

Proposed Ronkonkoma Hub Transit-Oriented Development (TOD)

Ronkonkoma, Town of Brookhaven,
Suffolk County, New York

Prepared for **Town of Brookhaven Town Board**
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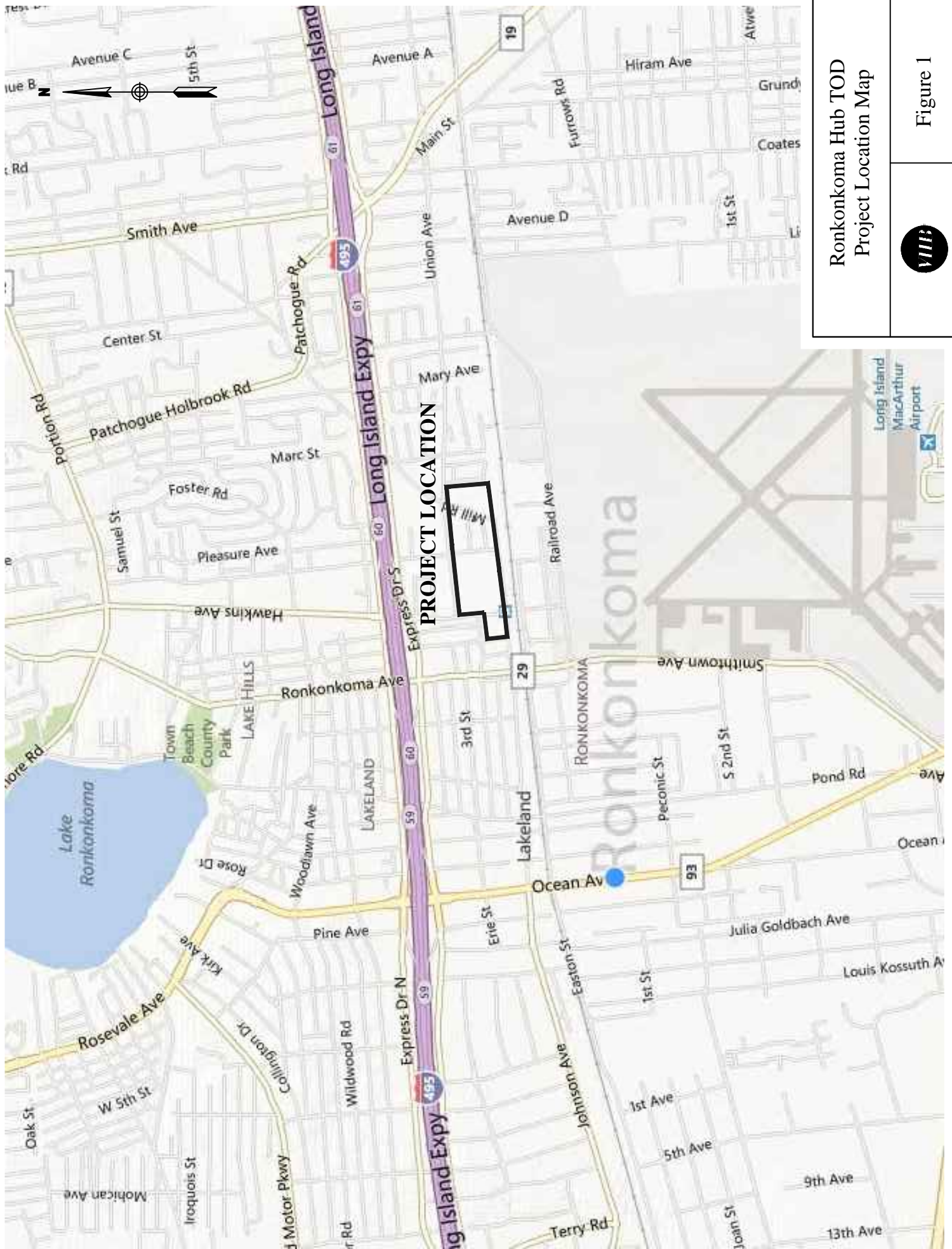
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Introduction

This study summarizes the evaluation of the potential traffic impacts associated with the proposed development of the Ronkonkoma Hub Transit-Oriented Development (TOD), located on the north side of the MTA Long Island Rail Road's Ronkonkoma Station. This proposed TOD has been the subject of previous studies by the Town of Brookhaven Town Board in the DGEIS that was prepared for the Ronkonkoma Hub TOD, which was the subject of a public hearing on October 19, 2010. This study refines the traffic and parking studies performed previously to reflect the more refined redevelopment concepts that would be permitted, based upon the Ronkonkoma Hub Form-Based Code being considered by the Town Board.

The Ronkonkoma Hub TOD area consists of approximately 53.73 acres, and is generally bounded by Union Avenue and Union Street to the north; Village Plaza Drive to the east; County Road 29 (Ronkonkoma Avenue), Garrity Avenue and Hawkins Avenue to the west; and the railroad tracks of the Long Island Railroad to the south, in the hamlet of Ronkonkoma, Town of Brookhaven, Suffolk County, New York (see Figure 1).

The purpose of this study is to determine whether significant adverse traffic impacts would result from the proposed action and to propose and evaluate mitigation measures for such impacts, if required. The study also evaluates the expected parking needs, assesses the sufficiency of parking spaces to meet the needs after the completion of the project. This report presents the findings of the traffic and parking study and summarizes the data collection process, traffic analysis procedures, and study conclusions.



Ronkonkoma Hub TOD
Project Location Map

Figure 1





Project Description

The Town Board of the Town of Brookhaven has selected a Master Developer for the Ronkonkoma TOD. Among other things, the proposed action includes the adoption of the TOD District, the rezoning of properties to TOD District (as a form-based code) and the development of the Ronkonkoma Hub area in accordance with the TOD District.

A Maximum Density Plan has been prepared, which includes the following:

- 1,450 Residential Units¹
- 195,000 square feet – Retail (including restaurant space)
- 360,000 square feet – Office (including medical office)
- 60,000 square feet – Flex Space²

Study Methodology

The following describes the methodology used in this traffic study:

- The Maximum Density Concept Plan and related documents were reviewed to obtain an understanding of the project scope and layout
- Based on a review of the adjacent roadway system and review of previous studies, eight signalized and two unsignalized intersections were identified as key intersections that may be impacted by the project
- The prevailing traffic conditions, geometric parameters, traffic control devices and the number and direction of travel lanes at the key locations were observed and inventories were made
- Manual turning movement counts collected at six key intersections for a previous 2010 study were adjusted to 2013 using a growth factor; and the turning movement counts at four new intersections added in this study were counted using Miovision cameras as on a typical weekday during the weekday a.m. and p.m. peak periods
- The existing traffic volumes at the previously-identified key intersections were expanded to the future No-Build year, assumed of 2020
- The traffic generated by the proposed development mix, in accordance with the Maximum Density Concept Plan, was estimated based on recognized traffic engineering standards

¹ For analysis purposes, the distribution of unit types used was 50% rental apartments and 50% ownership condos/townhouses. However, the actual unit-type distribution would be based upon market demand at the time of construction.

²The Master Developer has indicated that the component of the Maximum Density Plan denoted as Flex Space may be a 120 room hotel.



- The site-generated volumes were distributed along the adjacent roadway network and added to the 2020 No-Build volumes to produce the 2020 Build volumes
- Capacity analyses were performed at the key intersections for the Existing, 2020 No-Build, 2020 Build Conditions
- The results of the analyses for the Existing, No-Build and Build Conditions were compared to assess any significant traffic impacts that may result from the proposed project
- The need for traffic mitigation measures was evaluated
- A parking analysis was conducted to determine that sufficient parking would be provided for the TOD as well as to evaluate the adequacy of replacement parking to be provided to account for existing railroad station parking areas to be displaced with the development of the TOD
- An evaluation of the potential cumulative effects of Other Planned Developments which may affect traffic conditions in the study area, consisting of the Metropolitan Transportation Authority's Double Track Project, was performed



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Existing Conditions

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

Roadway and Intersection Conditions

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

Roadways

Long Island Expressway North and South Service Roads

The Long Island Expressway (LIE) North Service Road runs on the north side of the LIE (Interstate Route 495) and allows only westbound traffic. The *LIE South Service Road* runs on the south side of the LIE and allows only eastbound traffic. The maintenance of the service roads comes under the jurisdiction of Suffolk County Department of Public Works (SCDPW). However, the traffic signals are maintained by New York State Department of Transportation (NYSDOT). Both service roads provide two travel lanes in the study area with additional turn lanes at major intersections. Available 2010 NYSDOT hourly count data on the service roads between Ronkonkoma Avenue and Hawkins Avenue show the Average Annual Daily Traffic (AADT) on the South Service Road to be 10,037 vehicles per day and on the North Service Road the AADT to be 13,783 vehicles per day. The posted speed on this section of the service roads is 40 miles per hour.



While sidewalk is present and continuous on the south side of the South Service Road, sidewalk on the North Service Road is discontinuous with a number of segments where sidewalk is not provided. Shoulders on both service roads are either not present or narrow, making on-street parking impermissible. No dedicated bicycle facilities are provided on either service road in the study area.

Hawkins Avenue

Hawkins Avenue is a north-south collector distributor road under the jurisdiction of the Town of Brookhaven. The road is on the National Highway System (NHS). It runs north from Railroad Avenue, crosses Route 25 in Lake Grove and eventually become Stony Brook Road. It provides one travel lane in each direction, with additional turn lanes at key intersections. The 2010 NYSDOT AADT estimate on Hawkins Avenue in the vicinity of the TOD area is approximately 16,000 vehicles per day (vpd). The posted speed on this roadway is 30 miles per hour.

Sidewalk is provided on both sides of the Hawkins Avenue bridge over the LIE. South of that point, sidewalk is spotty, provided only in some areas of commercial roadside development and absent from others. Shoulders are not provided on the bridge and are variable in width or not present south of that point to Railroad Avenue. Parking is permitted in some areas near the south end of the roadway where the shoulder width allows, but is time limited (2 hours) during weekday periods. No dedicated bicycle facilities are provided on Hawkins Avenue in the study area.

Ronkonkoma Avenue

Ronkonkoma Avenue is a north-south collector distributor road under the jurisdiction of the Town of Brookhaven. It runs north from Railroad Avenue to merge with Hawkins Avenue at a location north of CR 16 (Portion Road). South of Railroad Avenue, Ronkonkoma Avenue is designated as Smithtown Avenue. Ronkonkoma Avenue runs generally to the west of the project area. In the vicinity of the TOD area, it provides two travel lanes in each direction with additional turn lanes at key intersections. The 2010 NYSDOT AADT estimate on Ronkonkoma Avenue in the vicinity of the TOD District area is about 30,000 vpd. The posted speed on this roadway is 30 miles per hour.

Sidewalk is provided on both sides of the Ronkonkoma Avenue bridge over the LIE and extends sound on both sides of the roadway to Powell Street, the south end of the study area, where it terminates. No shoulders are provided on this section of Ronkonkoma Avenue, so parking is not permitted. No dedicated bicycle facilities are provided on Ronkonkoma Avenue in the study area.



Railroad Avenue / Mill Road

Railroad Avenue is an east-west Town of Brookhaven road that runs east from Ronkonkoma Avenue to the LIRR station. This section of Railroad Avenue is on the NHS. West of Ronkonkoma Avenue the road is designated as Johnson Avenue. East of the station it runs in a north-south direction and is designated *Mill Road*. Mill Road terminates at the LIE South Service Road. It provides one travel lane in each direction with additional turning lanes at key intersections. The 2010 NYSDOT AADT estimate on Railroad Avenue is about 5,000 vehicles per day. The posted speed on this roadway is 30 miles per hour.

Sidewalk on Railroad Avenue in the study area is provided on both sides with the exception of the frontage of two unimproved properties on the north side of the roadway, east of the parking garage. Mill Road provides some sidewalk south of Union Avenue, but these segments do not provide a connection to the sidewalk on Railroad Avenue. There are no significant areas of shoulder on Railroad Avenue in the study area as the immediate curbside is either travel lane or parking. There is no striped shoulder on Mill Road south of Union Avenue. Parking is permitted in designated stalls only on Railroad Avenue but is time limited (two hours) during weekday periods. Parking is prohibited on Mill Road in the study area by posting or pavement width, with the exception of a small segment on the west side just south of Union Avenue. There are no dedicated bicycle facilities on Railroad Avenue or Mill Road in the study area. However, there are dedicated bicycle lanes provided on Union Avenue east of the Mill Road intersection.

Union Avenue

Union Avenue is an east-west Town of Brookhaven road that runs east from Hawkins Avenue to CR 19, Patchogue Holbrook Road. It provides one travel lane in each direction with additional turning lanes at key intersections. The 2010 NYSDOT AADT estimate on Union Avenue is about 9,400 vehicles per day. The posted speed on this roadway is 30 miles per hour.

Sidewalk on Union Avenue in the study area is provided only along the frontage of some commercial properties on each side of the roadway. There are no striped shoulders on this section of Union Avenue of any significant width. While there are isolated areas along the south side of Union Avenue where the pavement width would support parking, none was evidenced during field investigations. While there are no dedicated bicycle facilities on the segment of Union Avenue west of Mill Road, there are bicycle lanes provided on both sides of the roadway east of Mill Road.



Powell Street

Powell Street is a short local street that connects Railroad Avenue to Ronkonkoma Avenue. Powell Street provides one travel lane in each direction with additional turning lanes at Railroad Avenue. There is no posted speed on Powell Street.

Powell Street provides continuous sidewalk along its west side from Railroad Avenue to Ronkonkoma Avenue. No shoulders are provided. No parking is permitted on Powell Street by posting and lane width. No dedicated bicycle facilities are provided on Powell Street.

Northwest Link

Northwest Link is short local street that connects Johnson Avenue to 2nd Street and Ronkonkoma Avenue. Northwest Link provides one travel lane in each direction with additional turning lane at Johnson Avenue. There is no posted speed on Northwest Link.

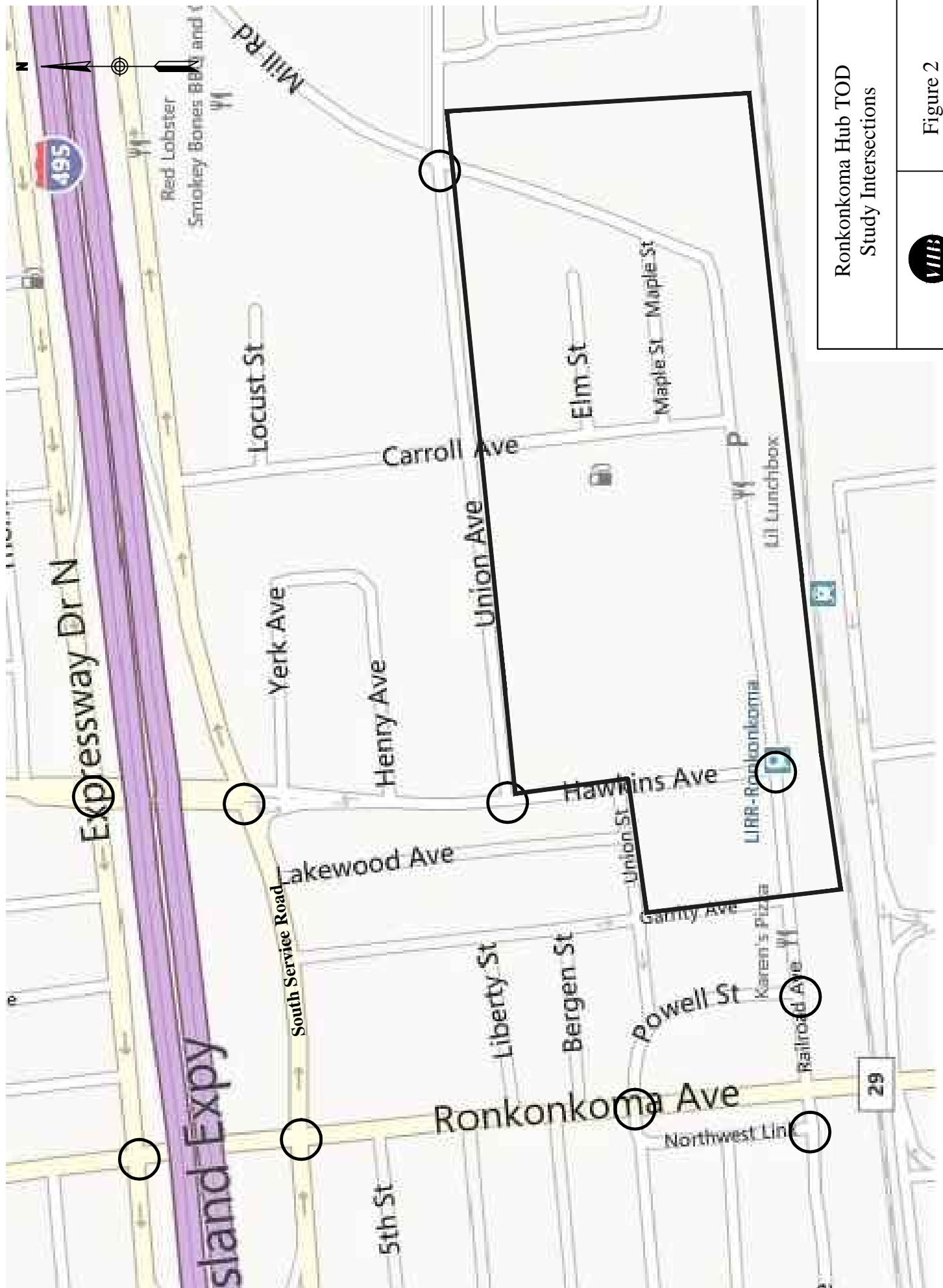
Northwest Link provides continuous sidewalk along its west side from Railroad Avenue to Ronkonkoma Avenue. No shoulders are provided. No parking is permitted on Northwest Link by posting and lane width. No dedicated bicycle facilities are provided on Northwest Link.

Study Area Intersections

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

1. LIE North Service Road at Hawkins Avenue (Signalized)
2. LIE South Service Road at Hawkins Avenue (Signalized)
3. LIE North Service Road at Ronkonkoma Avenue (Signalized)
4. LIE South Service Road at Ronkonkoma Avenue (Signalized)
5. Hawkins Avenue at Union Avenue (Signalized)
6. Union Avenue at Mill Road (Signalized)
7. Railroad Avenue at Powell Street (Signalized)
8. Johnson Avenue at Northwest Link (Signalized)
9. Hawkins Avenue at Railroad Avenue (Unsignalized)
10. Ronkonkoma Avenue at 2nd Street/Powell Street (Unsignalized)

The key intersections are shown in Figure 2.



Ronkonkoma Hub TOD
Study Intersections

viii Figure 2

LIE North Service Road at Hawkins Avenue



The signalized intersection of the LIE North Service Road and Hawkins Avenue is a four-legged intersection with three active approaches. The traffic flows one-way in the westerly direction on the North Service Road which provides an exclusive left-turn lane, one through lane and a shared right-turn and through lane. Hawkins Avenue provides an exclusive left-turn lane and two through lanes in the northbound direction, a through and a shared through lane and right-turn lane in the southbound direction. The intersection is controlled by a three-phase actuated signal that is coordinated with the signal at the intersection of the LIE South Service Road and Hawkins Avenue.

The phasing is as follow:

- Westbound movement
- North-south movements with permitted northbound left-turns
- Lagging protected northbound left-turns and northbound throughs

LIE South Service Road at Hawkins Avenue



The signalized intersection of the LIE South Service Road and Hawkins Avenue is a four-legged intersection with three active approaches. The traffic flows one-way in the easterly direction on the South Service Road that provides an exclusive left-turn lane, one through lane and a shared right-turn and through lane, with a right-turn channel at the stop bar. Hawkins Avenue provides a through and a shared through and right-turn lane in the northbound direction, an exclusive left-turn lane and two through lanes in the southbound direction. The intersection is controlled by a three-phase actuated signal and that is coordinated with the signal at the intersection of LIE North Service Road and Hawkins Avenue.

The phasing is as follows:

- Eastbound movement
- North-south movements with permitted southbound left-turns
- Lagging protected southbound left-turns and southbound throughs

LIE North Service Road at Ronkonkoma Avenue



The signalized intersection of the LIE North Service Road and Ronkonkoma Avenue is a four-legged intersection with three active approaches. The traffic flows one-way in the westerly direction on the North Service Road that provides an exclusive left-turn lane, one through lane and a shared right-turn and through lane. Ronkonkoma Avenue provides an exclusive left-turn lane and two through lanes in the northbound direction, a through and a shared through lane and right-turn lane in the southbound direction. The intersection is controlled by a three-phase actuated signal that is coordinated with the signal at the intersection of LIE South Service Road and Ronkonkoma Avenue.

The phasing is as follow:

- Westbound movement
- North-south movements with permitted northbound left-turns
- Lagging protected northbound left-turns and northbound throughs

LIE South Service Road at Ronkonkoma Avenue



The signalized intersection of the LIE South Service Road and Ronkonkoma Avenue is a four-legged intersection with three active approaches. The traffic flows one-way in the easterly direction on the South Service Road that provides an exclusive left-turn lane, one through lane and a shared right-turn and through lane, with a right-turn channel at the stop bar. Ronkonkoma Avenue provides a through and a shared through and right-turn lane in the northbound direction, an exclusive left-turn lane and two through lanes in the southbound direction. The intersection is controlled by a three-phase actuated signal and that is coordinated with the signal at the intersection of LIE North Service Road and Ronkonkoma Avenue.

The phasing is as follows:

- Eastbound movement
- North-south movements with permitted southbound left-turns
- Lagging protected southbound left-turns and southbound throughs

Hawkins Avenue at Union Avenue



The signalized intersection of Hawkins Avenue and Union Avenue is a three-legged intersection. Westbound Union Avenue provides a left-turn lane and a right-turn lane. Hawkins Avenue provides a shared through and right-turn lane in the northbound direction, an exclusive left-turn lane and a through lane in the southbound direction. The intersection is controlled by a three-phase actuated signal.

The phasing is as follows:

- Southbound protected left-turns and southbound throughs with westbound right-turn overlap
- North-south movements with permitted southbound left-turns
- Westbound movement



Union Avenue at Mill Road



The signalized intersection of Union Avenue and Mill Road is a four-legged intersection. The east-west Union Avenue approaches provide an exclusive left-turn lane and shared through and right-turn lane in both directions. Mill Road provides a single, shared left-turn, through and right-turn lane in both northbound and southbound directions. The intersection is controlled by a two-phase actuated signal.

Railroad Avenue at Powell Street

The signalized intersection of Railroad Avenue and Powell Street is a four-legged intersection. The east-west Railroad Avenue approaches provide an exclusive left-turn lane, a through and shared through and right-turn lane in the westbound direction, and an exclusive left-turn lane, a through and an exclusive right-turn lane in the eastbound direction. The northbound approach is the exit to a parking lot on the south side of Railroad Avenue and provides an exclusive left-turn lane and a shared through and right-turn lane. The southbound Powell Street approach provides an exclusive left-turn lane and a shared through and right-turn lane. The intersection is controlled by a two-phase actuated signal.

Johnson Avenue at Northwest Link



The signalized intersection of Johnson Avenue and Northwest Link is a four-legged intersection. The east-west Johnson Avenue approaches provide an exclusive left-turn lane, a through and an exclusive right-turn lane in both directions. The northbound approach is the exit to a parking lot on the south side of Johnson Avenue and provides a single shared left, through and right-turn lane. The southbound Northwest Link provides an exclusive left-turn lane and a shared through and right-turn lane. The intersection is controlled by a two-phase actuated signal.

Hawkins Avenue at Railroad Avenue



The unsignalized intersection of Hawkins Avenue and Railroad Avenue is a four-legged intersection with three active approaches. The northbound approach is one-way southbound only. Hawkins Avenue forms the southbound approach and provides a shared left-turn and through lane and an exclusive right-turn lane. The east-west Railroad Avenue approaches provide an exclusive left-turn and a shared through and right-turn lane in the eastbound direction and an exclusive left-turn, a through and an exclusive right-turn lane in the westbound direction. The southbound approach is stop controlled.

Ronkonkoma Avenue at 2nd Street / Powell Street



The unsignalized intersection of Ronkonkoma Avenue and 2nd Street/Powell Street is a four-legged intersection. No left-turns from any of the approaches or east-west through movements are allowed at this intersection. Effectively, Powell Street and 2nd Street operate as right-in-right-out only. The portion of Ronkonkoma Avenue that runs north-south provides a through and a shared through and right-turn lane in both directions. Both the westbound Powell Street and eastbound 2nd Street provide a right-turn lane. Powell Street and 2nd Street are stop controlled.

Existing Traffic Volume Data

Intersection turning movement counts were manually collected on May 13, 2010 during the weekday a.m. peak period (7:00 a.m. to 9:00 a.m.) and weekday p.m. peak period (5:00 p.m. to 7:00 p.m.) at the following six key intersections:

- LIE North Service Road at Hawkins Avenue (Signalized)
- LIE South Service Road at Hawkins Avenue (Signalized)
- Hawkins Avenue at Union Avenue (Signalized)
- Union Avenue at Mill Road (Signalized)
- Hawkins Avenue at Railroad Avenue (Unsignalized)
- Ronkonkoma Avenue at 2nd Street/Powell Street (Unsignalized)

These 2010 volumes were adjusted to 2013 using a growth factor obtained from a New York Metropolitan Transportation Council (NYMTC) study.

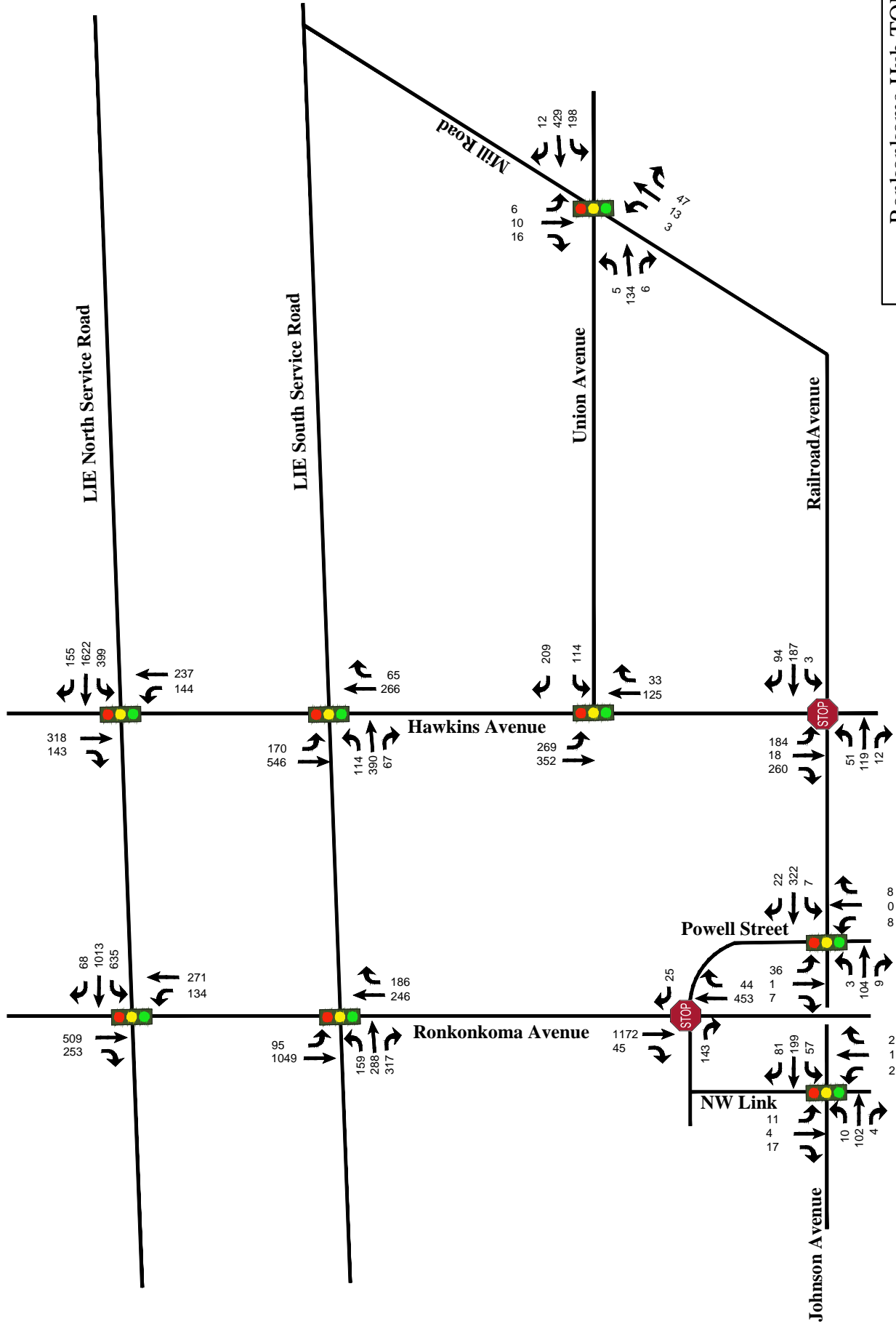
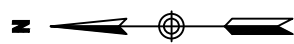


Additional turning movement counts were collected on February 26, 2013 during the weekday a.m. peak period (7:00 a.m. to 9:00 a.m.) and weekday p.m. peak period (4:00 p.m. to 7:00 p.m.) using the Miovision cameras at the following four key intersections:

- LIE North Service Road at Ronkonkoma Avenue (Signalized)
- LIE South Service Road at Ronkonkoma Avenue (Signalized)
- Railroad Avenue at Powell Street (Signalized)
- Johnson Avenue at Northwest Link (Signalized)

These periods typically reflect the heaviest traffic flows coinciding with commuter activity at the Ronkonkoma LIRR station. Detailed summaries of the turning movement counts are provided in Appendix A.

The existing peak hour traffic volumes for the weekday a.m. and p.m. peak hours are shown in Figures 3 and 4, respectively.

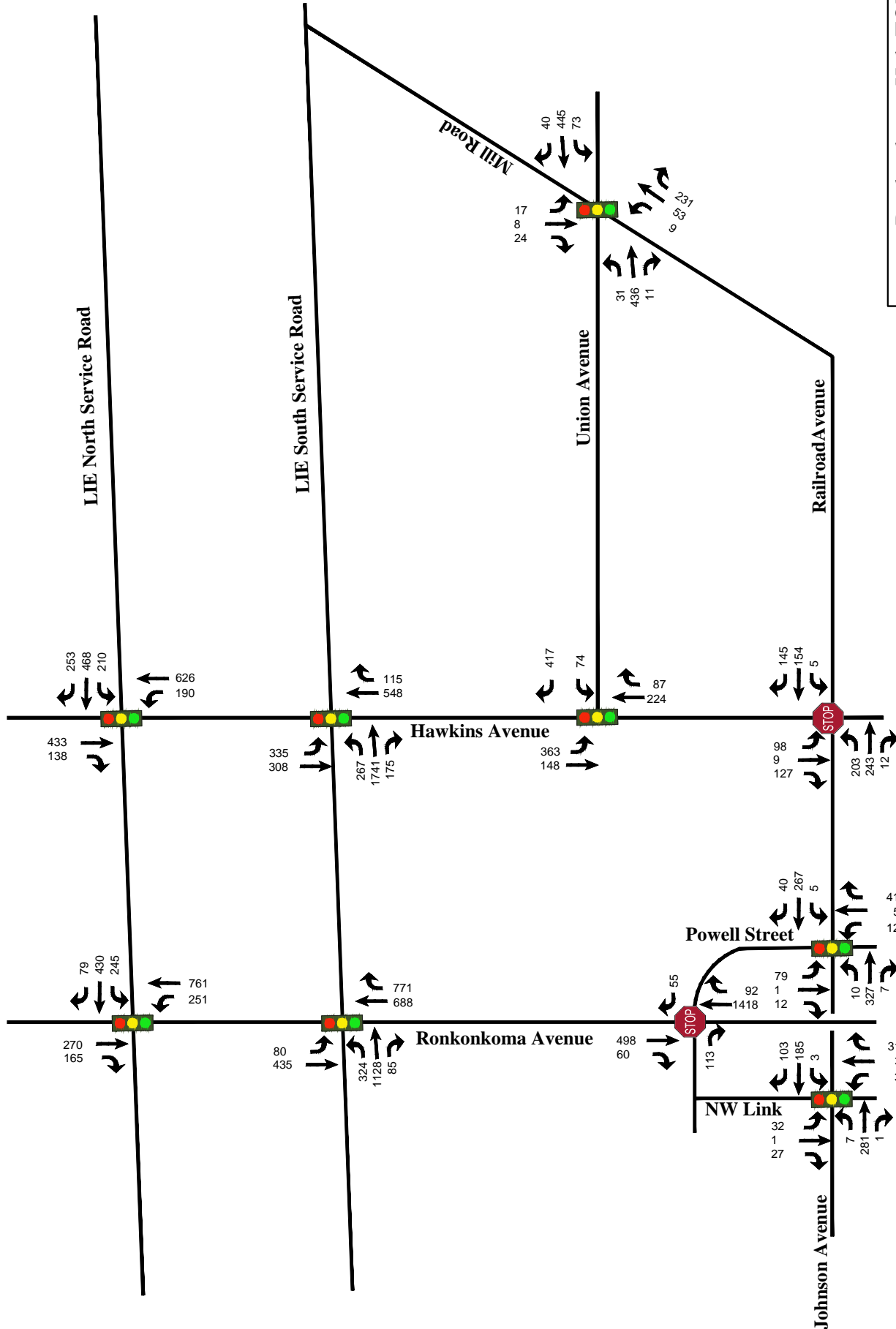
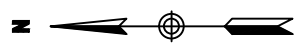


Ronkonkoma Hub TOD
Existing Traffic Volumes
AM Peak Hour

viii

Figure 3

(Not to scale)



Ronkonkoma Hub TOD
Existing Traffic Volumes
PM Peak Hour

YIII

Figure 4

(Not to scale)



Accident History

Accident data from NYSDOT Accident Location Information System (ALIS) records for the most recent available three-year period was requested. Accident Verbal Description Reports (VDRs) for the period February 1, 2009 through January 31, 2012 were obtained for the key intersections and principal roadway segments in the study area.

Table 1 provides a summary by severity and accident type of accidents history at the following ten key intersections:

- LIE North Service Road at Hawkins Avenue (Signalized)
- LE South Service Road at Hawkins Avenue (Signalized)
- LIE North Service Road at Ronkonkoma Avenue (Signalized)
- LIE South Service Road at Ronkonkoma Avenue (Signalized)
- Hawkins Avenue at Union Avenue (Signalized)
- Union Avenue at Mill Road (Signalized)
- Railroad Avenue at Powell Street (Signalized)
- Johnson Avenue at Northwest Link (Signalized)
- Hawkins Avenue at Railroad Avenue (Unsignalized)
- Ronkonkoma Avenue at 2nd Street/Powell Street (Unsignalized)

Table 2 provides a summary of non-intersection accidents on the principal roadways in the study area.

- Segment of Ronkonkoma Avenue – 5th Street to Bergen Street
- Segment of Hawkins Avenue – LIE South Service Road to Railroad Avenue
- Segment of Railroad Avenue – Northwest Link to Mill Road
- Segment of Union Avenue – Hawkins Avenue to Mill Road

The Accident VDRs are included in Appendix F.

Table 1 – Accident Data at Key Intersections

| KEY INTERSECTIONS IN THE CURRENT STUDY | Accident Severity | | | | Total | Accident Type | | | | | | | | | |
|---|-------------------|--------|----------------------|----------------|-------|---------------|----------|-----------|------------|--------------|------------|--------------|--------------------|----------------|----------------|
| | Fatality | Injury | Property Damage Only | Non-reportable | | Right Angle | Rear-end | Left-turn | Right-turn | Fixed Object | Side-Swipe | Over- Taking | Pedestrian/Bicycle | Parked Vehicle | Other/ Unknown |
| LIE North Service Road at Hawkins Avenue | 1 | 15 | 6 | - | 22 | 11 | 8 | - | - | - | - | 2 | - | - | 1 |
| LIE South Service Road at Hawkins Avenue | - | 13 | 10 | - | 23 | 12 | 4 | 6 | - | 1 | - | - | - | - | - |
| LIE North Service Road at Ronkonkoma Avenue | - | 16 | 10 | 2 | 28 | 9 | 11 | 3 | 1 | 1 | - | - | - | - | 1 |
| LIE South Service Road at Ronkonkoma Avenue | - | 9 | 14 | 2 | 25 | 6 | 12 | 1 | - | 2 | - | 3 | 1 | - | - |
| Hawkins Avenue at Union Avenue | - | 6 | 1 | 1 | 8 | - | 5 | - | - | 1 | - | 1 | - | - | 1 |
| Union Avenue at Mill Road | - | 2 | 3 | 3 | 8 | 4 | 1 | 1 | - | - | - | 1 | - | - | 1 |
| Hawkins Avenue and Railroad Avenue | - | 6 | 2 | 2 | 10 | 4 | 2 | 3 | - | - | - | - | - | - | 1 |
| Ronkonkoma Avenue at Powell Street / 2 nd Street | - | 2 | 1 | - | 3 | 1 | - | - | - | 2 | - | - | - | - | - |

At the LIE North Service Road and Hawkins Avenue during the three-year period from February 1, 2009 through January 31, 2012, there occurred a total of 22 accidents. There was one fatality, 15 accidents involved injuries and six resulted in property damage only. The accident types with the highest incident rates were right angle (11 accidents), accounting for 50% of the total, and rear-end (eight accidents), which accounted for 36% of the total. No other accident type exceeded 10% of the total.

The fatality at this intersection occurred on 4/30/2011 just after midnight and was assigned case number 2011-33934290. It was the result of a right angle collision between a vehicle travelling west on the service road and a vehicle travelling north on Hawkins Avenue. Light condition was dark-road lighted, weather cloudy and road surface dry. The apparent contributing factors included traffic control devices disregarded (failure to yield).

At the LIE South Service Road and Hawkins Avenue, there occurred a total of 23 accidents. There were no reported fatalities, 13 accidents involved injuries and 10 resulted in property damage only. The accident types with the highest incident rates were right angle (12 accidents), accounting for 52% of the total, left-turn (six accidents), accounting for 26% of the total, and rear-end (four accidents), which accounted for 17% of the total. No other accident type exceeded 10% of the total accidents at the intersection.



At the LIE North Service Road and Ronkonkoma Avenue, there occurred a total of 28 accidents. There were no reported fatalities, 16 accidents involved injuries, 10 resulted in property damage only and two were classified as non-reportable. The accident types with the highest incident rates were rear-end collisions (11 accidents), which accounted for 39% of the total, right angle (nine accidents), accounting for 32% of the total, and left-turns (three accidents), which accounted for 11% of the total. No other accident type exceeded 10% of the total at the intersection.

At the LIE South Service Road and Ronkonkoma Avenue there occurred a total of 25 accidents. There were no reported fatalities, nine accidents involved injuries, 14 resulted in property damage only and two were classified as non-reportable. The accident types with the highest incident rates were rear-end collisions (12 accidents), accounting for 48% of the total, right angle (six accidents), accounting for 24% of the total, and overtaking (three accidents), which accounted for 12% of the total. No other accident type exceeded 10% of the total at the intersection.

At Hawkins Avenue and Union Avenue, there occurred a total of eight accidents. There were no reported fatalities, 6 accidents involved injuries, one resulted in property damage only and one was classified as non-reportable. The accident type with the highest incident rate was rear-end collision (five accidents), accounting for 63% of the total. No other accident type exceeded 10% of the total.

At Union Avenue and Mill Road there occurred a total of eight accidents. There were no reported fatalities, two accidents involved injuries, three resulted in property damage and three were classified as non-reportable. The accident type with the highest incident rate was rear-end collision (four accidents), accounting for 50% of the total.

At Hawkins Avenue and Railroad Avenue, there occurred a total of 10 accidents. There were no reported fatalities, six accidents involved injuries, two resulted in property damage only and two were classified as non-reportable. The accident types with the highest incident rates were right angle (four accidents), accounting for 40% of the total, left-turns (three accidents), accounting for 30% of the total, and rear-end collisions (two accidents), which accounted for 20% of the total. No other accident type exceeded 10% of the total.

At Ronkonkoma Avenue and Powell Street/2nd Street, there occurred a total of three accidents. There were no reported fatalities, two accidents involved injuries, and one resulted in property damage only. Two of the accidents were collisions with fixed objects and the third was a right angle.

There were no accidents recorded at the intersections of Railroad Avenue and Powell Street or Johnson Avenue and Northwest Link.

Table 2 – Non-Intersection Accident Data

| ROADWAY SEGMENT | Accident Severity | | | | Total | Accident Type | | | | | | | | | |
|---|-------------------|--------|----------------------|----------------|-------|---------------|----------|-----------|------------|---------------|------------|-------------|--------------------|----------------|----------------|
| | Fatality | Injury | Property Damage Only | Non-reportable | | Right Angle | Rear-end | Left-turn | Right-turn | Fixed Objects | Side-Swipe | Over-Taking | Pedestrian/Bicycle | Parked Vehicle | Other/ Unknown |
| Ronkonkoma Ave 5 th Street to Bergen Street | - | 7 | 3 | 1 | 11 | 2 | 4 | - | - | - | - | 5 | - | - | - |
| Hawkins Avenue LIE South Service Road to Railroad Avenue | - | - | 4 | 1 | 5 | - | 1 | 1 | - | - | 1 | 1 | - | 1 | - |
| Railroad Avenue Northwest Link to Mill Road | - | 4 | 9 | 1 | 14 | 3 | 3 | 1 | - | 1 | - | 2 | 1 | 1 | 2 |
| Union Avenue Hawkins Avenue to Mill Road | - | 12 | 4 | - | 16 | 13 | 1 | - | - | - | - | - | 1 | - | 1 |

On the segment of Ronkonkoma Avenue from 5th Street to Bergen Street during the three-year period from February 1, 2009 through January 31, 2012, there occurred a total of 11 accidents. There were no fatalities, seven accidents involved injuries, three resulted in property damage only and one was classified as non-reportable. The accident types with the highest incident rates were, overtaking (five accidents), accounting for 45% of the total, rear-end collision (4 accidents), which accounted for 37% of the total and right angle (two accidents), which accounted for 18% of the total. No other accident type exceeded 10% of the total.

On the segment of Hawkins Avenue from LIE South Service Road to Railroad Avenue, there occurred a total of five accidents. There were no fatalities, four resulted in property damage only and one was classified as non-reportable. The accident types were evenly distributed with one accident each of rear-end collision, left-turn, side-swipe, overtaking and parked vehicle.

On the segment of Railroad Avenue from Northwest Link to Mill Road, there occurred a total of 14 accidents. There were no fatalities, four accidents involved injuries, nine resulted in property damage only and one was classified as non-reportable. The accident types with the highest incident rates were, right angle (three accidents), accounting for 21% of the total, rear-end collision (three accidents), which accounted for 21% of the total and overtaking (two accidents), which accounted for 14% of the total. No other accident type exceeded 10% of the total.

On the segment of Union Avenue from Hawkins Avenue to Mill Road, there occurred a total of 16 accidents. There were no fatalities, 12 accidents involved injuries, four resulted in property damage only. The accident type with the highest



incident rate was, rear-end collision (13 accidents), accounting for 81% of the total. No other accident type exceeded 10% of the total.

There were no accidents recorded on the segment of Mill Road from Railroad Avenue to Union Avenue.

Suffolk County Transit

The LIRR Ronkonkoma Station serves as a regional transit hub, served by not only the LIRR but multiple Suffolk County Transit bus routes that stop on the Brookhaven side of the station. Four bus routes service the station, stopping in the bus and taxi loop located immediately west of the ticket office. Details of the schedules for these routes along with route maps are included in Appendix E. A summary description of each route is below.

The Suffolk County Transit S57 bus operates daily (Monday through Saturday) between Sayville and the Smith Haven Mall in Lake Grove providing northbound and southbound service. Service in each direction is approximately hourly with the first stop at the LIRR Ronkonkoma station at 7:40 a.m. and 6:40 a.m. for northbound and southbound service, respectively. The last stop at the station is scheduled at 7:05 p.m. and 7:42 p.m. for northbound and southbound service, respectively.

The Suffolk County Transit S59 also operates daily between Sayville and the Smith Haven Mall in Lake Grove providing northbound and southbound service. Service in each direction is approximately hourly with the first stop at the LIRR Ronkonkoma station at 6:16 a.m. and 7:15 a.m. for northbound and southbound service, respectively. The last stop at the station is scheduled at 7:40 p.m. and 8:00 p.m. for northbound and southbound service, respectively.

The Suffolk County Transit 6A bus operates daily (Monday through Saturday) between the Ronkonkoma Station and Coram providing eastbound and westbound service. Service in both directions is approximately hourly.

The Suffolk County Transit 7A bus operates daily (Monday through Saturday) between the Ronkonkoma Station and the Long Island Railroad Patchogue Station provide in northbound and southbound service. Service in both directions is approximately hourly.

The presence of both the Long Island Railroad, with service to New York City and points west, and bus service from Suffolk County Transit, will significantly reduce the use of private vehicles by residents, employees and visitors to the Ronkonkoma Hub TOD. The effects of transit usage on trip making activity are discussed later in this study.

3

Future Conditions

An analysis of future conditions, both with and without the proposed action (“Build” and “No-Build” conditions, respectively), was performed to evaluate the effect of the proposed TOD project on future traffic conditions in the area. The No-Build condition represents the future traffic conditions that can be expected to occur, were the proposed TOD not constructed. The No-Build condition serves to provide a comparison to the Build condition, which represents expected future traffic conditions resulting from both project and non-project-generated traffic. Background traffic volumes in the study area were projected to the year 2020, reflecting the year when the proposed action is expected to be completed and operational.

No-Build Condition

No-Build (2020) traffic volumes include all existing traffic, new traffic due to background traffic growth and new traffic due to other planned developments in the area.

Background Traffic Growth

To account for increases in general population and background growth not related to the proposed action, an annual growth factor was applied to the existing traffic volumes. Based on study data and the findings of the New York Metropolitan Transportation Council (NYMTC), the growth rate anticipated for Suffolk County is 0.63% per annum. For presenting a more conservative analysis, a growth rate of 0.65% per annum was adopted. A total growth rate of 4.5% percent was applied to the existing 2013 traffic data to develop the background traffic for the anticipated Build Year of 2020.



Other Planned Developments

The Town of Brookhaven identified two Other Planned Developments within the study area. They are:

- Southwest corner of the LIE South Service Road at Ronkonkoma Avenue – redevelopment of a former shuttered gasoline station with repair service to a gasoline station
- Southeast corner of the LIE South Service Road at Hawkins Avenue – development of a currently vacant site to a restaurant use

Discussions with Town of Brookhaven representatives indicate neither of these developments is likely to significantly influence traffic volumes or patterns in the study area. Therefore, they are covered by the background traffic growth rate utilized in this study and discussed previously. It was also indicated that the Town will seek property dedications along both street frontages of each of these sites from the developers for use in potential future roadway widenings.

MTA LIRR Double Track Project

The MTA Long Island Railroad prepared an Environmental Assessment (EA) for the Double Track Project. This project will provide for the completion of two tracks between Farmingdale and Ronkonkoma. Currently, only small sections of two tracks are provided in some areas of this length of the Ronkonkoma Branch. Double Track would fill in and complete the double-tracking of the LIRR Ronkonkoma Branch between Farmingdale and Ronkonkoma to increase service reliability and flexibility and allow increased off-peak service.

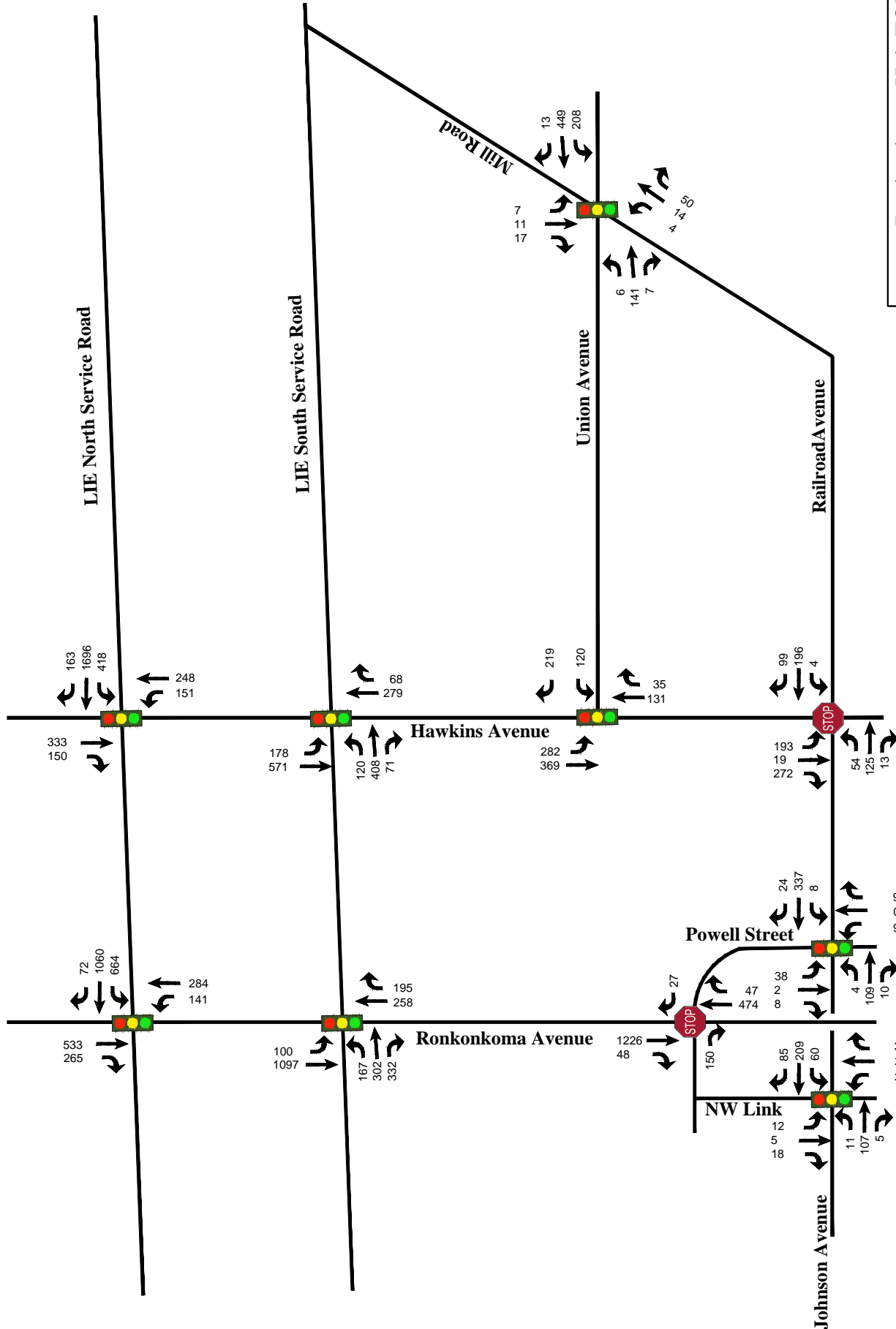
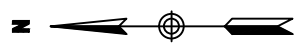
The EA was reviewed with respect to traffic and transportation to determine if any changes to peak vehicle traffic volume or conditions could be expected as a result of Double Track that should be accounted for in this study, as Double Track is expected to be completed in 2018, prior to completion of the Ronkonkoma HUB TOD.

Review of the EA reveals a projected increase in *off-peak train service only* as a result of the Double Track Project within the vicinity of the Ronkonkoma Station. The number of trains operating west of the station during the weekday a.m. and p.m. peak hours is unchanged from the No-Build condition, increasing by one train in each direction during only the midday peak hour. As the EA forecasts only increases in off-peak trains near Ronkonkoma, any increases in vehicle trips near the Ronkonkoma station as a result would be limited to off-peak periods when traffic levels in the area are significantly lower than the commuter peak periods. The development proposed with the Ronkonkoma HUB TOD would generate peak traffic



levels within the typical a.m. and p.m. peak commuter periods when the Double Track Project would not. Therefore, the Double Track Project will not create any impacts to traffic conditions that require evaluation as part of this study.

The No-Build traffic volumes for the weekday a.m. and p.m. peak hours are shown in Figures 5 and 6, respectively.

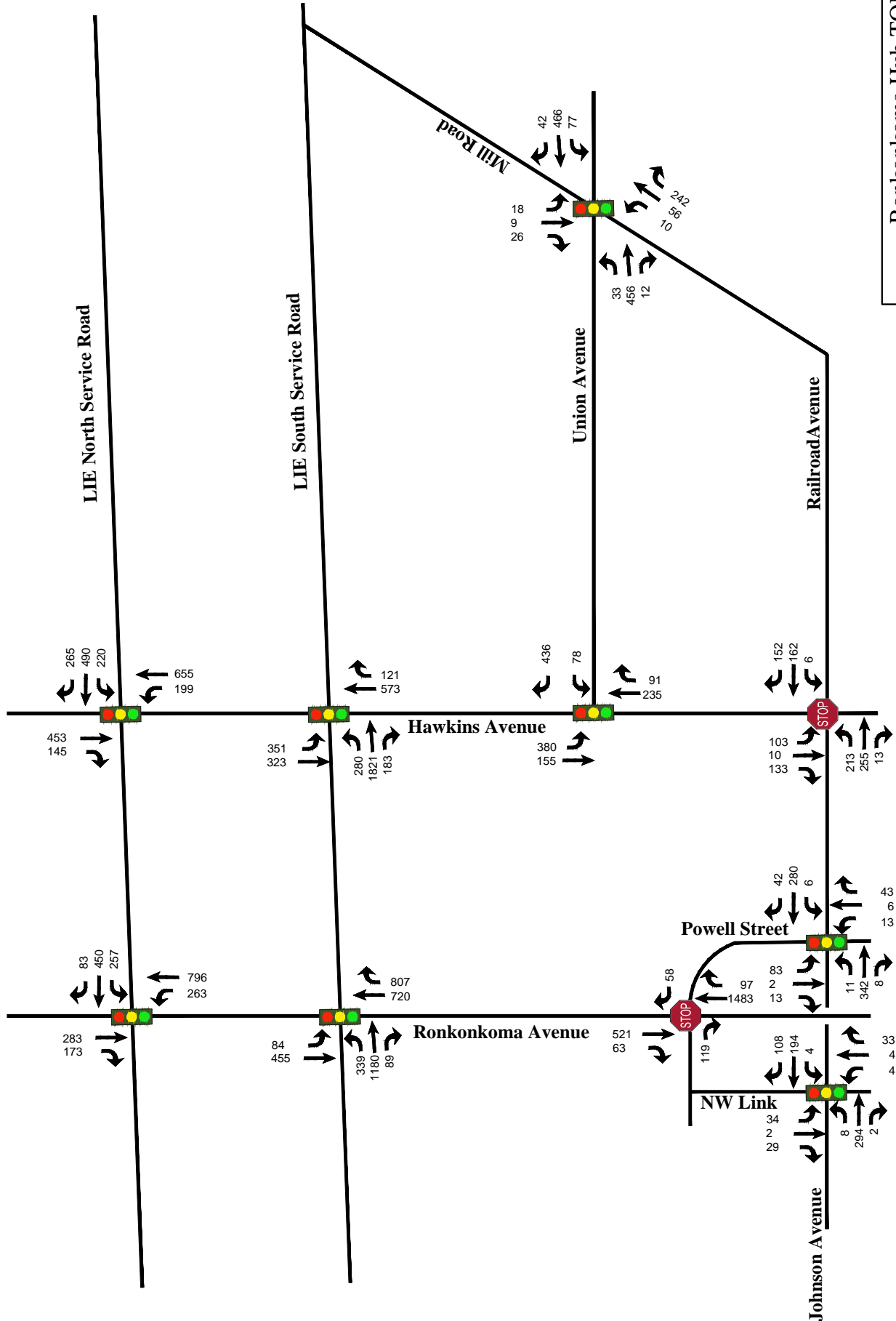
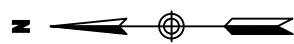


Ronkonkoma Hub TOD
No Build Traffic Volumes
AM Peak Hour

VIII

Figure 5

(Not to scale)



(Not to scale)

| | |
|--|----------|
| Ronkonkoma Hub TOD No Build Traffic Volumes PM Peak Hour | |
| | Figure 6 |



Build Condition

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

Project-Generated Traffic Volumes

To obtain more specific information regarding the breakdown of the potential uses for the Ronkonkoma TOD area, discussions were held with representatives of the Town of Brookhaven and the Master Developer selected by the Town for the TOD. Based on these discussions, and review of the Maximum Density Plan, the following breakdown of the development was utilized in this analysis:³

- 1,450 Residential Units⁴
- 360,000 square feet – Office (including medical office)
- 155,000 square feet – Retail
- 306,000 square feet – Office
- 54,000 square feet – Medical Office
- 540 seats – 4-5 Quality Restaurants (10% open during a.m. peak)
- 540 seats – 4-5 High Turnover Sit Down Restaurants (10% open during a.m. peak)
- 120 Rooms – Hotel⁵

To estimate the project-generated traffic for the above mix of uses, , a review was undertaken of the available trip generation data sources, including the reference published by the Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition. This widely utilized reference source contains trip generation rates for related uses, “Apartments” (Land Use Code #220), “Residential Condos” (Land Use Code #230), “Retail Space” (Land Use Code #820), “General Office Building” (Land Use Code #710), “Medical Office Building” (Land Use Code #720) , “Hotel” (Land Use Code #310), “Quality Restaurant” (Land Use Code #931) and “High Turnover Sit Down Restaurant” (Land Use Code #932).

Table 3 summarizes the full build trip generation data for the Maximum Density Concept Plan.

³ This breakdown was used for analysis purposes and represents a reasonable worst-case condition, based on the Maximum Density Plan. However, the actual development will be based upon market demand at the time of construction.

⁴ For analysis purposes, the distribution of unit types used was 50% rental apartments and 50% ownership condos/townhouses. However, the actual unit-type distribution would be based upon market demand at the time of construction.

⁵The Master Developer has indicated that the component of the Maximum Density Concept Plan denoted as Flex Space may be a 120 room hotel.



Table 3 – Trip Generation – Ronkonkoma Hub TOD

| Project Component | Component Size | AM Peak Hour | | | PM Peak Hour | | |
|---|--------------------------|--------------|---------|-------|--------------|---------|-------|
| | | Entering | Exiting | Total | Entering | Exiting | Total |
| APARTMENTS ITE # 220 Rental Apartment | 725 Units | 72 | 287 | 359 | 270 | 146 | 416 |
| RESIDENTIAL ITE # 230 Condos/Townhouses | 725 Units | 43 | 209 | 252 | 204 | 101 | 305 |
| HOSPITALITY ⁶ ITE # 310 HOTEL | 120 Rooms | 81 | 42 | 123 | 81 | 84 | 165 |
| OFFICE/COMMERCIAL ITE # 710 General Office Building | 306,000 SF | 412 | 56 | 468 | 72 | 349 | 421 |
| MEDICAL OFFICES ITE # 720 Medical-Dental Building | 54,000 SF | 102 | 27 | 129 | 47 | 120 | 167 |
| RETAIL SPACE ITE # 820 Shopping Center | 155,000 SF | 92 | 57 | 149 | 276 | 300 | 576 |
| RESTAURANT ITE # 931 Quality Restaurant (10% open a.m. Peak) | 540 Seats (20,000 SF) | 6 | 3 | 9 | 94 | 47 | 141 |
| RESTAURANT ITE # 932 High Turnover Sit Down (10% open a.m. Peak) | 540 Seats (20,000 SF) | 13 | 12 | 25 | 127 | 95 | 222 |
| Total | | 821 | 693 | 1514 | 1171 | 1242 | 2413 |

Source: *Trip Generation* (ITE, 9th Edition). Rates are for weekday a.m. and PM peak hours of adjacent street traffic. Rates for building areas are per 1,000 square feet.

Using the ITE rates, the development is likely to generate a gross 1,516 trips (entering 823 trips & exiting 693 trips) during a.m. peak hour and 2,413 trips (entering 1,171 trips and exiting 1,242 trips) during p.m. peak hour. However, this estimate does not account for the TOD nature of the proposal.

⁶ The Master Developer has indicated that the component of the Maximum Density Concept Plan denoted as Flex Space may be a 120 room hotel (ITE Land Use Code # 310). The trip generation figures in this table, and used subsequently in the analysis, were calculated based on this component being a Recreational Community Center (ITE Land Use Code #495). The peak period trip generation of a 120 room hotel is significantly less than the Recreational Community Center (approximately half). Therefore, the analysis performed in this study accounts for the presence of the hotel.



Transit -Oriented Development

The proposed mixed-use project is a transit-oriented development based on its proximity to mass transit. The entirety of development is located at or within approximately one-quarter mile of the LIRR-Ronkonkoma station. Ronkonkoma is the east-end terminus of electric car service on the Ronkonkoma branch of LIRR, and is well served by train services. The frequency of the service is good, with express trains during the peak periods, with convenient connections to reach New York City and parts of Suffolk, Nassau, and Queens Counties.

The Ronkonkoma LIRR station is also well served by Suffolk Transit Bus, as discussed in Section 2 of this report. Routes S57 (Sayville to Smithhaven Mall), S59 (Sayville to Smithhaven Mall), 6A (Ronkonkoma Railroad to Coram), and 7A (Ronkonkoma Railroad to Patchogue Railroad) provide convenient connections to all over Suffolk, Nassau, and Queens Counties.

The proximity of the development to mass transit works to reduce vehicle trips, as a significant percentage of people residing there would use the train and bus services for their commute to and from work. Similarly, a significant percentage of people employed in the retail and office portion of the development would arrive and leave by transit. The residents and other commuters using the LIRR may choose to shop at the retail outlets and patronize restaurants located within the development, thereby reducing the vehicle trips. It is also possible that a percentage of people would both live and work within the development, further reducing vehicle trips.

To estimate the reduction in vehicle trips in a transit-oriented development, various studies were reviewed. Available studies on TODs show a reduction in vehicle trips by almost 50%. In order to take a conservative approach, this study assumes only a 25% reduction in trip generation. Table 4 shows the trip generation from Table 3 adjusted to conservatively reflect the nature of this TOD.

Table 4 – TOD Trip Generation – Ronkonkoma HUB TOD

| ITE Trip Generation (Table 3) | AM Peak Hour Trips | | PM Peak Hour Trips | |
|--|--------------------|---------|--------------------|---------|
| | Entering | Exiting | Entering | Exiting |
| | 821 | 693 | 1,171 | 1,242 |
| | 1,514 | | 2,413 | |
| Trip generation adjusted for Transit Oriented Development at 75% of the normal rate | AM Peak Hour Trips | | PM Peak Hour Trips | |
| | Entering | Exiting | Entering | Exiting |
| | 615 | 520 | 878 | 932 |
| | 1,135 | | 1,810 | |

As shown in Table 4, the proposed TOD is projected to generate 1,135 trips during the weekday a.m. peak hour and 1,810 trips during the weekday p.m. peak hour.

Pass-by Trips

ITE defines pass-by trips as *trips made as intermediate stops on the way from an origin to a primary trip destination without diversion*. Pass-by trips are attracted from the adjacent street. The concept of pass-by would apply to a variety of land uses including retail and restaurant. Commuters on a primary trip stopping at a retail outlet to make a purchase or stopping at a restaurant to eat before continuing are good examples of pass-by retail trips in the context of this development. Pass-by trip rates would depend on the type and size of the development.

The ITE Trip Generation Manual and Handbook gives the following pass-by trip rate for retail and restaurants.

- LUC #820 – Shopping Center – p.m. – 34%
- LUC #931 – Quality Restaurant – p.m. – 44%
- LUC #932 – High Turnover Restaurant – p.m. – 43%

For a more conservative analysis, a pass-by rate of 20% was used for the above land uses during the p.m. peak only. No credit was taken for a.m. peak trips. This reduction was applied to the trip generation assigned to the various intersections in the Build Condition.

Table 5 summarizes the p.m. peak hour pass-by trips and Table 6 shows the resulting net trip generation for the weekday a.m. and p.m. peak hours (after pass-by credit).



Table 5 – Pass-by Trips – PM Peak Hour

| Trips | Entering | Exiting |
|--|----------|---------|
| Generated by site | 878 | 932 |
| Pass-by Rate Applied to Retail & Restaurants | 20% | |
| Total Pass-by | 99 | 99 |

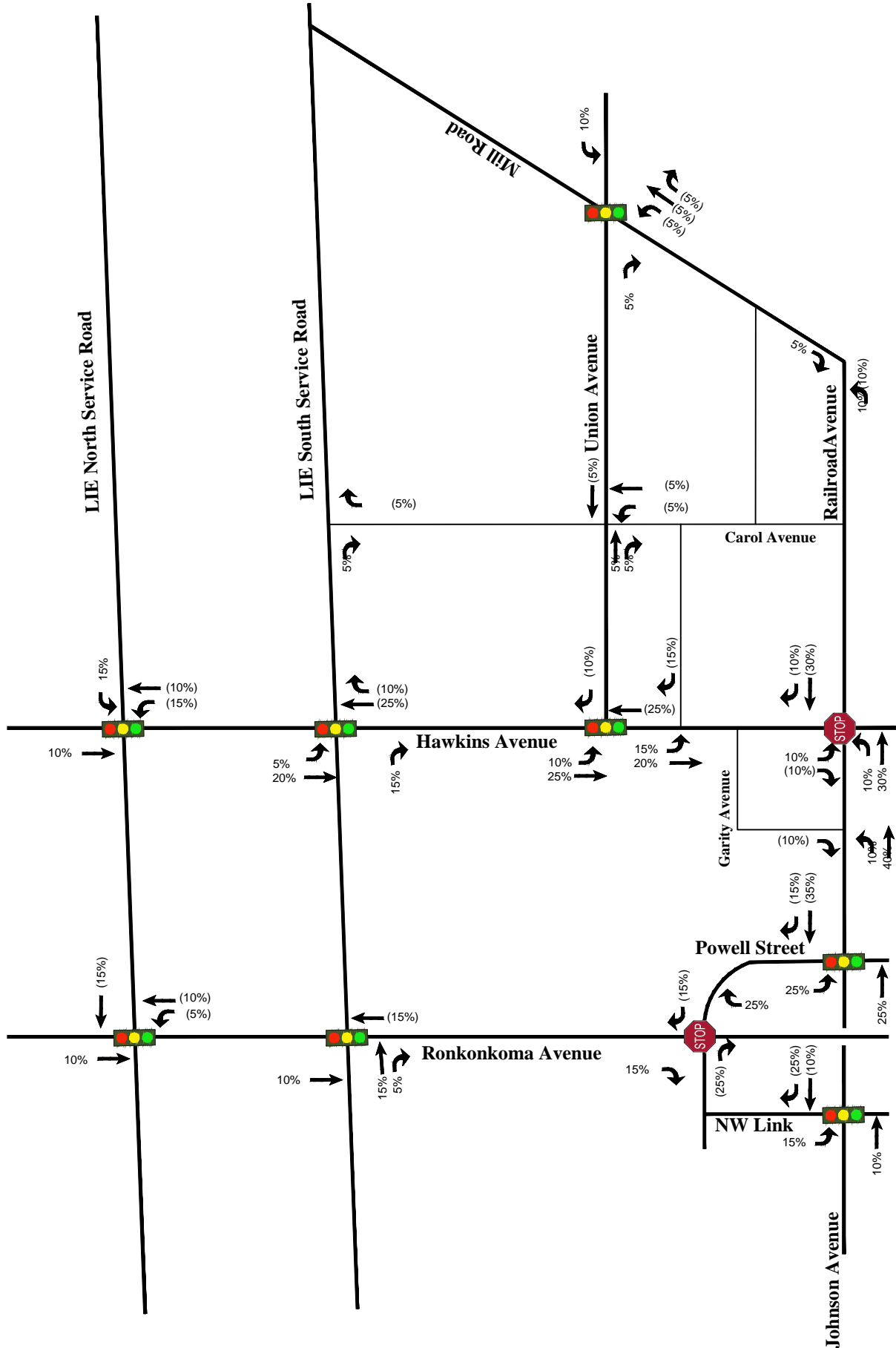
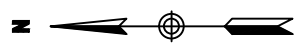
Table 6 – Net Trip Generation after TOD & Pass-by Credits

| ITE Trip Generation (Table 3) | AM Peak Hour Trips | | PM Peak Hour Trips | |
|----------------------------------|--------------------|---------|--------------------|---------|
| | Entering | Exiting | Entering | Exiting |
| | 615 | 520 | 779 | 833 |
| | 1,135 | | 1,612 | |

Trip Distribution and Assignment

The vehicle trips originating from and destined to the TOD were assigned to the adjacent roadways based on characteristics of the roadway network and existing travel patterns in the area. Figure 7 shows the trip distribution percentages. These distribution percentages were then applied to the site-generated traffic volumes and site trips assigned to the roadway network. The resulting project-generated traffic volumes for the weekday a.m. and p.m. peak hours are shown in Figures 8 and 9, respectively.

To determine the future Build traffic volumes, the project-generated trips were added to the No-Build traffic volumes at the study intersections. The resulting Build traffic volumes for the weekday a.m. and p.m. peak hours are shown in Figures 10 and 11, respectively.



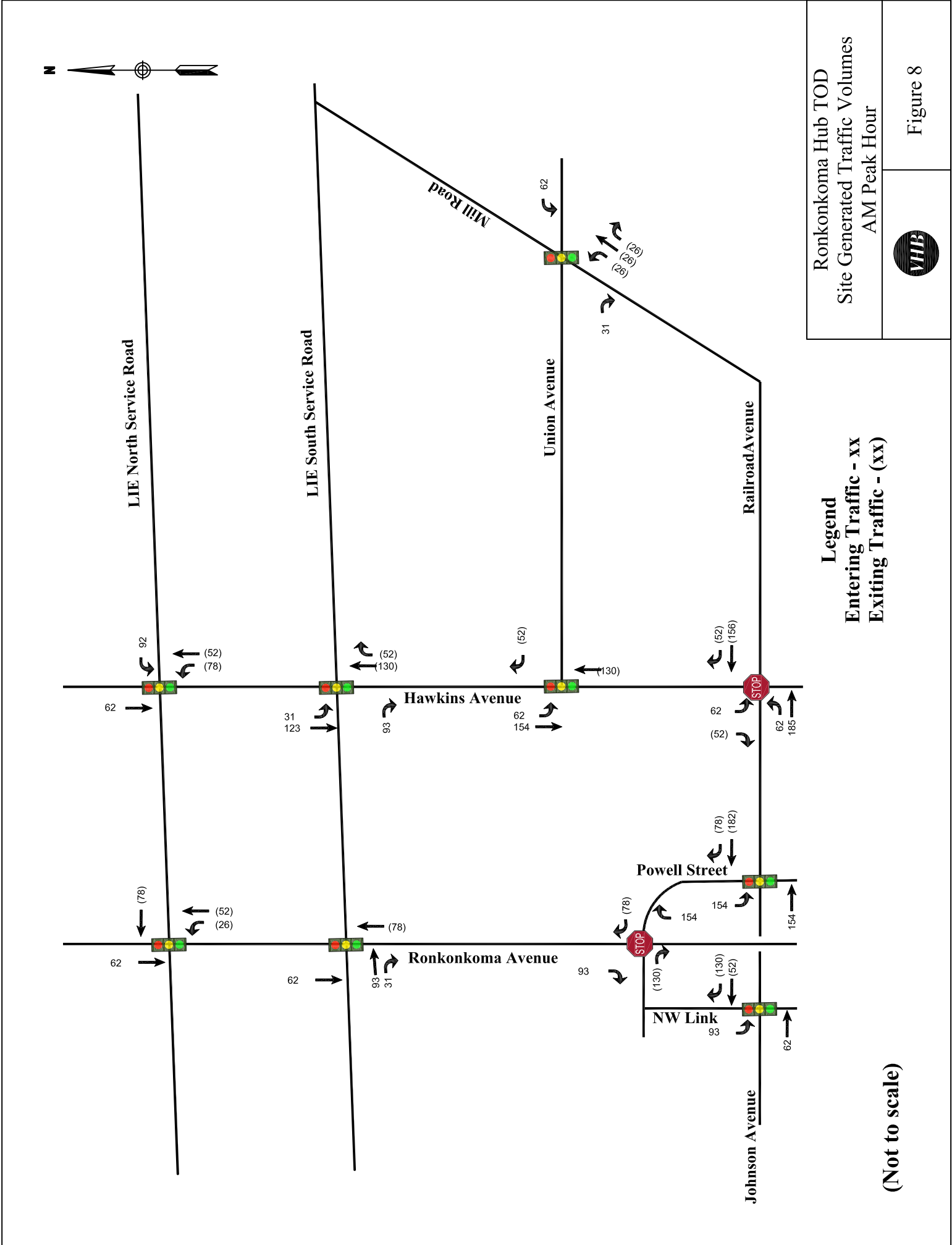
Legend
Entering Traffic - xx
Exiting Traffic - (xx)

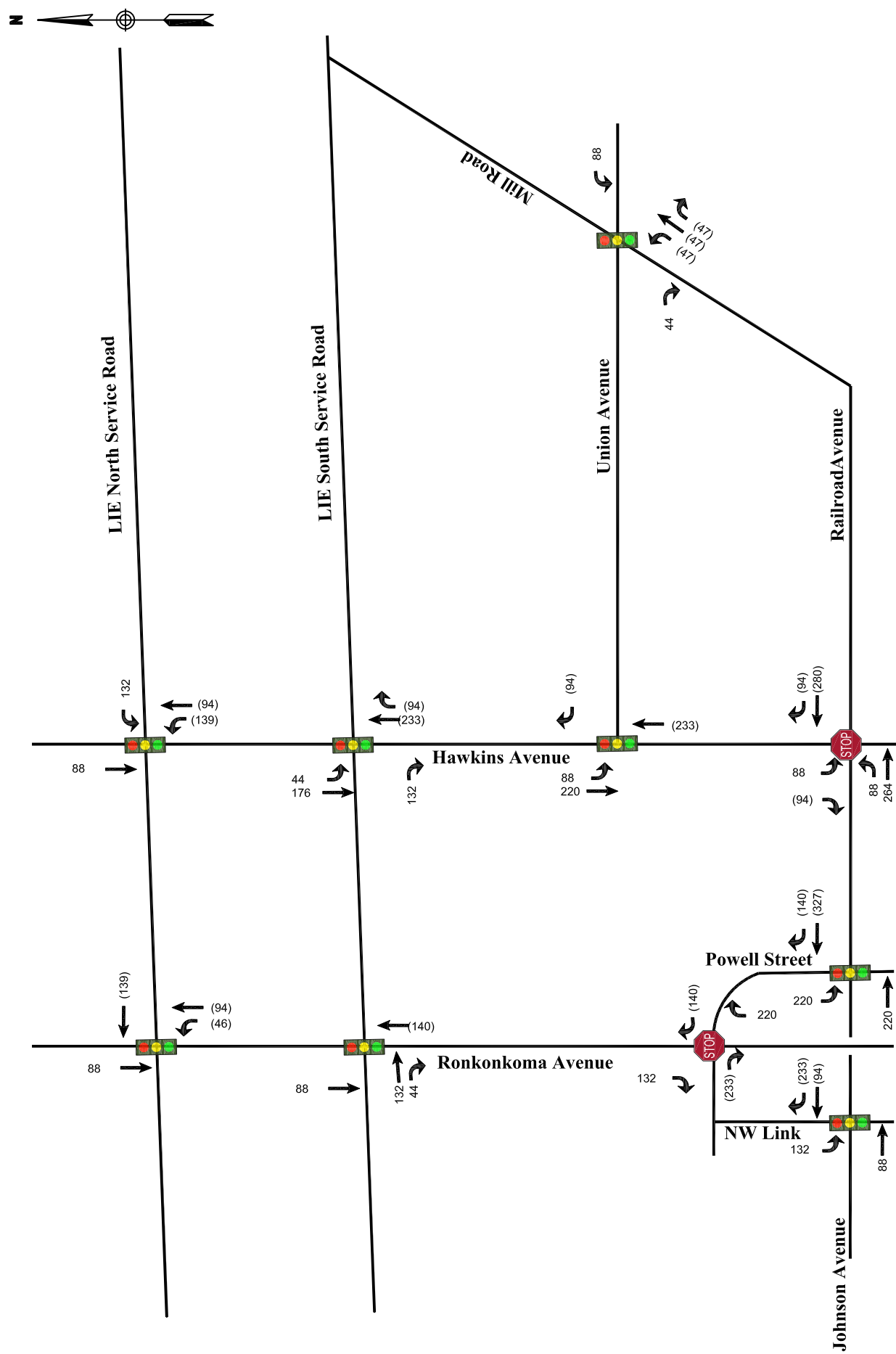
Ronkonkoma Hub TOD
Trip Distribution

Figure 7



(Not to scale)

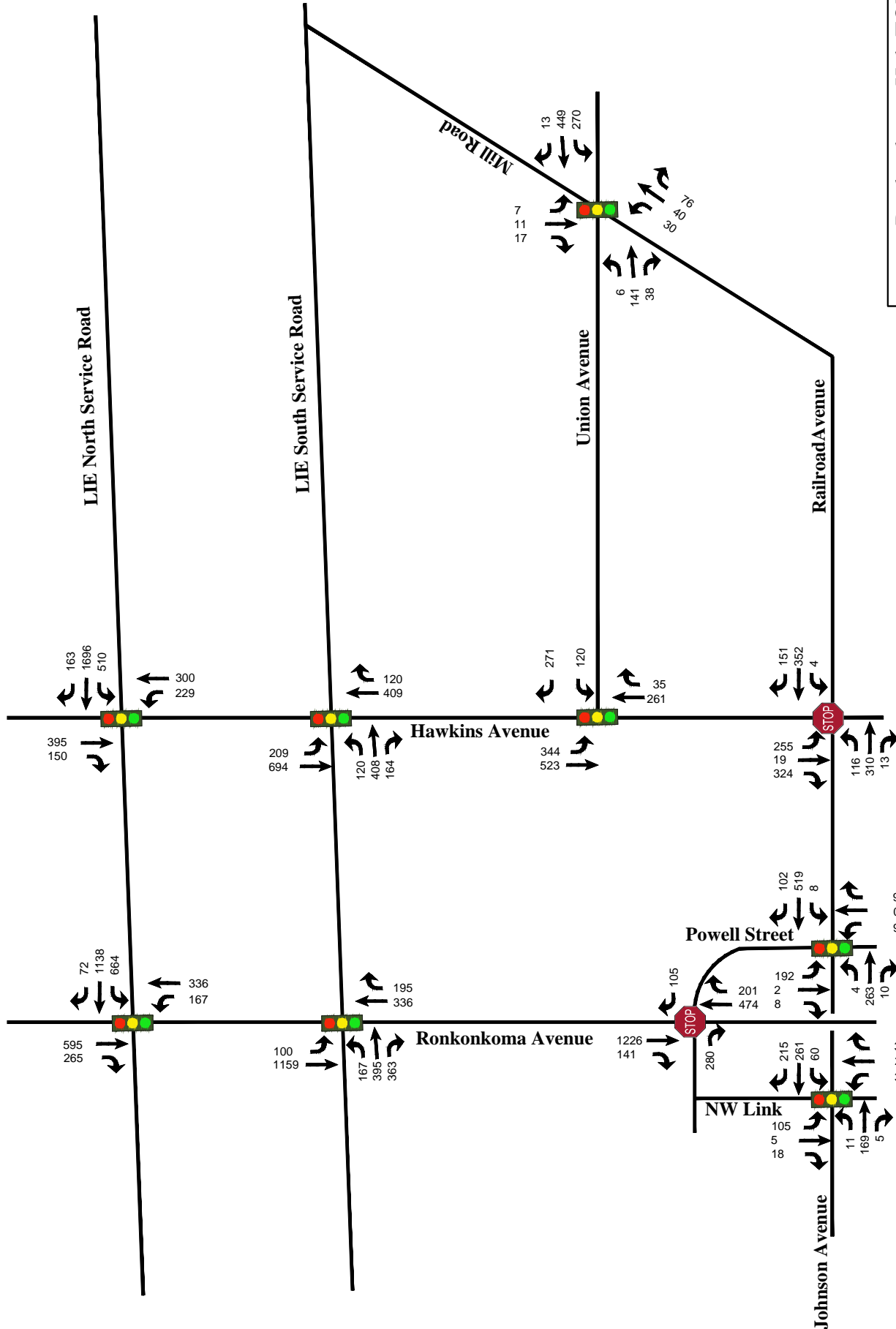
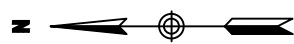




Legend
Entering Traffic - xx
Exiting Traffic - (xx)

(Not to scale)

Figure 9

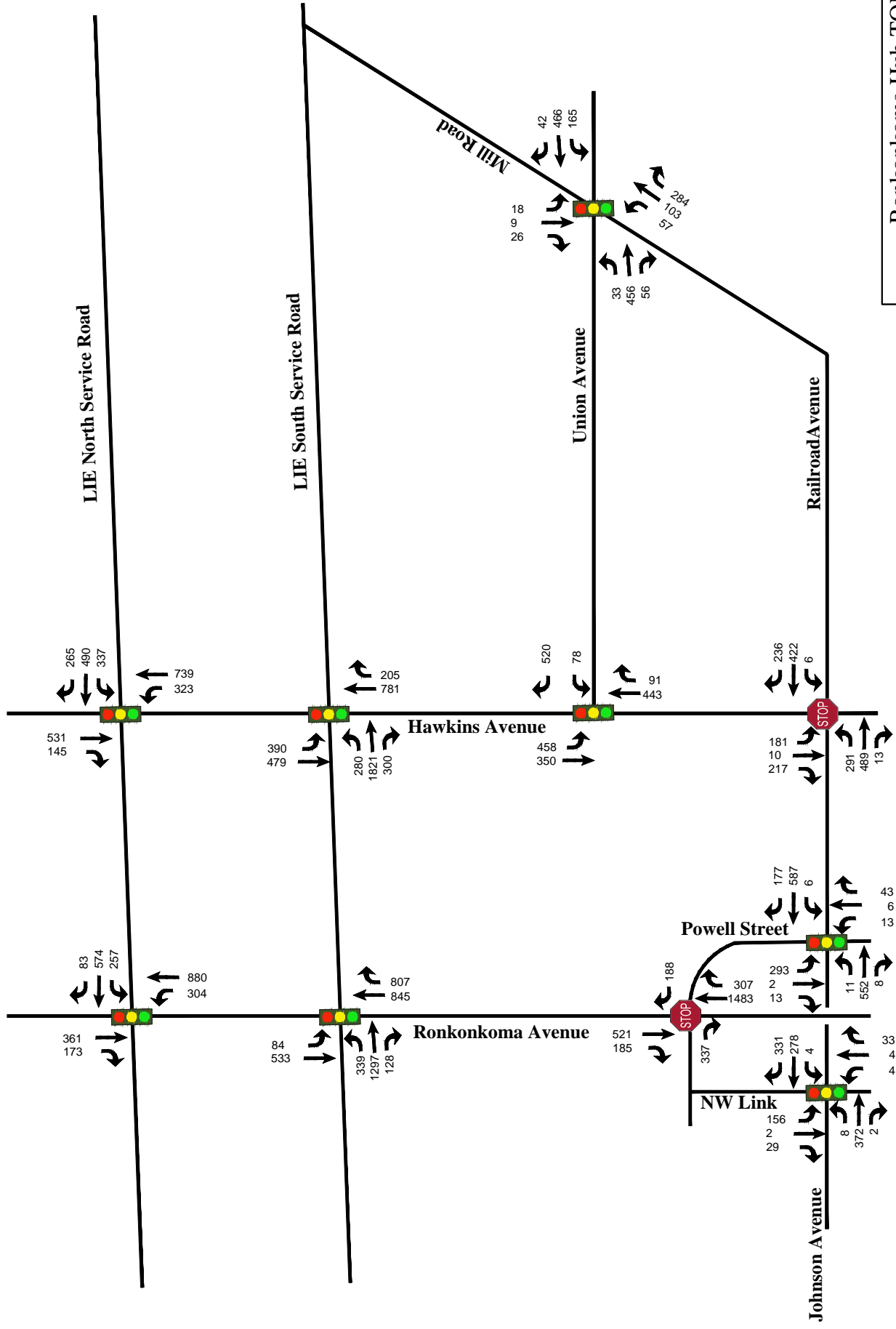
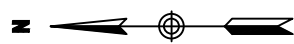


Ronkonkoma Hub TOD
Build Traffic Volumes
AM Peak Hour

viii

Figure 10

(Not to scale)



| | |
|---|-----------|
| Ronkonkoma Hub TOD Build Traffic Volumes PM Peak Hour | |
| | Figure 11 |

(Not to scale)

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, No-Build and future Build conditions. These capacity analyses provide an indication of the adequacy of the roadway facilities to serve the anticipated traffic demands.

Level of Service and Delay Criteria

The evaluation criteria used to analyze area intersections in this traffic study are based on the 2000 & 2010 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 (expressed in seconds per vehicle) 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 has a range of values for a given LOS letter designation. Therefore, when evaluating intersection capacity results, in addition to the LOS, vehicle delay time should also be considered.

The levels 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 delay at unsignalized intersections in the study area. Cautious judgment should therefore be exercised when interpreting the capacity analysis results at unsignalized intersections.

The level of service (LOS) definitions for both the signalized and unsignalized intersections can be found in Appendix B of the report.

Software

The capacity analyses were done using the traffic analysis software Synchro, *version 8*, 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 and the newly released 2010 Highway Capacity Manual. 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.

Level of Service Analysis

Level of Service (LOS) analyses were conducted for the Existing, 2020 No-Build and 2020 Build conditions for each of the key intersections.

Analysis results

The results of the capacity analyses for the eight signalized intersections for the weekday a.m. and p.m. peak hours are summarized in Tables 7 and 9, respectively. The results for the unsignalized intersections of Hawkins Avenue at Railroad Avenue and Ronkonkoma Avenue at 2nd Street/Powell Street for the weekday a.m. and p.m. peak hours are summarized in Tables 8 and 10, respectively. The tables



show the results for the Existing, No-Build and Build conditions. The detailed capacity analysis worksheets are contained in Appendix C.



Table 7 – Signalized Intersections Level of Service Summary – Weekday AM Peak Hour

| Intersection | Movement | Lane Group | Existing 2013 | | No-Build 2020 | | Build 2020 | |
|--|----------|------------|---------------|-----|---------------|-----|------------|-----|
| | | | Delay | LOS | Delay | LOS | Delay | LOS |
| LIE North Service Road & Hawkins Avenue | WB | L | 14.9 | B | 15.4 | B | 17.9 | B |
| | | TR / LTR | 38.1 | D | 50.8 | D | 57.2 | E |
| | | Approach | 33.9 | C | 44.3 | D | 48.7 | D |
| | NB | L | 38.3 | D | 44.0 | D | 145.0 | F |
| | | T | 15.6 | B | 15.4 | B | 13.2 | B |
| | | Approach | 24.2 | C | 26.2 | C | 70.2 | E |
| | SB | TR | 46.3 | D | 50.7 | D | 100.1 | F |
| | | Approach | 46.3 | D | 50.7 | D | 100.1 | F |
| | Overall | | 34.7 | C | 43.0 | D | 61.2 | E |
| LIE South Service Road & Hawkins Avenue | EB | L | 18.4 | B | 18.6 | B | 18.6 | B |
| | | TR | 19.6 | B | 19.9 | B | 19.7 | B |
| | | Approach | 19.3 | B | 19.6 | B | 19.5 | B |
| | NB | TR | 25.1 | C | 25.5 | C | 29.2 | C |
| | | Approach | 25.1 | C | 25.5 | C | 29.2 | C |
| | SB | L | 27.0 | C | 28.0 | C | 45.6 | D |
| | | T | 23.3 | C | 23.5 | C | 26.9 | C |
| | | Approach | 24.2 | C | 24.5 | C | 31.2 | C |
| | Overall | | 22.6 | C | 23.0 | C | 26.9 | C |
| LIE North Service Road & Ronkonkoma Avenue | WB | L | 31.2 | C | 34.8 | C | 32.3 | C |
| | | TR | 22.6 | C | 23.7 | C | 25.0 | C |
| | | Approach | 25.8 | C | 27.8 | C | 27.6 | C |
| | NB | L | 47.2 | D | 53.4 | D | 67.3 | E |
| | | T | 14.7 | B | 14.6 | B | 11.1 | B |
| | | Approach | 25.5 | C | 27.5 | C | 29.8 | C |
| | SB | TR | 44.5 | D | 55.2 | E | 94.8 | F |
| | | Approach | 44.5 | D | 55.2 | E | 94.8 | F |
| | Overall | | 31.0 | C | 35.5 | D | 47.0 | D |
| LIE South Service Road & Ronkonkoma Avenue | EB | L | 29.4 | C | 29.7 | C | 29.7 | C |
| | | TR | 32.6 | C | 34.3 | C | 43.0 | D |
| | | Approach | 31.9 | C | 33.3 | C | 40.6 | D |
| | NB | TR | 26.2 | C | 26.3 | C | 31.8 | C |
| | | Approach | 26.2 | C | 26.3 | C | 31.8 | C |
| | SB | L | 12.1 | B | 12.6 | B | 12.4 | B |
| | | T | 18.6 | B | 21.4 | C | 27.6 | C |
| | | Approach | 18.1 | B | 20.6 | C | 26.4 | C |
| | Overall | | 23.7 | C | 25.5 | C | 31.9 | C |



Table 7 – Signalized Intersections Level of Service Summary – Weekday AM Peak Hourcontinued 2

| Intersection | Movement | Lane Group | Existing 2013 | | No-Build 2020 | | Build 2020 | |
|---------------------------------|----------|------------|---------------|-----|---------------|-----|------------|-----|
| | | | Delay | LOS | Delay | LOS | Delay | LOS |
| Hawkins Avenue & Union Avenue | WB | L | 37.2 | D | 37.8 | D | 38.8 | D |
| | | R | 3.5 | A | 3.5 | A | 3.6 | A |
| | | Approach | 15.4 | B | 15.7 | B | 14.4 | B |
| | NB | TR | 10.9 | B | 11.3 | B | 14.4 | B |
| | | Approach | 10.9 | B | 11.3 | B | 14.4 | B |
| | SB | L | 6.2 | A | 6.6 | A | 10.9 | B |
| | | T | 5.9 | A | 6.2 | A | 8.3 | A |
| | | Approach | 6.0 | A | 6.4 | A | 9.3 | A |
| | Overall | | 9.3 | A | 9.7 | A | 11.4 | B |
| Mill Road & Union Avenue | EB | L | 3.8 | A | 3.8 | A | 4.8 | A |
| | | TR | 3.6 | A | 3.6 | A | 4.7 | A |
| | | Approach | 3.6 | A | 3.6 | A | 4.7 | A |
| | WB | L | 4.6 | A | 4.7 | A | 8.2 | A |
| | | TR | 4.7 | A | 4.8 | A | 7.4 | A |
| | | Approach | 4.7 | A | 4.8 | A | 7.7 | A |
| | NB | LTR | 11.8 | B | 11.8 | B | 18.3 | B |
| | | Approach | 11.8 | B | 11.8 | B | 18.3 | B |
| | SB | LTR | 15.8 | B | 16.0 | B | 14.8 | B |
| | | Approach | 15.8 | B | 16.0 | B | 14.8 | B |
| | Overall | | 5.5 | A | 5.7 | A | 9.0 | A |
| Railroad Avenue & Powell Street | EB | L | 12.0 | B | 3.5 | A | 8.0 | A |
| | | T | 15.5 | B | 2.7 | A | 10.3 | B |
| | | R | 2.1 | A | 1.2 | A | 1.6 | A |
| | | Approach | 14.4 | B | 2.6 | A | 9.9 | A |
| | WB | L | 12.0 | B | 3.2 | A | 8.0 | A |
| | | TR | 15.1 | B | 2.3 | A | 8.4 | A |
| | | Approach | 15.0 | B | 2.3 | A | 8.4 | A |
| | NB | L | 5.9 | A | 5.8 | A | 9.7 | A |
| | | TR | 3.9 | A | 4.3 | A | 6.2 | A |
| | | Approach | 4.8 | A | 5.0 | A | 7.9 | A |
| | SB | L | 6.1 | A | 5.3 | A | 13.9 | B |
| | | TR | 4.1 | A | 4.3 | A | 6.7 | A |
| | | Approach | 5.7 | A | 5.1 | A | 13.5 | B |
| | Overall | | 13.7 | B | 2.7 | A | 9.8 | A |



Table 7 – Signalized Intersections Level of Service Summary – Weekday AM Peak Hourcontinued 3

| Intersection | Movement | Lane Group | Existing 2013 | | No-Build 2020 | | Build 2020 | |
|---------------------------------|----------|------------|---------------|-----|---------------|-----|------------|-----|
| | | | Delay | LOS | Delay | LOS | Delay | LOS |
| Johnson Avenue & Northwest Link | EB | L | 10.7 | B | 2.8 | A | 6.9 | A |
| | | T | 14.0 | B | 2.7 | A | 7.4 | A |
| | | R | 0.0 | A | 0.4 | A | 0.6 | A |
| | | Approach | 13.2 | B | 2.6 | A | 7.2 | A |
| | WB | L | 12.6 | B | 2.7 | A | 7.2 | A |
| | | T | 15.5 | B | 2.8 | A | 7.4 | A |
| | | R | 4.4 | A | 1.4 | A | 2.3 | A |
| | | Approach | 12.3 | B | 2.5 | A | 5.3 | A |
| | NB | LTR | 6.0 | A | 5.5 | A | 7.9 | A |
| | | Approach | 6.0 | A | 5.5 | A | 7.9 | A |
| | SB | L | 6.9 | A | 6.2 | A | 10.3 | B |
| | | TR | 4.3 | A | 4.4 | A | 5.9 | A |
| | | Approach | 5.7 | A | 5.1 | A | 9.6 | A |
| | Overall | | 6.1 | A | 2.8 | A | 6.5 | A |

Table 8 – Unsignalized Intersections Level of Service Summary – Weekday AM Peak Hour

| Intersection | Critical Approach/ Movement | Existing 2013 | | No-Build 2020 | | Build 2020 | |
|--|--------------------------------|---------------|-----|---------------|-----|------------|-----|
| | | Delay | LOS | Delay | LOS | Delay | LOS |
| Hawkins Avenue & Railroad Avenue | SB | 15.1 | C | 17.3 | C | 119.1 | F |
| Ronkonkoma Avenue & Powell Street/2nd Street | EB | 21.3 | C | 23.5 | C | 54.9 | F |
| | WB | 10.3 | B | 10.4 | B | 11.4 | B |

Table 7 indicates that during the a.m. peak hour in the Build Condition the LIE North Service Road intersections with Hawkins Avenue and Ronkonkoma Avenue operates at a LOS E and D respectively with one or two individual movements operating with a high delay and a LOS F. All other signalized intersections operate at levels consistent with No-Build conditions.

Table 8 shows during the weekday a.m. peak in the Build Condition the unsignalized intersection of Hawkins Avenue and Railroad Avenue operates at a LOS F and the eastbound approach at Ronkonkoma Avenue and Powell Street/2nd Street operates at LOS F.



