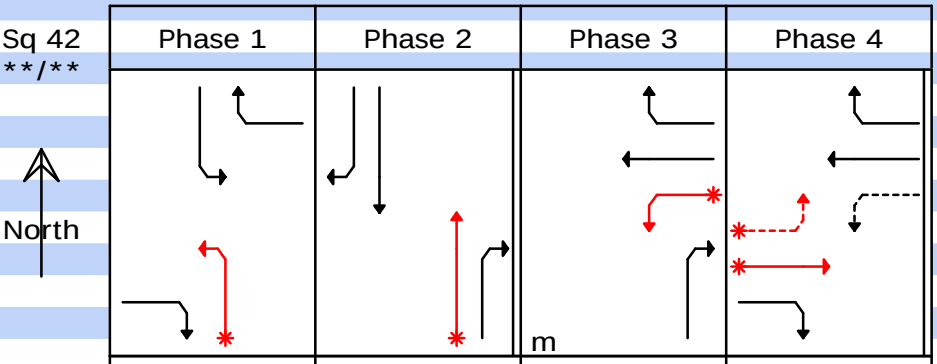
| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| SB Approach | | | | | | | | 22.3 | C+ | |
| RT | 12/1 | 0.058 | 0.378 | 506 | 598 | 7 | 0.012 | 14.6 | B+ | 5 ft |
| TH | 24/2 | 0.248 | 0.378 | 1246 | 1340 | 721 | 0.538 | 19.8 | B | 290 ft |
| LT | 24/2 | 0.121 | 0.147 | 300 | 504 | 205 | 0.407 | 31.5 | C | 104 ft |
| NB Approach | | | | | | | | 18.6 | B | |
| RT | 12/1 | 0.315 | 0.538 | 798 | 851 | 390 | 0.458 | 12.4 | B+ | 241 ft |
| TH | 24/2 | 0.279 | 0.378 | 1246 | 1340 | 847 | 0.632 | 21.4 | *C+ | 356 ft |
| LT | 12/1 | 0.068 | 0.147 | 120 | 252 | 15 | 0.058 | 28.0 | *C | 15 ft |
| WB Approach | | | | | | | | 18.1 | B | |
| RT | 12/1 | 0.087 | 0.489 | 709 | 774 | 27 | 0.035 | 10.0 | B+ | 16 ft |
| TH | 12/1 | 0.039 | 0.276 | 390 | 513 | 1 | 0.002 | 19.7 | B | 1 ft |
| LT | 12/1 | 0.000 | 0.080 | 323 | 430 | 79 | 0.184 | 20.8 | *C+ | 65 ft |
| EB Approach | | | | | | | | 26.4 | C+ | |
| RT | 12/1 | 0.040 | 0.356 | 465 | 563 | 1 | 0.002 | 15.6 | B | 1 ft |
| TH+LT | 12/1 | 0.058 | 0.142 | 94 | 212 | 7 | 0.031 | 28.0 | *C | 7 ft |

M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip
Sat Peak Hour Build (game day) - Timing Plan 3s (game day)

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 1 - Carleton Avenue and DPW Drive
V/C 0.493 (Critical V/C 0.546) Control Delay 21.0 Level of Service C+

Sq 42
**/**




| Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|---|---|---|---|
| G/C=0.147 | G/C=0.378 | G/C=0.080 | G/C=0.142 |
| G= 11.0" | G= 28.3" | G= 6.0" | G= 10.7" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" | Y+R= 5.0" |
| Off= 0.0% | Off=20.0% | Off=65.8% | Off=79.1% |

C= 75 sec G= 56.0 sec = 74.7% Y=19.0 sec = 25.3% Ped= 0.0 sec = 0.0%

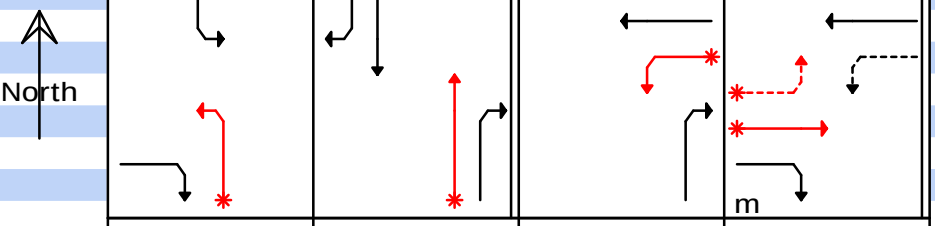
| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| SB Approach | | | | | | | | 21.8 | C+ | |
| RT | 12/1 | 0.134 | 0.378 | 506 | 598 | 83 | 0.139 | 15.8 | B | 60 ft |
| TH | 24/2 | 0.248 | 0.378 | 1246 | 1340 | 721 | 0.538 | 19.8 | B | 290 ft |
| LT | 24/2 | 0.121 | 0.147 | 300 | 504 | 205 | 0.407 | 31.5 | C | 104 ft |
| NB Approach | | | | | | | | 20.0 | B | |
| RT | 12/1 | 0.315 | 0.538 | 798 | 851 | 390 | 0.458 | 12.4 | B+ | 241 ft |
| TH | 24/2 | 0.279 | 0.378 | 1246 | 1340 | 847 | 0.632 | 21.4 | *C+ | 356 ft |
| LT | 12/1 | 0.147 | 0.147 | 120 | 252 | 119 | 0.458 | 35.0 | *C | 118 ft |
| WB Approach | | | | | | | | 18.9 | B | |
| RT | 12/1 | 0.087 | 0.489 | 709 | 774 | 27 | 0.035 | 10.0 | B+ | 16 ft |
| TH | 12/1 | 0.087 | 0.276 | 390 | 513 | 36 | 0.070 | 20.3 | C+ | 30 ft |
| LT | 12/1 | 0.000 | 0.080 | 261 | 363 | 79 | 0.218 | 21.3 | *C+ | 66 ft |
| EB Approach | | | | | | | | 25.9 | C+ | |
| RT | 12/1 | 0.134 | 0.356 | 465 | 563 | 82 | 0.146 | 17.0 | B | 61 ft |
| TH+LT | 12/1 | 0.142 | 0.142 | 82 | 191 | 81 | 0.397 | 34.9 | *C | 82 ft |

M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip - PEAK EVENT
PM PEAK EVENT Entering - Timing Plan 5p (entering)

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 1 - Carleton Avenue and DPW Drive
V/C 0.783 (Critical V/C 0.837) Control Delay 38.2 Level of Service D+

Sq 42
**/**




| Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|---|---|---|---|
| G/C=0.309 | G/C=0.345 | G/C=0.068 | G/C=0.067 |
| G= 27.8" | G= 31.1" | G= 6.1" | G= 6.0" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" | Y+R= 5.0" |
| Off= 0.0% | Off=35.3% | Off=76.6% | Off=87.8% |

C= 90 sec G= 71.0 sec = 78.9% Y=19.0 sec = 21.1% Ped= 0.0 sec = 0.0%

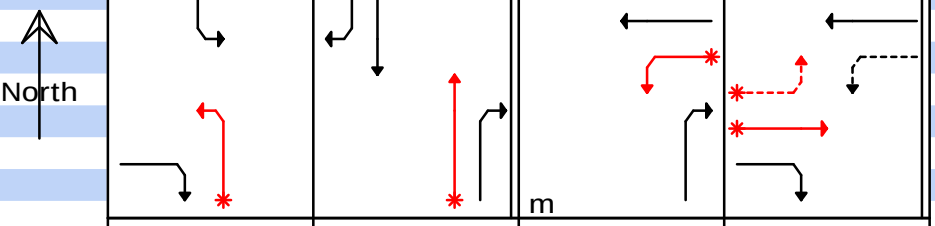
| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| SB Approach | | | | | | | | 34.1 | C | |
| RT | 12/1 | 0.304 | 0.345 | 409 | 547 | 327 | 0.598 | 29.1 | C | 317 ft |
| TH | 24/2 | 0.349 | 0.345 | 1046 | 1225 | 1063 | 0.868 | 36.0 | D+ | 654 ft |
| LT | 24/2 | 0.126 | 0.309 | 853 | 1062 | 29 | 0.027 | 21.7 | C+ | 14 ft |
| NB Approach | | | | | | | | 42.3 | D+ | |
| RT | 12/1 | 0.203 | 0.480 | 670 | 760 | 132 | 0.174 | 13.8 | B+ | 96 ft |
| TH | 24/2 | 0.372 | 0.345 | 1046 | 1225 | 1161 | 0.948 | 44.6 | *D+ | 801 ft |
| LT | 12/1 | 0.346 | 0.309 | 387 | 547 | 467 | 0.854 | 44.7 | *D+ | 551 ft |
| WB Approach | | | | | | | | 34.7 | C | |
| RT | 12/1 | 0.178 | 0.543 | 790 | 860 | 87 | 0.101 | 10.2 | B+ | 56 ft |
| TH | 12/1 | 0.192 | 0.179 | 112 | 325 | 140 | 0.420 | 36.7 | D+ | 154 ft |
| LT | 12/1 | 0.110 | 0.068 | 101 | 264 | 181 | 0.658 | 44.9 | *D+ | 214 ft |
| EB Approach | | | | | | | | 34.6 | C | |
| RT | 12/1 | 0.127 | 0.431 | 577 | 683 | 10 | 0.015 | 14.7 | B+ | 8 ft |
| TH+LT | 12/1 | 0.137 | 0.067 | 1 | 71 | 20 | 0.208 | 44.6 | *D+ | 26 ft |