Table 9 – Signalized Intersections Level of Service Summary – Weekday PM Peak Hour

| Intersection | Movement | Lane Group | Existing 2013 | | No-Build 2020 | | Build 2020 | |
|--|----------|------------|---------------|-----|---------------|-----|------------|-----|
| | | | Delay | LOS | Delay | LOS | Delay | LOS |
| LIE North Service Road & Hawkins Avenue | WB | L | 19.9 | B | 20.2 | C | 23.7 | C |
| | | TR | 19.1 | B | 19.9 | B | 21.0 | C |
| | | Approach | 19.3 | B | 20.0 | C | 21.9 | C |
| | NB | L | 24.1 | C | 27.1 | C | 170.4 | F |
| | | T | 12.9 | B | 13.1 | B | 12.1 | B |
| | | Approach | 15.5 | B | 16.3 | B | 60.2 | E |
| | SB | TR | 28.2 | C | 28.7 | C | 31.0 | C |
| | | Approach | 28.2 | C | 28.7 | C | 31.0 | C |
| | Overall | | 20.1 | C | 20.8 | C | 38.2 | D |
| LIE South Service Road & Hawkins Avenue | EB | L | 18.5 | B | 18.8 | B | 18.8 | B |
| | | TR | 143.7 | F | 168.6 | F | 203.5 | F |
| | | Approach | 128.4 | F | 150.2 | F | 181.9 | F |
| | NB | TR | 106.7 | F | 125.4 | F | 332.2 | F |
| | | Approach | 106.7 | F | 125.4 | F | 332.2 | F |
| | SB | L | 83.9 | F | 98.0 | F | 140.1 | F |
| | | T | 11.7 | B | 11.6 | B | 13.1 | B |
| | | Approach | 49.3 | D | 56.5 | E | 70.1 | E |
| | Overall | | 109.3 | F | 127.8 | F | 194.8 | F |
| LIE North Service Road & Ronkonkoma Avenue | WB | L | 21.4 | C | 22.9 | C | 24.9 | C |
| | | TR | 19.9 | B | 21.3 | C | 24.5 | C |
| | | Approach | 20.4 | C | 21.8 | C | 24.6 | C |
| | NB | L | 31.7 | C | 31.2 | C | 27.0 | C |
| | | T | 23.5 | C | 22.1 | C | 15.9 | B |
| | | Approach | 25.5 | C | 24.4 | C | 18.7 | B |
| | SB | TR | 29.6 | C | 30.4 | C | 34.6 | C |
| | | Approach | 29.6 | C | 30.4 | C | 34.6 | C |
| | Overall | | 24.7 | C | 24.8 | C | 24.2 | C |
| LIE South Service Road & Ronkonkoma Avenue | EB | L | 31.4 | C | 32.3 | C | 32.3 | C |
| | | TR | 101.4 | F | 122.4 | F | 183.8 | F |
| | | Approach | 86.6 | F | 103.4 | F | 154.6 | F |
| | NB | TR | 124.7 | F | 149.2 | F | 190.5 | F |
| | | Approach | 124.7 | F | 149.2 | F | 190.5 | F |
| | SB | L | 43.2 | D | 44.2 | D | 37.4 | D |
| | | T | 15.7 | B | 15.7 | B | 11.7 | B |
| | | Approach | 20.0 | C | 20.1 | C | 15.2 | B |
| | Overall | | 92.6 | F | 110.2 | F | 148.1 | F |



Table 9 – Signalized Intersections Level of Service Summary – Weekday PM Peak Hourcontinued 2

| Intersection | Movement | Lane Group | Existing 2013 | | No-Build 2020 | | Build 2020 | |
|---------------------------------|----------|------------|---------------|-----|---------------|-----|------------|-----|
| | | | Delay | LOS | Delay | LOS | Delay | LOS |
| Hawkins Avenue & Union Avenue | WB | L | 32.7 | C | 33.2 | C | 35.3 | D |
| | | R | 4.9 | A | 5.1 | A | 22.5 | C |
| | | Approach | 9.0 | A | 9.4 | A | 24.1 | C |
| | NB | TR | 10.6 | B | 11.0 | B | 17.0 | B |
| | | Approach | 10.6 | B | 11.0 | B | 17.0 | B |
| | SB | L | 6.1 | A | 6.7 | A | 31.0 | C |
| | | T | 3.2 | A | 3.2 | A | 3.7 | A |
| | | Approach | 5.3 | A | 5.7 | A | 19.2 | B |
| | Overall | | 7.9 | A | 8.3 | A | 20.1 | C |
| Mill Road & Union Avenue | EB | L | 6.6 | A | 7.1 | A | 7.7 | A |
| | | TR | 8.7 | A | 9.2 | A | 11.3 | B |
| | | Approach | 8.5 | A | 9.1 | A | 11.1 | B |
| | WB | L | 7.4 | A | 7.9 | A | 17.3 | B |
| | | TR | 10.3 | B | 11.2 | B | 13.0 | B |
| | | Approach | 9.9 | A | 10.7 | B | 14.1 | B |
| | NB | LTR | 18.6 | B | 20.6 | C | 152.1 | F |
| | | Approach | 18.6 | B | 20.6 | C | 152.1 | F |
| | SB | LTR | 16.6 | B | 16.4 | B | 14.0 | B |
| | | Approach | 16.6 | B | 16.4 | B | 14.0 | B |
| | Overall | | 11.9 | B | 12.9 | B | 55.5 | E |
| Railroad Avenue & Powell Street | EB | L | 5.8 | A | 5.9 | A | 6.8 | A |
| | | T | 6.9 | A | 7.0 | A | 16.2 | B |
| | | R | 0.4 | A | 0.6 | A | 0.2 | A |
| | | Approach | 6.7 | A | 6.8 | A | 15.8 | B |
| | WB | L | 5.8 | A | 5.8 | A | 6.3 | A |
| | | TR | 4.8 | A | 4.8 | A | 9.4 | A |
| | | Approach | 4.8 | A | 4.8 | A | 9.4 | A |
| | NB | L | 9.8 | A | 10.2 | B | 15.2 | B |
| | | TR | 4.5 | A | 4.8 | A | 6.3 | A |
| | | Approach | 5.6 | A | 5.9 | A | 8.2 | A |
| | SB | L | 9.9 | A | 10.4 | B | 50.5 | D |
| | | TR | 6.2 | A | 6.6 | A | 9.3 | A |
| | | Approach | 9.4 | A | 9.8 | A | 48.4 | D |
| | Overall | | 6.2 | A | 6.3 | A | 18.6 | B |



Table 9 – Signalized Intersections Level of Service Summary – Weekday PM Peak Hourcontinued 3

| Intersection | Movement | Lane Group | Existing 2013 | | No-Build 2020 | | Build 2020 | |
|---------------------------------|----------|------------|---------------|-----|---------------|-----|------------|-----|
| | | | Delay | LOS | Delay | LOS | Delay | LOS |
| Johnson Avenue & Northwest Link | EB | L | 4.6 | A | 5.2 | A | 7.1 | A |
| | | T | 5.0 | A | 6.9 | A | 14.7 | B |
| | | R | 0.0 | A | 0.0 | A | 0.0 | A |
| | | Approach | 5.0 | A | 6.8 | A | 14.5 | B |
| | WB | L | 4.7 | A | 5.2 | A | 7.0 | A |
| | | T | 4.5 | A | 6.0 | A | 11.2 | B |
| | | R | 1.9 | A | 2.0 | A | 3.1 | A |
| | | Approach | 3.6 | A | 4.6 | A | 6.8 | A |
| | NB | LTR | 4.6 | A | 5.0 | A | 5.5 | A |
| | | Approach | 4.6 | A | 5.0 | A | 5.5 | A |
| | SB | L | 8.4 | A | 9.6 | A | 21.1 | C |
| | | TR | 4.7 | A | 4.9 | A | 5.4 | A |
| | | Approach | 6.7 | A | 7.3 | A | 18.5 | B |
| | Overall | | 4.6 | A | 5.8 | A | 11.2 | B |

Table 10 – Unsignalized Intersections Level of Service Summary – Weekday PM Peak Hour

| Intersection | Critical Approach/Movement | Existing 2013 | | No-Build 2020 | | Build 2020 | |
|--|----------------------------|---------------|-----|---------------|-----|------------|-----|
| | | Delay | LOS | Delay | LOS | Delay | LOS |
| Hawkins Avenue & Railroad Avenue | SB | 23.7 | C | 53.3 | F | 1684.3 | F |
| Ronkonkoma Avenue & Powell Street/2nd Street | EB | 12.1 | B | 12.4 | B | 28.2 | D |
| | WB | 19.9 | C | 21.4 | C | 63.8 | F |

Table 9 shows that during the p.m. weekday peak hour in the Build Condition the LIE South Service Road intersections with Hawkins Avenue and Ronkonkoma Avenue operate at a LOS F. The LIE North Service Road at Hawkins Avenue moves from a LOS C to LOS D, Hawkins Avenue of Union Avenue moves from a LOS A to LOS C and Union Avenue at Mill Road moves from a LOS B to LOS E. The other signalized intersections operate at levels consistent with No-Build conditions.



Table 10 shows that during the weekday p.m. peak hour in the Build Condition the unsignalized intersection of Hawkins Avenue and Railroad Avenue operates at a LOS F and the westbound approach at Ronkonkoma Avenue and Powell Street/2nd Street operates at LOS F.

This analysis shows that mitigation is necessary at a number of study intersections. Traffic conditions were simulated and the roadway segments and intersections that require mitigation were identified. These measures of mitigation are necessary to ensure that the roadway network operates well with the additional volumes generated by the TOD. Further analysis performed with identified mitigation is detailed in the next section of this report.

Mitigation

Based on the Build condition results, traffic mitigation measures were developed to address project impacts. The mitigation plan developed for the TOD includes improvements to intersections as well as additional travel lanes on roadway segments. The measures discussed below have been developed to mitigate the potential traffic impacts of the development of the Ronkonkoma HUB TOD at full-build.

Improvements are proposed at the ten study intersections which range from roadway widening to add additional lanes to signal timing and phasing changes. The ten intersections are listed below:

1. LIE North Service Road and Hawkins Avenue
2. LIE South Service Road and Hawkins Avenue
3. LIE North Service Road and Ronkonkoma Avenue
4. LIE South Service Road and Ronkonkoma Avenue
5. Hawkins Avenue and Union Avenue
6. Union Avenue and Mill Road
7. Ronkonkoma Avenue and Powell Street/2nd Street
8. Railroad Avenue & Powell Street
9. Johnson Avenue & Northwest Link
10. Hawkins and Railroad Avenue

The proposed mitigation recommended at the study intersections are summarized in Table 11.

Table 11 – Proposed Mitigation at Study Intersections

| Location | | Capacity Improvements | | Signal Improvements |
|----------|--|---|--|---|
| | | Existing Conditions | Proposed Mitigation | |
| 1 | LIE North Service Road & Hawkins Avenue | Westbound – One exclusive left-turn lane, one through lane and a shared through and right-turn lane | Restripe approach to: One shared left-turn and through lane, one through lane and a shared through and right-turn lane | Change PM-cycle length to 120 seconds. Optimize AM / PM phase-splits |
| | | Northbound - One exclusive left-turn lane, two through lanes | Increase left-turn storage lane by removing a portion of the raised median | |
| 2 | LIE South Service Road & Hawkins Avenue | Eastbound – One exclusive left-turn lane, one through lane and a shared through and right-turn lane | Widen and add a 4 th approach lane. New configuration: One left-turn lane, two through lanes and a shared through and right-turn lane | Change PM-cycle length to 120 seconds. Optimize AM / PM phase-splits |
| | | Northbound – One through lane and a shared through and right-turn lane | Restripe approach to add an exclusive right-turn lane. New configuration: Two through lanes and an exclusive right-turn lane | |
| | | Southbound - One left-turn lane, two through lanes | Increase left-turn storage lane by removing a portion of the raised median | |
| 3 | LIE North Service Road & Ronkonkoma Avenue | Westbound – One exclusive left-turn lane, one through lane and a shared through and right-turn lane | Restripe approach to: One shared left-turn and through lane, one through lane and a shared through and right-turn lane | Change PM-cycle length to 120 seconds. Optimize AM / PM phase-splits |
| 4 | LIE South Service Road & Ronkonkoma Avenue | Eastbound – One exclusive left-turn lane, one through lane and a shared through and right-turn lane | Widen and add a 4 th approach lane. New configuration: One exclusive left-turn lane, two through lanes and a shared through and right-turn lane | Change PM-cycle length to 120 seconds. Optimize AM / PM phase-splits |
| | | Northbound – One through lane and a shared through and right-turn lane | Widen and add a 3 rd approach lane. New configuration: Two through lanes and an exclusive right-turn lane | |

Table 11 – Proposed Mitigation at Study Intersections....continued 2

| Location | | Capacity Improvements | | Signal Improvements |
|----------|--|---|---|--|
| | | Existing Conditions | Proposed Mitigation | |
| 5 | Hawkins Avenue & Union Avenue | Westbound – One exclusive left-turn lane with storage & one right-turn lane | Widen and add 3 rd approach lane. New configuration: One exclusive left-turn lane and two right-turn lanes | Change PM-cycle length to 100 seconds. Optimize AM / PM phase-splits |
| | | Northbound – One shared through and right-turn lane | New configuration: One through and a shared through and right-turn lane | Prohibit right-turns on red westbound |
| 6 | Union Avenue & Mill Road | Northbound – One shared left-turn, through and right-turn lane | Widen and add 2 nd approach lane. New configuration: One shared left-turn and through lane and an exclusive right-turn lane with storage | Change AM / PM-cycle length to 80 seconds. Optimize AM / PM phase-splits |
| 7 | Ronkonkoma Avenue & Powell Street / 2 nd Street | Northbound – One through and one shared through and right-turn lane | Restripe median as left turn lane. New configuration: One exclusive left-turn lane, one through and one shared through and right-turn lane. | Add new three phase traffic signal with leading southbound left turn phase. Side streets remain right turn out only. |
| | | Southbound – One through and one shared through and right-turn lane | Restripe median as left turn lane. New configuration: One exclusive left-turn lane, one through and one shared through and right-turn lane. | Signal cycle length same as LIE Service Roads with suitable offset to ensure signal progression |



Table 11 – Proposed Mitigation at Study Intersectionscontinued 3

| Location | | Capacity Improvements | | Signal Improvements |
|----------|--|---|--|---|
| | | Existing Conditions | Proposed Mitigation | |
| 8 and 9 | Railroad Avenue & Powell Street / Parking Lot & Johnson Avenue at Northwest Link / Parking Lot | | No proposed capacity changes | Run both the intersections off one controller for improved coordination. At Powell Street add protected permitted southbound left-turn phase. |
| 10 | Hawkins Avenue & Railroad Avenue | Westbound – One exclusive left-turn lane, one through and one exclusive right-turn lane | Channelized westbound right turn lane. | Add new three phase traffic signal with leading eastbound left turn phase. |
| | | Southbound – One shared left-turn and through, one exclusive right-turn lane | Channelize southbound right turn lane. | |

In addition to improvements proposed at study intersections, roadway widenings were identified for key roadway segments within the study area. These widenings serve as receiving lanes for approach lanes added at the intersections as well as add mid-block capacity to address future volumes. To better illustrate the proposed intersection improvements and roadway widenings, graphics were developed. Figure 12 presents the improvements proposed in the northern portion of the study area around the Long Island Expressway. Figure 13 presents similar information for the balance of the study area.

Figure 12 indicates that, in addition to the intersection-specific improvements proposed at the service road intersections, a combination of widening and restriping are proposed that would essentially result in both service roads improved to three travel lanes each through the study area. Additional details are provided on Figure 12. Issues related to the availability of right-of-way are discussed in a subsequent section.

Figure 13 presents intersections and midblock improvements identified for the study area south of the LIE. Included here is the improvement of Hawkins Avenue two northbound lanes. On Railroad Avenue, between Hawkins Avenue and Powell Street, a second westbound lane is proposed, requiring elimination of existing on-street parking along the north shoulder. A roundabout is proposed at the Railroad Avenue at Mill Road intersection which will also serve as an access to a portion of the TOD development area. Issues related to availability of right-of-way are discussed in a subsequent section.

The network was reanalyzed with the mitigation in order to measure the effectiveness of the proposed improvements at the various intersections. Tables 12 and 13 present the results of this analysis for the weekday a.m. and p.m. peak hours, respectively. For ease of comparison, the table also includes the corresponding No-Build and Build condition results.



Figure 12
Proposed Mitigation Plan
North Study Area
Ronkonkoma Hub TOD

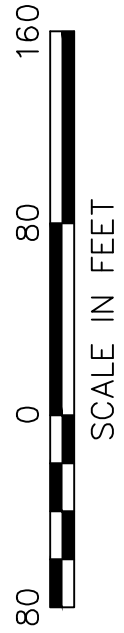




Figure 13
Proposed Mitigation Plan
South Study Area
Ronkonkoma Hub TOD



Table 12 – No-Build, Build and Build with Mitigation – Weekday AM Peak Hour

| Intersection | Movement | Lane Group | No-Build 2020 | | Build 2020 | | Build with Mitigation | |
|--|----------|------------|---------------|-----|------------|-----|-----------------------|-----|
| | | | Delay | LOS | Delay | LOS | Delay | LOS |
| LIE North Service Road & Hawkins Avenue | WB | L | 15.4 | B | 17.9 | B | | |
| | | TR / LTR | 50.8 | D | 57.2 | E | 50.8 | D |
| | | Approach | 44.3 | D | 48.7 | D | 50.8 | D |
| | NB | L | 44.0 | D | 145.0 | F | 51.9 | D |
| | | T | 15.4 | B | 13.2 | B | 12.6 | B |
| | | Approach | 26.2 | C | 70.2 | E | 29.6 | C |
| | SB | TR | 50.7 | D | 100.1 | F | 55.3 | E |
| | | Approach | 50.7 | D | 100.1 | F | 55.3 | E |
| | Overall | | 43.0 | D | 61.2 | E | 48.2 | D |
| LIE South Service Road & Hawkins Avenue | EB | L | 18.6 | B | 18.6 | B | 17.9 | B |
| | | TR / LTR | 19.9 | B | 19.7 | B | 16.7 | B |
| | | Approach | 19.6 | B | 19.5 | B | 16.9 | B |
| | NB | TR / T | 25.5 | C | 29.2 | C | 29.7 | C |
| | | R | | | | | 6.9 | A |
| | | Approach | 25.5 | C | 29.2 | C | 24.5 | C |
| | SB | L | 28.0 | C | 45.6 | D | 28.0 | C |
| | | T | 23.5 | C | 26.9 | C | 21.2 | C |
| | | Approach | 24.5 | C | 31.2 | C | 22.8 | C |
| | Overall | | 23.0 | C | 26.9 | C | 21.3 | C |
| LIE North Service Road & Ronkonkoma Avenue | WB | L | 34.8 | C | 32.3 | C | | |
| | | TR / LTR | 23.7 | C | 25.0 | C | 54.2 | D |
| | | Approach | 27.8 | C | 27.6 | C | 54.2 | D |
| | NB | L | 53.4 | D | 67.3 | E | 64.5 | E |
| | | T | 14.6 | B | 11.1 | B | 9.1 | A |
| | | Approach | 27.5 | C | 29.8 | C | 27.6 | C |
| | SB | TR | 55.2 | E | 94.8 | F | 65.6 | E |
| | | Approach | 55.2 | E | 94.8 | F | 65.6 | E |
| | Overall | | 35.5 | D | 47.0 | D | 53.4 | D |
| LIE South Service Road & Ronkonkoma Avenue | EB | L | 29.7 | C | 29.7 | C | 26.1 | C |
| | | TR / LTR | 34.3 | C | 43.0 | D | 27.0 | C |
| | | Approach | 33.3 | C | 40.6 | D | 26.8 | C |
| | NB | TR / T | 26.3 | C | 31.8 | C | 26.0 | C |
| | | R | | | | | 36.1 | D |
| | | Approach | 26.3 | C | 31.8 | C | 29.8 | C |
| | SB | L | 12.6 | B | 12.4 | B | 9.4 | A |
| | | T | 21.4 | C | 27.6 | C | 22.7 | C |
| | | Approach | 20.6 | C | 26.4 | C | 21.7 | C |
| | Overall | | 25.5 | C | 31.9 | C | 24.9 | C |



Table 12 – No-Build, Build and Build with Mitigation – Weekday AM Peak Hourcontinued 2

| Intersection | Movement | Lane Group | No-Build 2020 | | Build 2020 | | Build with Mitigation | |
|---------------------------------|----------|------------|---------------|-----|------------|-----|-----------------------|-----|
| | | | Delay | LOS | Delay | LOS | Delay | LOS |
| Hawkins Avenue & Union Avenue | WB | L | 37.8 | D | 38.8 | D | 43.5 | D |
| | | R | 3.5 | A | 3.6 | A | 19.2 | B |
| | | Approach | 15.7 | B | 14.4 | B | 26.7 | C |
| | NB | TR | 11.3 | B | 14.4 | B | 11.2 | B |
| | | Approach | 11.3 | B | 14.4 | B | 11.2 | B |
| | SB | L | 6.6 | A | 10.9 | B | 8.9 | A |
| | | T | 6.2 | A | 8.3 | A | 7.8 | A |
| | | Approach | 6.4 | A | 9.3 | A | 8.2 | A |
| | Overall | | 9.7 | A | 11.4 | B | 13.3 | B |
| Mill Road & Union Avenue | EB | L | 3.8 | A | 4.8 | A | 9.0 | A |
| | | TR | 3.6 | A | 4.7 | A | 9.3 | A |
| | | Approach | 3.6 | A | 4.7 | A | 9.3 | A |
| | WB | L | 4.7 | A | 8.2 | A | 4.5 | A |
| | | TR | 4.8 | A | 7.4 | A | 5.4 | A |
| | | Approach | 4.8 | A | 7.7 | A | 5.1 | A |
| | NB | LTR / LT | 11.8 | B | 18.3 | B | 33.5 | C |
| | | R | | | | | 9.8 | A |
| | | Approach | 11.8 | B | 18.3 | B | 21.2 | C |
| | SB | LTR | 16.0 | B | 14.8 | B | 18.9 | B |
| | | Approach | 16.0 | B | 14.8 | B | 18.9 | B |
| | Overall | | 5.7 | A | 9.0 | A | 8.7 | A |
| Railroad Avenue & Powell Street | EB | L | 3.5 | A | 8.0 | A | 5.5 | A |
| | | T | 2.7 | A | 10.3 | B | 6.4 | A |
| | | R | 1.2 | A | 1.6 | A | 0.1 | A |
| | | Approach | 2.6 | A | 9.9 | A | 6.0 | A |
| | WB | L | 3.2 | A | 8.0 | A | 11.9 | B |
| | | TR | 2.3 | A | 8.4 | A | 12.6 | B |
| | | Approach | 2.3 | A | 8.4 | A | 12.6 | B |
| | NB | L | 5.8 | A | 9.7 | A | 28.8 | C |
| | | TR | 4.3 | A | 6.2 | A | 18.4 | B |
| | | Approach | 5.0 | A | 7.9 | A | 23.4 | C |
| | SB | L | 5.3 | A | 13.9 | B | 15.4 | B |
| | | TR | 4.3 | A | 6.7 | A | 9.3 | A |
| | | Approach | 5.1 | A | 13.5 | B | 15.3 | B |
| | Overall | | 2.7 | A | 9.8 | A | 12.3 | B |



Table 12 – No-Build, Build and Build with Mitigation – Weekday AM Peak Hourcontinued 3

| Intersection | Movement | Lane Group | No-Build 2020 | | Build 2020 | | Build with Mitigation | |
|--|----------|------------|---------------|-----|------------|-----|-----------------------|-----|
| | | | Delay | LOS | Delay | LOS | Delay | LOS |
| Johnson Avenue & Northwest Link | EB | L | 2.8 | A | 6.9 | A | 12.1 | B |
| | | T | 2.7 | A | 7.4 | A | 13.7 | B |
| | | R | 0.4 | A | 0.6 | A | 0.0 | A |
| | | Approach | 2.6 | A | 7.2 | A | 13.2 | B |
| | WB | L | 2.7 | A | 7.2 | A | 5.8 | A |
| | | T | 2.8 | A | 7.4 | A | 6.8 | A |
| | | R | 1.4 | A | 2.3 | A | 1.2 | A |
| | | Approach | 2.5 | A | 5.3 | A | 4.4 | A |
| | NB | LTR | 5.5 | A | 7.9 | A | 24.2 | C |
| | | Approach | 5.5 | A | 7.9 | A | 24.3 | C |
| | SB | L | 6.2 | A | 10.3 | B | 11.3 | B |
| | | TR | 4.4 | A | 5.9 | A | 5.5 | A |
| | | Approach | 5.1 | A | 9.6 | A | 6.9 | A |
| | Overall | | 2.8 | A | 6.5 | A | 7.5 | A |
| Ronkonkoma Avenue & Powell Street/2nd Street | EB | R | | | | | 43.6 | D |
| | | Approach | | | | | 43.6 | D |
| | WB | R | | | | | 0.6 | A |
| | | Approach | | | | | 0.6 | A |
| | NB | L | | | | | 11.9 | B |
| | | TR | | | | | 10.9 | B |
| | | Approach | | | | | 10.9 | B |
| | SB | L | | | | | 4.0 | A |
| | | TR | | | | | 9.9 | A |
| | | Approach | | | | | 9.5 | A |
| | Overall | | | | | | 13.1 | B |
| Hawkins Avenue & Railroad Avenue | EB | L | | | | | 9.1 | A |
| | | TR | | | | | 9.8 | A |
| | | Approach | | | | | 9.6 | A |
| | WB | L | | | | | 15.8 | B |
| | | T | | | | | 26.9 | C |
| | | R | | | | | 0.2 | A |
| | | Approach | | | | | 18.8 | B |
| | SB | LT | | | | | 26.9 | C |
| | | R | | | | | 0.4 | A |
| | | Approach | | | | | 12.6 | B |
| | Overall | | | | | | 13.8 | B |



Table 13 – No-Build, Build and Build with Mitigation – Weekday PM Peak Hour

| Intersection | Movement | Lane Group | No-Build 2020 | | Build 2020 | | Build with Mitigation | |
|--|----------|------------|---------------|-----|------------|-----|-----------------------|-----|
| | | | Delay | LOS | Delay | LOS | Delay | LOS |
| LIE North Service Road & Hawkins Avenue | WB | L | 20.2 | C | 23.7 | C | | |
| | | TR / LTR | 19.9 | B | 21.0 | C | 37.6 | D |
| | | Approach | 20.0 | C | 21.9 | C | 37.6 | D |
| | NB | L | 27.1 | C | 170.4 | F | 24.8 | C |
| | | T | 13.1 | B | 12.1 | B | 13.4 | B |
| | | Approach | 16.3 | B | 60.2 | E | 16.9 | B |
| | SB | TR | 28.7 | C | 31.0 | C | 40.0 | D |
| | | Approach | 28.7 | C | 31.0 | C | 40.0 | D |
| | Overall | | 20.8 | C | 38.2 | D | 30.5 | C |
| LIE South Service Road & Hawkins Avenue | EB | L | 18.8 | B | 18.8 | B | 27.8 | C |
| | | TR / LTR | 168.6 | F | 203.5 | F | 90.7 | F |
| | | Approach | 150.2 | F | 181.9 | F | 83.3 | F |
| | NB | TR / T | 125.4 | F | 332.2 | F | 94.4 | F |
| | | R | | | | | 29.6 | C |
| | | Approach | 125.4 | F | 332.2 | F | 80.9 | F |
| | SB | L | 98.0 | F | 140.1 | F | 73.8 | E |
| | | T | 11.6 | B | 13.1 | B | 10.5 | B |
| | | Approach | 56.5 | E | 70.1 | E | 38.9 | D |
| | Overall | | 127.8 | F | 194.8 | F | 73.6 | E |
| LIE North Service Road & Ronkonkoma Avenue | WB | L | 22.9 | C | 24.9 | C | | |
| | | TR / LTR | 21.3 | C | 24.5 | C | 23.5 | C |
| | | Approach | 21.8 | C | 24.6 | C | 23.5 | C |
| | NB | L | 31.2 | C | 27.0 | C | 50.4 | D |
| | | T | 22.1 | C | 15.9 | B | 16.9 | B |
| | | Approach | 24.4 | C | 18.7 | B | 25.5 | C |
| | SB | TR | 30.4 | C | 34.6 | C | 45.4 | D |
| | | Approach | 30.4 | C | 34.6 | C | 45.4 | D |
| | Overall | | 24.8 | C | 24.2 | C | 29.2 | C |
| LIE South Service Road & Ronkonkoma Avenue | EB | L | 32.3 | C | 32.3 | C | 41.9 | D |
| | | TR | 122.4 | F | 183.8 | F | 62.2 | E |
| | | Approach | 103.4 | F | 154.6 | F | 58.3 | E |
| | NB | TR / T | 149.2 | F | 190.5 | F | 15.1 | B |
| | | R | | | | | 107.3 | F |
| | | Approach | 149.2 | F | 190.5 | F | 60.2 | E |
| | SB | L | 44.2 | D | 37.4 | D | 18.5 | B |
| | | T | 15.7 | B | 11.7 | B | 12.0 | B |
| | | Approach | 20.1 | C | 15.2 | B | 12.9 | B |
| | Overall | | 110.2 | F | 148.1 | F | 52.2 | D |



Table 13 – No-Build, Build and Build with Mitigation – Weekday PM Peak Hour.....continued 2

| Intersection | Movement | Lane Group | No-Build 2020 | | Build 2020 | | Build with Mitigation | |
|---------------------------------|----------|------------|---------------|-----|------------|-----|-----------------------|-----|
| | | | Delay | LOS | Delay | LOS | Delay | LOS |
| Hawkins Avenue & Union Avenue | WB | L | 33.2 | C | 35.3 | D | 52.7 | D |
| | | R | 5.1 | A | 22.5 | C | 26.6 | C |
| | | Approach | 9.4 | A | 24.1 | C | 30.1 | C |
| | NB | TR | 11.0 | B | 17.0 | B | 15.4 | B |
| | | Approach | 11.0 | B | 17.0 | B | 15.4 | B |
| | SB | L | 6.7 | A | 31.0 | C | 7.8 | A |
| | | T | 3.2 | A | 3.7 | A | 3.1 | A |
| | | Approach | 5.7 | A | 19.2 | B | 5.7 | A |
| | Overall | | 8.3 | A | 20.1 | C | 15.9 | B |
| Mill Road & Union Avenue | EB | L | 7.1 | A | 7.7 | A | 13.4 | B |
| | | TR | 9.2 | A | 11.3 | B | 20.7 | C |
| | | Approach | 9.1 | A | 11.1 | B | 20.2 | C |
| | WB | L | 7.9 | A | 17.3 | B | 11.5 | B |
| | | TR | 11.2 | B | 13.0 | B | 12.3 | B |
| | | Approach | 10.7 | B | 14.1 | B | 12.1 | B |
| | NB | LTR / LT | 20.6 | C | 152.1 | F | 38.2 | D |
| | | R | | | | | 12.2 | B |
| | | Approach | 20.6 | C | 152.1 | F | 21.5 | C |
| | SB | LTR | 16.4 | B | 14.0 | B | 14.6 | B |
| | | Approach | 16.4 | B | 14.0 | B | 14.6 | B |
| | Overall | | 12.9 | B | 55.5 | E | 17.3 | B |
| Railroad Avenue & Powell Street | EB | L | 5.9 | A | 6.8 | A | 19.2 | B |
| | | T | 7.0 | A | 16.2 | B | 20.5 | C |
| | | R | 0.6 | A | 0.2 | A | 0.1 | A |
| | | Approach | 6.8 | A | 15.8 | B | 20.0 | B |
| | WB | L | 5.8 | A | 6.3 | A | 19.8 | B |
| | | TR | 4.8 | A | 9.4 | A | 27.1 | C |
| | | Approach | 4.8 | A | 9.4 | A | 27.1 | C |
| | NB | L | 10.2 | B | 15.2 | B | 36.5 | D |
| | | TR | 4.8 | A | 6.3 | A | 16.6 | B |
| | | Approach | 5.9 | A | 8.2 | A | 20.8 | C |
| | SB | L | 10.4 | B | 50.5 | D | 17.5 | B |
| | | TR | 6.6 | A | 9.3 | A | 7.0 | A |
| | | Approach | 9.8 | A | 48.4 | D | 17.5 | B |
| | Overall | | 6.3 | A | 18.6 | B | 22.5 | C |



Table 13 – No-Build, Build and Build with Mitigation – Weekday PM Peak Hour continued 3

| Intersection | Movement | Lane Group | No-Build 2020 | | Build 2020 | | Build with Mitigation | |
|--|----------|------------|---------------|-----|------------|-----|-----------------------|-----|
| | | | Delay | LOS | Delay | LOS | Delay | LOS |
| Johnson Avenue & Northwest Link | EB | L | 5.2 | A | 7.1 | A | 19.5 | B |
| | | T | 6.9 | A | 14.7 | B | 32.3 | C |
| | | R | 0.0 | A | 0.0 | A | 0.0 | A |
| | | Approach | 6.8 | A | 14.5 | B | 31.9 | C |
| | WB | L | 5.2 | A | 7.0 | A | 18.2 | B |
| | | T | 6.0 | A | 11.2 | B | 16.3 | B |
| | | R | 2.0 | A | 3.1 | A | 6.3 | A |
| | | Approach | 4.6 | A | 6.8 | A | 10.8 | B |
| | NB | LTR | 5.0 | A | 5.5 | A | 17.9 | B |
| | | Approach | 5.0 | A | 5.5 | A | 17.9 | B |
| | SB | L | 9.6 | A | 21.1 | C | 10.4 | B |
| | | TR | 4.9 | A | 5.4 | A | 2.7 | A |
| | | Approach | 7.3 | A | 18.5 | B | 4.1 | A |
| | Overall | | 5.8 | A | 11.2 | B | 17.9 | B |
| Ronkonkoma Avenue & Powell Street/2nd Street | EB | R | | | | | 45.6 | D |
| | | Approach | | | | | | |
| | WB | L | | | | | 37.4 | D |
| | | Approach | | | | | | |
| | NB | L | | | | | 9.2 | A |
| | | TR | | | | | 29.6 | C |
| | | Approach | | | | | 29.5 | C |
| | SB | L | | | | | 53.6 | D |
| | | TR | | | | | 6.7 | A |
| | | Approach | | | | | 16.6 | B |
| | Overall | | | | | | 29.4 | C |
| Hawkins Avenue & Railroad Avenue | EB | L | | | | | 32.2 | C |
| | | TR | | | | | 10.3 | B |
| | | Approach | | | | | 18.3 | B |
| | WB | L | | | | | 16.7 | B |
| | | T | | | | | 38.4 | D |
| | | R | | | | | 0.3 | A |
| | | Approach | | | | | 24.7 | C |
| | SB | LT | | | | | 35.5 | D |
| | | R | | | | | 0.2 | A |
| | | Approach | | | | | 16.7 | B |
| | Overall | | | | | | 20.3 | C |



Tables 12 and 13 indicate that the proposed improvements would help to mitigate the various intersections to levels of service that are equal to or better than the No-Build level of service.

Some components of the mitigation identified to accommodate the full-build of the Ronkonkoma HUB TOD will require the taking of private property for roadway widening. To determine the level of development that can be supported without acquisition of private property additional analyses were performed.

Right-of-Way Considerations

When developing the roadway mitigation plan for the TOD, consideration was given to developing improvements, to the extent possible, which could be put in place without the need for acquisition of private property. This includes the use of public property in the form of existing highway right-of-way, land anticipated to become available for public use via dedications, and property that is part of the TOD that would be dedicated for that purpose.

The mitigation presented on Figures 12 and 13 include two areas of property which is expected to be made available via dedication to the Town as the properties are developed. These include the additional eastbound lane at the LIE South Service Road and Ronkonkoma Avenue and the northbound right-turn lane on Hawkins Avenue at the LIE South Service Road. The Town has indicated that each of these sites have applications pending that are undergoing review by the Town, and dedications are being sought which would support necessary roadway improvements.

There is, however, one location where, based upon the traffic analyses conducted for maximum-density development, mitigation would be necessary that would require property acquisition. Under the mitigation plan, and as shown in Figure 13, Hawkins Avenue between Union Avenue and the LIE South Service Road would ultimately require improvement to two lanes in each direction. Available information indicates that the public right-of-way on Hawkins Avenue for a distance north of Union Avenue is approximately 50 feet. Assuming the available public information is accurate (it would ultimately be confirmed with a survey), this width would not support the construction of four lanes.

Given the constraints in this area, the level of development that could be supported with a three lane roadway section in this area was determined. This included analyzing traffic conditions with increasing levels of TOD development with three lanes until Hawkins Avenue conditions worsen to the point where the roadway failed and disruptive queue spillback occurred. Prior to this level of development, the roadway adequately handles the projected traffic volumes.



The results of this effort indicate that the four lanes north of Union Avenue, which also allow for the westbound dual right-turn lane on Union Avenue, will become necessary when the TOD is developed to the point where the net weekday p.m. peak hour trip generation exceeds 1,100 vehicles per hour (combined entering and exiting). This level of trips (1,100 vehicles per hour) represents 68 percent of the net weekday p.m. peak hour trips presented previously in Table 6. It is noted that the net trip generation represents the anticipated trips after adjustments for the TOD and pass-by credits are applied. Below this level of trip generation, a single northbound lane north of Union Avenue will be adequate.

Steps, therefore, should be taken to obtain additional property here for roadway widening prior to the build-out reaching the threshold of 1,100 net trips in the weekday p.m. peak hour.

Tables 14 and 15 present the results of the analysis performed for this reduced traffic volume (at or below 1,100 net trips in the weekday p.m. peak hour) and with the mitigation described previously, but with the reduced roadway section on this section of Hawkins Avenue, for the weekday a.m. and p.m. peak hours, respectively. For ease of comparison, the table also shows the corresponding No-Build and Full-Build condition results.



Table 14 – Reduced Build Level Without ROW – Weekday AM Peak

| Intersection | Movement | Lane Group | No-Build 2020 | | Full-Build 2020 w/mitigation | | Reduced Build Level w/mitigation | |
|--|----------|------------|---------------|-----|------------------------------|-----|----------------------------------|-----|
| | | | Delay | LOS | Delay | LOS | Delay | LOS |
| LIE North Service Road & Hawkins Avenue | WB | L | 15.4 | B | 17.9 | B | | |
| | | TR / LTR | 50.8 | D | 57.2 | E | 36.7 | D |
| | | Approach | 44.3 | D | 48.7 | D | 36.7 | D |
| | NB | L | 44.0 | D | 145.0 | F | 40.2 | D |
| | | T | 15.4 | B | 13.2 | B | 14.2 | B |
| | | Approach | 26.2 | C | 70.2 | E | 25.0 | C |
| | SB | TR | 50.7 | D | 100.1 | F | 52.2 | D |
| | | Approach | 50.7 | D | 100.1 | F | 52.2 | D |
| | Overall | | 43.0 | D | 61.2 | E | 37.6 | D |
| LIE South Service Road & Hawkins Avenue | EB | L | 18.6 | B | 18.6 | B | 18.6 | B |
| | | TR / LTR | 19.9 | B | 19.7 | B | 16.2 | B |
| | | Approach | 19.6 | B | 19.5 | B | 16.6 | B |
| | NB | TR / T | 25.5 | C | 29.2 | C | 27.8 | C |
| | | R | | | | | 5.8 | A |
| | | Approach | 25.5 | C | 29.2 | C | 23.1 | C |
| | SB | L | 28.0 | C | 45.6 | D | 24.3 | C |
| | | T | 23.5 | C | 26.9 | C | 20.5 | C |
| | | Approach | 24.5 | C | 31.2 | C | 21.4 | C |
| | Overall | | 23.0 | C | 26.9 | C | 20.1 | C |
| LIE North Service Road & Ronkonkoma Avenue | WB | L | 34.8 | C | 32.3 | C | | |
| | | TR / LTR | 23.7 | C | 25.0 | C | 51.2 | D |
| | | Approach | 27.8 | C | 27.6 | C | 51.2 | D |
| | NB | L | 53.4 | D | 67.3 | E | 51.9 | D |
| | | T | 14.6 | B | 11.1 | B | 9.7 | A |
| | | Approach | 27.5 | C | 29.8 | C | 23.7 | C |
| | SB | TR | 55.2 | E | 94.8 | F | 52.9 | D |
| | | Approach | 55.2 | E | 94.8 | F | 52.9 | D |
| | Overall | | 35.5 | D | 47.0 | D | 47.7 | D |
| LIE South Service Road & Ronkonkoma Avenue | EB | L | 29.7 | C | 29.7 | C | 26.1 | C |
| | | TR / LTR | 34.3 | C | 43.0 | D | 26.2 | C |
| | | Approach | 33.3 | C | 40.6 | D | 26.2 | C |
| | NB | TR / T | 26.3 | C | 31.8 | C | 33.8 | C |
| | | R | | | | | 15.3 | B |
| | | Approach | 26.3 | C | 31.8 | C | 26.6 | C |
| | SB | L | 12.6 | B | 12.4 | B | 9.5 | A |
| | | T | 21.4 | C | 27.6 | C | 21.1 | C |
| | | Approach | 20.6 | C | 26.4 | C | 20.1 | C |
| | Overall | | 25.5 | C | 31.9 | C | 23.3 | C |



Table 14 – Reduced Build Level Without ROW – Weekday AM Peak
....continued 2

| Intersection | Movement | Lane Group | No-Build 2020 | | Full-Build 2020 w/mitigation | | Reduced Build Level w/mitigation | |
|---------------------------------|----------|------------|---------------|-----|------------------------------|-----|----------------------------------|-----|
| | | | Delay | LOS | Delay | LOS | Delay | LOS |
| Hawkins Avenue & Union Avenue | WB | L | 37.8 | D | 38.8 | D | 38.3 | D |
| | | R | 3.5 | A | 3.6 | A | 3.6 | A |
| | | Approach | 15.7 | B | 14.4 | B | 14.8 | B |
| | NB | TR | 11.3 | B | 14.4 | B | 13.8 | B |
| | | Approach | 11.3 | B | 14.4 | B | 13.8 | B |
| | SB | L | 6.6 | A | 10.9 | B | 7.9 | A |
| | | T | 6.2 | A | 8.3 | A | 7.3 | A |
| | | Approach | 6.4 | A | 9.3 | A | 7.6 | A |
| | Overall | | 9.7 | A | 11.4 | B | 10.4 | B |
| Mill Road & Union Avenue | EB | L | 3.8 | A | 4.8 | A | 8.3 | A |
| | | TR | 3.6 | A | 4.7 | A | 9.0 | A |
| | | Approach | 3.6 | A | 4.7 | A | 9.0 | A |
| | WB | L | 4.7 | A | 8.2 | A | 4.0 | A |
| | | TR | 4.8 | A | 7.4 | A | 5.0 | A |
| | | Approach | 4.8 | A | 7.7 | A | 4.6 | A |
| | NB | LTR / LT | 11.8 | B | 18.3 | B | 31.5 | C |
| | | R | | | | | 8.9 | A |
| | | Approach | 11.8 | B | 18.3 | B | 18.6 | B |
| | SB | LTR | 16.0 | B | 14.8 | B | 19.6 | B |
| | | Approach | 16.0 | B | 14.8 | B | 19.6 | B |
| | Overall | | 5.7 | A | 9.0 | A | 7.8 | A |
| Railroad Avenue & Powell Street | EB | L | 3.5 | A | 8.0 | A | 5.0 | A |
| | | T | 2.7 | A | 10.3 | B | 5.2 | A |
| | | R | 1.2 | A | 1.6 | A | 0.0 | A |
| | | Approach | 2.6 | A | 9.9 | A | 4.8 | A |
| | WB | L | 3.2 | A | 8.0 | A | 10.1 | B |
| | | TR | 2.3 | A | 8.4 | A | 9.4 | A |
| | | Approach | 2.3 | A | 8.4 | A | 9.4 | A |
| | NB | L | 5.8 | A | 9.7 | A | 25.8 | C |
| | | TR | 4.3 | A | 6.2 | A | 17.0 | B |
| | | Approach | 5.0 | A | 7.9 | A | 21.2 | C |
| | SB | L | 5.3 | A | 13.9 | B | 12.4 | B |
| | | TR | 4.3 | A | 6.7 | A | 10.0 | A |
| | | Approach | 5.1 | A | 13.5 | B | 12.3 | B |
| | Overall | | 2.7 | A | 9.8 | A | 9.4 | A |



Table 14 – Reduced Build Level Without ROW – Weekday AM Peak
....continued 3

| Intersection | Movement | Lane Group | No-Build 2020 | | Full-Build 2020 w/mitigation | | Reduced Build Level w/mitigation | |
|--|----------|------------|---------------|-----|------------------------------|-----|----------------------------------|-----|
| | | | Delay | LOS | Delay | LOS | Delay | LOS |
| Johnson Avenue & Northwest Link | EB | L | 2.8 | A | 6.9 | A | 10.3 | B |
| | | T | 2.7 | A | 7.4 | A | 10.7 | B |
| | | R | 0.4 | A | 0.6 | A | 0.0 | A |
| | | Approach | 2.6 | A | 7.2 | A | 10.3 | B |
| | WB | L | 2.7 | A | 7.2 | A | 5.2 | A |
| | | T | 2.8 | A | 7.4 | A | 5.5 | A |
| | | R | 1.4 | A | 2.3 | A | 0.7 | A |
| | | Approach | 2.5 | A | 5.3 | A | 3.7 | A |
| | NB | LTR | 5.5 | A | 7.9 | A | 21.9 | C |
| | | Approach | 5.5 | A | 7.9 | A | 21.9 | C |
| | SB | L | 6.2 | A | 10.3 | B | 11.2 | B |
| | | TR | 4.4 | A | 5.9 | A | 5.9 | A |
| | | Approach | 5.1 | A | 9.6 | A | 6.6 | A |
| | Overall | | 2.8 | A | 6.5 | A | 6.2 | A |
| Ronkonkoma Avenue & Powell Street/2nd Street | EB | R | | | | | 40.7 | D |
| | | Approach | | | | | 40.7 | D |
| | WB | R | | | | | 0.4 | A |
| | | Approach | | | | | 0.4 | A |
| | NB | L | | | | | 10.6 | B |
| | | TR | | | | | 9.4 | A |
| | | Approach | | | | | 9.5 | A |
| | SB | L | | | | | 1.6 | A |
| | | TR | | | | | 3.7 | A |
| | | Approach | | | | | 3.6 | A |
| | Overall | | | | | | 8.6 | A |
| Hawkins Avenue & Railroad Avenue | EB | L | | | | | 8.5 | A |
| | | TR | | | | | 8.9 | A |
| | | Approach | | | | | 8.8 | A |
| | WB | L | | | | | 16.2 | B |
| | | T | | | | | 24.6 | C |
| | | R | | | | | 0.1 | A |
| | | Approach | | | | | 17.0 | B |
| | SB | LT | | | | | 23.3 | C |
| | | R | | | | | 0.4 | A |
| | | Approach | | | | | 10.7 | B |
| | Overall | | | | | | 12.2 | B |



Table 15 – Reduced Build Level Without ROW – Weekday PM Peak

| Intersection | Movement | Lane Group | No-Build 2020 | | Full-Build 2020 w/mitigation | | Reduced Build Level w/mitigation | |
|--|----------|------------|---------------|-----|------------------------------|-----|----------------------------------|-----|
| | | | Delay | LOS | Delay | LOS | Delay | LOS |
| LIE North Service Road & Hawkins Avenue | WB | L | 20.2 | C | 23.7 | C | | |
| | | TR / LTR | 19.9 | B | 21.0 | C | 32.9 | C |
| | | Approach | 20.0 | C | 21.9 | C | 32.9 | C |
| | NB | L | 27.1 | C | 170.4 | F | 23.0 | C |
| | | T | 13.1 | B | 12.1 | B | 13.4 | B |
| | | Approach | 16.3 | B | 60.2 | E | 16.1 | B |
| | SB | TR | 28.7 | C | 31.0 | C | 39.1 | D |
| | | Approach | 28.7 | C | 31.0 | C | 39.1 | D |
| | Overall | | 20.8 | C | 38.2 | D | 28.2 | C |
| LIE South Service Road & Hawkins Avenue | EB | L | 18.8 | B | 18.8 | B | 29.1 | C |
| | | TR / LTR | 168.6 | F | 203.5 | F | 94.7 | F |
| | | Approach | 150.2 | F | 181.9 | F | 86.9 | F |
| | NB | TR / T | 125.4 | F | 332.2 | F | 71.5 | E |
| | | R | | | | | 25.4 | C |
| | | Approach | 125.4 | F | 332.2 | F | 62.3 | E |
| | SB | L | 98.0 | F | 140.1 | F | 56.7 | E |
| | | T | 11.6 | B | 13.1 | B | 10.9 | B |
| | | Approach | 56.5 | E | 70.1 | E | 32.4 | C |
| | Overall | | 127.8 | F | 194.8 | F | 70.4 | E |
| LIE North Service Road & Ronkonkoma Avenue | WB | L | 22.9 | C | 24.9 | C | | |
| | | TR / LTR | 21.3 | C | 24.5 | C | 21.3 | C |
| | | Approach | 21.8 | C | 24.6 | C | 21.3 | C |
| | NB | L | 31.2 | C | 27.0 | C | 57.3 | E |
| | | T | 22.1 | C | 15.9 | B | 22.7 | C |
| | | Approach | 24.4 | C | 18.7 | B | 31.5 | C |
| | SB | TR | 30.4 | C | 34.6 | C | 44.8 | D |
| | | Approach | 30.4 | C | 34.6 | C | 44.8 | D |
| | Overall | | 24.8 | C | 24.2 | C | 30.9 | C |
| LIE South Service Road & Ronkonkoma Avenue | EB | L | 32.3 | C | 32.3 | C | 45.2 | D |
| | | TR | 122.4 | F | 183.8 | F | 67.6 | E |
| | | Approach | 103.4 | F | 154.6 | F | 63.1 | E |
| | NB | TR / T | 149.2 | F | 190.5 | F | 25.5 | C |
| | | R | | | | | 99.8 | F |
| | | Approach | 149.2 | F | 190.5 | F | 62.7 | E |
| | SB | L | 44.2 | D | 37.4 | D | 16.8 | B |
| | | T | 15.7 | B | 11.7 | B | 11.3 | B |
| | | Approach | 20.1 | C | 15.2 | B | 12.1 | B |
| | Overall | | 110.2 | F | 148.1 | F | 55.3 | E |



Table 15 – Reduced Build Level Without ROW – Weekday PM Peak
....continued 2

| Intersection | Movement | Lane Group | No-Build 2020 | | Full-Build 2020 w/mitigation | | Reduced Build Level w/mitigation | |
|---------------------------------|----------|------------|---------------|-----|------------------------------|-----|----------------------------------|-----|
| | | | Delay | LOS | Delay | LOS | Delay | LOS |
| Hawkins Avenue & Union Avenue | WB | L | 33.2 | C | 35.3 | D | 52.9 | D |
| | | R | 5.1 | A | 22.5 | C | 23.5 | C |
| | | Approach | 9.4 | A | 24.1 | C | 27.6 | C |
| | NB | TR | 11.0 | B | 17.0 | B | 20.7 | C |
| | | Approach | 11.0 | B | 17.0 | B | 20.7 | C |
| | SB | L | 6.7 | A | 31.0 | C | 8.4 | A |
| | | T | 3.2 | A | 3.7 | A | 2.8 | A |
| | | Approach | 5.7 | A | 19.2 | B | 6.2 | A |
| | Overall | | 8.3 | A | 20.1 | C | 17.0 | B |
| Mill Road & Union Avenue | EB | L | 7.1 | A | 7.7 | A | 12.4 | B |
| | | TR | 9.2 | A | 11.3 | B | 18.8 | B |
| | | Approach | 9.1 | A | 11.1 | B | 18.4 | B |
| | WB | L | 7.9 | A | 17.3 | B | 7.9 | A |
| | | TR | 11.2 | B | 13.0 | B | 10.9 | B |
| | | Approach | 10.7 | B | 14.1 | B | 10.3 | B |
| | NB | LTR / LT | 20.6 | C | 152.1 | F | 32.9 | C |
| | | R | | | | | 13.2 | B |
| | | Approach | 20.6 | C | 152.1 | F | 19.3 | B |
| | SB | LTR | 16.4 | B | 14.0 | B | 14.9 | B |
| | | Approach | 16.4 | B | 14.0 | B | 14.9 | B |
| | Overall | | 12.9 | B | 55.5 | E | 15.4 | B |
| Railroad Avenue & Powell Street | EB | L | 5.9 | A | 6.8 | A | 5.9 | A |
| | | T | 7.0 | A | 16.2 | B | 9.2 | A |
| | | R | 0.6 | A | 0.2 | A | 0.0 | A |
| | | Approach | 6.8 | A | 15.8 | B | 8.9 | A |
| | WB | L | 5.8 | A | 6.3 | A | 12.2 | B |
| | | TR | 4.8 | A | 9.4 | A | 14.8 | B |
| | | Approach | 4.8 | A | 9.4 | A | 14.8 | B |
| | NB | L | 10.2 | B | 15.2 | B | 33.8 | C |
| | | TR | 4.8 | A | 6.3 | A | 15.1 | B |
| | | Approach | 5.9 | A | 8.2 | A | 19.1 | B |
| | SB | L | 10.4 | B | 50.5 | D | 20.3 | C |
| | | TR | 6.6 | A | 9.3 | A | 12.3 | B |
| | | Approach | 9.8 | A | 48.4 | D | 20.2 | C |
| | Overall | | 6.3 | A | 18.6 | B | 15.0 | B |



Table 15 – Reduced Build Level Without ROW – Weekday PM Peak
....continued 3

| Intersection | Movement | Lane Group | No-Build 2020 | | Full-Build 2020 w/mitigation | | Reduced Build Level w/mitigation | |
|--|----------|------------|---------------|-----|------------------------------|-----|----------------------------------|-----|
| | | | Delay | LOS | Delay | LOS | Delay | LOS |
| Johnson Avenue & Northwest Link | EB | L | 5.2 | A | 7.1 | A | 12.1 | B |
| | | T | 6.9 | A | 14.7 | B | 19.5 | B |
| | | R | 0.0 | A | 0.0 | A | 0.0 | A |
| | | Approach | 6.8 | A | 14.5 | B | 19.2 | B |
| | WB | L | 5.2 | A | 7.0 | A | 5.2 | A |
| | | T | 6.0 | A | 11.2 | B | 7.0 | A |
| | | R | 2.0 | A | 3.1 | A | 1.5 | A |
| | | Approach | 4.6 | A | 6.8 | A | 4.2 | A |
| | NB | LTR | 5.0 | A | 5.5 | A | 16.5 | B |
| | | Approach | 5.0 | A | 5.5 | A | 16.5 | B |
| | SB | L | 9.6 | A | 21.1 | C | 15.6 | B |
| | | TR | 4.9 | A | 5.4 | A | 4.8 | A |
| | | Approach | 7.3 | A | 18.5 | B | 6.8 | A |
| | Overall | | 5.8 | A | 11.2 | B | 10.6 | B |
| Ronkonkoma Avenue & Powell Street/2nd Street | EB | R | | | | | 23.3 | C |
| | | Approach | | | | | 23.3 | C |
| | WB | L | | | | | 38.8 | D |
| | | Approach | | | | | 38.8 | D |
| | NB | L | | | | | 7.1 | A |
| | | TR | | | | | 16.3 | B |
| | | Approach | | | | | 16.2 | B |
| | SB | L | | | | | 47.5 | D |
| | | TR | | | | | 1.2 | A |
| | | Approach | | | | | 9.1 | A |
| | Overall | | | | | | 16.7 | B |
| Hawkins Avenue & Railroad Avenue | EB | L | | | | | 12.8 | B |
| | | TR | | | | | 7.9 | A |
| | | Approach | | | | | 9.8 | A |
| | WB | L | | | | | 15.8 | B |
| | | T | | | | | 30.5 | C |
| | | R | | | | | 0.3 | A |
| | | Approach | | | | | 18.8 | B |
| | SB | LT | | | | | 34.2 | C |
| | | R | | | | | 0.2 | A |
| | | Approach | | | | | 16.1 | B |
| | Overall | | | | | | 14.2 | B |

Tables 15 and 16 show that at the reduced traffic volumes the network can be successfully mitigated with property acquisitions.



Development Scenarios without Property Taking

As discussed above, when evaluating the roadway mitigation plan for the TOD, consideration was given to developing improvements, to the extent possible, which could be put in place without the need for acquisition of private property. There is, however, one location where, based upon the traffic analyses conducted for maximum-density development, mitigation would be necessary that would require property acquisition. Under the mitigation plan, Hawkins Avenue between Union Avenue and the LIE South Service Road would be improved to two lanes in each direction. Available information indicates that the public right-of-way on Hawkins Avenue for a distance north of Union Avenue is approximately 50 feet. Assuming the available public information is accurate (it would ultimately have to be confirmed with a survey), this width would not support the construction of four lanes.

Accordingly, the level of development that could be supported with a three lane roadway section in this area was assessed. This included analyzing traffic conditions with increasing levels of TOD development with three lanes until Hawkins Avenue conditions worsen to the point where the roadway failed and disruptive queue spillback occurred.

The results of this assessment indicate that the four lanes north of Union Avenue, which also allow for the westbound dual right-turn lane on Union Avenue, will become necessary when the TOD is developed to the point where the net trips produced by the site exceed 1,100 vehicles per hour in the critical weekday p.m. peak hour (combined entering and exiting trips). These are external trips, expected to be generated by the uses in the HUB after reductions for the TOD and pass-by trips are considered.

Given the diversity of land uses contemplated under the Maximum Density Plan, it is possible to stage the development of the HUB to approach the trip threshold where takings are required with various combinations of land uses and sizes. To illustrate some of the potential mixes of development that could be constructed up to the 1,100 vehicle per weekday p.m. peak hour volume threshold, Table 16 was prepared. Table 16 presents four differing potential scenarios that represent development of the HUB, without the need for ROW taking for mitigation along Hawkins Avenue between Union Avenue and the LIE South Service Road. These include:

- Balanced – under this scenario each of the components of the Maximum Density Plan are reduced proportionately, to 64% of the full-build sizes
- Retail Heavy – this scenario constructs all of the retail, restaurant and hotel space and portions of the other uses



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- Residential Heavy – this scenario constructs all of the residential units and hotel rooms as well as portions of the other uses
- Office Heavy – this scenario constructs all of the office space and hotel rooms as well as portions of the other uses



Table 16 – Representative Build Scenarios Without Right of Way (1,100 Net Trips)

| SCENARIO | RESIDENTIAL | HOTEL | OFFICE COMMERCIAL | MEDICAL OFFICE | RETAIL SPACE ⁷ | QUALITY RESTAURANT ¹ | HI-TURNOVER RESTAURANT ¹ | TRIPS | TOD ADJUSTED (75% OF GROSS) | TARGET TRIPS - 1100 (PM Peak) |
|-------------------|-------------|-------|-------------------|----------------|---------------------------|---------------------------------|-------------------------------------|-------|-----------------------------|-------------------------------|
| FULL BUILD | Units | Rooms | SF | SF | SF | Seats | Seats | 2413 | 1810 | 1100 |
| | 1,450 | 120 | 306,000 | 54,000 | 155,000 | 540 | 540 | | | |
| BALANCED | Units | Rooms | SF | SF | SF | Seats | Seats | 1464 | 1098 | 1100 |
| | 928 | 77 | 195,840 | 34,560 | 99,200 | 346 | 346 | | | |
| | Trips | Trips | Trips | Trips | Trips | Trips | Trips | | | |
| | 528 | 47 | 298 | 112 | 294 | 72 | 113 | | | |
| RETAIL HEAVY | Units | Rooms | SF | SF | SF | Seats | Seats | 1465 | 1099 | 1100 |
| | 510 | 120 | 100,000 | 50,000 | 155,000 | 540 | 540 | | | |
| | Trips | Trips | Trips | Trips | Trips | Trips | Trips | | | |
| | 298 | 72 | 190 | 156 | 460 | 112 | 177 | | | |
| RESIDENTIAL HEAVY | Units | Rooms | SF | SF | SF | Seats | Seats | 1464 | 1098 | 1100 |
| | 1,450 | 120 | 75,000 | 30,000 | 75,000 | 175 | 175 | | | |
| | Trips | Trips | Trips | Trips | Trips | Trips | Trips | | | |
| | 815 | 72 | 162 | 99 | 223 | 36 | 57 | | | |
| OFFICE HEAVY | Units | Rooms | SF | SF | SF | Seats | Seats | 1465 | 1099 | 1100 |
| | 520 | 120 | 306,000 | 54,000 | 115,000 | 300 | 300 | | | |
| | Trips | Trips | Trips | Trips | Trips | Trips | Trips | | | |
| | 304 | 72 | 421 | 167 | 341 | 62 | 98 | | | |

⁷Trips for these uses reflect adjustment for pass-by trips of (-) 20%

Table 16 illustrates that significant portions of the full-build out of the HUB can be accomplished prior to requiring off-site mitigation that would necessitate property taking. While four scenarios are presented here, they are only examples. A number of combinations of uses and sizes could be developed within the 1,100 p.m. peak hour trip threshold, and they would be assessed based upon the trip generation of the specific uses ultimately applied for and developed.

Roundabout Considerations

The intersection of Railroad Avenue at Mill Road was analyzed under the Build with Mitigation Condition as a roundabout as depicted on the Maximum Density Concept Plan. This roundabout would also contain a third leg which would serve as access to and from development at the southeast portion of the TOD. Table 17 presents the results of this evaluation for the weekday a.m. and p.m. peak hours.

Table 17 – Roundabout Operations

| Intersection | Critical Approach/ Movement | Build with Mitigation | | | |
|-------------------------------|--------------------------------|-----------------------|-----|---------|-----|
| | | AM Peak | | PM Peak | |
| | | Delay | LOS | Delay | LOS |
| Railroad Avenue and Mill Road | EB | 4.1 | A | 9.3 | A |
| | WB | 4.8 | A | 6.5 | A |
| | SB | 6.8 | A | 5.5 | A |
| Overall | | 5.9 | A | 7.8 | A |

The results of the analysis performed indicate that the roundabout would operate well, as can be seen from the above table. Level-of-service A is expected to prevail at the roundabout during both peak periods.

Mitigation Phasing

The impact analysis identified a range of roadway improvements to mitigate identified impacts. The proposed size of the Ronkonkoma Hub area, both in terms of development area and square footage of buildings, is such that construction will take place in phases over an extended time-frame. In addition, significant infrastructure work, including the development of new roadways and improvements to existing roadways, are included in the development of the TOD.

With some exceptions (discussed below) the development or improvement of the internal and immediate perimeter roadway systems within and around the TOD should be performed as the parcels adjacent to those roads are developed to ensure adequate and safe access to surrounding roadways. Functionally, the proposed

improvements to the majority of these roads are to provide parking areas and other roadside amenities and would not add significant vehicle capacity. The roundabout proposed at Railroad Avenue and Mill Road need not be constructed until such time as the adjacent development access which forms the south leg is developed. The northbound right turn lane proposed at the intersection of Mill Road at Union Avenue (described in Table 11 for location 6 and depicted on Figure 13) can be constructed when either the adjacent Parcel I or Parcel K, as shown on the Maximum Density Concept Plan, is developed.

The following discussion focuses on the off-site mitigation phasing, and identifies trip generation thresholds at which certain mitigation must be in place. It is noted that these thresholds are based on the net trip generation, which represents the anticipated trips after adjustments for the TOD and pass-by credits have been applied.

Initial Construction – Hawkins Avenue, in the vicinity of the TOD, south of the LIE, is a primary route of arrival and departure for the TOD and the LIRR Ronkonkoma Station. Currently, delays are experienced on this route, particularly in the evening, coinciding with the daily commuting periods. Prior to occupancy of the initially constructed building(s) within the TOD, Hawkins Avenue should be improved from Railroad Avenue to just south of the LIE. This includes the installation of a new traffic signal at Railroad Avenue. The mitigation detailed in Table 11 for locations 5 and 10 and depicted on Figure 13, shall be completed during this initial phase and prior to building occupancy, with the following exceptions due to the need for additional right-of-way on Hawkins Avenue north of Union Avenue that are not currently available:

- Hawkins Avenue north of Union Avenue to be constructed as two southbound and one northbound lane
- The northbound Hawkins Avenue approach to Union Avenue striped as a through and a right turn lane
- The westbound Union Avenue approach widened for four lanes but striped for one eastbound and two westbound lanes (a left turn and a right turn lane)
- The southbound right turn lane at Railroad Avenue to be controlled by the traffic signal rather than channelized

As discussed below, the second northbound lane shall be added in a subsequent phase prior to reaching a trip generation threshold of 1,100 vehicle trips in the p.m. peak hour, as this improvement requires that additional land be acquired for roadway widening that is not available currently. The southbound right turn lane to Railroad Avenue shall be modified to a channelized lane upon the development of Parcel A, as shown on the Maximum Density Concept Plan, and the associated conversion of abutting on-street parking to a second westbound through lane.



Mitigation Level Two – Prior to occupancy of buildings in the TOD that increase net trip generation of the development during the weekday p.m. peak period above 400 vehicles per hour (combined entering and exiting), the mitigation detailed in Table 11 for locations 7, 8 and 9 and depicted on Figure 13 shall be completed.

Mitigation Level Three - Prior to occupancy of buildings in the TOD that increase net trip generation of the development during the weekday p.m. peak period above 500 vehicles per hour (combined entering and exiting), the mitigation detailed in Table 11 for locations 2 and 4 and depicted on Figure 12, along the entirety of the LIE South Service Road shall be completed.

Mitigation Level Four – Prior to occupancy of buildings in the TOD that increase net trip generation of the development during the weekday p.m. peak period above 700 vehicles per hour (combined entering and exiting), the mitigation detailed in Table 11 for locations 1 and 3 and depicted on Figure 12, along the entirety of the LIE North Service Road shall be completed.

Mitigation Level Five – Prior to occupancy of buildings in the TOD that increase net trip generation of the development during the weekday p.m. peak period above 1,100 vehicles per hour (combined entering and exiting) the mitigation detailed in Table 11 for location 5 and depicted on Figure 12, performed in part, under the initial mitigation phase described above, shall be completed. This includes the construction of the second northbound lane on Hawkins Avenue from Union Avenue to the LIE South Service Road and the striping of the westbound Union Avenue approach to three lanes as depicted on Figure 12.

Pedestrian and Bicycle Accommodations

The TOD District, prepared by the Town of Brookhaven, specifies the geometry to be utilized for the construction/reconstruction of the roadways within the TOD. This includes cross-sectional elements such as the location and widths of parking, vehicle and bicycle lanes and sidewalk areas, which the Town has designed to accommodate vehicular, bicycle and pedestrian traffic.

Significant infrastructure will be provided within the Ronkonkoma HUB TOD dedicated to pedestrians and bicyclists. The Town has designed these elements to facilitate increased use of non-motorized transportation within as well as to and from the TOD.



Construction Impacts

A preliminary project schedule has been developed based upon the current status of the proposed action, as follows.

- Urban Renewal Area Designation: 3rd Quarter 2012 - 4th Quarter 2013
- SEQRA Approval and Change of Zone: 3rd Quarter 2012 - 4th Quarter 2013
- Road and Infrastructure Financing: 2nd Quarter 2012 - 2nd Quarter 2014
- STP Design and Construction: 4th Quarter 2012 - 4th Quarter 2016
- Property Acquisition: 4th Quarter 2012 - 4th Quarter 2016
- Site Plan Approval: 1st Quarter 2013 - 4th Quarter 2017
- Vertical Development: 4th Quarter 2014 - 4th Quarter 2020

Based on the above, construction in the TOD would commence 4th quarter of 2014 and continue for an approximately six year period through the end of 2020. Traffic impacts related to construction could potentially exist during this period.

While the Maximum Density Concept Plan presents the proposed development plan in concept, at this early stage it cannot be known with any certainty what the specifics of the construction schedules for the specific components are or what construction traffic related to that construction would be.

Based on the scale of the development, the Town should require a construction traffic management and logistics plan be developed with each site plan application. This plan should indicate the following:

- Days/Hours of proposed construction activity
- Designated routes of heavy vehicles to and from the site
- Parking areas for workers and heavy vehicles so as not to add to the burden on commuter lots
- Construction staging areas



5

Parking

Parking

The proposed TOD District, prepared by the Town of Brookhaven, includes required parking ratios for the land uses to be constructed within the TOD. These ratios are based on previous studies performed for the TOD site and differ from the basic Town Code in that they account for the specific nature of the TOD. The parking requirements that shall be specifically applicable in the Ronkonkoma Hub TOD are shown in Table 18, below.

Table 18 – Ronkonkoma Hub TOD Parking Requirement Ratios

| Land Use | Minimum Parking Requirement | |
|-------------|-----------------------------|----------------|
| Residential | 1.20 | spaces/unit |
| Retail | 2.65 | spaces/1000 SF |
| Office | 2.86 | spaces/1000 SF |
| Restaurant | 0.33 | Per seat |

The ratios provided in Table 19 were applied to the land use components and sizes in the Maximum Density Concept Plan to obtain the associated required minimum parking under the proposed code. The results of this exercise are presented below in Table 19, below.



Table 19 – Minimum Parking Requirements for Maximum Density Concept Plan

| Use | Size | | Number of Spaces | |
|----------------|---------|-------|------------------------------------|---------------------------------|
| | | | Town Parking Requirements (spaces) | Total Parking required (Spaces) |
| Residential | 1450 | units | 1.2 / Unit | 1740 |
| Retail | 195,000 | SF | 2.65 / 1000 SF | 517 |
| Office/Medical | 360,000 | SF | 2.86 / 1000 SF | 1030 |
| Flex Space | 60,000 | SF | 2.86/1000 SF* | 172 |
| Total | | | | 3,459 |

*Flex Space is treated as office space for the purpose of calculating parking requirements.

As shown in Table 19, 3,459 parking spaces are required, based on the proposed code for the Ronkonkoma Hub TOD. The Maximum Density Concept Plan indicates the construction of 3,638 parking stalls within the TOD; this exceeds the TOD District parking requirements.

LIRR Parking

The development of the Ronkonkoma Hub TOD would involve construction on areas that are currently used for commuter parking. The Maximum Density Concept Plan includes redevelopment of what are now parking areas south of the Railroad Avenue and east of the current ticket office. Reestablishing the bus loop and taxi staging area on Parcel K will also eliminate some parking stalls at the southeast end of the commuter lot west of the station. These areas are indicated on Figure 14. In addition, there is a private parking lot immediately west of the parking garage that is used by commuters that will also be displaced. This lot is also shown on Figure 14.

In terms of displaced stalls, the MTA lots south of the Railroad Avenue and east of the station contain a total of 343 stalls. The stalls that would be lost as a result of relocating the bus loop and taxi staging area total 31 stalls. However, 16 of these are handicap stalls, which would likely be relocated within the same area given the need to keep them close to the station. Each pair of handicap stalls would displace three standard stalls. Therefore, the relocation of the bus loop and taxi staging area would result in a loss of 39 stalls in this lot. This brings the total loss of public commuter stalls on the Brookhaven side of the station to 382.

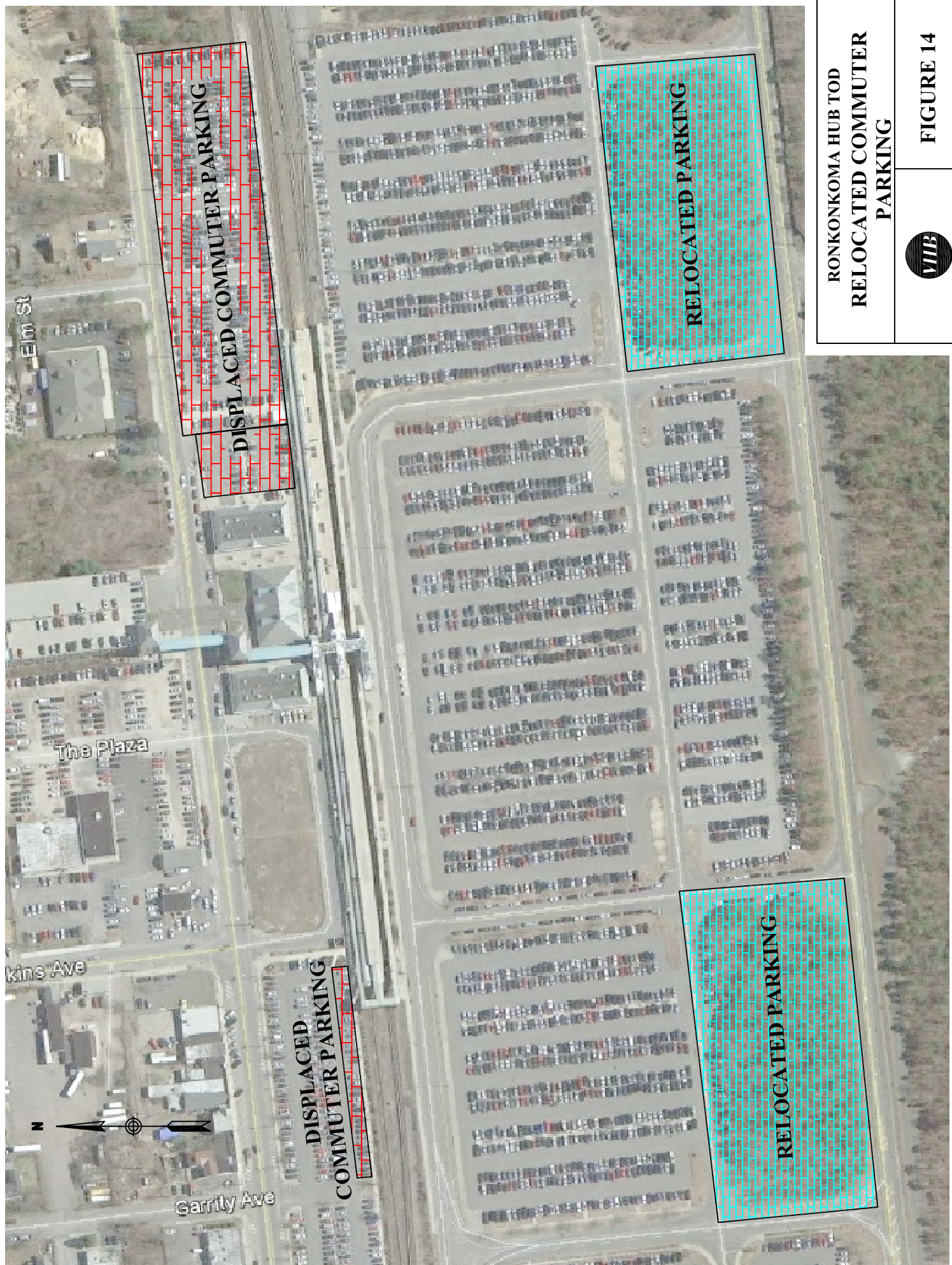
A spot parking count was performed during the mid-morning on Thursday the 11th of April, 2013, at the LIRR parking lots on Railroad Avenue and it was found that the



lots, except for lot #1, were almost fully utilized. These parking counts can be found in Appendix D.

The Master Developer for the Ronkonkoma Hub TOD has proposed to the MTA that it would construct additional parking on the south side of the station to replace parking that is displaced on the north side. The two areas which have been identified to be improved to provide parking are indicated on Figure 14. These two areas total over seven acres in size.

Based on the geometry of the parking lot areas available, at least 130 stalls can be provided per acre. This equates to the potential to build over 900 parking stalls in the two identified areas, more than enough to replace parking displaced on the north side as a result of construction of the TOD.



RONKOMA HUB TOD
RELOCATED COMMUTER
PARKING

VIIB

FIGURE 14

6

Conclusions

Based on the results of the analyses conducted for this study, VHB has arrived at the following conclusions:

- The development of the proposed Ronkonkoma HUB TOD will increase traffic levels on the roadways in the vicinity of the site. New trips generated by the proposed TOD are estimated to be approximately 1,135 trips (entering trips - 615 and exiting trips - 520) during the weekday a.m. peak hour, and 1,612 trips (entering trips - 779 and exiting trips - 833) during the weekday p.m. peak hour.
- The location of the proposed Ronkonkoma HUB TOD is well served by mass transit due to its location at the Ronkonkoma station. The availability of this service, as well ample bus service provided by Suffolk Transit, will act to reduce the use of private vehicles by residents, employees and visitors to the TOD.
- The traffic generated by the TOD can be accommodated by the adjacent roadway network with the recommended mitigation measures in place.
- When the level of development of the TOD reaches the point that the net trip generation in the critical weekday p.m. peak hour exceeds 1,100 vehicles per hour, acquisition of private property in one location is necessary for roadway widening to mitigate impacts. Prior to this level, all mitigation can be performed on existing public property, land anticipated to become available for public use via dedications, and property that is part of the TOD that would be dedicated for that purpose.
- The roundabout proposed at the intersection of Railroad Avenue and Mill Road will operate with good levels of traffic service.
- The parking to be provided will be in accordance with the requirements of the Form-Based Code developed for the TOD and will provide for parking at levels sufficient to meet the needs of the development. Each site plan submitted for approval within the TOD should be reviewed for compliance with this code.



- Existing public parking used by commuters at the railroad station that is displaced by the TOD will be replaced in kind, in currently unimproved areas, ensuring the development of the HUB does not contribute to parking deficiencies at the station.
- The development of the Ronkonkoma HUB TOD as proposed, in conjunction with the identified roadway mitigation in this study, will not result in a significant negative impact on traffic conditions in the study area. While the development will result in an increase in traffic levels in the vicinity of the site, this increase can be handled by the roadway system with the implementation of the identified mitigation.



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Appendix A

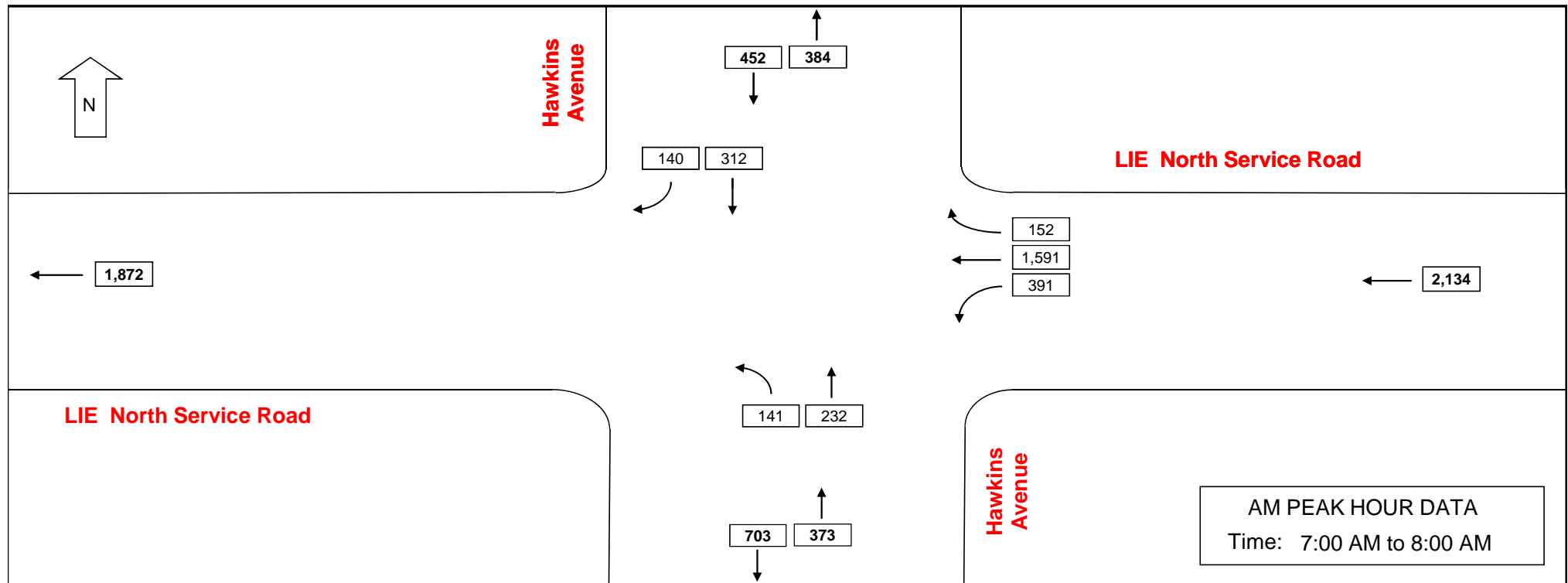
Description

Turning Movement Counts

**HAWKINS AVENUE@ LIE NORTH SERVICE ROAD
RONKONKOMA, NY**

Date Collected: 05/13/2010 (Thursday)

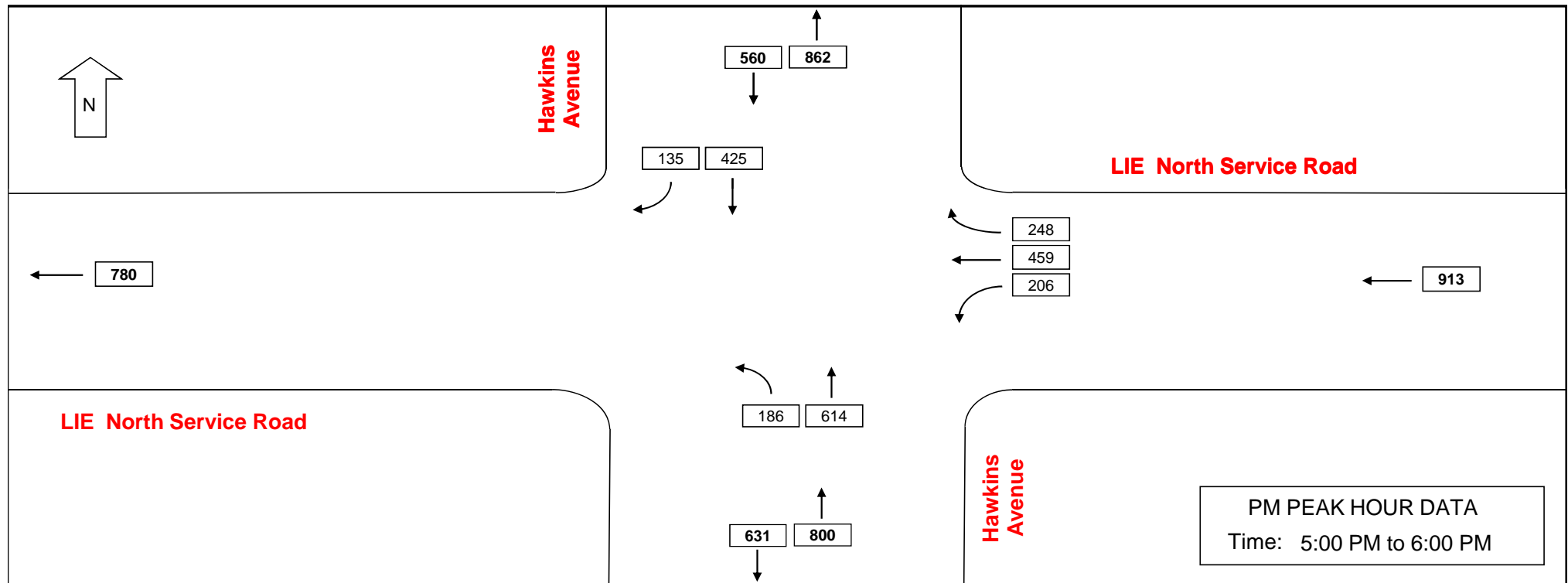
| Start Time | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | TOTAL | Cum. Hourly |
|---|-----------|------|-------|-------|------------|--------------|------------|--------------|------------|------------|----------|------------|------------|------------|------------|------------|--------------|-------------|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | | |
| 7:00 AM | | | | | 165 | 322 | 44 | 531 | 27 | 49 | | 76 | | 61 | 43 | 104 | 711 | |
| 7:15 AM | | | | | 79 | 395 | 37 | 511 | 39 | 52 | | 91 | | 97 | 37 | 134 | 736 | |
| 7:30 AM | | | | | 92 | 415 | 32 | 539 | 40 | 60 | | 100 | | 74 | 34 | 108 | 747 | |
| 7:45 AM | | | | | 55 | 459 | 39 | 553 | 35 | 71 | | 106 | | 80 | 26 | 106 | 765 | 2,959 |
| 8:00 AM | | | | | 48 | 387 | 20 | 455 | 45 | 66 | | 111 | | 77 | 36 | 113 | 679 | 2,927 |
| 8:15 AM | | | | | 39 | 439 | 33 | 511 | 50 | 58 | | 108 | | 85 | 26 | 111 | 730 | 2,921 |
| 8:30 AM | | | | | 35 | 453 | 46 | 534 | 37 | 65 | | 102 | | 76 | 32 | 108 | 744 | 2,918 |
| 8:45 AM | | | | | 35 | 424 | 34 | 493 | 38 | 76 | | 114 | | 98 | 28 | 126 | 733 | 2,886 |
| Peak Hour 7:00 AM to 8:00 AM | | | | | 391 | 1,591 | 152 | 2,134 | 141 | 232 | 0 | 373 | 0 | 312 | 140 | 452 | 2,959 | |
| PHF | | | | | | | | 0.96 | | | | 0.88 | | | | 0.84 | | |
| HV% | | | | | | | | 2% | | | | 5% | | | | 3% | | |



**HAWKINS AVENUE@ LIE NORTH SERVICE ROAD
RONKONKOMA, NY**

Date Collected: 05/13/2010 (Thursday)

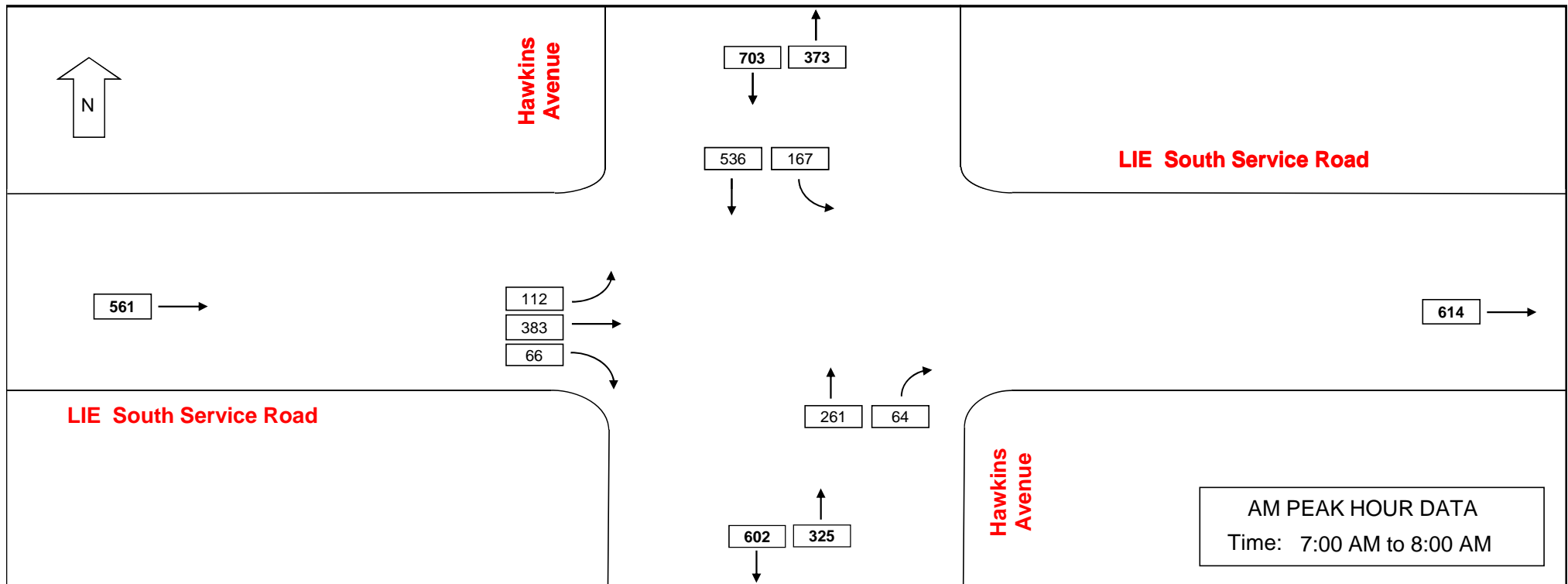
| Start Time | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | TOTAL | Cum. Hourly |
|---|-----------|------|-------|-------|------------|------------|------------|------------|------------|------------|----------|------------|------------|------------|------------|------------|--------------|-------------|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | | |
| 5:00 PM | | | | | 49 | 103 | 44 | 196 | 52 | 169 | | 221 | | 109 | 43 | 152 | 569 | |
| 5:15 PM | | | | | 54 | 129 | 82 | 265 | 44 | 145 | | 189 | | 91 | 29 | 120 | 574 | |
| 5:30 PM | | | | | 48 | 118 | 65 | 231 | 47 | 146 | | 193 | | 115 | 31 | 146 | 570 | |
| 5:45 PM | | | | | 55 | 109 | 57 | 221 | 43 | 154 | | 197 | | 110 | 32 | 142 | 560 | 2,273 |
| 6:00 PM | | | | | 55 | 94 | 20 | 169 | 31 | 143 | | 174 | | 104 | 30 | 134 | 477 | 2,181 |
| 6:15 PM | | | | | 54 | 95 | 60 | 209 | 40 | 144 | | 184 | | 107 | 26 | 133 | 526 | 2,133 |
| 6:30 PM | | | | | 57 | 85 | 55 | 197 | 24 | 120 | | 144 | | 110 | 41 | 151 | 492 | 2,055 |
| 6:45 PM | | | | | 54 | 101 | 79 | 234 | 27 | 130 | | 157 | | 97 | 24 | 121 | 512 | 2,007 |
| Peak Hour 5:00 PM to 6:00 PM | | | | | 206 | 459 | 248 | 913 | 186 | 614 | 0 | 800 | 0 | 425 | 135 | 560 | 2,273 | |
| PHF | | | | | | | | 0.86 | | | | 0.90 | | | | 0.92 | | |
| HV% | | | | | | | | 2% | | | | 1% | | | | 1% | | |



**HAWKINS AVENUE@ LIE SOUTH SERVICE ROAD
RONKONKOMA, NY**

Date Collected: 05/13/2010 (Thursday)

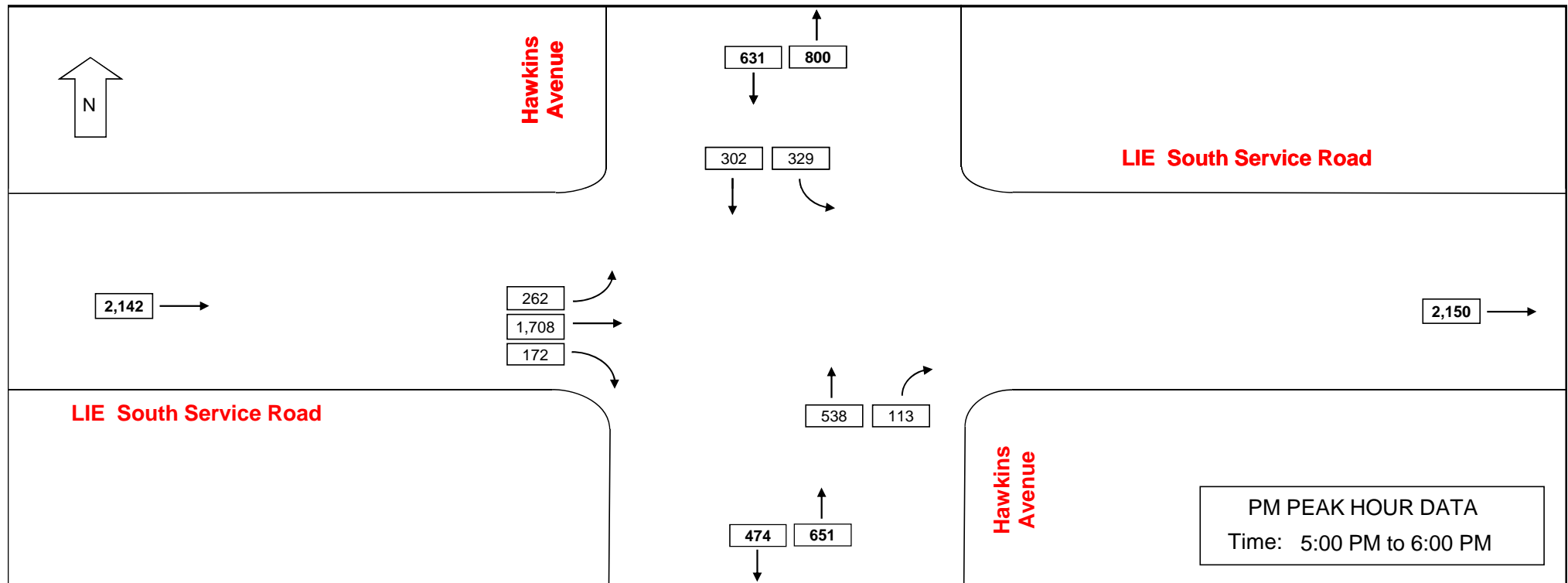
| Start Time | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | TOTAL | Cum. Hourly |
|---|------------|------------|-----------|------------|-----------|------|-------|-------|------------|------------|-----------|------------|------------|------------|----------|------------|--------------|-------------|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | | |
| 7:00 AM | 25 | 77 | 14 | 116 | | | | | | 49 | 22 | 71 | 27 | 192 | | 219 | 406 | |
| 7:15 AM | 25 | 91 | 12 | 128 | | | | | | 62 | 22 | 84 | 53 | 123 | | 176 | 388 | |
| 7:30 AM | 29 | 124 | 18 | 171 | | | | | | 65 | 13 | 78 | 36 | 134 | | 170 | 419 | |
| 7:45 AM | 33 | 91 | 22 | 146 | | | | | | 85 | 7 | 92 | 51 | 87 | | 138 | 376 | 1,589 |
| 8:00 AM | 31 | 76 | 20 | 127 | | | | | | 77 | 10 | 87 | 38 | 84 | | 122 | 336 | 1,519 |
| 8:15 AM | 28 | 74 | 4 | 106 | | | | | | 89 | 16 | 105 | 43 | 76 | | 119 | 330 | 1,461 |
| 8:30 AM | 36 | 116 | 15 | 167 | | | | | | 62 | 18 | 80 | 47 | 71 | | 118 | 365 | 1,407 |
| 8:45 AM | 36 | 88 | 16 | 140 | | | | | | 83 | 17 | 100 | 46 | 93 | | 139 | 379 | 1,410 |
| Peak Hour 7:00 AM to 8:00 AM | 112 | 383 | 66 | 561 | | | | | 0 | 261 | 64 | 325 | 167 | 536 | 0 | 703 | 1,589 | |
| PHF | | | | 0.82 | | | | | | | | 0.88 | | | | 0.80 | | |
| HV% | | | | 12% | | | | | | | | 8% | | | | 3% | | |



**HAWKINS AVENUE@ LIE SOUTH SERVICE ROAD
RONKONKOMA, NY**

Date Collected: 05/13/2010 (Thursday)

| Start Time | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | TOTAL | Cum. Hourly |
|---|------------|--------------|------------|--------------|-----------|------|-------|-------|------------|------------|------------|------------|------------|------------|----------|------------|--------------|-------------|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | | |
| 5:00 PM | 68 | 426 | 32 | 526 | | | | | | 154 | 22 | 176 | 77 | 83 | | 160 | 862 | |
| 5:15 PM | 67 | 424 | 35 | 526 | | | | | | 131 | 38 | 169 | 77 | 69 | | 146 | 841 | |
| 5:30 PM | 59 | 445 | 48 | 552 | | | | | | 124 | 22 | 146 | 89 | 69 | | 158 | 856 | |
| 5:45 PM | 68 | 413 | 57 | 538 | | | | | | 129 | 31 | 160 | 86 | 81 | | 167 | 865 | 3,424 |
| 6:00 PM | 68 | 388 | 40 | 496 | | | | | | 103 | 74 | 177 | 79 | 80 | | 159 | 832 | 3,394 |
| 6:15 PM | 75 | 362 | 29 | 466 | | | | | | 105 | 50 | 155 | 55 | 102 | | 157 | 778 | 3,331 |
| 6:30 PM | 69 | 235 | 15 | 319 | | | | | | 75 | 47 | 122 | 70 | 96 | | 166 | 607 | 3,082 |
| 6:45 PM | 44 | 260 | 25 | 329 | | | | | | 112 | 101 | 213 | 79 | 78 | | 157 | 699 | 2,916 |
| Peak Hour 5:00 PM to 6:00 PM | 262 | 1,708 | 172 | 2,142 | | | | | 0 | 538 | 113 | 651 | 329 | 302 | 0 | 631 | 3,424 | |
| PHF | | | | 0.97 | | | | | | | | 0.92 | | | | 0.94 | | |
| HV% | | | | 2% | | | | | | | | 1% | | | | 2% | | |