M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip - PEAK EVENT
PM PEAK EVENT Exiting - Timing Plan 6p (exiting)

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 1 - Carleton Avenue and DPW Drive
V/C 0.792 (Critical V/C 0.858) Control Delay 41.2 Level of Service D+

Sq 42
**/**




| Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|---|---|---|---|
| G/C=0.058 | G/C=0.348 | G/C=0.055 | G/C=0.366 |
| G= 6.4" | G= 38.3" | G= 6.0" | G= 40.3" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" | Y+R= 5.0" |
| Off= 0.0% | Off= 9.5% | Off=49.7% | Off=58.8% |

C=110 sec G= 91.0 sec = 82.7% Y=19.0 sec = 17.3% Ped= 0.0 sec = 0.0%

| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| SB Approach | | | | | | | | 41.4 | D+ | |
| RT | 12/1 | 0.207 | 0.348 | 342 | 551 | 10 | 0.018 | 23.6 | C+ | 11 ft |
| TH | 24/2 | 0.380 | 0.348 | 896 | 1235 | 1063 | 0.861 | 41.4 | D+ | 772 ft |
| LT | 24/2 | 0.207 | 0.058 | 1 | 164 | 29 | 0.144 | 50.7 | D | 24 ft |
| NB Approach | | | | | | | | 46.4 | D | |
| RT | 12/1 | 0.259 | 0.457 | 584 | 724 | 132 | 0.182 | 18.2 | B | 119 ft |
| TH | 24/2 | 0.399 | 0.348 | 896 | 1235 | 1161 | 0.940 | 49.5 | *D | 934 ft |
| LT | 12/1 | 0.206 | 0.058 | 1 | 69 | 10 | 0.097 | 50.9 | *D | 16 ft |
| WB Approach | | | | | | | | 26.8 | C+ | |
| RT | 12/1 | 0.240 | 0.561 | 797 | 888 | 87 | 0.098 | 11.4 | B+ | 65 ft |
| TH | 12/1 | 0.206 | 0.457 | 704 | 852 | 10 | 0.012 | 16.3 | B | 9 ft |
| LT | 12/1 | 0.054 | 0.055 | 183 | 267 | 181 | 0.665 | 34.7 | *C | 222 ft |
| EB Approach | | | | | | | | 37.9 | D+ | |
| RT | 12/1 | 0.403 | 0.470 | 611 | 744 | 467 | 0.628 | 25.9 | C+ | 485 ft |
| TH+LT | 12/1 | 0.424 | 0.366 | 349 | 536 | 467 | 0.871 | 49.9 | *D | 661 ft |

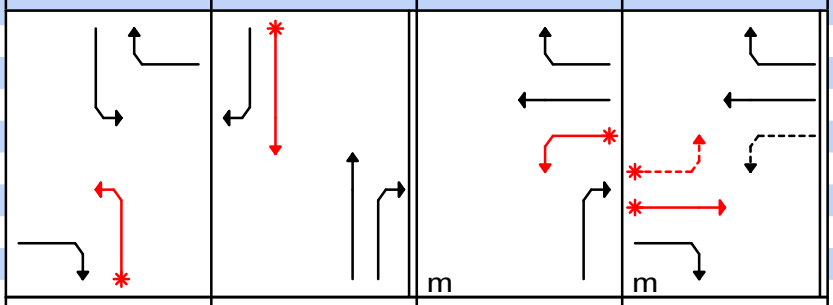
M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip - PEAK EVENT
Sat PEAK EVENT Entering - Timing Plan 7s (entering)

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 1 - Carleton Avenue and DPW Drive
V/C 0.692 (Critical V/C 0.802) Control Delay 32.2 Level of Service C

Sq 42
**/**

North




| Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|---|---|---|---|
| G/C=0.318 | G/C=0.294 | G/C=0.075 | G/C=0.075 |
| G= 25.5" | G= 23.5" | G= 6.0" | G= 6.0" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" | Y+R= 5.0" |
| Off= 0.0% | Off=36.8% | Off=73.7% | Off=86.3% |

C= 80 sec G= 61.0 sec = 76.3% Y=19.0 sec = 23.8% Ped= 0.0 sec = 0.0%

| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| SB Approach | | | | | | | | 35.8 | D+ | |
| RT | 12/1 | 0.288 | 0.294 | 340 | 466 | 327 | 0.702 | 33.7 | C | 317 ft |
| TH | 24/2 | 0.306 | 0.294 | 884 | 1044 | 930 | 0.891 | 38.4 | *D+ | 547 ft |
| LT | 24/2 | 0.107 | 0.318 | 950 | 1094 | 109 | 0.100 | 19.4 | B | 46 ft |
| NB Approach | | | | | | | | 30.2 | C | |
| RT | 12/1 | 0.251 | 0.444 | 619 | 703 | 260 | 0.370 | 16.3 | B | 187 ft |
| TH | 24/2 | 0.265 | 0.294 | 884 | 1044 | 763 | 0.731 | 29.9 | C | 387 ft |
| LT | 12/1 | 0.331 | 0.318 | 440 | 563 | 467 | 0.829 | 38.5 | *D+ | 483 ft |
| WB Approach | | | | | | | | 26.3 | C+ | |
| RT | 12/1 | 0.130 | 0.581 | 872 | 920 | 60 | 0.065 | 7.4 | A | 32 ft |
| TH | 12/1 | 0.165 | 0.200 | 212 | 373 | 140 | 0.375 | 30.5 | C | 135 ft |
| LT | 12/1 | 0.048 | 0.075 | 176 | 307 | 126 | 0.408 | 30.7 | *C | 124 ft |
| EB Approach | | | | | | | | 29.6 | C | |
| RT | 12/1 | 0.083 | 0.456 | 641 | 722 | 10 | 0.014 | 12.0 | B+ | 7 ft |
| TH+LT | 12/1 | 0.099 | 0.075 | 5 | 86 | 20 | 0.185 | 38.5 | *D+ | 23 ft |

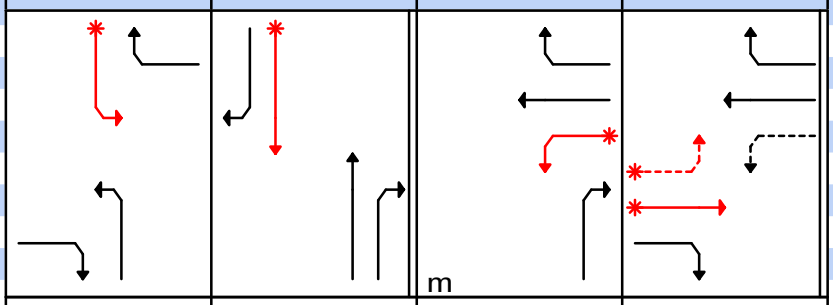
M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip - PEAK EVENT
Sat PEAK EVENT Exiting - Timing Plan 8s (exiting)

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 1 - Carleton Avenue and DPW Drive
V/C 0.723 (Critical V/C 0.862) Control Delay 34.9 Level of Service C

Sq 42
**/**

North




| Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|---|---|---|---|
| G/C=0.071 | G/C=0.287 | G/C=0.067 | G/C=0.364 |
| G= 6.4" | G= 25.8" | G= 6.0" | G= 32.8" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" | Y+R= 5.0" |
| Off= 0.0% | Off=11.6% | Off=46.9% | Off=58.0% |