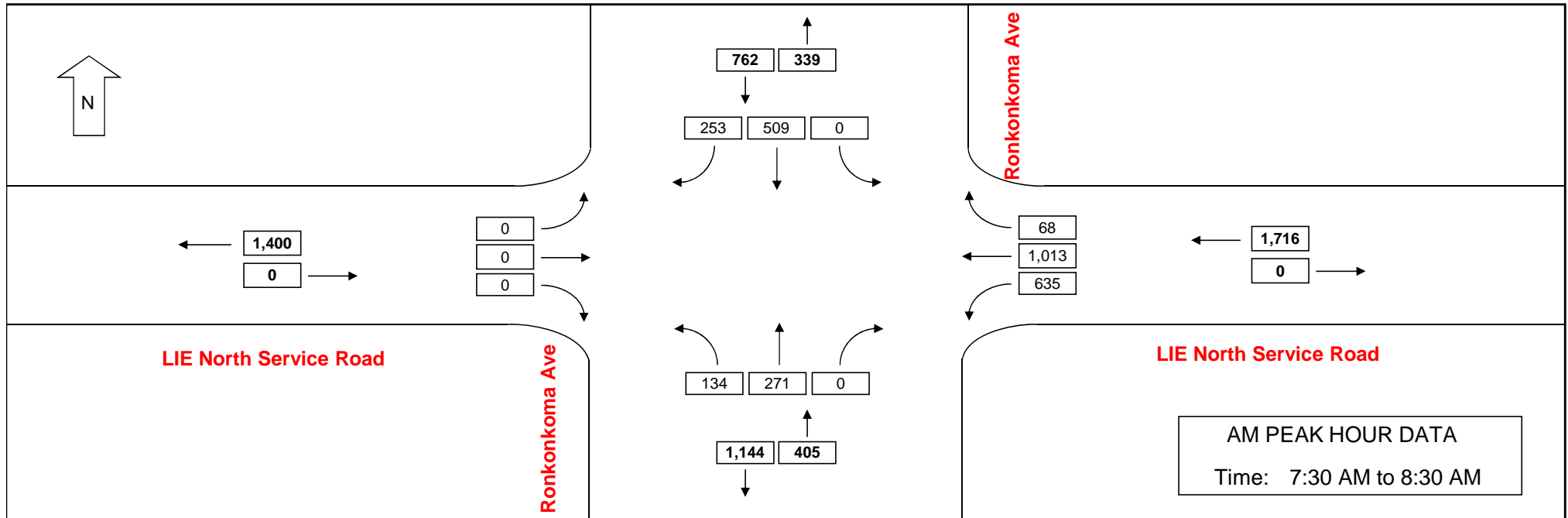
TRAFFIC VOLUME DATA

RONKONKOMA AVENUE @ LIE NORTH SERVICE ROAD RONKONKOMA, NY

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

Date Collected: 2/26/2013 (TUESDAY)

| Start Time | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | TOTAL | Cum. Hourly |
|---|-----------|----------|----------|---------------------|------------|--------------|-----------|----------------------------|------------|------------|----------|--------------------------|------------|------------|------------|--------------------------|--------------|-------------|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | | |
| 7:00 AM | | | | 0 | 180 | 198 | 6 | 384 | 32 | 46 | | 78 | | 101 | 58 | 159 | 621 | |
| 7:15 AM | | | | 0 | 160 | 212 | 6 | 378 | 33 | 53 | | 86 | | 129 | 69 | 198 | 662 | |
| 7:30 AM | | | | 0 | 171 | 274 | 14 | 459 | 32 | 61 | | 93 | | 109 | 64 | 173 | 725 | |
| 7:45 AM | | | | 0 | 190 | 243 | 16 | 449 | 35 | 65 | | 100 | | 156 | 68 | 224 | 773 | 2,781 |
| 8:00 AM | | | | 0 | 131 | 265 | 23 | 419 | 26 | 78 | | 104 | | 105 | 56 | 161 | 684 | 2,844 |
| 8:15 AM | | | | 0 | 143 | 231 | 15 | 389 | 41 | 67 | | 108 | | 139 | 65 | 204 | 701 | 2,883 |
| 8:30 AM | | | | 0 | 152 | 198 | 6 | 356 | 30 | 77 | | 107 | | 118 | 69 | 187 | 650 | 2,808 |
| 8:45 AM | | | | 0 | 180 | 129 | 15 | 324 | 23 | 81 | | 104 | | 129 | 45 | 174 | 602 | 2,637 |
| Peak Hour 7:30 AM to 8:30 AM PHF HV% | 0 | 0 | 0 | 0 #DIV/0! | 635 | 1,013 | 68 | 1,716 0.93 3% | 134 | 271 | 0 | 405 0.94 8% | 0 | 509 | 253 | 762 0.85 4% | 2,883 | |



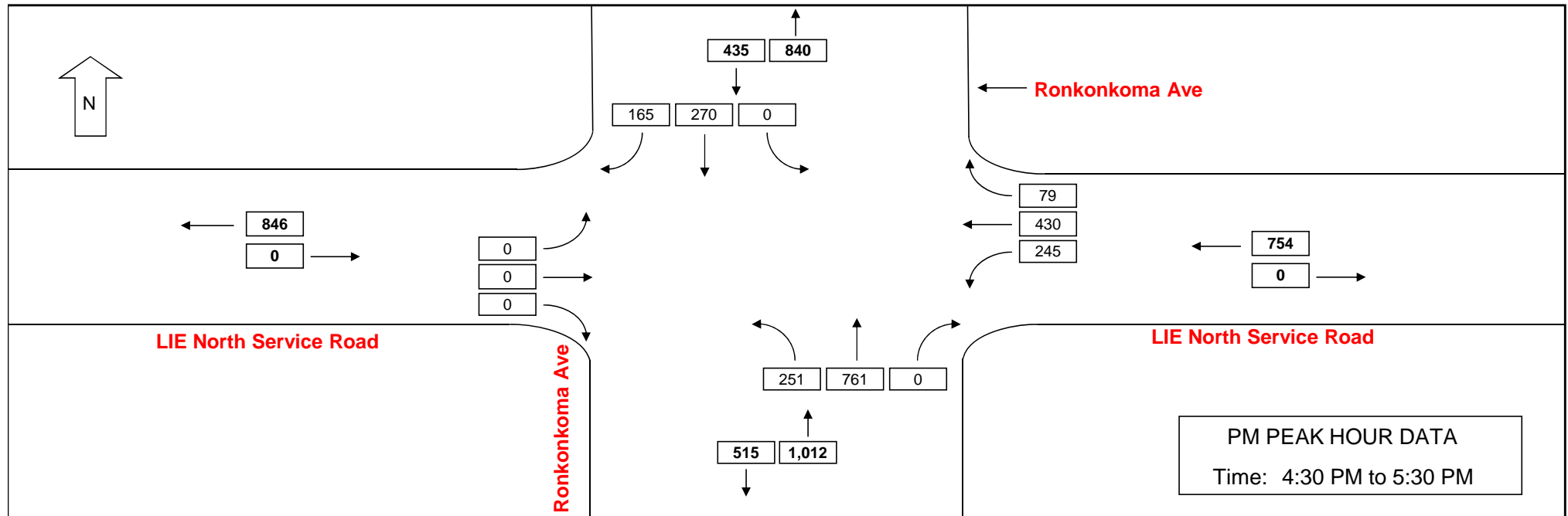
TRAFFIC VOLUME DATA

RONKONKOMA AVENUE @ LIE NORTH SERVICE ROAD RONKONKOMA, NY

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

Date Collected: 2/26/2013 (TUESDAY)

| Start Time | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | TOTAL | Cum. Hourly |
|---|-----------|----------|----------|---------------------|------------|------------|-----------|--------------------------|------------|------------|----------|----------------------------|------------|------------|------------|--------------------------|--------------|-------------|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | | |
| 4:00 PM | | | | 0 | 61 | 80 | 26 | 167 | 64 | 164 | | 228 | | 77 | 66 | 143 | 538 | |
| 4:15 PM | | | | 0 | 66 | 92 | 13 | 171 | 47 | 152 | | 199 | | 73 | 41 | 114 | 484 | |
| 4:30 PM | | | | 0 | 66 | 109 | 16 | 191 | 53 | 184 | | 237 | | 81 | 49 | 130 | 558 | |
| 4:45 PM | | | | 0 | 61 | 88 | 21 | 170 | 54 | 200 | | 254 | | 58 | 38 | 96 | 520 | 2,100 |
| 5:00 PM | | | | 0 | 58 | 119 | 25 | 202 | 66 | 179 | | 245 | | 61 | 44 | 105 | 552 | 2,114 |
| 5:15 PM | | | | 0 | 60 | 114 | 17 | 191 | 78 | 198 | | 276 | | 70 | 34 | 104 | 571 | 2,201 |
| 5:30 PM | | | | 0 | 53 | 110 | 22 | 185 | 71 | 160 | | 231 | | 84 | 41 | 125 | 541 | 2,184 |
| 5:45 PM | | | | 0 | 51 | 96 | 14 | 161 | 61 | 168 | | 229 | | 76 | 37 | 113 | 503 | 2,167 |
| 6:00 PM | | | | 0 | 46 | 116 | 14 | 176 | 64 | 180 | | 244 | | 69 | 39 | 108 | 528 | 2,143 |
| 6:15 PM | | | | 0 | 50 | 85 | 11 | 146 | 46 | 177 | | 223 | | 55 | 43 | 98 | 467 | 2,039 |
| 6:30 PM | | | | 0 | 46 | 74 | 25 | 145 | 43 | 153 | | 196 | | 68 | 37 | 105 | 446 | 1,944 |
| 6:45 PM | | | | 0 | 47 | 71 | 18 | 136 | 33 | 152 | | 185 | | 73 | 32 | 105 | 426 | 1,867 |
| Peak Hour 4:30 PM to 5:30 PM PHF HV% | 0 | 0 | 0 | 0 #DIV/0! | 245 | 430 | 79 | 754 0.93 4% | 251 | 761 | 0 | 1,012 0.92 1% | 0 | 270 | 165 | 435 0.84 2% | 2,201 | |



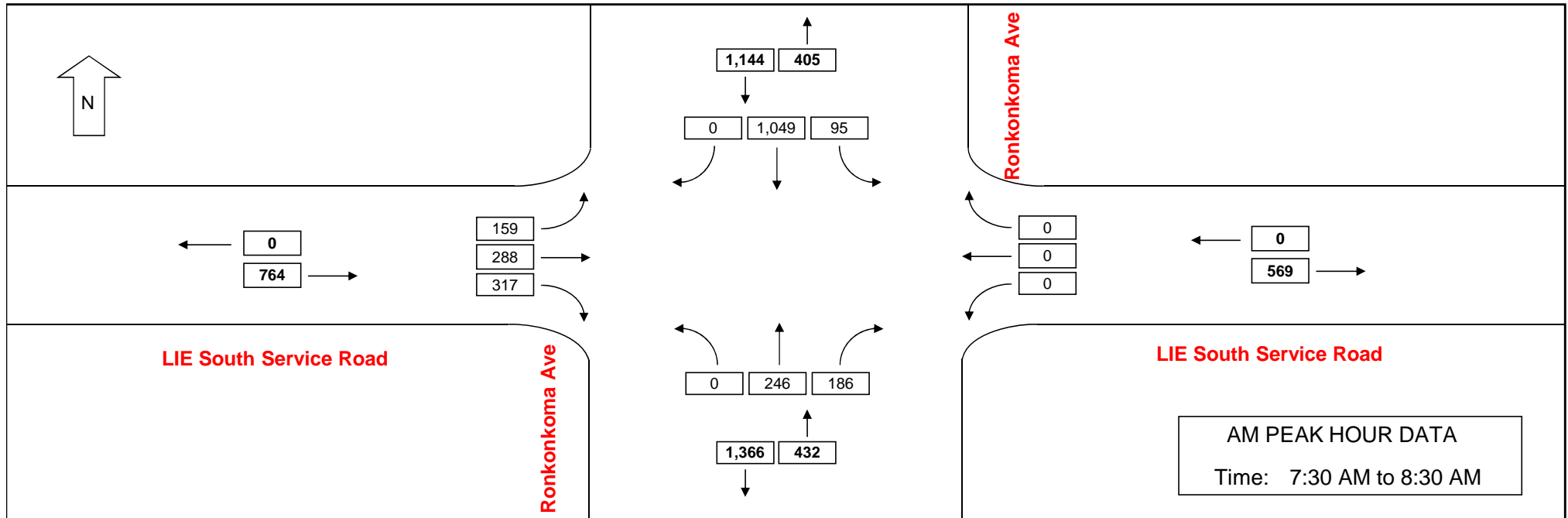
TRAFFIC VOLUME DATA

RONKONKOMA AVENUE @ LIE SOUTH SERVICE ROAD RONKONKOMA, NY

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

Date Collected: 2/26/2013 (TUESDAY)

| Start Time | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | TOTAL | Cum. Hourly |
|---|------------|------------|------------|------------|-----------|----------|----------|----------|------------|------------|------------|------------|------------|--------------|----------|--------------|--------------|-------------|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | | |
| 7:00 AM | 24 | 47 | 36 | 107 | | | | 0 | | 56 | 38 | 94 | 20 | 261 | | 281 | 482 | |
| 7:15 AM | 29 | 65 | 62 | 156 | | | | 0 | | 58 | 39 | 97 | 12 | 286 | | 298 | 551 | |
| 7:30 AM | 47 | 81 | 82 | 210 | | | | 0 | | 56 | 51 | 107 | 21 | 243 | | 264 | 581 | |
| 7:45 AM | 31 | 73 | 87 | 191 | | | | 0 | | 67 | 46 | 113 | 18 | 329 | | 347 | 651 | 2,265 |
| 8:00 AM | 40 | 60 | 71 | 171 | | | | 0 | | 61 | 44 | 105 | 20 | 223 | | 243 | 519 | 2,302 |
| 8:15 AM | 41 | 74 | 77 | 192 | | | | 0 | | 62 | 45 | 107 | 36 | 254 | | 290 | 589 | 2,340 |
| 8:30 AM | 42 | 69 | 74 | 185 | | | | 0 | | 64 | 57 | 121 | 16 | 258 | | 274 | 580 | 2,339 |
| 8:45 AM | 32 | 70 | 65 | 167 | | | | 0 | | 58 | 53 | 111 | 25 | 289 | | 314 | 592 | 2,280 |
| Peak Hour 7:30 AM to 8:30 AM | 159 | 288 | 317 | 764 | 0 | 0 | 0 | 0 | 0 | 246 | 186 | 432 | 95 | 1,049 | 0 | 1,144 | 2,340 | |
| PHF | | | | 0.91 | | | | #DIV/0! | | | | 0.96 | | | | 0.82 | | |
| HV% | | | | 7% | | | | | | | | 14% | | | | 3% | | |



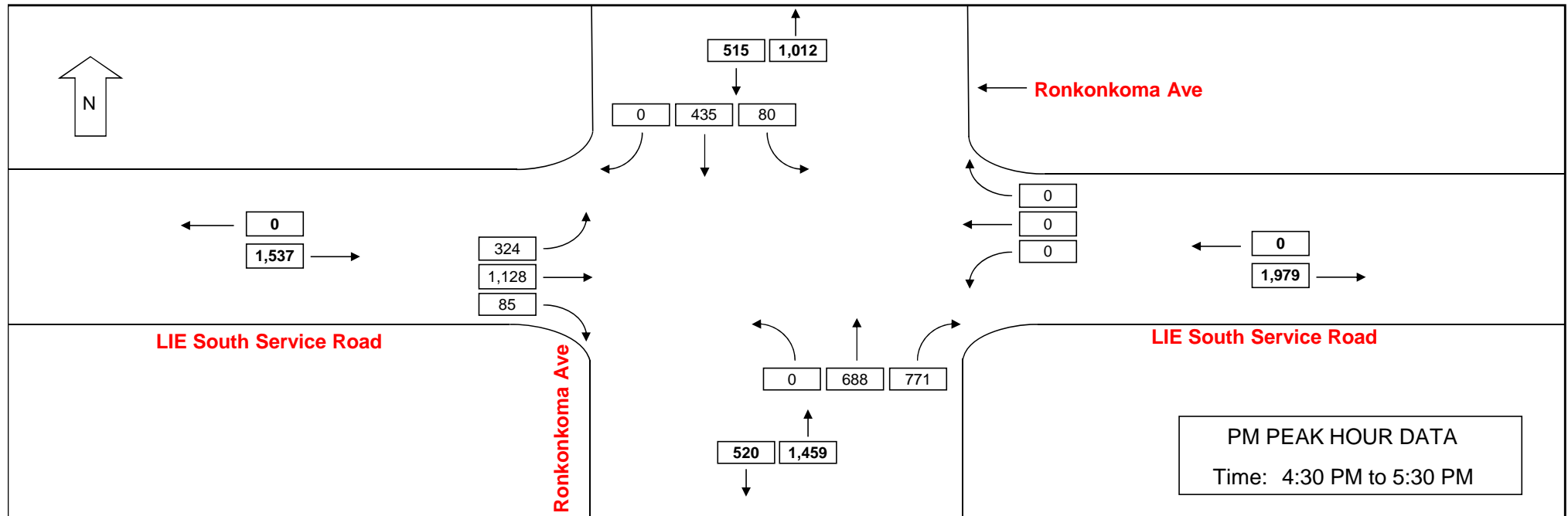
TRAFFIC VOLUME DATA

RONKONKOMA AVENUE @ LIE SOUTH SERVICE ROAD RONKONKOMA, NY

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

Date Collected: 2/26/2013 (TUESDAY)

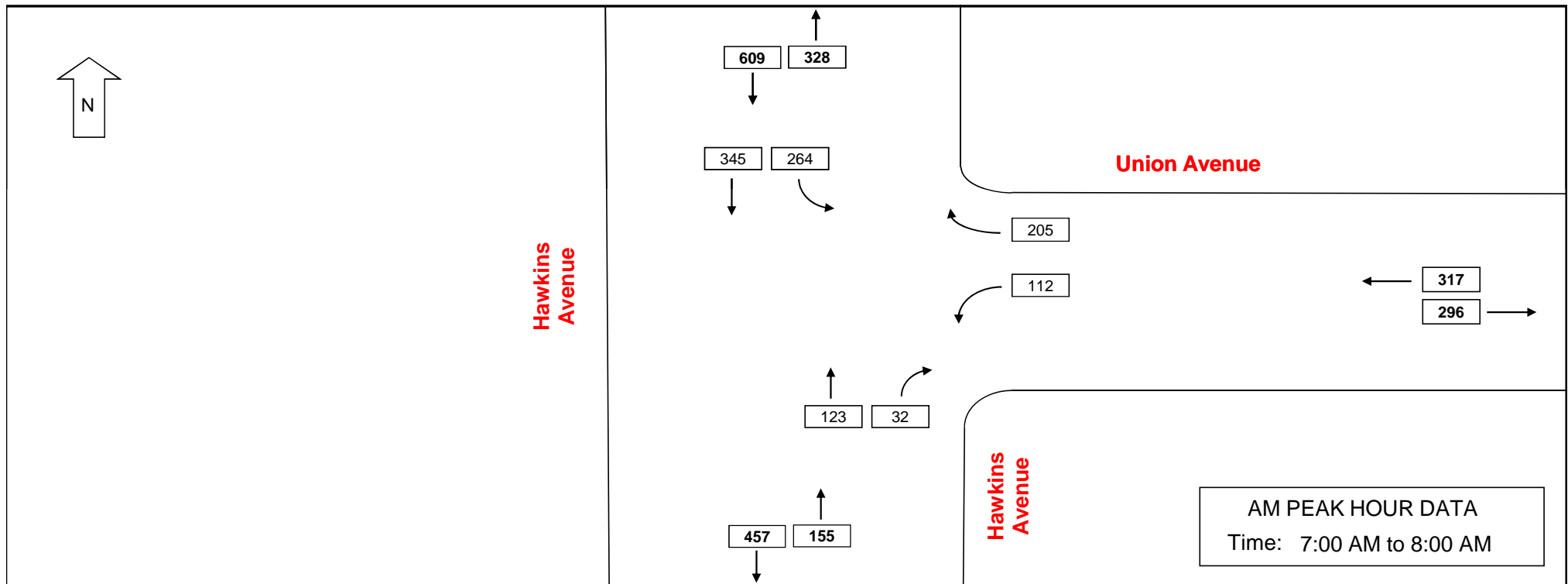
| Start Time | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | TOTAL | Cum. Hourly |
|---|------------|--------------|-----------|--------------|-----------|----------|----------|---------------------|------------|------------|------------|--------------|------------|------------|----------|------------|--------------|-------------|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | | |
| 4:00 PM | 79 | 186 | 32 | 297 | | | | 0 | | 155 | 167 | 322 | 30 | 107 | | 137 | 756 | |
| 4:15 PM | 80 | 189 | 34 | 303 | | | | 0 | | 123 | 127 | 250 | 26 | 114 | | 140 | 693 | |
| 4:30 PM | 79 | 324 | 33 | 436 | | | | 0 | | 165 | 194 | 359 | 20 | 123 | | 143 | 938 | |
| 4:45 PM | 99 | 271 | 21 | 391 | | | | 0 | | 153 | 181 | 334 | 15 | 107 | | 122 | 847 | 3,234 |
| 5:00 PM | 74 | 239 | 11 | 324 | | | | 0 | | 171 | 189 | 360 | 20 | 100 | | 120 | 804 | 3,282 |
| 5:15 PM | 72 | 294 | 20 | 386 | | | | 0 | | 199 | 207 | 406 | 25 | 105 | | 130 | 922 | 3,511 |
| 5:30 PM | 82 | 215 | 20 | 317 | | | | 0 | | 151 | 172 | 323 | 34 | 101 | | 135 | 775 | 3,348 |
| 5:45 PM | 65 | 288 | 29 | 382 | | | | 0 | | 160 | 170 | 330 | 27 | 100 | | 127 | 839 | 3,340 |
| 6:00 PM | 84 | 275 | 19 | 378 | | | | 0 | | 161 | 167 | 328 | 18 | 92 | | 110 | 816 | 3,352 |
| 6:15 PM | 83 | 184 | 15 | 282 | | | | 0 | | 133 | 151 | 284 | 20 | 87 | | 107 | 673 | 3,103 |
| 6:30 PM | 80 | 131 | 16 | 227 | | | | 0 | | 121 | 148 | 269 | 22 | 87 | | 109 | 605 | 2,933 |
| 6:45 PM | 76 | 135 | 14 | 225 | | | | 0 | | 107 | 119 | 226 | 39 | 81 | | 120 | 571 | 2,665 |
| Peak Hour 4:30 PM to 5:30 PM PHF HV% | 324 | 1,128 | 85 | 1,537 | 0 | 0 | 0 | 0 #DIV/0! | 0 | 688 | 771 | 1,459 | 80 | 435 | 0 | 515 | 3,511 | |
| | | | | 0.88 | | | | | | | | 0.90 | | | | 0.90 | | |
| | | | | 2% | | | | | | | | 2% | | | | 5% | | |



**HAWKINS AVENUE@ UNION AVENUE
RONKONKOMA, NY**

Date Collected: 05/13/2010 (Thursday)

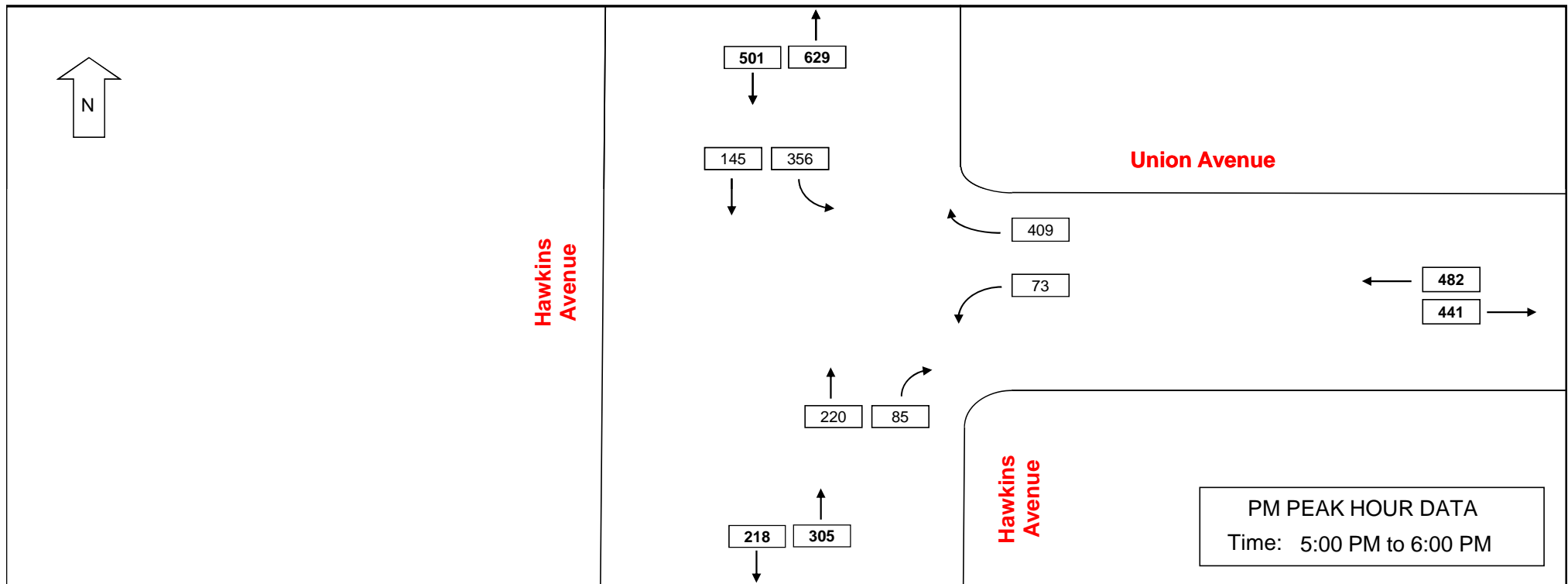
| Start Time | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | TOTAL | Cum. Hourly |
|---|-----------|------|-------|-------|------------|------|------------|------------|------------|------------|-----------|------------|------------|------------|-------|------------|--------------|-------------|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | | |
| 7:00 AM | | | | | 16 | | 43 | 59 | | 33 | 13 | 46 | 88 | 123 | | 211 | 316 | |
| 7:15 AM | | | | | 19 | | 49 | 68 | | 39 | 5 | 44 | 67 | 82 | | 149 | 261 | |
| 7:30 AM | | | | | 36 | | 51 | 87 | | 25 | 6 | 31 | 55 | 84 | | 139 | 257 | |
| 7:45 AM | | | | | 41 | | 62 | 103 | | 26 | 8 | 34 | 54 | 56 | | 110 | 247 | 1,081 |
| 8:00 AM | | | | | 35 | | 65 | 100 | | 22 | 10 | 32 | 45 | 58 | | 103 | 235 | 1,000 |
| 8:15 AM | | | | | 46 | | 68 | 114 | | 32 | 6 | 38 | 22 | 56 | | 78 | 230 | 969 |
| 8:30 AM | | | | | 27 | | 54 | 81 | | 27 | 6 | 33 | 33 | 50 | | 83 | 197 | 909 |
| 8:45 AM | | | | | 37 | | 75 | 112 | | 23 | 11 | 34 | 35 | 72 | | 107 | 253 | 915 |
| Peak Hour 7:00 AM to 8:00 AM | | | | | 112 | | 205 | 317 | | 123 | 32 | 155 | 264 | 345 | | 609 | 1,081 | |
| PHF | | | | | | | | 0.77 | | | | 0.84 | | | | 0.72 | | |
| HV% | | | | | | | | 6% | | | | 9% | | | | 3% | | |



**HAWKINS AVENUE@ UNION AVENUE
RONKONKOMA, NY**

Date Collected: 05/13/2010 (Thursday)

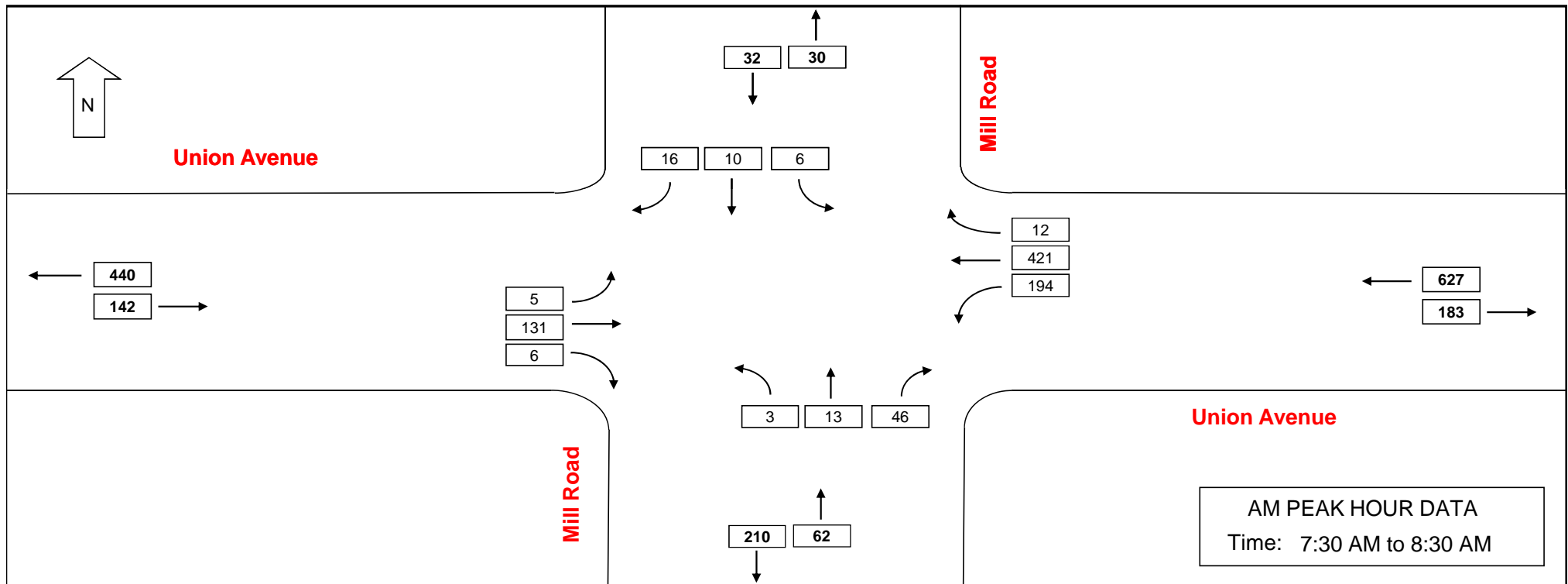
| Start Time | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | TOTAL | Cum. Hourly |
|---|-----------|------|-------|-------|-----------|------|------------|------------|------------|------------|-----------|------------|------------|------------|-------|------------|--------------|-------------|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | | |
| 5:00 PM | | | | | 17 | | 118 | 135 | | 46 | 33 | 79 | 83 | 26 | | 109 | 323 | |
| 5:15 PM | | | | | 20 | | 95 | 115 | | 69 | 20 | 89 | 80 | 44 | | 124 | 328 | |
| 5:30 PM | | | | | 25 | | 90 | 115 | | 50 | 19 | 69 | 102 | 38 | | 140 | 324 | |
| 5:45 PM | | | | | 11 | | 106 | 117 | | 55 | 13 | 68 | 91 | 37 | | 128 | 313 | 1,288 |
| 6:00 PM | | | | | 12 | | 64 | 76 | | 92 | 24 | 116 | 82 | 47 | | 129 | 321 | 1,286 |
| 6:15 PM | | | | | 14 | | 63 | 77 | | 90 | 18 | 108 | 89 | 45 | | 134 | 319 | 1,277 |
| 6:30 PM | | | | | 12 | | 61 | 73 | | 78 | 16 | 94 | 56 | 48 | | 104 | 271 | 1,224 |
| 6:45 PM | | | | | 20 | | 103 | 123 | | 116 | 15 | 131 | 59 | 60 | | 119 | 373 | 1,284 |
| Peak Hour 5:00 PM to 6:00 PM | | | | | 73 | | 409 | 482 | | 220 | 85 | 305 | 356 | 145 | | 501 | 1,288 | |
| PHF | | | | | | | | 0.89 | | | | 0.86 | | | | 0.89 | | |
| HV% | | | | | | | | 1% | | | | 3% | | | | 3% | | |



UNION AVENUE @ MILL ROAD
RONKONKOMA, NY

Date Collected: 05/13/2010 (Thursday)

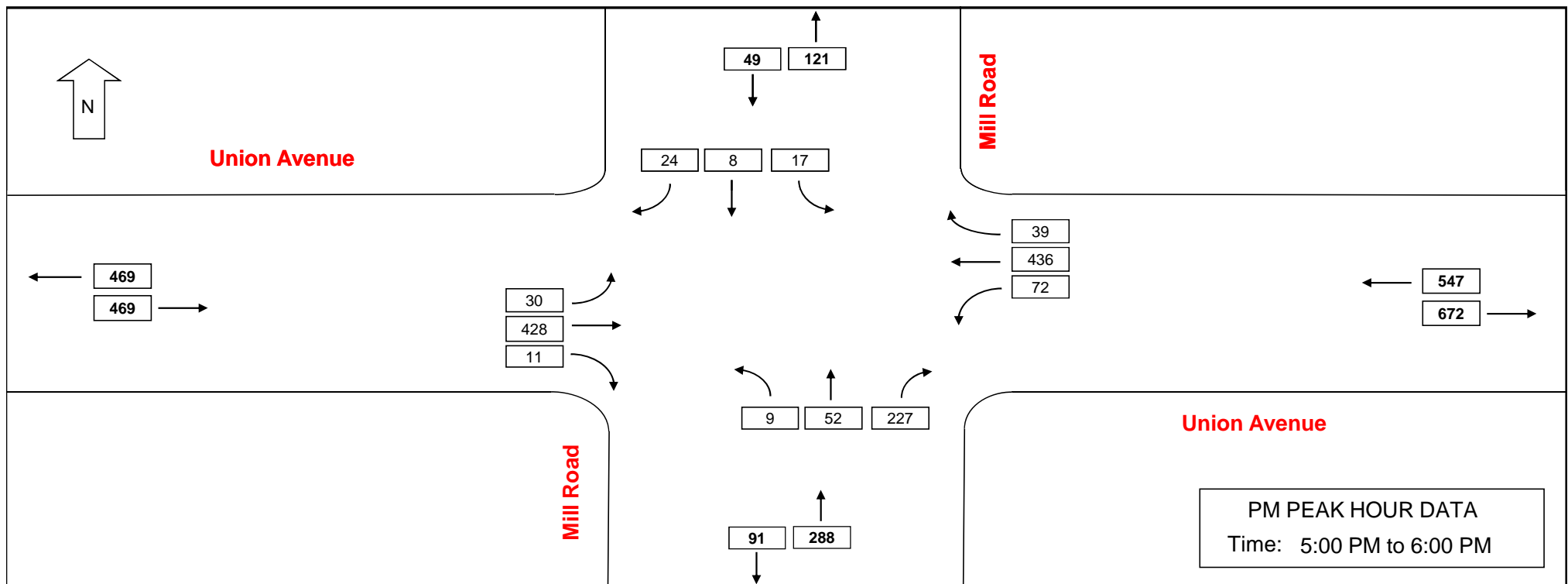
| Start Time | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | TOTAL | Cum. Hourly |
|---|-----------|------------|----------|------------|------------|------------|-----------|------------|------------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|-------------|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | | |
| 7:00 AM | 1 | 28 | 1 | 30 | 37 | 79 | 2 | 118 | 0 | 6 | 9 | 15 | 1 | 1 | 0 | 2 | 165 | |
| 7:15 AM | 1 | 29 | 4 | 34 | 35 | 74 | 3 | 112 | 1 | 11 | 13 | 25 | 0 | 2 | 2 | 4 | 175 | |
| 7:30 AM | 2 | 26 | 0 | 28 | 39 | 97 | 6 | 142 | 0 | 3 | 17 | 20 | 2 | 2 | 7 | 11 | 201 | |
| 7:45 AM | 0 | 39 | 1 | 40 | 55 | 115 | 1 | 171 | 0 | 3 | 12 | 15 | 2 | 5 | 0 | 7 | 233 | 774 |
| 8:00 AM | 2 | 39 | 4 | 45 | 50 | 94 | 1 | 145 | 3 | 2 | 12 | 17 | 1 | 1 | 3 | 5 | 212 | 821 |
| 8:15 AM | 1 | 27 | 1 | 29 | 50 | 115 | 4 | 169 | 0 | 5 | 5 | 10 | 1 | 2 | 6 | 9 | 217 | 863 |
| 8:30 AM | 0 | 31 | 6 | 37 | 48 | 77 | 3 | 128 | 1 | 1 | 15 | 17 | 1 | 5 | 5 | 11 | 193 | 855 |
| 8:45 AM | 0 | 43 | 0 | 43 | 26 | 100 | 4 | 130 | 0 | 2 | 12 | 14 | 2 | 2 | 10 | 14 | 201 | 823 |
| Peak Hour 7:30 AM to 8:30 AM | 5 | 131 | 6 | 142 | 194 | 421 | 12 | 627 | 3 | 13 | 46 | 62 | 6 | 10 | 16 | 32 | 863 | |
| PHF | | | | 0.79 | | | | 0.92 | | | | 0.78 | | | | 0.73 | | |
| HV% | | | | 7% | | | | 3% | | | | 5% | | | | 3% | | |



UNION AVENUE @ MILL ROAD
RONKONKOMA, NY

Date Collected: 05/13/2010 (Thursday)

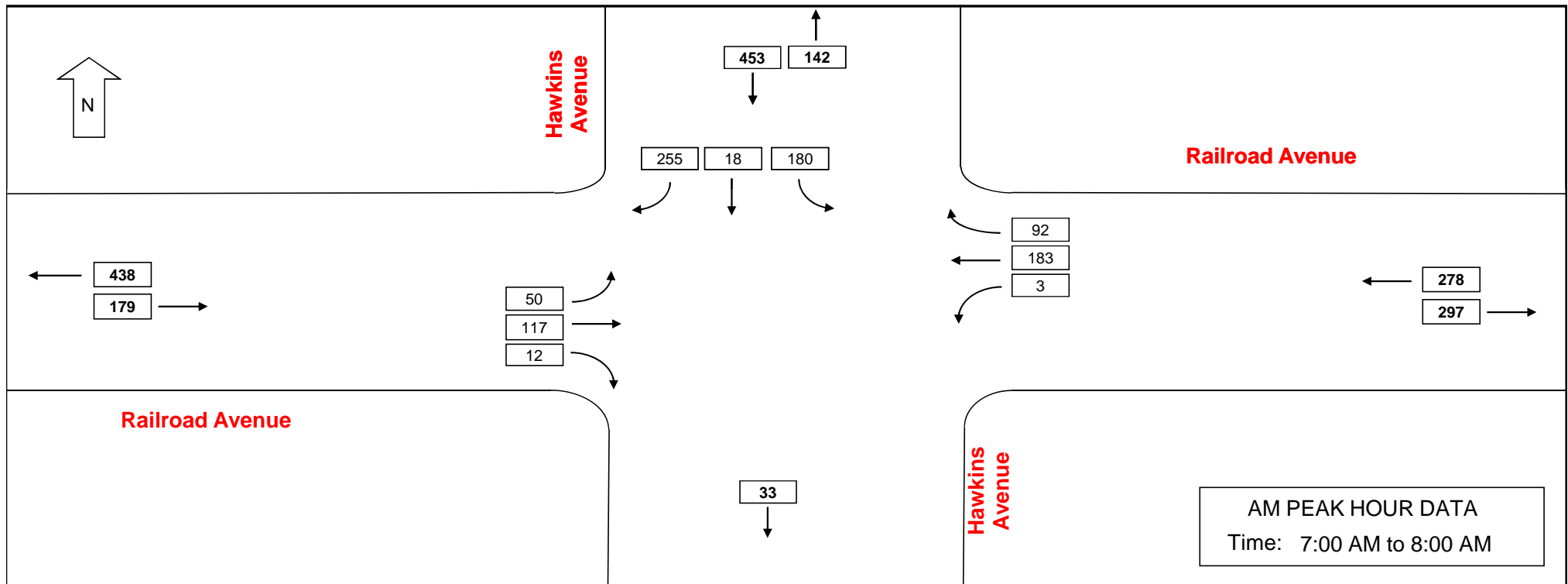
| Start Time | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | TOTAL | Cum. Hourly |
|---|-----------|------------|-----------|------------|-----------|------------|-----------|------------|------------|-----------|------------|------------|------------|----------|-----------|-----------|--------------|-------------|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | | |
| 5:00 PM | 5 | 100 | 6 | 111 | 27 | 141 | 9 | 177 | 2 | 5 | 45 | 52 | 2 | 1 | 7 | 10 | 350 | |
| 5:15 PM | 17 | 113 | 4 | 134 | 20 | 117 | 9 | 146 | 3 | 29 | 79 | 111 | 5 | 3 | 5 | 13 | 404 | |
| 5:30 PM | 3 | 103 | 1 | 107 | 14 | 88 | 13 | 115 | 3 | 7 | 62 | 72 | 6 | 0 | 7 | 13 | 307 | |
| 5:45 PM | 5 | 112 | 0 | 117 | 11 | 90 | 8 | 109 | 1 | 11 | 41 | 53 | 4 | 4 | 5 | 13 | 292 | 1,353 |
| 6:00 PM | 9 | 108 | 2 | 119 | 18 | 54 | 3 | 75 | 1 | 19 | 60 | 80 | 5 | 1 | 4 | 10 | 284 | 1,287 |
| 6:15 PM | 2 | 107 | 0 | 109 | 13 | 56 | 8 | 77 | 5 | 12 | 34 | 51 | 6 | 3 | 10 | 19 | 256 | 1,139 |
| 6:30 PM | 2 | 86 | 1 | 89 | 25 | 49 | 10 | 84 | 1 | 14 | 27 | 42 | 6 | 2 | 3 | 11 | 226 | 1,058 |
| 6:45 PM | 12 | 90 | 1 | 103 | 13 | 49 | 2 | 64 | 1 | 24 | 45 | 70 | 6 | 3 | 8 | 17 | 254 | 1,020 |
| Peak Hour 5:00 PM to 6:00 PM | 30 | 428 | 11 | 469 | 72 | 436 | 39 | 547 | 9 | 52 | 227 | 288 | 17 | 8 | 24 | 49 | 1,353 | |
| PHF | | | | 0.88 | | | | 0.77 | | | | 0.65 | | | | 0.94 | | |
| HV% | | | | 1% | | | | 1% | | | | 1% | | | | 1% | | |



**HAWKINS AVENUE @ RAILROAD AVENUE
RONKONKOMA, NY**

Date Collected: 05/13/2010 (Thursday)

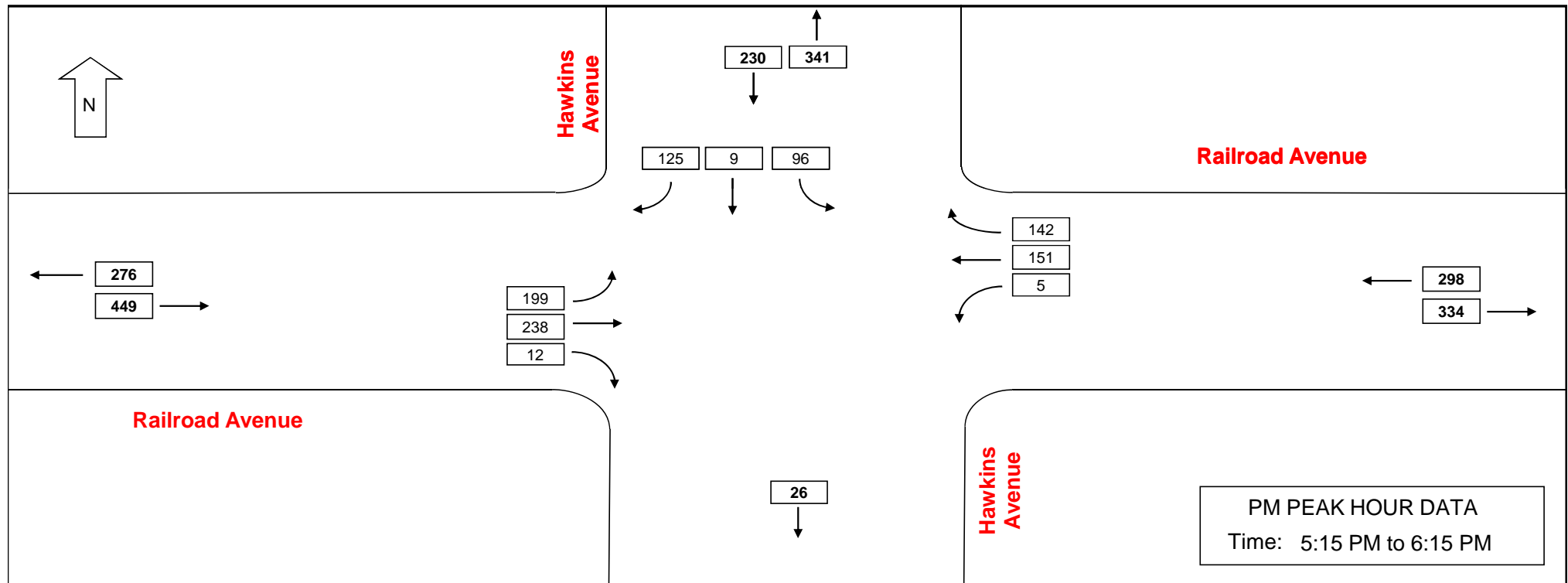
| Start Time | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | TOTAL | Cum. Hourly |
|---|-----------|------------|-----------|------------|-----------|------------|-----------|------------|------------|------|-------|-------|------------|-----------|------------|------------|------------|-------------|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | | |
| 7:00 AM | 17 | 29 | 3 | 49 | 2 | 29 | 24 | 55 | | | | | 73 | 5 | 57 | 135 | 239 | |
| 7:15 AM | 7 | 34 | 3 | 44 | 0 | 40 | 33 | 73 | | | | | 44 | 8 | 51 | 103 | 220 | |
| 7:30 AM | 6 | 31 | 3 | 40 | 0 | 46 | 26 | 72 | | | | | 45 | 1 | 73 | 119 | 231 | |
| 7:45 AM | 20 | 23 | 3 | 46 | 1 | 68 | 9 | 78 | | | | | 18 | 4 | 74 | 96 | 220 | 910 |
| 8:00 AM | 12 | 17 | 3 | 32 | 0 | 59 | 10 | 69 | | | | | 26 | 0 | 63 | 89 | 190 | 861 |
| 8:15 AM | 22 | 12 | 0 | 34 | 5 | 50 | 19 | 74 | | | | | 23 | 3 | 74 | 100 | 208 | 849 |
| 8:30 AM | 14 | 15 | 2 | 31 | 0 | 44 | 13 | 57 | | | | | 20 | 1 | 54 | 75 | 163 | 781 |
| 8:45 AM | 20 | 29 | 2 | 51 | 4 | 38 | 12 | 54 | | | | | 34 | 4 | 68 | 106 | 211 | 772 |
| Peak Hour 7:00 AM to 8:00 AM | 50 | 117 | 12 | 179 | 3 | 183 | 92 | 278 | | | | | 180 | 18 | 255 | 453 | 910 | |
| PHF | | | | 0.91 | | | | 0.89 | | | | | | | | 0.84 | | |
| HV% | | | | 6% | | | | 5% | | | | | | | | 4% | | |



**HAWKINS AVENUE @ RAILROAD AVENUE
RONKONKOMA, NY**

Date Collected: 05/13/2010 (Thursday)

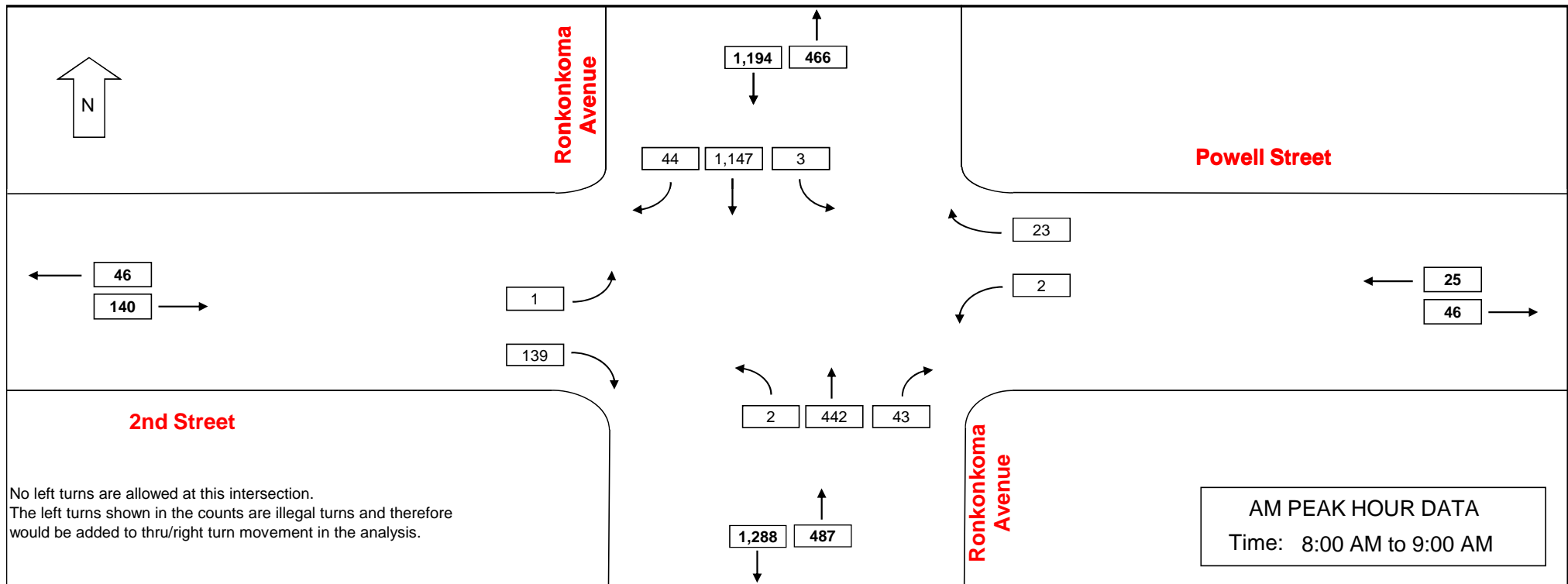
| Start Time | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | TOTAL | Cum. Hourly |
|---|------------|------------|-----------|------------|-----------|------------|------------|------------|------------|------|-------|-------|------------|----------|------------|------------|------------|-------------|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | | |
| 5:00 PM | 80 | 57 | 5 | 142 | 0 | 46 | 8 | 54 | | | | | 11 | 0 | 38 | 49 | 245 | |
| 5:15 PM | 65 | 85 | 2 | 152 | 3 | 54 | 45 | 102 | | | | | 26 | 4 | 40 | 70 | 324 | |
| 5:30 PM | 41 | 59 | 3 | 103 | 0 | 27 | 15 | 42 | | | | | 12 | 1 | 40 | 53 | 198 | |
| 5:45 PM | 40 | 49 | 2 | 91 | 1 | 29 | 27 | 57 | | | | | 23 | 3 | 21 | 47 | 195 | 962 |
| 6:00 PM | 53 | 45 | 5 | 103 | 1 | 41 | 55 | 97 | | | | | 35 | 1 | 24 | 60 | 260 | 977 |
| 6:15 PM | 50 | 22 | 7 | 79 | 1 | 30 | 50 | 81 | | | | | 25 | 3 | 25 | 53 | 213 | 866 |
| 6:30 PM | 54 | 32 | 2 | 88 | 0 | 33 | 37 | 70 | | | | | 31 | 3 | 27 | 61 | 219 | 887 |
| 6:45 PM | 57 | 31 | 2 | 90 | 0 | 39 | 68 | 107 | | | | | 35 | 2 | 33 | 70 | 267 | 959 |
| Peak Hour 5:15 PM to 6:15 PM | 199 | 238 | 12 | 449 | 5 | 151 | 142 | 298 | | | | | 96 | 9 | 125 | 230 | 977 | |
| PHF | | | | 0.74 | | | | 0.73 | | | | | | | | 0.82 | | |
| HV% | | | | 1% | | | | 1% | | | | | | | | 1% | | |



RONKONKOMA AVENUE @ POWELL STREET / 2ND STREET **RONKONKOMA, NY**

Date Collected: 05/13/2010 (Thursday)

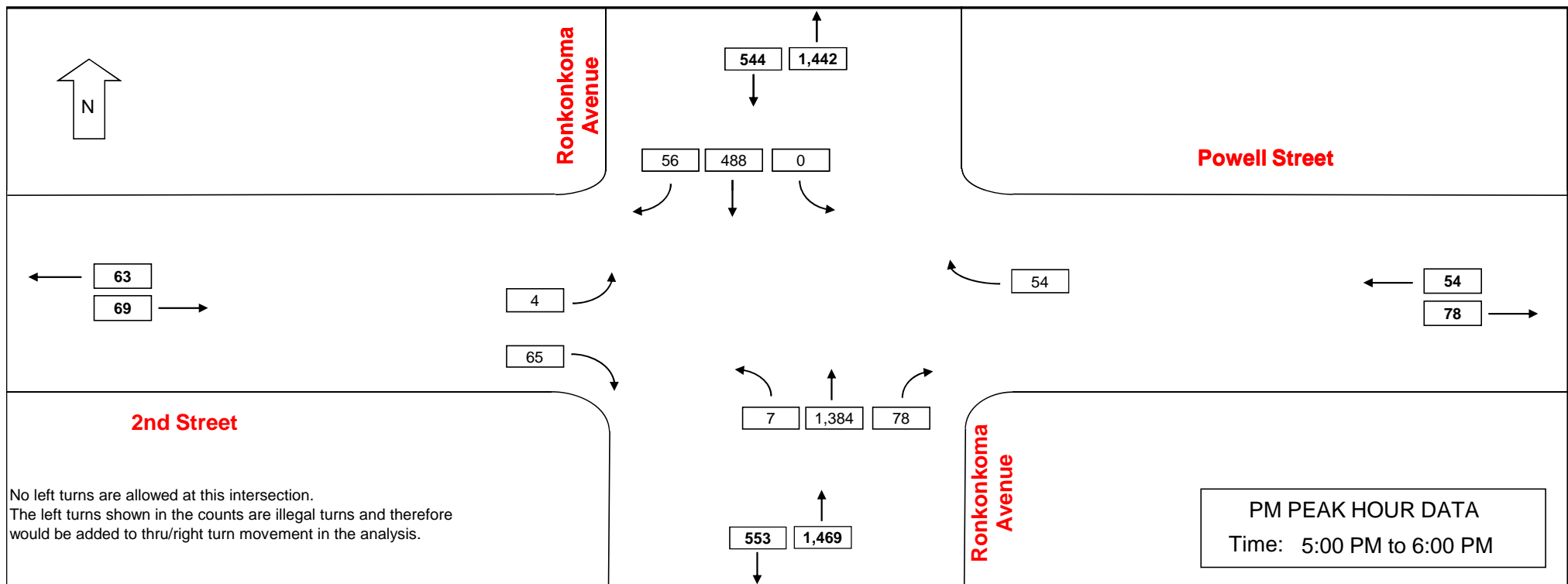
| Start Time | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | TOTAL | Cum. Hourly |
|---|-----------|------|-------|-------|-----------|------|-------|-------|------------|------|-------|-------|------------|-------|-------|-------|-------|-------------|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | | |
| 7:00 AM | 0 | | 19 | 19 | 0 | | 0 | 0 | 1 | 84 | 9 | 94 | 0 | 276 | 22 | 298 | 411 | |
| 7:15 AM | 0 | | 25 | 25 | 0 | | 7 | 7 | 0 | 85 | 15 | 100 | 0 | 304 | 12 | 316 | 448 | |
| 7:30 AM | 1 | | 20 | 21 | 0 | | 6 | 6 | 0 | 101 | 2 | 103 | 1 | 308 | 14 | 323 | 453 | |
| 7:45 AM | 1 | | 36 | 37 | 0 | | 6 | 6 | 0 | 107 | 12 | 119 | 0 | 351 | 12 | 363 | 525 | 1,837 |
| 8:00 AM | 1 | | 38 | 39 | 1 | | 7 | 8 | 1 | 80 | 10 | 91 | 2 | 234 | 9 | 245 | 383 | 1,809 |
| 8:15 AM | 0 | | 33 | 33 | 0 | | 4 | 4 | 0 | 120 | 7 | 127 | 1 | 285 | 13 | 299 | 463 | 1,824 |
| 8:30 AM | 0 | | 32 | 32 | 0 | | 5 | 5 | 0 | 128 | 9 | 137 | 0 | 278 | 14 | 292 | 466 | 1,837 |
| 8:45 AM | 0 | | 36 | 36 | 1 | | 7 | 8 | 1 | 114 | 17 | 132 | 0 | 350 | 8 | 358 | 534 | 1,846 |
| Peak Hour 8:00 AM to 9:00 AM | 1 | | 139 | 140 | 2 | | 23 | 25 | 2 | 442 | 43 | 487 | 3 | 1,147 | 44 | 1,194 | 1,846 | |
| PHF | | | | 0.90 | | | | 0.78 | | | | 0.89 | | | | 0.83 | | |
| HV% | | | | 3% | | | | 14% | | | | 12% | | | | 3% | | |



RONKONKOMA AVENUE @ POWELL STREET / 2ND STREET **RONKONKOMA, NY**

Date Collected: 05/13/2010 (Thursday)

| Start Time | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | TOTAL | Cum. Hourly |
|---|-----------|------|-----------|-----------|-----------|------|-----------|-----------|------------|--------------|-----------|--------------|------------|------------|-----------|------------|--------------|-------------|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | | |
| 5:00 PM | 1 | | 13 | 14 | | | 15 | 15 | 0 | 394 | 24 | 418 | 0 | 113 | 7 | 120 | 567 | |
| 5:15 PM | 1 | | 27 | 28 | | | 19 | 19 | 4 | 367 | 26 | 397 | 0 | 108 | 17 | 125 | 569 | |
| 5:30 PM | 1 | | 15 | 16 | | | 17 | 17 | 1 | 314 | 13 | 328 | 0 | 144 | 21 | 165 | 526 | |
| 5:45 PM | 1 | | 10 | 11 | | | 3 | 3 | 2 | 309 | 15 | 326 | 0 | 123 | 11 | 134 | 474 | 2,136 |
| 6:00 PM | 0 | | 13 | 13 | | | 14 | 14 | 0 | 344 | 26 | 370 | 2 | 140 | 17 | 159 | 556 | 2,125 |
| 6:15 PM | 0 | | 11 | 11 | | | 13 | 13 | 1 | 250 | 14 | 265 | 0 | 106 | 16 | 122 | 411 | 1,967 |
| 6:30 PM | 0 | | 10 | 10 | | | 7 | 7 | 0 | 263 | 8 | 271 | 0 | 101 | 12 | 113 | 401 | 1,842 |
| 6:45 PM | 2 | | 18 | 20 | | | 12 | 12 | 1 | 294 | 19 | 314 | 6 | 111 | 13 | 130 | 476 | 1,844 |
| Peak Hour 5:00 PM to 6:00 PM | 4 | | 65 | 69 | | | 54 | 54 | 7 | 1,384 | 78 | 1,469 | 0 | 488 | 56 | 544 | 2,136 | |
| PHF | | | | 0.62 | | | | 0.71 | | | | 0.88 | | | | 0.82 | | |
| HV% | | | | 1% | | | | 5% | | | | 1% | | | | 5% | | |



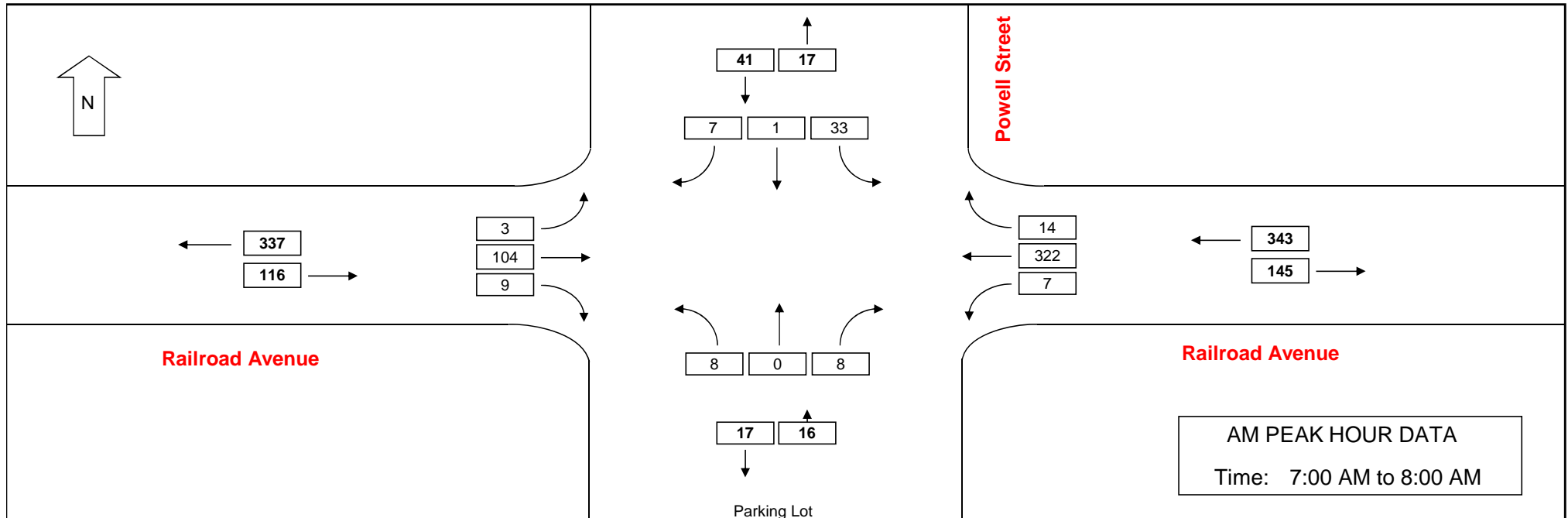
TRAFFIC VOLUME DATA

RAILROAD AVENUE @ POWELL STREET RONKONKOMA, NY

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

Date Collected: 2/26/2013 (TUESDAY)

| Start Time | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | TOTAL | Cum. Hourly |
|---|-----------|------------|----------|------------|-----------|------------|-----------|------------|------------|----------|----------|-----------|------------|----------|----------|-----------|------------|-------------|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | | |
| 7:00 AM | 0 | 35 | 4 | 39 | 1 | 89 | 4 | 94 | 3 | 0 | 1 | 4 | 12 | 0 | 0 | 12 | 149 | |
| 7:15 AM | 2 | 22 | 3 | 27 | 1 | 70 | 4 | 75 | 2 | 0 | 3 | 5 | 6 | 1 | 3 | 10 | 117 | |
| 7:30 AM | 1 | 25 | 0 | 26 | 3 | 87 | 3 | 93 | 2 | 0 | 3 | 5 | 7 | 0 | 3 | 10 | 134 | |
| 7:45 AM | 0 | 22 | 2 | 24 | 2 | 76 | 3 | 81 | 1 | 0 | 1 | 2 | 8 | 0 | 1 | 9 | 116 | 516 |
| 8:00 AM | 0 | 13 | 0 | 13 | 0 | 60 | 4 | 64 | 1 | 0 | 2 | 3 | 8 | 1 | 4 | 13 | 93 | 460 |
| 8:15 AM | 3 | 25 | 0 | 28 | 0 | 86 | 5 | 91 | 3 | 0 | 0 | 3 | 14 | 1 | 3 | 18 | 140 | 483 |
| 8:30 AM | 2 | 27 | 1 | 30 | 2 | 64 | 0 | 66 | 3 | 1 | 2 | 6 | 4 | 0 | 5 | 9 | 111 | 460 |
| 8:45 AM | 0 | 31 | 1 | 32 | 2 | 68 | 4 | 74 | 4 | 0 | 0 | 4 | 7 | 0 | 3 | 10 | 120 | 464 |
| Peak Hour 7:00 AM to 8:00 AM | 3 | 104 | 9 | 116 | 7 | 322 | 14 | 343 | 8 | 0 | 8 | 16 | 33 | 1 | 7 | 41 | 516 | |
| PHF | | | | 0.74 | | | | 0.91 | | | | 0.80 | | | | 0.85 | | |
| HV% | | | | 6% | | | | 4% | | | | 3% | | | | 4% | | |



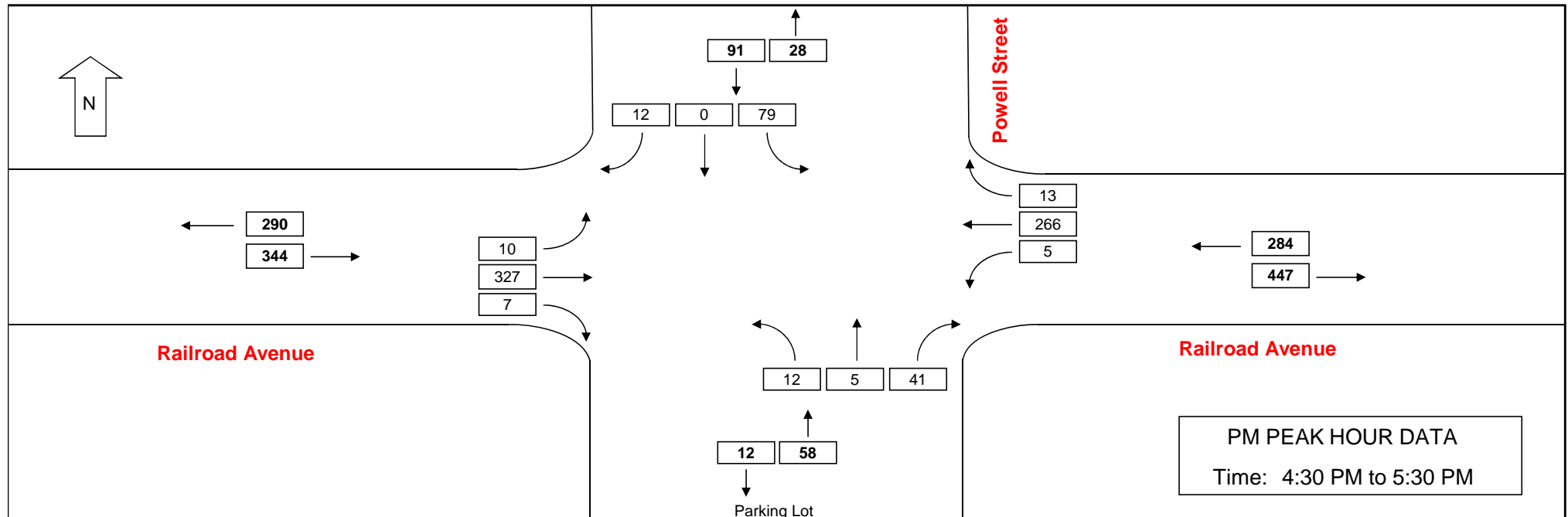
TRAFFIC VOLUME DATA

RAILROAD AVENUE @ POWELL STREET RONKONKOMA, NY

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

Date Collected: 2/26/2013 (TUESDAY)

| Start Time | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | TOTAL | Cum. Hourly |
|---|-----------|------------|----------|------------|-----------|------------|-----------|------------|------------|----------|-----------|-----------|------------|----------|-----------|-----------|------------|-------------|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | | |
| 4:00 PM | 1 | 51 | 2 | 54 | 1 | 39 | 6 | 46 | 1 | 0 | 0 | 1 | 17 | 0 | 3 | 20 | 121 | |
| 4:15 PM | 3 | 68 | 2 | 73 | 0 | 42 | 8 | 50 | 1 | 0 | 1 | 2 | 12 | 2 | 2 | 16 | 141 | |
| 4:30 PM | 2 | 83 | 2 | 87 | 3 | 78 | 6 | 87 | 8 | 4 | 19 | 31 | 12 | 0 | 3 | 15 | 220 | |
| 4:45 PM | 5 | 61 | 2 | 68 | 1 | 58 | 2 | 61 | 1 | 0 | 2 | 3 | 19 | 0 | 2 | 21 | 153 | 635 |
| 5:00 PM | 1 | 91 | 1 | 93 | 0 | 64 | 3 | 67 | 0 | 0 | 0 | 0 | 25 | 0 | 4 | 29 | 189 | 703 |
| 5:15 PM | 2 | 92 | 2 | 96 | 1 | 66 | 2 | 69 | 3 | 1 | 20 | 24 | 23 | 0 | 3 | 26 | 215 | 777 |
| 5:30 PM | 2 | 78 | 3 | 83 | 2 | 44 | 2 | 48 | 1 | 0 | 5 | 6 | 9 | 1 | 4 | 14 | 151 | 708 |
| 5:45 PM | 4 | 71 | 3 | 78 | 0 | 56 | 9 | 65 | 2 | 1 | 8 | 11 | 10 | 0 | 1 | 11 | 165 | 720 |
| 6:00 PM | 6 | 60 | 4 | 70 | 1 | 57 | 5 | 63 | 1 | 1 | 7 | 9 | 15 | 0 | 4 | 19 | 161 | 692 |
| 6:15 PM | 3 | 50 | 1 | 54 | 0 | 44 | 4 | 48 | 1 | 0 | 3 | 4 | 10 | 0 | 1 | 11 | 117 | 594 |
| 6:30 PM | 6 | 39 | 1 | 46 | 1 | 48 | 3 | 52 | 0 | 0 | 2 | 2 | 15 | 0 | 0 | 15 | 115 | 558 |
| 6:45 PM | 4 | 49 | 3 | 56 | 0 | 45 | 5 | 50 | 1 | 0 | 5 | 6 | 17 | 1 | 0 | 18 | 130 | 523 |
| Peak Hour 4:30 PM to 5:30 PM | 10 | 327 | 7 | 344 | 5 | 266 | 13 | 284 | 12 | 5 | 41 | 58 | 79 | 0 | 12 | 91 | 777 | |
| PHF | | | | 0.90 | | | | 0.82 | | | | 0.47 | | | | 0.78 | | |
| HV% | | | | 2% | | | | 2% | | | | 0% | | | | 3% | | |



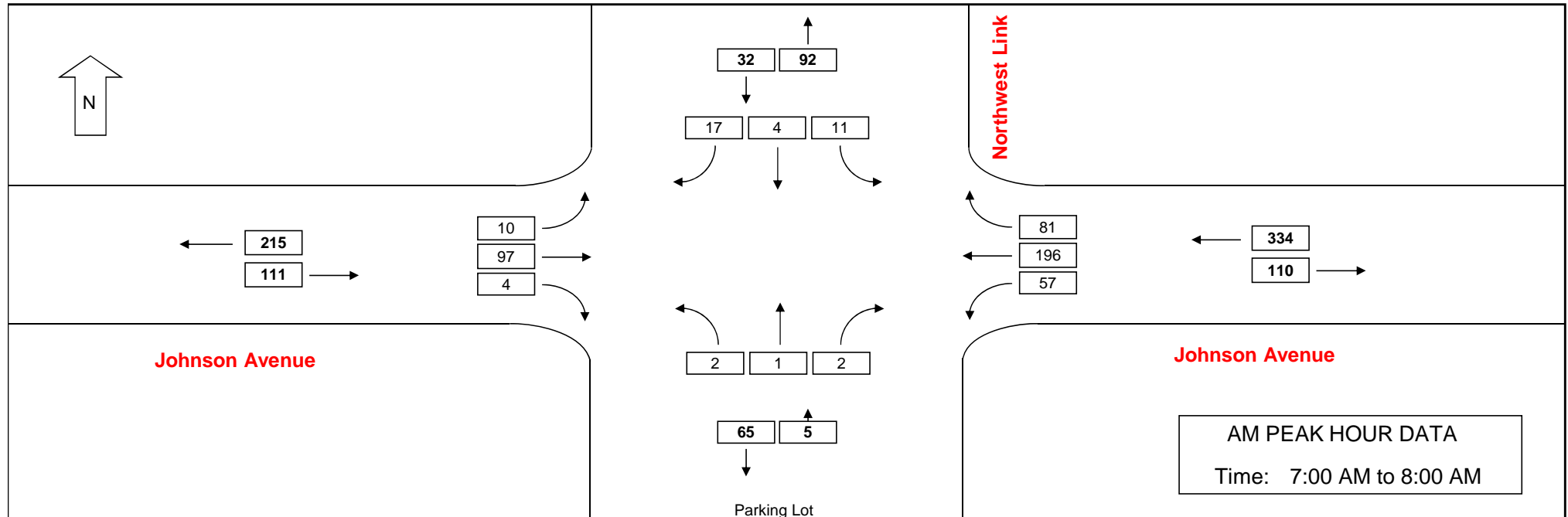
TRAFFIC VOLUME DATA

JOHNSON AVENUE @ NORTHWEST LINK RONKONKOMA, NY

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

Date Collected: 2/26/2013 (TUESDAY)

| Start Time | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | TOTAL | Cum. Hourly |
|---|-----------|-----------|----------|------------|-----------|------------|-----------|------------|------------|----------|----------|----------|------------|----------|-----------|-----------|------------|-------------|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | | |
| 7:00 AM | 3 | 37 | 2 | 42 | 36 | 39 | 16 | 91 | 0 | 1 | 1 | 2 | 3 | 1 | 5 | 9 | 144 | |
| 7:15 AM | 0 | 19 | 1 | 20 | 13 | 47 | 17 | 77 | 1 | 0 | 0 | 1 | 4 | 2 | 4 | 10 | 108 | |
| 7:30 AM | 3 | 22 | 0 | 25 | 5 | 59 | 25 | 89 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 4 | 118 | |
| 7:45 AM | 4 | 19 | 1 | 24 | 3 | 51 | 23 | 77 | 1 | 0 | 1 | 2 | 3 | 1 | 5 | 9 | 112 | 482 |
| 8:00 AM | 2 | 12 | 0 | 14 | 1 | 46 | 17 | 64 | 0 | 0 | 0 | 0 | 4 | 0 | 8 | 12 | 90 | 428 |
| 8:15 AM | 2 | 26 | 0 | 28 | 5 | 63 | 27 | 95 | 1 | 0 | 1 | 2 | 4 | 0 | 4 | 8 | 133 | 453 |
| 8:30 AM | 2 | 23 | 0 | 25 | 3 | 50 | 18 | 71 | 1 | 0 | 0 | 1 | 3 | 1 | 3 | 7 | 104 | 439 |
| 8:45 AM | 2 | 27 | 0 | 29 | 4 | 46 | 26 | 76 | 1 | 0 | 0 | 1 | 3 | 0 | 4 | 7 | 113 | 440 |
| Peak Hour 7:00 AM to 8:00 AM | 10 | 97 | 4 | 111 | 57 | 196 | 81 | 334 | 2 | 1 | 2 | 5 | 11 | 4 | 17 | 32 | 482 | |
| PHF | | | | 0.66 | | | | 0.92 | | | | 0.63 | | | | 0.80 | | |
| HV% | | | | 5% | | | | 3% | | | | 0% | | | | 18% | | |



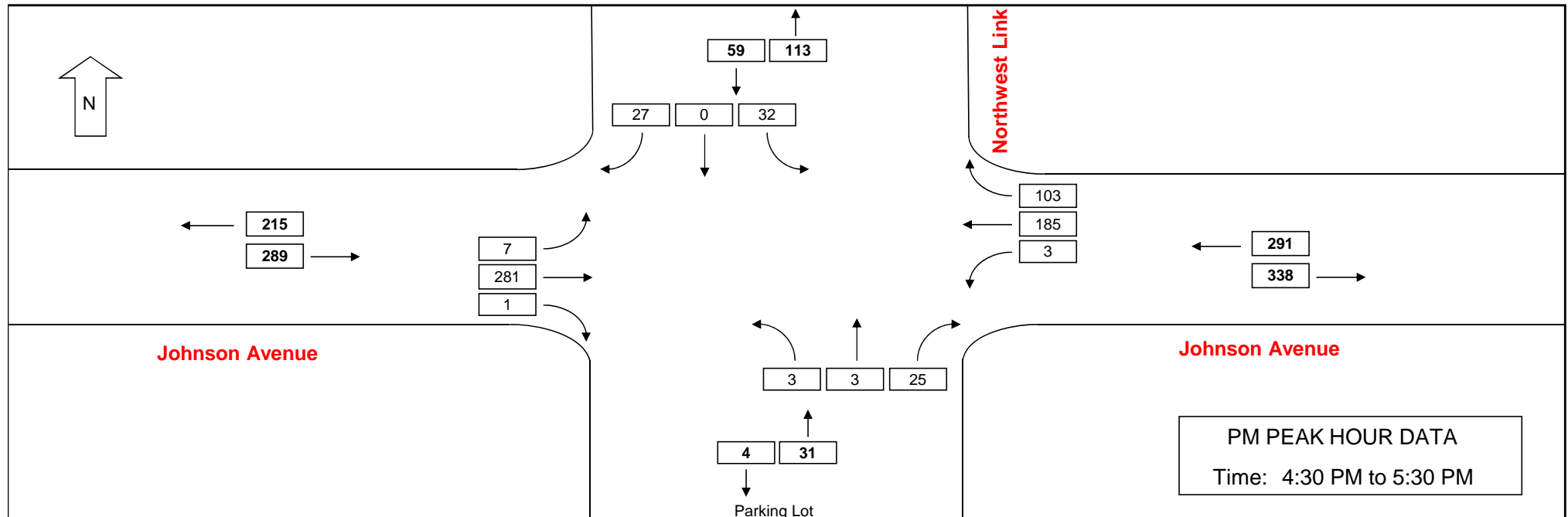
TRAFFIC VOLUME DATA

JOHNSON AVENUE @ NORTHWEST LINK RONKONKOMA, NY

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

Date Collected: 2/26/2013 (TUESDAY)

| Start Time | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | TOTAL | Cum. Hourly |
|---|-----------|------------|----------|------------|-----------|------------|------------|------------|------------|----------|-----------|-----------|------------|----------|-----------|-----------|------------|-------------|
| | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | | |
| 4:00 PM | 2 | 45 | 1 | 48 | 0 | 28 | 14 | 42 | 0 | 0 | 1 | 1 | 7 | 0 | 2 | 9 | 100 | |
| 4:15 PM | 1 | 66 | 0 | 67 | 0 | 37 | 10 | 47 | 0 | 0 | 1 | 1 | 9 | 1 | 3 | 13 | 128 | |
| 4:30 PM | 0 | 63 | 1 | 64 | 1 | 56 | 33 | 90 | 1 | 0 | 9 | 10 | 16 | 0 | 8 | 24 | 188 | |
| 4:45 PM | 2 | 60 | 0 | 62 | 1 | 38 | 20 | 59 | 0 | 0 | 4 | 4 | 1 | 0 | 2 | 3 | 128 | 544 |
| 5:00 PM | 2 | 86 | 0 | 88 | 0 | 44 | 25 | 69 | 0 | 0 | 1 | 1 | 7 | 0 | 5 | 12 | 170 | 614 |
| 5:15 PM | 3 | 72 | 0 | 75 | 1 | 47 | 25 | 73 | 2 | 3 | 11 | 16 | 8 | 0 | 12 | 20 | 184 | 670 |
| 5:30 PM | 6 | 74 | 0 | 80 | 0 | 37 | 9 | 46 | 0 | 0 | 4 | 4 | 10 | 0 | 3 | 13 | 143 | 625 |
| 5:45 PM | 0 | 61 | 1 | 62 | 0 | 42 | 18 | 60 | 1 | 0 | 6 | 7 | 9 | 0 | 5 | 14 | 143 | 640 |
| 6:00 PM | 1 | 48 | 0 | 49 | 1 | 45 | 16 | 62 | 3 | 0 | 16 | 19 | 4 | 0 | 5 | 9 | 139 | 609 |
| 6:15 PM | 2 | 35 | 0 | 37 | 0 | 31 | 14 | 45 | 2 | 1 | 8 | 11 | 5 | 0 | 4 | 9 | 102 | 527 |
| 6:30 PM | 0 | 28 | 0 | 28 | 0 | 29 | 16 | 45 | 1 | 1 | 11 | 13 | 6 | 0 | 3 | 9 | 95 | 479 |
| 6:45 PM | 1 | 39 | 0 | 40 | 1 | 32 | 13 | 46 | 4 | 0 | 11 | 15 | 1 | 0 | 2 | 3 | 104 | 440 |
| Peak Hour 4:30 PM to 5:30 PM | 7 | 281 | 1 | 289 | 3 | 185 | 103 | 291 | 3 | 3 | 25 | 31 | 32 | 0 | 27 | 59 | 670 | |
| PHF | | | | 0.82 | | | | 0.81 | | | | 0.48 | | | | 0.61 | | |
| HV% | | | | 2% | | | | 2% | | | | 0% | | | | 7% | | |





Engineering, Surveying and Landscape Architecture, P.C.

Appendix B

Description

Level of Service Definitions



Level of Service Definitions

Signal Controlled Intersections

The level of service and capacity of a signalized intersection are the criteria by which the quality of traffic service is measured. The levels of service range between level of service A (relatively congestion-free) and level of service F (congested).

The capacity of a signalized intersection is based upon the concepts of saturation flow and saturation flow rate. This is the maximum rate of flow that can pass through a given lane group under prevailing traffic and roadway conditions. The volume-to-capacity ratio is the ratio of the traffic flow for a given lane group or approach to the capacity. A V/C ratio of 1.0 indicates that the flow rate equals the capacity. Values over 1.0 indicate a temporary excess of demand. This does not necessarily indicate an intersection failure.

The level of service of a signalized intersection is evaluated on the basis of average control delay per vehicle for various movements within the intersection. The control delay is a function of the arrivals, delay from queuing and over saturation.

The following general statements may be made regarding the level of service of a signalized intersection.

- **Level of service A** describes operations with a very low delay. This occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short traffic signal cycles may contribute to low delay.
- **Level of service B** generally occurs with good progression and/or short traffic signal cycle lengths. More vehicles stop than for level of service A, causing higher average delays.
- **Level of service C** has higher delays than level of service B. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures, where motorists are required to wait through an entire signal cycle, may



begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.

- **Level of service D** means the influence of congestion has become more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths or high volume to capacity ratios. Many vehicles stop and the proportion of vehicles not stopping declines. 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 ≤ 15.0 |
| C | > 15.0 and ≤ 25.0 |
| D | > 25.0 and ≤ 35.0 |
| E | > 35.0 and ≤ 50.0 |
| F | > 50.0 |

The average control delay is the most effective measure for indicating the performance of an AWSC intersection because it can readily be measured by a transportation analyst and can be clearly communicated to a lay person. In addition, the use of delay will result in a consistent measure for both signalized and unsignalized intersections. While both types of intersections are evaluated 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.



Engineering, Surveying and Landscape Architecture, P.C.

Appendix C


















Description

Synchro – Level of Service Analysis Worksheets

11: Hawkins Avenue & LIE North Service Road

Lanes, Volumes, Timings

Existing 2013
AM PEAK

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | |  |  | |  |  | | |  | |
| Volume (vph) | 0 | 0 | 0 | 399 | 1622 | 155 | 144 | 237 | 0 | 0 | 318 | 143 |
| Satd. Flow (prot) | 0 | 0 | 0 | 1711 | 3377 | 0 | 1662 | 3323 | 0 | 0 | 3344 | 0 |
| Flt Permitted | | | | 0.950 | | | 0.277 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1711 | 3377 | 0 | 485 | 3323 | 0 | 0 | 3344 | 0 |
| Satd. Flow (RTOR) | | | | | 16 | | | | | | 48 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.25 | 0.25 | 0.25 | 0.96 | 0.96 | 0.96 | 0.88 | 0.88 | 0.25 | 0.25 | 0.84 | 0.84 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 0% | 0% | 2% | 2% | 2% | 5% | 5% | 5% | 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) | 0 | 0 | 0 | 416 | 1851 | 0 | 164 | 269 | 0 | 0 | 549 | 0 |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 1 | | 8 | 3 | | | | 7 |
| Permitted Phases | | | | 1 | | | 3 | | | | | |
| Detector Phase | | | | 1 | 1 | | 8 | 3 | | | | 7 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 25.0 | 25.0 | | 4.0 | 16.0 | | | 16.0 | |
| Minimum Split (s) | | | | 31.3 | 31.3 | | 10.0 | 23.0 | | | 23.0 | |
| Total Split (s) | | | | 61.0 | 61.0 | | 14.0 | 39.0 | | | 25.0 | |
| Total Split (%) | | | | 61.0% | 61.0% | | 14.0% | 39.0% | | | 25.0% | |
| Yellow Time (s) | | | | 4.3 | 4.3 | | 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 | |
| Total Lost Time (s) | | | | 6.3 | 6.3 | | 6.0 | 6.0 | | | 6.0 | |
| Lead/Lag | | | | | | | Lag | | | | Lead | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | | C-Max | C-Max | | Min | Min | | | Max | |
| Act Effct Green (s) | | | | 56.0 | 56.0 | | 31.7 | 31.7 | | | 19.0 | |
| Actuated g/C Ratio | | | | 0.56 | 0.56 | | 0.32 | 0.32 | | | 0.19 | |
| v/c Ratio | | | | 0.43 | 0.98 | | 0.70 | 0.26 | | | 0.81 | |
| Control Delay | | | | 14.9 | 38.1 | | 38.3 | 15.6 | | | 46.3 | |
| Queue Delay | | | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay | | | | 14.9 | 38.1 | | 38.3 | 15.6 | | | 46.3 | |
| LOS | | | | B | D | | D | B | | | D | |
| Approach Delay | | | | | 33.9 | | | 24.2 | | | 46.3 | |
| Approach LOS | | | | | C | | | C | | | D | |
| Queue Length 50th (ft) | | | | 150 | 582 | | 45 | 38 | | | 163 | |
| Queue Length 95th (ft) | | | | 224 | #786 | | #93 | 53 | | | 205 | |
| Internal Link Dist (ft) | | 204 | | | 499 | | | 339 | | | 118 | |
| Turn Bay Length (ft) | | | | | | | 100 | | | | | |
| Base Capacity (vph) | | | | 957 | 1896 | | 254 | 1096 | | | 674 | |
| Starvation Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | | | 0.43 | 0.98 | | 0.65 | 0.25 | | | 0.81 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 10 (10%), Referenced to phase 1:WBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 90 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.98 | | | | | | | | | | | | |
| Intersection Signal Delay: 34.7 | | | | | | Intersection LOS: C | | | | | | |
| Intersection Capacity Utilization 86.4% | | | | | | ICU Level of Service E | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | | | | | | | | | | |

11: Hawkins Avenue & LIE North Service Road Lanes, Volumes, Timings

Existing 2013
AM PEAK

Queue shown is maximum after two cycles.


















Splits and Phases: 11: Hawkins Avenue & LIE North Service Road



12: Hawkins Avenue & LIE South Service Road

Lanes, Volumes, Timings

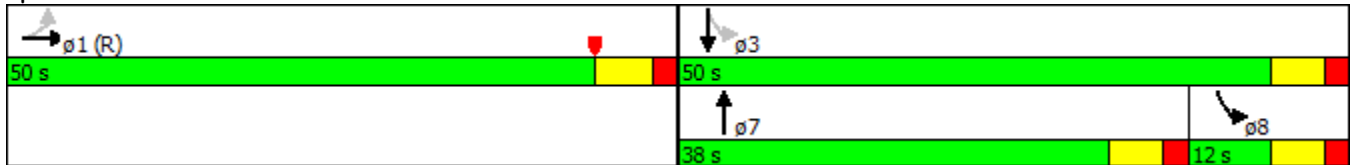
Existing 2013
AM PEAK

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | | | | |  | |  |  | |
| Volume (vph) | 114 | 390 | 67 | 0 | 0 | 0 | 0 | 266 | 65 | 170 | 546 | 0 |
| Satd. Flow (prot) | 1558 | 3047 | 0 | 0 | 0 | 0 | 0 | 3134 | 0 | 1694 | 3388 | 0 |
| Flt Permitted | 0.950 | | | | | | | | | 0.495 | | |
| Satd. Flow (perm) | 1558 | 3047 | 0 | 0 | 0 | 0 | 0 | 3134 | 0 | 883 | 3388 | 0 |
| Satd. Flow (RTOR) | | 25 | | | | | | 32 | | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.25 | 0.25 | 0.25 | 0.25 | 0.88 | 0.88 | 0.80 | 0.80 | 0.25 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 12% | 12% | 12% | 0% | 0% | 0% | 0% | 8% | 8% | 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) | 139 | 558 | 0 | 0 | 0 | 0 | 0 | 376 | 0 | 212 | 682 | 0 |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 1 | | | | | | 7 | | 8 | 3 | |
| Permitted Phases | 1 | | | | | | | | | 3 | | |
| Detector Phase | 1 | 1 | | | | | | 7 | | 8 | 3 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 25.0 | 25.0 | | | | | | 16.0 | | 4.0 | 16.0 | |
| Minimum Split (s) | 31.3 | 31.3 | | | | | | 24.0 | | 10.0 | 26.0 | |
| Total Split (s) | 50.0 | 50.0 | | | | | | 38.0 | | 12.0 | 50.0 | |
| Total Split (%) | 50.0% | 50.0% | | | | | | 38.0% | | 12.0% | 50.0% | |
| Yellow Time (s) | 4.3 | 4.3 | | | | | | 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 | |
| Total Lost Time (s) | 6.3 | 6.3 | | | | | | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | | | | | | | | Lead | | Lag | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | C-Max | C-Max | | | | | | Max | | Min | Min | |
| Act Effct Green (s) | 43.7 | 43.7 | | | | | | 32.0 | | 44.0 | 44.0 | |
| Actuated g/C Ratio | 0.44 | 0.44 | | | | | | 0.32 | | 0.44 | 0.44 | |
| v/c Ratio | 0.20 | 0.41 | | | | | | 0.37 | | 0.49 | 0.46 | |
| Control Delay | 18.4 | 19.6 | | | | | | 25.1 | | 27.0 | 22.3 | |
| Queue Delay | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 1.0 | |
| Total Delay | 18.4 | 19.6 | | | | | | 25.1 | | 27.0 | 23.3 | |
| LOS | B | B | | | | | | C | | C | C | |
| Approach Delay | | 19.3 | | | | | | 25.1 | | | 24.2 | |
| Approach LOS | | B | | | | | | C | | | C | |
| Queue Length 50th (ft) | 53 | 119 | | | | | | 87 | | 79 | 138 | |
| Queue Length 95th (ft) | 84 | 145 | | | | | | 125 | | m104 | 152 | |
| Internal Link Dist (ft) | | 477 | | | 203 | | | 243 | | | 339 | |
| Turn Bay Length (ft) | 400 | | | | | | | | | 100 | | |
| Base Capacity (vph) | 681 | 1346 | | | | | | 1024 | | 437 | 1490 | |
| Starvation Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 522 | |
| Spillback Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.20 | 0.41 | | | | | | 0.37 | | 0.49 | 0.70 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 10 (10%), Referenced to phase 1:EBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 70 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.49 | | | | | | | | | | | | |
| Intersection Signal Delay: 22.6 | | | | | | Intersection LOS: C | | | | | | |
| Intersection Capacity Utilization 86.4% | | | | | | ICU Level of Service E | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | | | | | | | | | | |

12: Hawkins Avenue & LIE South Service Road Lanes, Volumes, Timings

Existing 2013
AM PEAK



















Splits and Phases: 12: Hawkins Avenue & LIE South Service Road



13: Ronkonkoma Avenue & LIE North Service Road

Lanes, Volumes, Timings

Existing 2013
AM PEAK

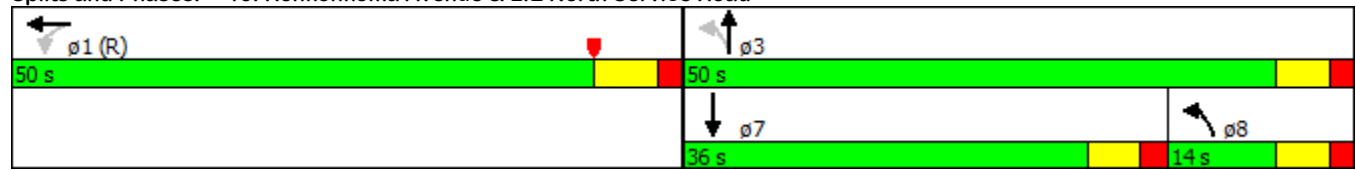
| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | |  |  | |  |  | | |  |  |
| Volume (vph) | 0 | 0 | 0 | 635 | 1013 | 68 | 134 | 271 | 0 | 0 | 509 | 253 |
| Satd. Flow (prot) | 0 | 0 | 0 | 1694 | 3358 | 0 | 1671 | 3343 | 0 | 0 | 3298 | 0 |
| Flt Permitted | | | | 0.950 | | | 0.143 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1694 | 3358 | 0 | 252 | 3343 | 0 | 0 | 3298 | 0 |
| Satd. Flow (RTOR) | | | | | 9 | | | | | | 74 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.25 | 0.25 | 0.25 | 0.93 | 0.93 | 0.93 | 0.94 | 0.94 | 0.25 | 0.25 | 0.85 | 0.85 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 0% | 0% | 3% | 3% | 3% | 8% | 8% | 0% | 0% | 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 | 683 | 1162 | 0 | 143 | 288 | 0 | 0 | 897 | 0 |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 1 | | 8 | 3 | | | 7 | |
| Permitted Phases | | | | 1 | | | 3 | | | | | |
| Detector Phase | | | | 1 | 1 | | 8 | 3 | | | 7 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 24.0 | 24.0 | | 4.0 | 17.0 | | | 17.0 | |
| Minimum Split (s) | | | | 30.7 | 30.7 | | 10.0 | 25.9 | | | 25.9 | |
| Total Split (s) | | | | 50.0 | 50.0 | | 14.0 | 50.0 | | | 36.0 | |
| Total Split (%) | | | | 50.0% | 50.0% | | 14.0% | 50.0% | | | 36.0% | |
| Yellow Time (s) | | | | 4.7 | 4.7 | | 3.9 | 3.9 | | | 3.9 | |
| 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 | |
| Total Lost Time (s) | | | | 6.7 | 6.7 | | 5.9 | 5.9 | | | 5.9 | |
| Lead/Lag | | | | | | | Lag | | | | Lead | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | | C-Max | C-Max | | Min | Min | | | Ped | |
| Act Effct Green (s) | | | | 44.8 | 44.8 | | 42.6 | 42.6 | | | 29.2 | |
| Actuated g/C Ratio | | | | 0.45 | 0.45 | | 0.43 | 0.43 | | | 0.29 | |
| v/c Ratio | | | | 0.90 | 0.77 | | 0.67 | 0.20 | | | 0.88 | |
| Control Delay | | | | 31.2 | 22.6 | | 47.2 | 14.7 | | | 42.3 | |
| Queue Delay | | | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 2.3 | |
| Total Delay | | | | 31.2 | 22.6 | | 47.2 | 14.7 | | | 44.5 | |
| LOS | | | | C | C | | D | B | | | D | |
| Approach Delay | | | | | 25.8 | | | 25.5 | | | 44.5 | |
| Approach LOS | | | | | C | | | C | | | D | |
| Queue Length 50th (ft) | | | | 306 | 218 | | 54 | 54 | | | 262 | |
| Queue Length 95th (ft) | | | | m358 | m242 | | #124 | 72 | | | 314 | |
| Internal Link Dist (ft) | | 318 | | | 725 | | | 397 | | | 224 | |
| Turn Bay Length (ft) | | | | 650 | | | 250 | | | | | |
| Base Capacity (vph) | | | | 758 | 1508 | | 224 | 1474 | | | 1044 | |
| Starvation Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 65 | |
| Storage Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | | | 0.90 | 0.77 | | 0.64 | 0.20 | | | 0.92 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 12 (12%), Referenced to phase 1:WBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 80 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.90 | | | | | | | | | | | | |
| Intersection Signal Delay: 31.0 | | | | | | Intersection LOS: C | | | | | | |
| Intersection Capacity Utilization 80.2% | | | | | | ICU Level of Service D | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | | | | | | | | | | |

13: Ronkonkoma Avenue & LIE North Service Road Lanes, Volumes, Timings

Existing 2013
AM PEAK

Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.


