C= 90 sec G= 71.0 sec = 78.9% Y=19.0 sec = 21.1% Ped= 0.0 sec = 0.0%

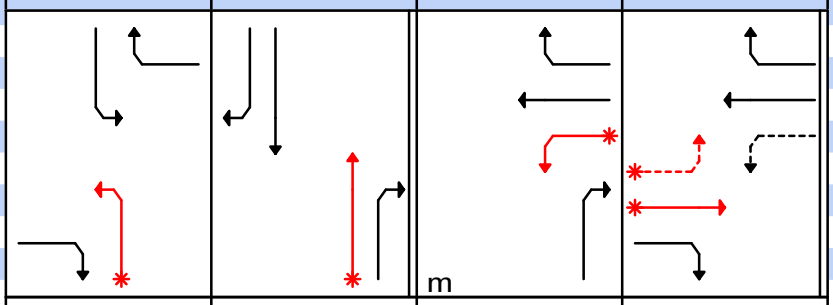
| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| SB Approach | | | | | | | | 44.8 | D+ | |
| RT | 12/1 | 0.127 | 0.287 | 293 | 454 | 10 | 0.022 | 23.1 | C+ | 10 ft |
| TH | 24/2 | 0.319 | 0.287 | 784 | 1017 | 930 | 0.914 | 44.9 | *D+ | 624 ft |
| LT | 24/2 | 0.145 | 0.071 | 1 | 224 | 109 | 0.445 | 45.8 | *D | 73 ft |
| NB Approach | | | | | | | | 30.7 | C | |
| RT | 12/1 | 0.270 | 0.420 | 555 | 665 | 260 | 0.391 | 19.8 | B | 215 ft |
| TH | 24/2 | 0.282 | 0.287 | 784 | 1017 | 763 | 0.750 | 34.2 | C | 436 ft |
| LT | 12/1 | 0.125 | 0.071 | 1 | 101 | 10 | 0.079 | 40.3 | D+ | 13 ft |
| WB Approach | | | | | | | | 15.6 | B | |
| RT | 12/1 | 0.162 | 0.602 | 901 | 953 | 60 | 0.063 | 7.5 | A | 34 ft |
| TH | 12/1 | 0.125 | 0.475 | 792 | 885 | 10 | 0.011 | 12.5 | B+ | 7 ft |
| LT | 12/1 | 0.022 | 0.067 | 228 | 299 | 126 | 0.421 | 19.7 | *B | 109 ft |
| EB Approach | | | | | | | | 32.4 | C | |
| RT | 12/1 | 0.375 | 0.491 | 691 | 777 | 467 | 0.601 | 20.0 | B | 390 ft |
| TH+LT | 12/1 | 0.398 | 0.364 | 406 | 533 | 467 | 0.876 | 44.8 | *D+ | 561 ft |

M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip - PEAK EVENT W/DUCKS GAME
PM PEAK EVENT Entering - Timing Plan 5p (entering)

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 1 - Carleton Avenue and DPW Drive
V/C 0.750 (Critical V/C 0.742) Control Delay 34.6 Level of Service C

Sq 42
**/**




| Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|---|---|---|---|
| G/C=0.321 | G/C=0.306 | G/C=0.071 | G/C=0.079 |
| G= 27.3" | G= 26.0" | G= 6.0" | G= 6.7" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" | Y+R= 5.0" |
| Off= 0.0% | Off=36.8% | Off=74.4% | Off=86.2% |

C= 85 sec G= 66.0 sec = 77.6% Y=19.0 sec = 22.4% Ped= 0.0 sec = 0.0%

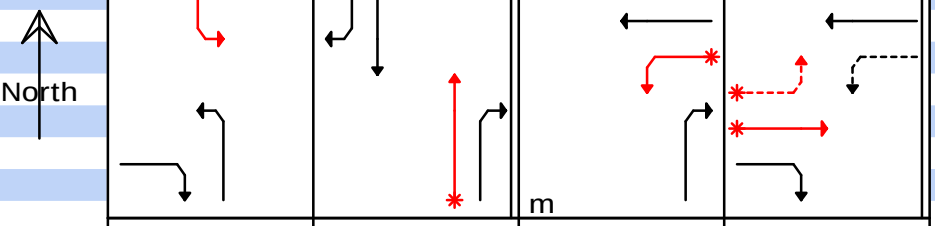
| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| SB Approach | | | | | | | | 33.8 | C | |
| RT | 12/1 | 0.295 | 0.306 | 347 | 484 | 327 | 0.676 | 33.2 | C | 326 ft |
| TH | 24/2 | 0.314 | 0.306 | 903 | 1084 | 940 | 0.867 | 37.2 | D+ | 562 ft |
| LT | 24/2 | 0.161 | 0.321 | 935 | 1103 | 254 | 0.230 | 21.6 | C+ | 113 ft |
| NB Approach | | | | | | | | 35.8 | D+ | |
| RT | 12/1 | 0.400 | 0.447 | 616 | 708 | 526 | 0.743 | 26.4 | C+ | 489 ft |
| TH | 24/2 | 0.320 | 0.306 | 903 | 1084 | 965 | 0.890 | 39.2 | *D+ | 593 ft |
| LT | 12/1 | 0.338 | 0.321 | 431 | 568 | 467 | 0.822 | 39.3 | *D+ | 504 ft |
| WB Approach | | | | | | | | 30.2 | C | |
| RT | 12/1 | 0.109 | 0.577 | 859 | 913 | 14 | 0.015 | 7.7 | A | 8 ft |
| TH | 12/1 | 0.178 | 0.197 | 180 | 365 | 140 | 0.383 | 32.7 | C | 143 ft |
| LT | 12/1 | 0.029 | 0.071 | 152 | 296 | 76 | 0.252 | 29.8 | *C | 78 ft |
| EB Approach | | | | | | | | 30.8 | C | |
| RT | 12/1 | 0.105 | 0.459 | 639 | 727 | 10 | 0.014 | 12.6 | B+ | 7 ft |
| TH+LT | 12/1 | 0.117 | 0.079 | 1 | 90 | 20 | 0.177 | 40.0 | *D+ | 24 ft |

M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip - PEAK EVENT W/DUCKS GAME
PM PEAK EVENT Exiting - Timing Plan 6p (exiting)

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 1 - Carleton Avenue and DPW Drive
V/C 0.818 (Critical V/C 0.828) Control Delay 44.6 Level of Service D+

Sq 42
**/**




| Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|---|---|---|---|
| G/C=0.113 | G/C=0.292 | G/C=0.057 | G/C=0.357 |
| G= 11.9" | G= 30.6" | G= 6.0" | G= 37.5" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" | Y+R= 5.0" |
| Off= 0.0% | Off=15.1% | Off=50.0% | Off=59.5% |

C=105 sec G= 86.0 sec = 81.9% Y=19.0 sec = 18.1% Ped= 0.0 sec = 0.0%

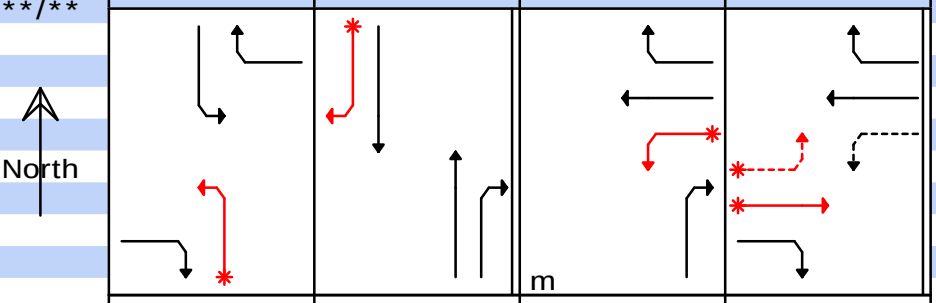
| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| SB Approach | | | | | | | | 49.6 | D | |
| RT | 12/1 | 0.189 | 0.292 | 237 | 462 | 10 | 0.022 | 26.6 | C+ | 11 ft |
| TH | 24/2 | 0.347 | 0.292 | 643 | 1034 | 940 | 0.909 | 49.0 | D | 711 ft |
| LT | 24/2 | 0.227 | 0.113 | 1 | 369 | 254 | 0.651 | 52.8 | *D | 189 ft |
| NB Approach | | | | | | | | 47.4 | D | |
| RT | 12/1 | 0.424 | 0.406 | 489 | 643 | 526 | 0.818 | 38.8 | D+ | 654 ft |
| TH | 24/2 | 0.352 | 0.292 | 643 | 1034 | 965 | 0.933 | 52.1 | *D | 753 ft |
| LT | 12/1 | 0.188 | 0.113 | 1 | 172 | 10 | 0.050 | 42.0 | D+ | 14 ft |
| WB Approach | | | | | | | | 19.0 | B | |
| RT | 12/1 | 0.190 | 0.613 | 906 | 971 | 14 | 0.014 | 8.0 | A | 9 ft |
| TH | 12/1 | 0.187 | 0.452 | 705 | 842 | 10 | 0.012 | 15.9 | B | 9 ft |
| LT | 12/1 | 0.014 | 0.057 | 183 | 262 | 76 | 0.286 | 21.5 | *C+ | 74 ft |
| EB Approach | | | | | | | | 36.3 | D+ | |
| RT | 12/1 | 0.396 | 0.518 | 719 | 820 | 467 | 0.570 | 20.2 | C+ | 423 ft |
| TH+LT | 12/1 | 0.417 | 0.357 | 347 | 522 | 467 | 0.895 | 52.3 | *D | 656 ft |

M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip - PEAK EVENT W/DUCKS GAME
Sat PEAK EVENT Entering - Timing Plan 7s (entering)

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 1 - Carleton Avenue and DPW Drive
V/C 0.683 (Critical V/C 0.711) Control Delay 31.6 Level of Service C

Sq 42
**/**




| Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|---|---|---|---|
| G/C=0.324 | G/C=0.279 | G/C=0.075 | G/C=0.084 |
| G= 25.9" | G= 22.3" | G= 6.0" | G= 6.7" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" | Y+R= 5.0" |
| Off= 0.0% | Off=37.4% | Off=72.8% | Off=85.3% |

C= 80 sec G= 61.0 sec = 76.3% Y=19.0 sec = 23.8% Ped= 0.0 sec = 0.0%

| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| SB Approach | | | | | | | | 30.6 | C | |
| RT | 12/1 | 0.288 | 0.279 | 312 | 442 | 327 | 0.740 | 36.8 | *D+ | 329 ft |
| TH | 24/2 | 0.256 | 0.279 | 820 | 989 | 721 | 0.729 | 30.8 | C | 370 ft |
| LT | 24/2 | 0.134 | 0.324 | 974 | 1115 | 205 | 0.184 | 19.8 | B | 86 ft |
| NB Approach | | | | | | | | 33.1 | C | |
| RT | 12/1 | 0.321 | 0.429 | 591 | 679 | 390 | 0.574 | 20.8 | C+ | 310 ft |
| TH | 24/2 | 0.285 | 0.279 | 820 | 989 | 847 | 0.856 | 36.8 | D+ | 483 ft |
| LT | 12/1 | 0.331 | 0.324 | 453 | 574 | 467 | 0.814 | 36.8 | *D+ | 474 ft |
| WB Approach | | | | | | | | 26.3 | C+ | |
| RT | 12/1 | 0.102 | 0.596 | 900 | 944 | 27 | 0.029 | 6.7 | A | 14 ft |
| TH | 12/1 | 0.165 | 0.209 | 231 | 390 | 140 | 0.359 | 29.6 | C | 133 ft |
| LT | 12/1 | 0.014 | 0.075 | 190 | 321 | 79 | 0.245 | 27.2 | *C+ | 75 ft |
| EB Approach | | | | | | | | 28.4 | C | |
| RT | 12/1 | 0.083 | 0.471 | 669 | 746 | 10 | 0.013 | 11.3 | B+ | 7 ft |
| TH+LT | 12/1 | 0.099 | 0.084 | 10 | 100 | 20 | 0.165 | 36.9 | *D+ | 23 ft |

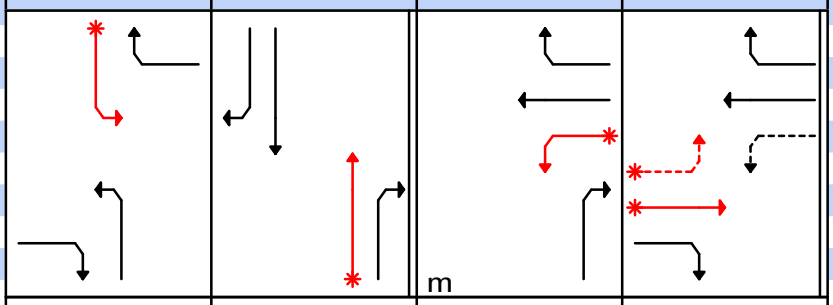
M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip - PEAK EVENT W/DUCKS GAME
Sat PEAK EVENT Exiting - Timing Plan 8s (exiting)

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 1 - Carleton Avenue and DPW Drive
V/C 0.731 (Critical V/C 0.828) Control Delay 36.9 Level of Service D+

Sq 42
**/**

North




| Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|---|---|---|---|
| G/C=0.105 | G/C=0.267 | G/C=0.063 | G/C=0.365 |
| G= 10.0" | G= 25.4" | G= 6.0" | G= 34.7" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" | Y+R= 5.0" |
| Off= 0.0% | Off=14.7% | Off=47.7% | Off=58.2% |

C= 95 sec G= 76.0 sec = 80.0% Y=19.0 sec = 20.0% Ped= 0.0 sec = 0.0%

| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| **SB Approach** | | | | | | | | 39.6 | D+ | |
| RT | 12/1 | 0.148 | 0.267 | 233 | 423 | 10 | 0.024 | 25.8 | C+ | 11 ft |
| TH | 24/2 | 0.284 | 0.267 | 640 | 947 | 721 | 0.761 | 37.8 | D+ | 441 ft |
| LT | 24/2 | 0.184 | 0.105 | 1 | 346 | 205 | 0.568 | 46.8 | *D | 139 ft |
| **NB Approach** | | | | | | | | 40.4 | D+ | |
| RT | 12/1 | 0.344 | 0.393 | 491 | 623 | 390 | 0.626 | 27.9 | C | 384 ft |
| TH | 24/2 | 0.310 | 0.267 | 640 | 947 | 847 | 0.894 | 46.2 | *D | 585 ft |
| LT | 12/1 | 0.147 | 0.105 | 1 | 161 | 10 | 0.054 | 38.8 | D+ | 13 ft |
| **WB Approach** | | | | | | | | 15.2 | B | |
| RT | 12/1 | 0.159 | 0.628 | 944 | 994 | 27 | 0.027 | 6.7 | A | 15 ft |
| TH | 12/1 | 0.147 | 0.470 | 771 | 876 | 10 | 0.011 | 13.4 | B+ | 8 ft |
| LT | 12/1 | 0.008 | 0.063 | 217 | 292 | 79 | 0.271 | 18.2 | *B | 68 ft |
| **EB Approach** | | | | | | | | 32.1 | C | |
| RT | 12/1 | 0.382 | 0.523 | 743 | 827 | 467 | 0.565 | 18.1 | B | 384 ft |
| TH+LT | 12/1 | 0.404 | 0.365 | 394 | 534 | 467 | 0.875 | 46.0 | *D | 586 ft |

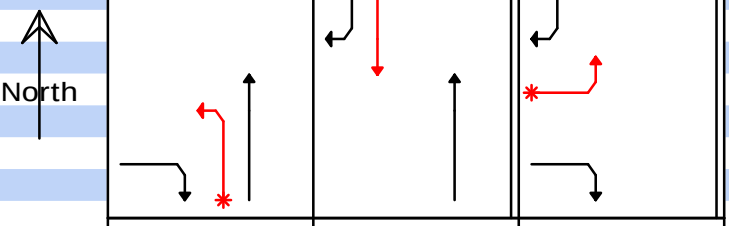
**SECTION NO. 4.2 .....INTERSECTION CAPACITY ANAYSIS .....CARLETON AVENUE (CR 17) AND S. RESEARCH PLACE**

M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip
PM Peak Hour Existing - Timing Plan 2p

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 2 - Carleton Avenue and S Research
V/C 0.380 (Critical V/C 0.425) Control Delay 11.8 Level of Service B+

Sq 31
**/**




| Phase 1 | Phase 2 | Phase 3 |
|---|---|---|
| G/C=0.210 | G/C=0.492 | G/C=0.111 |
| G= 15.8" | G= 36.9" | G= 8.3" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" |
| Off= 0.0% | Off=26.3% | Off=83.6% |