Splits and Phases: 13: Ronkonkoma Avenue & LIE North Service Road



14: Ronkonkoma Avenue & LIE South Service Road

Lanes, Volumes, Timings

Existing 2013
AM PEAK

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | | | | |  | |  |  | |
| Volume (vph) | 159 | 288 | 317 | 0 | 0 | 0 | 0 | 246 | 186 | 95 | 1049 | 0 |
| Satd. Flow (prot) | 1631 | 3004 | 0 | 0 | 0 | 0 | 0 | 2961 | 0 | 1752 | 3505 | 0 |
| Flt Permitted | 0.950 | | | | | | | | | 0.289 | | |
| Satd. Flow (perm) | 1631 | 3004 | 0 | 0 | 0 | 0 | 0 | 2961 | 0 | 533 | 3505 | 0 |
| Satd. Flow (RTOR) | | 51 | | | | | | 227 | | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.25 | 0.25 | 0.25 | 0.25 | 0.82 | 0.82 | 0.80 | 0.80 | 0.25 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 7% | 7% | 7% | 0% | 0% | 0% | 0% | 14% | 14% | 3% | 3% | 0% |
| 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) | 175 | 664 | 0 | 0 | 0 | 0 | 0 | 527 | 0 | 119 | 1311 | 0 |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 1 | | | | | | 7 | | 8 | 3 | |
| Permitted Phases | 1 | | | | | | | | | 3 | | |
| Detector Phase | 1 | 1 | | | | | | 7 | | 8 | 3 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 24.0 | 24.0 | | | | | | 17.0 | | 4.0 | 17.0 | |
| Minimum Split (s) | 30.3 | 30.3 | | | | | | 25.6 | | 10.0 | 25.6 | |
| Total Split (s) | 37.0 | 37.0 | | | | | | 51.0 | | 12.0 | 51.0 | |
| Total Split (%) | 37.0% | 37.0% | | | | | | 51.0% | | 12.0% | 51.0% | |
| Yellow Time (s) | 4.3 | 4.3 | | | | | | 3.6 | | 3.6 | 3.6 | |
| 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 | |
| Total Lost Time (s) | 6.3 | 6.3 | | | | | | 5.6 | | 5.6 | 5.6 | |
| Lead/Lag | | | | | | | | Lead | | Lag | | |
| Lead-Lag Optimize? | | | | | | | | Yes | | Yes | | |
| Recall Mode | C-Max | C-Max | | | | | | Min | | Max | Max | |
| Act Effct Green (s) | 30.7 | 30.7 | | | | | | 19.2 | | 57.4 | 57.4 | |
| Actuated g/C Ratio | 0.31 | 0.31 | | | | | | 0.19 | | 0.57 | 0.57 | |
| v/c Ratio | 0.35 | 0.69 | | | | | | 0.70 | | 0.17 | 0.65 | |
| Control Delay | 29.4 | 32.6 | | | | | | 26.2 | | 12.1 | 15.4 | |
| Queue Delay | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 3.2 | |
| Total Delay | 29.4 | 32.6 | | | | | | 26.2 | | 12.1 | 18.6 | |
| LOS | C | C | | | | | | C | | B | B | |
| Approach Delay | | 31.9 | | | | | | 26.2 | | | 18.1 | |
| Approach LOS | | C | | | | | | C | | | B | |
| Queue Length 50th (ft) | 86 | 180 | | | | | | 96 | | 34 | 267 | |
| Queue Length 95th (ft) | 145 | 245 | | | | | | 118 | | m38 | 270 | |
| Internal Link Dist (ft) | | 267 | | | 295 | | | 185 | | | 397 | |
| Turn Bay Length (ft) | | | | | | | | | | 125 | | |
| Base Capacity (vph) | 500 | 957 | | | | | | 1468 | | 703 | 2011 | |
| Starvation Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 579 | |
| Spillback Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.35 | 0.69 | | | | | | 0.36 | | 0.17 | 0.92 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 7 (7%), Referenced to phase 1:EBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 70 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.70 | | | | | | | | | | | | |
| Intersection Signal Delay: 23.7 | | | | | | Intersection LOS: C | | | | | | |
| Intersection Capacity Utilization 80.2% | | | | | | ICU Level of Service D | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | | | | | | | | | | |

14: Ronkonkoma Avenue & LIE South Service Road Lanes, Volumes, Timings

Existing 2013
AM PEAK

Splits and Phases: 14: Ronkonkoma Avenue & LIE South Service Road



15: Hawkins Avenue & Union Avenue

Lanes, Volumes, Timings

Existing 2013
AM PEAK



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|-------|-------|------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 114 | 209 | 125 | 33 | 269 | 352 |
| Satd. Flow (prot) | 1646 | 1473 | 1864 | 0 | 1636 | 1783 |
| Flt Permitted | 0.950 | | | | 0.574 | |
| Satd. Flow (perm) | 1646 | 1473 | 1864 | 0 | 988 | 1783 |
| Satd. Flow (RTOR) | | 271 | 20 | | | |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.77 | 0.77 | 0.84 | 0.84 | 0.72 | 0.72 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 6% | 6% | 9% | 9% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | 0% | | | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 148 | 271 | 188 | 0 | 374 | 489 |
| Turn Type | NA | pm+ov | NA | | pm+pt | NA |
| Protected Phases | 8 | 1 | 2 | | 1 | 6 |
| Permitted Phases | | 8 | | | 6 | |
| Detector Phase | 8 | 1 | 2 | | 1 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 35.0 | | 8.0 | 35.0 |
| Minimum Split (s) | 22.0 | 12.0 | 40.0 | | 12.0 | 40.0 |
| Total Split (s) | 22.0 | 19.0 | 40.0 | | 19.0 | 59.0 |
| Total Split (%) | 27.2% | 23.5% | 49.4% | | 23.5% | 72.8% |
| Yellow Time (s) | 3.5 | 3.0 | 3.5 | | 3.0 | 3.5 |
| All-Red Time (s) | 1.5 | 1.0 | 1.5 | | 1.0 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 4.0 | 5.0 | | 4.0 | 5.0 |
| Lead/Lag | | Lead | Lag | | Lead | |
| Lead-Lag Optimize? | | Yes | Yes | | Yes | |
| Recall Mode | None | None | Min | | None | Min |
| Act Effct Green (s) | 11.2 | 26.7 | 35.2 | | 50.8 | 49.7 |
| Actuated g/C Ratio | 0.16 | 0.38 | 0.50 | | 0.72 | 0.70 |
| v/c Ratio | 0.57 | 0.37 | 0.20 | | 0.47 | 0.39 |
| Control Delay | 37.2 | 3.5 | 10.9 | | 6.2 | 5.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 37.2 | 3.5 | 10.9 | | 6.2 | 5.9 |
| LOS | D | A | B | | A | A |
| Approach Delay | 15.4 | | 10.9 | | | 6.0 |
| Approach LOS | B | | B | | | A |
| Queue Length 50th (ft) | 60 | 0 | 37 | | 46 | 69 |
| Queue Length 95th (ft) | 101 | 21 | 85 | | 77 | 107 |
| Internal Link Dist (ft) | 974 | | 310 | | | 399 |
| Turn Bay Length (ft) | 170 | | | | 125 | |
| Base Capacity (vph) | 396 | 801 | 934 | | 844 | 1364 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.37 | 0.34 | 0.20 | | 0.44 | 0.36 |

Intersection Summary

| | |
|---|------------------------|
| Cycle Length: 81 | |
| Actuated Cycle Length: 71 | |
| Natural Cycle: 75 | |
| Control Type: Semi Act-Uncoord | |
| Maximum v/c Ratio: 0.57 | |
| Intersection Signal Delay: 9.3 | Intersection LOS: A |
| Intersection Capacity Utilization 62.4% | ICU Level of Service B |
| Analysis Period (min) 15 | |

15: Hawkins Avenue & Union Avenue Lanes, Volumes, Timings



















Existing 2013
AM PEAK

Splits and Phases: 15: Hawkins Avenue & Union Avenue



16: Mill Road & Union Avenue Lanes, Volumes, Timings

Existing 2013
AM PEAK

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | | |  | | |  | |
| Volume (vph) | 5 | 134 | 6 | 198 | 429 | 12 | 3 | 13 | 47 | 6 | 10 | 16 |
| Satd. Flow (prot) | 1574 | 1704 | 0 | 1694 | 1776 | 0 | 0 | 1842 | 0 | 0 | 1647 | 0 |
| Flt Permitted | 0.489 | | | 0.645 | | | | 0.979 | | | 0.917 | |
| Satd. Flow (perm) | 810 | 1704 | 0 | 1150 | 1776 | 0 | 0 | 1807 | 0 | 0 | 1524 | 0 |
| Satd. Flow (RTOR) | | 6 | | | 4 | | | 60 | | | 22 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.92 | 0.92 | 0.92 | 0.78 | 0.78 | 0.78 | 0.73 | 0.73 | 0.73 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 7% | 7% | 7% | 3% | 3% | 3% | 5% | 5% | 5% | 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) | 6 | 178 | 0 | 215 | 479 | 0 | 0 | 81 | 0 | 0 | 44 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 35.0 | 35.0 | | 35.0 | 35.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 41.0 | 41.0 | | 41.0 | 41.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | |
| Total Split (s) | 41.0 | 41.0 | | 41.0 | 41.0 | | 21.0 | 21.0 | | 21.0 | 21.0 | |
| Total Split (%) | 66.1% | 66.1% | | 66.1% | 66.1% | | 33.9% | 33.9% | | 33.9% | 33.9% | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | | 6.0 | | | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | None | None | | None | None | |
| Act Effct Green (s) | 41.4 | 41.4 | | 41.4 | 41.4 | | | 8.1 | | | 8.1 | |
| Actuated g/C Ratio | 0.78 | 0.78 | | 0.78 | 0.78 | | | 0.15 | | | 0.15 | |
| v/c Ratio | 0.01 | 0.13 | | 0.24 | 0.34 | | | 0.25 | | | 0.18 | |
| Control Delay | 3.8 | 3.6 | | 4.6 | 4.7 | | | 11.8 | | | 15.8 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | 3.8 | 3.6 | | 4.6 | 4.7 | | | 11.8 | | | 15.8 | |
| LOS | A | A | | A | A | | | B | | | B | |
| Approach Delay | | 3.6 | | | 4.7 | | | 11.8 | | | 15.8 | |
| Approach LOS | | A | | | A | | | B | | | B | |
| Queue Length 50th (ft) | 1 | 19 | | 26 | 63 | | | 6 | | | 6 | |
| Queue Length 95th (ft) | 3 | 32 | | 53 | 110 | | | 29 | | | 22 | |
| Internal Link Dist (ft) | | 780 | | | 237 | | | 676 | | | 298 | |
| Turn Bay Length (ft) | 75 | | | 175 | | | | | | | | |
| Base Capacity (vph) | 633 | 1333 | | 899 | 1389 | | | 559 | | | 451 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.01 | 0.13 | | 0.24 | 0.34 | | | 0.14 | | | 0.10 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 62 | | | | | | | | | | | | |
| Actuated Cycle Length: 52.9 | | | | | | | | | | | | |
| Natural Cycle: 70 | | | | | | | | | | | | |
| Control Type: Semi Act-Uncoord | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.34 | | | | | | | | | | | | |
| Intersection Signal Delay: 5.5 | | | | | | Intersection LOS: A | | | | | | |
| Intersection Capacity Utilization 80.0% | | | | | | ICU Level of Service D | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

16: Mill Road & Union Avenue Lanes, Volumes, Timings

Existing 2013
AM PEAK






















Splits and Phases: 16: Mill Road & Union Avenue

| | |
|---|---|
|  <p>ø2</p> |  <p>ø4</p> |
| 41 s | 21 s |
|  <p>ø6</p> |  <p>ø8</p> |
| 41 s | 21 s |

17: Parking Lot/Powell Street & Railroad Avenue

Lanes, Volumes, Timings

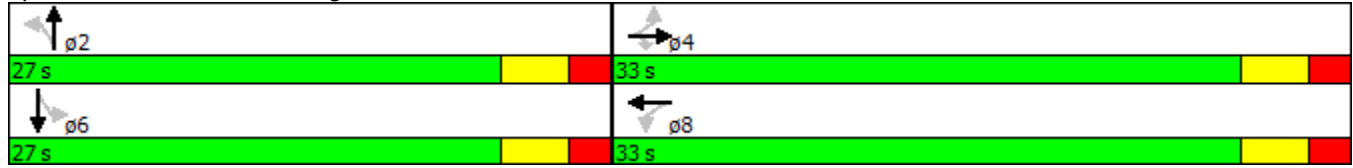
Existing 2013
AM PEAK

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | |  |  | |  |  | |
| Volume (vph) | 3 | 104 | 9 | 7 | 322 | 22 | 8 | 1 | 8 | 36 | 1 | 7 |
| Satd. Flow (prot) | 1646 | 1733 | 1473 | 1562 | 3322 | 0 | 1752 | 1647 | 0 | 1736 | 1584 | 0 |
| Flt Permitted | 0.528 | | | 0.667 | | | 0.752 | | | 0.750 | | |
| Satd. Flow (perm) | 915 | 1733 | 1473 | 1097 | 3322 | 0 | 1387 | 1647 | 0 | 1370 | 1584 | 0 |
| Satd. Flow (RTOR) | | | 36 | | 15 | | | 10 | | | 8 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.91 | 0.91 | 0.91 | 0.80 | 0.80 | 0.80 | 0.85 | 0.85 | 0.85 |
| Growth Factor | 50% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 6% | 6% | 6% | 4% | 4% | 4% | 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) | 2 | 141 | 12 | 8 | 378 | 0 | 10 | 11 | 0 | 42 | 9 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | 4 | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | | 21.0 | 21.0 | | 21.0 | 21.0 | |
| Total Split (s) | 33.0 | 33.0 | 33.0 | 33.0 | 33.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | |
| Total Split (%) | 55.0% | 55.0% | 55.0% | 55.0% | 55.0% | | 45.0% | 45.0% | | 45.0% | 45.0% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 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 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | Max | Max | | Max | Max | |
| Act Effct Green (s) | 10.1 | 10.1 | 10.1 | 10.1 | 10.1 | | 22.1 | 22.1 | | 22.1 | 22.1 | |
| Actuated g/C Ratio | 0.24 | 0.24 | 0.24 | 0.24 | 0.24 | | 0.52 | 0.52 | | 0.52 | 0.52 | |
| v/c Ratio | 0.01 | 0.34 | 0.03 | 0.03 | 0.47 | | 0.01 | 0.01 | | 0.06 | 0.01 | |
| Control Delay | 12.0 | 15.5 | 2.1 | 12.0 | 15.1 | | 5.9 | 3.9 | | 6.1 | 4.1 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 12.0 | 15.5 | 2.1 | 12.0 | 15.1 | | 5.9 | 3.9 | | 6.1 | 4.1 | |
| LOS | B | B | A | B | B | | A | A | | A | A | |
| Approach Delay | | 14.4 | | | 15.0 | | | 4.8 | | | 5.7 | |
| Approach LOS | | B | | | B | | | A | | | A | |
| Queue Length 50th (ft) | 0 | 28 | 0 | 2 | 38 | | 1 | 0 | | 4 | 0 | |
| Queue Length 95th (ft) | 3 | 49 | 2 | 8 | 67 | | 6 | 5 | | 15 | 5 | |
| Internal Link Dist (ft) | | 331 | | | 196 | | | 24 | | | 192 | |
| Turn Bay Length (ft) | 110 | | | 120 | | | | | | | | |
| Base Capacity (vph) | 608 | 1153 | 992 | 730 | 2216 | | 725 | 866 | | 716 | 832 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.00 | 0.12 | 0.01 | 0.01 | 0.17 | | 0.01 | 0.01 | | 0.06 | 0.01 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 60 | | | | | | | | | | | | |
| Actuated Cycle Length: 42.2 | | | | | | | | | | | | |
| Natural Cycle: 45 | | | | | | | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.47 | | | | | | | | | | | | |
| Intersection Signal Delay: 13.7 | | | | | | Intersection LOS: B | | | | | | |
| Intersection Capacity Utilization 26.6% | | | | | | ICU Level of Service A | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

17: Parking Lot/Powell Street & Railroad Avenue Lanes, Volumes, Timings

Existing 2013
AM PEAK






















Splits and Phases: 17: Parking Lot/Powell Street & Railroad Avenue



18: Parking Lot/Northwest Link & Johnson Avenue

Lanes, Volumes, Timings

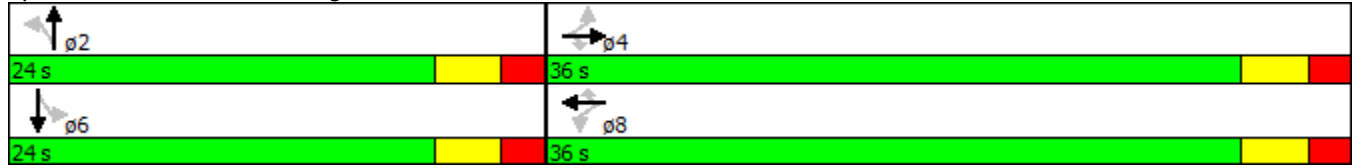
Existing 2013
AM PEAK

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  | |  |  | |
| Volume (vph) | 10 | 102 | 4 | 57 | 199 | 81 | 2 | 1 | 2 | 11 | 4 | 17 |
| Satd. Flow (prot) | 1604 | 1689 | 1436 | 1694 | 1783 | 1516 | 0 | 1889 | 0 | 1530 | 1415 | 0 |
| Flt Permitted | 0.623 | | | 0.659 | | | | 0.957 | | 0.752 | | |
| Satd. Flow (perm) | 1052 | 1689 | 1436 | 1175 | 1783 | 1516 | 0 | 1841 | 0 | 1211 | 1415 | 0 |
| Satd. Flow (RTOR) | | | 36 | | | 88 | | 3 | | | 21 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.66 | 0.66 | 0.66 | 0.92 | 0.92 | 0.92 | 0.63 | 0.63 | 0.63 | 0.80 | 0.80 | 0.80 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 5% | 5% | 5% | 3% | 3% | 3% | 0% | 0% | 0% | 18% | 18% | 18% |
| 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) | 15 | 155 | 6 | 62 | 216 | 88 | 0 | 8 | 0 | 14 | 26 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | 4 | 8 | 8 | 8 | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | | 21.0 | 21.0 | |
| Total Split (s) | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 24.0 | 24.0 | | 24.0 | 24.0 | |
| Total Split (%) | 60.0% | 60.0% | 60.0% | 60.0% | 60.0% | 60.0% | 40.0% | 40.0% | | 40.0% | 40.0% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 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 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | Max | Max | | Max | Max | |
| Act Effct Green (s) | 10.3 | 10.3 | 10.3 | 10.5 | 10.5 | 10.5 | | 23.2 | | 23.2 | 23.2 | |
| Actuated g/C Ratio | 0.26 | 0.26 | 0.26 | 0.26 | 0.26 | 0.26 | | 0.58 | | 0.58 | 0.58 | |
| v/c Ratio | 0.06 | 0.36 | 0.02 | 0.20 | 0.47 | 0.19 | | 0.01 | | 0.02 | 0.03 | |
| Control Delay | 10.7 | 14.0 | 0.0 | 12.6 | 15.5 | 4.4 | | 6.0 | | 6.9 | 4.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 10.7 | 14.0 | 0.0 | 12.6 | 15.5 | 4.4 | | 6.0 | | 6.9 | 4.3 | |
| LOS | B | B | A | B | B | A | | A | | A | A | |
| Approach Delay | | 13.2 | | | 12.3 | | | 6.0 | | | 5.2 | |
| Approach LOS | | B | | | B | | | A | | | A | |
| Queue Length 50th (ft) | 2 | 27 | 0 | 11 | 39 | 0 | | 1 | | 1 | 1 | |
| Queue Length 95th (ft) | 8 | 41 | 0 | 30 | 80 | 20 | | 4 | | 8 | 9 | |
| Internal Link Dist (ft) | | 151 | | | 331 | | | 6 | | | 181 | |
| Turn Bay Length (ft) | 130 | | 130 | 200 | | | | | | | | |
| Base Capacity (vph) | 814 | 1307 | 1119 | 909 | 1379 | 1193 | | 1063 | | 698 | 825 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.02 | 0.12 | 0.01 | 0.07 | 0.16 | 0.07 | | 0.01 | | 0.02 | 0.03 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 60 | | | | | | | | | | | | |
| Actuated Cycle Length: 40.2 | | | | | | | | | | | | |
| Natural Cycle: 45 | | | | | | | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.47 | | | | | | | | | | | | |
| Intersection Signal Delay: 12.0 | | | | | | Intersection LOS: B | | | | | | |
| Intersection Capacity Utilization 24.2% | | | | | | ICU Level of Service A | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

18: Parking Lot/Northwest Link & Johnson Avenue Lanes, Volumes, Timings

Existing 2013
AM PEAK

Splits and Phases: 18: Parking Lot/Northwest Link & Johnson Avenue



19: Hawkins Avenue & Railroad Avenue
HCM 2010 TWSC

Existing 2013
AM PEAK

| Intersection | | | | | | | | | | | | |
|---------------------------|-----|--|--|--|--|--|--|--|--|--|--|--|
| Intersection Delay, s/veh | 8.2 | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 51 | 119 | 12 | 3 | 187 | 94 | 0 | 0 | 0 | 184 | 18 | 260 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | None | None | None | None | None | None | None | None | None | None | None | None |
| Storage Length | 75 | | 0 | 175 | | 175 | 0 | | 0 | 125 | | 0 |
| Median Width | | 9 | | | 9 | | | 10 | | | 10 | |
| Grade, % | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.89 | 0.89 | 0.89 | 0.25 | 0.25 | 0.25 | 0.84 | 0.84 | 0.84 |
| Heavy Vehicles, % | 6 | 6 | 6 | 5 | 5 | 5 | 0 | 0 | 0 | 4 | 4 | 4 |
| Mvmt Flow | 56 | 131 | 13 | 3 | 210 | 106 | 0 | 0 | 0 | 219 | 21 | 310 |
| Number of Lanes | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 |

| Major/Minor | Major 1 | | | Major 2 | | | Minor 2 | | |
|-------------------------|---------|---|---|---------|---|---|---------|-------|-------|
| Conflicting Flow All | 210 | 0 | 0 | 144 | 0 | 0 | 466 | 473 | 210 |
| Stage 1 | - | - | - | - | - | - | 217 | 217 | - |
| Stage 2 | - | - | - | - | - | - | 249 | 256 | - |
| Follow-up Headway | 2.254 | - | - | 2.245 | - | - | 3.536 | 4.036 | 3.336 |
| Pot Capacity-1 Maneuver | 1337 | - | - | 1420 | - | - | 551 | 487 | 825 |
| Stage 1 | - | - | - | - | - | - | 814 | 720 | - |
| Stage 2 | - | - | - | - | - | - | 788 | 692 | - |
| Time blocked-Platoon, % | 0 | - | - | 0 | - | - | 0 | 0 | 0 |
| Mov Capacity-1 Maneuver | 1337 | - | - | 1420 | - | - | 527 | # 0 | 825 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | 527 | # 0 | - |
| Stage 1 | - | - | - | - | - | - | 812 | # 0 | - |
| Stage 2 | - | - | - | - | - | - | 755 | # 0 | - |

| Approach | EB | WB | SB |
|----------------------|-----|-----|------|
| HCM Control Delay, s | 2.2 | 0.1 | 15.1 |
| HCM LOS | - | - | C |

| Minor Lane / Major Mvmt | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|-------------------------|------|-----|-----|-------|-----|-----|-------|-------|
| Cap, veh/h | 1337 | - | - | 1420 | - | - | 527 | 745 |
| HCM Control Delay, s | 7.81 | - | - | 7.541 | - | - | 14.4 | 15.4 |
| HCM Lane V/C Ratio | 0.04 | - | - | 0.00 | - | - | 0.28 | 0.54 |
| HCM Lane LOS | A | - | - | A | - | - | B | C |
| HCM 95th-tile Q, veh | 0.1 | - | - | 0.0 | - | - | 1.1 | 3.3 |

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

20: Ronkonkoma Avenue & 2nd Street/Powell Street
HCM 2010 TWSC

Existing 2013
AM PEAK

| Intersection | | | | | | | | | | | | |
|---------------------------|---------|------|------|---------|-------|------|---------|------|------|---------|------|------|
| Intersection Delay, s/veh | 1.7 | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Vol, veh/h | 0 | 0 | 142 | 0 | 0 | 25 | 0 | 453 | 44 | 0 | 1172 | 45 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | Free | Free | Free | Free | Free | Free | Free | Free | Free | Free | Free | Free |
| Storage Length | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Median Width | | 0 | | | 0 | | | 10 | | | 10 | |
| Grade, % | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.25 | 0.25 | 0.90 | 0.25 | 0.25 | 0.78 | 0.25 | 0.89 | 0.89 | 0.25 | 0.83 | 0.83 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 14 | 0 | 12 | 12 | 0 | 3 | 3 |
| Mvmt Flow | 0 | 0 | 158 | 0 | 0 | 32 | 0 | 509 | 49 | 0 | 1412 | 54 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 |
| | | | | | | | | | | | | |
| Major/Minor | Minor 2 | | | Minor 1 | | | Major 1 | | | Major 2 | | |
| Conflicting Flow All | 1666 | 1921 | 706 | 1215 | 1921 | 254 | 1412 | 0 | 0 | 509 | 0 | 0 |
| Stage 1 | 1412 | 1412 | - | 509 | 509 | - | - | - | - | - | - | - |
| Stage 2 | 254 | 509 | - | 706 | 1412 | - | - | - | - | - | - | - |
| Follow-up Headway | 3.5 | 4 | 3.33 | 3.5 | 4 | 3.44 | 2.2 | - | - | 2.2 | - | - |
| Pot Capacity-1 Maneuver | 65 | 68 | 376 | 139 | 68 | 710 | 489 | - | - | 1066 | - | - |
| Stage 1 | 148 | 206 | - | 520 | 541 | - | - | - | - | - | - | - |
| Stage 2 | 734 | 541 | - | 397 | 206 | - | - | - | - | - | - | - |
| Time blocked-Platoon, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | 0 | - | - |
| Mov Capacity-1 Maneuver | 62 | 68 | 376 | 81 | 68 | 710 | 489 | - | - | 1066 | - | - |
| Mov Capacity-2 Maneuver | 62 | 68 | - | 81 | 68 | - | - | - | - | - | - | - |
| Stage 1 | 148 | 206 | - | 520 | 541 | - | - | - | - | - | - | - |
| Stage 2 | 701 | 541 | - | 230 | 206 | - | - | - | - | - | - | - |
| | | | | | | | | | | | | |
| Approach | EB | | | WB | | | NB | | | SB | | |
| HCM Control Delay, s | 21.3 | | | 10.3 | | | 0 | | | 0 | | |
| HCM LOS | C | | | B | | | - | | | - | | |
| | | | | | | | | | | | | |
| Minor Lane / Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR | | | | |
| Cap, veh/h | 489 | - | - | 376 | 710 | 1066 | - | - | | | | |
| HCM Control Delay, s | 0 | - | - | 21.3 | 10.3 | 0 | - | - | | | | |
| HCM Lane V/C Ratio | - | - | - | 0.42 | 0.04 | - | - | - | | | | |
| HCM Lane LOS | A | - | - | C | B | A | - | - | | | | |
| HCM 95th-tile Q, veh | 0.0 | - | - | 2.0 | 0.1 | 0.0 | - | - | | | | |



















Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

11: Hawkins Avenue & LIE North Service Road

Lanes, Volumes, Timings

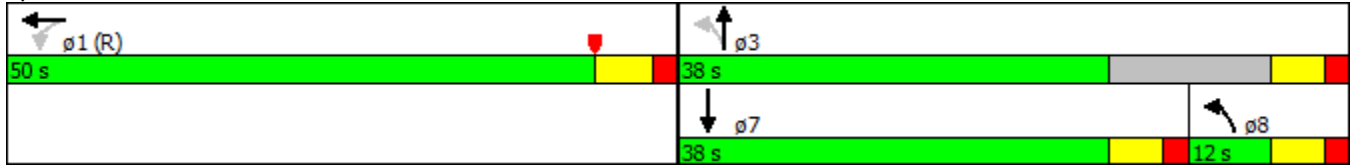
Existing 2013
PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | |  |  | |  |  | | |  |  |
| Volume (vph) | 0 | 0 | 0 | 210 | 468 | 253 | 190 | 626 | 0 | 0 | 433 | 138 |
| Satd. Flow (prot) | 0 | 0 | 0 | 1711 | 3240 | 0 | 1711 | 3421 | 0 | 0 | 3412 | 0 |
| Flt Permitted | | | | 0.950 | | | 0.317 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1711 | 3240 | 0 | 571 | 3421 | 0 | 0 | 3412 | 0 |
| Satd. Flow (RTOR) | | | | | 128 | | | | | | 45 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.25 | 0.25 | 0.25 | 0.86 | 0.86 | 0.86 | 0.90 | 0.90 | 0.25 | 0.25 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 0% | 0% | 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 | 244 | 838 | 0 | 211 | 696 | 0 | 0 | 621 | 0 |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 1 | | 8 | 3 | | | 7 | |
| Permitted Phases | | | | 1 | | | 3 | | | | | |
| Detector Phase | | | | 1 | 1 | | 8 | 3 | | | 7 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 25.0 | 25.0 | | 4.0 | 16.0 | | | 16.0 | |
| Minimum Split (s) | | | | 31.3 | 31.3 | | 10.0 | 23.0 | | | 23.0 | |
| Total Split (s) | | | | 50.0 | 50.0 | | 12.0 | 38.0 | | | 38.0 | |
| Total Split (%) | | | | 50.0% | 50.0% | | 12.0% | 38.0% | | | 38.0% | |
| Yellow Time (s) | | | | 4.3 | 4.3 | | 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 | |
| Total Lost Time (s) | | | | 6.3 | 6.3 | | 6.0 | 6.0 | | | 6.0 | |
| Lead/Lag | | | | | | | Lag | | | | Lead | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | | C-Max | C-Max | | Min | Min | | | Max | |
| Act Effct Green (s) | | | | 44.1 | 44.1 | | 43.6 | 43.6 | | | 32.0 | |
| Actuated g/C Ratio | | | | 0.44 | 0.44 | | 0.44 | 0.44 | | | 0.32 | |
| v/c Ratio | | | | 0.32 | 0.56 | | 0.67 | 0.47 | | | 0.55 | |
| Control Delay | | | | 19.9 | 19.1 | | 24.1 | 11.8 | | | 28.2 | |
| Queue Delay | | | | 0.0 | 0.0 | | 0.0 | 1.1 | | | 0.0 | |
| Total Delay | | | | 19.9 | 19.1 | | 24.1 | 12.9 | | | 28.2 | |
| LOS | | | | B | B | | C | B | | | C | |
| Approach Delay | | | | | 19.3 | | | 15.5 | | | 28.2 | |
| Approach LOS | | | | | B | | | B | | | C | |
| Queue Length 50th (ft) | | | | 99 | 172 | | 47 | 84 | | | 158 | |
| Queue Length 95th (ft) | | | | 149 | 215 | | m52 | m85 | | | 214 | |
| Internal Link Dist (ft) | | 204 | | | 499 | | | 339 | | | 118 | |
| Turn Bay Length (ft) | | | | | | | 100 | | | | | |
| Base Capacity (vph) | | | | 754 | 1499 | | 319 | 1505 | | | 1122 | |
| Starvation Cap Reductn | | | | 0 | 0 | | 0 | 536 | | | 0 | |
| Spillback Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | | | 0.32 | 0.56 | | 0.66 | 0.72 | | | 0.55 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 89 (89%), Referenced to phase 1:WBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 65 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.67 | | | | | | | | | | | | |
| Intersection Signal Delay: 20.1 | | | | | | Intersection LOS: C | | | | | | |
| Intersection Capacity Utilization 106.3% | | | | | | ICU Level of Service G | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | | | | | | | | | | |

11: Hawkins Avenue & LIE North Service Road Lanes, Volumes, Timings

Existing 2013
PM Peak


















Splits and Phases: 11: Hawkins Avenue & LIE North Service Road



12: Hawkins Avenue & LIE South Service Road

Lanes, Volumes, Timings

Existing 2013
PM Peak

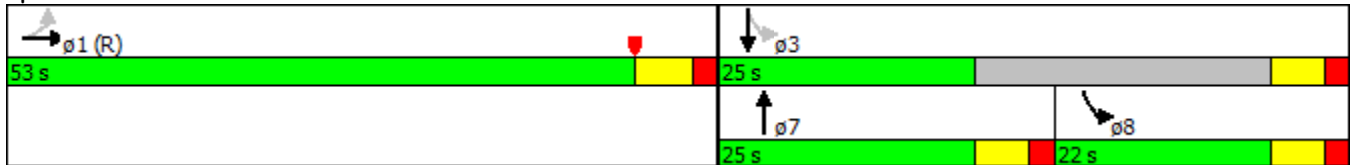
| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | | | | |  | |  |  | |
| Volume (vph) | 267 | 1741 | 175 | 0 | 0 | 0 | 0 | 548 | 115 | 335 | 308 | 0 |
| Satd. Flow (prot) | 1711 | 3373 | 0 | 0 | 0 | 0 | 0 | 3332 | 0 | 1711 | 3421 | 0 |
| Flt Permitted | 0.950 | | | | | | | | | 0.160 | | |
| Satd. Flow (perm) | 1711 | 3373 | 0 | 0 | 0 | 0 | 0 | 3332 | 0 | 288 | 3421 | 0 |
| Satd. Flow (RTOR) | | 14 | | | | | | 22 | | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.25 | 0.25 | 0.25 | 0.25 | 0.92 | 0.92 | 0.94 | 0.94 | 0.25 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 0% | 0% | 0% | 0% | 2% | 2% | 2% | 2% | 0% |
| 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) | 275 | 1975 | 0 | 0 | 0 | 0 | 0 | 721 | 0 | 356 | 328 | 0 |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 1 | | | | | | 7 | | 8 | 3 | |
| Permitted Phases | 1 | | | | | | | | | 3 | | |
| Detector Phase | 1 | 1 | | | | | | 7 | | 8 | 3 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 25.0 | 25.0 | | | | | | 16.0 | | 4.0 | 16.0 | |
| Minimum Split (s) | 31.3 | 31.3 | | | | | | 23.0 | | 10.0 | 23.0 | |
| Total Split (s) | 53.0 | 53.0 | | | | | | 25.0 | | 22.0 | 25.0 | |
| Total Split (%) | 53.0% | 53.0% | | | | | | 25.0% | | 22.0% | 25.0% | |
| Yellow Time (s) | 4.3 | 4.3 | | | | | | 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 | |
| Total Lost Time (s) | 6.3 | 6.3 | | | | | | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | | | | | | | | Lead | | Lag | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | C-Max | C-Max | | | | | | Max | | Min | Min | |
| Act Effct Green (s) | 46.7 | 46.7 | | | | | | 19.0 | | 41.0 | 41.0 | |
| Actuated g/C Ratio | 0.47 | 0.47 | | | | | | 0.19 | | 0.41 | 0.41 | |
| v/c Ratio | 0.34 | 1.25 | | | | | | 1.11 | | 1.03 | 0.23 | |
| Control Delay | 18.5 | 143.7 | | | | | | 106.7 | | 83.9 | 11.7 | |
| Queue Delay | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 18.5 | 143.7 | | | | | | 106.7 | | 83.9 | 11.7 | |
| LOS | B | F | | | | | | F | | F | B | |
| Approach Delay | | 128.4 | | | | | | 106.7 | | | 49.3 | |
| Approach LOS | | F | | | | | | F | | | D | |
| Queue Length 50th (ft) | 108 | ~834 | | | | | | ~272 | | ~196 | 42 | |
| Queue Length 95th (ft) | 169 | #975 | | | | | | #391 | | #379 | 58 | |
| Internal Link Dist (ft) | | 477 | | | 203 | | | 243 | | | 339 | |
| Turn Bay Length (ft) | 400 | | | | | | | | | 100 | | |
| Base Capacity (vph) | 799 | 1582 | | | | | | 650 | | 345 | 1402 | |
| Starvation Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.34 | 1.25 | | | | | | 1.11 | | 1.03 | 0.23 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 89 (89%), Referenced to phase 1:EBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 150 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 1.25 | | | | | | | | | | | | |
| Intersection Signal Delay: 109.3 | | | | | | Intersection LOS: F | | | | | | |
| Intersection Capacity Utilization 106.3% | | | | | | ICU Level of Service G | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | | | | | | | | | | |

12: Hawkins Avenue & LIE South Service Road Lanes, Volumes, Timings

Existing 2013
PM Peak

Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.


















Splits and Phases: 12: Hawkins Avenue & LIE South Service Road



13: Ronkonkoma Avenue & LIE North Service Road

Lanes, Volumes, Timings

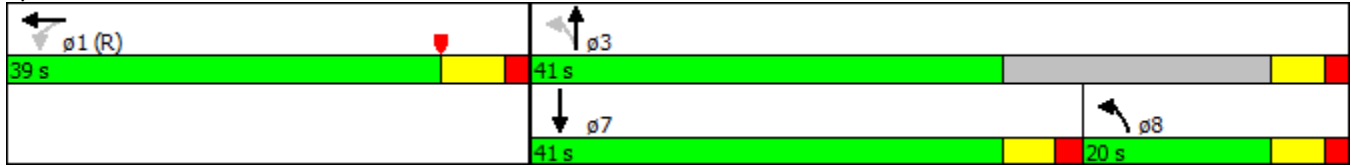
Existing 2013
PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | |  |  | |  |  | | |  | |
| Volume (vph) | 0 | 0 | 0 | 245 | 430 | 79 | 251 | 760 | 0 | 0 | 270 | 165 |
| Satd. Flow (prot) | 0 | 0 | 0 | 1678 | 3278 | 0 | 1770 | 3539 | 0 | 0 | 3337 | 0 |
| Flt Permitted | | | | 0.950 | | | 0.320 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1678 | 3278 | 0 | 596 | 3539 | 0 | 0 | 3337 | 0 |
| Satd. Flow (RTOR) | | | | | 22 | | | | | | 143 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.25 | 0.25 | 0.25 | 0.93 | 0.93 | 0.93 | 0.92 | 0.92 | 0.25 | 0.25 | 0.84 | 0.84 |
| 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 (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 263 | 547 | 0 | 273 | 826 | 0 | 0 | 517 | 0 |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 1 | | 8 | 3 | | | 7 | |
| Permitted Phases | | | | 1 | | | 3 | | | | | |
| Detector Phase | | | | 1 | 1 | | 8 | 3 | | | 7 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 24.0 | 24.0 | | 4.0 | 17.0 | | | 17.0 | |
| Minimum Split (s) | | | | 30.7 | 30.7 | | 10.0 | 25.9 | | | 25.9 | |
| Total Split (s) | | | | 39.0 | 39.0 | | 20.0 | 41.0 | | | 41.0 | |
| Total Split (%) | | | | 39.0% | 39.0% | | 20.0% | 41.0% | | | 41.0% | |
| Yellow Time (s) | | | | 4.7 | 4.7 | | 3.9 | 3.9 | | | 3.9 | |
| 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 | |
| Total Lost Time (s) | | | | 6.7 | 6.7 | | 5.9 | 5.9 | | | 5.9 | |
| Lead/Lag | | | | | | | Lag | | | | Lead | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | | C-Max | C-Max | | Min | Min | | | Ped | |
| Act Effct Green (s) | | | | 51.3 | 51.3 | | 36.1 | 36.1 | | | 20.9 | |
| Actuated g/C Ratio | | | | 0.51 | 0.51 | | 0.36 | 0.36 | | | 0.21 | |
| v/c Ratio | | | | 0.31 | 0.32 | | 0.84 | 0.65 | | | 0.64 | |
| Control Delay | | | | 21.4 | 19.9 | | 31.7 | 23.4 | | | 29.6 | |
| Queue Delay | | | | 0.0 | 0.0 | | 0.0 | 0.1 | | | 0.0 | |
| Total Delay | | | | 21.4 | 19.9 | | 31.7 | 23.5 | | | 29.6 | |
| LOS | | | | C | B | | C | C | | | C | |
| Approach Delay | | | | | 20.4 | | | 25.5 | | | 29.6 | |
| Approach LOS | | | | | C | | | C | | | C | |
| Queue Length 50th (ft) | | | | 97 | 104 | | 113 | 181 | | | 116 | |
| Queue Length 95th (ft) | | | | 199 | 184 | | m83 | m126 | | | 146 | |
| Internal Link Dist (ft) | | 318 | | | 725 | | | 397 | | | 224 | |
| Turn Bay Length (ft) | | | | 650 | | | 250 | | | | | |
| Base Capacity (vph) | | | | 860 | 1692 | | 410 | 1949 | | | 1264 | |
| Starvation Cap Reductn | | | | 0 | 0 | | 0 | 185 | | | 0 | |
| Spillback Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | | | 0.31 | 0.32 | | 0.67 | 0.47 | | | 0.41 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 74 (74%), Referenced to phase 1:WBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 70 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.84 | | | | | | | | | | | | |
| Intersection Signal Delay: 24.7 | | | | | | Intersection LOS: C | | | | | | |
| Intersection Capacity Utilization 96.7% | | | | | | ICU Level of Service F | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | | | | | | | | | | |

13: Ronkonkoma Avenue & LIE North Service Road Lanes, Volumes, Timings

Existing 2013
PM Peak


















Splits and Phases: 13: Ronkonkoma Avenue & LIE North Service Road



14: Ronkonkoma Avenue & LIE South Service Road

Lanes, Volumes, Timings

Existing 2013
PM Peak

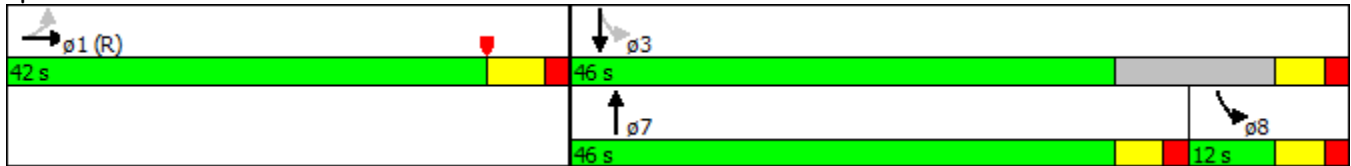
| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | | | | |  | |  |  | |
| Volume (vph) | 324 | 1128 | 85 | 0 | 0 | 0 | 0 | 688 | 771 | 80 | 435 | 0 |
| Satd. Flow (prot) | 1711 | 3387 | 0 | 0 | 0 | 0 | 0 | 3260 | 0 | 1719 | 3438 | 0 |
| Flt Permitted | 0.950 | | | | | | | | | 0.087 | | |
| Satd. Flow (perm) | 1711 | 3387 | 0 | 0 | 0 | 0 | 0 | 3260 | 0 | 157 | 3438 | 0 |
| Satd. Flow (RTOR) | | 8 | | | | | | 62 | | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.92 | 0.25 | 0.25 | 0.25 | 0.25 | 0.90 | 0.90 | 0.90 | 0.90 | 0.25 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 0% | 0% | 0% | 0% | 2% | 2% | 5% | 5% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | 0 |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 368 | 1374 | 0 | 0 | 0 | 0 | 0 | 1621 | 0 | 89 | 483 | 0 |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 1 | | | | | | 7 | | 8 | 3 | |
| Permitted Phases | 1 | | | | | | | | | 3 | | |
| Detector Phase | 1 | 1 | | | | | | 7 | | 8 | 3 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 24.0 | 24.0 | | | | | | 17.0 | | 4.0 | 17.0 | |
| Minimum Split (s) | 30.3 | 30.3 | | | | | | 25.6 | | 10.0 | 25.6 | |
| Total Split (s) | 42.0 | 42.0 | | | | | | 46.0 | | 12.0 | 46.0 | |
| Total Split (%) | 42.0% | 42.0% | | | | | | 46.0% | | 12.0% | 46.0% | |
| Yellow Time (s) | 4.3 | 4.3 | | | | | | 3.6 | | 3.6 | 3.6 | |
| 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 | |
| Total Lost Time (s) | 6.3 | 6.3 | | | | | | 5.6 | | 5.6 | 5.6 | |
| Lead/Lag | | | | | | | | Lead | | Lag | | |
| Lead-Lag Optimize? | | | | | | | | Yes | | Yes | | |
| Recall Mode | C-Max | C-Max | | | | | | Min | | Max | Max | |
| Act Effct Green (s) | 35.7 | 35.7 | | | | | | 40.4 | | 52.4 | 52.4 | |
| Actuated g/C Ratio | 0.36 | 0.36 | | | | | | 0.40 | | 0.52 | 0.52 | |
| v/c Ratio | 0.60 | 1.13 | | | | | | 1.25dr | | 0.49 | 0.27 | |
| Control Delay | 31.4 | 101.4 | | | | | | 124.7 | | 43.2 | 15.7 | |
| Queue Delay | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 31.4 | 101.4 | | | | | | 124.7 | | 43.2 | 15.7 | |
| LOS | C | F | | | | | | F | | D | B | |
| Approach Delay | | 86.6 | | | | | | 124.7 | | | 20.0 | |
| Approach LOS | | F | | | | | | F | | | B | |
| Queue Length 50th (ft) | 190 | ~538 | | | | | | ~653 | | 29 | 84 | |
| Queue Length 95th (ft) | 278 | #651 | | | | | | #792 | | 77 | 114 | |
| Internal Link Dist (ft) | | 267 | | | 295 | | | 185 | | | 397 | |
| Turn Bay Length (ft) | | | | | | | | | | 125 | | |
| Base Capacity (vph) | 610 | 1214 | | | | | | 1353 | | 182 | 1801 | |
| Starvation Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.60 | 1.13 | | | | | | 1.20 | | 0.49 | 0.27 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 74 (74%), Referenced to phase 1:EBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 150 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 1.20 | | | | | | | | | | | | |
| Intersection Signal Delay: 92.6 | | | | | | Intersection LOS: F | | | | | | |
| Intersection Capacity Utilization 96.7% | | | | | | ICU Level of Service F | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | | | | | | | | | | |

14: Ronkonkoma Avenue & LIE South Service Road Lanes, Volumes, Timings

Existing 2013
PM Peak

- Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
- Queue shown is maximum after two cycles.
- dr Defacto Right Lane. Recode with 1 though lane as a right lane.












Splits and Phases: 14: Ronkonkoma Avenue & LIE South Service Road



15: Hawkins Avenue & Union Avenue

Lanes, Volumes, Timings

Existing 2013
PM Peak

| |  |  |  |  |  |  |
|---|---|---|---|---|---|---|
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  |  |  | |  |  |
| Volume (vph) | 74 | 417 | 224 | 87 | 363 | 148 |
| Satd. Flow (prot) | 1711 | 1531 | 1952 | 0 | 1636 | 1783 |
| Flt Permitted | 0.950 | | | | 0.451 | |
| Satd. Flow (perm) | 1711 | 1531 | 1952 | 0 | 776 | 1783 |
| Satd. Flow (RTOR) | | 469 | 30 | | | |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.86 | 0.86 | 0.89 | 0.89 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | 0% | | | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 83 | 469 | 361 | 0 | 408 | 166 |
| Turn Type | NA | pm+ov | NA | | pm+pt | NA |
| Protected Phases | 8 | 1 | 2 | | 1 | 6 |
| Permitted Phases | | 8 | | | 6 | |
| Detector Phase | 8 | 1 | 2 | | 1 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 35.0 | | 8.0 | 35.0 |
| Minimum Split (s) | 22.0 | 12.0 | 40.0 | | 12.0 | 40.0 |
| Total Split (s) | 22.0 | 19.0 | 40.0 | | 19.0 | 59.0 |
| Total Split (%) | 27.2% | 23.5% | 49.4% | | 23.5% | 72.8% |
| Yellow Time (s) | 3.5 | 3.0 | 3.5 | | 3.0 | 3.5 |
| All-Red Time (s) | 1.5 | 1.0 | 1.5 | | 1.0 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 4.0 | 5.0 | | 4.0 | 5.0 |
| Lead/Lag | | Lead | Lag | | Lead | |
| Lead-Lag Optimize? | | Yes | Yes | | Yes | |
| Recall Mode | None | None | Min | | None | Min |
| Act Effct Green (s) | 8.9 | 21.1 | 35.5 | | 51.0 | 51.3 |
| Actuated g/C Ratio | 0.14 | 0.32 | 0.54 | | 0.78 | 0.78 |
| v/c Ratio | 0.36 | 0.58 | 0.34 | | 0.55 | 0.12 |
| Control Delay | 32.7 | 4.9 | 10.6 | | 6.1 | 3.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 32.7 | 4.9 | 10.6 | | 6.1 | 3.2 |
| LOS | C | A | B | | A | A |
| Approach Delay | 9.0 | | 10.6 | | | 5.3 |
| Approach LOS | A | | B | | | A |
| Queue Length 50th (ft) | 32 | 0 | 71 | | 42 | 15 |
| Queue Length 95th (ft) | 74 | 50 | 148 | | 87 | 35 |
| Internal Link Dist (ft) | 974 | | 310 | | | 399 |
| Turn Bay Length (ft) | 170 | | | | 125 | |
| Base Capacity (vph) | 448 | 887 | 1068 | | 800 | 1471 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.19 | 0.53 | 0.34 | | 0.51 | 0.11 |
| Intersection Summary | | | | | | |
| Cycle Length: 81 | | | | | | |
| Actuated Cycle Length: 65.8 | | | | | | |
| Natural Cycle: 75 | | | | | | |
| Control Type: Semi Act-Uncoord | | | | | | |
| Maximum v/c Ratio: 0.58 | | | | | | |
| Intersection Signal Delay: 7.9 | | | | Intersection LOS: A | | |
| Intersection Capacity Utilization 67.6% | | | | ICU Level of Service C | | |
| Analysis Period (min) 15 | | | | | | |

15: Hawkins Avenue & Union Avenue Lanes, Volumes, Timings

Existing 2013
PM Peak



















Splits and Phases: 15: Hawkins Avenue & Union Avenue



16: Mill Road & Union Avenue

Lanes, Volumes, Timings

Existing 2013
PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | | |  | | |  | |
| Volume (vph) | 31 | 436 | 11 | 73 | 445 | 40 | 9 | 53 | 231 | 17 | 8 | 24 |
| Satd. Flow (prot) | 1652 | 1793 | 0 | 1711 | 1779 | 0 | 0 | 1884 | 0 | 0 | 1653 | 0 |
| Flt Permitted | 0.349 | | | 0.437 | | | | 0.988 | | | 0.524 | |
| Satd. Flow (perm) | 607 | 1793 | 0 | 787 | 1779 | 0 | 0 | 1865 | 0 | 0 | 881 | 0 |
| Satd. Flow (RTOR) | | 3 | | | 12 | | | 283 | | | 26 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.77 | 0.77 | 0.77 | 0.65 | 0.65 | 0.65 | 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% | 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) | 35 | 507 | 0 | 95 | 630 | 0 | 0 | 451 | 0 | 0 | 53 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 35.0 | 35.0 | | 35.0 | 35.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 41.0 | 41.0 | | 41.0 | 41.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | |
| Total Split (s) | 41.0 | 41.0 | | 41.0 | 41.0 | | 21.0 | 21.0 | | 21.0 | 21.0 | |
| Total Split (%) | 66.1% | 66.1% | | 66.1% | 66.1% | | 33.9% | 33.9% | | 33.9% | 33.9% | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | | 6.0 | | | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | None | None | | None | None | |
| Act Effct Green (s) | 35.1 | 35.1 | | 35.1 | 35.1 | | | 10.9 | | | 10.9 | |
| Actuated g/C Ratio | 0.61 | 0.61 | | 0.61 | 0.61 | | | 0.19 | | | 0.19 | |
| v/c Ratio | 0.10 | 0.47 | | 0.20 | 0.58 | | | 0.78 | | | 0.28 | |
| Control Delay | 6.6 | 8.7 | | 7.4 | 10.3 | | | 18.6 | | | 16.6 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | 6.6 | 8.7 | | 7.4 | 10.3 | | | 18.6 | | | 16.6 | |
| LOS | A | A | | A | B | | | B | | | B | |
| Approach Delay | | 8.5 | | | 9.9 | | | 18.6 | | | 16.6 | |
| Approach LOS | | A | | | A | | | B | | | B | |
| Queue Length 50th (ft) | 4 | 80 | | 12 | 108 | | | 53 | | | 8 | |
| Queue Length 95th (ft) | 17 | 165 | | 31 | 176 | | | 58 | | | 34 | |
| Internal Link Dist (ft) | | 780 | | | 237 | | | 676 | | | 298 | |
| Turn Bay Length (ft) | 75 | | | 175 | | | | | | | | |
| Base Capacity (vph) | 366 | 1085 | | 475 | 1080 | | | 692 | | | 247 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.10 | 0.47 | | 0.20 | 0.58 | | | 0.65 | | | 0.21 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 62 | | | | | | | | | | | | |
| Actuated Cycle Length: 58 | | | | | | | | | | | | |
| Natural Cycle: 70 | | | | | | | | | | | | |
| Control Type: Semi Act-Uncoord | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.78 | | | | | | | | | | | | |
| Intersection Signal Delay: 11.9 | | | | | Intersection LOS: B | | | | | | | |
| Intersection Capacity Utilization 88.4% | | | | | ICU Level of Service E | | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

16: Mill Road & Union Avenue Lanes, Volumes, Timings

Existing 2013
PM Peak






















Splits and Phases: 16: Mill Road & Union Avenue

| | |
|---|---|
|  <p>ø2</p> |  <p>ø4</p> |
| <p>41 s</p> | <p>21 s</p> |
|  <p>ø6</p> |  <p>ø8</p> |
| <p>41 s</p> | <p>21 s</p> |

17: Parking Lot/Powell Street & Railroad Avenue

Lanes, Volumes, Timings

Existing 2013
PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | |  |  | |  |  | |
| Volume (vph) | 10 | 327 | 7 | 5 | 267 | 40 | 12 | 5 | 41 | 79 | 1 | 12 |
| Satd. Flow (prot) | 1711 | 1801 | 1531 | 1593 | 3353 | 0 | 1805 | 1702 | 0 | 1752 | 1585 | 0 |
| Flt Permitted | 0.529 | | | 0.545 | | | 0.976 | | | 0.976 | | |
| Satd. Flow (perm) | 953 | 1801 | 1531 | 914 | 3353 | 0 | 1854 | 1702 | 0 | 1800 | 1585 | 0 |
| Satd. Flow (RTOR) | | | 36 | | 48 | | | 87 | | | 15 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.82 | 0.82 | 0.82 | 0.47 | 0.47 | 0.47 | 0.78 | 0.78 | 0.78 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 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) | 11 | 363 | 8 | 6 | 375 | 0 | 26 | 98 | 0 | 101 | 16 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Total Split (s) | 40.0 | 40.0 | 40.0 | 40.0 | 40.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Total Split (%) | 66.7% | 66.7% | 66.7% | 66.7% | 66.7% | | 33.3% | 33.3% | | 33.3% | 33.3% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 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 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | None | | None | None | |
| Act Effct Green (s) | 14.6 | 14.6 | 14.6 | 14.4 | 14.4 | | 8.8 | 8.8 | | 9.2 | 9.2 | |
| Actuated g/C Ratio | 0.58 | 0.58 | 0.58 | 0.57 | 0.57 | | 0.35 | 0.35 | | 0.37 | 0.37 | |
| v/c Ratio | 0.02 | 0.35 | 0.01 | 0.01 | 0.19 | | 0.04 | 0.15 | | 0.15 | 0.03 | |
| Control Delay | 5.8 | 6.9 | 0.4 | 5.8 | 4.8 | | 9.8 | 4.5 | | 9.9 | 6.2 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 5.8 | 6.9 | 0.4 | 5.8 | 4.8 | | 9.8 | 4.5 | | 9.9 | 6.2 | |
| LOS | A | A | A | A | A | | A | A | | A | A | |
| Approach Delay | | 6.7 | | | 4.8 | | | 5.6 | | | 9.4 | |
| Approach LOS | | A | | | A | | | A | | | A | |
| Queue Length 50th (ft) | 1 | 37 | 0 | 1 | 15 | | 3 | 1 | | 11 | 0 | |
| Queue Length 95th (ft) | 6 | 94 | 1 | 4 | 33 | | 8 | 5 | | 35 | 7 | |
| Internal Link Dist (ft) | | 331 | | | 196 | | | 24 | | | 192 | |
| Turn Bay Length (ft) | 110 | | | 120 | | | | | | | | |
| Base Capacity (vph) | 931 | 1760 | 1497 | 893 | 3278 | | 1245 | 1171 | | 1208 | 1069 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.01 | 0.21 | 0.01 | 0.01 | 0.11 | | 0.02 | 0.08 | | 0.08 | 0.01 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 60 | | | | | | | | | | | | |
| Actuated Cycle Length: 25.1 | | | | | | | | | | | | |
| Natural Cycle: 40 | | | | | | | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.35 | | | | | | | | | | | | |
| Intersection Signal Delay: 6.2 | | | | | | Intersection LOS: A | | | | | | |
| Intersection Capacity Utilization 36.6% | | | | | | ICU Level of Service A | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

17: Parking Lot/Powell Street & Railroad Avenue Lanes, Volumes, Timings

Existing 2013
PM Peak
























Splits and Phases: 17: Parking Lot/Powell Street & Railroad Avenue



18: Parking Lot/Northwest Link & Railroad Avenue

Lanes, Volumes, Timings

Existing 2013
PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  |  |  |  |  |
| Volume (vph) | 7 | 281 | 1 | 3 | 185 | 103 | 3 | 3 | 31 | 32 | 1 | 27 |
| Satd. Flow (prot) | 1652 | 1739 | 1478 | 1711 | 1801 | 1531 | 0 | 1788 | 0 | 1687 | 1522 | 0 |
| Flt Permitted | 0.635 | | | 0.635 | | | | | | | | |
| Satd. Flow (perm) | 1104 | 1739 | 1478 | 1143 | 1801 | 1531 | 0 | 1796 | 0 | 1776 | 1522 | 0 |
| Satd. Flow (RTOR) | | | 36 | | | 127 | | 65 | | | 44 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.81 | 0.81 | 0.81 | 0.48 | 0.48 | 0.48 | 0.61 | 0.61 | 0.61 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 7% | 7% | 7% |
| 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) | 9 | 343 | 1 | 4 | 228 | 127 | 0 | 77 | 0 | 52 | 46 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | 6 | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Total Split (s) | 40.0 | 40.0 | 40.0 | 40.0 | 40.0 | 40.0 | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Total Split (%) | 66.7% | 66.7% | 66.7% | 66.7% | 66.7% | 66.7% | 33.3% | 33.3% | | 33.3% | 33.3% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 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 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | None | None | | None | None | |
| Act Effct Green (s) | 12.9 | 12.9 | 12.9 | 12.4 | 12.4 | 12.4 | | 7.8 | | 8.1 | 8.1 | |
| Actuated g/C Ratio | 0.64 | 0.64 | 0.64 | 0.61 | 0.61 | 0.61 | | 0.39 | | 0.40 | 0.40 | |
| v/c Ratio | 0.01 | 0.31 | 0.00 | 0.01 | 0.21 | 0.13 | | 0.11 | | 0.07 | 0.07 | |
| Control Delay | 4.6 | 5.0 | 0.0 | 4.7 | 4.5 | 1.9 | | 4.6 | | 8.4 | 4.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 4.6 | 5.0 | 0.0 | 4.7 | 4.5 | 1.9 | | 4.6 | | 8.4 | 4.7 | |
| LOS | A | A | A | A | A | A | | A | | A | A | |
| Approach Delay | | 5.0 | | | 3.6 | | | 4.6 | | | 6.7 | |
| Approach LOS | | A | | | A | | | A | | | A | |
| Queue Length 50th (ft) | 0 | 0 | 0 | 0 | 0 | 0 | | 1 | | 1 | 0 | |
| Queue Length 95th (ft) | 4 | 66 | 0 | 3 | 42 | 11 | | 6 | | 15 | 7 | |
| Internal Link Dist (ft) | | 151 | | | 331 | | | 6 | | | 181 | |
| Turn Bay Length (ft) | 130 | | 130 | 200 | | | | | | | | |
| Base Capacity (vph) | 1102 | 1736 | 1475 | 1141 | 1798 | 1529 | | 1418 | | 1388 | 1199 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.01 | 0.20 | 0.00 | 0.00 | 0.13 | 0.08 | | 0.05 | | 0.04 | 0.04 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 60 | | | | | | | | | | | | |
| Actuated Cycle Length: 20.2 | | | | | | | | | | | | |
| Natural Cycle: 40 | | | | | | | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.31 | | | | | | | | | | | | |
| Intersection Signal Delay: 4.6 | | | | | | Intersection LOS: A | | | | | | |
| Intersection Capacity Utilization 31.6% | | | | | | ICU Level of Service A | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

18: Parking Lot/Northwest Link & Railroad Avenue Lanes, Volumes, Timings

Existing 2013
PM Peak

Splits and Phases: 18: Parking Lot/Northwest Link & Railroad Avenue



19: Hawkins Avenue & Railroad Avenue
HCM 2010 TWSC

Existing 2013
PM Peak

| Intersection | | | | | | | | | | | | |
|---------------------------|-----|--|--|--|--|--|--|--|--|--|--|--|
| Intersection Delay, s/veh | 6.9 | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 203 | 243 | 12 | 5 | 154 | 145 | 0 | 0 | 0 | 98 | 9 | 127 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | None | None | None | None | None | None | None | None | None | None | None | None |
| Storage Length | 75 | | 0 | 175 | | 175 | 0 | | 0 | 125 | | 0 |
| Median Width | | 9 | | | 9 | | | 10 | | | 10 | |
| Grade, % | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.73 | 0.73 | 0.73 | 0.25 | 0.25 | 0.25 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 2 | 2 | 2 |
| Mvmt Flow | 274 | 328 | 16 | 7 | 211 | 199 | 0 | 0 | 0 | 120 | 11 | 155 |
| Number of Lanes | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 |

| Major/Minor | Major 1 | | | Major 2 | | | Minor 2 | | |
|-------------------------|---------|---|---|---------|---|---|---------|-------|-------|
| Conflicting Flow All | 211 | 0 | 0 | 345 | 0 | 0 | 1110 | 1118 | 211 |
| Stage 1 | - | - | - | - | - | - | 225 | 225 | - |
| Stage 2 | - | - | - | - | - | - | 885 | 893 | - |
| Follow-up Headway | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 |
| Pot Capacity-1 Maneuver | 1360 | - | - | 1214 | - | - | 232 | 207 | 829 |
| Stage 1 | - | - | - | - | - | - | 812 | 718 | - |
| Stage 2 | - | - | - | - | - | - | 403 | 360 | - |
| Time blocked-Platoon, % | 0 | - | - | 0 | - | - | 0 | 0 | 0 |
| Mov Capacity-1 Maneuver | 1360 | - | - | 1214 | - | - | 184 | # 0 | 829 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | 184 | # 0 | - |
| Stage 1 | - | - | - | - | - | - | 807 | # 0 | - |
| Stage 2 | - | - | - | - | - | - | 322 | # 0 | - |

| Approach | EB | WB | SB |
|----------------------|-----|-----|------|
| HCM Control Delay, s | 3.7 | 0.1 | 23.7 |
| HCM LOS | - | - | C |

| Minor Lane / Major Mvmt | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|-------------------------|-------|-----|-----|-------|-----|-----|-------|-------|
| Cap, veh/h | 1360 | - | - | 1214 | - | - | 184 | 483 |
| HCM Control Delay, s | 8.315 | - | - | 7.982 | - | - | 38.7 | 17.9 |
| HCM Lane V/C Ratio | 0.20 | - | - | 0.01 | - | - | 0.43 | 0.43 |
| HCM Lane LOS | A | - | - | A | - | - | E | C |
| HCM 95th-tile Q, veh | 0.8 | - | - | 0.0 | - | - | 2.0 | 2.1 |

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

20: Ronkonkoma Avenue & 2nd Street/Powell Street
HCM 2010 TWSC

Existing 2013
PM Peak

| Intersection | | | | | | | | | | | | |
|---------------------------|-----|--|--|--|--|--|--|--|--|--|--|--|
| Intersection Delay, s/veh | 1.4 | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 0 | 0 | 113 | 0 | 0 | 55 | 0 | 1418 | 92 | 0 | 498 | 60 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | Free | Free | Free | Free | Free | Free | Free | Free | Free | Free | Free | Free |
| Storage Length | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Median Width | | 0 | | | 0 | | | 10 | | | 10 | |
| Grade, % | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.25 | 0.25 | 0.62 | 0.25 | 0.25 | 0.71 | 0.25 | 0.88 | 0.88 | 0.25 | 0.82 | 0.82 |
| Heavy Vehicles, % | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 2 | 2 | 0 | 5 | 5 |
| Mvmt Flow | 0 | 0 | 182 | 0 | 0 | 77 | 0 | 1611 | 105 | 0 | 607 | 73 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 |

| Major/Minor | Minor 2 | | | Minor 1 | | | Major 1 | | | Major 2 | | |
|-------------------------|---------|------|------|---------|------|------|---------|---|---|---------|---|---|
| Conflicting Flow All | 1413 | 2218 | 304 | 1915 | 2218 | 806 | 607 | 0 | 0 | 1611 | 0 | 0 |
| Stage 1 | 607 | 607 | - | 1611 | 1611 | - | - | - | - | - | - | - |
| Stage 2 | 806 | 1611 | - | 304 | 607 | - | - | - | - | - | - | - |
| Follow-up Headway | 3.5 | 4 | 3.32 | 3.5 | 4 | 3.35 | 2.2 | - | - | 2.2 | - | - |
| Pot Capacity-1 Maneuver | 100 | 44 | 692 | 42 | 44 | 319 | 981 | - | - | 411 | - | - |
| Stage 1 | 455 | 489 | - | 111 | 165 | - | - | - | - | - | - | - |
| Stage 2 | 346 | 165 | - | 686 | 489 | - | - | - | - | - | - | - |
| Time blocked-Platoon, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | 0 | - | - |
| Mov Capacity-1 Maneuver | 76 | 44 | 692 | 31 | 44 | 319 | 981 | - | - | 411 | - | - |
| Mov Capacity-2 Maneuver | 76 | 44 | - | 31 | 44 | - | - | - | - | - | - | - |
| Stage 1 | 455 | 489 | - | 111 | 165 | - | - | - | - | - | - | - |
| Stage 2 | 262 | 165 | - | 505 | 489 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|----|----|
| HCM Control Delay, s | 12.1 | 19.9 | 0 | 0 |
| HCM LOS | B | C | - | - |

| Minor Lane / Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-------------------------|-----|-----|-----|-------|-------|-----|-----|-----|
| Cap, veh/h | 981 | - | - | 692 | 319 | 411 | - | - |
| HCM Control Delay, s | 0 | - | - | 12.1 | 19.9 | 0 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.26 | 0.24 | - | - | - |
| HCM Lane LOS | A | - | - | B | C | A | - | - |
| HCM 95th-tile Q, veh | 0.0 | - | - | 1.1 | 0.9 | 0.0 | - | - |


















Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

11: Hawkins Avenue & LIE North Service Road

Lanes, Volumes, Timings

No Build 2020
AM PEAK

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | |  |  | |  |  | | |  | |
| Volume (vph) | 0 | 0 | 0 | 418 | 1696 | 163 | 151 | 248 | 0 | 0 | 333 | 150 |
| Satd. Flow (prot) | 0 | 0 | 0 | 1711 | 3377 | 0 | 1662 | 3323 | 0 | 0 | 3340 | 0 |
| Flt Permitted | | | | 0.950 | | | 0.255 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1711 | 3377 | 0 | 446 | 3323 | 0 | 0 | 3340 | 0 |
| Satd. Flow (RTOR) | | | | | 16 | | | | | | 42 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.25 | 0.25 | 0.25 | 0.96 | 0.96 | 0.96 | 0.88 | 0.88 | 0.25 | 0.25 | 0.84 | 0.84 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 0% | 0% | 2% | 2% | 2% | 5% | 5% | 5% | 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) | 0 | 0 | 0 | 435 | 1937 | 0 | 172 | 282 | 0 | 0 | 575 | 0 |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 1 | | 8 | 3 | | | 7 | |
| Permitted Phases | | | | 1 | | | 3 | | | | | |
| Detector Phase | | | | 1 | 1 | | 8 | 3 | | | 7 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 25.0 | 25.0 | | 4.0 | 16.0 | | | 16.0 | |
| Minimum Split (s) | | | | 31.3 | 31.3 | | 10.0 | 23.0 | | | 23.0 | |
| Total Split (s) | | | | 61.0 | 61.0 | | 14.0 | 39.0 | | | 25.0 | |
| Total Split (%) | | | | 61.0% | 61.0% | | 14.0% | 39.0% | | | 25.0% | |
| Yellow Time (s) | | | | 4.3 | 4.3 | | 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 | |
| Total Lost Time (s) | | | | 6.3 | 6.3 | | 6.0 | 6.0 | | | 6.0 | |
| Lead/Lag | | | | | | | Lag | | | | Lead | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | | C-Max | C-Max | | Min | Min | | | Max | |
| Act Effct Green (s) | | | | 55.7 | 55.7 | | 32.0 | 32.0 | | | 19.0 | |
| Actuated g/C Ratio | | | | 0.56 | 0.56 | | 0.32 | 0.32 | | | 0.19 | |
| v/c Ratio | | | | 0.46 | 1.03 | | 0.76 | 0.27 | | | 0.86 | |
| Control Delay | | | | 15.4 | 50.8 | | 44.0 | 15.4 | | | 50.7 | |
| Queue Delay | | | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay | | | | 15.4 | 50.8 | | 44.0 | 15.4 | | | 50.7 | |
| LOS | | | | B | D | | D | B | | | D | |
| Approach Delay | | | | | 44.3 | | | 26.2 | | | 50.7 | |
| Approach LOS | | | | | D | | | C | | | D | |
| Queue Length 50th (ft) | | | | 159 | ~707 | | 47 | 40 | | | 175 | |
| Queue Length 95th (ft) | | | | 238 | #848 | | #123 | 55 | | | #225 | |
| Internal Link Dist (ft) | | 204 | | | 499 | | | 339 | | | 118 | |
| Turn Bay Length (ft) | | | | | | | 100 | | | | | |
| Base Capacity (vph) | | | | 953 | 1888 | | 244 | 1096 | | | 668 | |
| Starvation Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | | | 0.46 | 1.03 | | 0.70 | 0.26 | | | 0.86 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 10 (10%), Referenced to phase 1:WBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 90 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 1.03 | | | | | | | | | | | | |
| Intersection Signal Delay: 43.0 | | | | | | Intersection LOS: D | | | | | | |
| Intersection Capacity Utilization 89.7% | | | | | | ICU Level of Service E | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | | | | | | | | | | |

11: Hawkins Avenue & LIE North Service Road Lanes, Volumes, Timings

No Build 2020
AM PEAK

Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.


















Splits and Phases: 11: Hawkins Avenue & LIE North Service Road



12: Hawkins Avenue & LIE South Service Road

Lanes, Volumes, Timings

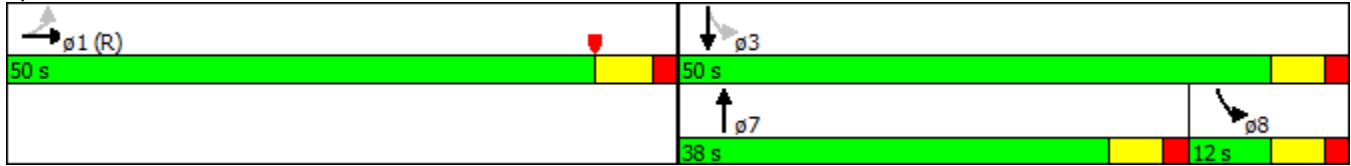
No Build 2020
AM PEAK

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | | | | |  | |  |  | |
| Volume (vph) | 120 | 408 | 71 | 0 | 0 | 0 | 0 | 279 | 68 | 178 | 571 | 0 |
| Satd. Flow (prot) | 1558 | 3047 | 0 | 0 | 0 | 0 | 0 | 3137 | 0 | 1694 | 3388 | 0 |
| Flt Permitted | 0.950 | | | | | | | | | 0.480 | | |
| Satd. Flow (perm) | 1558 | 3047 | 0 | 0 | 0 | 0 | 0 | 3137 | 0 | 856 | 3388 | 0 |
| Satd. Flow (RTOR) | | 25 | | | | | | 31 | | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.25 | 0.25 | 0.25 | 0.25 | 0.88 | 0.88 | 0.80 | 0.80 | 0.25 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 12% | 12% | 12% | 0% | 0% | 0% | 0% | 8% | 8% | 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) | 146 | 585 | 0 | 0 | 0 | 0 | 0 | 394 | 0 | 222 | 714 | 0 |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 1 | | | | | | 7 | | 8 | 3 | |
| Permitted Phases | 1 | | | | | | | | | 3 | | |
| Detector Phase | 1 | 1 | | | | | | 7 | | 8 | 3 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 25.0 | 25.0 | | | | | | 16.0 | | 4.0 | 16.0 | |
| Minimum Split (s) | 31.3 | 31.3 | | | | | | 24.0 | | 10.0 | 26.0 | |
| Total Split (s) | 50.0 | 50.0 | | | | | | 38.0 | | 12.0 | 50.0 | |
| Total Split (%) | 50.0% | 50.0% | | | | | | 38.0% | | 12.0% | 50.0% | |
| Yellow Time (s) | 4.3 | 4.3 | | | | | | 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 | |
| Total Lost Time (s) | 6.3 | 6.3 | | | | | | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | | | | | | | | Lead | | Lag | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | C-Max | C-Max | | | | | | Max | | Min | Min | |
| Act Effct Green (s) | 43.7 | 43.7 | | | | | | 32.0 | | 44.0 | 44.0 | |
| Actuated g/C Ratio | 0.44 | 0.44 | | | | | | 0.32 | | 0.44 | 0.44 | |
| v/c Ratio | 0.21 | 0.43 | | | | | | 0.38 | | 0.52 | 0.48 | |
| Control Delay | 18.6 | 19.9 | | | | | | 25.5 | | 28.0 | 22.3 | |
| Queue Delay | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 1.2 | |
| Total Delay | 18.6 | 19.9 | | | | | | 25.5 | | 28.0 | 23.5 | |
| LOS | B | B | | | | | | C | | C | C | |
| Approach Delay | | 19.6 | | | | | | 25.5 | | | 24.5 | |
| Approach LOS | | B | | | | | | C | | | C | |
| Queue Length 50th (ft) | 56 | 126 | | | | | | 93 | | 83 | 144 | |
| Queue Length 95th (ft) | 88 | 153 | | | | | | 131 | | m106 | 157 | |
| Internal Link Dist (ft) | | 477 | | | 203 | | | 243 | | | 339 | |
| Turn Bay Length (ft) | 400 | | | | | | | | | 100 | | |
| Base Capacity (vph) | 680 | 1346 | | | | | | 1024 | | 426 | 1490 | |
| Starvation Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 522 | |
| Spillback Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.21 | 0.43 | | | | | | 0.38 | | 0.52 | 0.74 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 10 (10%), Referenced to phase 1:EBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 70 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.52 | | | | | | | | | | | | |
| Intersection Signal Delay: 23.0 | | | | | | Intersection LOS: C | | | | | | |
| Intersection Capacity Utilization 89.7% | | | | | | ICU Level of Service E | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | | | | | | | | | | |

12: Hawkins Avenue & LIE South Service Road Lanes, Volumes, Timings

No Build 2020
AM PEAK


















Splits and Phases: 12: Hawkins Avenue & LIE South Service Road



13: Ronkonkoma Avenue & LIE North Service Road

Lanes, Volumes, Timings

No Build 2020
AM PEAK

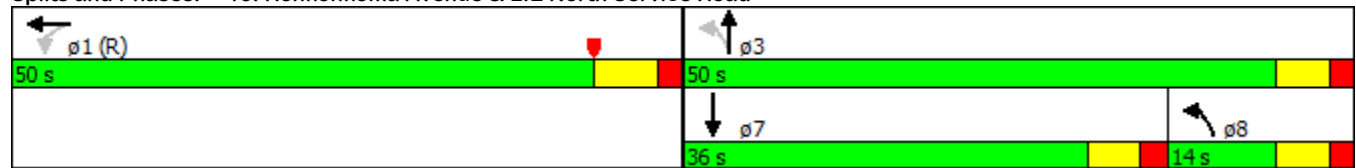
| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | |  |  | |  |  | | |  | |
| Volume (vph) | 0 | 0 | 0 | 664 | 1060 | 72 | 141 | 284 | 0 | 0 | 533 | 265 |
| Satd. Flow (prot) | 0 | 0 | 0 | 1694 | 3358 | 0 | 1671 | 3343 | 0 | 0 | 3298 | 0 |
| Flt Permitted | | | | 0.950 | | | 0.127 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1694 | 3358 | 0 | 223 | 3343 | 0 | 0 | 3298 | 0 |
| Satd. Flow (RTOR) | | | | | 9 | | | | | | 64 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.25 | 0.25 | 0.25 | 0.93 | 0.93 | 0.93 | 0.94 | 0.94 | 0.25 | 0.25 | 0.85 | 0.85 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 0% | 0% | 3% | 3% | 3% | 8% | 8% | 0% | 0% | 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 | 714 | 1217 | 0 | 150 | 302 | 0 | 0 | 939 | 0 |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 1 | | 8 | 3 | | | | 7 |
| Permitted Phases | | | | 1 | | | 3 | | | | | |
| Detector Phase | | | | 1 | 1 | | 8 | 3 | | | | 7 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 24.0 | 24.0 | | 4.0 | 17.0 | | | 17.0 | |
| Minimum Split (s) | | | | 30.7 | 30.7 | | 10.0 | 25.9 | | | 25.9 | |
| Total Split (s) | | | | 50.0 | 50.0 | | 14.0 | 50.0 | | | 36.0 | |
| Total Split (%) | | | | 50.0% | 50.0% | | 14.0% | 50.0% | | | 36.0% | |
| Yellow Time (s) | | | | 4.7 | 4.7 | | 3.9 | 3.9 | | | 3.9 | |
| 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 | |
| Total Lost Time (s) | | | | 6.7 | 6.7 | | 5.9 | 5.9 | | | 5.9 | |
| Lead/Lag | | | | | | | Lag | | | | Lead | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | | C-Max | C-Max | | Min | Min | | | Ped | |
| Act Effct Green (s) | | | | 44.2 | 44.2 | | 43.2 | 43.2 | | | 29.6 | |
| Actuated g/C Ratio | | | | 0.44 | 0.44 | | 0.43 | 0.43 | | | 0.30 | |
| v/c Ratio | | | | 0.95 | 0.82 | | 0.73 | 0.21 | | | 0.92 | |
| Control Delay | | | | 34.8 | 23.7 | | 53.4 | 14.6 | | | 46.6 | |
| Queue Delay | | | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 8.6 | |
| Total Delay | | | | 34.8 | 23.7 | | 53.4 | 14.6 | | | 55.2 | |
| LOS | | | | C | C | | D | B | | | E | |
| Approach Delay | | | | | 27.8 | | | 27.5 | | | 55.2 | |
| Approach LOS | | | | | C | | | C | | | E | |
| Queue Length 50th (ft) | | | | 346 | 243 | | 69 | 56 | | | 283 | |
| Queue Length 95th (ft) | | | | m357 | m246 | | #148 | 75 | | | #347 | |
| Internal Link Dist (ft) | | 318 | | | 725 | | | 397 | | | 224 | |
| Turn Bay Length (ft) | | | | 650 | | | 250 | | | | | |
| Base Capacity (vph) | | | | 749 | 1490 | | 214 | 1474 | | | 1037 | |
| Starvation Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 85 | |
| Storage Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | | | 0.95 | 0.82 | | 0.70 | 0.20 | | | 0.99 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 12 (12%), Referenced to phase 1:WBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 90 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.95 | | | | | | | | | | | | |
| Intersection Signal Delay: 35.5 | | | | | | Intersection LOS: D | | | | | | |
| Intersection Capacity Utilization 83.2% | | | | | | ICU Level of Service E | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | | | | | | | | | | |

13: Ronkonkoma Avenue & LIE North Service Road Lanes, Volumes, Timings

No Build 2020
AM PEAK

Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.


