C= 75 sec G= 61.0 sec = 81.3% Y=14.0 sec = 18.7% Ped= 0.0 sec = 0.0%

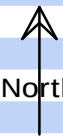
| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| **SB Approach** | | | | | | | | 12.1 | B+ | |
| RT | 12/1 | 0.103 | 0.683 | 1064 | 1082 | 43 | 0.040 | 3.9 | A | 17 ft |
| TH | 24/2 | 0.237 | 0.492 | 1702 | 1745 | 674 | 0.386 | 12.6 | *B+ | 221 ft |
| **NB Approach** | | | | | | | | 9.0 | A | |
| TH | 24/2 | 0.301 | 0.756 | 2680 | 2680 | 936 | 0.349 | 3.4 | A | 178 ft |
| LT | 12/1 | 0.200 | 0.210 | 236 | 372 | 216 | 0.581 | 33.1 | *C | 202 ft |
| **EB Approach** | | | | | | | | 22.3 | C+ | |
| RT | 12/1 | 0.223 | 0.375 | 500 | 593 | 226 | 0.381 | 19.0 | B | 169 ft |
| LT | 12/1 | 0.109 | 0.111 | 64 | 183 | 60 | 0.305 | 34.6 | *C | 62 ft |

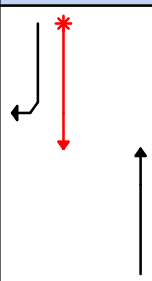
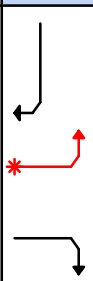
M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip
PM Peak Hour No Build - Timing Plan 2p

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 2 - Carleton Avenue and S Research
V/C 0.409 (Critical V/C 0.458) Control Delay 11.9 Level of Service B+

Sq 31
**/**




| Phase 1 | Phase 2 | Phase 3 |
|---|---|---|
| |  |  |
| G/C=0.210 | G/C=0.492 | G/C=0.111 |
| G= 15.8" | G= 36.9" | G= 8.3" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" |
| Off= 0.0% | Off=26.3% | Off=83.6% |

C= 75 sec G= 61.0 sec = 81.3% Y=14.0 sec = 18.7% Ped= 0.0 sec = 0.0%

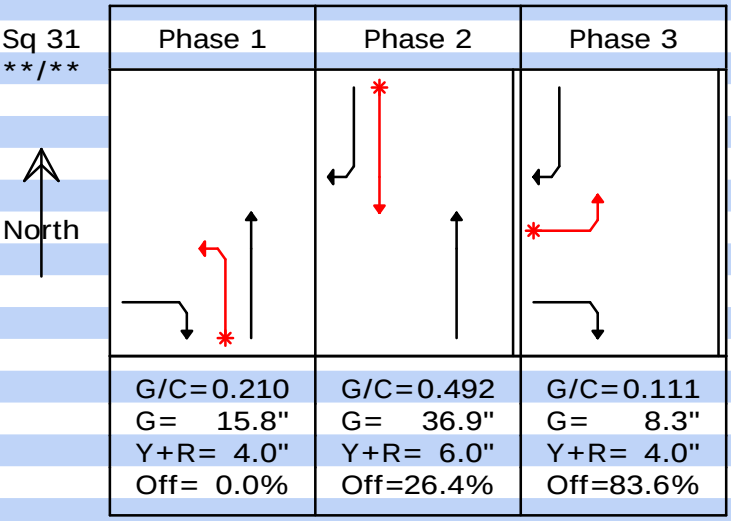
| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| **SB Approach** | | | | | | | | 12.5 | B+ | |
| RT | 12/1 | 0.104 | 0.683 | 1064 | 1082 | 45 | 0.042 | 3.9 | A | 17 ft |
| TH | 24/2 | 0.254 | 0.492 | 1702 | 1745 | 746 | 0.428 | 13.0 | *B+ | 249 ft |
| **NB Approach** | | | | | | | | 9.1 | A | |
| TH | 24/2 | 0.320 | 0.756 | 2680 | 2680 | 1012 | 0.378 | 3.5 | A | 196 ft |
| LT | 12/1 | 0.204 | 0.210 | 236 | 372 | 225 | 0.605 | 33.9 | *C | 212 ft |
| **EB Approach** | | | | | | | | 22.5 | C+ | |
| RT | 12/1 | 0.228 | 0.375 | 500 | 593 | 235 | 0.396 | 19.2 | B | 176 ft |
| LT | 12/1 | 0.110 | 0.111 | 64 | 183 | 62 | 0.315 | 34.8 | *C | 64 ft |

M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip
PM Peak Hour Build - Timing Plan 2p

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 2 - Carleton Avenue and S Research
V/C 0.449 (Critical V/C 0.502) Control Delay 12.4 Level of Service B+

Sq 31
**/**




C= 75 sec G= 61.0 sec = 81.3% Y=14.0 sec = 18.7% Ped= 0.0 sec = 0.0%

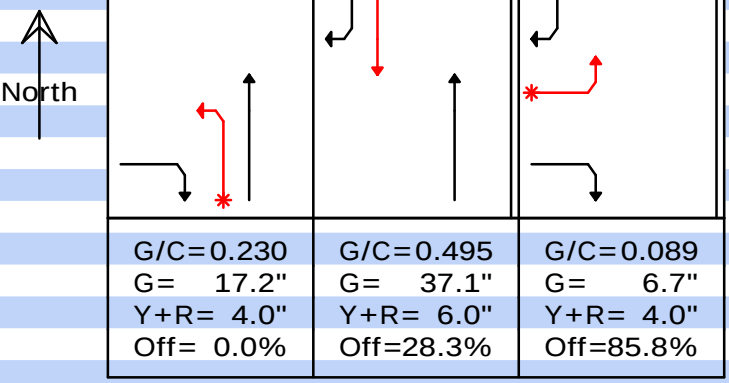
| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| SB Approach | | | | | | | | 13.2 | B+ | |
| RT | 12/1 | 0.104 | 0.683 | 1064 | 1082 | 45 | 0.042 | 3.9 | A | 17 ft |
| TH | 24/2 | 0.280 | 0.492 | 1702 | 1745 | 849 | 0.487 | 13.7 | *B+ | 291 ft |
| NB Approach | | | | | | | | 9.3 | A | |
| TH | 24/2 | 0.340 | 0.756 | 2680 | 2680 | 1092 | 0.407 | 3.7 | A | 216 ft |
| LT | 12/1 | 0.210 | 0.210 | 237 | 372 | 236 | 0.634 | 35.0 | *C | 225 ft |
| EB Approach | | | | | | | | 22.8 | C+ | |
| RT | 12/1 | 0.242 | 0.375 | 500 | 593 | 259 | 0.437 | 19.9 | B | 197 ft |
| LT | 12/1 | 0.111 | 0.111 | 64 | 183 | 63 | 0.320 | 35.0 | *C | 65 ft |

M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip
Sat Peak Hour Existing - Timing Plan 4s

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 2 - Carleton Avenue and S Research
V/C 0.357 (Critical V/C 0.431) Control Delay 13.4 Level of Service B+

Sq 31
**/**




C= 75 sec G= 61.0 sec = 81.3% Y=14.0 sec = 18.7% Ped= 0.0 sec = 0.0%

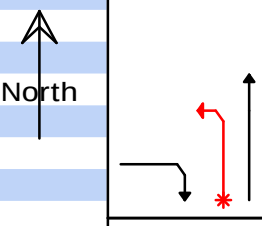
| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| **SB Approach** | | | | | | | | 12.4 | B+ | |
| RT | 12/1 | 0.060 | 0.664 | 1028 | 1051 | 8 | 0.008 | 4.3 | A | 3 ft |
| TH | 24/2 | 0.236 | 0.495 | 1712 | 1754 | 673 | 0.384 | 12.5 | *B+ | 220 ft |
| **NB Approach** | | | | | | | | 11.9 | B+ | |
| TH | 24/2 | 0.211 | 0.778 | 2758 | 2758 | 570 | 0.207 | 2.4 | A | 92 ft |
| LT | 12/1 | 0.220 | 0.230 | 275 | 407 | 255 | 0.627 | 33.1 | *C | 237 ft |
| **EB Approach** | | | | | | | | 20.9 | C+ | |
| RT | 12/1 | 0.224 | 0.372 | 495 | 589 | 228 | 0.387 | 19.2 | B | 171 ft |
| LT | 12/1 | 0.084 | 0.089 | 36 | 140 | 30 | 0.190 | 34.3 | *C | 32 ft |

M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip
Sat Peak Hour No Build - Timing Plan 4s