Splits and Phases: 13: Ronkonkoma Avenue & LIE North Service Road



14: Ronkonkoma Avenue & LIE South Service Road

Lanes, Volumes, Timings

No Build 2020
AM PEAK

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | | | | |  | |  |  | |
| Volume (vph) | 167 | 302 | 332 | 0 | 0 | 0 | 0 | 258 | 195 | 100 | 1097 | 0 |
| Satd. Flow (prot) | 1631 | 3004 | 0 | 0 | 0 | 0 | 0 | 2961 | 0 | 1752 | 3505 | 0 |
| Flt Permitted | 0.950 | | | | | | | | | 0.270 | | |
| Satd. Flow (perm) | 1631 | 3004 | 0 | 0 | 0 | 0 | 0 | 2961 | 0 | 498 | 3505 | 0 |
| Satd. Flow (RTOR) | | 44 | | | | | | 238 | | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.25 | 0.25 | 0.25 | 0.25 | 0.82 | 0.82 | 0.80 | 0.80 | 0.25 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 7% | 7% | 7% | 0% | 0% | 0% | 0% | 14% | 14% | 3% | 3% | 0% |
| 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) | 184 | 697 | 0 | 0 | 0 | 0 | 0 | 553 | 0 | 125 | 1371 | 0 |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 1 | | | | | | 7 | | 8 | 3 | |
| Permitted Phases | 1 | | | | | | | | | 3 | | |
| Detector Phase | 1 | 1 | | | | | | 7 | | 8 | 3 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 24.0 | 24.0 | | | | | | 17.0 | | 4.0 | 17.0 | |
| Minimum Split (s) | 30.3 | 30.3 | | | | | | 25.6 | | 10.0 | 25.6 | |
| Total Split (s) | 37.0 | 37.0 | | | | | | 51.0 | | 12.0 | 51.0 | |
| Total Split (%) | 37.0% | 37.0% | | | | | | 51.0% | | 12.0% | 51.0% | |
| Yellow Time (s) | 4.3 | 4.3 | | | | | | 3.6 | | 3.6 | 3.6 | |
| 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 | |
| Total Lost Time (s) | 6.3 | 6.3 | | | | | | 5.6 | | 5.6 | 5.6 | |
| Lead/Lag | | | | | | | | Lead | | Lag | | |
| Lead-Lag Optimize? | | | | | | | | Yes | | Yes | | |
| Recall Mode | C-Max | C-Max | | | | | | Min | | Max | Max | |
| Act Effct Green (s) | 30.7 | 30.7 | | | | | | 19.6 | | 57.4 | 57.4 | |
| Actuated g/C Ratio | 0.31 | 0.31 | | | | | | 0.20 | | 0.57 | 0.57 | |
| v/c Ratio | 0.37 | 0.73 | | | | | | 0.72 | | 0.18 | 0.68 | |
| Control Delay | 29.7 | 34.3 | | | | | | 26.3 | | 12.6 | 15.6 | |
| Queue Delay | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 5.8 | |
| Total Delay | 29.7 | 34.3 | | | | | | 26.3 | | 12.6 | 21.4 | |
| LOS | C | C | | | | | | C | | B | C | |
| Approach Delay | | 33.3 | | | | | | 26.3 | | | 20.6 | |
| Approach LOS | | C | | | | | | C | | | C | |
| Queue Length 50th (ft) | 91 | 195 | | | | | | 101 | | 35 | 277 | |
| Queue Length 95th (ft) | 152 | 264 | | | | | | 122 | | m38 | 281 | |
| Internal Link Dist (ft) | | 267 | | | 295 | | | 185 | | | 397 | |
| Turn Bay Length (ft) | | | | | | | | | | 125 | | |
| Base Capacity (vph) | 500 | 952 | | | | | | 1474 | | 689 | 2011 | |
| Starvation Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 579 | |
| Spillback Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.37 | 0.73 | | | | | | 0.38 | | 0.18 | 0.96 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 7 (7%), Referenced to phase 1:EBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 70 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.73 | | | | | | | | | | | | |
| Intersection Signal Delay: 25.5 | | | | | | Intersection LOS: C | | | | | | |
| Intersection Capacity Utilization 83.2% | | | | | | ICU Level of Service E | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | | | | | | | | | | |

14: Ronkonkoma Avenue & LIE South Service Road Lanes, Volumes, Timings

No Build 2020
AM PEAK

Splits and Phases: 14: Ronkonkoma Avenue & LIE South Service Road



15: Hawkins Avenue & Union Avenue

Lanes, Volumes, Timings

No Build 2020
AM PEAK



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|-------|-------|------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 120 | 219 | 131 | 35 | 282 | 369 |
| Satd. Flow (prot) | 1646 | 1473 | 1862 | 0 | 1636 | 1783 |
| Flt Permitted | 0.950 | | | | 0.569 | |
| Satd. Flow (perm) | 1646 | 1473 | 1862 | 0 | 980 | 1783 |
| Satd. Flow (RTOR) | | 284 | 21 | | | |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.77 | 0.77 | 0.84 | 0.84 | 0.72 | 0.72 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 6% | 6% | 9% | 9% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | 0% | | | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 156 | 284 | 198 | 0 | 392 | 512 |
| Turn Type | NA | pm+ov | NA | | pm+pt | NA |
| Protected Phases | 8 | 1 | 2 | | 1 | 6 |
| Permitted Phases | | 8 | | | 6 | |
| Detector Phase | 8 | 1 | 2 | | 1 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 35.0 | | 8.0 | 35.0 |
| Minimum Split (s) | 22.0 | 12.0 | 40.0 | | 12.0 | 40.0 |
| Total Split (s) | 22.0 | 19.0 | 40.0 | | 19.0 | 59.0 |
| Total Split (%) | 27.2% | 23.5% | 49.4% | | 23.5% | 72.8% |
| Yellow Time (s) | 3.5 | 3.0 | 3.5 | | 3.0 | 3.5 |
| All-Red Time (s) | 1.5 | 1.0 | 1.5 | | 1.0 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 4.0 | 5.0 | | 4.0 | 5.0 |
| Lead/Lag | | Lead | Lag | | Lead | |
| Lead-Lag Optimize? | | Yes | Yes | | Yes | |
| Recall Mode | None | None | Min | | None | Min |
| Act Effct Green (s) | 11.5 | 27.4 | 35.2 | | 51.1 | 50.1 |
| Actuated g/C Ratio | 0.16 | 0.38 | 0.49 | | 0.71 | 0.70 |
| v/c Ratio | 0.59 | 0.38 | 0.21 | | 0.49 | 0.41 |
| Control Delay | 37.8 | 3.5 | 11.3 | | 6.6 | 6.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 37.8 | 3.5 | 11.3 | | 6.6 | 6.2 |
| LOS | D | A | B | | A | A |
| Approach Delay | 15.7 | | 11.3 | | | 6.4 |
| Approach LOS | B | | B | | | A |
| Queue Length 50th (ft) | 64 | 0 | 40 | | 51 | 75 |
| Queue Length 95th (ft) | 106 | 22 | 90 | | 83 | 115 |
| Internal Link Dist (ft) | 974 | | 310 | | | 399 |
| Turn Bay Length (ft) | 170 | | | | 125 | |
| Base Capacity (vph) | 392 | 809 | 925 | | 836 | 1352 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.40 | 0.35 | 0.21 | | 0.47 | 0.38 |

Intersection Summary

| | |
|---|------------------------|
| Cycle Length: 81 | |
| Actuated Cycle Length: 71.7 | |
| Natural Cycle: 75 | |
| Control Type: Semi Act-Uncoord | |
| Maximum v/c Ratio: 0.59 | |
| Intersection Signal Delay: 9.7 | Intersection LOS: A |
| Intersection Capacity Utilization 63.1% | ICU Level of Service B |
| Analysis Period (min) 15 | |

15: Hawkins Avenue & Union Avenue Lanes, Volumes, Timings

No Build 2020
AM PEAK



















Splits and Phases: 15: Hawkins Avenue & Union Avenue



16: Mill Road & Union Avenue

Lanes, Volumes, Timings

No Build 2020
AM PEAK

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | | |  | | |  | |
| Volume (vph) | 6 | 141 | 7 | 208 | 449 | 13 | 4 | 14 | 50 | 7 | 11 | 17 |
| Satd. Flow (prot) | 1574 | 1704 | 0 | 1694 | 1776 | 0 | 0 | 1842 | 0 | 0 | 1651 | 0 |
| Flt Permitted | 0.474 | | | 0.640 | | | | 0.975 | | | 0.904 | |
| Satd. Flow (perm) | 786 | 1704 | 0 | 1141 | 1776 | 0 | 0 | 1802 | 0 | 0 | 1507 | 0 |
| Satd. Flow (RTOR) | | 7 | | | 4 | | | 64 | | | 23 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.92 | 0.92 | 0.92 | 0.78 | 0.78 | 0.78 | 0.73 | 0.73 | 0.73 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 7% | 7% | 7% | 3% | 3% | 3% | 5% | 5% | 5% | 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) | 8 | 187 | 0 | 226 | 502 | 0 | 0 | 87 | 0 | 0 | 48 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 35.0 | 35.0 | | 35.0 | 35.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 41.0 | 41.0 | | 41.0 | 41.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | |
| Total Split (s) | 41.0 | 41.0 | | 41.0 | 41.0 | | 21.0 | 21.0 | | 21.0 | 21.0 | |
| Total Split (%) | 66.1% | 66.1% | | 66.1% | 66.1% | | 33.9% | 33.9% | | 33.9% | 33.9% | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | | 6.0 | | | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | None | None | | None | None | |
| Act Effct Green (s) | 41.0 | 41.0 | | 41.0 | 41.0 | | | 8.1 | | | 8.1 | |
| Actuated g/C Ratio | 0.78 | 0.78 | | 0.78 | 0.78 | | | 0.15 | | | 0.15 | |
| v/c Ratio | 0.01 | 0.14 | | 0.25 | 0.36 | | | 0.26 | | | 0.19 | |
| Control Delay | 3.8 | 3.6 | | 4.7 | 4.8 | | | 11.8 | | | 16.0 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | 3.8 | 3.6 | | 4.7 | 4.8 | | | 11.8 | | | 16.0 | |
| LOS | A | A | | A | A | | | B | | | B | |
| Approach Delay | | 3.6 | | | 4.8 | | | 11.8 | | | 16.0 | |
| Approach LOS | | A | | | A | | | B | | | B | |
| Queue Length 50th (ft) | 1 | 20 | | 27 | 68 | | | 7 | | | 7 | |
| Queue Length 95th (ft) | 4 | 33 | | 56 | 117 | | | 30 | | | 24 | |
| Internal Link Dist (ft) | | 780 | | | 237 | | | 676 | | | 298 | |
| Turn Bay Length (ft) | 75 | | | 175 | | | | | | | | |
| Base Capacity (vph) | 614 | 1333 | | 892 | 1389 | | | 568 | | | 453 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.01 | 0.14 | | 0.25 | 0.36 | | | 0.15 | | | 0.11 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 62 | | | | | | | | | | | | |
| Actuated Cycle Length: 52.4 | | | | | | | | | | | | |
| Natural Cycle: 70 | | | | | | | | | | | | |
| Control Type: Semi Act-Uncoord | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.36 | | | | | | | | | | | | |
| Intersection Signal Delay: 5.7 | | | | | | Intersection LOS: A | | | | | | |
| Intersection Capacity Utilization 80.0% | | | | | | ICU Level of Service D | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

16: Mill Road & Union Avenue Lanes, Volumes, Timings

No Build 2020
AM PEAK






















Splits and Phases: 16: Mill Road & Union Avenue

| | | | |
|---|--|---|--|
|  <p>ø2</p> | |  <p>ø4</p> | |
| 41 s | | 21 s | |
|  <p>ø6</p> | |  <p>ø8</p> | |
| 41 s | | 21 s | |

17: Parking Lot/Powell Street & Railroad Avenue

Lanes, Volumes, Timings

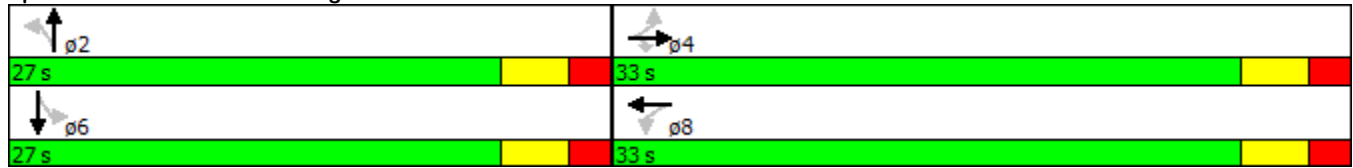
No Build 2020
AM PEAK

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | |  |  | |  |  | |
| Volume (vph) | 4 | 109 | 10 | 8 | 337 | 24 | 9 | 1 | 9 | 38 | 2 | 8 |
| Satd. Flow (prot) | 1646 | 1733 | 1473 | 1562 | 3322 | 0 | 1752 | 1643 | 0 | 1736 | 1602 | 0 |
| Flt Permitted | 0.580 | | | 0.663 | | | | | | | | |
| Satd. Flow (perm) | 1005 | 1733 | 1473 | 1090 | 3322 | 0 | 1845 | 1643 | 0 | 1827 | 1602 | 0 |
| Satd. Flow (RTOR) | | | 36 | | 16 | | | 11 | | | 9 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.91 | 0.91 | 0.91 | 0.80 | 0.80 | 0.80 | 0.85 | 0.85 | 0.85 |
| Growth Factor | 50% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 6% | 6% | 6% | 4% | 4% | 4% | 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) | 3 | 147 | 14 | 9 | 396 | 0 | 11 | 12 | 0 | 45 | 11 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | 4 | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | | 21.0 | 21.0 | | 21.0 | 21.0 | |
| Total Split (s) | 33.0 | 33.0 | 33.0 | 33.0 | 33.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | |
| Total Split (%) | 55.0% | 55.0% | 55.0% | 55.0% | 55.0% | | 45.0% | 45.0% | | 45.0% | 45.0% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 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 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | None | | None | None | |
| Act Effct Green (s) | 12.3 | 12.3 | 12.3 | 12.4 | 12.4 | | 6.6 | 6.6 | | 6.9 | 6.9 | |
| Actuated g/C Ratio | 0.78 | 0.78 | 0.78 | 0.78 | 0.78 | | 0.42 | 0.42 | | 0.44 | 0.44 | |
| v/c Ratio | 0.00 | 0.11 | 0.01 | 0.01 | 0.15 | | 0.01 | 0.02 | | 0.06 | 0.02 | |
| Control Delay | 3.5 | 2.7 | 1.2 | 3.2 | 2.3 | | 5.8 | 4.3 | | 5.3 | 4.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 3.5 | 2.7 | 1.2 | 3.2 | 2.3 | | 5.8 | 4.3 | | 5.3 | 4.3 | |
| LOS | A | A | A | A | A | | A | A | | A | A | |
| Approach Delay | | 2.6 | | | 2.3 | | | 5.0 | | | 5.1 | |
| Approach LOS | | A | | | A | | | A | | | A | |
| Queue Length 50th (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Queue Length 95th (ft) | 2 | 24 | 1 | 4 | 33 | | 6 | 5 | | 15 | 5 | |
| Internal Link Dist (ft) | | 331 | | | 196 | | | 24 | | | 192 | |
| Turn Bay Length (ft) | 110 | | | 120 | | | | | | | | |
| Base Capacity (vph) | 992 | 1711 | 1455 | 1076 | 3280 | | 1747 | 1557 | | 1730 | 1518 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.00 | 0.09 | 0.01 | 0.01 | 0.12 | | 0.01 | 0.01 | | 0.03 | 0.01 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 60 | | | | | | | | | | | | |
| Actuated Cycle Length: 15.8 | | | | | | | | | | | | |
| Natural Cycle: 45 | | | | | | | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.15 | | | | | | | | | | | | |
| Intersection Signal Delay: 2.7 | | | | | | Intersection LOS: A | | | | | | |
| Intersection Capacity Utilization 27.2% | | | | | | ICU Level of Service A | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

17: Parking Lot/Powell Street & Railroad Avenue Lanes, Volumes, Timings

No Build 2020
AM PEAK






















Splits and Phases: 17: Parking Lot/Powell Street & Railroad Avenue



18: Parking Lot/Northwest Link & Johnson Avenue

Lanes, Volumes, Timings

No Build 2020
AM PEAK

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  | |  |  | |
| Volume (vph) | 11 | 107 | 5 | 60 | 209 | 85 | 3 | 2 | 3 | 12 | 5 | 18 |
| Satd. Flow (prot) | 1604 | 1689 | 1436 | 1694 | 1783 | 1516 | 0 | 1885 | 0 | 1530 | 1420 | 0 |
| Flt Permitted | 0.702 | | | 0.702 | | | | | | | | |
| Satd. Flow (perm) | 1186 | 1689 | 1436 | 1252 | 1783 | 1516 | 0 | 1921 | 0 | 1610 | 1420 | 0 |
| Satd. Flow (RTOR) | | | 36 | | | 92 | | 5 | | | 22 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.66 | 0.66 | 0.66 | 0.92 | 0.92 | 0.92 | 0.63 | 0.63 | 0.63 | 0.80 | 0.80 | 0.80 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 5% | 5% | 5% | 3% | 3% | 3% | 0% | 0% | 0% | 18% | 18% | 18% |
| 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) | 17 | 162 | 8 | 65 | 227 | 92 | 0 | 13 | 0 | 15 | 28 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | 4 | 8 | 8 | 8 | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | | 21.0 | 21.0 | |
| Total Split (s) | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 24.0 | 24.0 | | 24.0 | 24.0 | |
| Total Split (%) | 60.0% | 60.0% | 60.0% | 60.0% | 60.0% | 60.0% | 40.0% | 40.0% | | 40.0% | 40.0% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 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 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | None | None | | None | None | |
| Act Effct Green (s) | 11.3 | 11.3 | 11.3 | 11.5 | 11.5 | 11.5 | | 6.6 | | 6.7 | 6.7 | |
| Actuated g/C Ratio | 0.67 | 0.67 | 0.67 | 0.68 | 0.68 | 0.68 | | 0.39 | | 0.40 | 0.40 | |
| v/c Ratio | 0.02 | 0.14 | 0.01 | 0.08 | 0.19 | 0.09 | | 0.02 | | 0.02 | 0.05 | |
| Control Delay | 2.8 | 2.7 | 0.4 | 2.7 | 2.8 | 1.4 | | 5.5 | | 6.2 | 4.4 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 2.8 | 2.7 | 0.4 | 2.7 | 2.8 | 1.4 | | 5.5 | | 6.2 | 4.4 | |
| LOS | A | A | A | A | A | A | | A | | A | A | |
| Approach Delay | | 2.6 | | | 2.5 | | | 5.5 | | | 5.1 | |
| Approach LOS | | A | | | A | | | A | | | A | |
| Queue Length 50th (ft) | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 1 | 0 | |
| Queue Length 95th (ft) | 4 | 21 | 0 | 15 | 41 | 10 | | 5 | | 7 | 8 | |
| Internal Link Dist (ft) | | 151 | | | 331 | | | 6 | | | 181 | |
| Turn Bay Length (ft) | 130 | | 130 | 200 | | | | | | | | |
| Base Capacity (vph) | 1186 | 1689 | 1436 | 1252 | 1783 | 1516 | | 1784 | | 1495 | 1320 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.01 | 0.10 | 0.01 | 0.05 | 0.13 | 0.06 | | 0.01 | | 0.01 | 0.02 | |

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 16.9

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.19

Intersection Signal Delay: 2.8

Intersection LOS: A

Intersection Capacity Utilization 24.4%

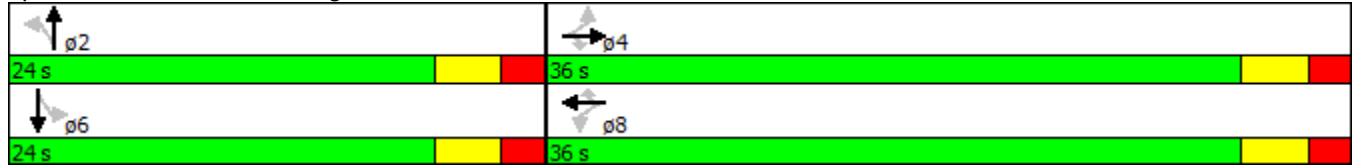
ICU Level of Service A

Analysis Period (min) 15

18: Parking Lot/Northwest Link & Johnson Avenue Lanes, Volumes, Timings

No Build 2020
AM PEAK

Splits and Phases: 18: Parking Lot/Northwest Link & Johnson Avenue



| Intersection | | | | | | | | | | | | |
|---------------------------|---------|------|------|---------|------|------|---------|-------|------|-------|-------|-------|
| Intersection Delay, s/veh | 9.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Vol, veh/h | 54 | 125 | 13 | 4 | 196 | 99 | 0 | 0 | 0 | 193 | 19 | 272 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | None | None | None | None | None | None | None | None | None | None | None | None |
| Storage Length | 75 | | 0 | 175 | | 175 | 0 | | 0 | 0 | | 175 |
| Median Width | | 9 | | | 9 | | | 0 | | | 0 | |
| Grade, % | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.89 | 0.89 | 0.89 | 0.25 | 0.25 | 0.25 | 0.84 | 0.84 | 0.84 |
| Heavy Vehicles, % | 6 | 6 | 6 | 5 | 5 | 5 | 0 | 0 | 0 | 4 | 4 | 4 |
| Mvmt Flow | 59 | 137 | 14 | 4 | 220 | 111 | 0 | 0 | 0 | 230 | 23 | 324 |
| Number of Lanes | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| Major/Minor | Major 1 | | | Major 2 | | | Minor 2 | | | | | |
| Conflicting Flow All | 220 | 0 | 0 | 152 | 0 | 0 | | | | 492 | 499 | 220 |
| Stage 1 | - | - | - | - | - | - | | | | 229 | 229 | - |
| Stage 2 | - | - | - | - | - | - | | | | 263 | 270 | - |
| Follow-up Headway | 2.254 | - | - | 2.245 | - | - | | | | 3.536 | 4.036 | 3.336 |
| Pot Capacity-1 Maneuver | 1326 | - | - | 1411 | - | - | | | | 532 | 470 | 815 |
| Stage 1 | - | - | - | - | - | - | | | | 804 | 711 | - |
| Stage 2 | - | - | - | - | - | - | | | | 776 | 682 | - |
| Time blocked-Platoon, % | 0 | - | - | 0 | - | - | | | | 0 | 0 | 0 |
| Mov Capacity-1 Maneuver | 1326 | - | - | 1411 | - | - | | | | 507 | # 0 | 815 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | | | | 507 | # 0 | - |
| Stage 1 | - | - | - | - | - | - | | | | 802 | # 0 | - |
| Stage 2 | - | - | - | - | - | - | | | | 741 | # 0 | - |
| Approach | EB | | | WB | | | SB | | | | | |
| HCM Control Delay, s | 2.2 | | | 0.1 | | | | | | 17.3 | | |
| HCM LOS | - | | | - | | | | | | C | | |
| Minor Lane / Major Mvmt | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 | | | | |
| Cap, veh/h | 1326 | - | - | 1411 | - | - | 577 | 815 | | | | |
| HCM Control Delay, s | 7.842 | - | - | 7.56 | - | - | 21 | 11 | | | | |
| HCM Lane V/C Ratio | 0.04 | - | - | 0.00 | - | - | 0.62 | 0.27 | | | | |
| HCM Lane LOS | A | - | - | A | - | - | C | B | | | | |
| HCM 95th-tile Q, veh | 0.1 | - | - | 0.0 | - | - | 4.3 | 1.1 | | | | |

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

20: Ronkonkoma Avenue & 2nd Street/Powell Street
HCM 2010 TWSC

No Build 2020
AM PEAK

| Intersection | | | | | | | | | | | | |
|---------------------------|-----|--|--|--|--|--|--|--|--|--|--|--|
| Intersection Delay, s/veh | 1.8 | | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 0 | 0 | 150 | 0 | 0 | 27 | 0 | 474 | 47 | 0 | 1226 | 48 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | Free | Free | Free | Free | Free | Free | Free | Free | Free | Free | Free | Free |
| Storage Length | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Median Width | | 0 | | | 0 | | | 10 | | | 10 | |
| Grade, % | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.25 | 0.25 | 0.90 | 0.25 | 0.25 | 0.78 | 0.25 | 0.89 | 0.89 | 0.25 | 0.83 | 0.83 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 14 | 0 | 12 | 12 | 0 | 3 | 3 |
| Mvmt Flow | 0 | 0 | 167 | 0 | 0 | 35 | 0 | 533 | 53 | 0 | 1477 | 58 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 |

| Major/Minor | Minor 2 | | | Minor 1 | | | Major 1 | | | Major 2 | | |
|-------------------------|---------|------|------|---------|------|------|---------|---|---|---------|---|---|
| Conflicting Flow All | 1743 | 2010 | 739 | 1272 | 2010 | 266 | 1477 | 0 | 0 | 533 | 0 | 0 |
| Stage 1 | 1477 | 1477 | - | 533 | 533 | - | - | - | - | - | - | - |
| Stage 2 | 266 | 533 | - | 739 | 1477 | - | - | - | - | - | - | - |
| Follow-up Headway | 3.5 | 4 | 3.33 | 3.5 | 4 | 3.44 | 2.2 | - | - | 2.2 | - | - |
| Pot Capacity-1 Maneuver | 57 | 60 | 358 | 127 | 60 | 697 | 462 | - | - | 1045 | - | - |
| Stage 1 | 135 | 192 | - | 503 | 528 | - | - | - | - | - | - | - |
| Stage 2 | 722 | 528 | - | 380 | 192 | - | - | - | - | - | - | - |
| Time blocked-Platoon, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | 0 | - | - |
| Mov Capacity-1 Maneuver | 54 | 60 | 358 | 68 | 60 | 697 | 462 | - | - | 1045 | - | - |
| Mov Capacity-2 Maneuver | 54 | 60 | - | 68 | 60 | - | - | - | - | - | - | - |
| Stage 1 | 135 | 192 | - | 503 | 528 | - | - | - | - | - | - | - |
| Stage 2 | 686 | 528 | - | 203 | 192 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|----|----|
| HCM Control Delay, s | 23.5 | 10.4 | 0 | 0 |
| HCM LOS | C | B | - | - |

| Minor Lane / Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-------------------------|-----|-----|-----|-------|-------|------|-----|-----|
| Cap, veh/h | 462 | - | - | 358 | 697 | 1045 | - | - |
| HCM Control Delay, s | 0 | - | - | 23.5 | 10.4 | 0 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.47 | 0.05 | - | - | - |
| HCM Lane LOS | A | - | - | C | B | A | - | - |
| HCM 95th-tile Q, veh | 0.0 | - | - | 2.4 | 0.2 | 0.0 | - | - |

Notes


















~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

11: Hawkins Avenue & LIE North Service Road

Lanes, Volumes, Timings

No Build 2020

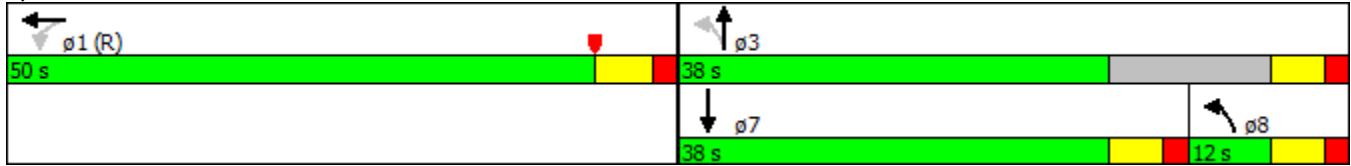
PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | |  |  | |  |  | | |  | |
| Volume (vph) | 0 | 0 | 0 | 220 | 490 | 265 | 199 | 655 | 0 | 0 | 453 | 145 |
| Satd. Flow (prot) | 0 | 0 | 0 | 1711 | 3240 | 0 | 1711 | 3421 | 0 | 0 | 3412 | 0 |
| Flt Permitted | | | | 0.950 | | | 0.299 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1711 | 3240 | 0 | 538 | 3421 | 0 | 0 | 3412 | 0 |
| Satd. Flow (RTOR) | | | | | 123 | | | | | | 45 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.25 | 0.25 | 0.25 | 0.86 | 0.86 | 0.86 | 0.90 | 0.90 | 0.25 | 0.25 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 0% | 0% | 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 | 256 | 878 | 0 | 221 | 728 | 0 | 0 | 650 | 0 |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 1 | | 8 | 3 | | | 7 | |
| Permitted Phases | | | | 1 | | | 3 | | | | | |
| Detector Phase | | | | 1 | 1 | | 8 | 3 | | | 7 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 25.0 | 25.0 | | 4.0 | 16.0 | | | 16.0 | |
| Minimum Split (s) | | | | 31.3 | 31.3 | | 10.0 | 23.0 | | | 23.0 | |
| Total Split (s) | | | | 50.0 | 50.0 | | 12.0 | 38.0 | | | 38.0 | |
| Total Split (%) | | | | 50.0% | 50.0% | | 12.0% | 38.0% | | | 38.0% | |
| Yellow Time (s) | | | | 4.3 | 4.3 | | 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 | |
| Total Lost Time (s) | | | | 6.3 | 6.3 | | 6.0 | 6.0 | | | 6.0 | |
| Lead/Lag | | | | | | | Lag | | | | Lead | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | | C-Max | C-Max | | Min | Min | | | Max | |
| Act Effct Green (s) | | | | 44.0 | 44.0 | | 43.7 | 43.7 | | | 32.0 | |
| Actuated g/C Ratio | | | | 0.44 | 0.44 | | 0.44 | 0.44 | | | 0.32 | |
| v/c Ratio | | | | 0.34 | 0.59 | | 0.73 | 0.49 | | | 0.58 | |
| Control Delay | | | | 20.2 | 19.9 | | 27.1 | 11.8 | | | 28.7 | |
| Queue Delay | | | | 0.0 | 0.0 | | 0.0 | 1.3 | | | 0.0 | |
| Total Delay | | | | 20.2 | 19.9 | | 27.1 | 13.1 | | | 28.7 | |
| LOS | | | | C | B | | C | B | | | C | |
| Approach Delay | | | | | 20.0 | | | 16.3 | | | 28.7 | |
| Approach LOS | | | | | B | | | B | | | C | |
| Queue Length 50th (ft) | | | | 105 | 186 | | 50 | 88 | | | 167 | |
| Queue Length 95th (ft) | | | | 157 | 231 | | m54 | m87 | | | 226 | |
| Internal Link Dist (ft) | | 204 | | | 499 | | | 339 | | | 118 | |
| Turn Bay Length (ft) | | | | | | | 100 | | | | | |
| Base Capacity (vph) | | | | 752 | 1494 | | 307 | 1505 | | | 1122 | |
| Starvation Cap Reductn | | | | 0 | 0 | | 0 | 536 | | | 0 | |
| Spillback Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | | | 0.34 | 0.59 | | 0.72 | 0.75 | | | 0.58 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 89 (89%), Referenced to phase 1:WBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 65 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.73 | | | | | | | | | | | | |
| Intersection Signal Delay: 20.8 | | | | | | Intersection LOS: C | | | | | | |
| Intersection Capacity Utilization 110.6% | | | | | | ICU Level of Service H | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | | | | | | | | | | |

11: Hawkins Avenue & LIE North Service Road Lanes, Volumes, Timings

No Build 2020
PM Peak

Splits and Phases: 11: Hawkins Avenue & LIE North Service Road




















12: Hawkins Avenue & LIE South Service Road

Lanes, Volumes, Timings

No Build 2020

PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | | | | |  | |  |  | |
| Volume (vph) | 280 | 1821 | 183 | 0 | 0 | 0 | 0 | 573 | 121 | 351 | 323 | 0 |
| Satd. Flow (prot) | 1711 | 3373 | 0 | 0 | 0 | 0 | 0 | 3332 | 0 | 1711 | 3421 | 0 |
| Flt Permitted | 0.950 | | | | | | | | | 0.160 | | |
| Satd. Flow (perm) | 1711 | 3373 | 0 | 0 | 0 | 0 | 0 | 3332 | 0 | 288 | 3421 | 0 |
| Satd. Flow (RTOR) | | 14 | | | | | | 22 | | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.25 | 0.25 | 0.25 | 0.25 | 0.92 | 0.92 | 0.94 | 0.94 | 0.25 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 0% | 0% | 0% | 0% | 2% | 2% | 2% | 2% | 0% |
| 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) | 289 | 2066 | 0 | 0 | 0 | 0 | 0 | 755 | 0 | 373 | 344 | 0 |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 1 | | | | | | 7 | | 8 | 3 | |
| Permitted Phases | 1 | | | | | | | | | 3 | | |
| Detector Phase | 1 | 1 | | | | | | 7 | | 8 | 3 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 25.0 | 25.0 | | | | | | 16.0 | | 4.0 | 16.0 | |
| Minimum Split (s) | 31.3 | 31.3 | | | | | | 23.0 | | 10.0 | 23.0 | |
| Total Split (s) | 53.0 | 53.0 | | | | | | 25.0 | | 22.0 | 25.0 | |
| Total Split (%) | 53.0% | 53.0% | | | | | | 25.0% | | 22.0% | 25.0% | |
| Yellow Time (s) | 4.3 | 4.3 | | | | | | 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 | |
| Total Lost Time (s) | 6.3 | 6.3 | | | | | | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | | | | | | | | Lead | | Lag | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | C-Max | C-Max | | | | | | Max | | Min | Min | |
| Act Effct Green (s) | 46.7 | 46.7 | | | | | | 19.0 | | 41.0 | 41.0 | |
| Actuated g/C Ratio | 0.47 | 0.47 | | | | | | 0.19 | | 0.41 | 0.41 | |
| v/c Ratio | 0.36 | 1.31 | | | | | | 1.16 | | 1.08 | 0.25 | |
| Control Delay | 18.8 | 168.6 | | | | | | 125.4 | | 98.0 | 11.6 | |
| Queue Delay | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 18.8 | 168.6 | | | | | | 125.4 | | 98.0 | 11.6 | |
| LOS | B | F | | | | | | F | | F | B | |
| Approach Delay | | 150.2 | | | | | | 125.4 | | | 56.5 | |
| Approach LOS | | F | | | | | | F | | | E | |
| Queue Length 50th (ft) | 114 | ~899 | | | | | | ~296 | | ~223 | 44 | |
| Queue Length 95th (ft) | 178 | #1041 | | | | | | #416 | | #444 | 61 | |
| Internal Link Dist (ft) | | 477 | | | 203 | | | 243 | | | 339 | |
| Turn Bay Length (ft) | 400 | | | | | | | | | 100 | | |
| Base Capacity (vph) | 799 | 1582 | | | | | | 650 | | 345 | 1402 | |
| Starvation Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.36 | 1.31 | | | | | | 1.16 | | 1.08 | 0.25 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 89 (89%), Referenced to phase 1:EBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 150 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 1.31 | | | | | | | | | | | | |
| Intersection Signal Delay: 127.8 | | | | | | Intersection LOS: F | | | | | | |
| Intersection Capacity Utilization 110.6% | | | | | | ICU Level of Service H | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | | | | | | | | | | |

12: Hawkins Avenue & LIE South Service Road

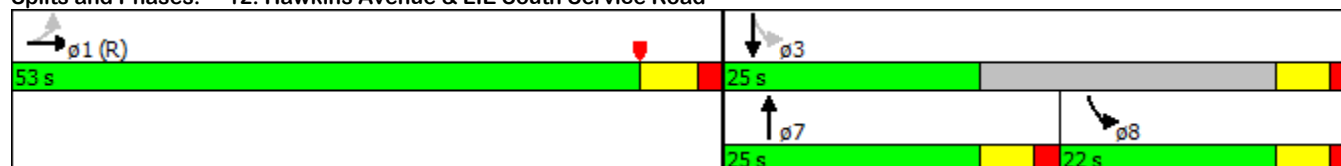
Lanes, Volumes, Timings

No Build 2020

PM Peak

Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: Hawkins Avenue & LIE South Service Road




















13: Ronkonkoma Avenue & LIE North Service Road

Lanes, Volumes, Timings

No Build 2020

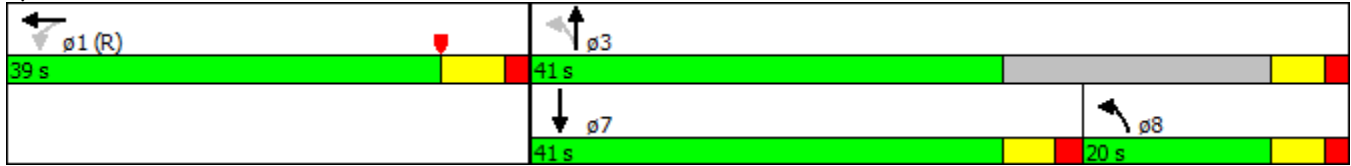
PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | |  |  | |  |  | | |  | |
| Volume (vph) | 0 | 0 | 0 | 257 | 450 | 83 | 263 | 796 | 0 | 0 | 283 | 173 |
| Satd. Flow (prot) | 0 | 0 | 0 | 1678 | 3278 | 0 | 1770 | 3539 | 0 | 0 | 3337 | 0 |
| Flt Permitted | | | | 0.950 | | | 0.301 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1678 | 3278 | 0 | 561 | 3539 | 0 | 0 | 3337 | 0 |
| Satd. Flow (RTOR) | | | | | 22 | | | | | | 143 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.25 | 0.25 | 0.25 | 0.93 | 0.93 | 0.93 | 0.92 | 0.92 | 0.25 | 0.25 | 0.84 | 0.84 |
| 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 (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 276 | 573 | 0 | 286 | 865 | 0 | 0 | 543 | 0 |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 1 | | 8 | 3 | | | 7 | |
| Permitted Phases | | | | 1 | | | 3 | | | | | |
| Detector Phase | | | | 1 | 1 | | 8 | 3 | | | 7 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 24.0 | 24.0 | | 4.0 | 17.0 | | | 17.0 | |
| Minimum Split (s) | | | | 30.7 | 30.7 | | 10.0 | 25.9 | | | 25.9 | |
| Total Split (s) | | | | 39.0 | 39.0 | | 20.0 | 41.0 | | | 41.0 | |
| Total Split (%) | | | | 39.0% | 39.0% | | 20.0% | 41.0% | | | 41.0% | |
| Yellow Time (s) | | | | 4.7 | 4.7 | | 3.9 | 3.9 | | | 3.9 | |
| 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 | |
| Total Lost Time (s) | | | | 6.7 | 6.7 | | 5.9 | 5.9 | | | 5.9 | |
| Lead/Lag | | | | | | | Lag | | | | Lead | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | | C-Max | C-Max | | Min | Min | | | Ped | |
| Act Effct Green (s) | | | | 50.1 | 50.1 | | 37.3 | 37.3 | | | 21.2 | |
| Actuated g/C Ratio | | | | 0.50 | 0.50 | | 0.37 | 0.37 | | | 0.21 | |
| v/c Ratio | | | | 0.33 | 0.35 | | 0.86 | 0.66 | | | 0.66 | |
| Control Delay | | | | 22.9 | 21.3 | | 31.2 | 22.0 | | | 30.4 | |
| Queue Delay | | | | 0.0 | 0.0 | | 0.0 | 0.1 | | | 0.0 | |
| Total Delay | | | | 22.9 | 21.3 | | 31.2 | 22.1 | | | 30.4 | |
| LOS | | | | C | C | | C | C | | | C | |
| Approach Delay | | | | | 21.8 | | | 24.4 | | | 30.4 | |
| Approach LOS | | | | | C | | | C | | | C | |
| Queue Length 50th (ft) | | | | 109 | 116 | | 114 | 183 | | | 125 | |
| Queue Length 95th (ft) | | | | m211 | 198 | | m79 | m118 | | | 154 | |
| Internal Link Dist (ft) | | 318 | | | 725 | | | 397 | | | 224 | |
| Turn Bay Length (ft) | | | | 650 | | | 250 | | | | | |
| Base Capacity (vph) | | | | 840 | 1653 | | 406 | 1949 | | | 1264 | |
| Starvation Cap Reductn | | | | 0 | 0 | | 0 | 218 | | | 0 | |
| Spillback Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | | | 0.33 | 0.35 | | 0.70 | 0.50 | | | 0.43 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 74 (74%), Referenced to phase 1:WBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 70 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.86 | | | | | | | | | | | | |
| Intersection Signal Delay: 24.8 | | | | | | Intersection LOS: C | | | | | | |
| Intersection Capacity Utilization 100.5% | | | | | | ICU Level of Service G | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | | | | | | | | | | |

13: Ronkonkoma Avenue & LIE North Service Road Lanes, Volumes, Timings

No Build 2020
PM Peak

Splits and Phases: 13: Ronkonkoma Avenue & LIE North Service Road




















14: Ronkonkoma Avenue & LIE South Service Road

Lanes, Volumes, Timings

No Build 2020

PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | | | | |  | |  |  | |
| Volume (vph) | 339 | 1180 | 89 | 0 | 0 | 0 | 0 | 720 | 807 | 84 | 455 | 0 |
| Satd. Flow (prot) | 1711 | 3387 | 0 | 0 | 0 | 0 | 0 | 3260 | 0 | 1719 | 3438 | 0 |
| Flt Permitted | 0.950 | | | | | | | | | 0.087 | | |
| Satd. Flow (perm) | 1711 | 3387 | 0 | 0 | 0 | 0 | 0 | 3260 | 0 | 157 | 3438 | 0 |
| Satd. Flow (RTOR) | | 8 | | | | | | 58 | | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.92 | 0.25 | 0.25 | 0.25 | 0.25 | 0.90 | 0.90 | 0.90 | 0.90 | 0.25 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 0% | 0% | 0% | 0% | 2% | 2% | 5% | 5% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | 0 |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 385 | 1438 | 0 | 0 | 0 | 0 | 0 | 1697 | 0 | 93 | 506 | 0 |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 1 | | | | | | 7 | | 8 | 3 | |
| Permitted Phases | 1 | | | | | | | | | 3 | | |
| Detector Phase | 1 | 1 | | | | | | 7 | | 8 | 3 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 24.0 | 24.0 | | | | | | 17.0 | | 4.0 | 17.0 | |
| Minimum Split (s) | 30.3 | 30.3 | | | | | | 25.6 | | 10.0 | 25.6 | |
| Total Split (s) | 42.0 | 42.0 | | | | | | 46.0 | | 12.0 | 46.0 | |
| Total Split (%) | 42.0% | 42.0% | | | | | | 46.0% | | 12.0% | 46.0% | |
| Yellow Time (s) | 4.3 | 4.3 | | | | | | 3.6 | | 3.6 | 3.6 | |
| 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 | |
| Total Lost Time (s) | 6.3 | 6.3 | | | | | | 5.6 | | 5.6 | 5.6 | |
| Lead/Lag | | | | | | | | Lead | | Lag | | |
| Lead-Lag Optimize? | | | | | | | | Yes | | Yes | | |
| Recall Mode | C-Max | C-Max | | | | | | Min | | Max | Max | |
| Act Effct Green (s) | 35.7 | 35.7 | | | | | | 40.4 | | 52.4 | 52.4 | |
| Actuated g/C Ratio | 0.36 | 0.36 | | | | | | 0.40 | | 0.52 | 0.52 | |
| v/c Ratio | 0.63 | 1.18 | | | | | | 1.31dr | | 0.51 | 0.28 | |
| Control Delay | 32.3 | 122.4 | | | | | | 149.2 | | 44.2 | 15.7 | |
| Queue Delay | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 32.3 | 122.4 | | | | | | 149.2 | | 44.2 | 15.7 | |
| LOS | C | F | | | | | | F | | D | B | |
| Approach Delay | | 103.4 | | | | | | 149.2 | | | 20.1 | |
| Approach LOS | | F | | | | | | F | | | C | |
| Queue Length 50th (ft) | 201 | ~584 | | | | | | ~709 | | 31 | 90 | |
| Queue Length 95th (ft) | 295 | #697 | | | | | | #850 | | 80 | 119 | |
| Internal Link Dist (ft) | | 267 | | | 295 | | | 185 | | | 397 | |
| Turn Bay Length (ft) | | | | | | | | | | 125 | | |
| Base Capacity (vph) | 610 | 1214 | | | | | | 1351 | | 182 | 1801 | |
| Starvation Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.63 | 1.18 | | | | | | 1.26 | | 0.51 | 0.28 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 74 (74%), Referenced to phase 1:EBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 150 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 1.26 | | | | | | | | | | | | |
| Intersection Signal Delay: 110.2 | | | | | | Intersection LOS: F | | | | | | |
| Intersection Capacity Utilization 100.5% | | | | | | ICU Level of Service G | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | | | | | | | | | | |

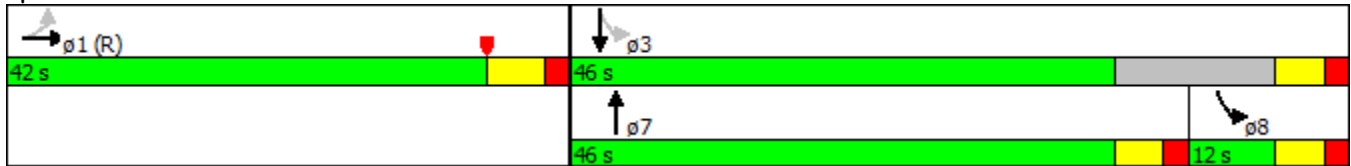
14: Ronkonkoma Avenue & LIE South Service Road Lanes, Volumes, Timings

No Build 2020

PM Peak

- Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
- Queue shown is maximum after two cycles.
- dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 14: Ronkonkoma Avenue & LIE South Service Road



15: Hawkins Avenue & Union Avenue

Lanes, Volumes, Timings

No Build 2020
PM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|-------|-------|------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 78 | 436 | 235 | 91 | 380 | 155 |
| Satd. Flow (prot) | 1711 | 1531 | 1952 | 0 | 1636 | 1783 |
| Flt Permitted | 0.950 | | | | 0.436 | |
| Satd. Flow (perm) | 1711 | 1531 | 1952 | 0 | 751 | 1783 |
| Satd. Flow (RTOR) | | 484 | 30 | | | |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.86 | 0.86 | 0.89 | 0.89 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | 0% | | | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 88 | 490 | 379 | 0 | 427 | 174 |
| Turn Type | NA | pm+ov | NA | | pm+pt | NA |
| Protected Phases | 8 | 1 | 2 | | 1 | 6 |
| Permitted Phases | | 8 | | | 6 | |
| Detector Phase | 8 | 1 | 2 | | 1 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 35.0 | | 8.0 | 35.0 |
| Minimum Split (s) | 22.0 | 12.0 | 40.0 | | 12.0 | 40.0 |
| Total Split (s) | 22.0 | 19.0 | 40.0 | | 19.0 | 59.0 |
| Total Split (%) | 27.2% | 23.5% | 49.4% | | 23.5% | 72.8% |
| Yellow Time (s) | 3.5 | 3.0 | 3.5 | | 3.0 | 3.5 |
| All-Red Time (s) | 1.5 | 1.0 | 1.5 | | 1.0 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 4.0 | 5.0 | | 4.0 | 5.0 |
| Lead/Lag | | Lead | Lag | | Lead | |
| Lead-Lag Optimize? | | Yes | Yes | | Yes | |
| Recall Mode | None | None | Min | | None | Min |
| Act Effct Green (s) | 9.1 | 21.5 | 35.6 | | 51.3 | 51.6 |
| Actuated g/C Ratio | 0.14 | 0.32 | 0.54 | | 0.77 | 0.78 |
| v/c Ratio | 0.38 | 0.60 | 0.36 | | 0.59 | 0.13 |
| Control Delay | 33.2 | 5.1 | 11.0 | | 6.7 | 3.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 33.2 | 5.1 | 11.0 | | 6.7 | 3.2 |
| LOS | C | A | B | | A | A |
| Approach Delay | 9.4 | | 11.0 | | | 5.7 |
| Approach LOS | A | | B | | | A |
| Queue Length 50th (ft) | 34 | 2 | 77 | | 44 | 16 |
| Queue Length 95th (ft) | 77 | 52 | 158 | | 94 | 37 |
| Internal Link Dist (ft) | 974 | | 310 | | | 399 |
| Turn Bay Length (ft) | 170 | | | | 125 | |
| Base Capacity (vph) | 446 | 896 | 1062 | | 785 | 1464 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.20 | 0.55 | 0.36 | | 0.54 | 0.12 |

Intersection Summary

| | |
|---|------------------------|
| Cycle Length: 81 | |
| Actuated Cycle Length: 66.2 | |
| Natural Cycle: 75 | |
| Control Type: Semi Act-Uncoord | |
| Maximum v/c Ratio: 0.60 | |
| Intersection Signal Delay: 8.3 | Intersection LOS: A |
| Intersection Capacity Utilization 68.6% | ICU Level of Service C |
| Analysis Period (min) 15 | |

15: Hawkins Avenue & Union Avenue Lanes, Volumes, Timings

No Build 2020
PM Peak

Splits and Phases: 15: Hawkins Avenue & Union Avenue





















16: Mill Road & Union Avenue

Lanes, Volumes, Timings

No Build 2020

PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | | |  | | |  | |
| Volume (vph) | 33 | 456 | 12 | 77 | 466 | 42 | 10 | 56 | 242 | 18 | 9 | 26 |
| Satd. Flow (prot) | 1652 | 1793 | 0 | 1711 | 1777 | 0 | 0 | 1884 | 0 | 0 | 1655 | 0 |
| Flt Permitted | 0.325 | | | 0.415 | | | | 0.988 | | | 0.528 | |
| Satd. Flow (perm) | 565 | 1793 | 0 | 747 | 1777 | 0 | 0 | 1865 | 0 | 0 | 888 | 0 |
| Satd. Flow (RTOR) | | 4 | | | 12 | | | 282 | | | 28 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.77 | 0.77 | 0.77 | 0.65 | 0.65 | 0.65 | 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% | 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) | 38 | 532 | 0 | 100 | 660 | 0 | 0 | 473 | 0 | 0 | 57 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 35.0 | 35.0 | | 35.0 | 35.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 41.0 | 41.0 | | 41.0 | 41.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | |
| Total Split (s) | 41.0 | 41.0 | | 41.0 | 41.0 | | 21.0 | 21.0 | | 21.0 | 21.0 | |
| Total Split (%) | 66.1% | 66.1% | | 66.1% | 66.1% | | 33.9% | 33.9% | | 33.9% | 33.9% | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | | 6.0 | | | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | None | None | | None | None | |
| Act Effct Green (s) | 35.1 | 35.1 | | 35.1 | 35.1 | | | 11.4 | | | 11.4 | |
| Actuated g/C Ratio | 0.60 | 0.60 | | 0.60 | 0.60 | | | 0.19 | | | 0.19 | |
| v/c Ratio | 0.11 | 0.49 | | 0.22 | 0.62 | | | 0.80 | | | 0.29 | |
| Control Delay | 7.1 | 9.2 | | 7.9 | 11.2 | | | 20.6 | | | 16.4 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | 7.1 | 9.2 | | 7.9 | 11.2 | | | 20.6 | | | 16.4 | |
| LOS | A | A | | A | B | | | C | | | B | |
| Approach Delay | | 9.1 | | | 10.7 | | | 20.6 | | | 16.4 | |
| Approach LOS | | A | | | B | | | C | | | B | |
| Queue Length 50th (ft) | 5 | 90 | | 14 | 124 | | | 61 | | | 9 | |
| Queue Length 95th (ft) | 18 | 176 | | 33 | 188 | | | 65 | | | 35 | |
| Internal Link Dist (ft) | | 780 | | | 237 | | | 676 | | | 298 | |
| Turn Bay Length (ft) | 75 | | | 175 | | | | | | | | |
| Base Capacity (vph) | 338 | 1077 | | 448 | 1071 | | | 688 | | | 249 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.11 | 0.49 | | 0.22 | 0.62 | | | 0.69 | | | 0.23 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 62 | | | | | | | | | | | | |
| Actuated Cycle Length: 58.5 | | | | | | | | | | | | |
| Natural Cycle: 70 | | | | | | | | | | | | |
| Control Type: Semi Act-Uncoord | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.80 | | | | | | | | | | | | |
| Intersection Signal Delay: 12.9 | | | | | | Intersection LOS: B | | | | | | |
| Intersection Capacity Utilization 92.0% | | | | | | ICU Level of Service F | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

16: Mill Road & Union Avenue Lanes, Volumes, Timings

No Build 2020
PM Peak

Splits and Phases: 16: Mill Road & Union Avenue























| | |
|---|---|
|  <p>ø2</p> |  <p>ø4</p> |
| 41 s | 21 s |
|  <p>ø6</p> |  <p>ø8</p> |
| 41 s | 21 s |

17: Parking Lot/Powell Street & Railroad Avenue

Lanes, Volumes, Timings

No Build 2020

PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  | |  |  | |  |  |  |
| Volume (vph) | 11 | 342 | 8 | 6 | 280 | 42 | 13 | 6 | 43 | 83 | 2 | 13 |
| Satd. Flow (prot) | 1711 | 1801 | 1531 | 1593 | 3353 | 0 | 1805 | 1706 | 0 | 1752 | 1609 | 0 |
| Flt Permitted | 0.520 | | | 0.536 | | | 0.952 | | | 0.952 | | |
| Satd. Flow (perm) | 936 | 1801 | 1531 | 899 | 3353 | 0 | 1809 | 1706 | 0 | 1756 | 1609 | 0 |
| Satd. Flow (RTOR) | | | 36 | | 47 | | | 91 | | | 17 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.82 | 0.82 | 0.82 | 0.47 | 0.47 | 0.47 | 0.78 | 0.78 | 0.78 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 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) | 12 | 380 | 9 | 7 | 392 | 0 | 28 | 104 | 0 | 106 | 20 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Total Split (s) | 40.0 | 40.0 | 40.0 | 40.0 | 40.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Total Split (%) | 66.7% | 66.7% | 66.7% | 66.7% | 66.7% | | 33.3% | 33.3% | | 33.3% | 33.3% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 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 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | None | | None | None | |
| Act Effct Green (s) | 15.3 | 15.3 | 15.3 | 15.0 | 15.0 | | 9.1 | 9.1 | | 9.5 | 9.5 | |
| Actuated g/C Ratio | 0.59 | 0.59 | 0.59 | 0.58 | 0.58 | | 0.35 | 0.35 | | 0.37 | 0.37 | |
| v/c Ratio | 0.02 | 0.36 | 0.01 | 0.01 | 0.20 | | 0.04 | 0.16 | | 0.17 | 0.03 | |
| Control Delay | 5.9 | 7.0 | 0.6 | 5.8 | 4.8 | | 10.2 | 4.8 | | 10.4 | 6.6 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 5.9 | 7.0 | 0.6 | 5.8 | 4.8 | | 10.2 | 4.8 | | 10.4 | 6.6 | |
| LOS | A | A | A | A | A | | B | A | | B | A | |
| Approach Delay | | 6.8 | | | 4.8 | | | 5.9 | | | 9.8 | |
| Approach LOS | | A | | | A | | | A | | | A | |
| Queue Length 50th (ft) | 1 | 39 | 0 | 1 | 16 | | 3 | 1 | | 12 | 0 | |
| Queue Length 95th (ft) | 7 | 102 | 2 | 5 | 35 | | 9 | 5 | | 39 | 9 | |
| Internal Link Dist (ft) | | 331 | | | 196 | | | 24 | | | 192 | |
| Turn Bay Length (ft) | 110 | | | 120 | | | | | | | | |
| Base Capacity (vph) | 904 | 1740 | 1480 | 869 | 3241 | | 1199 | 1161 | | 1164 | 1072 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.01 | 0.22 | 0.01 | 0.01 | 0.12 | | 0.02 | 0.09 | | 0.09 | 0.02 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 60 | | | | | | | | | | | | |
| Actuated Cycle Length: 25.9 | | | | | | | | | | | | |
| Natural Cycle: 40 | | | | | | | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.36 | | | | | | | | | | | | |
| Intersection Signal Delay: 6.3 | | | | | | Intersection LOS: A | | | | | | |
| Intersection Capacity Utilization 37.6% | | | | | | ICU Level of Service A | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

17: Parking Lot/Powell Street & Railroad Avenue Lanes, Volumes, Timings

No Build 2020
PM Peak

Splits and Phases: 17: Parking Lot/Powell Street & Railroad Avenue


























18: Parking Lot/Northwest Link & Railroad Avenue

Lanes, Volumes, Timings

No Build 2020

PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  |  |  |  |  |
| Volume (vph) | 8 | 294 | 2 | 4 | 194 | 108 | 4 | 4 | 33 | 34 | 2 | 29 |
| Satd. Flow (prot) | 1652 | 1739 | 1478 | 1711 | 1801 | 1531 | 0 | 1795 | 0 | 1687 | 1525 | 0 |
| Flt Permitted | 0.690 | | | 0.690 | | | | 0.959 | | | | |
| Satd. Flow (perm) | 1200 | 1739 | 1478 | 1242 | 1801 | 1531 | 0 | 1730 | 0 | 1776 | 1525 | 0 |
| Satd. Flow (RTOR) | | | 36 | | | 133 | | 69 | | | 48 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.81 | 0.81 | 0.81 | 0.48 | 0.48 | 0.48 | 0.61 | 0.61 | 0.61 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 7% | 7% | 7% |
| 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) | 10 | 359 | 2 | 5 | 240 | 133 | 0 | 85 | 0 | 56 | 51 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | 6 | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Total Split (s) | 40.0 | 40.0 | 40.0 | 40.0 | 40.0 | 40.0 | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Total Split (%) | 66.7% | 66.7% | 66.7% | 66.7% | 66.7% | 66.7% | 33.3% | 33.3% | | 33.3% | 33.3% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 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 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | None | None | | None | None | |
| Act Effct Green (s) | 12.0 | 12.0 | 12.0 | 11.5 | 11.5 | 11.5 | | 8.4 | | 8.5 | 8.5 | |
| Actuated g/C Ratio | 0.53 | 0.53 | 0.53 | 0.51 | 0.51 | 0.51 | | 0.37 | | 0.37 | 0.37 | |
| v/c Ratio | 0.02 | 0.39 | 0.00 | 0.01 | 0.26 | 0.16 | | 0.12 | | 0.08 | 0.09 | |
| Control Delay | 5.2 | 6.9 | 0.0 | 5.2 | 6.0 | 2.0 | | 5.0 | | 9.6 | 4.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 5.2 | 6.9 | 0.0 | 5.2 | 6.0 | 2.0 | | 5.0 | | 9.6 | 4.9 | |
| LOS | A | A | A | A | A | A | | A | | A | A | |
| Approach Delay | | 6.8 | | | 4.6 | | | 5.0 | | | 7.3 | |
| Approach LOS | | A | | | A | | | A | | | A | |
| Queue Length 50th (ft) | 1 | 34 | 0 | 1 | 20 | 0 | | 2 | | 6 | 0 | |
| Queue Length 95th (ft) | 5 | 71 | 0 | 3 | 45 | 12 | | 6 | | 17 | 8 | |
| Internal Link Dist (ft) | | 151 | | | 331 | | | 49 | | | 181 | |
| Turn Bay Length (ft) | 130 | | 130 | 200 | | | | | | | | |
| Base Capacity (vph) | 1191 | 1726 | 1468 | 1233 | 1788 | 1521 | | 1218 | | 1229 | 1070 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.01 | 0.21 | 0.00 | 0.00 | 0.13 | 0.09 | | 0.07 | | 0.05 | 0.05 | |

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 22.7

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.39

Intersection Signal Delay: 5.8

Intersection LOS: A

Intersection Capacity Utilization 32.4%

ICU Level of Service A

Analysis Period (min) 15

18: Parking Lot/Northwest Link & Railroad Avenue Lanes, Volumes, Timings

No Build 2020
PM Peak

Splits and Phases: 18: Parking Lot/Northwest Link & Railroad Avenue



19: Hawkins Avenue & Railroad Avenue
HCM 2010 TWSC

No Build 2020
PM Peak

| Intersection | | | | | | | | | | | | |
|---------------------------|---------|------|------|---------|------|------|---------|-------|------|-------|-------|-------|
| Intersection Delay, s/veh | 13.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Vol, veh/h | 213 | 255 | 13 | 6 | 162 | 152 | 0 | 0 | 0 | 103 | 10 | 133 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | None | None | None | None | None | None | None | None | None | None | None | None |
| Storage Length | 75 | | 0 | 175 | | 175 | 0 | | 0 | 0 | | 175 |
| Median Width | | 9 | | | 9 | | | 0 | | | 0 | |
| Grade, % | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.73 | 0.73 | 0.73 | 0.25 | 0.25 | 0.25 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 2 | 2 | 2 |
| Mvmt Flow | 288 | 345 | 18 | 8 | 222 | 208 | 0 | 0 | 0 | 126 | 12 | 162 |
| Number of Lanes | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| Major/Minor | Major 1 | | | Major 2 | | | Minor 2 | | | | | |
| Conflicting Flow All | 222 | 0 | 0 | 362 | 0 | 0 | | | | 1167 | 1176 | 222 |
| Stage 1 | - | - | - | - | - | - | | | | 238 | 238 | - |
| Stage 2 | - | - | - | - | - | - | | | | 929 | 938 | - |
| Follow-up Headway | 2.218 | - | - | 2.218 | - | - | | | | 3.518 | 4.018 | 3.318 |
| Pot Capacity-1 Maneuver | 1347 | - | - | 1197 | - | - | | | | 214 | 191 | 818 |
| Stage 1 | - | - | - | - | - | - | | | | 802 | 708 | - |
| Stage 2 | - | - | - | - | - | - | | | | 385 | 343 | - |
| Time blocked-Platoon, % | 0 | - | - | 0 | - | - | | | | 0 | 0 | 0 |
| Mov Capacity-1 Maneuver | 1347 | - | - | 1197 | - | - | | | | 167 | # 0 | 818 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | | | | 167 | # 0 | - |
| Stage 1 | - | - | - | - | - | - | | | | 797 | # 0 | - |
| Stage 2 | - | - | - | - | - | - | | | | 303 | # 0 | - |
| Approach | EB | | | WB | | | SB | | | | | |
| HCM Control Delay, s | 3.7 | | | 0.2 | | | 53.3 | | | | | |
| HCM LOS | - | | | - | | | F | | | | | |
| Minor Lane / Major Mvmt | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 | | | | |
| Cap, veh/h | 1347 | - | - | 1197 | - | - | 220 | 818 | | | | |
| HCM Control Delay, s | 8.397 | - | - | 8.028 | - | - | 77.7 | 10.1 | | | | |
| HCM Lane V/C Ratio | 0.21 | - | - | 0.01 | - | - | 0.87 | 0.13 | | | | |
| HCM Lane LOS | A | - | - | A | - | - | F | B | | | | |
| HCM 95th-tile Q, veh | 0.8 | - | - | 0.0 | - | - | 6.9 | 0.5 | | | | |

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

20: Ronkonkoma Avenue & 2nd Street/Powell Street
HCM 2010 TWSC

No Build 2020
PM Peak

| Intersection | | | | | | | | | | | | |
|---------------------------|---------|------|------|---------|-------|------|---------|------|------|---------|------|------|
| Intersection Delay, s/veh | 1.5 | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Vol, veh/h | 0 | 0 | 119 | 0 | 0 | 58 | 0 | 1483 | 97 | 0 | 521 | 63 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | Free | Free | Free | Free | Free | Free | Free | Free | Free | Free | Free | Free |
| Storage Length | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Median Width | | 0 | | | 0 | | | 10 | | | 10 | |
| Grade, % | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.25 | 0.25 | 0.62 | 0.25 | 0.25 | 0.71 | 0.25 | 0.88 | 0.88 | 0.25 | 0.82 | 0.82 |
| Heavy Vehicles, % | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 2 | 2 | 0 | 5 | 5 |
| Mvmt Flow | 0 | 0 | 192 | 0 | 0 | 82 | 0 | 1685 | 110 | 0 | 635 | 77 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 |
| | | | | | | | | | | | | |
| Major/Minor | Minor 2 | | | Minor 1 | | | Major 1 | | | Major 2 | | |
| Conflicting Flow All | 1478 | 2320 | 318 | 2003 | 2320 | 843 | 635 | 0 | 0 | 1685 | 0 | 0 |
| Stage 1 | 635 | 635 | - | 1685 | 1685 | - | - | - | - | - | - | - |
| Stage 2 | 843 | 1685 | - | 318 | 635 | - | - | - | - | - | - | - |
| Follow-up Headway | 3.5 | 4 | 3.32 | 3.5 | 4 | 3.35 | 2.2 | - | - | 2.2 | - | - |
| Pot Capacity-1 Maneuver | 89 | 38 | 678 | 36 | 38 | 301 | 958 | - | - | 385 | - | - |
| Stage 1 | 438 | 476 | - | 100 | 152 | - | - | - | - | - | - | - |
| Stage 2 | 329 | 152 | - | 673 | 476 | - | - | - | - | - | - | - |
| Time blocked-Platoon, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | 0 | - | - |
| Mov Capacity-1 Maneuver | 65 | 38 | 678 | 26 | 38 | 301 | 958 | - | - | 385 | - | - |
| Mov Capacity-2 Maneuver | 65 | 38 | - | 26 | 38 | - | - | - | - | - | - | - |
| Stage 1 | 438 | 476 | - | 100 | 152 | - | - | - | - | - | - | - |
| Stage 2 | 240 | 152 | - | 482 | 476 | - | - | - | - | - | - | - |
| | | | | | | | | | | | | |
| Approach | EB | | | WB | | | NB | | | SB | | |
| HCM Control Delay, s | 12.4 | | | 21.4 | | | 0 | | | 0 | | |
| HCM LOS | B | | | C | | | - | | | - | | |
| | | | | | | | | | | | | |
| Minor Lane / Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR | | | | |
| Cap, veh/h | 958 | - | - | 678 | 301 | 385 | - | - | | | | |
| HCM Control Delay, s | 0 | - | - | 12.4 | 21.4 | 0 | - | - | | | | |
| HCM Lane V/C Ratio | - | - | - | 0.28 | 0.27 | - | - | - | | | | |
| HCM Lane LOS | A | - | - | B | C | A | - | - | | | | |
| HCM 95th-tile Q, veh | 0.0 | - | - | 1.2 | 1.1 | 0.0 | - | - | | | | |


















Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

11: Hawkins Avenue & LIE North Service Road

Lanes, Volumes, Timings

Build 2020
AM PEAK

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | |  |  | |  |  | | |  | |
| Volume (vph) | 0 | 0 | 0 | 510 | 1696 | 163 | 229 | 300 | 0 | 0 | 395 | 150 |
| Satd. Flow (prot) | 0 | 0 | 0 | 1711 | 3377 | 0 | 1662 | 3323 | 0 | 0 | 3361 | 0 |
| Flt Permitted | | | | 0.950 | | | 0.195 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1711 | 3377 | 0 | 341 | 3323 | 0 | 0 | 3361 | 0 |
| Satd. Flow (RTOR) | | | | | 16 | | | | | | 21 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.25 | 0.25 | 0.25 | 0.96 | 0.96 | 0.96 | 0.88 | 0.88 | 0.25 | 0.25 | 0.84 | 0.84 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 0% | 0% | 2% | 2% | 2% | 5% | 5% | 5% | 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) | 0 | 0 | 0 | 531 | 1937 | 0 | 260 | 341 | 0 | 0 | 649 | 0 |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 1 | | 8 | 3 | | | 7 | |
| Permitted Phases | | | | 1 | | | 3 | | | | | |
| Detector Phase | | | | 1 | 1 | | 8 | 3 | | | 7 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 25.0 | 25.0 | | 4.0 | 16.0 | | | 16.0 | |
| Minimum Split (s) | | | | 31.3 | 31.3 | | 10.0 | 23.0 | | | 23.0 | |
| Total Split (s) | | | | 61.0 | 61.0 | | 14.0 | 39.0 | | | 25.0 | |
| Total Split (%) | | | | 61.0% | 61.0% | | 14.0% | 39.0% | | | 25.0% | |
| Yellow Time (s) | | | | 4.3 | 4.3 | | 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 | |
| Total Lost Time (s) | | | | 6.3 | 6.3 | | 6.0 | 6.0 | | | 6.0 | |
| Lead/Lag | | | | | | | Lag | | | | Lead | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | | C-Max | C-Max | | Min | Min | | | Max | |
| Act Effct Green (s) | | | | 54.7 | 54.7 | | 33.0 | 33.0 | | | 19.0 | |
| Actuated g/C Ratio | | | | 0.55 | 0.55 | | 0.33 | 0.33 | | | 0.19 | |
| v/c Ratio | | | | 0.57 | 1.04 | | 1.19 | 0.31 | | | 0.99 | |
| Control Delay | | | | 17.9 | 57.2 | | 145.0 | 13.2 | | | 73.1 | |
| Queue Delay | | | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 26.9 | |
| Total Delay | | | | 17.9 | 57.2 | | 145.0 | 13.2 | | | 100.1 | |
| LOS | | | | B | E | | F | B | | | F | |
| Approach Delay | | | | | 48.7 | | | 70.2 | | | 100.1 | |
| Approach LOS | | | | | D | | | E | | | F | |
| Queue Length 50th (ft) | | | | 210 | ~707 | | ~146 | 39 | | | 212 | |
| Queue Length 95th (ft) | | | | 310 | #848 | | #213 | 53 | | | #295 | |
| Internal Link Dist (ft) | | 204 | | | 499 | | | 339 | | | 118 | |
| Turn Bay Length (ft) | | | | | | | 100 | | | | | |
| Base Capacity (vph) | | | | 935 | 1854 | | 218 | 1096 | | | 655 | |
| Starvation Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 52 | |
| Storage Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | | | 0.57 | 1.04 | | 1.19 | 0.31 | | | 1.08 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 10 (10%), Referenced to phase 1:WBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 140 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 1.19 | | | | | | | | | | | | |
| Intersection Signal Delay: 61.2 | | | | | | Intersection LOS: E | | | | | | |
| Intersection Capacity Utilization 95.7% | | | | | | ICU Level of Service F | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | | | | | | | | | | |

11: Hawkins Avenue & LIE North Service Road Lanes, Volumes, Timings

Build 2020
AM PEAK

Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.


















Splits and Phases: 11: Hawkins Avenue & LIE North Service Road



12: Hawkins Avenue & LIE South Service Road

Lanes, Volumes, Timings

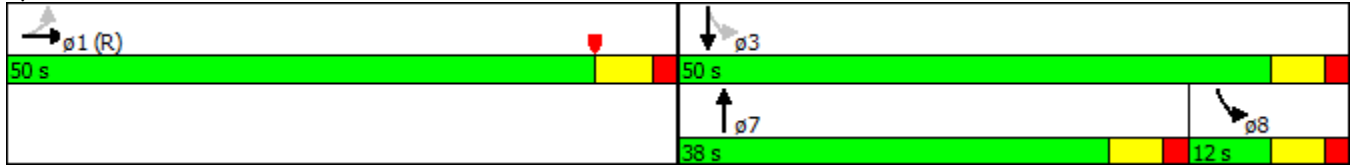
Build 2020
AM PEAK

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | | | | |  | |  |  | |
| Volume (vph) | 120 | 408 | 164 | 0 | 0 | 0 | 0 | 409 | 120 | 209 | 694 | 0 |
| Satd. Flow (prot) | 1558 | 2982 | 0 | 0 | 0 | 0 | 0 | 3121 | 0 | 1694 | 3388 | 0 |
| Flt Permitted | 0.950 | | | | | | | | | 0.330 | | |
| Satd. Flow (perm) | 1558 | 2982 | 0 | 0 | 0 | 0 | 0 | 3121 | 0 | 588 | 3388 | 0 |
| Satd. Flow (RTOR) | | 77 | | | | | | 40 | | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.25 | 0.25 | 0.25 | 0.25 | 0.88 | 0.88 | 0.80 | 0.80 | 0.25 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 12% | 12% | 12% | 0% | 0% | 0% | 0% | 8% | 8% | 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) | 146 | 698 | 0 | 0 | 0 | 0 | 0 | 601 | 0 | 261 | 868 | 0 |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 1 | | | | | | 7 | | 8 | 3 | |
| Permitted Phases | 1 | | | | | | | | | 3 | | |
| Detector Phase | 1 | 1 | | | | | | 7 | | 8 | 3 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 25.0 | 25.0 | | | | | | 16.0 | | 4.0 | 16.0 | |
| Minimum Split (s) | 31.3 | 31.3 | | | | | | 24.0 | | 10.0 | 26.0 | |
| Total Split (s) | 50.0 | 50.0 | | | | | | 38.0 | | 12.0 | 50.0 | |
| Total Split (%) | 50.0% | 50.0% | | | | | | 38.0% | | 12.0% | 50.0% | |
| Yellow Time (s) | 4.3 | 4.3 | | | | | | 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 | |
| Total Lost Time (s) | 6.3 | 6.3 | | | | | | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | | | | | | | | Lead | | Lag | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | C-Max | C-Max | | | | | | Max | | Min | Min | |
| Act Effct Green (s) | 43.7 | 43.7 | | | | | | 32.0 | | 44.0 | 44.0 | |
| Actuated g/C Ratio | 0.44 | 0.44 | | | | | | 0.32 | | 0.44 | 0.44 | |
| v/c Ratio | 0.21 | 0.52 | | | | | | 0.59 | | 0.80 | 0.58 | |
| Control Delay | 18.6 | 19.7 | | | | | | 29.2 | | 45.6 | 23.1 | |
| Queue Delay | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 3.8 | |
| Total Delay | 18.6 | 19.7 | | | | | | 29.2 | | 45.6 | 26.9 | |
| LOS | B | B | | | | | | C | | D | C | |
| Approach Delay | | 19.5 | | | | | | 29.2 | | | 31.2 | |
| Approach LOS | | B | | | | | | C | | | C | |
| Queue Length 50th (ft) | 56 | 146 | | | | | | 156 | | 98 | 175 | |
| Queue Length 95th (ft) | 88 | 174 | | | | | | 207 | | m116 | m183 | |
| Internal Link Dist (ft) | | 477 | | | 203 | | | 243 | | | 339 | |
| Turn Bay Length (ft) | 400 | | | | | | | | | 100 | | |
| Base Capacity (vph) | 680 | 1346 | | | | | | 1025 | | 325 | 1490 | |
| Starvation Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 519 | |
| Spillback Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.21 | 0.52 | | | | | | 0.59 | | 0.80 | 0.89 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 10 (10%), Referenced to phase 1:EBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 70 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.80 | | | | | | | | | | | | |
| Intersection Signal Delay: 26.9 | | | | | | Intersection LOS: C | | | | | | |
| Intersection Capacity Utilization 95.7% | | | | | | ICU Level of Service F | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | | | | | | | | | | |

12: Hawkins Avenue & LIE South Service Road Lanes, Volumes, Timings

Build 2020
AM PEAK


















Splits and Phases: 12: Hawkins Avenue & LIE South Service Road



13: Ronkonkoma Avenue & LIE North Service Road

Lanes, Volumes, Timings

Build 2020
AM PEAK

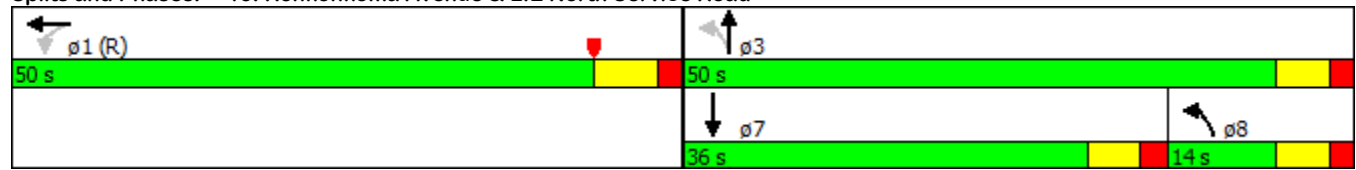
| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | |  |  | |  |  | | |  | |
| Volume (vph) | 0 | 0 | 0 | 664 | 1138 | 72 | 167 | 336 | 0 | 0 | 595 | 265 |
| Satd. Flow (prot) | 0 | 0 | 0 | 1694 | 3358 | 0 | 1671 | 3343 | 0 | 0 | 3311 | 0 |
| Flt Permitted | | | | 0.950 | | | 0.111 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1694 | 3358 | 0 | 195 | 3343 | 0 | 0 | 3311 | 0 |
| Satd. Flow (RTOR) | | | | | 8 | | | | | | 45 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.25 | 0.25 | 0.25 | 0.93 | 0.93 | 0.93 | 0.94 | 0.94 | 0.25 | 0.25 | 0.85 | 0.85 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 0% | 0% | 3% | 3% | 3% | 8% | 8% | 0% | 0% | 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 | 714 | 1301 | 0 | 178 | 357 | 0 | 0 | 1012 | 0 |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 1 | | 8 | 3 | | | 7 | |
| Permitted Phases | | | | 1 | | | 3 | | | | | |
| Detector Phase | | | | 1 | 1 | | 8 | 3 | | | 7 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 24.0 | 24.0 | | 4.0 | 17.0 | | | 17.0 | |
| Minimum Split (s) | | | | 30.7 | 30.7 | | 10.0 | 25.9 | | | 25.9 | |
| Total Split (s) | | | | 50.0 | 50.0 | | 14.0 | 50.0 | | | 36.0 | |
| Total Split (%) | | | | 50.0% | 50.0% | | 14.0% | 50.0% | | | 36.0% | |
| Yellow Time (s) | | | | 4.7 | 4.7 | | 3.9 | 3.9 | | | 3.9 | |
| 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 | |
| Total Lost Time (s) | | | | 6.7 | 6.7 | | 5.9 | 5.9 | | | 5.9 | |
| Lead/Lag | | | | | | | Lag | | | | Lead | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | | C-Max | C-Max | | Min | Min | | | Ped | |
| Act Effct Green (s) | | | | 43.3 | 43.3 | | 44.1 | 44.1 | | | 30.1 | |
| Actuated g/C Ratio | | | | 0.43 | 0.43 | | 0.44 | 0.44 | | | 0.30 | |
| v/c Ratio | | | | 0.97 | 0.89 | | 0.87 | 0.24 | | | 0.98 | |
| Control Delay | | | | 32.3 | 25.0 | | 67.3 | 11.1 | | | 58.6 | |
| Queue Delay | | | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 36.1 | |
| Total Delay | | | | 32.3 | 25.0 | | 67.3 | 11.1 | | | 94.8 | |
| LOS | | | | C | C | | E | B | | | F | |
| Approach Delay | | | | | 27.6 | | | 29.8 | | | 94.8 | |
| Approach LOS | | | | | C | | | C | | | F | |
| Queue Length 50th (ft) | | | | 363 | 303 | | 86 | 51 | | | 324 | |
| Queue Length 95th (ft) | | | | m317 | m268 | | #208 | 67 | | | #420 | |
| Internal Link Dist (ft) | | 318 | | | 725 | | | 397 | | | 224 | |
| Turn Bay Length (ft) | | | | 650 | | | 250 | | | | | |
| Base Capacity (vph) | | | | 733 | 1458 | | 205 | 1474 | | | 1028 | |
| Starvation Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 103 | |
| Storage Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | | | 0.97 | 0.89 | | 0.87 | 0.24 | | | 1.09 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 12 (12%), Referenced to phase 1:WBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 100 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.98 | | | | | | | | | | | | |
| Intersection Signal Delay: 47.0 | | | | | | Intersection LOS: D | | | | | | |
| Intersection Capacity Utilization 86.4% | | | | | | ICU Level of Service E | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | | | | | | | | | | |

13: Ronkonkoma Avenue & LIE North Service Road Lanes, Volumes, Timings

Build 2020
AM PEAK

Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.


















Splits and Phases: 13: Ronkonkoma Avenue & LIE North Service Road



14: Ronkonkoma Avenue & LIE South Service Road

Lanes, Volumes, Timings

Build 2020
AM PEAK

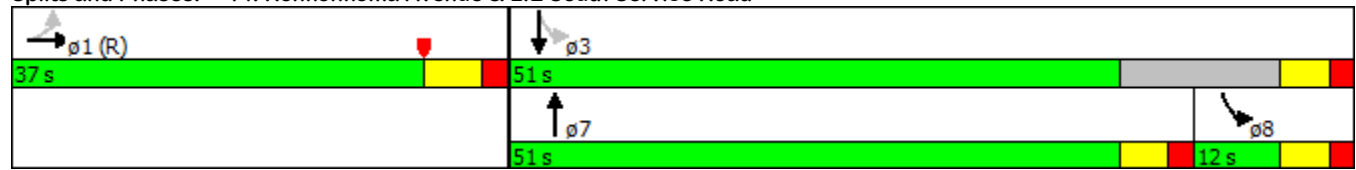
| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | | | | |  | |  |  | |
| Volume (vph) | 167 | 395 | 363 | 0 | 0 | 0 | 0 | 335 | 195 | 100 | 1159 | 0 |
| Satd. Flow (prot) | 1631 | 3027 | 0 | 0 | 0 | 0 | 0 | 2992 | 0 | 1752 | 3505 | 0 |
| Flt Permitted | 0.950 | | | | | | | | | 0.246 | | |
| Satd. Flow (perm) | 1631 | 3027 | 0 | 0 | 0 | 0 | 0 | 2992 | 0 | 454 | 3505 | 0 |
| Satd. Flow (RTOR) | | 36 | | | | | | 152 | | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.25 | 0.25 | 0.25 | 0.25 | 0.82 | 0.82 | 0.80 | 0.80 | 0.25 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 7% | 7% | 7% | 0% | 0% | 0% | 0% | 14% | 14% | 3% | 3% | 0% |
| 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) | 184 | 833 | 0 | 0 | 0 | 0 | 0 | 647 | 0 | 125 | 1449 | 0 |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 1 | | | | | | 7 | | 8 | 3 | |
| Permitted Phases | 1 | | | | | | | | | 3 | | |
| Detector Phase | 1 | 1 | | | | | | 7 | | 8 | 3 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 24.0 | 24.0 | | | | | | 17.0 | | 4.0 | 17.0 | |
| Minimum Split (s) | 30.3 | 30.3 | | | | | | 25.6 | | 10.0 | 25.6 | |
| Total Split (s) | 37.0 | 37.0 | | | | | | 51.0 | | 12.0 | 51.0 | |
| Total Split (%) | 37.0% | 37.0% | | | | | | 51.0% | | 12.0% | 51.0% | |
| Yellow Time (s) | 4.3 | 4.3 | | | | | | 3.6 | | 3.6 | 3.6 | |
| 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 | |
| Total Lost Time (s) | 6.3 | 6.3 | | | | | | 5.6 | | 5.6 | 5.6 | |
| Lead/Lag | | | | | | | | Lead | | Lag | | |
| Lead-Lag Optimize? | | | | | | | | Yes | | Yes | | |
| Recall Mode | C-Max | C-Max | | | | | | Min | | Max | Max | |
| Act Effct Green (s) | 30.7 | 30.7 | | | | | | 24.8 | | 57.4 | 57.4 | |
| Actuated g/C Ratio | 0.31 | 0.31 | | | | | | 0.25 | | 0.57 | 0.57 | |
| v/c Ratio | 0.37 | 0.87 | | | | | | 0.76 | | 0.20 | 0.72 | |
| Control Delay | 29.7 | 43.0 | | | | | | 31.8 | | 12.4 | 15.0 | |
| Queue Delay | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 12.6 | |
| Total Delay | 29.7 | 43.0 | | | | | | 31.8 | | 12.4 | 27.6 | |
| LOS | C | D | | | | | | C | | B | C | |
| Approach Delay | | 40.6 | | | | | | 31.8 | | | 26.4 | |
| Approach LOS | | D | | | | | | C | | | C | |
| Queue Length 50th (ft) | 91 | 253 | | | | | | 155 | | 33 | 277 | |
| Queue Length 95th (ft) | 152 | #363 | | | | | | 168 | | m34 | 279 | |
| Internal Link Dist (ft) | | 267 | | | 295 | | | 185 | | | 397 | |
| Turn Bay Length (ft) | | | | | | | | | | 125 | | |
| Base Capacity (vph) | 500 | 954 | | | | | | 1441 | | 611 | 2011 | |
| Starvation Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 564 | |
| Spillback Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.37 | 0.87 | | | | | | 0.45 | | 0.20 | 1.00 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 7 (7%), Referenced to phase 1:EBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 70 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.87 | | | | | | | | | | | | |
| Intersection Signal Delay: 31.9 | | | | | | Intersection LOS: C | | | | | | |
| Intersection Capacity Utilization 86.4% | | | | | | ICU Level of Service E | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | | | | | | | | | | |

14: Ronkonkoma Avenue & LIE South Service Road Lanes, Volumes, Timings

Build 2020
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Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Ronkonkoma Avenue & LIE South Service Road



15: Hawkins Avenue & Union Avenue

Lanes, Volumes, Timings

Build 2020
AM PEAK



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|-------|-------|------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 120 | 271 | 261 | 35 | 344 | 523 |
| Satd. Flow (prot) | 1646 | 1473 | 1887 | 0 | 1636 | 1783 |
| Flt Permitted | 0.950 | | | | 0.435 | |
| Satd. Flow (perm) | 1646 | 1473 | 1887 | 0 | 749 | 1783 |
| Satd. Flow (RTOR) | | 352 | 11 | | | |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.77 | 0.77 | 0.84 | 0.84 | 0.72 | 0.72 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 6% | 6% | 9% | 9% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | 0% | | | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 156 | 352 | 353 | 0 | 478 | 726 |
| Turn Type | NA | pm+ov | NA | | pm+pt | NA |
| Protected Phases | 8 | 1 | 2 | | 1 | 6 |
| Permitted Phases | | 8 | | | 6 | |
| Detector Phase | 8 | 1 | 2 | | 1 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 35.0 | | 8.0 | 35.0 |
| Minimum Split (s) | 22.0 | 12.0 | 40.0 | | 12.0 | 40.0 |
| Total Split (s) | 22.0 | 19.0 | 40.0 | | 19.0 | 59.0 |
| Total Split (%) | 27.2% | 23.5% | 49.4% | | 23.5% | 72.8% |
| Yellow Time (s) | 3.5 | 3.0 | 3.5 | | 3.0 | 3.5 |
| All-Red Time (s) | 1.5 | 1.0 | 1.5 | | 1.0 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 4.0 | 5.0 | | 4.0 | 5.0 |
| Lead/Lag | | Lead | Lag | | Lead | |
| Lead-Lag Optimize? | | Yes | Yes | | Yes | |
| Recall Mode | None | None | Min | | None | Min |
| Act Effct Green (s) | 11.6 | 28.7 | 35.2 | | 52.3 | 51.3 |
| Actuated g/C Ratio | 0.16 | 0.39 | 0.48 | | 0.72 | 0.70 |
| v/c Ratio | 0.60 | 0.44 | 0.39 | | 0.70 | 0.58 |
| Control Delay | 38.8 | 3.6 | 14.4 | | 10.9 | 8.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 38.8 | 3.6 | 14.4 | | 10.9 | 8.3 |
| LOS | D | A | B | | B | A |
| Approach Delay | 14.4 | | 14.4 | | | 9.3 |
| Approach LOS | B | | B | | | A |
| Queue Length 50th (ft) | 67 | 0 | 93 | | 68 | 131 |
| Queue Length 95th (ft) | 106 | 22 | 169 | | 105 | 183 |
| Internal Link Dist (ft) | 974 | | 310 | | | 399 |
| Turn Bay Length (ft) | 170 | | | | 125 | |
| Base Capacity (vph) | 385 | 839 | 916 | | 719 | 1327 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.41 | 0.42 | 0.39 | | 0.66 | 0.55 |

Intersection Summary

Cycle Length: 81

Actuated Cycle Length: 73

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 11.4

Intersection LOS: B

Intersection Capacity Utilization 66.6%

ICU Level of Service C

Analysis Period (min) 15

15: Hawkins Avenue & Union Avenue
Lanes, Volumes, Timings

Build 2020
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Splits and Phases: 15: Hawkins Avenue & Union Avenue



16: Mill Road & Union Avenue

Lanes, Volumes, Timings

Build 2020
AM PEAK

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | | |  | | |  | |
| Volume (vph) | 6 | 141 | 38 | 270 | 449 | 13 | 30 | 40 | 76 | 7 | 11 | 17 |
| Satd. Flow (prot) | 1574 | 1662 | 0 | 1694 | 1776 | 0 | 0 | 1888 | 0 | 0 | 1651 | 0 |
| Flt Permitted | 0.450 | | | 0.617 | | | | 0.916 | | | 0.915 | |
| Satd. Flow (perm) | 746 | 1662 | 0 | 1100 | 1776 | 0 | 0 | 1747 | 0 | 0 | 1526 | 0 |
| Satd. Flow (RTOR) | | 36 | | | 4 | | | 83 | | | 23 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.92 | 0.92 | 0.92 | 0.78 | 0.78 | 0.78 | 0.73 | 0.73 | 0.73 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 7% | 7% | 7% | 3% | 3% | 3% | 5% | 5% | 5% | 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) | 8 | 226 | 0 | 293 | 502 | 0 | 0 | 186 | 0 | 0 | 48 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 35.0 | 35.0 | | 35.0 | 35.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 41.0 | 41.0 | | 41.0 | 41.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | |
| Total Split (s) | 41.0 | 41.0 | | 41.0 | 41.0 | | 21.0 | 21.0 | | 21.0 | 21.0 | |
| Total Split (%) | 66.1% | 66.1% | | 66.1% | 66.1% | | 33.9% | 33.9% | | 33.9% | 33.9% | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | | 6.0 | | | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | None | None | | None | None | |
| Act Effct Green (s) | 35.7 | 35.7 | | 35.7 | 35.7 | | | 9.2 | | | 9.2 | |
| Actuated g/C Ratio | 0.63 | 0.63 | | 0.63 | 0.63 | | | 0.16 | | | 0.16 | |
| v/c Ratio | 0.02 | 0.21 | | 0.42 | 0.45 | | | 0.53 | | | 0.18 | |
| Control Delay | 4.8 | 4.7 | | 8.2 | 7.4 | | | 18.3 | | | 14.8 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | 4.8 | 4.7 | | 8.2 | 7.4 | | | 18.3 | | | 14.8 | |
| LOS | A | A | | A | A | | | B | | | B | |
| Approach Delay | | 4.7 | | | 7.7 | | | 18.3 | | | 14.8 | |
| Approach LOS | | A | | | A | | | B | | | B | |
| Queue Length 50th (ft) | 1 | 21 | | 39 | 68 | | | 31 | | | 7 | |
| Queue Length 95th (ft) | 5 | 46 | | 102 | 151 | | | 64 | | | 23 | |
| Internal Link Dist (ft) | | 780 | | | 237 | | | 676 | | | 298 | |
| Turn Bay Length (ft) | 75 | | | 175 | | | | | | | | |
| Base Capacity (vph) | 467 | 1056 | | 690 | 1115 | | | 521 | | | 419 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.02 | 0.21 | | 0.42 | 0.45 | | | 0.36 | | | 0.11 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 62 | | | | | | | | | | | | |
| Actuated Cycle Length: 56.9 | | | | | | | | | | | | |
| Natural Cycle: 70 | | | | | | | | | | | | |
| Control Type: Semi Act-Uncoord | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.53 | | | | | | | | | | | | |
| Intersection Signal Delay: 9.0 | | | | | | Intersection LOS: A | | | | | | |
| Intersection Capacity Utilization 84.7% | | | | | | ICU Level of Service E | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

16: Mill Road & Union Avenue Lanes, Volumes, Timings

Build 2020
AM PEAK

























Splits and Phases: 16: Mill Road & Union Avenue

| | |
|---|---|
|  <p>ø2</p> |  <p>ø4</p> |
| 41 s | 21 s |
|  <p>ø6</p> |  <p>ø8</p> |
| 41 s | 21 s |

17: Parking Lot/Powell Street & Railroad Avenue

Lanes, Volumes, Timings

Build 2020
AM PEAK

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph) | 4 | 263 | 10 | 8 | 518 | 101 | 9 | 1 | 9 | 192 | 2 | 8 |
| Satd. Flow (prot) | 1646 | 1733 | 1473 | 1562 | 3275 | 0 | 1752 | 1643 | 0 | 1736 | 1602 | 0 |
| Flt Permitted | 0.393 | | | 0.549 | | | 0.750 | | | 0.750 | | |
| Satd. Flow (perm) | 681 | 1733 | 1473 | 903 | 3275 | 0 | 1383 | 1643 | 0 | 1370 | 1602 | 0 |
| Satd. Flow (RTOR) | | | 36 | | 48 | | | 11 | | | 9 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.91 | 0.91 | 0.91 | 0.80 | 0.80 | 0.80 | 0.85 | 0.85 | 0.85 |
| Growth Factor | 50% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 6% | 6% | 6% | 4% | 4% | 4% | 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) | 3 | 355 | 14 | 9 | 680 | 0 | 11 | 12 | 0 | 226 | 11 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | 4 | 8 | 8 | | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 21.0 | 21.0 | 21.0 | 21.5 | 21.5 | | 21.0 | 21.0 | | 21.5 | 21.5 | |
| Total Split (s) | 31.0 | 31.0 | 31.0 | 31.0 | 31.0 | | 29.0 | 29.0 | | 29.0 | 29.0 | |
| Total Split (%) | 51.7% | 51.7% | 51.7% | 51.7% | 51.7% | | 48.3% | 48.3% | | 48.3% | 48.3% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 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 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | None | | None | None | |
| Act Effct Green (s) | 17.6 | 17.6 | 17.6 | 17.6 | 17.6 | | 11.9 | 11.9 | | 12.6 | 12.6 | |
| Actuated g/C Ratio | 0.52 | 0.52 | 0.52 | 0.52 | 0.52 | | 0.35 | 0.35 | | 0.37 | 0.37 | |
| v/c Ratio | 0.01 | 0.39 | 0.02 | 0.02 | 0.39 | | 0.02 | 0.02 | | 0.45 | 0.02 | |
| Control Delay | 8.0 | 10.3 | 1.6 | 8.0 | 8.4 | | 9.7 | 6.2 | | 13.9 | 6.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 8.0 | 10.3 | 1.6 | 8.0 | 8.4 | | 9.7 | 6.2 | | 13.9 | 6.7 | |
| LOS | A | B | A | A | A | | A | A | | B | A | |
| Approach Delay | | 9.9 | | | 8.4 | | | 7.9 | | | 13.5 | |
| Approach LOS | | A | | | A | | | A | | | B | |
| Queue Length 50th (ft) | 0 | 47 | 0 | 1 | 43 | | 1 | 0 | | 33 | 0 | |
| Queue Length 95th (ft) | 3 | 99 | 2 | 8 | 103 | | 9 | 7 | | 91 | 7 | |
| Internal Link Dist (ft) | | 331 | | | 196 | | | 24 | | | 192 | |
| Turn Bay Length (ft) | 110 | | | 120 | | | | | | | | |
| Base Capacity (vph) | 512 | 1304 | 1117 | 679 | 2477 | | 982 | 1170 | | 973 | 1140 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.01 | 0.27 | 0.01 | 0.01 | 0.27 | | 0.01 | 0.01 | | 0.23 | 0.01 | |

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 33.9

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.45

Intersection Signal Delay: 9.8

Intersection LOS: A

Intersection Capacity Utilization 43.2%

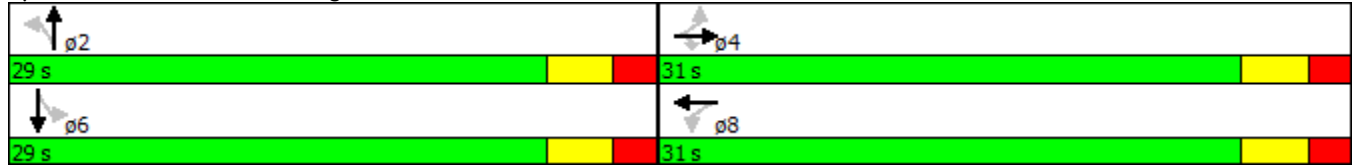
ICU Level of Service A

Analysis Period (min) 15

17: Parking Lot/Powell Street & Railroad Avenue Lanes, Volumes, Timings

Build 2020
AM PEAK






















Splits and Phases: 17: Parking Lot/Powell Street & Railroad Avenue



18: Parking Lot/Northwest Link & Johnson Avenue

Lanes, Volumes, Timings

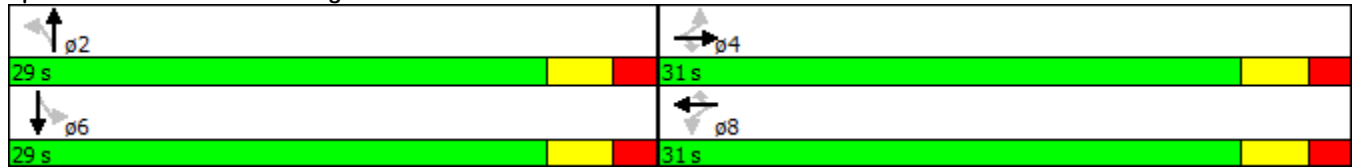
Build 2020
AM PEAK

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  | |  |  | |
| Volume (vph) | 11 | 169 | 5 | 60 | 260 | 214 | 3 | 2 | 3 | 105 | 5 | 18 |
| Satd. Flow (prot) | 1604 | 1689 | 1436 | 1694 | 1783 | 1516 | 0 | 1885 | 0 | 1530 | 1420 | 0 |
| Flt Permitted | 0.586 | | | 0.601 | | | | 0.862 | | 0.833 | | |
| Satd. Flow (perm) | 990 | 1689 | 1436 | 1072 | 1783 | 1516 | 0 | 1656 | 0 | 1341 | 1420 | 0 |
| Satd. Flow (RTOR) | | | 36 | | | 233 | | 5 | | | 22 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.66 | 0.66 | 0.66 | 0.92 | 0.92 | 0.92 | 0.63 | 0.63 | 0.63 | 0.80 | 0.80 | 0.80 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 5% | 5% | 5% | 3% | 3% | 3% | 0% | 0% | 0% | 18% | 18% | 18% |
| 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) | 17 | 256 | 8 | 65 | 283 | 233 | 0 | 13 | 0 | 131 | 28 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | 4 | 8 | 8 | 8 | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | | 21.0 | 21.0 | |
| Total Split (s) | 31.0 | 31.0 | 31.0 | 31.0 | 31.0 | 31.0 | 29.0 | 29.0 | | 29.0 | 29.0 | |
| Total Split (%) | 51.7% | 51.7% | 51.7% | 51.7% | 51.7% | 51.7% | 48.3% | 48.3% | | 48.3% | 48.3% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 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 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | None | None | | None | None | |
| Act Effct Green (s) | 14.5 | 14.5 | 14.5 | 14.6 | 14.6 | 14.6 | | 9.8 | | 10.5 | 10.5 | |
| Actuated g/C Ratio | 0.56 | 0.56 | 0.56 | 0.56 | 0.56 | 0.56 | | 0.38 | | 0.41 | 0.41 | |
| v/c Ratio | 0.03 | 0.27 | 0.01 | 0.11 | 0.28 | 0.24 | | 0.02 | | 0.24 | 0.05 | |
| Control Delay | 6.9 | 7.4 | 0.6 | 7.2 | 7.4 | 2.3 | | 7.9 | | 10.3 | 5.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 6.9 | 7.4 | 0.6 | 7.2 | 7.4 | 2.3 | | 7.9 | | 10.3 | 5.9 | |
| LOS | A | A | A | A | A | A | | A | | B | A | |
| Approach Delay | | 7.2 | | | 5.3 | | | 7.9 | | | 9.6 | |
| Approach LOS | | A | | | A | | | A | | | A | |
| Queue Length 50th (ft) | 2 | 26 | 0 | 6 | 30 | 0 | | 1 | | 15 | 1 | |
| Queue Length 95th (ft) | 7 | 52 | 0 | 25 | 84 | 27 | | 6 | | 47 | 11 | |
| Internal Link Dist (ft) | | 151 | | | 331 | | | 6 | | | 181 | |
| Turn Bay Length (ft) | 130 | | 130 | 200 | | | | | | | | |
| Base Capacity (vph) | 843 | 1438 | 1228 | 912 | 1518 | 1325 | | 1353 | | 1095 | 1163 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.02 | 0.18 | 0.01 | 0.07 | 0.19 | 0.18 | | 0.01 | | 0.12 | 0.02 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 60 | | | | | | | | | | | | |
| Actuated Cycle Length: 25.9 | | | | | | | | | | | | |
| Natural Cycle: 45 | | | | | | | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.28 | | | | | | | | | | | | |
| Intersection Signal Delay: 6.5 | | | | | | Intersection LOS: A | | | | | | |
| Intersection Capacity Utilization 42.0% | | | | | | ICU Level of Service A | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

18: Parking Lot/Northwest Link & Johnson Avenue Lanes, Volumes, Timings

Build 2020
AM PEAK

Splits and Phases: 18: Parking Lot/Northwest Link & Johnson Avenue



| Intersection | | | | | | | | | | | | |
|---------------------------|---------|------|------|---------|------|------|---------|-------|------|-------|-------|-------|
| Intersection Delay, s/veh | 81 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Vol, veh/h | 116 | 310 | 13 | 4 | 352 | 151 | 0 | 0 | 0 | 255 | 19 | 324 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | None | None | None | None | None | None | None | None | None | None | None | None |
| Storage Length | 75 | | 0 | 175 | | 175 | 0 | | 0 | 0 | | 175 |
| Median Width | | 9 | | | 9 | | | 0 | | | 0 | |
| Grade, % | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.89 | 0.89 | 0.89 | 0.25 | 0.25 | 0.25 | 0.84 | 0.84 | 0.84 |
| Heavy Vehicles, % | 6 | 6 | 6 | 5 | 5 | 5 | 0 | 0 | 0 | 4 | 4 | 4 |
| Mvmt Flow | 127 | 341 | 14 | 4 | 396 | 170 | 0 | 0 | 0 | 304 | 23 | 386 |
| Number of Lanes | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| Major/Minor | Major 1 | | | Major 2 | | | Minor 2 | | | | | |
| Conflicting Flow All | 396 | 0 | 0 | 355 | 0 | 0 | | | | 1007 | 1014 | 396 |
| Stage 1 | - | - | - | - | - | - | | | | 404 | 404 | - |
| Stage 2 | - | - | - | - | - | - | | | | 603 | 610 | - |
| Follow-up Headway | 2.254 | - | - | 2.245 | - | - | | | | 3.536 | 4.036 | 3.336 |
| Pot Capacity-1 Maneuver | 1141 | - | - | 1187 | - | - | | | | # 265 | 237 | 649 |
| Stage 1 | - | - | - | - | - | - | | | | 670 | 596 | - |
| Stage 2 | - | - | - | - | - | - | | | | 542 | 482 | - |
| Time blocked-Platoon, % | 0 | - | - | 0 | - | - | | | | 0 | 0 | 0 |
| Mov Capacity-1 Maneuver | 1141 | - | - | 1187 | - | - | | | | # 235 | # 0 | 649 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | | | | # 235 | # 0 | - |
| Stage 1 | - | - | - | - | - | - | | | | 668 | # 0 | - |
| Stage 2 | - | - | - | - | - | - | | | | 482 | # 0 | - |
| Approach | EB | | | WB | | | SB | | | | | |
| HCM Control Delay, s | 2.3 | | | 0.1 | | | 199.1 | | | | | |
| HCM LOS | - | | | - | | | F | | | | | |
| Minor Lane / Major Mvmt | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 | | | | |
| Cap, veh/h | 1141 | - | - | 1187 | - | - | 290 | 649 | | | | |
| HCM Control Delay, s | 8.552 | - | - | 8.044 | - | - | \$ -1 | 14.1 | | | | |
| HCM Lane V/C Ratio | 0.11 | - | - | 0.00 | - | - | 1.57 | 0.40 | | | | |
| HCM Lane LOS | A | - | - | A | - | - | F | B | | | | |
| HCM 95th-tile Q, veh | 0.4 | - | - | 0.0 | - | - | 26.9 | 1.9 | | | | |

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

20: Ronkonkoma Avenue & 2nd Street/Powell Street
HCM 2010 TWSC

Build 2020
AM PEAK

| Intersection | | | | | | | | | | | | |
|---------------------------|---------|------|------|---------|-------|------|---------|------|------|---------|------|------|
| Intersection Delay, s/veh | 6.5 | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Vol, veh/h | 0 | 0 | 280 | 0 | 0 | 104 | 0 | 474 | 201 | 0 | 1226 | 141 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | Free | Free | Free | Free | Free | Free | Free | Free | Free | Free | Free | Free |
| Storage Length | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Median Width | | 0 | | | 0 | | | 10 | | | 10 | |
| Grade, % | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.25 | 0.25 | 0.90 | 0.25 | 0.25 | 0.78 | 0.89 | 0.89 | 0.89 | 0.83 | 0.83 | 0.83 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 14 | 12 | 12 | 12 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 0 | 311 | 0 | 0 | 133 | 0 | 533 | 226 | 0 | 1477 | 170 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 |
| | | | | | | | | | | | | |
| Major/Minor | Minor 2 | | | Minor 1 | | | Major 1 | | | Major 2 | | |
| Conflicting Flow All | 1743 | 2010 | 739 | 1272 | 2010 | 266 | 1477 | 0 | 0 | 533 | 0 | 0 |
| Stage 1 | 1477 | 1477 | - | 533 | 533 | - | - | - | - | - | - | - |
| Stage 2 | 266 | 533 | - | 739 | 1477 | - | - | - | - | - | - | - |
| Follow-up Headway | 3.5 | 4 | 3.33 | 3.5 | 4 | 3.44 | 2.32 | - | - | 2.23 | - | - |
| Pot Capacity-1 Maneuver | 57 | 60 | 358 | 127 | 60 | 697 | 405 | - | - | 1024 | - | - |
| Stage 1 | 135 | 192 | - | 503 | 528 | - | - | - | - | - | - | - |
| Stage 2 | 722 | 528 | - | 380 | 192 | - | - | - | - | - | - | - |
| Time blocked-Platoon, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | 0 | - | - |
| Mov Capacity-1 Maneuver | 46 | 60 | 358 | 17 | 60 | 697 | 405 | - | - | 1024 | - | - |
| Mov Capacity-2 Maneuver | 46 | 60 | - | 17 | 60 | - | - | - | - | - | - | - |
| Stage 1 | 135 | 192 | - | 503 | 528 | - | - | - | - | - | - | - |
| Stage 2 | 584 | 528 | - | 50 | 192 | - | - | - | - | - | - | - |
| | | | | | | | | | | | | |
| Approach | EB | | | WB | | | NB | | | SB | | |
| HCM Control Delay, s | 54.9 | | | 11.4 | | | 0 | | | 0 | | |
| HCM LOS | F | | | B | | | - | | | - | | |
| | | | | | | | | | | | | |
| Minor Lane / Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR | | | | |
| Cap, veh/h | 405 | - | - | 358 | 697 | 1024 | - | - | | | | |
| HCM Control Delay, s | 0 | - | - | 54.9 | 11.4 | 0 | - | - | | | | |
| HCM Lane V/C Ratio | - | - | - | 0.87 | 0.19 | - | - | - | | | | |
| HCM Lane LOS | A | - | - | F | B | A | - | - | | | | |
| HCM 95th-tile Q, veh | 0.0 | - | - | 8.3 | 0.7 | 0.0 | - | - | | | | |

Notes


















~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

11: Hawkins Avenue & LIE North Service Road

Lanes, Volumes, Timings

Build 2020

PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | |  |  | |  |  | | |  | |
| Volume (vph) | 0 | 0 | 0 | 337 | 490 | 265 | 323 | 739 | 0 | 0 | 531 | 145 |
| Satd. Flow (prot) | 0 | 0 | 0 | 1711 | 3240 | 0 | 1711 | 3421 | 0 | 0 | 3426 | 0 |
| Flt Permitted | | | | 0.950 | | | 0.249 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1711 | 3240 | 0 | 448 | 3421 | 0 | 0 | 3426 | 0 |
| Satd. Flow (RTOR) | | | | | 92 | | | | | | 37 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.25 | 0.25 | 0.25 | 0.86 | 0.86 | 0.86 | 0.90 | 0.90 | 0.25 | 0.25 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 0% | 0% | 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 | 392 | 878 | 0 | 359 | 821 | 0 | 0 | 735 | 0 |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 1 | | 8 | 3 | | | 7 | |
| Permitted Phases | | | | 1 | | | 3 | | | | | |
| Detector Phase | | | | 1 | 1 | | 8 | 3 | | | 7 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 25.0 | 25.0 | | 4.0 | 16.0 | | | 16.0 | |
| Minimum Split (s) | | | | 31.3 | 31.3 | | 10.0 | 23.0 | | | 23.0 | |
| Total Split (s) | | | | 50.0 | 50.0 | | 12.0 | 38.0 | | | 38.0 | |
| Total Split (%) | | | | 50.0% | 50.0% | | 12.0% | 38.0% | | | 38.0% | |
| Yellow Time (s) | | | | 4.3 | 4.3 | | 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 | |
| Total Lost Time (s) | | | | 6.3 | 6.3 | | 6.0 | 6.0 | | | 6.0 | |
| Lead/Lag | | | | | | | Lag | | | | Lead | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | | C-Max | C-Max | | Min | Min | | | Max | |
| Act Effct Green (s) | | | | 43.7 | 43.7 | | 44.0 | 44.0 | | | 32.0 | |
| Actuated g/C Ratio | | | | 0.44 | 0.44 | | 0.44 | 0.44 | | | 0.32 | |
| v/c Ratio | | | | 0.52 | 0.60 | | 1.32 | 0.55 | | | 0.66 | |
| Control Delay | | | | 23.7 | 21.0 | | 170.4 | 9.5 | | | 31.0 | |
| Queue Delay | | | | 0.0 | 0.0 | | 0.0 | 2.6 | | | 0.0 | |
| Total Delay | | | | 23.7 | 21.0 | | 170.4 | 12.1 | | | 31.0 | |
| LOS | | | | C | C | | F | B | | | C | |
| Approach Delay | | | | | 21.9 | | | 60.2 | | | 31.0 | |
| Approach LOS | | | | | C | | | E | | | C | |
| Queue Length 50th (ft) | | | | 178 | 195 | | ~220 | 81 | | | 200 | |
| Queue Length 95th (ft) | | | | 250 | 241 | | m#128 | m62 | | | 265 | |
| Internal Link Dist (ft) | | 204 | | | 499 | | | 339 | | | 118 | |
| Turn Bay Length (ft) | | | | | | | 100 | | | | | |
| Base Capacity (vph) | | | | 747 | 1467 | | 272 | 1505 | | | 1121 | |
| Starvation Cap Reductn | | | | 0 | 0 | | 0 | 540 | | | 0 | |
| Spillback Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | | | 0.52 | 0.60 | | 1.32 | 0.85 | | | 0.66 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 89 (89%), Referenced to phase 1:WBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 75 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 1.32 | | | | | | | | | | | | |
| Intersection Signal Delay: 38.2 | | | | | | Intersection LOS: D | | | | | | |
| Intersection Capacity Utilization 124.9% | | | | | | ICU Level of Service H | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | | | | | | | | | | |

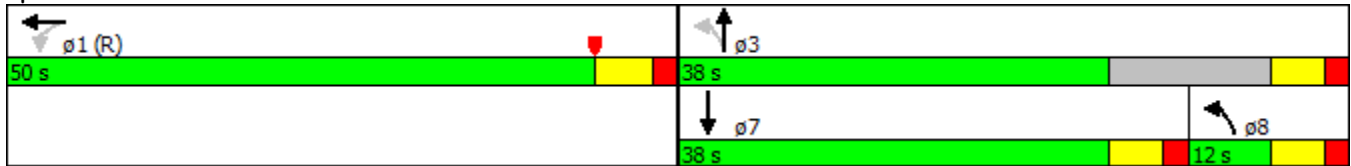
11: Hawkins Avenue & LIE North Service Road Lanes, Volumes, Timings

Build 2020

PM Peak

- Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
- Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: Hawkins Avenue & LIE North Service Road




















12: Hawkins Avenue & LIE South Service Road

Lanes, Volumes, Timings

Build 2020

PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | | | | |  | |  |  | |
| Volume (vph) | 280 | 1821 | 300 | 0 | 0 | 0 | 0 | 781 | 205 | 390 | 479 | 0 |
| Satd. Flow (prot) | 1711 | 3349 | 0 | 0 | 0 | 0 | 0 | 3315 | 0 | 1711 | 3421 | 0 |
| Flt Permitted | 0.950 | | | | | | | | | 0.160 | | |
| Satd. Flow (perm) | 1711 | 3349 | 0 | 0 | 0 | 0 | 0 | 3315 | 0 | 288 | 3421 | 0 |
| Satd. Flow (RTOR) | | 25 | | | | | | 21 | | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.25 | 0.25 | 0.25 | 0.25 | 0.92 | 0.92 | 0.94 | 0.94 | 0.25 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 0% | 0% | 0% | 0% | 2% | 2% | 2% | 2% | 0% |
| 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) | 289 | 2186 | 0 | 0 | 0 | 0 | 0 | 1072 | 0 | 415 | 510 | 0 |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 1 | | | | | | 7 | | 8 | 3 | |
| Permitted Phases | 1 | | | | | | | | | 3 | | |
| Detector Phase | 1 | 1 | | | | | | 7 | | 8 | 3 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 25.0 | 25.0 | | | | | | 16.0 | | 4.0 | 16.0 | |
| Minimum Split (s) | 31.3 | 31.3 | | | | | | 23.0 | | 10.0 | 23.0 | |
| Total Split (s) | 53.0 | 53.0 | | | | | | 25.0 | | 22.0 | 25.0 | |
| Total Split (%) | 53.0% | 53.0% | | | | | | 25.0% | | 22.0% | 25.0% | |
| Yellow Time (s) | 4.3 | 4.3 | | | | | | 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 | |
| Total Lost Time (s) | 6.3 | 6.3 | | | | | | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | | | | | | | | Lead | | Lag | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | C-Max | C-Max | | | | | | Max | | Min | Min | |
| Act Effct Green (s) | 46.7 | 46.7 | | | | | | 19.0 | | 41.0 | 41.0 | |
| Actuated g/C Ratio | 0.47 | 0.47 | | | | | | 0.19 | | 0.41 | 0.41 | |
| v/c Ratio | 0.36 | 1.39 | | | | | | 1.66 | | 1.20 | 0.36 | |
| Control Delay | 18.8 | 203.5 | | | | | | 332.2 | | 140.1 | 13.1 | |
| Queue Delay | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 18.8 | 203.5 | | | | | | 332.2 | | 140.1 | 13.1 | |
| LOS | B | F | | | | | | F | | F | B | |
| Approach Delay | | 181.9 | | | | | | 332.2 | | | 70.1 | |
| Approach LOS | | F | | | | | | F | | | E | |
| Queue Length 50th (ft) | 114 | ~985 | | | | | | ~525 | | ~280 | 76 | |
| Queue Length 95th (ft) | 178 | #1125 | | | | | | #657 | | #521 | 100 | |
| Internal Link Dist (ft) | | 477 | | | 203 | | | 243 | | | 339 | |
| Turn Bay Length (ft) | 400 | | | | | | | | | 100 | | |
| Base Capacity (vph) | 799 | 1577 | | | | | | 646 | | 345 | 1402 | |
| Starvation Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.36 | 1.39 | | | | | | 1.66 | | 1.20 | 0.36 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 89 (89%), Referenced to phase 1:EBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 150 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 1.66 | | | | | | | | | | | | |
| Intersection Signal Delay: 194.8 | | | | | | Intersection LOS: F | | | | | | |
| Intersection Capacity Utilization 124.9% | | | | | | ICU Level of Service H | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | | | | | | | | | | |

12: Hawkins Avenue & LIE South Service Road

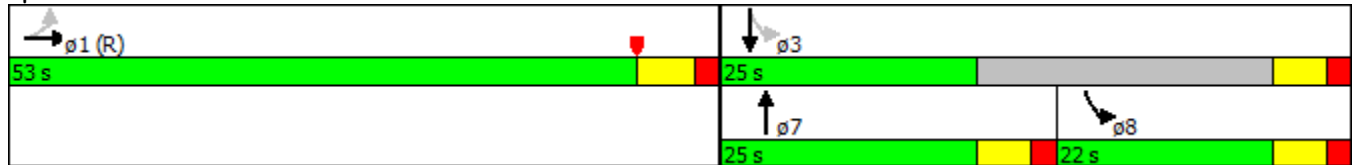
Lanes, Volumes, Timings

Build 2020

PM Peak

Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.


