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 2 - Carleton Avenue and S Research
V/C 0.386 (Critical V/C 0.468) Control Delay 13.5 Level of Service B+

Sq 31
**/**




| Phase 1 | Phase 2 | Phase 3 |
|---|---|---|
| G/C=0.230 | G/C=0.495 | G/C=0.089 |
| G= 17.2" | G= 37.1" | G= 6.7" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" |
| Off= 0.0% | Off=28.3% | Off=85.8% |

C= 75 sec G= 61.0 sec = 81.3% Y=14.0 sec = 18.7% Ped= 0.0 sec = 0.0%

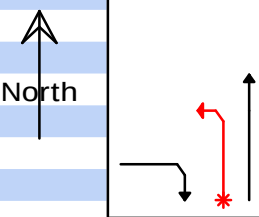
| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| **SB Approach** | | | | | | | | 12.9 | B+ | |
| RT | 12/1 | 0.062 | 0.664 | 1028 | 1051 | 9 | 0.009 | 4.3 | A | 4 ft |
| TH | 24/2 | 0.257 | 0.495 | 1712 | 1754 | 757 | 0.432 | 13.0 | *B+ | 252 ft |
| **NB Approach** | | | | | | | | 11.7 | B+ | |
| TH | 24/2 | 0.228 | 0.778 | 2758 | 2758 | 640 | 0.232 | 2.5 | A | 105 ft |
| LT | 12/1 | 0.225 | 0.230 | 275 | 407 | 265 | 0.651 | 34.0 | *C | 249 ft |
| **EB Approach** | | | | | | | | 21.2 | C+ | |
| RT | 12/1 | 0.230 | 0.372 | 495 | 589 | 237 | 0.402 | 19.4 | B | 179 ft |
| LT | 12/1 | 0.085 | 0.089 | 36 | 140 | 31 | 0.196 | 34.4 | *C | 33 ft |

M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip
Sat Peak Hour Build - Timing Plan 4s

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 2 - Carleton Avenue and S Research
V/C 0.414 (Critical V/C 0.506) Control Delay 13.7 Level of Service B+

Sq 31
**/**




| Phase 1 | Phase 2 | Phase 3 |
|---|---|---|
| G/C=0.230 | G/C=0.495 | G/C=0.089 |
| G= 17.2" | G= 37.1" | G= 6.7" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" |
| Off= 0.0% | Off=28.3% | Off=85.8% |

C= 75 sec G= 61.0 sec = 81.3% Y=14.0 sec = 18.7% Ped= 0.0 sec = 0.0%

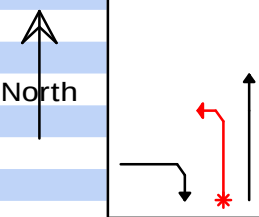
| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| **SB Approach** | | | | | | | | 13.4 | B+ | |
| RT | 12/1 | 0.066 | 0.664 | 1028 | 1051 | 11 | 0.010 | 4.3 | A | 4 ft |
| TH | 24/2 | 0.277 | 0.495 | 1712 | 1754 | 840 | 0.479 | 13.5 | *B+ | 286 ft |
| **NB Approach** | | | | | | | | 11.7 | B+ | |
| TH | 24/2 | 0.242 | 0.778 | 2758 | 2758 | 697 | 0.253 | 2.5 | A | 116 ft |
| LT | 12/1 | 0.230 | 0.230 | 275 | 407 | 274 | 0.673 | 34.9 | *C | 259 ft |
| **EB Approach** | | | | | | | | 21.5 | C+ | |
| RT | 12/1 | 0.231 | 0.372 | 495 | 589 | 241 | 0.409 | 19.5 | B | 182 ft |
| LT | 12/1 | 0.089 | 0.089 | 36 | 140 | 35 | 0.222 | 35.0 | *C | 37 ft |

M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip
PM Peak Hr Existing (game day) - Timing Plan 1p (game day)

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 2 - Carleton Avenue and S Research
V/C 0.411 (Critical V/C 0.447) Control Delay 12.3 Level of Service B+

Sq 31
**/**




| Phase 1 | Phase 2 | Phase 3 |
|---|---|---|
| G/C=0.223 | G/C=0.492 | G/C=0.097 |
| G= 16.8" | G= 36.9" | G= 7.3" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" |
| Off= 0.0% | Off=27.7% | Off=84.9% |

C= 75 sec G= 61.0 sec = 81.3% Y=14.0 sec = 18.7% Ped= 0.0 sec = 0.0%

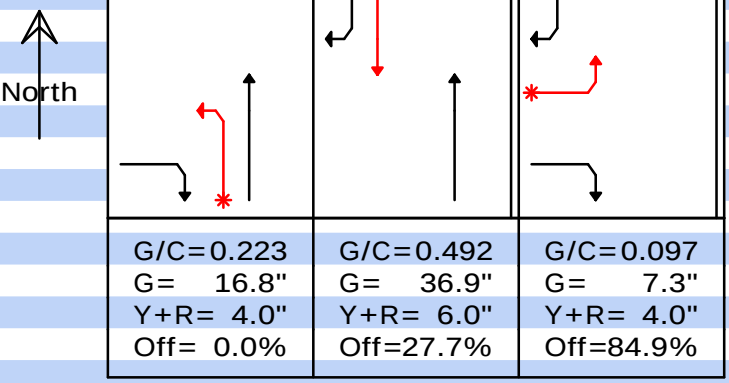
| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| **SB Approach** | | | | | | | | 13.0 | B+ | |
| RT | 12/1 | 0.090 | 0.670 | 1040 | 1061 | 30 | 0.028 | 4.2 | A | 12 ft |
| TH | 24/2 | 0.268 | 0.492 | 1703 | 1746 | 802 | 0.459 | 13.4 | *B+ | 271 ft |
| **NB Approach** | | | | | | | | 9.3 | A | |
| TH | 24/2 | 0.293 | 0.769 | 2728 | 2728 | 903 | 0.331 | 3.0 | A | 163 ft |
| LT | 12/1 | 0.212 | 0.223 | 262 | 395 | 240 | 0.608 | 33.0 | *C | 223 ft |
| **EB Approach** | | | | | | | | 21.8 | C+ | |
| RT | 12/1 | 0.240 | 0.374 | 500 | 593 | 256 | 0.432 | 19.8 | B | 194 ft |
| LT | 12/1 | 0.094 | 0.097 | 45 | 155 | 41 | 0.238 | 34.5 | *C | 43 ft |

M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip
PM Peak Hr No Build (game day) - Timing Plan 1p (game day)

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 2 - Carleton Avenue and S Research
V/C 0.442 (Critical V/C 0.480) Control Delay 12.5 Level of Service B+

Sq 31
**/**




C= 75 sec G= 61.0 sec = 81.3% Y=14.0 sec = 18.7% Ped= 0.0 sec = 0.0%

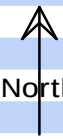
| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| SB Approach | | | | | | | | 13.5 | B+ | |
| RT | 12/1 | 0.092 | 0.670 | 1040 | 1061 | 32 | 0.030 | 4.2 | A | 13 ft |
| TH | 24/2 | 0.287 | 0.492 | 1703 | 1746 | 879 | 0.503 | 13.9 | *B+ | 303 ft |
| NB Approach | | | | | | | | 9.4 | A | |
| TH | 24/2 | 0.311 | 0.769 | 2728 | 2728 | 977 | 0.358 | 3.1 | A | 179 ft |
| LT | 12/1 | 0.217 | 0.223 | 262 | 395 | 250 | 0.633 | 33.9 | *C | 235 ft |
| EB Approach | | | | | | | | 22.1 | C+ | |
| RT | 12/1 | 0.246 | 0.374 | 500 | 593 | 266 | 0.449 | 20.1 | C+ | 203 ft |
| LT | 12/1 | 0.096 | 0.097 | 45 | 155 | 43 | 0.250 | 34.8 | *C | 45 ft |

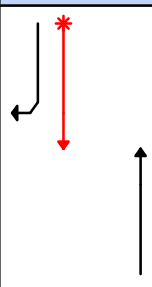
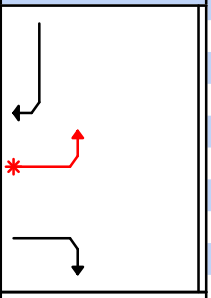
M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip
PM Peak Hour Build (game day) - Timing Plan 1p (game day)

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 2 - Carleton Avenue and S Research
V/C 0.480 (Critical V/C 0.554) Control Delay 12.9 Level of Service B+