Splits and Phases: 12: Hawkins Avenue & LIE South Service Road



13: Ronkonkoma Avenue & LIE North Service Road

Lanes, Volumes, Timings

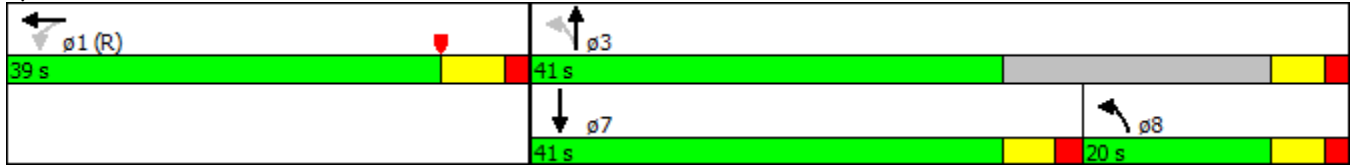
Build 2020
PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | |  |  | |  |  | | |  | |
| Volume (vph) | 0 | 0 | 0 | 257 | 574 | 83 | 304 | 880 | 0 | 0 | 361 | 173 |
| Satd. Flow (prot) | 0 | 0 | 0 | 1678 | 3292 | 0 | 1770 | 3539 | 0 | 0 | 3366 | 0 |
| Flt Permitted | | | | 0.950 | | | 0.254 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 1678 | 3292 | 0 | 473 | 3539 | 0 | 0 | 3366 | 0 |
| Satd. Flow (RTOR) | | | | | 17 | | | | | | 89 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.25 | 0.25 | 0.25 | 0.93 | 0.93 | 0.93 | 0.92 | 0.92 | 0.25 | 0.25 | 0.84 | 0.84 |
| 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 (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 276 | 706 | 0 | 330 | 957 | 0 | 0 | 636 | 0 |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 1 | | 8 | 3 | | | 7 | |
| Permitted Phases | | | | 1 | | | 3 | | | | | |
| Detector Phase | | | | 1 | 1 | | 8 | 3 | | | 7 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 24.0 | 24.0 | | 4.0 | 17.0 | | | 17.0 | |
| Minimum Split (s) | | | | 30.7 | 30.7 | | 10.0 | 25.9 | | | 25.9 | |
| Total Split (s) | | | | 39.0 | 39.0 | | 20.0 | 41.0 | | | 41.0 | |
| Total Split (%) | | | | 39.0% | 39.0% | | 20.0% | 41.0% | | | 41.0% | |
| Yellow Time (s) | | | | 4.7 | 4.7 | | 3.9 | 3.9 | | | 3.9 | |
| 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 | |
| Total Lost Time (s) | | | | 6.7 | 6.7 | | 5.9 | 5.9 | | | 5.9 | |
| Lead/Lag | | | | | | | Lag | | | | Lead | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | | C-Max | C-Max | | Min | Min | | | Ped | |
| Act Effct Green (s) | | | | 44.3 | 44.3 | | 43.1 | 43.1 | | | 24.1 | |
| Actuated g/C Ratio | | | | 0.44 | 0.44 | | 0.43 | 0.43 | | | 0.24 | |
| v/c Ratio | | | | 0.37 | 0.48 | | 0.88 | 0.63 | | | 0.73 | |
| Control Delay | | | | 24.9 | 24.5 | | 27.0 | 15.6 | | | 34.6 | |
| Queue Delay | | | | 0.0 | 0.0 | | 0.0 | 0.3 | | | 0.0 | |
| Total Delay | | | | 24.9 | 24.5 | | 27.0 | 15.9 | | | 34.6 | |
| LOS | | | | C | C | | C | B | | | C | |
| Approach Delay | | | | | 24.6 | | | 18.7 | | | 34.6 | |
| Approach LOS | | | | | C | | | B | | | C | |
| Queue Length 50th (ft) | | | | 114 | 162 | | 99 | 153 | | | 170 | |
| Queue Length 95th (ft) | | | | m178 | m213 | | m62 | m90 | | | 193 | |
| Internal Link Dist (ft) | | 318 | | | 725 | | | 397 | | | 224 | |
| Turn Bay Length (ft) | | | | 650 | | | 250 | | | | | |
| Base Capacity (vph) | | | | 743 | 1467 | | 413 | 1949 | | | 1239 | |
| Starvation Cap Reductn | | | | 0 | 0 | | 0 | 393 | | | 0 | |
| Spillback Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | | | 0.37 | 0.48 | | 0.80 | 0.62 | | | 0.51 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 74 (74%), Referenced to phase 1:WBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 70 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.88 | | | | | | | | | | | | |
| Intersection Signal Delay: 24.2 | | | | | | Intersection LOS: C | | | | | | |
| Intersection Capacity Utilization 108.4% | | | | | | ICU Level of Service G | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | | | | | | | | | | |

13: Ronkonkoma Avenue & LIE North Service Road Lanes, Volumes, Timings

Build 2020
PM Peak

Splits and Phases: 13: Ronkonkoma Avenue & LIE North Service Road




















14: Ronkonkoma Avenue & LIE South Service Road

Lanes, Volumes, Timings

Build 2020

PM Peak

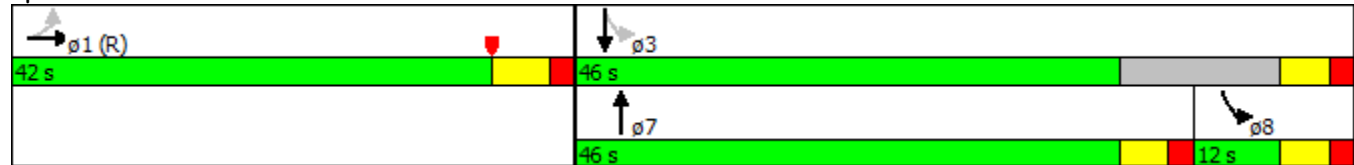
| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | | | | |  | |  |  | |
| Volume (vph) | 339 | 1297 | 128 | 0 | 0 | 0 | 0 | 845 | 807 | 84 | 533 | 0 |
| Satd. Flow (prot) | 1711 | 3377 | 0 | 0 | 0 | 0 | 0 | 3281 | 0 | 1719 | 3438 | 0 |
| Flt Permitted | 0.950 | | | | | | | | | 0.087 | | |
| Satd. Flow (perm) | 1711 | 3377 | 0 | 0 | 0 | 0 | 0 | 3281 | 0 | 157 | 3438 | 0 |
| Satd. Flow (RTOR) | | 11 | | | | | | 56 | | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.92 | 0.25 | 0.25 | 0.25 | 0.25 | 0.90 | 0.90 | 0.90 | 0.90 | 0.25 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 0% | 0% | 0% | 0% | 2% | 2% | 5% | 5% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | 0 |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 385 | 1613 | 0 | 0 | 0 | 0 | 0 | 1836 | 0 | 93 | 592 | 0 |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 1 | | | | | | 7 | | 8 | 3 | |
| Permitted Phases | 1 | | | | | | | | | 3 | | |
| Detector Phase | 1 | 1 | | | | | | 7 | | 8 | 3 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 24.0 | 24.0 | | | | | | 17.0 | | 4.0 | 17.0 | |
| Minimum Split (s) | 30.3 | 30.3 | | | | | | 25.6 | | 10.0 | 25.6 | |
| Total Split (s) | 42.0 | 42.0 | | | | | | 46.0 | | 12.0 | 46.0 | |
| Total Split (%) | 42.0% | 42.0% | | | | | | 46.0% | | 12.0% | 46.0% | |
| Yellow Time (s) | 4.3 | 4.3 | | | | | | 3.6 | | 3.6 | 3.6 | |
| 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 | |
| Total Lost Time (s) | 6.3 | 6.3 | | | | | | 5.6 | | 5.6 | 5.6 | |
| Lead/Lag | | | | | | | | Lead | | Lag | | |
| Lead-Lag Optimize? | | | | | | | | Yes | | Yes | | |
| Recall Mode | C-Max | C-Max | | | | | | Min | | Max | Max | |
| Act Effct Green (s) | 35.7 | 35.7 | | | | | | 40.4 | | 52.4 | 52.4 | |
| Actuated g/C Ratio | 0.36 | 0.36 | | | | | | 0.40 | | 0.52 | 0.52 | |
| v/c Ratio | 0.63 | 1.33 | | | | | | 1.35 | | 0.51 | 0.33 | |
| Control Delay | 32.3 | 183.8 | | | | | | 190.5 | | 37.4 | 11.7 | |
| Queue Delay | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 32.3 | 183.8 | | | | | | 190.5 | | 37.4 | 11.7 | |
| LOS | C | F | | | | | | F | | D | B | |
| Approach Delay | | 154.6 | | | | | | 190.5 | | | 15.2 | |
| Approach LOS | | F | | | | | | F | | | B | |
| Queue Length 50th (ft) | 201 | ~710 | | | | | | ~806 | | 26 | 87 | |
| Queue Length 95th (ft) | 295 | #821 | | | | | | #947 | | 75 | 113 | |
| Internal Link Dist (ft) | | 267 | | | 295 | | | 185 | | | 397 | |
| Turn Bay Length (ft) | | | | | | | | | | 125 | | |
| Base Capacity (vph) | 610 | 1212 | | | | | | 1358 | | 182 | 1801 | |
| Starvation Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.63 | 1.33 | | | | | | 1.35 | | 0.51 | 0.33 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 74 (74%), Referenced to phase 1:EBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 150 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 1.35 | | | | | | | | | | | | |
| Intersection Signal Delay: 148.1 | | | | | | Intersection LOS: F | | | | | | |
| Intersection Capacity Utilization 108.4% | | | | | | ICU Level of Service G | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | | | | | | | | | | |

14: Ronkonkoma Avenue & LIE South Service Road Lanes, Volumes, Timings

Build 2020
PM Peak

Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: Ronkonkoma Avenue & LIE South Service Road



15: Hawkins Avenue & Union Avenue

Lanes, Volumes, Timings

Build 2020
PM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|-------|-------|------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 78 | 520 | 443 | 91 | 458 | 350 |
| Satd. Flow (prot) | 1711 | 1531 | 1982 | 0 | 1636 | 1783 |
| Flt Permitted | 0.950 | | | | 0.232 | |
| Satd. Flow (perm) | 1711 | 1531 | 1982 | 0 | 399 | 1783 |
| Satd. Flow (RTOR) | | 230 | 16 | | | |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.86 | 0.86 | 0.89 | 0.89 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | 0% | | | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 88 | 584 | 621 | 0 | 515 | 393 |
| Turn Type | NA | pm+ov | NA | | pm+pt | NA |
| Protected Phases | 8 | 1 | 2 | | 1 | 6 |
| Permitted Phases | | 8 | | | 6 | |
| Detector Phase | 8 | 1 | 2 | | 1 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 35.0 | | 8.0 | 35.0 |
| Minimum Split (s) | 22.0 | 12.0 | 40.0 | | 12.0 | 40.0 |
| Total Split (s) | 22.0 | 19.0 | 40.0 | | 19.0 | 59.0 |
| Total Split (%) | 27.2% | 23.5% | 49.4% | | 23.5% | 72.8% |
| Yellow Time (s) | 3.5 | 3.0 | 3.5 | | 3.0 | 3.5 |
| All-Red Time (s) | 1.5 | 1.0 | 1.5 | | 1.0 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 4.0 | 5.0 | | 4.0 | 5.0 |
| Lead/Lag | | Lead | Lag | | Lead | |
| Lead-Lag Optimize? | | Yes | Yes | | Yes | |
| Recall Mode | None | None | Min | | None | Min |
| Act Effct Green (s) | 9.1 | 26.1 | 35.3 | | 55.5 | 55.7 |
| Actuated g/C Ratio | 0.13 | 0.37 | 0.50 | | 0.79 | 0.79 |
| v/c Ratio | 0.40 | 0.82 | 0.62 | | 0.89 | 0.28 |
| Control Delay | 35.3 | 22.5 | 17.0 | | 31.0 | 3.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 35.3 | 22.5 | 17.0 | | 31.0 | 3.7 |
| LOS | D | C | B | | C | A |
| Approach Delay | 24.1 | | 17.0 | | | 19.2 |
| Approach LOS | C | | B | | | B |
| Queue Length 50th (ft) | 37 | 136 | 189 | | 105 | 42 |
| Queue Length 95th (ft) | 77 | 263 | 301 | | #311 | 87 |
| Internal Link Dist (ft) | 974 | | 310 | | | 399 |
| Turn Bay Length (ft) | 170 | | | | 125 | |
| Base Capacity (vph) | 416 | 712 | 1000 | | 579 | 1407 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.21 | 0.82 | 0.62 | | 0.89 | 0.28 |

Intersection Summary

Cycle Length: 81

Actuated Cycle Length: 70.5

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 20.1

Intersection LOS: C

Intersection Capacity Utilization 72.9%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

15: Hawkins Avenue & Union Avenue
Lanes, Volumes, Timings

Build 2020
PM Peak



















Splits and Phases: 15: Hawkins Avenue & Union Avenue



16: Mill Road & Union Avenue

Lanes, Volumes, Timings

Build 2020
PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | | |  | | |  | |
| Volume (vph) | 33 | 456 | 56 | 165 | 466 | 42 | 57 | 103 | 284 | 18 | 9 | 26 |
| Satd. Flow (prot) | 1652 | 1772 | 0 | 1711 | 1777 | 0 | 0 | 1918 | 0 | 0 | 1655 | 0 |
| Flt Permitted | 0.300 | | | 0.357 | | | | 0.944 | | | 0.616 | |
| Satd. Flow (perm) | 522 | 1772 | 0 | 643 | 1777 | 0 | 0 | 1822 | 0 | 0 | 1036 | 0 |
| Satd. Flow (RTOR) | | 16 | | | 12 | | | 136 | | | 28 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.77 | 0.77 | 0.77 | 0.65 | 0.65 | 0.65 | 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% | 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) | 38 | 582 | 0 | 214 | 660 | 0 | 0 | 683 | 0 | 0 | 57 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 35.0 | 35.0 | | 35.0 | 35.0 | | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Minimum Split (s) | 41.0 | 41.0 | | 41.0 | 41.0 | | 27.0 | 27.0 | | 27.0 | 27.0 | |
| Total Split (s) | 41.0 | 41.0 | | 41.0 | 41.0 | | 21.0 | 21.0 | | 21.0 | 21.0 | |
| Total Split (%) | 66.1% | 66.1% | | 66.1% | 66.1% | | 33.9% | 33.9% | | 33.9% | 33.9% | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | | | 6.0 | | | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | | None | None | | None | None | |
| Act Effct Green (s) | 35.0 | 35.0 | | 35.0 | 35.0 | | | 15.0 | | | 15.0 | |
| Actuated g/C Ratio | 0.56 | 0.56 | | 0.56 | 0.56 | | | 0.24 | | | 0.24 | |
| v/c Ratio | 0.13 | 0.58 | | 0.59 | 0.65 | | | 1.26 | | | 0.21 | |
| Control Delay | 7.7 | 11.3 | | 17.3 | 13.0 | | | 152.1 | | | 14.0 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | 7.7 | 11.3 | | 17.3 | 13.0 | | | 152.1 | | | 14.0 | |
| LOS | A | B | | B | B | | | F | | | B | |
| Approach Delay | | 11.1 | | | 14.1 | | | 152.1 | | | 14.0 | |
| Approach LOS | | B | | | B | | | F | | | B | |
| Queue Length 50th (ft) | 6 | 122 | | 47 | 150 | | | ~291 | | | 9 | |
| Queue Length 95th (ft) | 18 | 197 | | 85 | 188 | | | #269 | | | 35 | |
| Internal Link Dist (ft) | | 780 | | | 237 | | | 676 | | | 298 | |
| Turn Bay Length (ft) | 75 | | | 175 | | | | | | | | |
| Base Capacity (vph) | 294 | 1007 | | 362 | 1008 | | | 543 | | | 271 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.13 | 0.58 | | 0.59 | 0.65 | | | 1.26 | | | 0.21 | |

Intersection Summary

Cycle Length: 62

Actuated Cycle Length: 62

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.26

Intersection Signal Delay: 55.5

Intersection LOS: E

Intersection Capacity Utilization 101.3%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

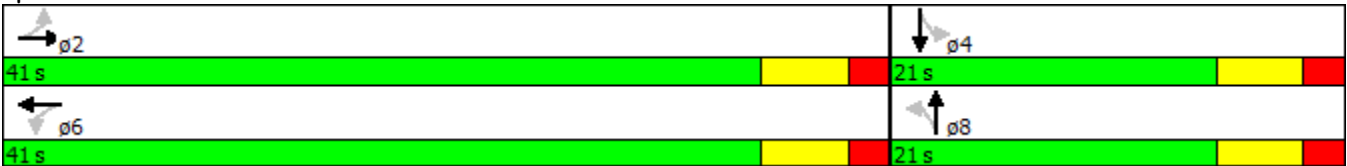
Queue shown is maximum after two cycles.

16: Mill Road & Union Avenue
Lanes, Volumes, Timings

Build 2020
PM Peak

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 16: Mill Road & Union Avenue



























17: Parking Lot/Powell Street & Railroad Avenue

Lanes, Volumes, Timings

Build 2020

PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph) | 11 | 552 | 8 | 6 | 587 | 177 | 13 | 6 | 43 | 293 | 2 | 13 |
| Satd. Flow (prot) | 1711 | 1801 | 1531 | 1593 | 3301 | 0 | 1805 | 1706 | 0 | 1752 | 1609 | 0 |
| Flt Permitted | 0.243 | | | 0.271 | | | 0.744 | | | 0.690 | | |
| Satd. Flow (perm) | 438 | 1801 | 1531 | 454 | 3301 | 0 | 1414 | 1706 | 0 | 1273 | 1609 | 0 |
| Satd. Flow (RTOR) | | | 36 | | 113 | | | 91 | | | 17 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.82 | 0.82 | 0.82 | 0.47 | 0.47 | 0.47 | 0.78 | 0.78 | 0.78 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 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) | 12 | 613 | 9 | 7 | 932 | 0 | 28 | 104 | 0 | 376 | 20 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Total Split (s) | 40.0 | 40.0 | 40.0 | 40.0 | 40.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Total Split (%) | 66.7% | 66.7% | 66.7% | 66.7% | 66.7% | | 33.3% | 33.3% | | 33.3% | 33.3% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 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 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | None | | None | None | |
| Act Effct Green (s) | 21.7 | 21.7 | 21.7 | 21.7 | 21.7 | | 15.4 | 15.4 | | 15.4 | 15.4 | |
| Actuated g/C Ratio | 0.46 | 0.46 | 0.46 | 0.46 | 0.46 | | 0.33 | 0.33 | | 0.33 | 0.33 | |
| v/c Ratio | 0.06 | 0.74 | 0.01 | 0.03 | 0.59 | | 0.06 | 0.17 | | 0.91 | 0.04 | |
| Control Delay | 6.8 | 16.1 | 0.2 | 6.3 | 9.4 | | 15.2 | 6.3 | | 50.5 | 9.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 6.8 | 16.2 | 0.2 | 6.3 | 9.4 | | 15.2 | 6.3 | | 50.5 | 9.3 | |
| LOS | A | B | A | A | A | | B | A | | D | A | |
| Approach Delay | | 15.8 | | | 9.4 | | | 8.2 | | | 48.4 | |
| Approach LOS | | B | | | A | | | A | | | D | |
| Queue Length 50th (ft) | 2 | 123 | 0 | 1 | 76 | | 5 | 2 | | 95 | 1 | |
| Queue Length 95th (ft) | 8 | 207 | 1 | 5 | 96 | | 12 | 5 | | #252 | 12 | |
| Internal Link Dist (ft) | | 331 | | | 196 | | | 24 | | | 192 | |
| Turn Bay Length (ft) | 110 | | | 120 | | | | | | | | |
| Base Capacity (vph) | 331 | 1365 | 1169 | 344 | 2530 | | 459 | 615 | | 413 | 534 | |
| Starvation Cap Reductn | 0 | 45 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.04 | 0.46 | 0.01 | 0.02 | 0.37 | | 0.06 | 0.17 | | 0.91 | 0.04 | |

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 47.3

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 18.6

Intersection LOS: B

Intersection Capacity Utilization 60.3%

ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

17: Parking Lot/Powell Street & Railroad Avenue Lanes, Volumes, Timings

Build 2020

PM Peak

Splits and Phases: 17: Parking Lot/Powell Street & Railroad Avenue
























18: Parking Lot/Northwest Link & Railroad Avenue

Lanes, Volumes, Timings

Build 2020

PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  | |  |  | |
| Volume (vph) | 8 | 372 | 2 | 4 | 278 | 331 | 4 | 4 | 33 | 156 | 2 | 29 |
| Satd. Flow (prot) | 1652 | 1739 | 1478 | 1711 | 1801 | 1531 | 0 | 1795 | 0 | 1687 | 1525 | 0 |
| Flt Permitted | 0.538 | | | 0.410 | | | | 0.978 | | 0.702 | | |
| Satd. Flow (perm) | 935 | 1739 | 1478 | 738 | 1801 | 1531 | 0 | 1764 | 0 | 1247 | 1525 | 0 |
| Satd. Flow (RTOR) | | | 36 | | | 409 | | 69 | | | 48 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.81 | 0.81 | 0.81 | 0.48 | 0.48 | 0.48 | 0.61 | 0.61 | 0.61 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 7% | 7% | 7% |
| 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) | 10 | 454 | 2 | 5 | 343 | 409 | 0 | 85 | 0 | 256 | 51 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | 6 | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Total Split (s) | 40.0 | 40.0 | 40.0 | 40.0 | 40.0 | 40.0 | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Total Split (%) | 66.7% | 66.7% | 66.7% | 66.7% | 66.7% | 66.7% | 33.3% | 33.3% | | 33.3% | 33.3% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 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 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | None | None | | None | None | |
| Act Effct Green (s) | 15.7 | 15.7 | 15.7 | 15.7 | 15.7 | 15.7 | | 13.3 | | 13.3 | 13.3 | |
| Actuated g/C Ratio | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 | | 0.34 | | 0.34 | 0.34 | |
| v/c Ratio | 0.03 | 0.66 | 0.00 | 0.02 | 0.48 | 0.48 | | 0.13 | | 0.61 | 0.09 | |
| Control Delay | 7.1 | 14.7 | 0.0 | 7.0 | 11.2 | 3.1 | | 5.5 | | 21.1 | 5.4 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 7.1 | 14.7 | 0.0 | 7.0 | 11.2 | 3.1 | | 5.5 | | 21.1 | 5.4 | |
| LOS | A | B | A | A | B | A | | A | | C | A | |
| Approach Delay | | 14.5 | | | 6.8 | | | 5.5 | | | 18.5 | |
| Approach LOS | | B | | | A | | | A | | | B | |
| Queue Length 50th (ft) | 1 | 81 | 0 | 1 | 56 | 0 | | 2 | | 43 | 1 | |
| Queue Length 95th (ft) | 6 | 127 | 0 | 4 | 88 | 22 | | 7 | | 76 | 9 | |
| Internal Link Dist (ft) | | 151 | | | 331 | | | 6 | | | 181 | |
| Turn Bay Length (ft) | 130 | | 130 | 200 | | | | | | | | |
| Base Capacity (vph) | 818 | 1522 | 1298 | 646 | 1576 | 1391 | | 737 | | 491 | 630 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.01 | 0.30 | 0.00 | 0.01 | 0.22 | 0.29 | | 0.12 | | 0.52 | 0.08 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 60 | | | | | | | | | | | | |
| Actuated Cycle Length: 39.4 | | | | | | | | | | | | |
| Natural Cycle: 45 | | | | | | | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.66 | | | | | | | | | | | | |
| Intersection Signal Delay: 11.2 | | | | | | Intersection LOS: B | | | | | | |
| Intersection Capacity Utilization 43.2% | | | | | | ICU Level of Service A | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

18: Parking Lot/Northwest Link & Railroad Avenue Lanes, Volumes, Timings

Build 2020

PM Peak

Splits and Phases: 18: Parking Lot/Northwest Link & Railroad Avenue



19: Hawkins Avenue & Railroad Avenue
HCM 2010 TWSC

Build 2020
PM Peak

| Intersection | | | | | | | | | | | | |
|---------------------------|--|----------|--|--|--|--|--|--|--|--|--|--|
| Intersection Delay, s/veh | | \$ 339.7 | | | | | | | | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol, veh/h | 291 | 489 | 13 | 6 | 422 | 236 | 0 | 0 | 0 | 181 | 10 | 217 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | None | None | None | None | None | None | None | None | None | None | None | None |
| Storage Length | 75 | | 0 | 175 | | 175 | 0 | | 0 | 0 | | 175 |
| Median Width | | 9 | | | 9 | | | 0 | | | 0 | |
| Grade, % | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.73 | 0.73 | 0.73 | 0.25 | 0.25 | 0.25 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 2 | 2 | 2 |
| Mvmt Flow | 393 | 661 | 18 | 8 | 578 | 323 | 0 | 0 | 0 | 221 | 12 | 265 |
| Number of Lanes | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |

| Major/Minor | Major 1 | | | Major 2 | | | Minor 2 | | |
|-------------------------|---------|---|---|---------|---|---|---------|-------|-------|
| Conflicting Flow All | 578 | 0 | 0 | 678 | 0 | 0 | 2051 | 2060 | 578 |
| Stage 1 | - | - | - | - | - | - | 595 | 595 | - |
| Stage 2 | - | - | - | - | - | - | 1456 | 1465 | - |
| Follow-up Headway | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 |
| Pot Capacity-1 Maneuver | 996 | - | - | 914 | - | - | # 61 | 55 | 516 |
| Stage 1 | - | - | - | - | - | - | 551 | 492 | - |
| Stage 2 | - | - | - | - | - | - | # 214 | 193 | - |
| Time blocked-Platoon, % | 0 | - | - | 0 | - | - | 0 | 0 | 0 |
| Mov Capacity-1 Maneuver | 996 | - | - | 914 | - | - | # 37 | # 0 | 516 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | # 37 | # 0 | - |
| Stage 1 | - | - | - | - | - | - | 546 | # 0 | - |
| Stage 2 | - | - | - | - | - | - | # 130 | # 0 | - |

| Approach | EB | WB | SB |
|----------------------|----|-----|-----------|
| HCM Control Delay, s | 4 | 0.1 | \$ 1683.4 |
| HCM LOS | - | - | F |

| Minor Lane / Major Mvmt | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|-------------------------|--------|-----|-----|-------|-----|-----|-------|-------|
| Cap, veh/h | 996 | - | - | 914 | - | - | 50 | 516 |
| HCM Control Delay, s | 10.952 | - | - | 8.974 | - | - | \$ -1 | 15.6 |
| HCM Lane V/C Ratio | 0.40 | - | - | 0.01 | - | - | 6.42 | 0.34 |
| HCM Lane LOS | B | - | - | A | - | - | F | C |
| HCM 95th-tile Q, veh | 1.9 | - | - | 0.0 | - | - | 37.1 | 1.5 |

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

20: Ronkonkoma Avenue & 2nd Street/Powell Street
HCM 2010 TWSC

Build 2020
PM Peak

| Intersection | | | | | | | | | | | | |
|---------------------------|---------|------|------|---------|-------|------|---------|------|------|---------|------|------|
| Intersection Delay, s/veh | 8.7 | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Vol, veh/h | 0 | 0 | 337 | 0 | 0 | 188 | 0 | 1483 | 307 | 0 | 521 | 185 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | Free | Free | Free | Free | Free | Free | Free | Free | Free | Free | Free | Free |
| Storage Length | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Median Width | | 0 | | | 0 | | | 10 | | | 10 | |
| Grade, % | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.25 | 0.25 | 0.62 | 0.25 | 0.25 | 0.71 | 0.88 | 0.88 | 0.88 | 0.82 | 0.82 | 0.82 |
| Heavy Vehicles, % | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 2 | 2 | 0 | 5 | 5 |
| Mvmt Flow | 0 | 0 | 544 | 0 | 0 | 265 | 0 | 1685 | 349 | 0 | 635 | 226 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 |
| | | | | | | | | | | | | |
| Major/Minor | Minor 2 | | | Minor 1 | | | Major 1 | | | Major 2 | | |
| Conflicting Flow All | 1478 | 2320 | 318 | 2003 | 2320 | 843 | 635 | 0 | 0 | 1685 | 0 | 0 |
| Stage 1 | 635 | 635 | - | 1685 | 1685 | - | - | - | - | - | - | - |
| Stage 2 | 843 | 1685 | - | 318 | 635 | - | - | - | - | - | - | - |
| Follow-up Headway | 3.5 | 4 | 3.32 | 3.5 | 4 | 3.35 | 2.2 | - | - | 2.2 | - | - |
| Pot Capacity-1 Maneuver | 89 | 38 | 678 | 36 | 38 | 301 | 958 | - | - | 385 | - | - |
| Stage 1 | 438 | 476 | - | 100 | 152 | - | - | - | - | - | - | - |
| Stage 2 | 329 | 152 | - | 673 | 476 | - | - | - | - | - | - | - |
| Time blocked-Platoon, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | 0 | - | - |
| Mov Capacity-1 Maneuver | 11 | 38 | 678 | 7 | 38 | 301 | 958 | - | - | 385 | - | - |
| Mov Capacity-2 Maneuver | 11 | 38 | - | 7 | 38 | - | - | - | - | - | - | - |
| Stage 1 | 438 | 476 | - | 100 | 152 | - | - | - | - | - | - | - |
| Stage 2 | 40 | 152 | - | 133 | 476 | - | - | - | - | - | - | - |
| | | | | | | | | | | | | |
| Approach | EB | | | WB | | | NB | | | SB | | |
| HCM Control Delay, s | 28.2 | | | 63.8 | | | 0 | | | 0 | | |
| HCM LOS | D | | | F | | | - | | | - | | |
| | | | | | | | | | | | | |
| Minor Lane / Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR | | | | |
| Cap, veh/h | 958 | - | - | 678 | 301 | 385 | - | - | | | | |
| HCM Control Delay, s | 0 | - | - | 28.2 | 63.8 | 0 | - | - | | | | |
| HCM Lane V/C Ratio | - | - | - | 0.80 | 0.88 | - | - | - | | | | |
| HCM Lane LOS | A | - | - | D | F | A | - | - | | | | |
| HCM 95th-tile Q, veh | 0.0 | - | - | 8.2 | 8.0 | 0.0 | - | - | | | | |

Notes

















~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

11: Hawkins Avenue & LIE North Service Road

Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW

AM Peak

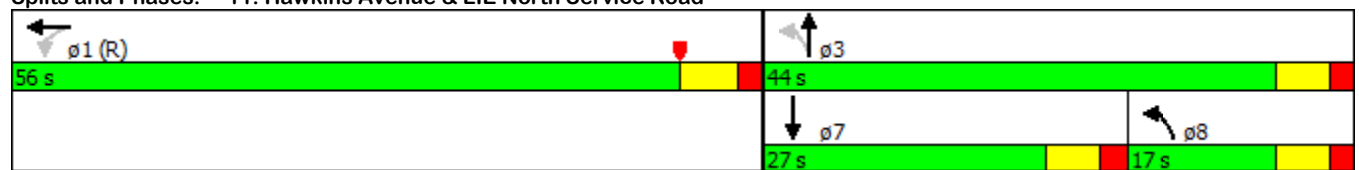
| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | |  | |  |  | | |  | |
| Volume (vph) | 0 | 0 | 0 | 510 | 1696 | 163 | 229 | 300 | 0 | 0 | 395 | 150 |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 4813 | 0 | 1662 | 3323 | 0 | 0 | 3361 | 0 |
| Flt Permitted | | | | | 0.989 | | 0.218 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 4813 | 0 | 381 | 3323 | 0 | 0 | 3361 | 0 |
| Satd. Flow (RTOR) | | | | | 17 | | | | | | 34 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.25 | 0.25 | 0.25 | 0.96 | 0.96 | 0.96 | 0.88 | 0.88 | 0.25 | 0.25 | 0.84 | 0.84 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 0% | 0% | 2% | 2% | 2% | 5% | 5% | 5% | 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) | 0 | 0 | 0 | 0 | 2468 | 0 | 260 | 341 | 0 | 0 | 649 | 0 |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 1 | | 8 | 3 | | | 7 | |
| Permitted Phases | | | | 1 | | | 3 | | | | | |
| Detector Phase | | | | 1 | 1 | | 8 | 3 | | | 7 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 25.0 | 25.0 | | 4.0 | 16.0 | | | 16.0 | |
| Minimum Split (s) | | | | 31.3 | 31.3 | | 10.0 | 23.0 | | | 23.0 | |
| Total Split (s) | | | | 56.0 | 56.0 | | 17.0 | 44.0 | | | 27.0 | |
| Total Split (%) | | | | 56.0% | 56.0% | | 17.0% | 44.0% | | | 27.0% | |
| Yellow Time (s) | | | | 4.3 | 4.3 | | 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 | |
| Total Lost Time (s) | | | | | 6.3 | | 6.0 | 6.0 | | | 6.0 | |
| Lead/Lag | | | | | | | Lag | | | | Lead | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | | C-Max | C-Max | | Min | Min | | | Max | |
| Act Effct Green (s) | | | | | 49.8 | | 37.9 | 37.9 | | | 21.0 | |
| Actuated g/C Ratio | | | | | 0.50 | | 0.38 | 0.38 | | | 0.21 | |
| v/c Ratio | | | | | 1.03 | | 0.92 | 0.27 | | | 0.89 | |
| Control Delay | | | | | 50.8 | | 51.9 | 12.6 | | | 51.9 | |
| Queue Delay | | | | | 0.0 | | 0.0 | 0.0 | | | 3.4 | |
| Total Delay | | | | | 50.8 | | 51.9 | 12.6 | | | 55.3 | |
| LOS | | | | | D | | D | B | | | E | |
| Approach Delay | | | | | 50.8 | | | 29.6 | | | 55.3 | |
| Approach LOS | | | | | D | | | C | | | E | |
| Queue Length 50th (ft) | | | | | ~617 | | 106 | 43 | | | 202 | |
| Queue Length 95th (ft) | | | | | #714 | | #233 | 59 | | | #264 | |
| Internal Link Dist (ft) | | 204 | | | 499 | | | 339 | | | 134 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | | | |
| Base Capacity (vph) | | | | | 2407 | | 285 | 1262 | | | 732 | |
| Starvation Cap Reductn | | | | | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | | | | | 0 | | 0 | 0 | | | 38 | |
| Storage Cap Reductn | | | | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | | | | 1.03 | | 0.91 | 0.27 | | | 0.94 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 10 (10%), Referenced to phase 1:WBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 100 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 1.03 | | | | | | | | | | | | |
| Intersection Signal Delay: 48.2 | | | | | | Intersection LOS: D | | | | | | |
| Intersection Capacity Utilization 90.4% | | | | | | ICU Level of Service E | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | | | | | | | | | | |

11: Hawkins Avenue & LIE North Service Road Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW
AM Peak

Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: Hawkins Avenue & LIE North Service Road




















12: Hawkins Avenue & LIE South Service Road

Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW

AM Peak

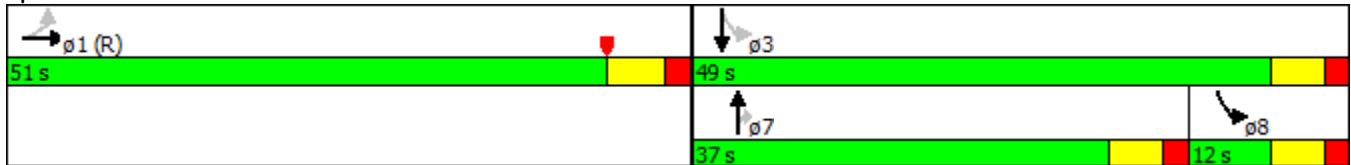
| |  |  |  |  |  |  |  |  |  |  |  | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | | | | |  |  |  |  | |
| Volume (vph) | 120 | 408 | 164 | 0 | 0 | 0 | 0 | 409 | 120 | 209 | 694 | 0 |
| Satd. Flow (prot) | 1558 | 4284 | 0 | 0 | 0 | 0 | 0 | 3231 | 1446 | 1694 | 3388 | 0 |
| Flt Permitted | 0.950 | | | | | | | | | 0.421 | | |
| Satd. Flow (perm) | 1558 | 4284 | 0 | 0 | 0 | 0 | 0 | 3231 | 1446 | 751 | 3388 | 0 |
| Satd. Flow (RTOR) | | 74 | | | | | | | 127 | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.25 | 0.25 | 0.25 | 0.25 | 0.88 | 0.88 | 0.80 | 0.80 | 0.25 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 12% | 12% | 12% | 0% | 0% | 0% | 0% | 8% | 8% | 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) | 146 | 698 | 0 | 0 | 0 | 0 | 0 | 465 | 136 | 261 | 868 | 0 |
| Turn Type | Perm | NA | | | | | | NA | Perm | pm+pt | NA | |
| Protected Phases | | 1 | | | | | | 7 | | 8 | 3 | |
| Permitted Phases | 1 | | | | | | | | 7 | 3 | | |
| Detector Phase | 1 | 1 | | | | | | 7 | 7 | 8 | 3 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 25.0 | 25.0 | | | | | | 16.0 | 16.0 | 4.0 | 16.0 | |
| Minimum Split (s) | 31.3 | 31.3 | | | | | | 24.0 | 24.0 | 10.0 | 26.0 | |
| Total Split (s) | 51.0 | 51.0 | | | | | | 37.0 | 37.0 | 12.0 | 49.0 | |
| Total Split (%) | 51.0% | 51.0% | | | | | | 37.0% | 37.0% | 12.0% | 49.0% | |
| Yellow Time (s) | 4.3 | 4.3 | | | | | | 4.0 | 4.0 | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | | | | | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.3 | 6.3 | | | | | | 6.0 | 6.0 | 6.0 | 6.0 | |
| Lead/Lag | | | | | | | | Lead | Lead | Lag | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | C-Max | C-Max | | | | | | Max | Max | Min | Min | |
| Act Effct Green (s) | 44.7 | 44.7 | | | | | | 31.0 | 31.0 | 43.0 | 43.0 | |
| Actuated g/C Ratio | 0.45 | 0.45 | | | | | | 0.31 | 0.31 | 0.43 | 0.43 | |
| v/c Ratio | 0.21 | 0.36 | | | | | | 0.46 | 0.25 | 0.69 | 0.60 | |
| Control Delay | 17.9 | 16.7 | | | | | | 29.7 | 6.9 | 28.0 | 18.6 | |
| Queue Delay | 0.0 | 0.0 | | | | | | 0.0 | 0.0 | 0.0 | 2.6 | |
| Total Delay | 17.9 | 16.7 | | | | | | 29.7 | 6.9 | 28.0 | 21.2 | |
| LOS | B | B | | | | | | C | A | C | C | |
| Approach Delay | | 16.9 | | | | | | 24.5 | | | 22.8 | |
| Approach LOS | | B | | | | | | C | | | C | |
| Queue Length 50th (ft) | 55 | 92 | | | | | | 125 | 4 | 99 | 176 | |
| Queue Length 95th (ft) | 86 | 108 | | | | | | 168 | 44 | m107 | m180 | |
| Internal Link Dist (ft) | | 477 | | | 203 | | | 244 | | | 339 | |
| Turn Bay Length (ft) | | | | | | | | | 85 | 150 | | |
| Base Capacity (vph) | 696 | 1956 | | | | | | 1001 | 535 | 379 | 1456 | |
| Starvation Cap Reductn | 0 | 0 | | | | | | 0 | 0 | 0 | 448 | |
| Spillback Cap Reductn | 0 | 0 | | | | | | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | | | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.21 | 0.36 | | | | | | 0.46 | 0.25 | 0.69 | 0.86 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 10 (10%), Referenced to phase 1:EBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 70 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.69 | | | | | | | | | | | | |
| Intersection Signal Delay: 21.3 | | | | | | Intersection LOS: C | | | | | | |
| Intersection Capacity Utilization 90.4% | | | | | | ICU Level of Service E | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | | | | | | | | | | |

12: Hawkins Avenue & LIE South Service Road Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW

AM Peak

















Splits and Phases: 12: Hawkins Avenue & LIE South Service Road



13: Ronkonkoma Avenue & LIE North Service Road Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW

AM Peak

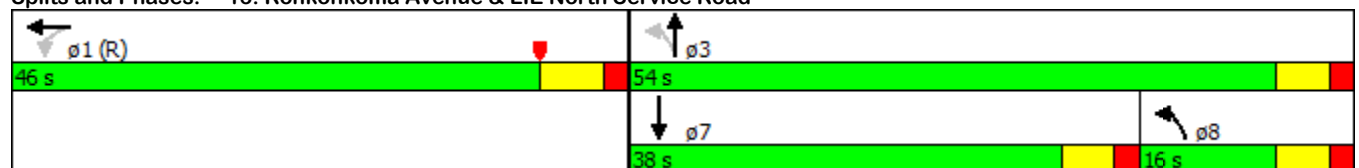
| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | |  | |  |  | | |  | |
| Volume (vph) | 0 | 0 | 0 | 664 | 1138 | 72 | 167 | 336 | 0 | 0 | 595 | 265 |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 4757 | 0 | 1671 | 3343 | 0 | 0 | 3311 | 0 |
| Flt Permitted | | | | | 0.983 | | 0.111 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 4757 | 0 | 195 | 3343 | 0 | 0 | 3311 | 0 |
| Satd. Flow (RTOR) | | | | | 7 | | | | | | 57 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.25 | 0.25 | 0.25 | 0.93 | 0.93 | 0.93 | 0.94 | 0.94 | 0.25 | 0.25 | 0.85 | 0.85 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 0% | 0% | 3% | 3% | 3% | 8% | 8% | 0% | 0% | 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 | 0 | 2015 | 0 | 178 | 357 | 0 | 0 | 1012 | 0 |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 1 | | 8 | 3 | | | 7 | |
| Permitted Phases | | | | 1 | | | 3 | | | | | |
| Detector Phase | | | | 1 | 1 | | 8 | 3 | | | 7 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 24.0 | 24.0 | | 4.0 | 17.0 | | | 17.0 | |
| Minimum Split (s) | | | | 30.7 | 30.7 | | 10.0 | 25.9 | | | 25.9 | |
| Total Split (s) | | | | 46.0 | 46.0 | | 16.0 | 54.0 | | | 38.0 | |
| Total Split (%) | | | | 46.0% | 46.0% | | 16.0% | 54.0% | | | 38.0% | |
| Yellow Time (s) | | | | 4.7 | 4.7 | | 3.9 | 3.9 | | | 3.9 | |
| 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 | |
| Total Lost Time (s) | | | | | 6.7 | | 5.9 | 5.9 | | | 5.9 | |
| Lead/Lag | | | | | | | Lag | | | | Lead | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | | C-Max | C-Max | | Min | Min | | | Ped | |
| Act Effct Green (s) | | | | | 40.3 | | 47.1 | 47.1 | | | 31.7 | |
| Actuated g/C Ratio | | | | | 0.40 | | 0.47 | 0.47 | | | 0.32 | |
| v/c Ratio | | | | | 1.05 | | 0.77 | 0.23 | | | 0.93 | |
| Control Delay | | | | | 65.4 | | 53.1 | 9.1 | | | 46.8 | |
| Queue Delay | | | | | 0.0 | | 0.0 | 0.0 | | | 17.3 | |
| Total Delay | | | | | 65.4 | | 53.1 | 9.1 | | | 64.1 | |
| LOS | | | | | E | | D | A | | | E | |
| Approach Delay | | | | | 65.4 | | | 23.7 | | | 64.1 | |
| Approach LOS | | | | | E | | | C | | | E | |
| Queue Length 50th (ft) | | | | | ~527 | | 92 | 40 | | | 309 | |
| Queue Length 95th (ft) | | | | | #625 | | #183 | 55 | | | #391 | |
| Internal Link Dist (ft) | | 318 | | | 629 | | | 397 | | | 224 | |
| Turn Bay Length (ft) | | | | | | | 250 | | | | | |
| Base Capacity (vph) | | | | | 1920 | | 241 | 1607 | | | 1101 | |
| Starvation Cap Reductn | | | | | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | | | | | 0 | | 0 | 0 | | | 113 | |
| Storage Cap Reductn | | | | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | | | | 1.05 | | 0.74 | 0.22 | | | 1.02 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 12 (12%), Referenced to phase 1:WBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 100 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 1.05 | | | | | | | | | | | | |
| Intersection Signal Delay: 58.8 | | | | | Intersection LOS: E | | | | | | | |
| Intersection Capacity Utilization 86.7% | | | | | ICU Level of Service E | | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | | | | | | | | | | |

13: Ronkonkoma Avenue & LIE North Service Road Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW
AM Peak

Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: Ronkonkoma Avenue & LIE North Service Road




















14: Ronkonkoma Avenue & LIE South Service Road

Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW

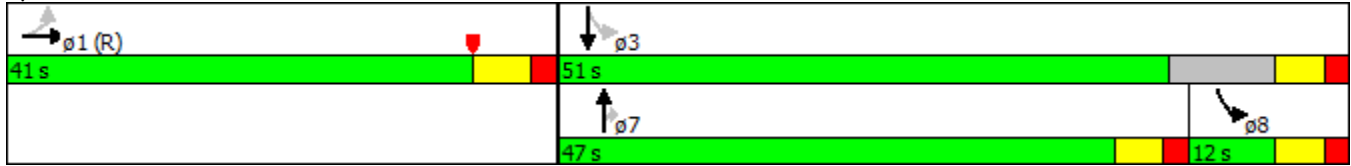
AM Peak

| |  |  |  |  |  |  |  |  |  |  |  | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | | | | |  |  |  |  | |
| Volume (vph) | 167 | 395 | 363 | 0 | 0 | 0 | 0 | 335 | 195 | 100 | 1159 | 0 |
| Satd. Flow (prot) | 1631 | 4349 | 0 | 0 | 0 | 0 | 0 | 3167 | 1369 | 1752 | 3505 | 0 |
| Flt Permitted | 0.950 | | | | | | | | | 0.435 | | |
| Satd. Flow (perm) | 1631 | 4349 | 0 | 0 | 0 | 0 | 0 | 3167 | 1369 | 802 | 3505 | 0 |
| Satd. Flow (RTOR) | | 28 | | | | | | | | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.25 | 0.25 | 0.25 | 0.25 | 0.82 | 0.82 | 0.80 | 0.80 | 0.25 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 7% | 7% | 7% | 0% | 0% | 0% | 0% | 14% | 14% | 3% | 3% | 0% |
| 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) | 184 | 833 | 0 | 0 | 0 | 0 | 0 | 409 | 238 | 125 | 1449 | 0 |
| Turn Type | Perm | NA | | | | | | NA | Perm | pm+pt | NA | |
| Protected Phases | | 1 | | | | | | 7 | | 8 | 3 | |
| Permitted Phases | 1 | | | | | | | | 7 | 3 | | |
| Detector Phase | 1 | 1 | | | | | | 7 | 7 | 8 | 3 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 24.0 | 24.0 | | | | | | 17.0 | 17.0 | 4.0 | 17.0 | |
| Minimum Split (s) | 30.3 | 30.3 | | | | | | 25.6 | 25.6 | 10.0 | 25.6 | |
| Total Split (s) | 41.0 | 41.0 | | | | | | 47.0 | 47.0 | 12.0 | 51.0 | |
| Total Split (%) | 41.0% | 41.0% | | | | | | 47.0% | 47.0% | 12.0% | 51.0% | |
| Yellow Time (s) | 4.3 | 4.3 | | | | | | 3.6 | 3.6 | 3.6 | 3.6 | |
| All-Red Time (s) | 2.0 | 2.0 | | | | | | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.3 | 6.3 | | | | | | 5.6 | 5.6 | 5.6 | 5.6 | |
| Lead/Lag | | | | | | | | Lead | Lead | Lag | | |
| Lead-Lag Optimize? | | | | | | | | Yes | Yes | Yes | | |
| Recall Mode | C-Max | C-Max | | | | | | Min | Min | Max | Max | |
| Act Effct Green (s) | 34.7 | 34.7 | | | | | | 24.9 | 24.9 | 53.4 | 53.4 | |
| Actuated g/C Ratio | 0.35 | 0.35 | | | | | | 0.25 | 0.25 | 0.53 | 0.53 | |
| v/c Ratio | 0.33 | 0.55 | | | | | | 0.52 | 0.70 | 0.19 | 0.77 | |
| Control Delay | 26.1 | 27.0 | | | | | | 26.0 | 36.1 | 9.1 | 14.8 | |
| Queue Delay | 0.0 | 0.0 | | | | | | 0.0 | 0.0 | 0.0 | 7.6 | |
| Total Delay | 26.1 | 27.0 | | | | | | 26.0 | 36.1 | 9.1 | 22.4 | |
| LOS | C | C | | | | | | C | D | A | C | |
| Approach Delay | | 26.8 | | | | | | 29.8 | | | 21.4 | |
| Approach LOS | | C | | | | | | C | | | C | |
| Queue Length 50th (ft) | 85 | 149 | | | | | | 118 | 139 | 31 | 281 | |
| Queue Length 95th (ft) | 143 | 191 | | | | | | 135 | 181 | m34 | m275 | |
| Internal Link Dist (ft) | | 267 | | | 295 | | | 185 | | | 397 | |
| Turn Bay Length (ft) | | | | | | | | | | 125 | | |
| Base Capacity (vph) | 565 | 1527 | | | | | | 1311 | 566 | 645 | 1871 | |
| Starvation Cap Reductn | 0 | 0 | | | | | | 0 | 0 | 0 | 389 | |
| Spillback Cap Reductn | 0 | 0 | | | | | | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | | | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.33 | 0.55 | | | | | | 0.31 | 0.42 | 0.19 | 0.98 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 7 (7%), Referenced to phase 1:EBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 70 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.77 | | | | | | | | | | | | |
| Intersection Signal Delay: 24.8 | | | | | | Intersection LOS: C | | | | | | |
| Intersection Capacity Utilization 86.7% | | | | | | ICU Level of Service E | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | | | | | | | | | | |

14: Ronkonkoma Avenue & LIE South Service Road Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW
AM Peak

Splits and Phases: 14: Ronkonkoma Avenue & LIE South Service Road



15: Hawkins Avenue & Union Avenue

Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW
AM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|-------|-------|------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 120 | 271 | 261 | 35 | 344 | 523 |
| Satd. Flow (prot) | 1646 | 2592 | 3144 | 0 | 1636 | 1783 |
| Flt Permitted | 0.950 | | | | 0.494 | |
| Satd. Flow (perm) | 1646 | 2592 | 3144 | 0 | 851 | 1783 |
| Satd. Flow (RTOR) | | | 23 | | | |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.77 | 0.77 | 0.84 | 0.84 | 0.72 | 0.72 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 6% | 6% | 9% | 9% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | 0% | | | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 156 | 352 | 353 | 0 | 478 | 726 |
| Turn Type | NA | pm+ov | NA | | pm+pt | NA |
| Protected Phases | 8 | 1 | 2 | | 1 | 6 |
| Permitted Phases | | 8 | | | 6 | |
| Detector Phase | 8 | 1 | 2 | | 1 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 35.0 | | 8.0 | 35.0 |
| Minimum Split (s) | 22.0 | 12.0 | 40.0 | | 12.0 | 40.0 |
| Total Split (s) | 22.0 | 19.0 | 40.0 | | 19.0 | 59.0 |
| Total Split (%) | 27.2% | 23.5% | 49.4% | | 23.5% | 72.8% |
| Yellow Time (s) | 3.5 | 3.0 | 3.5 | | 3.0 | 3.5 |
| All-Red Time (s) | 1.5 | 1.0 | 1.5 | | 1.0 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 4.0 | 5.0 | | 4.0 | 5.0 |
| Lead/Lag | | Lead | Lag | | Lead | |
| Lead-Lag Optimize? | | Yes | Yes | | Yes | |
| Recall Mode | None | None | C-Min | | None | C-Min |
| Act Effct Green (s) | 12.1 | 29.4 | 42.6 | | 59.9 | 58.9 |
| Actuated g/C Ratio | 0.15 | 0.36 | 0.53 | | 0.74 | 0.73 |
| v/c Ratio | 0.63 | 0.37 | 0.21 | | 0.64 | 0.56 |
| Control Delay | 43.5 | 19.2 | 11.2 | | 8.9 | 7.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 43.5 | 19.2 | 11.2 | | 8.9 | 7.8 |
| LOS | D | B | B | | A | A |
| Approach Delay | 26.7 | | 11.2 | | | 8.2 |
| Approach LOS | C | | B | | | A |
| Queue Length 50th (ft) | 76 | 73 | 43 | | 70 | 135 |
| Queue Length 95th (ft) | 106 | 77 | 76 | | 105 | 183 |
| Internal Link Dist (ft) | 974 | | 698 | | | 114 |
| Turn Bay Length (ft) | 250 | 250 | | | | |
| Base Capacity (vph) | 345 | 1033 | 1665 | | 775 | 1295 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.45 | 0.34 | 0.21 | | 0.62 | 0.56 |

Intersection Summary

Cycle Length: 81
 Actuated Cycle Length: 81
 Offset: 53 (65%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 13.3
 Intersection Capacity Utilization 66.6%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

15: Hawkins Avenue & Union Avenue Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW

AM Peak

Splits and Phases: 15: Hawkins Avenue & Union Avenue























16: Mill Road & Union Avenue

Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW

AM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | | |  |  | |  |  |
| Volume (vph) | 6 | 141 | 38 | 270 | 449 | 13 | 30 | 40 | 76 | 7 | 11 | 17 |
| Satd. Flow (prot) | 1574 | 1662 | 0 | 1694 | 1776 | 0 | 0 | 1772 | 1538 | 0 | 1651 | 0 |
| Flt Permitted | 0.479 | | | 0.555 | | | | 0.840 | | | 0.904 | |
| Satd. Flow (perm) | 794 | 1662 | 0 | 990 | 1776 | 0 | 0 | 1520 | 1538 | 0 | 1507 | 0 |
| Satd. Flow (RTOR) | | 22 | | | 3 | | | | 97 | | 23 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.92 | 0.92 | 0.92 | 0.78 | 0.78 | 0.78 | 0.73 | 0.73 | 0.73 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 7% | 7% | 7% | 3% | 3% | 3% | 5% | 5% | 5% | 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) | 8 | 226 | 0 | 293 | 502 | 0 | 0 | 89 | 97 | 0 | 48 | 0 |
| Turn Type | Perm | NA | | pm+pt | NA | | Perm | NA | Perm | Perm | NA | |
| Protected Phases | | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 2 | 2 | | 1 | 6 | | 8 | 8 | 8 | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 35.0 | 35.0 | | 4.0 | 35.0 | | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | |
| Minimum Split (s) | 41.0 | 41.0 | | 9.0 | 41.0 | | 27.0 | 27.0 | 27.0 | 27.0 | 27.0 | |
| Total Split (s) | 41.0 | 41.0 | | 12.0 | 52.0 | | 27.0 | 27.0 | 27.0 | 27.0 | 27.0 | |
| Total Split (%) | 51.3% | 51.3% | | 15.0% | 65.0% | | 33.8% | 33.8% | 33.8% | 33.8% | 33.8% | |
| Yellow Time (s) | 4.0 | 4.0 | | 3.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 1.0 | 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 | |
| Total Lost Time (s) | 6.0 | 6.0 | | 4.0 | 6.0 | | | 6.0 | 6.0 | | 6.0 | |
| Lead/Lag | Lag | Lag | | Lead | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | None | Min | | None | None | None | None | None | |
| Act Effct Green (s) | 35.5 | 35.5 | | 49.1 | 48.6 | | | 9.1 | 9.1 | | | 9.1 |
| Actuated g/C Ratio | 0.55 | 0.55 | | 0.76 | 0.75 | | | 0.14 | 0.14 | | | 0.14 |
| v/c Ratio | 0.02 | 0.25 | | 0.35 | 0.38 | | | 0.42 | 0.32 | | | 0.21 |
| Control Delay | 9.0 | 9.3 | | 4.5 | 5.4 | | | 33.5 | 9.8 | | | 18.9 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | | | 0.0 |
| Total Delay | 9.0 | 9.3 | | 4.5 | 5.4 | | | 33.5 | 9.8 | | | 18.9 |
| LOS | A | A | | A | A | | | C | A | | | B |
| Approach Delay | | 9.3 | | | 5.1 | | | 21.2 | | | | 18.9 |
| Approach LOS | | A | | | A | | | C | | | | B |
| Queue Length 50th (ft) | 2 | 42 | | 30 | 68 | | | 35 | 0 | | | 9 |
| Queue Length 95th (ft) | 7 | 75 | | 66 | 139 | | | 64 | 27 | | | 28 |
| Internal Link Dist (ft) | | 780 | | | 237 | | | 676 | | | | 298 |
| Turn Bay Length (ft) | 75 | | | 175 | | | | | 250 | | | |
| Base Capacity (vph) | 435 | 921 | | 839 | 1309 | | | 500 | 571 | | | 511 |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | 0 | | | 0 |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | 0 | | | 0 |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | 0 | | | 0 |
| Reduced v/c Ratio | 0.02 | 0.25 | | 0.35 | 0.38 | | | 0.18 | 0.17 | | | 0.09 |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 80 | | | | | | | | | | | | |
| Actuated Cycle Length: 64.7 | | | | | | | | | | | | |
| Natural Cycle: 80 | | | | | | | | | | | | |
| Control Type: Semi Act-Uncoord | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.42 | | | | | | | | | | | | |
| Intersection Signal Delay: 8.7 | | | | | | Intersection LOS: A | | | | | | |
| Intersection Capacity Utilization 81.4% | | | | | | ICU Level of Service D | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

16: Mill Road & Union Avenue Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW
AM Peak

Splits and Phases: 16: Mill Road & Union Avenue



























17: Parking Lot/Powell Street & Railroad Avenue

Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW

AM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph) | 4 | 170 | 10 | 8 | 518 | 101 | 9 | 1 | 9 | 296 | 2 | 1 |
| Satd. Flow (prot) | 1646 | 1733 | 1473 | 1562 | 3275 | 0 | 1752 | 1643 | 0 | 1736 | 1736 | 0 |
| Flt Permitted | 0.340 | | | 0.615 | | | | | | 0.741 | | |
| Satd. Flow (perm) | 589 | 1733 | 1473 | 1011 | 3275 | 0 | 1845 | 1643 | 0 | 1354 | 1736 | 0 |
| Satd. Flow (RTOR) | | | 94 | | 39 | | | 11 | | | 1 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.91 | 0.91 | 0.91 | 0.80 | 0.80 | 0.80 | 0.85 | 0.85 | 0.85 |
| Growth Factor | 50% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 6% | 6% | 6% | 4% | 4% | 4% | 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) | 3 | 230 | 14 | 9 | 680 | 0 | 11 | 12 | 0 | 348 | 3 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | | 8 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | | 10.0 | 10.0 | | 8.0 | 10.0 | |
| Total Split (s) | 33.0 | 33.0 | 33.0 | 33.0 | 33.0 | | 10.0 | 10.0 | | 27.0 | 37.0 | |
| Total Split (%) | 47.1% | 47.1% | 47.1% | 47.1% | 47.1% | | 14.3% | 14.3% | | 38.6% | 52.9% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.0 | 5.0 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | None | | None | None | |
| Act Effct Green (s) | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | | 5.7 | 5.7 | | 18.2 | 17.1 | |
| Actuated g/C Ratio | 0.41 | 0.41 | 0.41 | 0.41 | 0.41 | | 0.12 | 0.12 | | 0.38 | 0.36 | |
| v/c Ratio | 0.01 | 0.33 | 0.02 | 0.02 | 0.50 | | 0.05 | 0.06 | | 0.55 | 0.00 | |
| Control Delay | 5.5 | 6.4 | 0.1 | 11.9 | 12.6 | | 28.8 | 18.4 | | 15.4 | 9.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 5.5 | 6.4 | 0.1 | 11.9 | 12.6 | | 28.8 | 18.4 | | 15.4 | 9.3 | |
| LOS | A | A | A | B | B | | C | B | | B | A | |
| Approach Delay | | 6.1 | | | 12.6 | | | 23.4 | | | 15.3 | |
| Approach LOS | | A | | | B | | | C | | | B | |
| Queue Length 50th (ft) | 0 | 17 | 0 | 1 | 50 | | 2 | 0 | | 65 | 0 | |
| Queue Length 95th (ft) | m1 | 25 | 0 | 10 | 152 | | 17 | 13 | | 144 | 4 | |
| Internal Link Dist (ft) | | 331 | | | 196 | | | 80 | | | 192 | |
| Turn Bay Length (ft) | 110 | | | 120 | | | | | | | | |
| Base Capacity (vph) | 390 | 1148 | 1007 | 670 | 2183 | | 219 | 205 | | 1022 | 1265 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.01 | 0.20 | 0.01 | 0.01 | 0.31 | | 0.05 | 0.06 | | 0.34 | 0.00 | |

Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 48.1

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 12.3

Intersection LOS: B

Intersection Capacity Utilization 48.9%

ICU Level of Service A

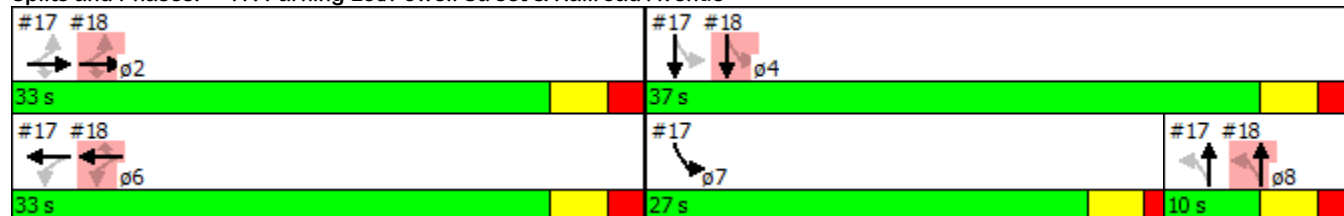
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

17: Parking Lot/Powell Street & Railroad Avenue Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW
AM Peak

Splits and Phases: 17: Parking Lot/Powell Street & Railroad Avenue


























18: Parking Lot/Northwest Link & Railroad Avenue

Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW

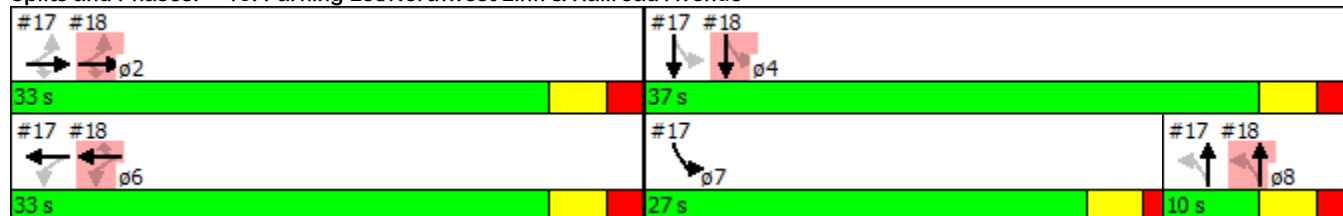
AM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  |  |  |  |  |
| Volume (vph) | 11 | 169 | 5 | 60 | 254 | 214 | 3 | 2 | 3 | 10 | 5 | 26 |
| Satd. Flow (prot) | 1604 | 1689 | 1436 | 1694 | 1783 | 1516 | 0 | 1885 | 0 | 1530 | 1407 | 0 |
| Flt Permitted | 0.572 | | | 0.597 | | | | | | 0.412 | | |
| Satd. Flow (perm) | 966 | 1689 | 1436 | 1065 | 1783 | 1516 | 0 | 1921 | 0 | 663 | 1407 | 0 |
| Satd. Flow (RTOR) | | | 94 | | | 233 | | 5 | | | 32 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.66 | 0.66 | 0.66 | 0.92 | 0.92 | 0.92 | 0.63 | 0.63 | 0.63 | 0.80 | 0.80 | 0.80 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 5% | 5% | 5% | 3% | 3% | 3% | 0% | 0% | 0% | 18% | 18% | 18% |
| 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) | 17 | 256 | 8 | 65 | 276 | 233 | 0 | 13 | 0 | 12 | 38 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | 6 | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Total Split (s) | 33.0 | 33.0 | 33.0 | 33.0 | 33.0 | 33.0 | 10.0 | 10.0 | | 37.0 | 37.0 | |
| Total Split (%) | 47.1% | 47.1% | 47.1% | 47.1% | 47.1% | 47.1% | 14.3% | 14.3% | | 52.9% | 52.9% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 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 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | Lag | Lag | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | None | None | | None | None | |
| Act Effct Green (s) | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | 19.6 | | 5.7 | | 17.1 | 17.1 | |
| Actuated g/C Ratio | 0.41 | 0.41 | 0.41 | 0.41 | 0.41 | 0.41 | | 0.12 | | 0.36 | 0.36 | |
| v/c Ratio | 0.04 | 0.37 | 0.01 | 0.15 | 0.38 | 0.31 | | 0.06 | | 0.05 | 0.07 | |
| Control Delay | 12.1 | 13.7 | 0.0 | 5.8 | 6.8 | 1.2 | | 24.2 | | 11.3 | 5.5 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 12.1 | 13.7 | 0.0 | 5.8 | 6.8 | 1.2 | | 24.2 | | 11.3 | 5.5 | |
| LOS | B | B | A | A | A | A | | C | | B | A | |
| Approach Delay | | 13.2 | | | 4.4 | | | 24.3 | | | 6.9 | |
| Approach LOS | | B | | | A | | | C | | | A | |
| Queue Length 50th (ft) | 2 | 36 | 0 | 4 | 19 | 0 | | 2 | | 2 | 1 | |
| Queue Length 95th (ft) | 12 | 89 | 0 | 10 | 31 | 3 | | 13 | | 10 | 13 | |
| Internal Link Dist (ft) | | 151 | | | 331 | | | 92 | | | 181 | |
| Turn Bay Length (ft) | 130 | | 130 | 200 | | | | | | | | |
| Base Capacity (vph) | 640 | 1119 | 983 | 705 | 1181 | 1083 | | 233 | | 483 | 1034 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.03 | 0.23 | 0.01 | 0.09 | 0.23 | 0.22 | | 0.06 | | 0.02 | 0.04 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 70 | | | | | | | | | | | | |
| Actuated Cycle Length: 48.1 | | | | | | | | | | | | |
| Natural Cycle: 45 | | | | | | | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.55 | | | | | | | | | | | | |
| Intersection Signal Delay: 7.5 | | | | | | Intersection LOS: A | | | | | | |
| Intersection Capacity Utilization 34.2% | | | | | | ICU Level of Service A | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

18: Parking Lot/Northwest Link & Railroad Avenue Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW
AM Peak

Splits and Phases: 18: Parking Lot/Northwest Link & Railroad Avenue






















| Lane Group | ø7 |
|-------------------------|------|
| 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 | 7 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 4.0 |
| Minimum Split (s) | 8.0 |
| Total Split (s) | 27.0 |
| Total Split (%) | 39% |
| Yellow Time (s) | 3.0 |
| All-Red Time (s) | 1.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | Lead |
| Lead-Lag Optimize? | |
| Recall Mode | None |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |
| v/c Ratio | |
| Control Delay | |
| Queue Delay | |
| Total Delay | |
| LOS | |
| Approach Delay | |
| Approach LOS | |
| Queue Length 50th (ft) | |
| Queue Length 95th (ft) | |
| Internal Link Dist (ft) | |
| Turn Bay Length (ft) | |
| Base Capacity (vph) | |
| Starvation Cap Reductn | |
| Spillback Cap Reductn | |
| Storage Cap Reductn | |
| Reduced v/c Ratio | |

19: Hawkins Avenue & Railroad Avenue

Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW
AM Peak

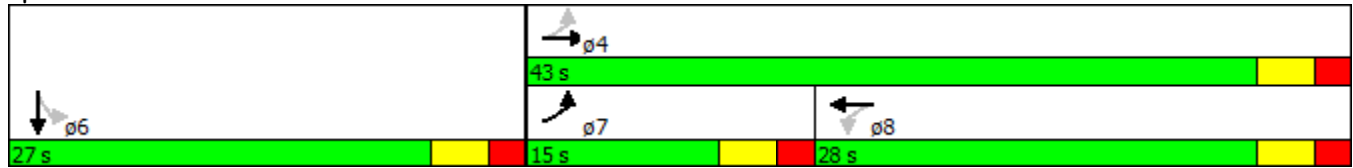
| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  |  | | | | |  |  |
| Volume (vph) | 116 | 310 | 13 | 4 | 352 | 151 | 0 | 0 | 0 | 255 | 19 | 324 |
| Satd. Flow (prot) | 1646 | 1722 | 0 | 1547 | 1749 | 1487 | 0 | 0 | 0 | 0 | 1688 | 1501 |
| Flt Permitted | 0.277 | | | 0.549 | | | | | | | 0.956 | |
| Satd. Flow (perm) | 480 | 1722 | 0 | 894 | 1749 | 1487 | 0 | 0 | 0 | 0 | 1688 | 1501 |
| Satd. Flow (RTOR) | | 5 | | | | 187 | | | | | | 386 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.89 | 0.89 | 0.89 | 0.25 | 0.25 | 0.25 | 0.84 | 0.84 | 0.84 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 6% | 6% | 6% | 5% | 5% | 5% | 0% | 0% | 0% | 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) | 127 | 355 | 0 | 4 | 396 | 170 | 0 | 0 | 0 | 0 | 327 | 386 |
| Turn Type | pm+pt | NA | | Perm | NA | Free | | | | Perm | NA | Free |
| Protected Phases | 7 | 4 | | | 8 | | | | | | 6 | |
| Permitted Phases | 4 | | | 8 | | Free | | | | 6 | | Free |
| Detector Phase | 7 | 4 | | 8 | 8 | | | | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | | | | 4.0 | 4.0 | |
| Minimum Split (s) | 9.0 | 21.0 | | 21.0 | 21.0 | | | | | 21.0 | 21.0 | |
| Total Split (s) | 15.0 | 43.0 | | 28.0 | 28.0 | | | | | 27.0 | 27.0 | |
| Total Split (%) | 21.4% | 61.4% | | 40.0% | 40.0% | | | | | 38.6% | 38.6% | |
| Yellow Time (s) | 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 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | | | | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | | | | 5.0 | |
| Lead/Lag | Lead | | | Lag | Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | | | | Min | Min | |
| Act Effct Green (s) | 27.4 | 27.4 | | 17.3 | 17.3 | 54.6 | | | | | 15.8 | 54.6 |
| Actuated g/C Ratio | 0.50 | 0.50 | | 0.32 | 0.32 | 1.00 | | | | | 0.29 | 1.00 |
| v/c Ratio | 0.29 | 0.41 | | 0.01 | 0.72 | 0.11 | | | | | 0.67 | 0.26 |
| Control Delay | 9.1 | 9.8 | | 15.8 | 26.9 | 0.2 | | | | | 26.9 | 0.4 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | | | 0.0 | 0.0 |
| Total Delay | 9.1 | 9.8 | | 15.8 | 26.9 | 0.2 | | | | | 26.9 | 0.4 |
| LOS | A | A | | B | C | A | | | | | C | A |
| Approach Delay | | 9.6 | | | 18.8 | | | | | | 12.6 | |
| Approach LOS | | A | | | B | | | | | | B | |
| Queue Length 50th (ft) | 19 | 62 | | 1 | 123 | 0 | | | | | 102 | 0 |
| Queue Length 95th (ft) | 49 | 133 | | 7 | 236 | 0 | | | | | 181 | 0 |
| Internal Link Dist (ft) | | 310 | | | 412 | | | 51 | | | 698 | |
| Turn Bay Length (ft) | | | | 175 | | 175 | | | | | | 250 |
| Base Capacity (vph) | 488 | 1213 | | 427 | 835 | 1487 | | | | | 771 | 1501 |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | | | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | | | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | | | | 0 | 0 |
| Reduced v/c Ratio | 0.26 | 0.29 | | 0.01 | 0.47 | 0.11 | | | | | 0.42 | 0.26 |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 70 | | | | | | | | | | | | |
| Actuated Cycle Length: 54.6 | | | | | | | | | | | | |
| Natural Cycle: 60 | | | | | | | | | | | | |
| Control Type: Semi Act-Uncoord | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.72 | | | | | | | | | | | | |
| Intersection Signal Delay: 13.8 | | | | | Intersection LOS: B | | | | | | | |
| Intersection Capacity Utilization 52.6% | | | | | ICU Level of Service A | | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

19: Hawkins Avenue & Railroad Avenue Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW

AM Peak

Splits and Phases: 19: Hawkins Avenue & Railroad Avenue





















20: Ronkonkoma Avenue & 2nd Street/Powell Street

Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW

AM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | |  | | |  |  |  | |  |  | |
| Volume (vph) | 0 | 0 | 280 | 0 | 0 | 104 | 8 | 474 | 193 | 105 | 1226 | 36 |
| Satd. Flow (prot) | 0 | 0 | 1808 | 0 | 0 | 1634 | 1558 | 2982 | 0 | 1694 | 3374 | 0 |
| Flt Permitted | | | | | | | 0.157 | | | 0.303 | | |
| Satd. Flow (perm) | 0 | 0 | 1808 | 0 | 0 | 1634 | 257 | 2982 | 0 | 540 | 3374 | 0 |
| Satd. Flow (RTOR) | | | 87 | | | 307 | | 96 | | | 6 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.25 | 0.25 | 0.90 | 0.25 | 0.25 | 0.78 | 0.89 | 0.89 | 0.89 | 0.83 | 0.83 | 0.83 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 14% | 12% | 12% | 12% | 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) | 0 | 0 | 311 | 0 | 0 | 133 | 9 | 750 | 0 | 127 | 1520 | 0 |
| Turn Type | | | custom | | | custom | Perm | NA | | pm+pt | NA | |
| Protected Phases | | | | | | 1 | | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 4 | 2 | | | 6 | | |
| Detector Phase | | | 4 | | | 1 | 2 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | 4.0 | | | 4.0 | 20.0 | 20.0 | | 4.0 | 20.0 | |
| Minimum Split (s) | | | 20.0 | | | 9.5 | 26.5 | 26.5 | | 9.5 | 26.5 | |
| Total Split (s) | | | 28.0 | | | 12.0 | 60.0 | 60.0 | | 12.0 | 72.0 | |
| Total Split (%) | | | 28.0% | | | 12.0% | 60.0% | 60.0% | | 12.0% | 72.0% | |
| Yellow Time (s) | | | 3.0 | | | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | | | 2.0 | | | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | | 5.0 | | | 5.5 | 5.5 | 5.5 | | 5.5 | 5.5 | |
| Lead/Lag | | | | | | Lead | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | None | | | None | C-Max | C-Max | | None | C-Max | |
| Act Effct Green (s) | | | 17.5 | | | 29.6 | 59.4 | 59.4 | | 72.0 | 72.0 | |
| Actuated g/C Ratio | | | 0.18 | | | 0.30 | 0.59 | 0.59 | | 0.72 | 0.72 | |
| v/c Ratio | | | 0.80 | | | 0.19 | 0.06 | 0.41 | | 0.27 | 0.63 | |
| Control Delay | | | 43.6 | | | 0.6 | 11.9 | 10.9 | | 4.0 | 9.9 | |
| Queue Delay | | | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | | 43.6 | | | 0.6 | 11.9 | 10.9 | | 4.0 | 9.9 | |
| LOS | | | D | | | A | B | B | | A | A | |
| Approach Delay | | | | | | | | 10.9 | | | 9.5 | |
| Approach LOS | | | | | | | | B | | | A | |
| Queue Length 50th (ft) | | | 138 | | | 0 | 2 | 111 | | 17 | 411 | |
| Queue Length 95th (ft) | | | 223 | | | 0 | 11 | 165 | | m31 | 463 | |
| Internal Link Dist (ft) | | 32 | | | 359 | | | 519 | | | 659 | |
| Turn Bay Length (ft) | | | | | | | 71 | | | 400 | | |
| Base Capacity (vph) | | | 482 | | | 700 | 152 | 1811 | | 471 | 2430 | |
| Starvation Cap Reductn | | | 0 | | | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | | 0 | | | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | | 0 | | | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | | 0.65 | | | 0.19 | 0.06 | 0.41 | | 0.27 | 0.63 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 21 (21%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 60 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.80 | | | | | | | | | | | | |
| Intersection Signal Delay: 13.1 | | | | | | Intersection LOS: B | | | | | | |
| Intersection Capacity Utilization 61.1% | | | | | | ICU Level of Service B | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | | | | | | | | | | |

20: Ronkonkoma Avenue & 2nd Street/Powell Street Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW
AM Peak

Splits and Phases: 20: Ronkonkoma Avenue & 2nd Street/Powell Street



21: Railroad Avenue & Mill Road
HCM 2010 Roundabout

Build 2020 Mit-FullBld
 AM Peak

















| Intersection | | | |
|-----------------------------|-------|-------|-------|
| Intersection Delay, s/veh | 5.9 | | |
| Intersection LOS | A | | |
| Approach | EB | NB | SB |
| Entry Lanes | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 77 | 163 | 346 |
| Demand Flow Rate, veh/h | 79 | 166 | 353 |
| Vehicles Circulating, veh/h | 55 | 51 | 55 |
| Vehicles Exiting, veh/h | 353 | 83 | 162 |
| Follow-Up Headway, s | 3.186 | 3.186 | 3.186 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 4.1 | 4.8 | 6.8 |
| Approach LOS | A | A | A |
| Lane | Left | Left | Left |
| Designated Moves | LR | LT | TR |
| Assumed Moves | LR | LT | TR |
| RT Channelized | | | |
| Lane Util | 1.000 | 1.000 | 1.000 |
| Critical Headway, s | 5.193 | 5.193 | 5.193 |
| Entry Flow, veh/h | 79 | 166 | 353 |
| Cap Entry Lane, veh/h | 1069 | 1074 | 1069 |
| Entry HV Adj Factor | 0.975 | 0.981 | 0.980 |
| Flow Entry, veh/h | 77 | 163 | 346 |
| Cap Entry, veh/h | 1042 | 1053 | 1048 |
| V/C Ratio | 0.074 | 0.155 | 0.330 |
| Control Delay, s/veh | 4.1 | 4.8 | 6.8 |
| LOS | A | A | A |
| 95th %tile Queue, veh | 0 | 1 | 1 |

11: Hawkins Avenue & LIE North Service Road

Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW

PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | |  | |  |  | | |  | |
| Volume (vph) | 0 | 0 | 0 | 337 | 490 | 265 | 323 | 739 | 0 | 0 | 531 | 145 |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 4668 | 0 | 1711 | 3421 | 0 | 0 | 3426 | 0 |
| Flt Permitted | | | | | 0.985 | | 0.222 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 4668 | 0 | 400 | 3421 | 0 | 0 | 3426 | 0 |
| Satd. Flow (RTOR) | | | | | 67 | | | | | | 30 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.25 | 0.25 | 0.25 | 0.86 | 0.86 | 0.86 | 0.90 | 0.90 | 0.25 | 0.25 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 0% | 0% | 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 | 0 | 1270 | 0 | 359 | 821 | 0 | 0 | 735 | 0 |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 1 | | 8 | 3 | | | 7 | |
| Permitted Phases | | | | 1 | | | 3 | | | | | |
| Detector Phase | | | | 1 | 1 | | 8 | 3 | | | 7 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 25.0 | 25.0 | | 4.0 | 16.0 | | | 16.0 | |
| Minimum Split (s) | | | | 31.3 | 31.3 | | 10.0 | 23.0 | | | 23.0 | |
| Total Split (s) | | | | 40.0 | 40.0 | | 38.0 | 80.0 | | | 42.0 | |
| Total Split (%) | | | | 33.3% | 33.3% | | 31.7% | 66.7% | | | 35.0% | |
| Yellow Time (s) | | | | 4.3 | 4.3 | | 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 | |
| Total Lost Time (s) | | | | | 6.3 | | 6.0 | 6.0 | | | 6.0 | |
| Lead/Lag | | | | | | | Lag | | | | Lead | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | | C-Max | C-Max | | Min | Min | | | Max | |
| Act Effct Green (s) | | | | | 41.6 | | 66.1 | 66.1 | | | 36.0 | |
| Actuated g/C Ratio | | | | | 0.35 | | 0.55 | 0.55 | | | 0.30 | |
| v/c Ratio | | | | | 0.77 | | 0.74 | 0.44 | | | 0.70 | |
| Control Delay | | | | | 37.6 | | 24.8 | 12.2 | | | 39.9 | |
| Queue Delay | | | | | 0.0 | | 0.0 | 1.2 | | | 0.1 | |
| Total Delay | | | | | 37.6 | | 24.8 | 13.4 | | | 40.0 | |
| LOS | | | | | D | | C | B | | | D | |
| Approach Delay | | | | | 37.6 | | | 16.9 | | | 40.0 | |
| Approach LOS | | | | | D | | | B | | | D | |
| Queue Length 50th (ft) | | | | | 304 | | 180 | 115 | | | 255 | |
| Queue Length 95th (ft) | | | | | #378 | | m163 | m114 | | | 325 | |
| Internal Link Dist (ft) | | 204 | | | 499 | | | 339 | | | 134 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | | | |
| Base Capacity (vph) | | | | | 1660 | | 596 | 2109 | | | 1048 | |
| Starvation Cap Reductn | | | | | 0 | | 0 | 999 | | | 0 | |
| Spillback Cap Reductn | | | | | 0 | | 0 | 0 | | | 23 | |
| Storage Cap Reductn | | | | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | | | | 0.77 | | 0.60 | 0.74 | | | 0.72 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 120 | | | | | | | | | | | | |
| Actuated Cycle Length: 120 | | | | | | | | | | | | |
| Offset: 0 (0%), Referenced to phase 1:WBT, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 75 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.77 | | | | | | | | | | | | |
| Intersection Signal Delay: 30.5 | | | | | | Intersection LOS: C | | | | | | |
| Intersection Capacity Utilization 100.3% | | | | | | ICU Level of Service G | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | | | | | | | | | | |

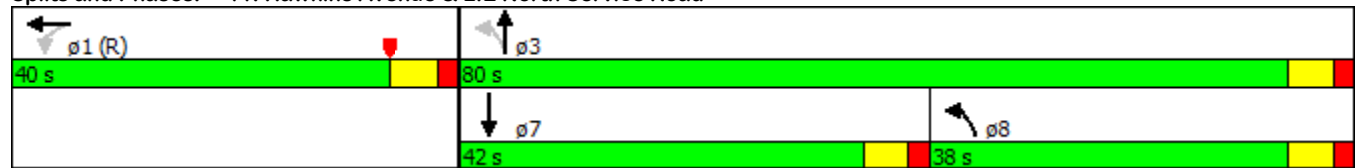
11: Hawkins Avenue & LIE North Service Road Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW

PM Peak

Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: Hawkins Avenue & LIE North Service Road




















12: Hawkins Avenue & LIE South Service Road

Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW

PM Peak

| |  |  |  |  |  |  |  |  |  |  |  | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | | | | |  |  |  |  | |
| Volume (vph) | 280 | 1821 | 300 | 0 | 0 | 0 | 0 | 781 | 205 | 390 | 479 | 0 |
| Satd. Flow (prot) | 1711 | 4813 | 0 | 0 | 0 | 0 | 0 | 3421 | 1531 | 1711 | 3421 | 0 |
| Flt Permitted | 0.950 | | | | | | | | | 0.118 | | |
| Satd. Flow (perm) | 1711 | 4813 | 0 | 0 | 0 | 0 | 0 | 3421 | 1531 | 212 | 3421 | 0 |
| Satd. Flow (RTOR) | | 32 | | | | | | | 85 | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.25 | 0.25 | 0.25 | 0.25 | 0.92 | 0.92 | 0.94 | 0.94 | 0.25 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 0% | 0% | 0% | 0% | 2% | 2% | 2% | 2% | 0% |
| 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) | 289 | 2186 | 0 | 0 | 0 | 0 | 0 | 849 | 223 | 415 | 510 | 0 |
| Turn Type | Perm | NA | | | | | | NA | Perm | pm+pt | NA | |
| Protected Phases | | 1 | | | | | | 7 | | 8 | 3 | |
| Permitted Phases | 1 | | | | | | | | 7 | 3 | | |
| Detector Phase | 1 | 1 | | | | | | 7 | 7 | 8 | 3 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 25.0 | 25.0 | | | | | | 16.0 | 16.0 | 4.0 | 16.0 | |
| Minimum Split (s) | 31.3 | 31.3 | | | | | | 23.0 | 23.0 | 10.0 | 23.0 | |
| Total Split (s) | 55.0 | 55.0 | | | | | | 34.0 | 34.0 | 31.0 | 65.0 | |
| Total Split (%) | 45.8% | 45.8% | | | | | | 28.3% | 28.3% | 25.8% | 54.2% | |
| Yellow Time (s) | 4.3 | 4.3 | | | | | | 4.0 | 4.0 | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | | | | | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.3 | 6.3 | | | | | | 6.0 | 6.0 | 6.0 | 6.0 | |
| Lead/Lag | | | | | | | | Lead | Lead | Lag | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | C-Max | C-Max | | | | | | Max | Max | Min | Min | |
| Act Effct Green (s) | 48.7 | 48.7 | | | | | | 28.0 | 28.0 | 59.0 | 59.0 | |
| Actuated g/C Ratio | 0.41 | 0.41 | | | | | | 0.23 | 0.23 | 0.49 | 0.49 | |
| v/c Ratio | 0.42 | 1.11 | | | | | | 1.06 | 0.53 | 1.00 | 0.30 | |
| Control Delay | 27.8 | 90.7 | | | | | | 94.4 | 29.6 | 73.8 | 10.5 | |
| Queue Delay | 0.0 | 0.0 | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 27.8 | 90.7 | | | | | | 94.4 | 29.6 | 73.8 | 10.5 | |
| LOS | C | F | | | | | | F | C | E | B | |
| Approach Delay | | 83.3 | | | | | | 80.9 | | | 38.9 | |
| Approach LOS | | F | | | | | | F | | | D | |
| Queue Length 50th (ft) | 158 | ~704 | | | | | | ~381 | 92 | 295 | 89 | |
| Queue Length 95th (ft) | 235 | #800 | | | | | | #510 | 175 | #538 | 113 | |
| Internal Link Dist (ft) | | 477 | | | 203 | | | 244 | | | 339 | |
| Turn Bay Length (ft) | | | | | | | | | 85 | 150 | | |
| Base Capacity (vph) | 694 | 1972 | | | | | | 798 | 422 | 416 | 1681 | |
| Starvation Cap Reductn | 0 | 0 | | | | | | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | | | | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | | | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.42 | 1.11 | | | | | | 1.06 | 0.53 | 1.00 | 0.30 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 120 | | | | | | | | | | | | |
| Actuated Cycle Length: 120 | | | | | | | | | | | | |
| Offset: 0 (0%), Referenced to phase 1:EBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 120 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 1.11 | | | | | | | | | | | | |
| Intersection Signal Delay: 73.6 | | | | | | Intersection LOS: E | | | | | | |
| Intersection Capacity Utilization 100.3% | | | | | | ICU Level of Service G | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | | | | | | | | | | |

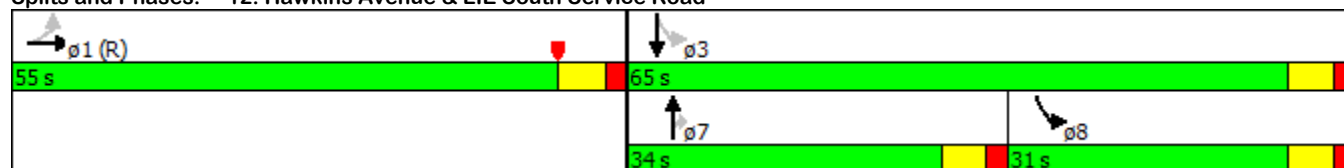
12: Hawkins Avenue & LIE South Service Road Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW

PM Peak

Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: Hawkins Avenue & LIE South Service Road






