Sq 31
**/**




| Phase 1 | Phase 2 | Phase 3 |
|---|---|---|
| |  |  |
| G/C=0.224 | G/C=0.492 | G/C=0.097 |
| G= 16.8" | G= 36.9" | G= 7.3" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" |
| Off= 0.0% | Off=27.7% | Off=84.9% |

C= 75 sec G= 61.0 sec = 81.3% Y=14.0 sec = 18.7% Ped= 0.0 sec = 0.0%

| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| **SB Approach** | | | | | | | | 14.3 | B+ | |
| RT | 12/1 | 0.096 | 0.670 | 1040 | 1061 | 36 | 0.034 | 4.2 | A | 14 ft |
| TH | 24/2 | 0.313 | 0.492 | 1703 | 1746 | 982 | 0.562 | 14.7 | *B+ | 351 ft |
| **NB Approach** | | | | | | | | 9.6 | A | |
| TH | 24/2 | 0.331 | 0.769 | 2728 | 2728 | 1057 | 0.387 | 3.3 | A | 198 ft |
| LT | 12/1 | 0.224 | 0.224 | 263 | 396 | 262 | 0.662 | 35.0 | *C | 248 ft |
| **EB Approach** | | | | | | | | 22.4 | C+ | |
| RT | 12/1 | 0.249 | 0.374 | 500 | 593 | 272 | 0.459 | 20.3 | C+ | 208 ft |
| LT | 12/1 | 0.097 | 0.097 | 46 | 156 | 45 | 0.260 | 35.0 | *C | 47 ft |

M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip
Sat Peak Existing (game day) - Timing Plan 3s (game day)

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 2 - Carleton Avenue and S Research
V/C 0.296 (Critical V/C 0.318) Control Delay 11.3 Level of Service B+

Sq 31
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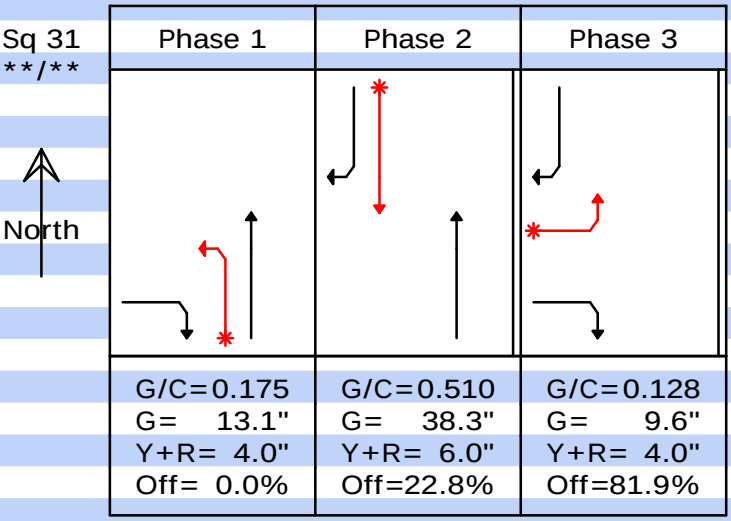



C= 75 sec G= 61.0 sec = 81.3% Y=14.0 sec = 18.7% Ped= 0.0 sec = 0.0%

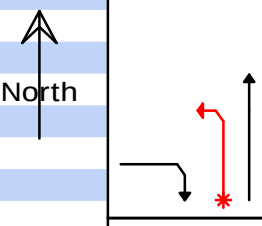
| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| SB Approach | | | | | | | | 11.2 | B+ | |
| RT | 12/1 | 0.060 | 0.718 | 1128 | 1137 | 8 | 0.007 | 3.0 | A | 3 ft |
| TH | 24/2 | 0.219 | 0.510 | 1775 | 1810 | 602 | 0.333 | 11.3 | *B+ | 189 ft |
| NB Approach | | | | | | | | 9.5 | A | |
| TH | 24/2 | 0.208 | 0.739 | 2620 | 2620 | 559 | 0.213 | 3.2 | A | 103 ft |
| LT | 12/1 | 0.164 | 0.175 | 170 | 308 | 149 | 0.481 | 33.1 | *C | 143 ft |
| EB Approach | | | | | | | | 19.1 | B | |
| RT | 12/1 | 0.189 | 0.356 | 466 | 564 | 168 | 0.298 | 18.7 | B | 127 ft |
| LT | 12/1 | 0.055 | 0.128 | 89 | 216 | 7 | 0.031 | 28.9 | *C | 7 ft |

M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip
Sat Peak No Build (game day) - Timing Plan 3s (game day)

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 2 - Carleton Avenue and S Research
V/C 0.326 (Critical V/C 0.350) Control Delay 11.4 Level of Service B+

Sq 31
**/**




| Phase 1 | Phase 2 | Phase 3 |
|---|---|---|
| G/C=0.175 | G/C=0.510 | G/C=0.128 |
| G= 13.1" | G= 38.3" | G= 9.6" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" |
| Off= 0.0% | Off=22.8% | Off=81.9% |

C= 75 sec G= 61.0 sec = 81.3% Y=14.0 sec = 18.7% Ped= 0.0 sec = 0.0%

| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| **SB Approach** | | | | | | | | 11.6 | B+ | |
| RT | 12/1 | 0.060 | 0.718 | 1128 | 1137 | 8 | 0.007 | 3.0 | A | 3 ft |
| TH | 24/2 | 0.239 | 0.510 | 1775 | 1810 | 683 | 0.377 | 11.7 | *B+ | 217 ft |
| **NB Approach** | | | | | | | | 9.3 | A | |
| TH | 24/2 | 0.226 | 0.739 | 2620 | 2620 | 629 | 0.240 | 3.3 | A | 117 ft |
| LT | 12/1 | 0.167 | 0.175 | 170 | 308 | 155 | 0.500 | 33.6 | *C | 149 ft |
| **EB Approach** | | | | | | | | 19.3 | B | |
| RT | 12/1 | 0.193 | 0.356 | 466 | 564 | 175 | 0.310 | 18.9 | B | 132 ft |
| LT | 12/1 | 0.055 | 0.128 | 89 | 216 | 7 | 0.031 | 28.9 | *C | 7 ft |

M10-061 - Highway Capacity Analysis
Ultimate Sports Complex - Islip
Sat Peak Hour Build (game day) - Timing Plan 3s (game day)

## TEAPAC[Ver 8.23.03] - Capacity Analysis Summary

Intersection Averages for Int # 2 - Carleton Avenue and S Research
V/C 0.361 (Critical V/C 0.444) Control Delay 12.7 Level of Service B+

Sq 31
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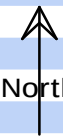


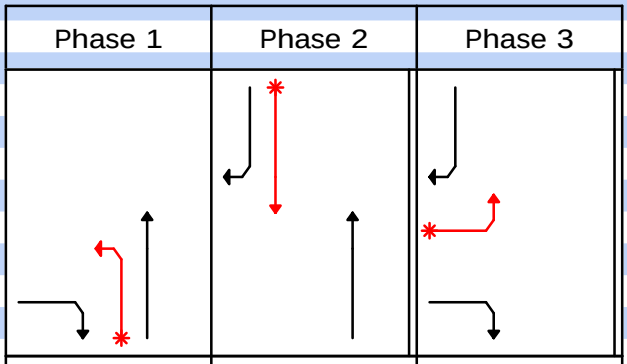

| Phase 1 | Phase 2 | Phase 3 |
|---|---|---|
| G/C=0.175 | G/C=0.510 | G/C=0.128 |
| G= 13.1" | G= 38.3" | G= 9.6" |
| Y+R= 4.0" | Y+R= 6.0" | Y+R= 4.0" |
| Off= 0.0% | Off=22.8% | Off=81.9% |

C= 75 sec G= 61.0 sec = 81.3% Y=14.0 sec = 18.7% Ped= 0.0 sec = 0.0%

| Lane Group | Width/ Lanes | g/C Reqd | g/C Used | Service Rate @C (vph) | Service Rate @E | Adj Volume | v/c | HCM Delay | L S | Queue Model 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| **SB Approach** | | | | | | | | 12.0 | B+ | |
| RT | 12/1 | 0.072 | 0.718 | 1129 | 1138 | 15 | 0.013 | 3.0 | A | 5 ft |
| TH | 24/2 | 0.259 | 0.510 | 1775 | 1810 | 766 | 0.423 | 12.2 | *B+ | 248 ft |
| **NB Approach** | | | | | | | | 9.7 | A | |
| TH | 24/2 | 0.239 | 0.739 | 2620 | 2620 | 685 | 0.261 | 3.4 | A | 129 ft |
| LT | 12/1 | 0.175 | 0.175 | 170 | 308 | 169 | 0.545 | 35.0 | *C | 164 ft |
| **EB Approach** | | | | | | | | 24.3 | C+ | |
| RT | 12/1 | 0.194 | 0.356 | 466 | 564 | 176 | 0.312 | 18.9 | B | 133 ft |
| LT | 12/1 | 0.128 | 0.128 | 89 | 215 | 88 | 0.389 | 35.0 | *C | 89 ft |

**SECTION NO. 5 ..... ACCIDENT ANAYSIS**

Date: 09/02/1(
11:0

Page: 1

# Accident Location Information System (ALIS)

## Accident Verbal Description Report

**Data in this report covers the period Mar 31, 2007 - Apr 01, 2010**

**Complete Accident data from NYSDMV is only available thru 4/30/2010**

County: Suffolk Muni: Islip(T) Ref. Marker: Street: CARLETON AVE
1 Meters West of S RESEARCH PL

**1/10/2008** Thu Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32488011**
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 :1 CAR/VAN/PICKUP Registered Weight: 3317 State of Registration: NY
Num of Occupants: 2 Driver's Age: 26 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: 3415 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 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

County: Suffolk Muni: Islip(T) Ref. Marker: Street: CARLETON AVE
1 Meters West of S RESEARCH PL

**2/9/2008** Sat 19:09 PM Persons Killed: 1 Persons Injured: 0 Extent of Injuries: K **Case: 2008-32581002**
Accident Class: FATAL Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH OTHER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: WET Road Char.: 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: State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNSAFE SPEED, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: CARLETON AVE
1 Meters West of S RESEARCH PL

**5/30/2008** Fri 18:09 PM Persons Killed: 0 Persons Injured: 5 Extent of Injuries: BBCCC **Case: 2008-32765865**
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

# Accident Location Information System (ALIS)

Date: 09/02/1(
11:0-
Page: 2

## Accident Verbal Description Report

**Data in this report covers the period Mar 31, 2007 - Apr 01, 2010**

**Complete Accident data from NYSDMV is only available thru 4/30/2010**

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

Veh :3 CAR/VAN/PICKUP Registered Weight: 3700 State of Registration: NY
Num of Occupants: 1 Driver's Age: 72 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: FOLLOWING TOO CLOSELY, UNSAFE SPEED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3049 State of Registration: NY
Num of Occupants: 2 Driver's Age: 65 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

Veh :2 CAR/VAN/PICKUP Registered Weight: 3366 State of Registration: NY
Num of Occupants: 3 Driver's Age: 26 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

County: Suffolk Muni: Islip(T) Ref. Marker: Street: CARLETON AVE
AT INTERSECTION WITH S RESEARCH PL

**7/14/2008** Mon 09:09 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2008-32815181**
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: 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 CAR/VAN/PICKUP Registered Weight: 2872 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 3120 State of Registration: NY
Num of Occupants: 1 Driver's Age: 38 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

County: Suffolk Muni: Islip(T) Ref. Marker: Street: CARLETON AVE
AT INTERSECTION WITH S Research Pl

**8/26/2008** Tue 13:09 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2008-32891132**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
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

# Accident Location Information System (ALIS)

Date: 09/02/1(
11:0

## Accident Verbal Description Report

Page: 3

**Data in this report covers the period Mar 31, 2007 - Apr 01, 2010**

**Complete Accident data from NYSDMV is only available thru 4/30/2010**

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

Veh :1 CAR/VAN/PICKUP Registered Weight: 2392 State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 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, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3024 State of Registration: NY
Num of Occupants: 1 Driver's Age: 51 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN ON RED
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TURNING IMPROPER

County: Suffolk Muni: Islip(T) Ref. Marker: Street: S RESEARCH PL
AT INTERSECTION WITH CARLETON AVE

**5/21/2009** Thu 14:09 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33060820**
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 :1 CAR/VAN/PICKUP Registered Weight: 3084 State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 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: 3209 State of Registration: NY
Num of Occupants: 1 Driver's Age: 65 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: CARLETON AVE
AT INTERSECTION WITH S RESEARCH PL

**5/29/2009** Fri 21:09 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33278875**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY 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: 5050 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, UNKNOWN

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## Accident Verbal Description Report

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**Complete Accident data from NYSDMV is only available thru 4/30/2010**

County: Suffolk Muni: Islip(T) Ref. Marker: Street: CARLETON AVE
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Veh :2 CAR/VAN/PICKUP Registered Weight: 4806 State of Registration: NY
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: BACKING
Apparent Factors: BACKING UNSAFELY, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: CARLETON AVE
AT INTERSECTION WITH S RESEARCH PL

**10/28/2009** Wed 15:09 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33500924**
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 : 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: CARLETON AVE
AT INTERSECTION WITH S RESEARCH PL

**10/28/2009** Wed 15:09 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33500757**
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 : 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: CARLETON AVE
AT INTERSECTION WITH S RESEARCH PL

**12/2/2009** Wed 15:09 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2009-33550244**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH PEDESTRIAN Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION Action of Ped/Bicycle: CROSSING AGAINST SIGNAL

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:

# Accident Location Information System (ALIS)

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County: Suffolk Muni: Islip(T) Ref. Marker: Street: CARLETON AVE
AT INTERSECTION WITH NEW YORK INSTITUTE OF TECH

**10/30/2007** Tue 07:09 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2007-32519809**
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: DAWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2941 State of Registration: NY
Num of Occupants: 1 Driver's Age: 38 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, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3012 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: MAKING RIGHT TURN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: COURT HOUSE DR
AT INTERSECTION WITH Belt Dr S

**12/28/2008** Sun 09:09 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-33059576**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: FOG/SMOG/SMOKE
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: 4249 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 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: State of Registration: GA
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: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, VIEW OBSTRUCTED/LIMITED

County: Suffolk Muni: Islip(T) Ref. Marker: Street: CARLETON AVE
AT INTERSECTION WITH COURT HOUSE DR

**1/1/2009** Thu 03:09 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33059165**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: OVERTURNED Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

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County: Suffolk Muni: Islip(T) Ref. Marker: Street: CARLETON AVE
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Veh :1 CAR/VAN/PICKUP Registered Weight: 4048 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 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: REACTION TO OTHER UNINVOLVED VEHICL, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: CARLETON AVE
AT INTERSECTION WITH COURT HOUSE DR

**9/21/2009** Mon 13:09 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33203777**
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 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: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 8800 State of Registration: NY
Num of Occupants: 1 Driver's Age: 36 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: CARLETON AVE
AT INTERSECTION WITH COURT HOUSE DR

**5/29/2009** Fri 09:09 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33278865**
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: 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: 3211 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 LEFT TURN
Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 2282 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, UNKNOWN

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County: Suffolk Muni: Islip(T) Ref. Marker: Street: CARLETON AVE
AT INTERSECTION WITH COURT HOUSE DR

**10/23/2009** Fri 10:09 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33241038**
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: 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 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: DRIVER INEXPERIENCE, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3072 State of Registration: NY
Num of Occupants: 1 Driver's Age: 59 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Islip(T) Ref. Marker: Street: COURT HOUSE DR
15 Meters East of [Route] 17

**6/21/2007** Thu 10:09 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2007-NR2438677**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle:

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

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

County: Suffolk Muni: Islip(T) Ref. Marker: Street: CARLETON AVE
AT INTERSECTION WITH COURT HOUSE DR

**8/2/2009** Sun Persons Killed: Persons Injured: Extent of Injuries: **Case: 2009-33392302**
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:

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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: CARLETON AVE
AT INTERSECTION WITH COURT HOUSE DR

**3/1/2010** Mon 18:09 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-33382543**
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: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2844 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: CHANGING LANES
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3253 State of Registration: NY
Num of Occupants: 1 Driver's Age: 57 Sex: M 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: CARLETON AVE
AT INTERSECTION WITH COURT HOUSE DR

**9/15/2009** Tue 11:09 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2009-33463353**
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 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 : 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: CARLETON AVE
AT INTERSECTION WITH COURT HOUSE DR

**10/28/2009** Wed 12:09 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: **Case: 2009-33500853**
Accident Class: INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH PEDESTRIAN 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: PED/BICYCLIST AT INTERSECTION Action of Ped/Bicycle: OTHER ACTIONS IN ROADWAY