13: Ronkonkoma Avenue & LIE North Service Road

Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW

PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | |  |  |  |  |  | |  |  |
| Volume (vph) | 0 | 0 | 0 | 257 | 574 | 83 | 304 | 880 | 0 | 0 | 361 | 173 |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 4687 | 0 | 1770 | 3539 | 0 | 0 | 3366 | 0 |
| Flt Permitted | | | | | 0.986 | | 0.220 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 4687 | 0 | 410 | 3539 | 0 | 0 | 3366 | 0 |
| Satd. Flow (RTOR) | | | | | 12 | | | | | | 70 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.25 | 0.25 | 0.25 | 0.93 | 0.93 | 0.93 | 0.92 | 0.92 | 0.25 | 0.25 | 0.84 | 0.84 |
| 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 (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 982 | 0 | 330 | 957 | 0 | 0 | 636 | 0 |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 1 | | 8 | 3 | | | 7 | |
| Permitted Phases | | | | 1 | | | 3 | | | | | |
| Detector Phase | | | | 1 | 1 | | 8 | 3 | | | 7 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 24.0 | 24.0 | | 4.0 | 17.0 | | | 17.0 | |
| Minimum Split (s) | | | | 30.7 | 30.7 | | 10.0 | 25.9 | | | 25.9 | |
| Total Split (s) | | | | 31.0 | 31.0 | | 45.0 | 89.0 | | | 44.0 | |
| Total Split (%) | | | | 25.8% | 25.8% | | 37.5% | 74.2% | | | 36.7% | |
| Yellow Time (s) | | | | 4.7 | 4.7 | | 3.9 | 3.9 | | | 3.9 | |
| 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 | |
| Total Lost Time (s) | | | | | 6.7 | | 5.9 | 5.9 | | | 5.9 | |
| Lead/Lag | | | | | | | Lag | | | | Lead | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | | C-Max | C-Max | | Min | Min | | | Ped | |
| Act Effct Green (s) | | | | | 56.7 | | 50.7 | 50.7 | | | 27.1 | |
| Actuated g/C Ratio | | | | | 0.47 | | 0.42 | 0.42 | | | 0.23 | |
| v/c Ratio | | | | | 0.44 | | 0.88 | 0.64 | | | 0.78 | |
| Control Delay | | | | | 23.5 | | 49.6 | 16.9 | | | 45.4 | |
| Queue Delay | | | | | 0.0 | | 0.8 | 0.0 | | | 0.0 | |
| Total Delay | | | | | 23.5 | | 50.4 | 16.9 | | | 45.4 | |
| LOS | | | | | C | | D | B | | | D | |
| Approach Delay | | | | | 23.5 | | | 25.5 | | | 45.4 | |
| Approach LOS | | | | | C | | | C | | | D | |
| Queue Length 50th (ft) | | | | | 177 | | 159 | 181 | | | 220 | |
| Queue Length 95th (ft) | | | | | 272 | | 214 | 146 | | | 241 | |
| Internal Link Dist (ft) | | 318 | | | 629 | | | 397 | | | 224 | |
| Turn Bay Length (ft) | | | | | | | 250 | | | | | |
| Base Capacity (vph) | | | | | 2219 | | 689 | 2450 | | | 1116 | |
| Starvation Cap Reductn | | | | | 0 | | 146 | 222 | | | 0 | |
| Spillback Cap Reductn | | | | | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | | | | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | | | | 0.44 | | 0.61 | 0.43 | | | 0.57 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 120 | | | | | | | | | | | | |
| Actuated Cycle Length: 120 | | | | | | | | | | | | |
| Offset: 0 (0%), Referenced to phase 1:WBT, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 70 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.88 | | | | | | | | | | | | |
| Intersection Signal Delay: 29.2 | | | | | Intersection LOS: C | | | | | | | |
| Intersection Capacity Utilization 97.1% | | | | | ICU Level of Service F | | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

13: Ronkonkoma Avenue & LIE North Service Road Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW
PM Peak

Splits and Phases: 13: Ronkonkoma Avenue & LIE North Service Road




14: Ronkonkoma Avenue & LIE South Service Road

Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW

PM Peak

| |  | | | | | | | | | | | |
|-------------------------|--|-------|------|------|------|------|------|-------|-------|-------|-------|------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 339 | 1297 | 128 | 0 | 0 | 0 | 0 | 845 | 807 | 84 | 533 | 0 |
| Satd. Flow (prot) | 1711 | 4852 | 0 | 0 | 0 | 0 | 0 | 3421 | 1531 | 1719 | 3438 | 0 |
| Flt Permitted | 0.950 | | | | | | | | | 0.214 | | |
| Satd. Flow (perm) | 1711 | 4852 | 0 | 0 | 0 | 0 | 0 | 3421 | 1531 | 387 | 3438 | 0 |
| Satd. Flow (RTOR) | | 14 | | | | | | | 81 | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.92 | 0.25 | 0.25 | 0.25 | 0.25 | 0.90 | 0.90 | 0.90 | 0.90 | 0.25 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 0% | 0% | 0% | 0% | 2% | 2% | 5% | 5% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | 0 |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 385 | 1613 | 0 | 0 | 0 | 0 | 0 | 939 | 897 | 93 | 592 | 0 |
| Turn Type | Perm | NA | | | | | | NA | Perm | pm+pt | NA | |
| Protected Phases | | 1 | | | | | | 7 | | 8 | 3 | |
| Permitted Phases | 1 | | | | | | | | 7 | 3 | | |
| Detector Phase | 1 | 1 | | | | | | 7 | 7 | 8 | 3 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 24.0 | 24.0 | | | | | | 17.0 | 17.0 | 4.0 | 17.0 | |
| Minimum Split (s) | 30.3 | 30.3 | | | | | | 25.6 | 25.6 | 10.0 | 25.6 | |
| Total Split (s) | 46.0 | 46.0 | | | | | | 62.0 | 62.0 | 12.0 | 74.0 | |
| Total Split (%) | 38.3% | 38.3% | | | | | | 51.7% | 51.7% | 10.0% | 61.7% | |
| Yellow Time (s) | 4.3 | 4.3 | | | | | | 3.6 | 3.6 | 3.6 | 3.6 | |
| All-Red Time (s) | 2.0 | 2.0 | | | | | | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.3 | 6.3 | | | | | | 5.6 | 5.6 | 5.6 | 5.6 | |
| Lead/Lag | | | | | | | | Lead | Lead | Lag | | |
| Lead-Lag Optimize? | | | | | | | | Yes | Yes | Yes | | |
| Recall Mode | C-Max | C-Max | | | | | | Min | Min | Max | Max | |
| Act Effct Green (s) | 39.7 | 39.7 | | | | | | 56.4 | 56.4 | 68.4 | 68.4 | |
| Actuated g/C Ratio | 0.33 | 0.33 | | | | | | 0.47 | 0.47 | 0.57 | 0.57 | |
| v/c Ratio | 0.68 | 1.00 | | | | | | 0.58 | 1.18 | 0.32 | 0.30 | |
| Control Delay | 41.9 | 62.2 | | | | | | 15.1 | 107.3 | 18.5 | 12.0 | |
| Queue Delay | 0.0 | 0.0 | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 41.9 | 62.2 | | | | | | 15.1 | 107.3 | 18.5 | 12.0 | |
| LOS | D | E | | | | | | B | F | B | B | |
| Approach Delay | | 58.3 | | | | | | 60.2 | | | 12.9 | |
| Approach LOS | | E | | | | | | E | | | B | |
| Queue Length 50th (ft) | 257 | 452 | | | | | | 170 | ~798 | 29 | 103 | |
| Queue Length 95th (ft) | 359 | #547 | | | | | | m210 | m#920 | 53 | 132 | |
| Internal Link Dist (ft) | | 267 | | | 295 | | | 185 | | | 397 | |
| Turn Bay Length (ft) | | | | | | | | | | 125 | | |
| Base Capacity (vph) | 566 | 1614 | | | | | | 1607 | 762 | 291 | 1959 | |
| Starvation Cap Reductn | 0 | 0 | | | | | | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | | | | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | | | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.68 | 1.00 | | | | | | 0.58 | 1.18 | 0.32 | 0.30 | |

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 1:EBTL, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.18

Intersection Signal Delay: 52.2

Intersection LOS: D

Intersection Capacity Utilization 97.1%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

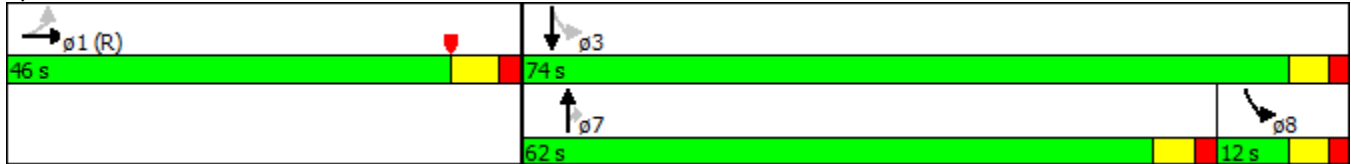
14: Ronkonkoma Avenue & LIE South Service Road Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW

PM Peak

- Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
- Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Ronkonkoma Avenue & LIE South Service Road



15: Hawkins Avenue & Union Avenue

Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW
PM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|-------|-------|------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 78 | 520 | 443 | 91 | 458 | 350 |
| Satd. Flow (prot) | 1711 | 2694 | 3300 | 0 | 1694 | 1783 |
| Flt Permitted | 0.950 | | | | 0.348 | |
| Satd. Flow (perm) | 1711 | 2694 | 3300 | 0 | 621 | 1783 |
| Satd. Flow (RTOR) | | | 24 | | | |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.86 | 0.86 | 0.89 | 0.89 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | 0% | | | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 88 | 584 | 621 | 0 | 515 | 393 |
| Turn Type | NA | pm+ov | NA | | pm+pt | NA |
| Protected Phases | 8 | 1 | 2 | | 1 | 6 |
| Permitted Phases | | 8 | | | 6 | |
| Detector Phase | 8 | 1 | 2 | | 1 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 25.0 | | 8.0 | 35.0 |
| Minimum Split (s) | 22.0 | 12.0 | 30.0 | | 12.0 | 40.0 |
| Total Split (s) | 35.0 | 32.0 | 33.0 | | 32.0 | 65.0 |
| Total Split (%) | 35.0% | 32.0% | 33.0% | | 32.0% | 65.0% |
| Yellow Time (s) | 3.5 | 3.0 | 3.5 | | 3.0 | 3.5 |
| All-Red Time (s) | 1.5 | 1.0 | 1.5 | | 1.0 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 4.0 | 5.0 | | 4.0 | 5.0 |
| Lead/Lag | | Lead | Lag | | Lead | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | C-Min | | None | C-Min |
| Act Effct Green (s) | 10.1 | 36.9 | 54.1 | | 83.5 | 83.5 |
| Actuated g/C Ratio | 0.10 | 0.37 | 0.54 | | 0.84 | 0.84 |
| v/c Ratio | 0.51 | 0.59 | 0.35 | | 0.66 | 0.26 |
| Control Delay | 52.7 | 26.6 | 15.4 | | 7.8 | 3.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 52.7 | 26.6 | 15.4 | | 7.8 | 3.1 |
| LOS | D | C | B | | A | A |
| Approach Delay | 30.1 | | 15.4 | | | 5.7 |
| Approach LOS | C | | B | | | A |
| Queue Length 50th (ft) | 55 | 165 | 108 | | 64 | 47 |
| Queue Length 95th (ft) | 99 | 164 | 188 | | 143 | 91 |
| Internal Link Dist (ft) | 974 | | 698 | | | 114 |
| Turn Bay Length (ft) | 250 | 250 | | | | |
| Base Capacity (vph) | 513 | 1121 | 1795 | | 831 | 1489 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.17 | 0.52 | 0.35 | | 0.62 | 0.26 |

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 2 (2%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 15.9
 Intersection Capacity Utilization 64.5%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

15: Hawkins Avenue & Union Avenue Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW

PM Peak

Splits and Phases: 15: Hawkins Avenue & Union Avenue






















16: Mill Road & Union Avenue

Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW

PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | | |  |  | |  | |
| Volume (vph) | 33 | 456 | 56 | 165 | 466 | 42 | 57 | 103 | 284 | 18 | 9 | 26 |
| Satd. Flow (prot) | 1652 | 1772 | 0 | 1711 | 1777 | 0 | 0 | 1829 | 1583 | 0 | 1655 | 0 |
| Flt Permitted | 0.413 | | | 0.263 | | | | 0.858 | | | 0.844 | |
| Satd. Flow (perm) | 718 | 1772 | 0 | 474 | 1777 | 0 | 0 | 1598 | 1583 | 0 | 1419 | 0 |
| Satd. Flow (RTOR) | | 10 | | | 9 | | | | 358 | | 28 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.77 | 0.77 | 0.77 | 0.65 | 0.65 | 0.65 | 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% | 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) | 38 | 582 | 0 | 214 | 660 | 0 | 0 | 246 | 437 | 0 | 57 | 0 |
| Turn Type | Perm | NA | | pm+pt | NA | | Perm | NA | Perm | Perm | NA | |
| Protected Phases | | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 2 | 2 | | 1 | 6 | | 8 | 8 | 8 | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 35.0 | 35.0 | | 4.0 | 35.0 | | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | |
| Minimum Split (s) | 41.0 | 41.0 | | 8.5 | 41.0 | | 27.0 | 27.0 | 27.0 | 27.0 | 27.0 | |
| Total Split (s) | 41.0 | 41.0 | | 10.0 | 51.0 | | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | |
| Total Split (%) | 51.3% | 51.3% | | 12.5% | 63.8% | | 36.3% | 36.3% | 36.3% | 36.3% | 36.3% | |
| Yellow Time (s) | 4.0 | 4.0 | | 3.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 1.0 | 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 | |
| Total Lost Time (s) | 6.0 | 6.0 | | 4.0 | 6.0 | | | 6.0 | 6.0 | | 6.0 | |
| Lead/Lag | Lag | Lag | | Lead | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | None | Min | | None | None | None | None | None | |
| Act Effct Green (s) | 35.2 | 35.2 | | 47.2 | 45.2 | | | 15.8 | 15.8 | | 15.8 | |
| Actuated g/C Ratio | 0.48 | 0.48 | | 0.65 | 0.62 | | | 0.22 | 0.22 | | 0.22 | |
| v/c Ratio | 0.11 | 0.68 | | 0.52 | 0.60 | | | 0.71 | 0.70 | | 0.17 | |
| Control Delay | 13.4 | 20.6 | | 11.5 | 12.3 | | | 38.2 | 12.2 | | 14.6 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | |
| Total Delay | 13.4 | 20.6 | | 11.5 | 12.3 | | | 38.2 | 12.2 | | 14.6 | |
| LOS | B | C | | B | B | | | D | B | | B | |
| Approach Delay | | 20.2 | | | 12.1 | | | 21.5 | | | 14.6 | |
| Approach LOS | | C | | | B | | | C | | | B | |
| Queue Length 50th (ft) | 9 | 190 | | 34 | 159 | | | 103 | 29 | | 11 | |
| Queue Length 95th (ft) | 29 | 344 | | 65 | 244 | | | 116 | 28 | | 37 | |
| Internal Link Dist (ft) | | 780 | | | 237 | | | 676 | | | 298 | |
| Turn Bay Length (ft) | 75 | | | 175 | | | | | 250 | | | |
| Base Capacity (vph) | 345 | 857 | | 408 | 1102 | | | 505 | 745 | | 467 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | 0 | | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | 0 | | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | 0 | | 0 | |
| Reduced v/c Ratio | 0.11 | 0.68 | | 0.52 | 0.60 | | | 0.49 | 0.59 | | 0.12 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 80 | | | | | | | | | | | | |
| Actuated Cycle Length: 73.1 | | | | | | | | | | | | |
| Natural Cycle: 80 | | | | | | | | | | | | |
| Control Type: Semi Act-Uncoord | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.71 | | | | | | | | | | | | |
| Intersection Signal Delay: 17.3 | | | | | | Intersection LOS: B | | | | | | |
| Intersection Capacity Utilization 84.8% | | | | | | ICU Level of Service E | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

16: Mill Road & Union Avenue
Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW
PM Peak

Splits and Phases: 16: Mill Road & Union Avenue



























17: Parking Lot/Powell Street & Railroad Avenue

Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW

PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph) | 11 | 396 | 8 | 6 | 587 | 177 | 13 | 6 | 43 | 441 | 2 | 1 |
| Satd. Flow (prot) | 1711 | 1801 | 1531 | 1593 | 3301 | 0 | 1805 | 1706 | 0 | 1752 | 1775 | 0 |
| Flt Permitted | 0.166 | | | 0.303 | | | 0.833 | | | 0.455 | | |
| Satd. Flow (perm) | 299 | 1801 | 1531 | 508 | 3301 | 0 | 1583 | 1706 | 0 | 839 | 1775 | 0 |
| Satd. Flow (RTOR) | | | 82 | | 51 | | | 91 | | | 1 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.82 | 0.82 | 0.82 | 0.47 | 0.47 | 0.47 | 0.78 | 0.78 | 0.78 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 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) | 12 | 440 | 9 | 7 | 932 | 0 | 28 | 104 | 0 | 565 | 4 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | | 8 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | | 10.0 | 10.0 | | 8.0 | 10.0 | |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | | 12.0 | 12.0 | | 38.0 | 50.0 | |
| Total Split (%) | 37.5% | 37.5% | 37.5% | 37.5% | 37.5% | | 15.0% | 15.0% | | 47.5% | 62.5% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.0 | 5.0 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | None | | None | None | |
| Act Effct Green (s) | 24.1 | 24.1 | 24.1 | 24.1 | 24.1 | | 6.6 | 6.6 | | 35.0 | 33.9 | |
| Actuated g/C Ratio | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | | 0.10 | 0.10 | | 0.51 | 0.49 | |
| v/c Ratio | 0.12 | 0.70 | 0.02 | 0.04 | 0.78 | | 0.19 | 0.42 | | 0.72 | 0.00 | |
| Control Delay | 19.2 | 20.5 | 0.1 | 19.8 | 27.1 | | 36.5 | 16.6 | | 17.5 | 7.0 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 19.2 | 20.5 | 0.1 | 19.8 | 27.1 | | 36.5 | 16.6 | | 17.5 | 7.0 | |
| LOS | B | C | A | B | C | | D | B | | B | A | |
| Approach Delay | | 20.0 | | | 27.1 | | | 20.8 | | | 17.5 | |
| Approach LOS | | C | | | C | | | C | | | B | |
| Queue Length 50th (ft) | 1 | 63 | 0 | 2 | 191 | | 12 | 6 | | 162 | 1 | |
| Queue Length 95th (ft) | m4 | #314 | m0 | 11 | 257 | | 19 | 5 | | 199 | 4 | |
| Internal Link Dist (ft) | | 331 | | | 196 | | | 97 | | | 192 | |
| Turn Bay Length (ft) | 110 | | | 120 | | | | | | | | |
| Base Capacity (vph) | 115 | 697 | 643 | 196 | 1310 | | 171 | 266 | | 987 | 1205 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.10 | 0.63 | 0.01 | 0.04 | 0.71 | | 0.16 | 0.39 | | 0.57 | 0.00 | |

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 68.6

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 22.5

Intersection LOS: C

Intersection Capacity Utilization 61.3%

ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

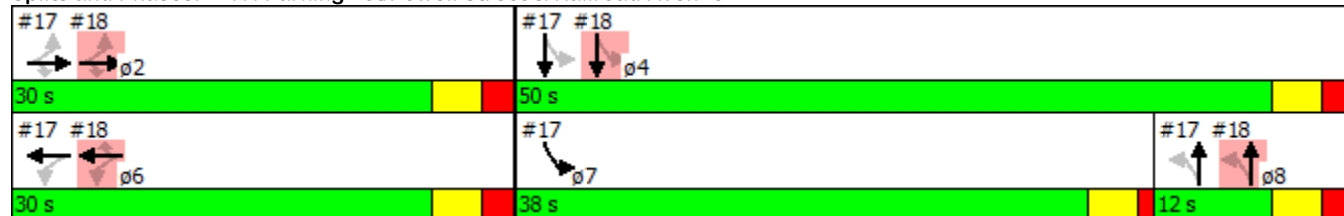
Queue shown is maximum after two cycles.

17: Parking Lot/Powell Street & Railroad Avenue Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW
PM Peak

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: Parking Lot/Powell Street & Railroad Avenue
























18: Parking Lot/Northwest Link & Railroad Avenue

Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW

PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  | |  |  | |
| Volume (vph) | 8 | 372 | 2 | 4 | 266 | 331 | 4 | 4 | 33 | 10 | 2 | 42 |
| Satd. Flow (prot) | 1652 | 1739 | 1478 | 1711 | 1801 | 1531 | 0 | 1795 | 0 | 1687 | 1520 | 0 |
| Flt Permitted | 0.443 | | | 0.287 | | | | 0.956 | | 0.169 | | |
| Satd. Flow (perm) | 770 | 1739 | 1478 | 517 | 1801 | 1531 | 0 | 1724 | 0 | 300 | 1520 | 0 |
| Satd. Flow (RTOR) | | | 82 | | | 409 | | 69 | | | 69 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.81 | 0.81 | 0.81 | 0.48 | 0.48 | 0.48 | 0.61 | 0.61 | 0.61 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 7% | 7% | 7% |
| 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) | 10 | 454 | 2 | 5 | 328 | 409 | 0 | 85 | 0 | 16 | 72 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | 6 | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | 12.0 | 12.0 | | 50.0 | 50.0 | |
| Total Split (%) | 37.5% | 37.5% | 37.5% | 37.5% | 37.5% | 37.5% | 15.0% | 15.0% | | 62.5% | 62.5% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 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 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | Lag | Lag | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | None | None | | None | None | |
| Act Effct Green (s) | 24.1 | 24.1 | 24.1 | 24.1 | 24.1 | 24.1 | | 6.6 | | 33.9 | 33.9 | |
| Actuated g/C Ratio | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | | 0.10 | | 0.49 | 0.49 | |
| v/c Ratio | 0.04 | 0.75 | 0.00 | 0.03 | 0.52 | 0.51 | | 0.37 | | 0.11 | 0.09 | |
| Control Delay | 19.5 | 32.2 | 0.0 | 18.2 | 16.3 | 5.4 | | 17.9 | | 10.4 | 2.7 | |
| Queue Delay | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.9 | | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 19.5 | 32.3 | 0.0 | 18.2 | 16.3 | 6.3 | | 17.9 | | 10.4 | 2.7 | |
| LOS | B | C | A | B | B | A | | B | | B | A | |
| Approach Delay | | 31.9 | | | 10.8 | | | 17.9 | | | 4.1 | |
| Approach LOS | | C | | | B | | | B | | | A | |
| Queue Length 50th (ft) | 3 | 184 | 0 | 1 | 39 | 0 | | 7 | | 3 | 1 | |
| Queue Length 95th (ft) | 13 | #310 | 0 | m1 | 98 | 72 | | 10 | | 9 | 7 | |
| Internal Link Dist (ft) | | 151 | | | 331 | | | 90 | | | 181 | |
| Turn Bay Length (ft) | 130 | | 130 | 200 | | | | | | | | |
| Base Capacity (vph) | 298 | 674 | 623 | 200 | 697 | 843 | | 248 | | 203 | 1054 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 201 | | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 13 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.03 | 0.69 | 0.00 | 0.03 | 0.47 | 0.64 | | 0.34 | | 0.08 | 0.07 | |

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 68.6

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 17.9

Intersection LOS: B

Intersection Capacity Utilization 41.3%

ICU Level of Service A

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

18: Parking Lot/Northwest Link & Railroad Avenue Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW
PM Peak

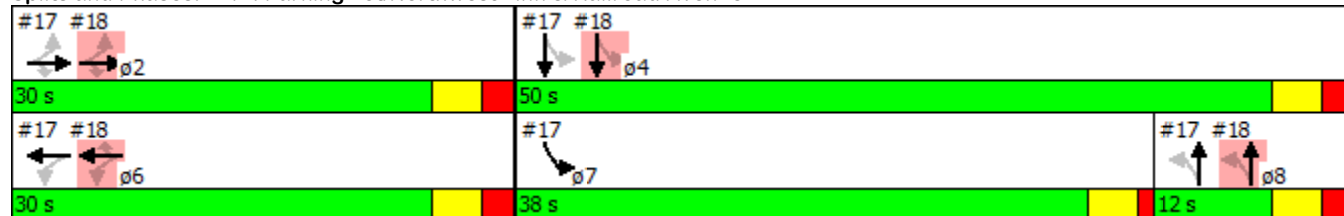
| Lane Group | ø7 |
|-------------------------|------|
| Lane Configurations | |
| Volume (vph) | |
| Satd. Flow (prot) | |
| Flt Permitted | |
| Satd. Flow (perm) | |
| Satd. Flow (RTOR) | |
| Confl. Peds. (#/hr) | |
| Confl. Bikes (#/hr) | |
| Peak Hour Factor | |
| Growth Factor | |
| Heavy Vehicles (%) | |
| Bus Blockages (#/hr) | |
| Parking (#/hr) | |
| Mid-Block Traffic (%) | |
| Shared Lane Traffic (%) | |
| Lane Group Flow (vph) | |
| Turn Type | |
| Protected Phases | 7 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 4.0 |
| Minimum Split (s) | 8.0 |
| Total Split (s) | 38.0 |
| Total Split (%) | 48% |
| Yellow Time (s) | 3.0 |
| All-Red Time (s) | 1.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | Lead |
| Lead-Lag Optimize? | |
| Recall Mode | None |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |
| v/c Ratio | |
| Control Delay | |
| Queue Delay | |
| Total Delay | |
| LOS | |
| Approach Delay | |
| Approach LOS | |
| Queue Length 50th (ft) | |
| Queue Length 95th (ft) | |
| Internal Link Dist (ft) | |
| Turn Bay Length (ft) | |
| Base Capacity (vph) | |
| Starvation Cap Reductn | |
| Spillback Cap Reductn | |
| Storage Cap Reductn | |
| Reduced v/c Ratio | |
| Intersection Summary | |

18: Parking Lot/Northwest Link & Railroad Avenue Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW
PM Peak

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Parking Lot/Northwest Link & Railroad Avenue






















19: Hawkins Avenue & Railroad Avenue

Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW

PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  |  | | | | |  |  |
| Volume (vph) | 291 | 489 | 13 | 6 | 422 | 236 | 0 | 0 | 0 | 181 | 10 | 217 |
| Satd. Flow (prot) | 1711 | 1793 | 0 | 1593 | 1801 | 1531 | 0 | 0 | 0 | 0 | 1720 | 1531 |
| Flt Permitted | 0.143 | | | 0.407 | | | | | | | 0.955 | |
| Satd. Flow (perm) | 257 | 1793 | 0 | 682 | 1801 | 1531 | 0 | 0 | 0 | 0 | 1720 | 1531 |
| Satd. Flow (RTOR) | | 3 | | | | 201 | | | | | | 265 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.73 | 0.73 | 0.73 | 0.25 | 0.25 | 0.25 | 0.82 | 0.82 | 0.82 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 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) | 393 | 679 | 0 | 8 | 578 | 323 | 0 | 0 | 0 | 0 | 233 | 265 |
| Turn Type | pm+pt | NA | | Perm | NA | Free | | | | Perm | NA | Free |
| Protected Phases | 7 | 4 | | | 8 | | | | | | 6 | |
| Permitted Phases | 4 | | | 8 | | Free | | | | 6 | | Free |
| Detector Phase | 7 | 4 | | 8 | 8 | | | | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | | | | 4.0 | 4.0 | |
| Minimum Split (s) | 9.0 | 21.0 | | 21.0 | 21.0 | | | | | 21.0 | 21.0 | |
| Total Split (s) | 20.0 | 53.0 | | 33.0 | 33.0 | | | | | 27.0 | 27.0 | |
| Total Split (%) | 25.0% | 66.3% | | 41.3% | 41.3% | | | | | 33.8% | 33.8% | |
| Yellow Time (s) | 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 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | | | | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | | | | 5.0 | |
| Lead/Lag | Lead | | | Lag | Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | | | | Min | Min | |
| Act Effct Green (s) | 46.4 | 46.4 | | 26.2 | 26.2 | 71.2 | | | | | 14.7 | 71.2 |
| Actuated g/C Ratio | 0.65 | 0.65 | | 0.37 | 0.37 | 1.00 | | | | | 0.21 | 1.00 |
| v/c Ratio | 0.83 | 0.58 | | 0.03 | 0.87 | 0.21 | | | | | 0.66 | 0.17 |
| Control Delay | 32.2 | 10.3 | | 16.7 | 38.4 | 0.3 | | | | | 35.5 | 0.2 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | | | 0.0 | 0.0 |
| Total Delay | 32.2 | 10.3 | | 16.7 | 38.4 | 0.3 | | | | | 35.5 | 0.2 |
| LOS | C | B | | B | D | A | | | | | D | A |
| Approach Delay | | 18.3 | | | 24.7 | | | | | | 16.7 | |
| Approach LOS | | B | | | C | | | | | | B | |
| Queue Length 50th (ft) | 107 | 142 | | 2 | 229 | 0 | | | | | 97 | 0 |
| Queue Length 95th (ft) | #192 | 211 | | 9 | 297 | 0 | | | | | 148 | 0 |
| Internal Link Dist (ft) | | 310 | | | 412 | | | 51 | | | 698 | |
| Turn Bay Length (ft) | | | | 175 | | 175 | | | | | | 250 |
| Base Capacity (vph) | 476 | 1222 | | 270 | 715 | 1531 | | | | | 537 | 1531 |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | | | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | | | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | | | | 0 | 0 |
| Reduced v/c Ratio | 0.83 | 0.56 | | 0.03 | 0.81 | 0.21 | | | | | 0.43 | 0.17 |

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 71.2

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 20.3

Intersection LOS: C

Intersection Capacity Utilization 61.4%

ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

19: Hawkins Avenue & Railroad Avenue
Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW
PM Peak

Splits and Phases: 19: Hawkins Avenue & Railroad Avenue





















20: Ronkonkoma Avenue & 2nd Street/Powell Street

Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW

PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | |  | | |  |  |  | |  |  | |
| Volume (vph) | 0 | 0 | 337 | 0 | 0 | 188 | 13 | 1483 | 294 | 150 | 521 | 35 |
| Satd. Flow (prot) | 0 | 0 | 1826 | 0 | 0 | 1774 | 1745 | 3336 | 0 | 1745 | 3290 | 0 |
| Flt Permitted | | | | | | | 0.394 | | | 0.048 | | |
| Satd. Flow (perm) | 0 | 0 | 1826 | 0 | 0 | 1774 | 724 | 3336 | 0 | 88 | 3290 | 0 |
| Satd. Flow (RTOR) | | | 376 | | | 28 | | 36 | | | 18 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.25 | 0.25 | 0.62 | 0.25 | 0.25 | 0.71 | 0.88 | 0.88 | 0.88 | 0.82 | 0.82 | 0.82 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 0% | 2% | 0% | 0% | 5% | 0% | 2% | 2% | 0% | 5% | 5% |
| 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 | 544 | 0 | 0 | 265 | 15 | 2019 | 0 | 183 | 678 | 0 |
| Turn Type | | | custom | | | custom | Perm | NA | | pm+pt | NA | |
| Protected Phases | | | | | | 1 | | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 4 | 2 | | | 6 | | |
| Detector Phase | | | 4 | | | 1 | 2 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | 4.0 | | | 4.0 | 20.0 | 20.0 | | 4.0 | 20.0 | |
| Minimum Split (s) | | | 20.0 | | | 9.5 | 26.5 | 26.5 | | 9.5 | 26.5 | |
| Total Split (s) | | | 22.0 | | | 18.0 | 80.0 | 80.0 | | 18.0 | 98.0 | |
| Total Split (%) | | | 18.3% | | | 15.0% | 66.7% | 66.7% | | 15.0% | 81.7% | |
| Yellow Time (s) | | | 3.0 | | | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | | | 2.0 | | | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | | 5.0 | | | 5.5 | 5.5 | 5.5 | | 5.5 | 5.5 | |
| Lead/Lag | | | | | | Lead | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | None | | | None | C-Max | C-Max | | None | C-Max | |
| Act Effct Green (s) | | | 15.7 | | | 31.9 | 77.1 | 77.1 | | 93.8 | 93.8 | |
| Actuated g/C Ratio | | | 0.13 | | | 0.27 | 0.64 | 0.64 | | 0.78 | 0.78 | |
| v/c Ratio | | | 0.96 | | | 0.54 | 0.03 | 0.94 | | 0.82 | 0.26 | |
| Control Delay | | | 45.6 | | | 37.4 | 9.2 | 29.6 | | 53.6 | 6.7 | |
| Queue Delay | | | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | | 45.6 | | | 37.4 | 9.2 | 29.6 | | 53.6 | 6.7 | |
| LOS | | | D | | | D | A | C | | D | A | |
| Approach Delay | | | | | | | | 29.5 | | | 16.6 | |
| Approach LOS | | | | | | | | C | | | B | |
| Queue Length 50th (ft) | | | 139 | | | 153 | 4 | 724 | | 106 | 87 | |
| Queue Length 95th (ft) | | | 64 | | | 174 | 13 | #920 | | m154 | m106 | |
| Internal Link Dist (ft) | | 32 | | | 359 | | | 519 | | | | 659 |
| Turn Bay Length (ft) | | | | | | | 71 | | | 400 | | |
| Base Capacity (vph) | | | 581 | | | 510 | 465 | 2156 | | 241 | 2575 | |
| Starvation Cap Reductn | | | 0 | | | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | | 0 | | | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | | 0 | | | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | | 0.94 | | | 0.52 | 0.03 | 0.94 | | 0.76 | 0.26 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 120 | | | | | | | | | | | | |
| Actuated Cycle Length: 120 | | | | | | | | | | | | |
| Offset: 47 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 110 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.96 | | | | | | | | | | | | |
| Intersection Signal Delay: 29.4 | | | | | | Intersection LOS: C | | | | | | |
| Intersection Capacity Utilization 71.2% | | | | | | ICU Level of Service C | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | | | | | | | | | | |

20: Ronkonkoma Avenue & 2nd Street/Powell Street Lanes, Volumes, Timings

Build 2020 Mit-FullBld wRW

PM Peak

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Ronkonkoma Avenue & 2nd Street/Powell Street

| | | |
|---|---|---|
|  <p>ø1</p> |  <p>ø2 (R)</p> |  <p>ø4</p> |
| <p>18 s</p> | <p>80 s</p> | <p>22 s</p> |
|  <p>ø6 (R)</p> | | |
| <p>98 s</p> | | |

**21: Railroad Avenue & Mill Road
HCM 2010 Roundabout**

Build 2020 Mit-FullBld
PM Peak

















| Intersection | | | |
|-----------------------------|-------|-------|-------|
| Intersection Delay, s/veh | 7.8 | | |
| Intersection LOS | A | | |
| Approach | EB | NB | SB |
| Entry Lanes | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 483 | 109 | 250 |
| Demand Flow Rate, veh/h | 493 | 112 | 255 |
| Vehicles Circulating, veh/h | 84 | 409 | 28 |
| Vehicles Exiting, veh/h | 199 | 168 | 493 |
| Follow-Up Headway, s | 3.186 | 3.186 | 3.186 |
| Ped Vol Crossing Leg, #/h | 100 | 0 | 0 |
| Ped Cap Adj | 0.986 | 1.000 | 1.000 |
| Approach Delay, s/veh | 9.3 | 6.5 | 5.5 |
| Approach LOS | A | A | A |
| Lane | Left | Left | Left |
| Designated Moves | LR | LT | TR |
| Assumed Moves | LR | LT | TR |
| RT Channelized | | | |
| Lane Util | 1.000 | 1.000 | 1.000 |
| Critical Headway, s | 5.193 | 5.193 | 5.193 |
| Entry Flow, veh/h | 493 | 112 | 255 |
| Cap Entry Lane, veh/h | 1039 | 751 | 1099 |
| Entry HV Adj Factor | 0.980 | 0.976 | 0.982 |
| Flow Entry, veh/h | 483 | 109 | 250 |
| Cap Entry, veh/h | 1004 | 733 | 1079 |
| V/C Ratio | 0.481 | 0.149 | 0.232 |
| Control Delay, s/veh | 9.3 | 6.5 | 5.5 |
| LOS | A | A | A |
| 95th %tile Queue, veh | 3 | 1 | 1 |

11: Hawkins Avenue & LIE North Service Road

Lanes, Volumes, Timings

Build 2020 Mit-60% of Bld Volume

AM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | |  | |  |  | | |  | |
| Volume (vph) | 0 | 0 | 0 | 473 | 1696 | 163 | 198 | 279 | 0 | 0 | 370 | 150 |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 4818 | 0 | 1662 | 3323 | 0 | 0 | 3354 | 0 |
| Flt Permitted | | | | | 0.990 | | 0.230 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 4818 | 0 | 402 | 3323 | 0 | 0 | 3354 | 0 |
| Satd. Flow (RTOR) | | | | | 17 | | | | | | 43 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.25 | 0.25 | 0.25 | 0.96 | 0.96 | 0.96 | 0.88 | 0.88 | 0.25 | 0.25 | 0.84 | 0.84 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 0% | 0% | 2% | 2% | 2% | 5% | 5% | 5% | 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) | 0 | 0 | 0 | 0 | 2430 | 0 | 225 | 317 | 0 | 0 | 619 | 0 |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 1 | | 8 | 3 | | | 7 | |
| Permitted Phases | | | | 1 | | | 3 | | | | | |
| Detector Phase | | | | 1 | 1 | | 8 | 3 | | | 7 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 25.0 | 25.0 | | 4.0 | 16.0 | | | 16.0 | |
| Minimum Split (s) | | | | 31.3 | 31.3 | | 10.0 | 23.0 | | | 23.0 | |
| Total Split (s) | | | | 57.0 | 57.0 | | 17.0 | 43.0 | | | 26.0 | |
| Total Split (%) | | | | 57.0% | 57.0% | | 17.0% | 43.0% | | | 26.0% | |
| Yellow Time (s) | | | | 4.3 | 4.3 | | 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 | |
| Total Lost Time (s) | | | | | 6.3 | | 6.0 | 6.0 | | | 6.0 | |
| Lead/Lag | | | | | | | Lag | | | | Lead | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | | C-Max | C-Max | | Min | Min | | | Max | |
| Act Effct Green (s) | | | | | 51.7 | | 36.0 | 36.0 | | | 20.0 | |
| Actuated g/C Ratio | | | | | 0.52 | | 0.36 | 0.36 | | | 0.20 | |
| v/c Ratio | | | | | 0.97 | | 0.83 | 0.27 | | | 0.88 | |
| Control Delay | | | | | 36.7 | | 40.2 | 14.2 | | | 51.3 | |
| Queue Delay | | | | | 0.0 | | 0.0 | 0.0 | | | 0.9 | |
| Total Delay | | | | | 36.7 | | 40.2 | 14.2 | | | 52.2 | |
| LOS | | | | | D | | D | B | | | D | |
| Approach Delay | | | | | 36.7 | | | 25.0 | | | 52.2 | |
| Approach LOS | | | | | D | | | C | | | D | |
| Queue Length 50th (ft) | | | | | 535 | | 83 | 44 | | | 190 | |
| Queue Length 95th (ft) | | | | | #683 | | #183 | 61 | | | #250 | |
| Internal Link Dist (ft) | | 204 | | | 499 | | | 339 | | | 134 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | | | |
| Base Capacity (vph) | | | | | 2501 | | 287 | 1229 | | | 705 | |
| Starvation Cap Reductn | | | | | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | | | | | 0 | | 0 | 0 | | | 14 | |
| Storage Cap Reductn | | | | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | | | | 0.97 | | 0.78 | 0.26 | | | 0.90 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 10 (10%), Referenced to phase 1:WBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 90 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.97 | | | | | | | | | | | | |
| Intersection Signal Delay: 37.6 | | | | | | Intersection LOS: D | | | | | | |
| Intersection Capacity Utilization 87.2% | | | | | | ICU Level of Service E | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | | | | | | | | | | |

11: Hawkins Avenue & LIE North Service Road Lanes, Volumes, Timings

Build 2020 Mit-60% of Bld Volume

AM Peak

Queue shown is maximum after two cycles.

Splits and Phases: 11: Hawkins Avenue & LIE North Service Road




















12: Hawkins Avenue & LIE South Service Road

Lanes, Volumes, Timings

Build 2020 Mit-60% of Bld Volume

AM Peak

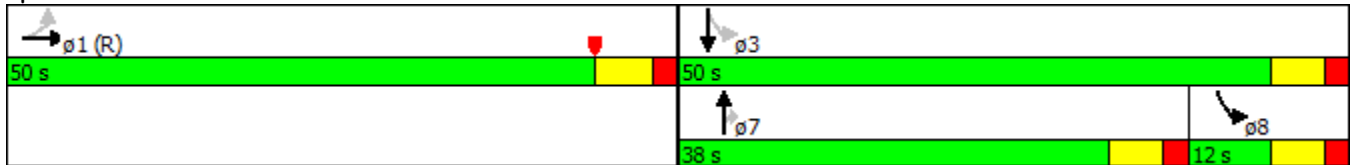
| |  |  |  |  |  |  |  |  |  |  |  | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | | | | |  |  |  |  | |
| Volume (vph) | 120 | 408 | 126 | 0 | 0 | 0 | 0 | 357 | 99 | 196 | 645 | 0 |
| Satd. Flow (prot) | 1558 | 4320 | 0 | 0 | 0 | 0 | 0 | 3231 | 1446 | 1694 | 3388 | 0 |
| Flt Permitted | 0.950 | | | | | | | | | 0.471 | | |
| Satd. Flow (perm) | 1558 | 4320 | 0 | 0 | 0 | 0 | 0 | 3231 | 1446 | 840 | 3388 | 0 |
| Satd. Flow (RTOR) | | 96 | | | | | | | 112 | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.25 | 0.25 | 0.25 | 0.25 | 0.88 | 0.88 | 0.80 | 0.80 | 0.25 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 12% | 12% | 12% | 0% | 0% | 0% | 0% | 8% | 8% | 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) | 146 | 652 | 0 | 0 | 0 | 0 | 0 | 406 | 112 | 245 | 806 | 0 |
| Turn Type | Perm | NA | | | | | | NA | Perm | pm+pt | NA | |
| Protected Phases | | 1 | | | | | | 7 | | 8 | 3 | |
| Permitted Phases | 1 | | | | | | | | 7 | 3 | | |
| Detector Phase | 1 | 1 | | | | | | 7 | 7 | 8 | 3 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 25.0 | 25.0 | | | | | | 16.0 | 16.0 | 4.0 | 16.0 | |
| Minimum Split (s) | 31.3 | 31.3 | | | | | | 24.0 | 24.0 | 10.0 | 26.0 | |
| Total Split (s) | 50.0 | 50.0 | | | | | | 38.0 | 38.0 | 12.0 | 50.0 | |
| Total Split (%) | 50.0% | 50.0% | | | | | | 38.0% | 38.0% | 12.0% | 50.0% | |
| Yellow Time (s) | 4.3 | 4.3 | | | | | | 4.0 | 4.0 | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | | | | | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.3 | 6.3 | | | | | | 6.0 | 6.0 | 6.0 | 6.0 | |
| Lead/Lag | | | | | | | | Lead | Lead | Lag | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | C-Max | C-Max | | | | | | Max | Max | Min | Min | |
| Act Effct Green (s) | 43.7 | 43.7 | | | | | | 32.0 | 32.0 | 44.0 | 44.0 | |
| Actuated g/C Ratio | 0.44 | 0.44 | | | | | | 0.32 | 0.32 | 0.44 | 0.44 | |
| v/c Ratio | 0.21 | 0.34 | | | | | | 0.39 | 0.21 | 0.58 | 0.54 | |
| Control Delay | 18.6 | 16.2 | | | | | | 27.8 | 5.8 | 24.3 | 18.6 | |
| Queue Delay | 0.0 | 0.0 | | | | | | 0.0 | 0.0 | 0.0 | 1.9 | |
| Total Delay | 18.6 | 16.2 | | | | | | 27.8 | 5.8 | 24.3 | 20.5 | |
| LOS | B | B | | | | | | C | A | C | C | |
| Approach Delay | | 16.6 | | | | | | 23.1 | | | 21.4 | |
| Approach LOS | | B | | | | | | C | | | C | |
| Queue Length 50th (ft) | 56 | 82 | | | | | | 105 | 0 | 92 | 164 | |
| Queue Length 95th (ft) | 88 | 97 | | | | | | 144 | 36 | m102 | m173 | |
| Internal Link Dist (ft) | | 477 | | | 203 | | | 244 | | | 339 | |
| Turn Bay Length (ft) | | | | | | | | | 85 | 150 | | |
| Base Capacity (vph) | 680 | 1942 | | | | | | 1033 | 538 | 420 | 1490 | |
| Starvation Cap Reductn | 0 | 0 | | | | | | 0 | 0 | 0 | 501 | |
| Spillback Cap Reductn | 0 | 0 | | | | | | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | | | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.21 | 0.34 | | | | | | 0.39 | 0.21 | 0.58 | 0.81 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 10 (10%), Referenced to phase 1:EBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 70 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.58 | | | | | | | | | | | | |
| Intersection Signal Delay: 20.1 | | | | | | Intersection LOS: C | | | | | | |
| Intersection Capacity Utilization 87.2% | | | | | | ICU Level of Service E | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | | | | | | | | | | |

12: Hawkins Avenue & LIE South Service Road Lanes, Volumes, Timings

Build 2020 Mit-60% of Bld Volume






















AM Peak

Splits and Phases: 12: Hawkins Avenue & LIE South Service Road



13: Ronkonkoma Avenue & LIE North Service Road Build 2020 Mit-60% of Bld Volume Lanes, Volumes, Timings

AM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | |    | |  |   | | |    | |
| Volume (vph) | 0 | 0 | 0 | 664 | 1107 | 72 | 157 | 315 | 0 | 0 | 570 | 265 |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 4752 | 0 | 1671 | 3343 | 0 | 0 | 3305 | 0 |
| Flt Permitted | | | | | 0.982 | | 0.121 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 4752 | 0 | 213 | 3343 | 0 | 0 | 3305 | 0 |
| Satd. Flow (RTOR) | | | | | 7 | | | | | | 58 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.25 | 0.25 | 0.25 | 0.93 | 0.93 | 0.93 | 0.94 | 0.94 | 0.25 | 0.25 | 0.85 | 0.85 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 0% | 0% | 3% | 3% | 3% | 8% | 8% | 0% | 0% | 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 | 0 | 1981 | 0 | 167 | 335 | 0 | 0 | 983 | 0 |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 1 | | 8 | 3 | | | 7 | |
| Permitted Phases | | | | 1 | | | 3 | | | | | |
| Detector Phase | | | | 1 | 1 | | 8 | 3 | | | 7 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 24.0 | 24.0 | | 4.0 | 17.0 | | | 17.0 | |
| Minimum Split (s) | | | | 30.7 | 30.7 | | 10.0 | 25.9 | | | 25.9 | |
| Total Split (s) | | | | 47.0 | 47.0 | | 15.0 | 53.0 | | | 38.0 | |
| Total Split (%) | | | | 47.0% | 47.0% | | 15.0% | 53.0% | | | 38.0% | |
| Yellow Time (s) | | | | 4.7 | 4.7 | | 3.9 | 3.9 | | | 3.9 | |
| 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 | |
| Total Lost Time (s) | | | | | 6.7 | | 5.9 | 5.9 | | | 5.9 | |
| Lead/Lag | | | | | | | Lag | | | | Lead | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | | C-Max | C-Max | | Min | Min | | | Ped | |
| Act Effct Green (s) | | | | | 41.5 | | 45.9 | 45.9 | | | 31.4 | |
| Actuated g/C Ratio | | | | | 0.42 | | 0.46 | 0.46 | | | 0.31 | |
| v/c Ratio | | | | | 1.00 | | 0.75 | 0.22 | | | 0.91 | |
| Control Delay | | | | | 51.2 | | 51.9 | 9.7 | | | 44.5 | |
| Queue Delay | | | | | 0.0 | | 0.0 | 0.0 | | | 8.5 | |
| Total Delay | | | | | 51.2 | | 51.9 | 9.7 | | | 52.9 | |
| LOS | | | | | D | | D | A | | | D | |
| Approach Delay | | | | | 51.2 | | | 23.7 | | | 52.9 | |
| Approach LOS | | | | | D | | | C | | | D | |
| Queue Length 50th (ft) | | | | | ~498 | | 88 | 40 | | | 296 | |
| Queue Length 95th (ft) | | | | | #597 | | #177 | 56 | | | 350 | |
| Internal Link Dist (ft) | | 318 | | | 629 | | | 397 | | | 224 | |
| Turn Bay Length (ft) | | | | | | | 250 | | | | | |
| Base Capacity (vph) | | | | | 1975 | | 231 | 1574 | | | 1100 | |
| Starvation Cap Reductn | | | | | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | | | | | 0 | | 0 | 0 | | | 101 | |
| Storage Cap Reductn | | | | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | | | | 1.00 | | 0.72 | 0.21 | | | 0.98 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 12 (12%), Referenced to phase 1:WBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 90 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 1.00 | | | | | | | | | | | | |
| Intersection Signal Delay: 47.7 | | | | | Intersection LOS: D | | | | | | | |
| Intersection Capacity Utilization 84.8% | | | | | ICU Level of Service E | | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | | | | | | | | | | |

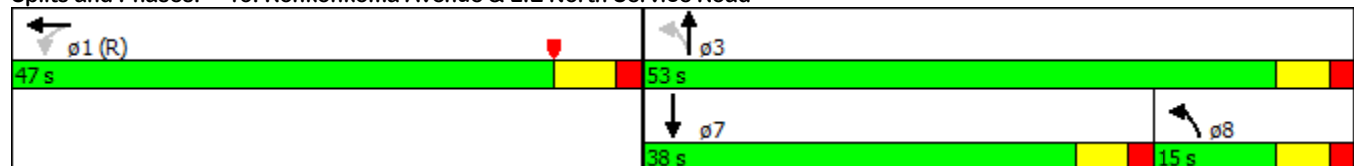
13: Ronkonkoma Avenue & LIE North Service Road Build 2020 Mit-60% of Bld Volume Lanes, Volumes, Timings AM Peak

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.



















Queue shown is maximum after two cycles.

Splits and Phases: 13: Ronkonkoma Avenue & LIE North Service Road



14: Ronkonkoma Avenue & LIE South Service Road Build 2020 Mit-60% of Bld Volume Lanes, Volumes, Timings

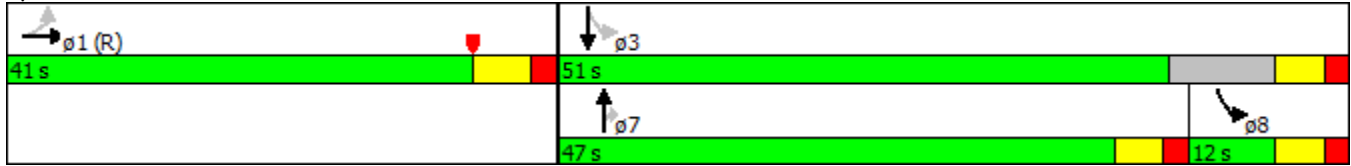
AM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | | | | |  |  |  |  | |
| Volume (vph) | 167 | 357 | 350 | 0 | 0 | 0 | 0 | 305 | 195 | 100 | 1134 | 0 |
| Satd. Flow (prot) | 1631 | 4339 | 0 | 0 | 0 | 0 | 0 | 3061 | 1369 | 1752 | 3505 | 0 |
| Flt Permitted | 0.950 | | | | | | | | | 0.442 | | |
| Satd. Flow (perm) | 1631 | 4339 | 0 | 0 | 0 | 0 | 0 | 3061 | 1369 | 815 | 3505 | 0 |
| Satd. Flow (RTOR) | | 30 | | | | | | | 238 | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.25 | 0.25 | 0.25 | 0.25 | 0.82 | 0.82 | 0.80 | 0.80 | 0.25 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 7% | 7% | 7% | 0% | 0% | 0% | 0% | 14% | 14% | 3% | 3% | 0% |
| 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) | 184 | 777 | 0 | 0 | 0 | 0 | 0 | 372 | 238 | 125 | 1418 | 0 |
| Turn Type | Perm | NA | | | | | | NA | Perm | pm+pt | NA | |
| Protected Phases | | 1 | | | | | | 7 | | 8 | 3 | |
| Permitted Phases | 1 | | | | | | | | 7 | 3 | | |
| Detector Phase | 1 | 1 | | | | | | 7 | 7 | 8 | 3 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 24.0 | 24.0 | | | | | | 17.0 | 17.0 | 4.0 | 17.0 | |
| Minimum Split (s) | 30.3 | 30.3 | | | | | | 25.6 | 25.6 | 10.0 | 25.6 | |
| Total Split (s) | 41.0 | 41.0 | | | | | | 47.0 | 47.0 | 12.0 | 51.0 | |
| Total Split (%) | 41.0% | 41.0% | | | | | | 47.0% | 47.0% | 12.0% | 51.0% | |
| Yellow Time (s) | 4.3 | 4.3 | | | | | | 3.6 | 3.6 | 3.6 | 3.6 | |
| All-Red Time (s) | 2.0 | 2.0 | | | | | | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.3 | 6.3 | | | | | | 5.6 | 5.6 | 5.6 | 5.6 | |
| Lead/Lag | | | | | | | | Lead | Lead | Lag | | |
| Lead-Lag Optimize? | | | | | | | | Yes | Yes | Yes | | |
| Recall Mode | C-Max | C-Max | | | | | | Min | Min | Max | Max | |
| Act Effct Green (s) | 34.7 | 34.7 | | | | | | 19.7 | 19.7 | 53.4 | 53.4 | |
| Actuated g/C Ratio | 0.35 | 0.35 | | | | | | 0.20 | 0.20 | 0.53 | 0.53 | |
| v/c Ratio | 0.33 | 0.51 | | | | | | 0.62 | 0.52 | 0.18 | 0.76 | |
| Control Delay | 26.1 | 26.2 | | | | | | 33.8 | 15.3 | 9.5 | 15.4 | |
| Queue Delay | 0.0 | 0.0 | | | | | | 0.0 | 0.0 | 0.0 | 5.7 | |
| Total Delay | 26.1 | 26.2 | | | | | | 33.8 | 15.3 | 9.5 | 21.1 | |
| LOS | C | C | | | | | | C | B | A | C | |
| Approach Delay | | 26.2 | | | | | | 26.6 | | | 20.1 | |
| Approach LOS | | C | | | | | | C | | | C | |
| Queue Length 50th (ft) | 85 | 136 | | | | | | 117 | 48 | 32 | 281 | |
| Queue Length 95th (ft) | 143 | 176 | | | | | | 142 | 111 | m36 | m281 | |
| Internal Link Dist (ft) | | 267 | | | 295 | | | 185 | | | 397 | |
| Turn Bay Length (ft) | | | | | | | | | | 125 | | |
| Base Capacity (vph) | 565 | 1525 | | | | | | 1267 | 706 | 698 | 1871 | |
| Starvation Cap Reductn | 0 | 0 | | | | | | 0 | 0 | 0 | 396 | |
| Spillback Cap Reductn | 0 | 0 | | | | | | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | | | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.33 | 0.51 | | | | | | 0.29 | 0.34 | 0.18 | 0.96 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 100 | | | | | | | | | | | | |
| Actuated Cycle Length: 100 | | | | | | | | | | | | |
| Offset: 7 (7%), Referenced to phase 1:EBTL, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 70 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.76 | | | | | | | | | | | | |
| Intersection Signal Delay: 23.3 | | | | | | Intersection LOS: C | | | | | | |
| Intersection Capacity Utilization 84.8% | | | | | | ICU Level of Service E | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | | | | | | | | | | |

14: Ronkonkoma Avenue & LIE South Service Road Build 2020 Mit-60% of Bld Volume Lanes, Volumes, Timings

AM Peak

Splits and Phases: 14: Ronkonkoma Avenue & LIE South Service Road



15: Hawkins Avenue & Union Avenue

Lanes, Volumes, Timings

Build 2020 Mit-60% of Bld Volume
AM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|-------|-------|------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 120 | 250 | 209 | 35 | 319 | 461 |
| Satd. Flow (prot) | 1646 | 1473 | 1653 | 0 | 1694 | 1783 |
| Flt Permitted | 0.950 | | | | 0.492 | |
| Satd. Flow (perm) | 1646 | 1473 | 1653 | 0 | 877 | 1783 |
| Satd. Flow (RTOR) | | 325 | 13 | | | |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.77 | 0.77 | 0.84 | 0.84 | 0.72 | 0.72 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 6% | 6% | 9% | 9% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | 0% | | | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 156 | 325 | 291 | 0 | 443 | 640 |
| Turn Type | NA | pm+ov | NA | | pm+pt | NA |
| Protected Phases | 8 | 1 | 2 | | 1 | 6 |
| Permitted Phases | | 8 | | | 6 | |
| Detector Phase | 8 | 1 | 2 | | 1 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 35.0 | | 8.0 | 35.0 |
| Minimum Split (s) | 22.0 | 12.0 | 40.0 | | 12.0 | 40.0 |
| Total Split (s) | 22.0 | 19.0 | 40.0 | | 19.0 | 59.0 |
| Total Split (%) | 27.2% | 23.5% | 49.4% | | 23.5% | 72.8% |
| Yellow Time (s) | 3.5 | 3.0 | 3.5 | | 3.0 | 3.5 |
| All-Red Time (s) | 1.5 | 1.0 | 1.5 | | 1.0 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 4.0 | 5.0 | | 4.0 | 5.0 |
| Lead/Lag | | Lead | Lag | | Lead | |
| Lead-Lag Optimize? | | Yes | Yes | | Yes | |
| Recall Mode | None | None | Min | | None | Min |
| Act Effct Green (s) | 11.5 | 27.7 | 35.2 | | 51.4 | 50.4 |
| Actuated g/C Ratio | 0.16 | 0.38 | 0.49 | | 0.71 | 0.70 |
| v/c Ratio | 0.59 | 0.42 | 0.36 | | 0.59 | 0.51 |
| Control Delay | 38.3 | 3.6 | 13.8 | | 7.9 | 7.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 38.3 | 3.6 | 13.8 | | 7.9 | 7.3 |
| LOS | D | A | B | | A | A |
| Approach Delay | 14.8 | | 13.8 | | | 7.6 |
| Approach LOS | B | | B | | | A |
| Queue Length 50th (ft) | 65 | 0 | 70 | | 59 | 105 |
| Queue Length 95th (ft) | 106 | 22 | 142 | | 95 | 153 |
| Internal Link Dist (ft) | 974 | | 698 | | | 171 |
| Turn Bay Length (ft) | 250 | | | | | |
| Base Capacity (vph) | 391 | 829 | 815 | | 797 | 1345 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.40 | 0.39 | 0.36 | | 0.56 | 0.48 |

Intersection Summary

Cycle Length: 81

Actuated Cycle Length: 72

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 10.4

Intersection LOS: B

Intersection Capacity Utilization 65.2%

ICU Level of Service C

Analysis Period (min) 15

15: Hawkins Avenue & Union Avenue Lanes, Volumes, Timings

Build 2020 Mit-60% of Bld Volume

AM Peak

Splits and Phases: 15: Hawkins Avenue & Union Avenue





















16: Mill Road & Union Avenue

Lanes, Volumes, Timings

Build 2020 Mit-60% of Bld Volume

AM Peak

| |  |  |  |  |  |  |  |  |  |  |  | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | | |  |  | |  | |
| Volume (vph) | 6 | 141 | 25 | 245 | 449 | 13 | 20 | 30 | 66 | 7 | 11 | 17 |
| Satd. Flow (prot) | 1574 | 1677 | 0 | 1694 | 1776 | 0 | 0 | 1773 | 1538 | 0 | 1651 | 0 |
| Flt Permitted | 0.479 | | | 0.563 | | | | 0.846 | | | 0.910 | |
| Satd. Flow (perm) | 794 | 1677 | 0 | 1004 | 1776 | 0 | 0 | 1531 | 1538 | 0 | 1517 | 0 |
| Satd. Flow (RTOR) | | 14 | | | 3 | | | | 95 | | 23 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.79 | 0.79 | 0.79 | 0.92 | 0.92 | 0.92 | 0.78 | 0.78 | 0.78 | 0.73 | 0.73 | 0.73 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 7% | 7% | 7% | 3% | 3% | 3% | 5% | 5% | 5% | 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) | 8 | 210 | 0 | 266 | 502 | 0 | 0 | 64 | 85 | 0 | 48 | 0 |
| Turn Type | Perm | NA | | pm+pt | NA | | Perm | NA | Perm | Perm | NA | |
| Protected Phases | | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 2 | 2 | | 1 | 6 | | 8 | 8 | 8 | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 35.0 | 35.0 | | 4.0 | 35.0 | | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | |
| Minimum Split (s) | 41.0 | 41.0 | | 8.0 | 41.0 | | 27.0 | 27.0 | 27.0 | 27.0 | 27.0 | |
| Total Split (s) | 41.0 | 41.0 | | 12.0 | 53.0 | | 27.0 | 27.0 | 27.0 | 27.0 | 27.0 | |
| Total Split (%) | 51.3% | 51.3% | | 15.0% | 66.3% | | 33.8% | 33.8% | 33.8% | 33.8% | 33.8% | |
| Yellow Time (s) | 4.0 | 4.0 | | 3.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 1.0 | 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 | |
| Total Lost Time (s) | 6.0 | 6.0 | | 4.0 | 6.0 | | | 6.0 | 6.0 | | 6.0 | |
| Lead/Lag | Lag | Lag | | Lead | | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | | | | | | | | | |
| Recall Mode | Min | Min | | None | Min | | None | None | None | None | None | |
| Act Effct Green (s) | 35.5 | 35.5 | | 49.0 | 48.5 | | | 8.5 | 8.5 | | 8.5 | |
| Actuated g/C Ratio | 0.55 | 0.55 | | 0.76 | 0.76 | | | 0.13 | 0.13 | | 0.13 | |
| v/c Ratio | 0.02 | 0.22 | | 0.31 | 0.37 | | | 0.32 | 0.30 | | 0.22 | |
| Control Delay | 8.3 | 9.0 | | 4.0 | 5.0 | | | 31.5 | 8.9 | | 19.6 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | |
| Total Delay | 8.3 | 9.0 | | 4.0 | 5.0 | | | 31.5 | 8.9 | | 19.6 | |
| LOS | A | A | | A | A | | | C | A | | B | |
| Approach Delay | | 9.0 | | | 4.6 | | | 18.6 | | | 19.6 | |
| Approach LOS | | A | | | A | | | B | | | B | |
| Queue Length 50th (ft) | 2 | 40 | | 26 | 68 | | | 25 | 0 | | 9 | |
| Queue Length 95th (ft) | 7 | 68 | | 53 | 124 | | | 50 | 22 | | 28 | |
| Internal Link Dist (ft) | | 780 | | | 237 | | | 676 | | | 298 | |
| Turn Bay Length (ft) | 75 | | | 175 | | | | | 250 | | | |
| Base Capacity (vph) | 439 | 935 | | 855 | 1321 | | | 508 | 574 | | 519 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | 0 | | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | 0 | | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | 0 | | 0 | |
| Reduced v/c Ratio | 0.02 | 0.22 | | 0.31 | 0.38 | | | 0.13 | 0.15 | | 0.09 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 80 | | | | | | | | | | | | |
| Actuated Cycle Length: 64.1 | | | | | | | | | | | | |
| Natural Cycle: 80 | | | | | | | | | | | | |
| Control Type: Semi Act-Uncoord | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.37 | | | | | | | | | | | | |
| Intersection Signal Delay: 7.8 | | | | | | Intersection LOS: A | | | | | | |
| Intersection Capacity Utilization 81.4% | | | | | | ICU Level of Service D | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

16: Mill Road & Union Avenue Lanes, Volumes, Timings

Build 2020 Mit-60% of Bld Volume

AM Peak

























Splits and Phases: 16: Mill Road & Union Avenue



17: Parking Lot/Powell Street & Railroad Avenue Lanes, Volumes, Timings

Build 2020 Mit-60% of Bld Volume

AM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph) | 4 | 140 | 10 | 8 | 446 | 71 | 9 | 1 | 9 | 198 | 2 | 1 |
| Satd. Flow (prot) | 1646 | 1733 | 1473 | 1562 | 3285 | 0 | 1752 | 1643 | 0 | 1736 | 1736 | 0 |
| Flt Permitted | 0.439 | | | 0.639 | | | | | | 0.755 | | |
| Satd. Flow (perm) | 761 | 1733 | 1473 | 1051 | 3285 | 0 | 1845 | 1643 | 0 | 1379 | 1736 | 0 |
| Satd. Flow (RTOR) | | | 94 | | 33 | | | 11 | | | 1 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.91 | 0.91 | 0.91 | 0.80 | 0.80 | 0.80 | 0.85 | 0.85 | 0.85 |
| Growth Factor | 50% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 6% | 6% | 6% | 4% | 4% | 4% | 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) | 3 | 189 | 14 | 9 | 568 | 0 | 11 | 12 | 0 | 233 | 3 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | | 8 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | | 10.0 | 10.0 | | 8.0 | 10.0 | |
| Total Split (s) | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | | 10.0 | 10.0 | | 24.0 | 34.0 | |
| Total Split (%) | 51.4% | 51.4% | 51.4% | 51.4% | 51.4% | | 14.3% | 14.3% | | 34.3% | 48.6% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.0 | 5.0 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | None | | None | None | |
| Act Effct Green (s) | 21.3 | 21.3 | 21.3 | 21.3 | 21.3 | | 6.9 | 6.9 | | 15.6 | 14.1 | |
| Actuated g/C Ratio | 0.53 | 0.53 | 0.53 | 0.53 | 0.53 | | 0.17 | 0.17 | | 0.39 | 0.35 | |
| v/c Ratio | 0.01 | 0.20 | 0.02 | 0.02 | 0.32 | | 0.03 | 0.04 | | 0.36 | 0.00 | |
| Control Delay | 5.0 | 5.2 | 0.0 | 10.1 | 9.4 | | 25.8 | 17.0 | | 12.4 | 10.0 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 5.0 | 5.2 | 0.0 | 10.1 | 9.4 | | 25.8 | 17.0 | | 12.4 | 10.0 | |
| LOS | A | A | A | B | A | | C | B | | B | A | |
| Approach Delay | | 4.8 | | | 9.4 | | | 21.2 | | | 12.3 | |
| Approach LOS | | A | | | A | | | C | | | B | |
| Queue Length 50th (ft) | 0 | 12 | 0 | 1 | 30 | | 2 | 0 | | 33 | 0 | |
| Queue Length 95th (ft) | m1 | 19 | 0 | 10 | 113 | | 17 | 13 | | 104 | 5 | |
| Internal Link Dist (ft) | | 331 | | | 196 | | | 79 | | | 192 | |
| Turn Bay Length (ft) | 110 | | | 120 | | | | | | | | |
| Base Capacity (vph) | 599 | 1364 | 1180 | 827 | 2594 | | 318 | 292 | | 1083 | 1324 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.01 | 0.14 | 0.01 | 0.01 | 0.22 | | 0.03 | 0.04 | | 0.22 | 0.00 | |

Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 40

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.36

Intersection Signal Delay: 9.4

Intersection LOS: A

Intersection Capacity Utilization 40.6%

ICU Level of Service A

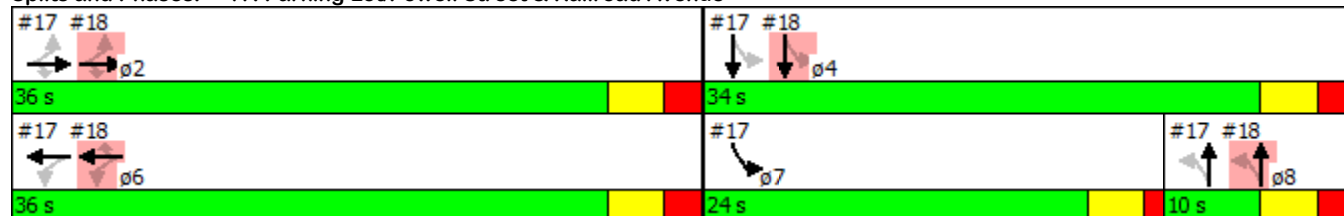
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

17: Parking Lot/Powell Street & Railroad Avenue Lanes, Volumes, Timings

Build 2020 Mit-60% of Bld Volume
AM Peak

Splits and Phases: 17: Parking Lot/Powell Street & Railroad Avenue
























18: Parking Lot/Northwest Link & Railroad Avenue

Build 2020 Mit-60% of Bld Volume

Lanes, Volumes, Timings

AM Peak

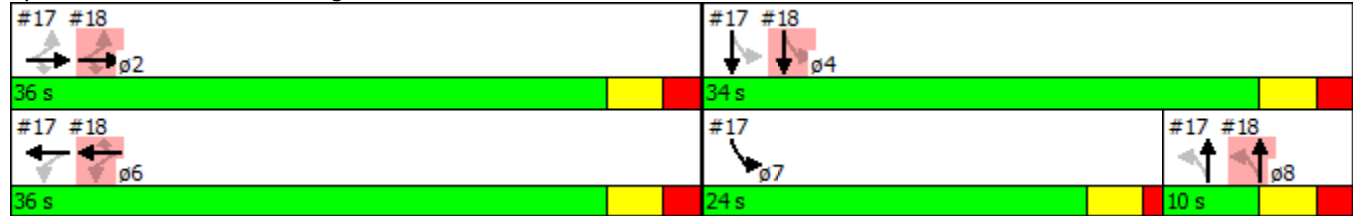
| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  | |  | |  |  | |
| Volume (vph) | 11 | 144 | 5 | 60 | 233 | 163 | 3 | 2 | 3 | 5 | 5 | 26 |
| Satd. Flow (prot) | 1604 | 1689 | 1436 | 1694 | 1783 | 1516 | 0 | 1885 | 0 | 1530 | 1407 | 0 |
| Flt Permitted | 0.602 | | | 0.622 | | | | | | 0.433 | | |
| Satd. Flow (perm) | 1017 | 1689 | 1436 | 1109 | 1783 | 1516 | 0 | 1921 | 0 | 697 | 1407 | 0 |
| Satd. Flow (RTOR) | | | 94 | | | 177 | | 5 | | | 32 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.66 | 0.66 | 0.66 | 0.92 | 0.92 | 0.92 | 0.63 | 0.63 | 0.63 | 0.80 | 0.80 | 0.80 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 5% | 5% | 5% | 3% | 3% | 3% | 0% | 0% | 0% | 18% | 18% | 18% |
| 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) | 17 | 218 | 8 | 65 | 253 | 177 | 0 | 13 | 0 | 6 | 38 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | 6 | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Total Split (s) | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | 10.0 | 10.0 | | 34.0 | 34.0 | |
| Total Split (%) | 51.4% | 51.4% | 51.4% | 51.4% | 51.4% | 51.4% | 14.3% | 14.3% | | 48.6% | 48.6% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 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 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | Lag | Lag | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | None | None | | None | None | |
| Act Effct Green (s) | 21.3 | 21.3 | 21.3 | 21.3 | 21.3 | 21.3 | | 6.9 | | 14.1 | 14.1 | |
| Actuated g/C Ratio | 0.53 | 0.53 | 0.53 | 0.53 | 0.53 | 0.53 | | 0.17 | | 0.35 | 0.35 | |
| v/c Ratio | 0.03 | 0.24 | 0.01 | 0.11 | 0.27 | 0.20 | | 0.04 | | 0.02 | 0.07 | |
| Control Delay | 10.3 | 10.7 | 0.0 | 5.2 | 5.5 | 0.7 | | 21.9 | | 11.2 | 5.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 10.3 | 10.7 | 0.0 | 5.2 | 5.5 | 0.7 | | 21.9 | | 11.2 | 5.9 | |
| LOS | B | B | A | A | A | A | | C | | B | A | |
| Approach Delay | | 10.3 | | | 3.7 | | | 21.9 | | | 6.6 | |
| Approach LOS | | B | | | A | | | C | | | A | |
| Queue Length 50th (ft) | 2 | 23 | 0 | 4 | 17 | 0 | | 1 | | 1 | 1 | |
| Queue Length 95th (ft) | 10 | 70 | 0 | 10 | 28 | 3 | | 12 | | 7 | 14 | |
| Internal Link Dist (ft) | | 151 | | | 331 | | | 68 | | | 181 | |
| Turn Bay Length (ft) | 130 | | 130 | 200 | | | | | | | | |
| Base Capacity (vph) | 801 | 1330 | 1150 | 873 | 1404 | 1231 | | 335 | | 531 | 1080 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.02 | 0.16 | 0.01 | 0.07 | 0.18 | 0.14 | | 0.04 | | 0.01 | 0.04 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 70 | | | | | | | | | | | | |
| Actuated Cycle Length: 40 | | | | | | | | | | | | |
| Natural Cycle: 40 | | | | | | | | | | | | |
| Control Type: Actuated-Uncoordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.36 | | | | | | | | | | | | |
| Intersection Signal Delay: 6.2 | | | | | | Intersection LOS: A | | | | | | |
| Intersection Capacity Utilization 33.1% | | | | | | ICU Level of Service A | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

18: Parking Lot/Northwest Link & Railroad Avenue Lanes, Volumes, Timings

Build 2020 Mit-60% of Bld Volume

AM Peak

Splits and Phases: 18: Parking Lot/Northwest Link & Railroad Avenue






















| Lane Group | ø7 |
|-------------------------|------|
| 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 | 7 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 4.0 |
| Minimum Split (s) | 8.0 |
| Total Split (s) | 24.0 |
| Total Split (%) | 34% |
| Yellow Time (s) | 3.0 |
| All-Red Time (s) | 1.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | Lead |
| Lead-Lag Optimize? | |
| Recall Mode | None |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |
| v/c Ratio | |
| Control Delay | |
| Queue Delay | |
| Total Delay | |
| LOS | |
| Approach Delay | |
| Approach LOS | |
| Queue Length 50th (ft) | |
| Queue Length 95th (ft) | |
| Internal Link Dist (ft) | |
| Turn Bay Length (ft) | |
| Base Capacity (vph) | |
| Starvation Cap Reductn | |
| Spillback Cap Reductn | |
| Storage Cap Reductn | |
| Reduced v/c Ratio | |

19: Hawkins Avenue & Railroad Avenue

Lanes, Volumes, Timings

Build 2020 Mit-60% of Bld Volume

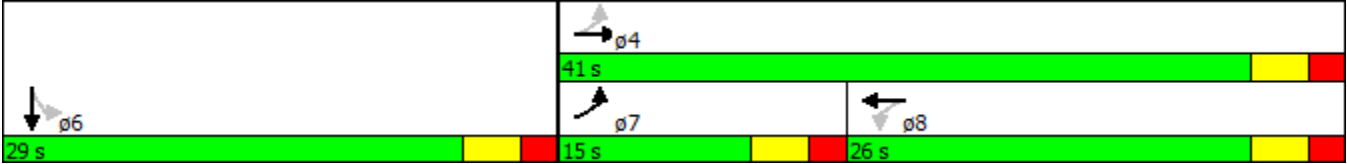
AM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  |  | | | | |  |  |
| Volume (vph) | 91 | 236 | 13 | 4 | 290 | 130 | 0 | 0 | 0 | 230 | 19 | 303 |
| Satd. Flow (prot) | 1646 | 1719 | 0 | 1547 | 1749 | 1487 | 0 | 0 | 0 | 0 | 1688 | 1501 |
| Flt Permitted | 0.336 | | | 0.591 | | | | | | | 0.956 | |
| Satd. Flow (perm) | 582 | 1719 | 0 | 962 | 1749 | 1487 | 0 | 0 | 0 | 0 | 1688 | 1501 |
| Satd. Flow (RTOR) | | 6 | | | | 187 | | | | | | 361 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.89 | 0.89 | 0.89 | 0.25 | 0.25 | 0.25 | 0.84 | 0.84 | 0.84 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 6% | 6% | 6% | 5% | 5% | 5% | 0% | 0% | 0% | 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) | 100 | 273 | 0 | 4 | 326 | 146 | 0 | 0 | 0 | 0 | 297 | 361 |
| Turn Type | pm+pt | NA | | Perm | NA | Free | | | | Perm | NA | Free |
| Protected Phases | 7 | 4 | | | 8 | | | | | | 6 | |
| Permitted Phases | 4 | | | 8 | | Free | | | | 6 | | Free |
| Detector Phase | 7 | 4 | | 8 | 8 | | | | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | | | | 4.0 | 4.0 | |
| Minimum Split (s) | 9.0 | 21.0 | | 21.0 | 21.0 | | | | | 21.0 | 21.0 | |
| Total Split (s) | 15.0 | 41.0 | | 26.0 | 26.0 | | | | | 29.0 | 29.0 | |
| Total Split (%) | 21.4% | 58.6% | | 37.1% | 37.1% | | | | | 41.4% | 41.4% | |
| Yellow Time (s) | 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 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | | | | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | | | | 5.0 | |
| Lead/Lag | Lead | | | Lag | Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | | | | Min | Min | |
| Act Effct Green (s) | 24.5 | 24.5 | | 14.6 | 14.6 | 50.4 | | | | | 14.6 | 50.4 |
| Actuated g/C Ratio | 0.49 | 0.49 | | 0.29 | 0.29 | 1.00 | | | | | 0.29 | 1.00 |
| v/c Ratio | 0.22 | 0.33 | | 0.01 | 0.64 | 0.10 | | | | | 0.61 | 0.24 |
| Control Delay | 8.5 | 8.9 | | 16.2 | 24.6 | 0.1 | | | | | 23.3 | 0.4 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | | | 0.0 | 0.0 |
| Total Delay | 8.5 | 8.9 | | 16.2 | 24.6 | 0.1 | | | | | 23.3 | 0.4 |
| LOS | A | A | | B | C | A | | | | | C | A |
| Approach Delay | | 8.8 | | | 17.0 | | | | | | 10.7 | |
| Approach LOS | | A | | | B | | | | | | B | |
| Queue Length 50th (ft) | 13 | 40 | | 1 | 88 | 0 | | | | | 80 | 0 |
| Queue Length 95th (ft) | 42 | 104 | | 8 | 194 | 0 | | | | | 156 | 0 |
| Internal Link Dist (ft) | | 310 | | | 412 | | | 51 | | | 698 | |
| Turn Bay Length (ft) | | | | 175 | | 175 | | | | | | 250 |
| Base Capacity (vph) | 532 | 1240 | | 453 | 825 | 1487 | | | | | 910 | 1501 |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | | | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | | | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | | | | 0 | 0 |
| Reduced v/c Ratio | 0.19 | 0.22 | | 0.01 | 0.40 | 0.10 | | | | | 0.33 | 0.24 |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 70 | | | | | | | | | | | | |
| Actuated Cycle Length: 50.4 | | | | | | | | | | | | |
| Natural Cycle: 55 | | | | | | | | | | | | |
| Control Type: Semi Act-Uncoord | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.64 | | | | | | | | | | | | |
| Intersection Signal Delay: 12.2 | | | | | | Intersection LOS: B | | | | | | |
| Intersection Capacity Utilization 46.5% | | | | | | ICU Level of Service A | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

19: Hawkins Avenue & Railroad Avenue
Lanes, Volumes, Timings

Build 2020 Mit-60% of Bld Volume
AM Peak

Splits and Phases: 19: Hawkins Avenue & Railroad Avenue



20: Ronkonkoma Avenue & 2nd Street/Powell Street Build 2020 Mit-60% of Bld Volume Lanes, Volumes, Timings

AM Peak



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|--------|------|------|--------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | ↗ | | | ↗ | ↗ | ↕ | | ↗ | ↕ | |
| Volume (vph) | 0 | 0 | 228 | 0 | 0 | 74 | 8 | 474 | 131 | 67 | 1226 | 36 |
| Satd. Flow (prot) | 0 | 0 | 1808 | 0 | 0 | 1634 | 1558 | 3016 | 0 | 1694 | 3374 | 0 |
| Flt Permitted | | | | | | | 0.160 | | | 0.340 | | |
| Satd. Flow (perm) | 0 | 0 | 1808 | 0 | 0 | 1634 | 262 | 3016 | 0 | 606 | 3374 | 0 |
| Satd. Flow (RTOR) | | | 76 | | | 310 | | 56 | | | 6 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.25 | 0.25 | 0.90 | 0.25 | 0.25 | 0.78 | 0.89 | 0.89 | 0.89 | 0.83 | 0.83 | 0.83 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 14% | 12% | 12% | 12% | 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) | 0 | 0 | 253 | 0 | 0 | 95 | 9 | 680 | 0 | 81 | 1520 | 0 |
| Turn Type | | | custom | | | custom | Perm | NA | | pm+pt | NA | |
| Protected Phases | | | | | | 1 | | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 4 | 2 | | | 6 | | |
| Detector Phase | | | 4 | | | 1 | 2 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | 4.0 | | | 4.0 | 20.0 | 20.0 | | 4.0 | 20.0 | |
| Minimum Split (s) | | | 20.0 | | | 9.5 | 26.5 | 26.5 | | 9.5 | 26.5 | |
| Total Split (s) | | | 28.0 | | | 12.0 | 60.0 | 60.0 | | 12.0 | 72.0 | |
| Total Split (%) | | | 28.0% | | | 12.0% | 60.0% | 60.0% | | 12.0% | 72.0% | |
| Yellow Time (s) | | | 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 | |
| Lost Time Adjust (s) | | | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | | 5.0 | | | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | | Lead | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | None | | | None | C-Max | C-Max | | None | C-Max | |
| Act Effct Green (s) | | | 15.3 | | | 27.0 | 63.0 | 63.0 | | 74.7 | 74.7 | |
| Actuated g/C Ratio | | | 0.15 | | | 0.27 | 0.63 | 0.63 | | 0.75 | 0.75 | |
| v/c Ratio | | | 0.74 | | | 0.14 | 0.05 | 0.35 | | 0.15 | 0.60 | |
| Control Delay | | | 40.7 | | | 0.4 | 10.6 | 9.4 | | 1.6 | 3.7 | |
| Queue Delay | | | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | | 40.7 | | | 0.4 | 10.6 | 9.4 | | 1.6 | 3.7 | |
| LOS | | | D | | | A | B | A | | A | A | |
| Approach Delay | | | | | | | | 9.5 | | | 3.6 | |
| Approach LOS | | | | | | | | A | | | A | |
| Queue Length 50th (ft) | | | 109 | | | 0 | 2 | 89 | | 2 | 21 | |
| Queue Length 95th (ft) | | | 180 | | | 0 | 11 | 151 | | m8 | 204 | |
| Internal Link Dist (ft) | | 32 | | | 359 | | | 519 | | | 659 | |
| Turn Bay Length (ft) | | | | | | | 71 | | | 400 | | |
| Base Capacity (vph) | | | 474 | | | 674 | 165 | 1920 | | 530 | 2520 | |
| Starvation Cap Reductn | | | 0 | | | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | | 0 | | | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | | 0 | | | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | | 0.53 | | | 0.14 | 0.05 | 0.35 | | 0.15 | 0.60 | |

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 12 (12%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 8.6

Intersection LOS: A

Intersection Capacity Utilization 59.8%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

20: Ronkonkoma Avenue & 2nd Street/Powell Street Build 2020 Mit-60% of Bld Volume Lanes, Volumes, Timings

AM Peak

Splits and Phases: 20: Ronkonkoma Avenue & 2nd Street/Powell Street



16: Mill Road & Union Avenue
HCM 2010 Roundabout

Build 2020 Mit-60% Bld NRW
 AM Peak

| Intersection | | | | |
|-----------------------------|-------|-------|-------|-------|
| Intersection Delay, s/veh | 13.8 | | | |
| Intersection LOS | B | | | |
| Approach | EB | WB | NB | SB |
| Entry Lanes | 1 | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 218 | 768 | 149 | 48 |
| Demand Flow Rate, veh/h | 233 | 791 | 156 | 49 |
| Vehicles Circulating, veh/h | 299 | 76 | 209 | 804 |
| Vehicles Exiting, veh/h | 554 | 289 | 323 | 63 |
| Follow-Up Headway, s | 3.186 | 3.186 | 3.186 | 3.186 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 7.8 | 17.3 | 5.8 | 8.6 |
| Approach LOS | A | C | A | A |
| Lane | Left | Left | Left | Left |
| Designated Moves | LTR | LTR | LTR | LTR |
| Assumed Moves | LTR | LTR | LTR | LTR |
| RT Channelized | | | | |
| Lane Util | 1.000 | 1.000 | 1.000 | 1.000 |
| Critical Headway, s | 5.193 | 5.193 | 5.193 | 5.193 |
| Entry Flow, veh/h | 233 | 791 | 156 | 49 |
| Cap Entry Lane, veh/h | 838 | 1047 | 917 | 506 |
| Entry HV Adj Factor | 0.934 | 0.971 | 0.956 | 0.971 |
| Flow Entry, veh/h | 218 | 768 | 149 | 48 |
| Cap Entry, veh/h | 782 | 1017 | 876 | 491 |
| V/C Ratio | 0.278 | 0.755 | 0.170 | 0.097 |
| Control Delay, s/veh | 7.8 | 17.3 | 5.8 | 8.6 |
| LOS | A | C | A | A |
| 95th %tile Queue, veh | 1 | 7 | 1 | 0 |

19: Hawkins Avenue & Railroad Avenue HCM 2010 Roundabout

















Build 2020 Mit-60% Bld NRW
AM Peak

| Intersection | | | | | |
|-----------------------------|-------|-------|--------|-------|--------|
| Intersection Delay, s/veh | 6.3 | | | | |
| Intersection LOS | A | | | | |
| Approach | EB | WB | NB | SB | |
| Entry Lanes | 1 | 1 | 0 | 1 | |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 | |
| Adj Approach Flow, veh/h | 373 | 476 | 0 | 658 | |
| Demand Flow Rate, veh/h | 396 | 499 | 0 | 684 | |
| Vehicles Circulating, veh/h | 313 | 106 | 666 | 346 | |
| Vehicles Exiting, veh/h | 342 | 560 | 43 | 106 | |
| Follow-Up Headway, s | 3.186 | 3.186 | 3.186 | 3.186 | |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 | |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 | |
| Approach Delay, s/veh | 11.2 | 5.1 | 0.0 | 4.3 | |
| Approach LOS | B | A | - | A | |
| Lane | Left | Left | Bypass | Left | Bypass |
| Designated Moves | LTR | LT | R | LT | R |
| Assumed Moves | LTR | LT | R | LT | R |
| RT Channelized | | | Free | | Free |
| Lane Util | 1.000 | 1.000 | | 1.000 | |
| Critical Headway, s | 5.193 | 5.193 | | 5.193 | |
| Entry Flow, veh/h | 396 | 346 | 153 | 309 | 375 |
| Cap Entry Lane, veh/h | 826 | 1016 | 1995 | 799 | 1976 |
| Entry HV Adj Factor | 0.943 | 0.953 | 0.952 | 0.961 | 0.962 |
| Flow Entry, veh/h | 373 | 330 | 146 | 297 | 361 |
| Cap Entry, veh/h | 779 | 968 | 1900 | 769 | 1900 |
| V/C Ratio | 0.479 | 0.340 | 0.077 | 0.387 | 0.190 |
| Control Delay, s/veh | 11.2 | 7.3 | 0.0 | 9.5 | 0.0 |
| LOS | B | A | A | A | A |
| 95th %tile Queue, veh | 3 | 2 | 0 | 2 | 1 |

11: Hawkins Avenue & LIE North Service Road Lanes, Volumes, Timings

Build 2020 Mit-60% of Bld Volume

PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | |  | |  |  | | |  | |
| Volume (vph) | 0 | 0 | 0 | 300 | 490 | 265 | 283 | 711 | 0 | 0 | 506 | 145 |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 4663 | 0 | 1711 | 3421 | 0 | 0 | 3422 | 0 |
| Flt Permitted | | | | | 0.986 | | 0.237 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 4663 | 0 | 427 | 3421 | 0 | 0 | 3422 | 0 |
| Satd. Flow (RTOR) | | | | | 70 | | | | | | 31 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.25 | 0.25 | 0.25 | 0.86 | 0.86 | 0.86 | 0.90 | 0.90 | 0.25 | 0.25 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 0% | 0% | 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 | 0 | 1227 | 0 | 314 | 790 | 0 | 0 | 708 | 0 |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 1 | | 8 | 3 | | | 7 | |
| Permitted Phases | | | | 1 | | | 3 | | | | | |
| Detector Phase | | | | 1 | 1 | | 8 | 3 | | | 7 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 25.0 | 25.0 | | 4.0 | 16.0 | | | 16.0 | |
| Minimum Split (s) | | | | 31.3 | 31.3 | | 10.0 | 23.0 | | | 23.0 | |
| Total Split (s) | | | | 40.0 | 40.0 | | 37.5 | 80.0 | | | 42.0 | |
| Total Split (%) | | | | 33.3% | 33.3% | | 31.3% | 66.7% | | | 35.0% | |
| Yellow Time (s) | | | | 4.3 | 4.3 | | 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 | |
| Total Lost Time (s) | | | | | 6.3 | | 6.0 | 6.0 | | | 6.0 | |
| Lead/Lag | | | | | | | Lag | | | | Lead | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | | C-Max | C-Max | | Min | Min | | | Max | |
| Act Effct Green (s) | | | | | 45.1 | | 62.6 | 62.6 | | | 36.0 | |
| Actuated g/C Ratio | | | | | 0.38 | | 0.52 | 0.52 | | | 0.30 | |
| v/c Ratio | | | | | 0.68 | | 0.71 | 0.44 | | | 0.68 | |
| Control Delay | | | | | 32.9 | | 23.0 | 12.7 | | | 39.0 | |
| Queue Delay | | | | | 0.0 | | 0.0 | 0.7 | | | 0.1 | |
| Total Delay | | | | | 32.9 | | 23.0 | 13.4 | | | 39.1 | |
| LOS | | | | | C | | C | B | | | D | |
| Approach Delay | | | | | 32.9 | | | 16.1 | | | 39.1 | |
| Approach LOS | | | | | C | | | B | | | D | |
| Queue Length 50th (ft) | | | | | 273 | | 141 | 117 | | | 242 | |
| Queue Length 95th (ft) | | | | | 343 | | m144 | m123 | | | 311 | |
| Internal Link Dist (ft) | | 204 | | | 499 | | | 339 | | | 134 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | | | |
| Base Capacity (vph) | | | | | 1796 | | 605 | 2109 | | | 1048 | |
| Starvation Cap Reductn | | | | | 0 | | 0 | 894 | | | 0 | |
| Spillback Cap Reductn | | | | | 0 | | 0 | 0 | | | 18 | |
| Storage Cap Reductn | | | | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | | | | 0.68 | | 0.52 | 0.65 | | | 0.69 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 120 | | | | | | | | | | | | |
| Actuated Cycle Length: 120 | | | | | | | | | | | | |
| Offset: 0 (0%), Referenced to phase 1:WBT, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 70 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.71 | | | | | | | | | | | | |
| Intersection Signal Delay: 28.2 | | | | | | Intersection LOS: C | | | | | | |
| Intersection Capacity Utilization 96.9% | | | | | | ICU Level of Service F | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | | | | | | | | | | |

11: Hawkins Avenue & LIE North Service Road Lanes, Volumes, Timings

Build 2020 Mit-60% of Bld Volume
PM Peak

Splits and Phases: 11: Hawkins Avenue & LIE North Service Road





















12: Hawkins Avenue & LIE South Service Road

Lanes, Volumes, Timings

Build 2020 Mit-60% of Bld Volume

PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | | | | |  |  |  |  | |
| Volume (vph) | 280 | 1821 | 263 | 0 | 0 | 0 | 0 | 713 | 177 | 378 | 429 | 0 |
| Satd. Flow (prot) | 1711 | 4822 | 0 | 0 | 0 | 0 | 0 | 3421 | 1531 | 1711 | 3421 | 0 |
| Flt Permitted | 0.950 | | | | | | | | | 0.137 | | |
| Satd. Flow (perm) | 1711 | 4822 | 0 | 0 | 0 | 0 | 0 | 3421 | 1531 | 247 | 3421 | 0 |
| Satd. Flow (RTOR) | | 26 | | | | | | | 85 | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.25 | 0.25 | 0.25 | 0.25 | 0.92 | 0.92 | 0.94 | 0.94 | 0.25 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 0% | 0% | 0% | 0% | 2% | 2% | 2% | 2% | 0% |
| 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) | 289 | 2148 | 0 | 0 | 0 | 0 | 0 | 775 | 192 | 402 | 456 | 0 |
| Turn Type | Perm | NA | | | | | | NA | Perm | pm+pt | NA | |
| Protected Phases | | 1 | | | | | | 7 | | 8 | 3 | |
| Permitted Phases | 1 | | | | | | | | 7 | 3 | | |
| Detector Phase | 1 | 1 | | | | | | 7 | 7 | 8 | 3 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 25.0 | 25.0 | | | | | | 16.0 | 16.0 | 4.0 | 16.0 | |
| Minimum Split (s) | 31.3 | 31.3 | | | | | | 23.0 | 23.0 | 10.0 | 23.0 | |
| Total Split (s) | 53.0 | 53.0 | | | | | | 34.0 | 34.0 | 33.0 | 67.0 | |
| Total Split (%) | 44.2% | 44.2% | | | | | | 28.3% | 28.3% | 27.5% | 55.8% | |
| Yellow Time (s) | 4.3 | 4.3 | | | | | | 4.0 | 4.0 | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | | | | | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.3 | 6.3 | | | | | | 6.0 | 6.0 | 6.0 | 6.0 | |
| Lead/Lag | | | | | | | | Lead | Lead | Lag | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | C-Max | C-Max | | | | | | Max | Max | None | None | |
| Act Effct Green (s) | 47.5 | 47.5 | | | | | | 28.0 | 28.0 | 60.2 | 60.2 | |
| Actuated g/C Ratio | 0.40 | 0.40 | | | | | | 0.23 | 0.23 | 0.50 | 0.50 | |
| v/c Ratio | 0.43 | 1.12 | | | | | | 0.97 | 0.45 | 0.91 | 0.27 | |
| Control Delay | 29.1 | 94.7 | | | | | | 71.5 | 25.4 | 56.7 | 10.9 | |
| Queue Delay | 0.0 | 0.0 | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 29.1 | 94.7 | | | | | | 71.5 | 25.4 | 56.7 | 10.9 | |
| LOS | C | F | | | | | | E | C | E | B | |
| Approach Delay | | 86.9 | | | | | | 62.3 | | | 32.4 | |
| Approach LOS | | F | | | | | | E | | | C | |
| Queue Length 50th (ft) | 162 | ~707 | | | | | | 314 | 69 | 276 | 75 | |
| Queue Length 95th (ft) | 243 | #804 | | | | | | #444 | 143 | #431 | 96 | |
| Internal Link Dist (ft) | | 477 | | | 203 | | | 244 | | | 339 | |
| Turn Bay Length (ft) | | | | | | | | | 85 | 150 | | |
| Base Capacity (vph) | 676 | 1923 | | | | | | 798 | 422 | 454 | 1739 | |
| Starvation Cap Reductn | 0 | 0 | | | | | | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | | | | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | | | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.43 | 1.12 | | | | | | 0.97 | 0.45 | 0.89 | 0.26 | |

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 1:EBTL, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.12

Intersection Signal Delay: 70.4

Intersection LOS: E

Intersection Capacity Utilization 96.9%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

12: Hawkins Avenue & LIE South Service Road Lanes, Volumes, Timings

Build 2020 Mit-60% of Bld Volume

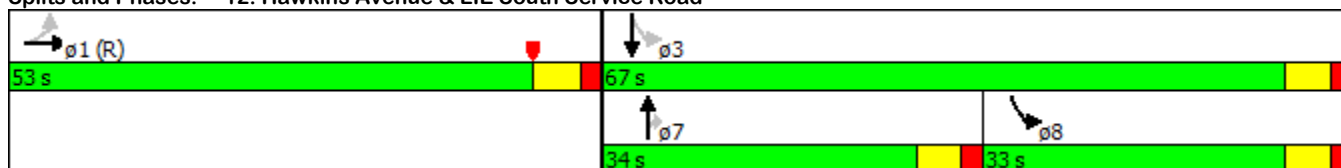
PM Peak

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

















Queue shown is maximum after two cycles.

Splits and Phases: 12: Hawkins Avenue & LIE South Service Road



13: Ronkonkoma Avenue & LIE North Service Road Build 2020 Mit-60% of Bld Volume Lanes, Volumes, Timings

PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|--|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | |  | |  |  | | |  | |
| Volume (vph) | 0 | 0 | 0 | 257 | 534 | 83 | 291 | 852 | 0 | 0 | 336 | 173 |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 4687 | 0 | 1770 | 3539 | 0 | 0 | 3359 | 0 |
| Flt Permitted | | | | | 0.986 | | 0.232 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 4687 | 0 | 432 | 3539 | 0 | 0 | 3359 | 0 |
| Satd. Flow (RTOR) | | | | | 13 | | | | | | 80 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.25 | 0.25 | 0.25 | 0.93 | 0.93 | 0.93 | 0.92 | 0.92 | 0.25 | 0.25 | 0.84 | 0.84 |
| 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 (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 939 | 0 | 316 | 926 | 0 | 0 | 606 | 0 |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 1 | | 8 | 3 | | | 7 | |
| Permitted Phases | | | | 1 | | | 3 | | | | | |
| Detector Phase | | | | 1 | 1 | | 8 | 3 | | | 7 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 24.0 | 24.0 | | 4.0 | 17.0 | | | 17.0 | |
| Minimum Split (s) | | | | 30.7 | 30.7 | | 10.0 | 25.9 | | | 25.9 | |
| Total Split (s) | | | | 31.0 | 31.0 | | 45.0 | 89.0 | | | 44.0 | |
| Total Split (%) | | | | 25.8% | 25.8% | | 37.5% | 74.2% | | | 36.7% | |
| Yellow Time (s) | | | | 4.7 | 4.7 | | 3.9 | 3.9 | | | 3.9 | |
| 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 | |
| Total Lost Time (s) | | | | | 6.7 | | 5.9 | 5.9 | | | 5.9 | |
| Lead/Lag | | | | | | | Lag | | | | Lead | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | | C-Max | C-Max | | Min | Min | | | Ped | |
| Act Effct Green (s) | | | | | 59.2 | | 48.2 | 48.2 | | | 25.9 | |
| Actuated g/C Ratio | | | | | 0.49 | | 0.40 | 0.40 | | | 0.22 | |
| v/c Ratio | | | | | 0.40 | | 0.89 | 0.65 | | | 0.77 | |
| Control Delay | | | | | 21.3 | | 56.5 | 22.7 | | | 44.8 | |
| Queue Delay | | | | | 0.0 | | 0.8 | 0.0 | | | 0.0 | |
| Total Delay | | | | | 21.3 | | 57.3 | 22.7 | | | 44.8 | |
| LOS | | | | | C | | E | C | | | D | |
| Approach Delay | | | | | 21.3 | | | 31.5 | | | 44.8 | |
| Approach LOS | | | | | C | | | C | | | D | |
| Queue Length 50th (ft) | | | | | 158 | | 153 | 202 | | | 205 | |
| Queue Length 95th (ft) | | | | | 247 | | 203 | 167 | | | 229 | |
| Internal Link Dist (ft) | | 318 | | | 629 | | | 397 | | | 224 | |
| Turn Bay Length (ft) | | | | | | | 250 | | | | | |
| Base Capacity (vph) | | | | | 2320 | | 691 | 2450 | | | 1121 | |
| Starvation Cap Reductn | | | | | 0 | | 156 | 194 | | | 0 | |
| Spillback Cap Reductn | | | | | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | | | | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | | | | 0.40 | | 0.59 | 0.41 | | | 0.54 | |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 120 | | | | | | | | | | | | |
| Actuated Cycle Length: 120 | | | | | | | | | | | | |
| Offset: 0 (0%), Referenced to phase 1:WBT, Start of Yellow | | | | | | | | | | | | |
| Natural Cycle: 70 | | | | | | | | | | | | |
| Control Type: Actuated-Coordinated | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.89 | | | | | | | | | | | | |
| Intersection Signal Delay: 31.0 | | | | | Intersection LOS: C | | | | | | | |
| Intersection Capacity Utilization 96.1% | | | | | ICU Level of Service F | | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

13: Ronkonkoma Avenue & LIE North Service Road Build 2020 Mit-60% of Bld Volume Lanes, Volumes, Timings



















PM Peak

Splits and Phases: 13: Ronkonkoma Avenue & LIE North Service Road



14: Ronkonkoma Avenue & LIE South Service Road Build 2020 Mit-60% of Bld Volume Lanes, Volumes, Timings

PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | | | | |  |  |  |  | |
| Volume (vph) | 339 | 1260 | 116 | 0 | 0 | 0 | 0 | 804 | 807 | 84 | 508 | 0 |
| Satd. Flow (prot) | 1711 | 4857 | 0 | 0 | 0 | 0 | 0 | 3421 | 1531 | 1719 | 3438 | 0 |
| Flt Permitted | 0.950 | | | | | | | | | 0.238 | | |
| Satd. Flow (perm) | 1711 | 4857 | 0 | 0 | 0 | 0 | 0 | 3421 | 1531 | 431 | 3438 | 0 |
| Satd. Flow (RTOR) | | 12 | | | | | | | 85 | | | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.92 | 0.25 | 0.25 | 0.25 | 0.25 | 0.90 | 0.90 | 0.90 | 0.90 | 0.25 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 0% | 0% | 0% | 0% | 2% | 2% | 5% | 5% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | 0 |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 385 | 1558 | 0 | 0 | 0 | 0 | 0 | 893 | 897 | 93 | 564 | 0 |
| Turn Type | Perm | NA | | | | | | NA | Perm | pm+pt | NA | |
| Protected Phases | | 1 | | | | | | 7 | | 8 | 3 | |
| Permitted Phases | 1 | | | | | | | | 7 | 3 | | |
| Detector Phase | 1 | 1 | | | | | | 7 | 7 | 8 | 3 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 24.0 | 24.0 | | | | | | 17.0 | 17.0 | 4.0 | 17.0 | |
| Minimum Split (s) | 30.3 | 30.3 | | | | | | 25.6 | 25.6 | 10.0 | 25.6 | |
| Total Split (s) | 44.0 | 44.0 | | | | | | 64.0 | 64.0 | 12.0 | 76.0 | |
| Total Split (%) | 36.7% | 36.7% | | | | | | 53.3% | 53.3% | 10.0% | 63.3% | |
| Yellow Time (s) | 4.3 | 4.3 | | | | | | 3.6 | 3.6 | 3.6 | 3.6 | |
| All-Red Time (s) | 2.0 | 2.0 | | | | | | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.3 | 6.3 | | | | | | 5.6 | 5.6 | 5.6 | 5.6 | |
| Lead/Lag | | | | | | | | Lead | Lead | Lag | | |
| Lead-Lag Optimize? | | | | | | | | Yes | Yes | Yes | | |
| Recall Mode | C-Max | C-Max | | | | | | Min | Min | Max | Max | |
| Act Effct Green (s) | 37.7 | 37.7 | | | | | | 58.4 | 58.4 | 70.4 | 70.4 | |
| Actuated g/C Ratio | 0.31 | 0.31 | | | | | | 0.49 | 0.49 | 0.59 | 0.59 | |
| v/c Ratio | 0.72 | 1.02 | | | | | | 0.54 | 1.14 | 0.29 | 0.28 | |
| Control Delay | 45.2 | 67.6 | | | | | | 25.5 | 99.9 | 16.8 | 11.3 | |
| Queue Delay | 0.0 | 0.0 | | | | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 45.2 | 67.6 | | | | | | 25.5 | 99.9 | 16.8 | 11.3 | |
| LOS | D | E | | | | | | C | F | B | B | |
| Approach Delay | | 63.1 | | | | | | 62.8 | | | 12.1 | |
| Approach LOS | | E | | | | | | E | | | B | |
| Queue Length 50th (ft) | 263 | ~452 | | | | | | 225 | ~768 | 24 | 80 | |
| Queue Length 95th (ft) | 369 | #540 | | | | | | 330 | #1021 | 56 | 133 | |
| Internal Link Dist (ft) | | 267 | | | 295 | | | 185 | | | 397 | |
| Turn Bay Length (ft) | | | | | | | | | | 125 | | |
| Base Capacity (vph) | 537 | 1534 | | | | | | 1664 | 788 | 321 | 2016 | |
| Starvation Cap Reductn | 0 | 0 | | | | | | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | | | | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | | | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.72 | 1.02 | | | | | | 0.54 | 1.14 | 0.29 | 0.28 | |

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 1:EBTL, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.14

Intersection Signal Delay: 55.3

Intersection LOS: E

Intersection Capacity Utilization 96.1%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

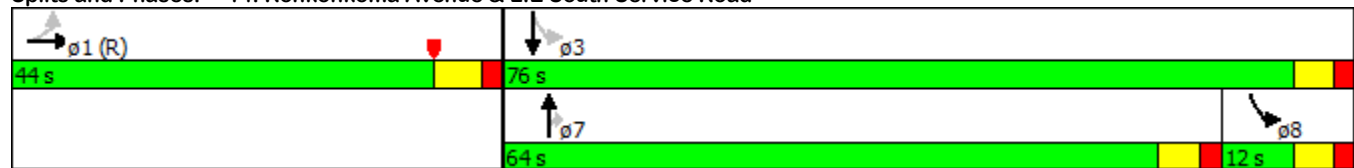
14: Ronkonkoma Avenue & LIE South Service Road Build 2020 Mit-60% of Bld Volume Lanes, Volumes, Timings PM Peak

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 14: Ronkonkoma Avenue & LIE South Service Road



15: Hawkins Avenue & Union Avenue

Lanes, Volumes, Timings

Build 2020 Mit-60% of Bld Volume

PM Peak



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|-------|-------|------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 78 | 492 | 375 | 91 | 433 | 287 |
| Satd. Flow (prot) | 1711 | 1531 | 1737 | 0 | 1694 | 1783 |
| Flt Permitted | 0.950 | | | | 0.315 | |
| Satd. Flow (perm) | 1711 | 1531 | 1737 | 0 | 562 | 1783 |
| Satd. Flow (RTOR) | | 234 | 14 | | | |
| Confl. Peds. (#/hr) | | | | | | |
| Confl. Bikes (#/hr) | | | | | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.86 | 0.86 | 0.89 | 0.89 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 3% | 3% | 3% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | |
| Mid-Block Traffic (%) | 0% | | 0% | | | 0% |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 88 | 553 | 542 | 0 | 487 | 322 |
| Turn Type | NA | pm+ov | NA | | pm+pt | NA |
| Protected Phases | 8 | 1 | 2 | | 1 | 6 |
| Permitted Phases | | 8 | | | 6 | |
| Detector Phase | 8 | 1 | 2 | | 1 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | 35.0 | | 8.0 | 35.0 |
| Minimum Split (s) | 22.0 | 12.0 | 40.0 | | 12.0 | 40.0 |
| Total Split (s) | 25.0 | 33.0 | 42.0 | | 33.0 | 75.0 |
| Total Split (%) | 25.0% | 33.0% | 42.0% | | 33.0% | 75.0% |
| Yellow Time (s) | 3.5 | 3.0 | 3.5 | | 3.0 | 3.5 |
| All-Red Time (s) | 1.5 | 1.0 | 1.5 | | 1.0 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 4.0 | 5.0 | | 4.0 | 5.0 |
| Lead/Lag | | Lead | Lag | | Lead | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | C-Min | | None | C-Min |
| Act Effct Green (s) | 10.0 | 35.5 | 55.5 | | 83.6 | 83.6 |
| Actuated g/C Ratio | 0.10 | 0.36 | 0.56 | | 0.84 | 0.84 |
| v/c Ratio | 0.51 | 0.80 | 0.56 | | 0.67 | 0.22 |
| Control Delay | 52.9 | 23.5 | 20.7 | | 8.4 | 2.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 52.9 | 23.5 | 20.7 | | 8.4 | 2.8 |
| LOS | D | C | C | | A | A |
| Approach Delay | 27.6 | | 20.7 | | | 6.2 |
| Approach LOS | C | | C | | | A |
| Queue Length 50th (ft) | 55 | 184 | 210 | | 59 | 37 |
| Queue Length 95th (ft) | 99 | 227 | 407 | | 146 | 72 |
| Internal Link Dist (ft) | 974 | | 698 | | | 177 |
| Turn Bay Length (ft) | 250 | | | | | |
| Base Capacity (vph) | 342 | 785 | 970 | | 809 | 1490 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.26 | 0.70 | 0.56 | | 0.60 | 0.22 |

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 2 (2%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 17.0

Intersection LOS: B

Intersection Capacity Utilization 71.5%

ICU Level of Service C

Analysis Period (min) 15

15: Hawkins Avenue & Union Avenue Lanes, Volumes, Timings

Build 2020 Mit-60% of Bld Volume

PM Peak

Splits and Phases: 15: Hawkins Avenue & Union Avenue






















16: Mill Road & Union Avenue

Lanes, Volumes, Timings

Build 2020 Mit-60% of Bld Volume

PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | | |  |  | |  | |
| Volume (vph) | 33 | 456 | 39 | 130 | 466 | 42 | 38 | 84 | 270 | 18 | 9 | 26 |
| Satd. Flow (prot) | 1652 | 1779 | 0 | 1711 | 1777 | 0 | 0 | 1835 | 1583 | 0 | 1655 | 0 |
| Flt Permitted | 0.414 | | | 0.281 | | | | 0.875 | | | 0.848 | |
| Satd. Flow (perm) | 720 | 1779 | 0 | 506 | 1777 | 0 | 0 | 1630 | 1583 | 0 | 1426 | 0 |
| Satd. Flow (RTOR) | | 6 | | | 9 | | | | 341 | | 28 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.77 | 0.77 | 0.77 | 0.65 | 0.65 | 0.65 | 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% | 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) | 38 | 562 | 0 | 169 | 660 | 0 | 0 | 187 | 415 | 0 | 57 | 0 |
| Turn Type | Perm | NA | | pm+pt | NA | | Perm | NA | Perm | Perm | NA | |
| Protected Phases | | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | | 6 | | | 8 | | 8 | 4 | | |
| Detector Phase | 2 | 2 | | 1 | 6 | | 8 | 8 | 8 | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 35.0 | 35.0 | | 4.0 | 35.0 | | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | |
| Minimum Split (s) | 41.0 | 41.0 | | 8.0 | 41.0 | | 27.0 | 27.0 | 27.0 | 27.0 | 27.0 | |
| Total Split (s) | 38.0 | 38.0 | | 10.0 | 48.0 | | 32.0 | 32.0 | 32.0 | 32.0 | 32.0 | |
| Total Split (%) | 47.5% | 47.5% | | 12.5% | 60.0% | | 40.0% | 40.0% | 40.0% | 40.0% | 40.0% | |
| Yellow Time (s) | 4.0 | 4.0 | | 3.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 1.0 | 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 | |
| Total Lost Time (s) | 6.0 | 6.0 | | 4.0 | 6.0 | | | 6.0 | 6.0 | | 6.0 | |
| Lead/Lag | Lag | Lag | | Lead | | | | | | | | |
| Lead-Lag Optimize? | Yes | Yes | | | | | | | | | | |
| Recall Mode | Min | Min | | None | Min | | None | None | None | None | None | |
| Act Effct Green (s) | 32.1 | 32.1 | | 44.2 | 42.2 | | | 12.8 | 12.8 | | 12.8 | |
| Actuated g/C Ratio | 0.48 | 0.48 | | 0.66 | 0.63 | | | 0.19 | 0.19 | | 0.19 | |
| v/c Ratio | 0.11 | 0.66 | | 0.38 | 0.59 | | | 0.60 | 0.72 | | 0.19 | |
| Control Delay | 12.4 | 18.8 | | 7.9 | 10.9 | | | 32.9 | 13.2 | | 14.9 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | |
| Total Delay | 12.4 | 18.8 | | 7.9 | 10.9 | | | 32.9 | 13.2 | | 14.9 | |
| LOS | B | B | | A | B | | | C | B | | B | |
| Approach Delay | | 18.4 | | | 10.3 | | | 19.3 | | | 14.9 | |
| Approach LOS | | B | | | B | | | B | | | B | |
| Queue Length 50th (ft) | 8 | 161 | | 22 | 133 | | | 70 | 26 | | 10 | |
| Queue Length 95th (ft) | 28 | 313 | | 49 | 227 | | | 86 | 28 | | 36 | |
| Internal Link Dist (ft) | | 780 | | | 237 | | | 676 | | | 298 | |
| Turn Bay Length (ft) | 75 | | | 175 | | | | | 250 | | | |
| Base Capacity (vph) | 345 | 855 | | 441 | 1121 | | | 634 | 824 | | 572 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | 0 | | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | 0 | | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | | 0 | 0 | | 0 | |
| Reduced v/c Ratio | 0.11 | 0.66 | | 0.38 | 0.59 | | | 0.29 | 0.50 | | 0.10 | |

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 67

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 15.4

Intersection LOS: B

Intersection Capacity Utilization 83.1%

ICU Level of Service E

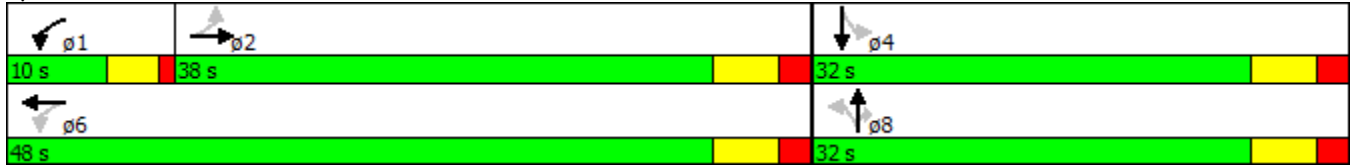
Analysis Period (min) 15

16: Mill Road & Union Avenue Lanes, Volumes, Timings

Build 2020 Mit-60% of Bld Volume

PM Peak

























Splits and Phases: 16: Mill Road & Union Avenue



17: Parking Lot/Powell Street & Railroad Avenue Lanes, Volumes, Timings

Build 2020 Mit-60% of Bld Volume

PM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph) | 11 | 371 | 8 | 6 | 476 | 126 | 13 | 6 | 43 | 329 | 2 | 1 |
| Satd. Flow (prot) | 1711 | 1801 | 1531 | 1593 | 3315 | 0 | 1805 | 1706 | 0 | 1752 | 1775 | 0 |
| Flt Permitted | 0.296 | | | 0.395 | | | 0.851 | | | 0.460 | | |
| Satd. Flow (perm) | 533 | 1801 | 1531 | 662 | 3315 | 0 | 1617 | 1706 | 0 | 849 | 1775 | 0 |
| Satd. Flow (RTOR) | | | 82 | | 57 | | | 91 | | | 1 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.82 | 0.82 | 0.82 | 0.47 | 0.47 | 0.47 | 0.78 | 0.78 | 0.78 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 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) | 12 | 412 | 9 | 7 | 734 | 0 | 28 | 104 | 0 | 422 | 4 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | | 8 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | | 10.0 | 10.0 | | 8.0 | 10.0 | |
| Total Split (s) | 43.0 | 43.0 | 43.0 | 43.0 | 43.0 | | 12.0 | 12.0 | | 25.0 | 37.0 | |
| Total Split (%) | 53.8% | 53.8% | 53.8% | 53.8% | 53.8% | | 15.0% | 15.0% | | 31.3% | 46.3% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 1.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 4.0 | 5.0 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | None | | None | None | |
| Act Effct Green (s) | 24.6 | 24.6 | 24.6 | 24.6 | 24.6 | | 6.9 | 6.9 | | 26.5 | 25.4 | |
| Actuated g/C Ratio | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 | | 0.11 | 0.11 | | 0.43 | 0.41 | |
| v/c Ratio | 0.06 | 0.57 | 0.01 | 0.03 | 0.54 | | 0.16 | 0.38 | | 0.66 | 0.01 | |
| Control Delay | 5.9 | 9.2 | 0.0 | 12.2 | 14.8 | | 33.8 | 15.1 | | 20.3 | 12.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 5.9 | 9.2 | 0.0 | 12.2 | 14.8 | | 33.8 | 15.1 | | 20.3 | 12.3 | |
| LOS | A | A | A | B | B | | C | B | | C | B | |
| Approach Delay | | 8.9 | | | 14.8 | | | 19.1 | | | 20.2 | |
| Approach LOS | | A | | | B | | | B | | | C | |
| Queue Length 50th (ft) | 1 | 41 | 0 | 2 | 111 | | 11 | 5 | | 108 | 1 | |
| Queue Length 95th (ft) | m3 | 56 | m0 | 8 | 137 | | 19 | 5 | | 203 | 6 | |
| Internal Link Dist (ft) | | 331 | | | 196 | | | 83 | | | 192 | |
| Turn Bay Length (ft) | 110 | | | 120 | | | | | | | | |
| Base Capacity (vph) | 346 | 1170 | 1023 | 430 | 2174 | | 207 | 298 | | 776 | 1027 | |
| Starvation Cap Reductn | 0 | 18 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.03 | 0.36 | 0.01 | 0.02 | 0.34 | | 0.14 | 0.35 | | 0.54 | 0.00 | |

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 61.3

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 15.0

Intersection LOS: B

Intersection Capacity Utilization 52.8%

ICU Level of Service A

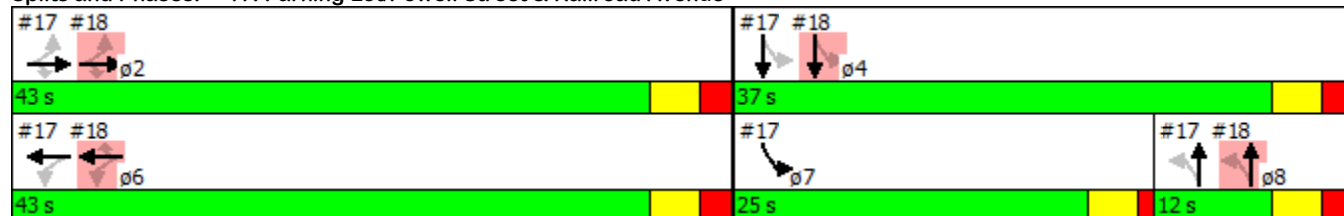
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

17: Parking Lot/Powell Street & Railroad Avenue Lanes, Volumes, Timings

Build 2020 Mit-60% of Bld Volume
PM Peak

Splits and Phases: 17: Parking Lot/Powell Street & Railroad Avenue



18: Parking Lot/Northwest Link & Railroad Avenue

Build 2020 Mit-60% of Bld Volume

PM Peak

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↗ | ↘ | ↖ | ↗ | ↘ | | ↕ | | ↖ | ↗ | |
| Volume (vph) | 8 | 347 | 2 | 4 | 238 | 248 | 4 | 4 | 33 | 10 | 2 | 42 |
| Satd. Flow (prot) | 1652 | 1739 | 1478 | 1711 | 1801 | 1531 | 0 | 1795 | 0 | 1687 | 1520 | 0 |
| Flt Permitted | 0.528 | | | 0.383 | | | | 0.956 | | 0.215 | | |
| Satd. Flow (perm) | 918 | 1739 | 1478 | 690 | 1801 | 1531 | 0 | 1724 | 0 | 382 | 1520 | 0 |
| Satd. Flow (RTOR) | | | 82 | | | 306 | | 69 | | | 69 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.81 | 0.81 | 0.81 | 0.48 | 0.48 | 0.48 | 0.61 | 0.61 | 0.61 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 7% | 7% | 7% |
| 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) | 10 | 423 | 2 | 5 | 294 | 306 | 0 | 85 | 0 | 16 | 72 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | 2 | 6 | 6 | 6 | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Total Split (s) | 43.0 | 43.0 | 43.0 | 43.0 | 43.0 | 43.0 | 12.0 | 12.0 | | 37.0 | 37.0 | |
| Total Split (%) | 53.8% | 53.8% | 53.8% | 53.8% | 53.8% | 53.8% | 15.0% | 15.0% | | 46.3% | 46.3% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 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 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | | | Lag | Lag | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | None | None | | None | None | |
| Act Effct Green (s) | 24.6 | 24.6 | 24.6 | 24.6 | 24.6 | 24.6 | | 6.9 | | 25.4 | 25.4 | |
| Actuated g/C Ratio | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 | | 0.11 | | 0.41 | 0.41 | |
| v/c Ratio | 0.03 | 0.61 | 0.00 | 0.02 | 0.41 | 0.38 | | 0.33 | | 0.10 | 0.11 | |
| Control Delay | 12.1 | 19.5 | 0.0 | 5.2 | 7.0 | 1.5 | | 16.5 | | 15.6 | 4.8 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 12.1 | 19.5 | 0.0 | 5.2 | 7.0 | 1.5 | | 16.5 | | 15.6 | 4.8 | |
| LOS | B | B | A | A | A | A | | B | | B | A | |
| Approach Delay | | 19.2 | | | 4.2 | | | 16.5 | | | 6.8 | |
| Approach LOS | | B | | | A | | | B | | | A | |
| Queue Length 50th (ft) | 2 | 138 | 0 | 0 | 23 | 0 | | 6 | | 3 | 1 | |
| Queue Length 95th (ft) | 10 | 192 | 0 | m1 | 29 | 2 | | 10 | | 12 | 10 | |
| Internal Link Dist (ft) | | 151 | | | 331 | | | 70 | | | 181 | |
| Turn Bay Length (ft) | 130 | | 130 | 200 | | | | | | | | |
| Base Capacity (vph) | 596 | 1130 | 989 | 448 | 1170 | 1102 | | 281 | | 221 | 908 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.02 | 0.37 | 0.00 | 0.01 | 0.25 | 0.28 | | 0.30 | | 0.07 | 0.08 | |

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 61.3

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 10.6

Intersection LOS: B

Intersection Capacity Utilization 36.2%

ICU Level of Service A

Analysis Period (min) 15

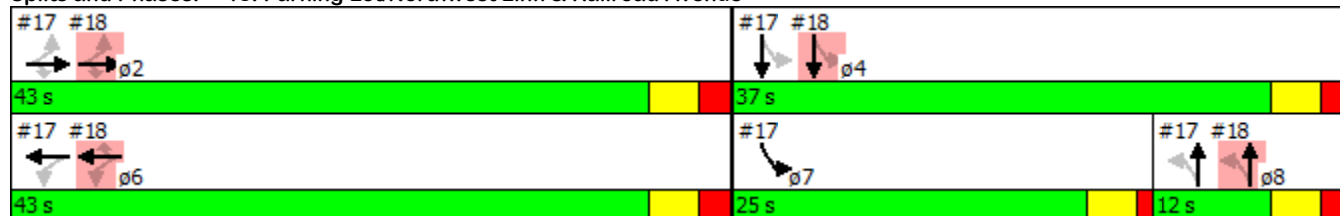
m Volume for 95th percentile queue is metered by upstream signal.

18: Parking Lot/Northwest Link & Railroad Avenue Lanes, Volumes, Timings

Build 2020 Mit-60% of Bld Volume

PM Peak

Splits and Phases: 18: Parking Lot/Northwest Link & Railroad Avenue






















| Lane Group ø7 | |
|-------------------------|------|
| 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 | 7 |
| Permitted Phases | |
| Detector Phase | |
| Switch Phase | |
| Minimum Initial (s) | 4.0 |
| Minimum Split (s) | 8.0 |
| Total Split (s) | 25.0 |
| Total Split (%) | 31% |
| Yellow Time (s) | 3.0 |
| All-Red Time (s) | 1.0 |
| Lost Time Adjust (s) | |
| Total Lost Time (s) | |
| Lead/Lag | Lead |
| Lead-Lag Optimize? | |
| Recall Mode | None |
| Act Effct Green (s) | |
| Actuated g/C Ratio | |
| v/c Ratio | |
| Control Delay | |
| Queue Delay | |
| Total Delay | |
| LOS | |
| Approach Delay | |
| Approach LOS | |
| Queue Length 50th (ft) | |
| Queue Length 95th (ft) | |
| Internal Link Dist (ft) | |
| Turn Bay Length (ft) | |
| Base Capacity (vph) | |
| Starvation Cap Reductn | |
| Spillback Cap Reductn | |
| Storage Cap Reductn | |
| Reduced v/c Ratio | |

19: Hawkins Avenue & Railroad Avenue

Lanes, Volumes, Timings

Build 2020 Mit-60% of Bld Volume

PM Peak

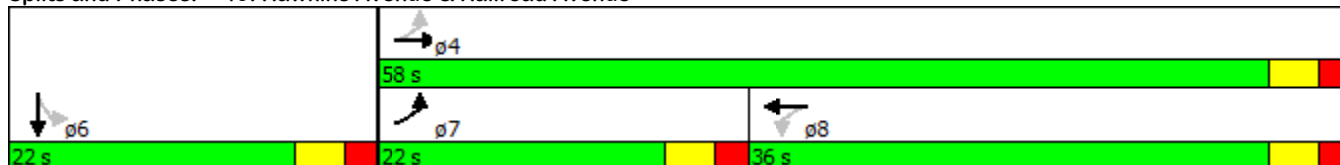
| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  |  | | | | |  |  |
| Volume (vph) | 266 | 414 | 13 | 6 | 330 | 208 | 0 | 0 | 0 | 156 | 10 | 189 |
| Satd. Flow (prot) | 1711 | 1792 | 0 | 1593 | 1801 | 1531 | 0 | 0 | 0 | 0 | 1720 | 1531 |
| Flt Permitted | 0.224 | | | 0.447 | | | | | | | 0.955 | |
| Satd. Flow (perm) | 403 | 1792 | 0 | 749 | 1801 | 1531 | 0 | 0 | 0 | 0 | 1720 | 1531 |
| Satd. Flow (RTOR) | | 4 | | | | 227 | | | | | | 230 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.73 | 0.73 | 0.73 | 0.25 | 0.25 | 0.25 | 0.82 | 0.82 | 0.82 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 0% | 0% | 0% | 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) | 359 | 577 | 0 | 8 | 452 | 285 | 0 | 0 | 0 | 0 | 202 | 230 |
| Turn Type | pm+pt | NA | | Perm | NA | Free | | | | Perm | NA | Free |
| Protected Phases | 7 | 4 | | | 8 | | | | | | 6 | |
| Permitted Phases | 4 | | | 8 | | Free | | | | 6 | | Free |
| Detector Phase | 7 | 4 | | 8 | 8 | | | | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | | | | 4.0 | 4.0 | |
| Minimum Split (s) | 9.0 | 21.0 | | 21.0 | 21.0 | | | | | 21.0 | 21.0 | |
| Total Split (s) | 22.0 | 58.0 | | 36.0 | 36.0 | | | | | 22.0 | 22.0 | |
| Total Split (%) | 27.5% | 72.5% | | 45.0% | 45.0% | | | | | 27.5% | 27.5% | |
| Yellow Time (s) | 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 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | | | | | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | | | | 5.0 | |
| Lead/Lag | Lead | | | Lag | Lag | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | | | | Min | Min | |
| Act Effct Green (s) | 40.5 | 40.5 | | 20.2 | 20.2 | 63.1 | | | | | 12.1 | 63.1 |
| Actuated g/C Ratio | 0.64 | 0.64 | | 0.32 | 0.32 | 1.00 | | | | | 0.19 | 1.00 |
| v/c Ratio | 0.63 | 0.50 | | 0.03 | 0.78 | 0.19 | | | | | 0.61 | 0.15 |
| Control Delay | 12.8 | 7.9 | | 15.8 | 30.5 | 0.3 | | | | | 34.2 | 0.2 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | | | 0.0 | 0.0 |
| Total Delay | 12.8 | 7.9 | | 15.8 | 30.5 | 0.3 | | | | | 34.2 | 0.2 |
| LOS | B | A | | B | C | A | | | | | C | A |
| Approach Delay | | 9.8 | | | 18.8 | | | | | | 16.1 | |
| Approach LOS | | A | | | B | | | | | | B | |
| Queue Length 50th (ft) | 51 | 95 | | 2 | 160 | 0 | | | | | 73 | 0 |
| Queue Length 95th (ft) | 87 | 138 | | 9 | 208 | 0 | | | | | 140 | 0 |
| Internal Link Dist (ft) | | 310 | | | 412 | | | 51 | | | 698 | |
| Turn Bay Length (ft) | | | | 175 | | 175 | | | | | | 250 |
| Base Capacity (vph) | 628 | 1501 | | 386 | 927 | 1531 | | | | | 486 | 1531 |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | | | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | | | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | 0 | | | | | 0 | 0 |
| Reduced v/c Ratio | 0.57 | 0.38 | | 0.02 | 0.49 | 0.19 | | | | | 0.42 | 0.15 |
| Intersection Summary | | | | | | | | | | | | |
| Cycle Length: 80 | | | | | | | | | | | | |
| Actuated Cycle Length: 63.1 | | | | | | | | | | | | |
| Natural Cycle: 60 | | | | | | | | | | | | |
| Control Type: Semi Act-Uncoord | | | | | | | | | | | | |
| Maximum v/c Ratio: 0.78 | | | | | | | | | | | | |
| Intersection Signal Delay: 14.2 | | | | | | | | | | | | |
| Intersection LOS: B | | | | | | | | | | | | |
| Intersection Capacity Utilization 53.8% | | | | | | | | | | | | |
| ICU Level of Service A | | | | | | | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

19: Hawkins Avenue & Railroad Avenue Lanes, Volumes, Timings

Build 2020 Mit-60% of Bld Volume

PM Peak

Splits and Phases: 19: Hawkins Avenue & Railroad Avenue



20: Ronkonkoma Avenue & 2nd Street/Powell Street Build 2020 Mit-60% of Bld Volume Lanes, Volumes, Timings

PM Peak



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|--------|------|------|--------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | ↗ | | | ↗ | ↗ | ↕ | | ↗ | ↕ | ↗ |
| Volume (vph) | 0 | 0 | 259 | 0 | 0 | 142 | 13 | 1483 | 216 | 114 | 521 | 29 |
| Satd. Flow (prot) | 0 | 0 | 1826 | 0 | 0 | 1774 | 1745 | 3356 | 0 | 1745 | 3297 | 0 |
| Flt Permitted | | | | | | | 0.397 | | | 0.056 | | |
| Satd. Flow (perm) | 0 | 0 | 1826 | 0 | 0 | 1774 | 729 | 3356 | 0 | 103 | 3297 | 0 |
| Satd. Flow (RTOR) | | | 379 | | | 33 | | 27 | | | 15 | |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.25 | 0.25 | 0.62 | 0.25 | 0.25 | 0.71 | 0.88 | 0.88 | 0.88 | 0.82 | 0.82 | 0.82 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 0% | 0% | 2% | 0% | 0% | 5% | 0% | 2% | 2% | 0% | 5% | 5% |
| 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 | 418 | 0 | 0 | 200 | 15 | 1930 | 0 | 139 | 670 | 0 |
| Turn Type | | | custom | | | custom | Perm | NA | | pm+pt | NA | |
| Protected Phases | | | | | | 1 | | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 4 | 2 | | | 6 | | |
| Detector Phase | | | 4 | | | 1 | 2 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | 4.0 | | | 4.0 | 20.0 | 20.0 | | 4.0 | 20.0 | |
| Minimum Split (s) | | | 20.0 | | | 9.5 | 26.5 | 26.5 | | 9.5 | 26.5 | |
| Total Split (s) | | | 22.0 | | | 15.0 | 83.0 | 83.0 | | 15.0 | 98.0 | |
| Total Split (%) | | | 18.3% | | | 12.5% | 69.2% | 69.2% | | 12.5% | 81.7% | |
| Yellow Time (s) | | | 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 | |
| Lost Time Adjust (s) | | | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | | 5.0 | | | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Lead/Lag | | | | | | Lead | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | None | | | None | C-Max | C-Max | | None | C-Max | |
| Act Effct Green (s) | | | 9.9 | | | 24.5 | 85.5 | 85.5 | | 100.1 | 100.1 | |
| Actuated g/C Ratio | | | 0.08 | | | 0.20 | 0.71 | 0.71 | | 0.83 | 0.83 | |
| v/c Ratio | | | 0.84 | | | 0.52 | 0.03 | 0.80 | | 0.64 | 0.24 | |
| Control Delay | | | 23.3 | | | 38.8 | 7.1 | 16.3 | | 47.5 | 1.2 | |
| Queue Delay | | | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | | 23.3 | | | 38.8 | 7.1 | 16.3 | | 47.5 | 1.2 | |
| LOS | | | C | | | D | A | B | | D | A | |
| Approach Delay | | | | | | | | 16.2 | | | 9.1 | |
| Approach LOS | | | | | | | | B | | | A | |
| Queue Length 50th (ft) | | | 29 | | | 116 | 3 | 454 | | 48 | 22 | |
| Queue Length 95th (ft) | | | 0 | | | 129 | 12 | 680 | | m95 | m27 | |
| Internal Link Dist (ft) | | 32 | | | 359 | | | 519 | | | 659 | |
| Turn Bay Length (ft) | | | | | | | 71 | | | 400 | | |
| Base Capacity (vph) | | | 583 | | | 403 | 519 | 2399 | | 231 | 2752 | |
| Starvation Cap Reductn | | | 0 | | | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | | 0 | | | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | | 0 | | | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | | 0.72 | | | 0.50 | 0.03 | 0.80 | | 0.60 | 0.24 | |

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 96.5 (80%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 16.7

Intersection LOS: B

Intersection Capacity Utilization 65.0%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

20: Ronkonkoma Avenue & 2nd Street/Powell Street Build 2020 Mit-60% of Bld Volume Lanes, Volumes, Timings

PM Peak

Splits and Phases: 20: Ronkonkoma Avenue & 2nd Street/Powell Street



16: Mill Road & Union Avenue
HCM 2010 Roundabout

Build 2020 Mit-60% Bld NRW
 PM Peak

| Intersection | | | | |
|-----------------------------|-------|-------|-------|-------|
| Intersection Delay, s/veh | 36.3 | | | |
| Intersection LOS | E | | | |
| Approach | EB | WB | NB | SB |
| Entry Lanes | 1 | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 600 | 829 | 602 | 57 |
| Demand Flow Rate, veh/h | 612 | 845 | 614 | 58 |
| Vehicles Circulating, veh/h | 201 | 230 | 586 | 848 |
| Vehicles Exiting, veh/h | 705 | 970 | 227 | 227 |
| Follow-Up Headway, s | 3.186 | 3.186 | 3.186 | 3.186 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 14.7 | 39.2 | 56.3 | 9.2 |
| Approach LOS | B | E | F | A |
| Lane | Left | Left | Left | Left |
| Designated Moves | LTR | LTR | LTR | LTR |
| Assumed Moves | LTR | LTR | LTR | LTR |
| RT Channelized | | | | |
| Lane Util | 1.000 | 1.000 | 1.000 | 1.000 |
| Critical Headway, s | 5.193 | 5.193 | 5.193 | 5.193 |
| Entry Flow, veh/h | 612 | 845 | 614 | 58 |
| Cap Entry Lane, veh/h | 924 | 898 | 629 | 484 |
| Entry HV Adj Factor | 0.980 | 0.981 | 0.981 | 0.979 |
| Flow Entry, veh/h | 600 | 829 | 602 | 57 |
| Cap Entry, veh/h | 906 | 881 | 617 | 474 |
| V/C Ratio | 0.662 | 0.941 | 0.976 | 0.120 |
| Control Delay, s/veh | 14.7 | 39.2 | 56.3 | 9.2 |
| LOS | B | E | F | A |
| 95th %tile Queue, veh | 5 | 15 | 14 | 0 |

19: Hawkins Avenue & Railroad Avenue HCM 2010 Roundabout

Build 2020 Mit-60% Bld NRW
PM Peak

| Intersection | | | | | |
|-----------------------------|-------|-------|--------|-------|--------|
| Intersection Delay, s/veh | 32.3 | | | | |
| Intersection LOS | D | | | | |
| Approach | EB | WB | NB | SB | |
| Entry Lanes | 1 | 1 | 0 | 1 | |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 | |
| Adj Approach Flow, veh/h | 936 | 745 | 0 | 432 | |
| Demand Flow Rate, veh/h | 954 | 760 | 0 | 441 | |
| Vehicles Circulating, veh/h | 214 | 366 | 1130 | 469 | |
| Vehicles Exiting, veh/h | 461 | 764 | 38 | 366 | |
| Follow-Up Headway, s | 3.186 | 3.186 | 3.186 | 3.186 | |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 | 0 | |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 | 1.000 | |
| Approach Delay, s/veh | 64.0 | 8.9 | 0.0 | 4.1 | |
| Approach LOS | F | A | - | A | |
| Lane | Left | Left | Bypass | Left | Bypass |
| Designated Moves | LTR | LT | R | LT | R |
| Assumed Moves | LTR | LT | R | LT | R |
| RT Channelized | | | Free | | Free |
| Lane Util | 1.000 | 1.000 | | 1.000 | |
| Critical Headway, s | 5.193 | 5.193 | | 5.193 | |
| Entry Flow, veh/h | 954 | 469 | 291 | 206 | 235 |
| Cap Entry Lane, veh/h | 912 | 784 | 1938 | 707 | 1938 |
| Entry HV Adj Factor | 0.981 | 0.981 | 0.980 | 0.979 | 0.980 |
| Flow Entry, veh/h | 936 | 460 | 285 | 202 | 230 |
| Cap Entry, veh/h | 895 | 769 | 1900 | 692 | 1900 |
| V/C Ratio | 1.046 | 0.599 | 0.150 | 0.291 | 0.121 |
| Control Delay, s/veh | 64.0 | 14.4 | 0.0 | 8.8 | 0.0 |
| LOS | F | B | A | A | A |
| 95th %tile Queue, veh | 21 | 4 | 1 | 1 | 0 |



Engineering, Surveying and Landscape Architecture, P.C.

Appendix D

Description

Parking Counts



Spot parking counts at LIRR parking lots on Railroad Avenue

Thursday, April 11, 2013

Spot Parking counts Ronkonkoma LIRR Train Station Parking Lots on Railroad Avenue

Thursday April 11, 2013 - 10:00 AM

| Lot # | Legally Parked | Illegally Parked | Marked Stalls | Restrictions |
|-------|----------------|------------------|---------------|------------------------|
| 1 | 72 | | Unpaved | |
| 2 | 184 | | Unstriped | |
| 3 | 327 | 14 | 333 | |
| 4 | 8 | 0 | 8 | For Taxis Only |
| 5 | 43 | 0 | 47 | For Retail Stores Only |
| 6 | 294 | 2 | 296 | |
| Total | 3251 | 88 | 3218 | |



Engineering, Surveying and Landscape Architecture, P.C.

Appendix E

Description

Suffolk County Bus Schedules

SUFFOLK COUNTY TRANSIT

Suffolk County Transit Bus Information

Questions, Suggestions, Complaints?
Call Suffolk County Transit Information Service
631.852.5200
Monday to Friday 8:00am to 4:30pm

SCAT Paratransit Service

Paratransit Bus Service is available to ADA eligible passengers. To register or for more information, call Office for People with Disabilities at 631.853.8333.

Large Print Bus Schedules

To obtain a large print copy of this or other Suffolk County Transit bus schedules, call 631.852.5200 or visit www.sct-bus.org

Additional Transportation Services

HART 631.427.8287
NICE, Nassau Inter-County Express ... 516.228.4000
MTA LONG ISLAND RAIL ROAD 718.217.5477
511NYRideshare 511 and say "Rideshare"



SCHEDULE

\$57

Sayville to
Smith Haven Mall

Serving
Sayville
Bohemia
Lakeland
L.I. MacArthur Airport
Ronkonkoma Railroad
Ronkonkoma
Lake Ronkonkoma
Lake Grove
Smith Haven Mall

Suffolk County Transit Fares & Information
Full fare \$2.00 (except Bus Routes \$92 & 10C)
Full fare for \$92 & 10C Bus Routes \$2.25

Student fare \$1.25
Between 14 to 22 years old. High School/College ID required.

Children under 5 years old FREE
Limit 3 children accompanied by adult.

Senior, Person with Disabilities and
Medicare Card Holders 75 cents

Personal Care Attendant FREE

When traveling to assist passenger with disabilities.

Transfer 25 cents

Available on request when paying fare.

Good for two (2) connecting buses.

Valid for two (2) hours from time received.

Not valid for return trip.

Special restrictions may apply (see transfer).

Passengers Please

- Have exact fare ready; Driver cannot handle money.
- Passengers must deposit their own fare.
- Arrive earlier than scheduled departure time.
- Tell driver your destination.
- SCT Drivers announce Major Bus Stop locations.
- Smoking, drinking, eating & playing radios prohibited on buses.

Bike Racks

Available on all Suffolk County Transit (SCT) bus routes.

Reduced Fare for Seniors, Persons with Disabilities and Medicare Card Holders

Persons with valid, municipally issued cards identifying them as at least 60 years old or having a mental or physical disability may ride for the reduced, one-way fare. A valid Medicare Card is also accepted as ID.

Persons must display their ID card to the driver when paying the fare to ride at the reduced rate.

For ID information:

Seniors ID call 631.853.8200

Disability ID call 631.853.8333

Hearing Impaired TTY 631.853.5638

Suffolk County Transit Service: Monday – Saturday

No service Sunday, New Year's Day, Memorial Day,

Independence Day, Labor Day, Thanksgiving or Christmas Day.

*Saturday Schedule in effect Martin Luther King's Day,

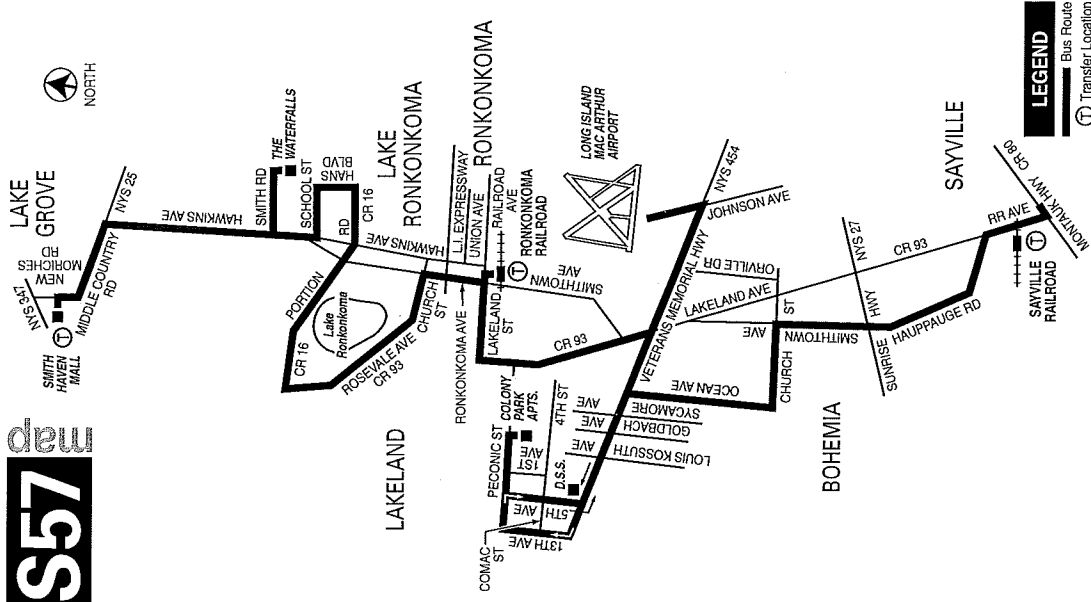
Presidents Day and Veterans Day.



Persons with Disabilities

Upon request, drivers will assist wheelchair passengers while boarding and leaving lift/ramp and with use of securement device. Use of wheelchair lifts/ramps also available to passengers using walkers, canes, braces or who are otherwise mobility-impaired. Person traveling with respirator or portable oxygen supply are permitted to ride SCT buses. Service animals to accompany disabled passengers are also permitted.

www.sct-bus.org



| S57 Northbound Service | | | | | | | | | |
|------------------------|------------------|------------|----------|------------------------|---------------------|-----------------------|-----------------|-----------------|------------------------------|
| Sayville | Sayville | Bohemia | Lakeland | Ronkonkoma | Ronkonkoma | Lake Ronkonkoma | Lake Ronkonkoma | Lake Ronkonkoma | Sayville to Smith Haven Mall |
| Smith Haven Mall | Smith Haven Mall | Church St. | 5th Ave. | L.I. MacArthur Airport | Ronkonkoma Railroad | Lake Ronkonkoma Beach | Lake Ronkonkoma | Lake Ronkonkoma | Lake Grove |
| Main St. | Smith Haven Mall | Church St. | 5th Ave. | L.I. MacArthur Airport | Ronkonkoma Railroad | Lake Ronkonkoma Beach | Lake Ronkonkoma | Lake Ronkonkoma | Smith Haven Mall |
| *7:00 | 7:05 | 7:10 | 7:20 | 7:30 | 7:40 | — | 7:45 | — | 7:50 |
| 7:25 | 7:30 | 7:35 | 7:45 | 7:55 | 8:05 | 8:10 | 8:15 | 8:18 | 8:28 |
| 18:25 | 18:30 | 18:35 | 18:45 | 18:55 | 19:05 | 19:10 | 19:15 | 19:18 | 19:25 |
| 10:25 | 10:30 | 10:35 | 10:45 | 10:55 | 11:05 | 11:10 | 11:15 | 11:18 | 11:25 |
| *11:25 | 11:30 | 11:35 | 11:45 | 11:55 | 12:05 | 12:10 | 12:15 | 12:18 | 12:25 |
| 12:25 | 12:30 | 12:35 | 12:45 | 12:55 | 1:05 | 1:10 | 1:15 | 1:18 | 1:25 |
| 1:25 | 1:30 | 1:35 | 1:45 | 1:55 | 2:05 | 2:10 | 2:15 | 2:18 | 2:25 |
| 2:25 | 2:30 | 2:35 | 2:45 | 2:55 | 3:05 | 3:10 | 3:15 | 3:18 | 3:25 |
| 3:25 | 3:30 | 3:35 | 3:45 | 3:55 | 4:05 | 4:10 | 4:15 | 4:18 | 4:25 |
| 4:25 | 4:30 | 4:35 | 4:45 | 4:55 | 5:05 | 5:10 | 5:15 | 5:18 | 5:25 |
| 5:25 | 5:30 | 5:35 | 5:45 | 5:55 | 6:05 | 6:10 | 6:15 | 6:18 | 6:25 |
| 6:25 | 6:30 | 6:35 | 6:45 | 6:55 | 7:05 | 7:10 | 7:15 | 7:18 | 7:25 |
| | | | | | | | | | 7:32 |
| | | | | | | | | | 7:40 |

| S57 Southbound Service | | | | | | | | | |
|------------------------|------------------|-----------------|-----------------|------------------------|---------------------|-----------------------|-----------------|-----------------|------------------------------|
| Lake Grove | Lake Grove | Lake Ronkonkoma | Lake Ronkonkoma | Lake Ronkonkoma | Lake Ronkonkoma | Lake Ronkonkoma | Lake Ronkonkoma | Lake Ronkonkoma | Smith Haven Mall to Sayville |
| Smith Haven Mall | Smith Haven Mall | Church St. | 5th Ave. | L.I. MacArthur Airport | Ronkonkoma Railroad | Lake Ronkonkoma Beach | Lake Ronkonkoma | Lake Ronkonkoma | Sayville |
| Main St. | Smith Haven Mall | Church St. | 5th Ave. | L.I. MacArthur Airport | Ronkonkoma Railroad | Lake Ronkonkoma Beach | Lake Ronkonkoma | Lake Ronkonkoma | Main St. |
| 7:10 | 7:15 | 7:20 | 7:26 | 7:30 | 7:40 | 7:45 | 7:50 | 7:55 | 8:00 |
| 8:10 | 8:15 | 8:20 | 8:26 | 8:30 | 8:40 | 8:45 | 8:50 | 8:55 | 9:00 |
| 9:00 | 9:05 | 9:10 | 9:16 | 9:20 | 9:30 | 9:35 | 9:40 | 9:45 | 9:50 |
| *10:00 | 10:05 | 10:10 | 10:16 | 10:20 | 10:30 | 10:35 | 10:40 | 10:45 | 10:50 |
| 11:00 | 11:05 | 11:10 | 11:16 | 11:20 | 11:30 | 11:35 | 11:40 | 11:45 | 11:50 |
| 12:10 | 12:15 | 12:20 | 12:26 | 12:30 | 12:40 | 12:45 | 12:50 | 12:55 | 13:00 |
| 13:10 | 13:15 | 13:20 | 13:26 | 13:30 | 13:40 | 13:45 | 13:50 | 13:55 | 14:00 |
| 14:00 | 14:05 | 14:10 | 14:16 | 14:20 | 14:30 | 14:35 | 14:40 | 14:45 | 14:50 |
| 15:00 | 15:05 | 15:10 | 15:16 | 15:20 | 15:30 | 15:35 | 15:40 | 15:45 | 15:50 |
| 16:00 | 16:05 | 16:10 | 16:16 | 16:20 | 16:30 | 16:35 | 16:40 | 16:45 | 16:50 |
| *7:00 | 7:05 | 7:10 | 7:16 | 7:20 | 7:30 | 7:35 | 7:40 | 7:45 | 7:50 |

S57 service available Monday thru Saturday only.
 *No Saturday service on these trips.
 † S57 bus service to Colony Park Apartments.
 AM-LIGHTFACE PM-BOLDFACE
 Schedules subject to change without notice.
 Suffolk County cannot assume responsibility for inconvenience, expense or damage resulting from timetable errors, delayed buses or failure to make connections.
Where to Board For your safety, please wait for the bus at a designated bus stop.

S57 Connecting Bus Service

| Route No. | Location |
|---------------|---------------------|
| S40, S59 | Sayville |
| S54, S59 | Bohemia |
| S56, S58, S59 | Smith Haven Mall |
| S60, S62, S63 | Smith Haven Mall |
| S69, 3D, 6B | Smith Haven Mall |
| S59, 6A, 7A | Ronkonkoma Railroad |

Long Island Rail Road

Ronkonkoma – Ronkonkoma Branch
 Sayville – Montauk Branch

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NICE, Nassau Inter-County Express ... 516.228.4000
MTA LONG ISLAND RAIL ROAD 718.217.5477
511NYRideshare 511 and say "Rideshare"

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Children under 5 years old FREE

Limit 3 children accompanied by adult.

Senior, Person with Disabilities and

Medicare Card Holders 75 cents

Personal Care Attendant FREE

When traveling to assist passenger with disabilities.

Transfer 25 cents

Available on request when paying fare.

Good for two (2) connecting buses.

Valid for two (2) hours from time received.

Not valid for return trip.

Special restrictions may apply (see transfer).

Passengers Please

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- Passengers must deposit their own fare.
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- Tell driver your destination.
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Hearing Impaired TTY 631.853.5658

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Independence Day, Labor Day, Thanksgiving or Christmas Day.

*Saturday Schedule in effect Martin Luther King's Day, Presidents Day and Veterans Day.



Persons with Disabilities

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www.sct-bus.org

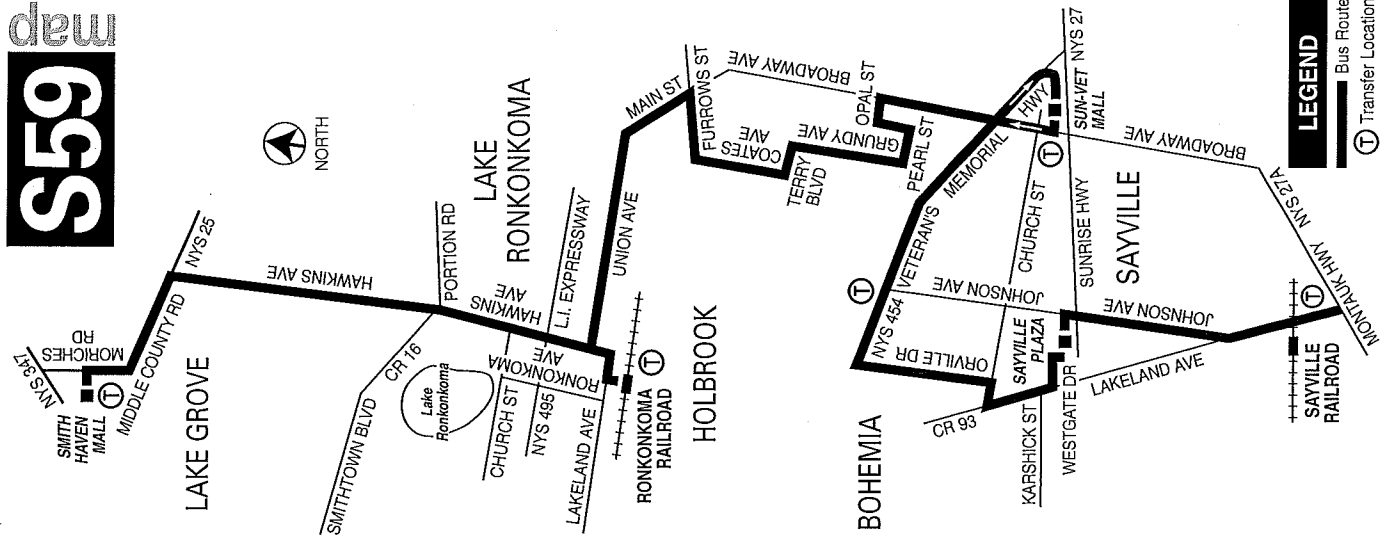


SCHEDULE

\$59

Sayville to Smith Haven Mall

Serving
Sayville
Sun-Vet Mall
Bohemia
Holbrook
Ronkonkoma
Lake Ronkonkoma
Lake Grove
Smith Haven Mall



| S59 Northbound Service | | | | | | | | | |
|------------------------|----------------|------------------------------------|--------------|----------------------|------------|---------------------|--------------------------|---------------------------------|------------------|
| Sayville | Sayville | Bohemia | Holbrook | Holbrook | Ronkonkoma | Ronkonkoma | Lake Ronkonkoma | Lake Grove | Lake Grove |
| Main St. | Sayville Plaza | Orville Dr. Veterans Memorial Hwy. | Sun-Vet Mall | Furrows Rd. Main St. | Holbrook | Ronkonkoma Railroad | Hawkins Ave. Portion Rd. | Hawkins Ave. Middle Country Rd. | Smith Haven Mall |
| *5:45 | — | 5:55 | — | 6:10 | 6:16 | — | — | — | — |
| *6:10 | — | 6:20 | — | 6:35 | 6:40 | — | — | 6:50 | 6:55 |
| *6:30 | — | 6:40 | — | 6:55 | 7:00 | — | — | — | — |
| 7:15 | 7:22 | 7:27 | — | 7:42 | 7:47 | — | 7:52 | 8:00 | 8:05 |
| 8:15 | 8:22 | 8:27 | 8:34 | 8:45 | 8:50 | 8:57 | 9:05 | 9:10 | 9:10 |
| 9:15 | 9:22 | 9:27 | 9:34 | 9:45 | 9:50 | 9:57 | 10:05 | 10:10 | 10:10 |
| 10:25 | 10:32 | 10:37 | 10:44 | 10:55 | 11:00 | 11:07 | 11:15 | 11:20 | 11:20 |
| 11:25 | 11:32 | 11:37 | 11:44 | 11:55 | 12:00 | 12:07 | 12:15 | 12:20 | 12:20 |
| 12:25 | 12:32 | 12:37 | 12:44 | 12:55 | 1:00 | 1:07 | 1:15 | 1:20 | 1:20 |
| 1:25 | 1:32 | 1:37 | 1:44 | 1:55 | 2:00 | 2:07 | 2:15 | 2:20 | 2:20 |
| 2:25 | 2:32 | 2:37 | 2:44 | 2:55 | 3:00 | 3:07 | 3:15 | 3:20 | 3:20 |
| 3:25 | 3:32 | 3:37 | 3:44 | 3:55 | 4:00 | 4:07 | 4:15 | 4:20 | 4:20 |
| 4:35 | 4:44 | 4:50 | 5:00 | 5:12 | 5:20 | 5:25 | 5:31 | 5:35 | 5:35 |
| 5:40 | 5:48 | 5:54 | 6:02 | 6:14 | 6:20 | 6:25 | 6:31 | 6:35 | 6:35 |
| 7:00 | 7:08 | 7:14 | 7:22 | 7:34 | 7:40 | 7:45 | 7:51 | 7:55 | 7:55 |

| S59 Southbound Service | | | | | | | | | |
|------------------------|---------------------------------|-----------------|---------------------|----------------------|--------------|------------------------|-------------|----------------|----------|
| Lake Grove | Lake Grove | Lake Ronkonkoma | Ronkonkoma | Holbrook | Holbrook | Holbrook | Bohemia | Sayville | Sayville |
| Smith Haven Mall | Hawkins Ave. Middle Country Rd. | Portion Rd. | Ronkonkoma Railroad | Furrows Rd. Main St. | Sun-Vet Mall | Veterans Memorial Hwy. | Orville Dr. | Sayville Plaza | Main St. |
| 7:00 | 7:04 | 7:10 | 7:15 | 7:22 | 7:34 | 7:42 | 7:47 | 7:55 | 7:55 |
| 8:10 | 8:14 | 8:20 | 8:25 | 8:32 | 8:44 | 8:52 | 8:57 | 9:05 | 9:05 |
| 9:30 | 9:33 | 9:40 | 9:45 | 9:50 | 10:01 | 10:08 | 10:13 | 10:20 | 10:20 |
| 10:30 | 10:33 | 10:40 | 10:45 | 10:50 | 11:01 | 11:08 | 11:13 | 11:20 | 11:20 |
| 11:30 | 11:33 | 11:40 | 11:45 | 11:50 | 12:01 | 12:08 | 12:13 | 12:20 | 12:20 |
| 12:30 | 12:33 | 12:40 | 12:45 | 12:50 | 1:01 | 1:08 | 1:13 | 1:20 | 1:20 |
| 1:30 | 1:33 | 1:40 | 1:45 | 1:50 | 2:01 | 2:08 | 2:13 | 2:20 | 2:20 |
| 2:30 | 2:33 | 2:40 | 2:45 | 2:50 | 3:01 | 3:08 | 3:13 | 3:20 | 3:20 |
| 3:30 | 3:34 | 3:40 | 3:45 | 3:52 | 4:04 | 4:12 | 4:17 | 4:25 | 4:25 |
| 4:30 | 4:34 | 4:40 | 4:45 | 4:52 | 5:04 | 5:13 | 5:20 | 5:30 | 5:30 |
| 5:45 | 5:49 | 6:00 | 6:10 | 6:15 | 6:26 | 6:33 | 6:38 | 6:45 | 6:45 |
| 6:45 | 6:48 | 6:55 | 7:00 | 7:06 | 7:16 | 7:23 | 7:28 | 7:35 | 7:35 |

S59 service available Monday thru Saturday only.

*No Saturday service on these trips.

AM-LIGHTFACE PM-BOLDFACE

Schedules subject to change without notice.

Suffolk County cannot assume responsibility for inconvenience, expense or damage resulting from timetable errors, delayed buses or failure to make connections.

Where to Board For your safety, please wait for the bus at a designated bus stop.

S59 Connecting Bus Service

| Route No. | Location |
|--------------------|--|
| S40 | Sayville |
| S54 | Bohemia |
| S56, S58, S60, S62 | Smith Haven Mall |
| S63, 3D, 6B | Smith Haven Mall |
| S57 | Ronkonkoma, Sayville, Smith Haven Mall |
| 6A, 7A | Ronkonkoma |

Long Island Rail Road

Ronkonkoma — Ronkonkoma Branch
Sayville — Montauk Branch

Suffolk County Transit Bus Information
Questions, Suggestions, Complaints?
 Call Suffolk County Transit Information Service
631.852.5200
 Monday to Friday 8:00am to 4:30pm

SCAT Paratransit Service
 Paratransit Bus Service is available to ADA eligible passengers. To register or for more information, call Office for People with Disabilities at 631.853.8333.

Large Print Bus Schedules
 To obtain a large print copy of this or other Suffolk County Transit bus schedules, call 631.852.5200 or visit www.sct-bus.org.

Additional Transportation Services
 HART 631.427.8287
 NICE, Nassau Inter-County Express . . . 516.228.4000
 MTA LONG ISLAND RAIL ROAD 718.217.5477
 511NYRideshare 511 and say "Rideshare"

Suffolk County Transit Fares & Information
 Full fare \$2.00 (except Bus Routes S92 & 10C)
 Full fare for S92 & 10C Bus Routes \$2.25
 Student fare \$1.25
 Between 14 to 22 years old. High School/College ID required.
 Children under 5 years old FREE
 Limit 3 children accompanied by adult.

Senior, Person with Disabilities and Medicare Card Holders 75 cents
Personal Care Attendant FREE
 When traveling to assist passenger with disabilities.

Transfer 25 cents
 Available on request when paying fare.
 Good for two (2) connecting buses.
 Valid for two (2) hours from time received.
 Not valid for return trip.
 Special restrictions may apply (see transfer).

Passengers Please
 • Have exact fare ready; Driver cannot handle money.
 • Passengers must deposit their own fare.
 • Arrive earlier than scheduled departure time.
 • Tell driver your destination.
 • SCT Drivers announce Major Bus Stop locations.
 • Smoking, drinking, eating & playing radios prohibited on buses.

Bike Racks
 Available on all Suffolk County Transit (SCT) bus routes.

Reduced Fare for Seniors, Persons with Disabilities and Medicare Card Holders

Persons with valid, municipally issued cards identifying them as at least 60 years old or having a mental or physical disability may ride for the reduced, one-way fare. A valid Medicare Card is also accepted as ID.

Persons must display their ID card to the driver when paying the fare to ride at the reduced rate.

For ID information:
 Seniors ID call 631.853.8200
 Disability ID call 631.853.8333
 Hearing Impaired TTY 631.853.5658

Suffolk County Transit Service: Monday – Saturday
 No service Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving or Christmas Day.
 *Saturday Schedule in effect Martin Luther King's Day, Presidents Day and Veterans Day.

Persons with Disabilities
 Upon request, drivers will assist wheelchair passengers while boarding and leaving lift/ramp and with use of securement device. Use of wheelchair lifts/ramps also available to passengers using walkers, canes, braces or who are otherwise mobility-impaired. Person traveling with respirator or portable oxygen supply are permitted to ride SCT buses. Service animals to accompany disabled passengers are also permitted.

www.sct-bus.org



SCHEDULE

6A/6B

**Ronkonkoma Railroad
 to Coram
 Farmingville to
 Smith Haven Mall**

6A Serving
 Ronkonkoma Railroad
 Lake Ronkonkoma
 Ronkonkoma
 Selden
 Coram

6B Serving
 Farmingville
 Selden
 Terryville
 North Centereach
 Smith Haven Mall

| 6A Eastbound Service | | | | | | Ronkonkoma Railroad to Coram | | | |
|----------------------|-----------------------------|---------------------------------------|---------------------------------------|---------------------------------------|-------------|------------------------------|--|--|--|
| Ronkonkoma Railroad | Lake Ronkonkoma Portion Rd. | Ronkonkoma Portion Rd. University Dr. | Selden Suffolk Cty. Community College | Selden Mooney Pond Rd. Blue Point Rd. | Coram Plaza | Coram George Link Circle | | | |
| *6:15 | 6:19 | 6:22 | 6:30 | 6:35 | 6:45 | — | | | |
| *6:45 | 6:50 | 6:55 | 7:05 | — | — | — | | | |
| 7:20 | 7:24 | 7:27 | 7:35 | 7:40 | 7:50 | — | | | |
| 8:30 | 8:34 | 8:37 | 8:45 | 8:50 | 9:00 | 9:05 | | | |
| 9:45 | 9:49 | 9:52 | 10:00 | 10:05 | 10:15 | 10:20 | | | |
| 11:05 | 11:09 | 11:12 | 11:20 | 11:25 | 11:35 | 11:40 | | | |
| 12:40 | 12:44 | 12:47 | 12:55 | 1:00 | 1:10 | 1:15 | | | |
| 1:55 | 1:59 | 2:02 | 2:10 | 2:15 | 2:25 | 2:30 | | | |
| 3:15 | 3:19 | 3:22 | 3:30 | 3:35 | 3:45 | 3:50 | | | |
| 4:35 | 4:39 | 4:42 | 4:50 | 4:55 | 5:05 | 5:10 | | | |
| 5:50 | 5:54 | 5:57 | 6:05 | 6:10 | 6:20 | — | | | |
| *7:00 | 7:04 | 7:07 | 7:15 | 7:20 | 7:30 | — | | | |

| 6A Westbound Service | | | | | | Coram to Ronkonkoma Railroad | | | |
|--------------------------|-------------|--------------------------------------|---------------------------------------|---------------------------------------|--|------------------------------|--|--|--|
| Coram George Link Circle | Coram Plaza | Coram Mooney Pond Rd. Blue Point Rd. | Selden Suffolk Cty. Community College | Ronkonkoma Portion Rd. University Dr. | Lake Ronkonkoma Hawkins Ave. Portion Rd. | Ronkonkoma Railroad | | | |
| — | *5:50 | 5:57 | 6:02 | 6:08 | 6:11 | 6:15 | | | |
| — | *6:20 | 6:27 | 6:32 | 6:38 | 6:41 | 6:45 | | | |
| — | *6:45 | 6:55 | 7:00 | 7:08 | 7:11 | 7:15 | | | |
| — | 7:55 | 8:05 | 8:10 | 8:18 | 8:21 | 8:25 | | | |
| 9:05 | 9:10 | 9:20 | 9:25 | 9:33 | 9:36 | 9:40 | | | |
| 10:20 | 10:25 | 10:35 | 10:40 | 10:48 | 10:51 | 10:55 | | | |
| 11:40 | 11:45 | 11:55 | 12:00 | 12:08 | 12:11 | 12:15 | | | |
| 1:15 | 1:20 | 1:30 | 1:35 | 1:43 | 1:46 | 1:50 | | | |
| 2:30 | 2:35 | 2:45 | 2:50 | 2:58 | 3:01 | 3:05 | | | |
| 3:50 | 3:55 | 4:05 | 4:10 | 4:18 | 4:21 | 4:25 | | | |
| 5:10 | 5:15 | 5:25 | 5:30 | 5:38 | 5:41 | 5:45 | | | |
| — | 6:25 | 6:35 | 6:40 | 6:48 | 6:51 | 6:55 | | | |

6A and 6B service available Monday thru Saturday only.

*No Saturday service on these trips.

AM-LIGHTFACE PM-BOLDFACE

Schedules subject to change without notice.
Suffolk County cannot assume responsibility for inconvenience, expense or damage resulting from timetable errors, delayed buses or failure to make connections.

Where to Board For your safety, please wait for the bus at a designated bus stop.

Long Island Rail Road

Ronkonkoma – Ronkonkoma Branch

6A Connecting Bus Service

| Route No. | Location |
|-------------------|--|
| S57, S59, 7A | Ronkonkoma |
| S58, S60, S61 | Coram |
| S58, S63, S71, 6B | Suffolk County Community College, Selden |

6B Connecting Bus Service

| Route No. | Location |
|-------------------|--|
| S56, S57, S58 | Smith Haven Mall |
| S59, S60, S62 | Smith Haven Mall |
| S63, S69, 3D | Smith Haven Mall |
| S58, S63, S71, 6A | Suffolk County Community College, Selden |

| 6B Eastbound Service | | | | | | Smith Haven Mall to Farmingville | | | |
|-----------------------------|---|---|---|-------------------------------------|----------------------|---------------------------------------|-----------------------------|--|--|
| Lake Grove Smith Haven Mall | Centereach Mark Tree Rd. Middle Country Rd. | Centereach Mark Tree Rd. Hawkins Rd. N. Coleman Rd. | North Centereach Hawkins Rd. N. Coleman Rd. | Terryville Old Town Rd. Jayne Blvd. | Selden College Plaza | Selden Suffolk Cty. Community College | Farmingville County Offices | | |
| *7:00 | 7:10 | 7:15 | 7:20 | 7:30 | 7:35 | 7:40 | 7:45 | | |
| 8:00 | 8:10 | 8:15 | 8:20 | 8:30 | 8:35 | 8:40 | 8:45 | | |
| 9:00 | 9:10 | 9:15 | 9:20 | 9:30 | 9:35 | 9:40 | 9:45 | | |
| 10:00 | 10:10 | 10:15 | 10:20 | 10:30 | 10:35 | 10:40 | 10:45 | | |
| 11:00 | 11:10 | 11:15 | 11:20 | 11:30 | 11:35 | 11:40 | 11:45 | | |
| 12:30 | 12:40 | 12:45 | 12:50 | 1:00 | 1:05 | 1:10 | 1:15 | | |
| 1:30 | 1:40 | 1:45 | 1:50 | 2:00 | 2:05 | 2:10 | 2:15 | | |
| 2:15 | 2:25 | 2:30 | 2:35 | 2:45 | 2:50 | 2:55 | 3:00 | | |
| 3:15 | 3:25 | 3:30 | 3:35 | 3:45 | 3:50 | 3:55 | 4:00 | | |
| 4:05 | 4:15 | 4:20 | 4:25 | 4:35 | 4:40 | 4:45 | 4:50 | | |
| 5:15 | 5:25 | 5:30 | 5:35 | 5:45 | 5:50 | 5:55 | 6:00 | | |
| 6:00 | 6:10 | 6:15 | 6:20 | 6:30 | 6:35 | 6:40 | 6:45 | | |

| 6B Westbound Service | | | | | | Farmingville to Smith Haven Mall | | | |
|-----------------------------|---------------------------------------|----------------------|-------------------------------------|---|---|----------------------------------|-------|--|--|
| Farmingville County Offices | Selden Suffolk Cty. Community College | Selden College Plaza | Terryville Old Town Rd. Jayne Blvd. | North Centereach Hawkins Rd. N. Coleman Rd. | Centereach Mark Tree Rd. Middle Country Rd. | Lake Grove Smith Haven Mall | | | |
| *7:00 | 7:05 | 7:10 | 7:15 | 7:25 | 7:30 | 7:35 | 7:45 | | |
| 8:00 | 8:05 | 8:10 | 8:15 | 8:25 | 8:30 | 8:35 | 8:45 | | |
| 9:00 | 9:05 | 9:10 | 9:15 | 9:25 | 9:30 | 9:35 | 9:45 | | |
| 10:00 | 10:05 | 10:10 | 10:15 | 10:25 | 10:30 | 10:35 | 10:45 | | |
| 11:00 | 11:05 | 11:10 | 11:15 | 11:25 | 11:30 | 11:35 | 11:45 | | |
| 12:00 | 12:05 | 12:10 | 12:15 | 12:25 | 12:30 | 12:35 | 12:45 | | |
| 1:20 | 1:25 | 1:30 | 1:35 | 1:45 | 1:50 | 1:55 | 2:05 | | |
| 2:20 | 2:25 | 2:30 | 2:35 | 2:45 | 2:50 | 2:55 | 3:05 | | |
| 3:10 | 3:15 | 3:20 | 3:25 | 3:35 | 3:40 | 3:45 | 3:55 | | |
| 4:10 | 4:15 | 4:20 | 4:25 | 4:35 | 4:40 | 4:45 | 4:55 | | |
| 5:10 | 5:15 | 5:20 | 5:25 | 5:35 | 5:40 | 5:45 | 5:55 | | |
| 6:15 | 6:20 | 6:25 | 6:30 | 6:40 | 6:45 | 6:50 | 7:00 | | |



Suffolk County Transit Bus Information

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631.852.5200
 Monday to Friday 8:00am to 4:30pm

SCAT Paratransit Service

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Large Print Bus Schedules

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Additional Transportation Services

HART 631.427.8287
 NICE, Nassau Inter-County Express ... 516.228.4000
 MTA LONG ISLAND RAIL ROAD 718.217.5477
 511NYRideshare 511 and say "Rideshare"

www.sct-bus.org

Suffolk County Transit Fares & Information

Full fare \$2.00 (except Bus Routes S92 & 10C)
Full fare for S92 & 10C Bus Routes \$2.25
Student fare \$1.25
 Between 14 to 22 years old. High School/College ID required.
Children under 5 years old FREE
 Limit 3 children accompanied by adult.
Senior, Person with Disabilities and Medicare Card Holders 75 cents
Personal Care Attendant FREE
 When traveling to assist passenger with disabilities.
Transfer 25 cents
 Available on request when paying fare.
 Good for two (2) connecting buses.
 Valid for two (2) hours from time received.
 Not valid for return trip.
 Special restrictions may apply (see transfer).
Passengers Please
 • Have exact fare ready. Driver cannot handle money.
 • Passengers must deposit their own fare.
 • Arrive earlier than scheduled departure time.
 • Tell driver your destination.
 • SCT Drivers announce Major Bus Stop locations.
 • Smoking, drinking, eating & playing radios prohibited on buses.
Bike Racks
 Available on all Suffolk County Transit (SCT) bus routes.
Reduced Fare for Seniors, Persons with Disabilities and Medicare Card Holders
 Persons with valid, municipally issued cards identifying them as at least 60 years old or having a mental or physical disability may ride for the reduced, one-way fare. A valid Medicare Card is also accepted as ID.
 Persons must display their ID card to the driver when paying the fare to ride at the reduced rate.
 For ID information:
 Seniors ID call 631.853.8200
 Disability ID call 631.853.8333
 Hearing Impaired TTY 631.853.5658

Suffolk County Transit Service: Monday – Saturday

No service Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving or Christmas Day.
 *Saturday Schedule in effect Martin Luther King's Day, Presidents Day and Veterans Day.



Persons with Disabilities

Upon request, drivers will assist wheelchair passengers while boarding and leaving lift/ramp and with use of securement device. Use of wheelchair lifts/ramps also available to passengers using walkers, canes, braces or who are otherwise mobility-impaired. Person traveling with respirator or portable oxygen supply are permitted to ride SCT buses. Service animals to accompany disabled passengers are also permitted.



SCHEDULE

7A/7B

Patchogue Railroad to Ronkonkoma Railroad
Patchogue Railroad to Medford, Bellport

7A Serving
 Patchogue Railroad
 Patchogue
 North Patchogue
 Gateway Shopping Center
 Holbrook
 Ronkonkoma Railroad

7B Serving
 Patchogue Railroad
 Patchogue
 East Patchogue
 Brookhaven Memorial Hospital
 Conifer Village
 Medford
 Eagle Estates
 North Bellport
 Bellport



7A service available Monday thru Saturday only.

*No Saturday service on these trips.

AM-LIGHTFACE PM-BOLDFACE

Schedules subject to change without notice. Suffolk County cannot assume responsibility for inconvenience, expense or damage resulting from timetable errors, delayed buses or failure to make connections.

Where to Board For your safety, please wait for the bus at a designated bus stop.

7A Connecting Bus Service

| Route No. | Location |
|-------------------|--------------------|
| S64, S61 | Patchogue |
| S63 | Patchogue |
| S57, S59, 6A | Ronkonkoma |
| S54, S61, S63, 7B | Patchogue Railroad |

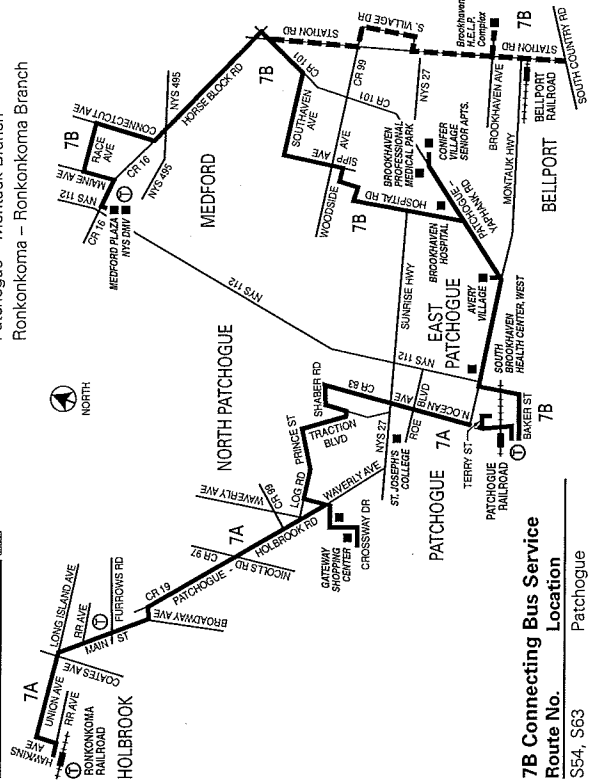
Long Island Rail Road

Patchogue - Montauk Branch
Ronkonkoma - Ronkonkoma Branch

| 7A Southbound Service | | | | |
|-----------------------|---------------------|-------------------------------|---------------------------|--------------------|
| Patchogue Railroad | Ronkonkoma Railroad | Holbrook Main St. Furrows Rd. | Holbrook Woodgate Village | Patchogue Railroad |
| *7:00 | 7:05 | 7:10 | 7:15 | 7:20 |
| 8:00 | 8:05 | 8:10 | 8:15 | 8:25 |
| 9:00 | 9:05 | 9:10 | 9:15 | 9:25 |
| 10:05 | 10:10 | 10:15 | 10:20 | 10:35 |
| 11:15 | 11:20 | 11:25 | 11:30 | 11:45 |
| 12:55 | 1:00 | 1:05 | 1:10 | 1:25 |
| 2:05 | 2:10 | 2:15 | 2:20 | 2:35 |
| 3:15 | 3:20 | 3:25 | 3:30 | 3:45 |
| 4:25 | 4:30 | 4:35 | 4:40 | 4:55 |
| 5:35 | 5:40 | 5:45 | 5:50 | 6:05 |
| *6:50 | 6:55 | 7:00 | 7:05 | 7:15 |

| 7A Northbound Service | | | | |
|-----------------------|--|---------------------------|-------------------------------|---------------------|
| Patchogue Railroad | North Patchogue Shopping Center Crossway Dr. | Holbrook Woodgate Village | Holbrook Main St. Furrows Rd. | Ronkonkoma Railroad |
| *6:30 | 6:39 | 6:44 | 6:49 | 6:55 |
| 7:30 | 7:39 | 7:44 | 7:49 | 7:55 |
| 8:30 | 8:39 | 8:44 | 8:49 | 8:55 |
| 9:30 | 9:39 | 9:45 | 9:50 | 10:00 |
| 10:40 | 10:48 | 10:55 | 11:00 | 11:10 |
| 12:20 | 12:28 | 12:35 | 12:40 | 12:50 |
| 1:30 | 1:38 | 1:45 | 1:50 | 2:00 |
| 2:40 | 2:48 | 2:55 | 3:00 | 3:10 |
| 3:50 | 3:58 | 4:05 | 4:10 | 4:20 |
| 5:00 | 5:08 | 5:15 | 5:20 | 5:30 |
| 6:15 | 6:23 | 6:30 | 6:33 | 6:40 |

7A/7B



| 7B Northbound Service | | | | |
|-----------------------|-----------------------------|----------------------------------|-----------------------------|-----------------------------|
| Patchogue Railroad | South Patchogue Health Ctr. | East Patchogue Memorial Hospital | Medford Sipp Ave. Southaven | Medford Sipp Ave. Southaven |
| *6:45 | 6:49 | 6:54 | 7:02 | 7:06 |
| 7:50 | 7:54 | 7:59 | 8:07 | 8:11 |
| 9:00 | 9:04 | 9:09 | 9:17 | 9:21 |
| 10:10 | 10:14 | 10:19 | 10:27 | 10:31 |
| 11:20 | 11:24 | 11:29 | 11:38 | 11:43 |
| 12:45 | 12:49 | 12:54 | 1:02 | 1:06 |
| 2:00 | 2:04 | 2:09 | 2:13 | 2:18 |
| 3:30 | 3:34 | 3:39 | 3:43 | 3:47 |
| 4:45 | 4:49 | 4:54 | 4:58 | 5:03 |
| 6:15 | 6:19 | 6:24 | 6:28 | 6:32 |

| 7B Southbound Service | | | | |
|-----------------------|-----------------------------|----------------------------------|-----------------------------|-----------------------------|
| Patchogue Railroad | South Patchogue Health Ctr. | East Patchogue Memorial Hospital | Medford Sipp Ave. Southaven | Medford Sipp Ave. Southaven |
| *6:45 | 6:49 | 6:54 | 7:02 | 7:06 |
| 7:50 | 7:54 | 7:59 | 8:07 | 8:11 |
| 9:00 | 9:04 | 9:09 | 9:17 | 9:21 |
| 10:10 | 10:14 | 10:19 | 10:27 | 10:31 |
| 11:20 | 11:24 | 11:29 | 11:38 | 11:43 |
| 12:45 | 12:49 | 12:54 | 1:02 | 1:06 |
| 2:00 | 2:04 | 2:09 | 2:13 | 2:18 |
| 3:30 | 3:34 | 3:39 | 3:43 | 3:47 |
| 4:45 | 4:49 | 4:54 | 4:58 | 5:03 |
| 6:15 | 6:19 | 6:24 | 6:28 | 6:32 |

7B service available Monday thru Saturday only.
*No Saturday service on this trip.
† Brookhaven Ave. H.E.L.P. Housing Complex Trips.

7B Connecting Bus Service

| Route No. | Location |
|-------------------|--------------------|
| S54, S63 | Patchogue |
| S65, S68, 7A | Patchogue |
| S61, S71 | Medford |
| S54, S61, S63, 7A | Patchogue Railroad |

LEGEND

Bus Route — Alternate Routing — Transfer Location



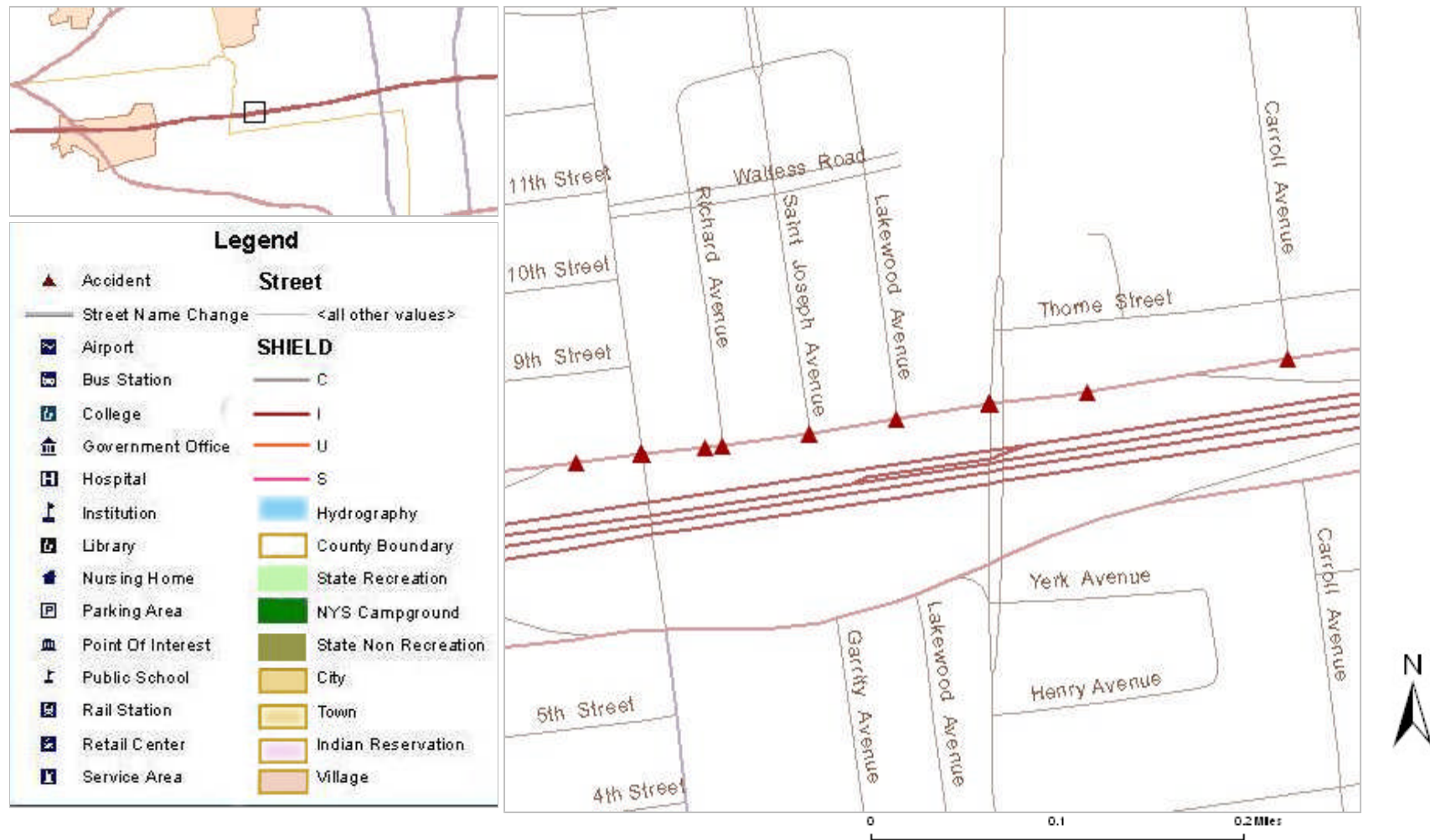
Engineering, Surveying and Landscape Architecture, P.C.

Appendix F

Description

Accident Data

8737 VDR LIE N Service Rd from bay Ave to Carroll Ave, Suffolk



Accident Location Information System (ALIS)

Date: 01/03/13

02:55

Accident Verbal Description Report

Page: 1

8737 VDR LIE N Service Rd from bay Ave to Carroll Ave, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
4/6/2009 Mon 06:58 AM Persons Killed: 0 Persons Injured: 4 Extent of Injuries: CCCC **Case: 2009-33019734**
 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 AT HILLCREST Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2857 State of Registration: NY
 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 :2 CAR/VAN/PICKUP Registered Weight: 4016 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 38 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 :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 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: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
 AT INTERSECTION WITH Express Dr N
4/25/2009 Sat 12:55 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33036026**
 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: UNKNOWN
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3401 State of Registration: NY

**1-OTHER
INJ**

| | | | | |
|--------|---------------------------------------|---------------------------|--------|---------------------------|
| | 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: GOING STRAIGHT AHEAD | | | |
| | Apparent Factors: UNKNOWN, UNKNOWN | | | |
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 4017 | | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 68 | 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 | | | |

Accident Location Information System (ALIS)

Date: 01/03/13

02:55

Accident Verbal Description Report

Page: 2

8737 VDR LIE N Service Rd from bay Ave to Carroll Ave, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

AT INTERSECTION WITH Express Dr N

2/21/2009 Sat 17:51 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33120586**
 Accident Class: 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 :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 3 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 RIGHT TURN
 Apparent Factors: TURNING IMPROPER, UNKNOWN

6-RE
INJ

Veh :1 CAR/VAN/PICKUP Registered Weight: 2886 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 29 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, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N

AT INTERSECTION WITH RONKONKOMA AVE

9/14/2009 Mon 19:50 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: AC **Case: 2009-33205248**
 Accident Class: 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: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2375 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 18 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, UNKNOWN

1-RA
INJ

Veh :2 CAR/VAN/PICKUP Registered Weight: 2864 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: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH Express Dr N

6/28/2009 Sun 01:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33353719**
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: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

1-LT

PDO

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: PA
 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: MAKING LEFT TURN
 Apparent Factors: TURNING IMPROPER, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 5117 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 26 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: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
 AT INTERSECTION WITH HAWKINS AVE

11/30/2009 Mon 12:25 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2009-33272351**
 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: 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: 2290 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 67 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: FAILURE TO YIELD RIGHT OF WAY, TRAFFIC CONTROL DEVICES DISREGARDED

6-RA**INJ**

Veh :1 CAR/VAN/PICKUP Registered Weight: 3014 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 76 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: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR N

1/21/2010 Thu 16:07 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2010-33338945**
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

1-R

Veh :1 CAR/VAN/PICKUP Registered Weight: 3444 State of Registration: NY
Num of Occupants: 2 Driver's Age: 26 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

INJ

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***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3116 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 24 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: NOT APPLICABLE, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH EXPRESS DR N

4/9/2010 Fri 13:39 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2010-33431425**
 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: 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 :1 CAR/VAN/PICKUP Registered Weight: 3752 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 44 Sex: F 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

1-RE
INJ

Veh :2 CAR/VAN/PICKUP Registered Weight: 2863 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: Y
 Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH EXPRESS DR N

4/13/2010 Tue 22:07 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-33453641**
 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: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

1-RA
INJ

| | | | |
|--------|---------------------------------------|---------------------------|---------------------------|
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 3960 | 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 | | |
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 3322 | State of Registration: NY |
| | Num of Occupants: 2 | Driver's Age: 27 | Sex: M Citation Issued: Y |
| | Direction of Travel: WEST | Public Property Damage: N | School Bus Involved: N |
| | Pre-Accd Action: GOING STRAIGHT AHEAD | | |
| | Apparent Factors: UNKNOWN, UNKNOWN | | |

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR LIE N Service Rd from bay Ave to Carroll Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYS DMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
22 Meters East of Ramp

9/24/2009 Thu 09:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33463377**
 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/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3409 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: CHANGING LANES
 Apparent Factors: UNKNOWN, UNSAFE LANE CHANGE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3184 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 65 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, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
AT INTERSECTION WITH HAWKINS AVE

4/5/2010 Mon 22:30 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-33471682**
 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: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 Num of Occupants: 1 Driver's Age: 25 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, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4205 State of Registration: NY

6-RA

INJ

Num of Occupants: 1

Driver's Age: 38

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, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR N

5/20/2010

Thu 17:00 PM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2010-33472322

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

1-OTHER
PDO

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***** 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: 3806 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: UNKNOWN
 Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

AT INTERSECTION WITH EXPRESS DR N

10/23/2009 Fri 06:35 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2009-33501025**
 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: 5101 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 53 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

6-RE**INJ**

Veh :2 CAR/VAN/PICKUP Registered Weight: 3216 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: SLOWED OR STOPPING
 Apparent Factors: UNKNOWN, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
AT INTERSECTION WITH HAWKINS AVE

10/24/2009 Sat 10:18 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2009-33522196**
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/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

6-RA

Veh :1 CAR/VAN/PICKUP Registered Weight: 2466 State of Registration: NY
Num of Occupants: 2 Driver's Age: 66 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: NOT APPLICABLE, NOT APPLICABLE

INJ

Accident Location Information System (ALIS)

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N

***** CONTINUED

Veh :2 TRUCK Registered Weight: 25999 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: UNKNOWN
 Apparent Factors: NOT APPLICABLE, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N

AT INTERSECTION WITH HAWKINS AVE

1/10/2010 Sun 10:18 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2010-33598567**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: FLASHING LIGHT
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: OTHER Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

6-RA

INJ

Veh :1 CAR/VAN/PICKUP Registered Weight: 4424 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: MAKING LEFT TURN
 Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 5615 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, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N

AT INTERSECTION WITH HAWKINS AVE

9/28/2010 Tue 06:14 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-33613823**
 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: DAWN
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

6-RA

INJ

| | | | |
|--------|--|---------------------------|---------------------------|
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 2797 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 75 | 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, UNKNOWN | | |
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 3832 | State of Registration: NY |
| | Num of Occupants: 2 | Driver's Age: 23 | 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: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN | | |

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AT INTERSECTION WITH RONKONKOMA AVE

3/13/2010 Sat 20:36 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2010-33646175**
 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: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

1-RA

Veh :2 CAR/VAN/PICKUP Registered Weight: 4948 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 36 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: TRAF CNTRL DEV IMPROPER/NON-WRKing, NOT APPLICABLE

INJ

Veh :1 CAR/VAN/PICKUP Registered Weight: 3005 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 66 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: TRAF CNTRL DEV IMPROPER/NON-WRKing, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
81 Meters East of HAWKINS AVE

2/9/2010 Tue 08:40 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33678294**
 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: DAWN
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

6-RE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4089 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 61 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

PDO

Veh :2 CAR/VAN/PICKUP Registered Weight: 2010 State of Registration: NY

Num of Occupants: 1 Driver's Age: 19 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: UNSAFE SPEED, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
AT INTERSECTION WITH RONKONKOMA AVE

3/12/2010 Fri 20:48 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33758588**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT TURN (WITH 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

1-RT

PDO

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Veh :2 OTHER Registered Weight: State of Registration: NJ
 Num of Occupants: 2 Driver's Age: 23 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: TURNING IMPROPER, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 4076 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 41 Sex: M Citation Issued: Y
 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: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
 AT INTERSECTION WITH RONKONKOMA AVE

3/13/2010 Sat 20:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33758615**
 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: 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 :2 CAR/VAN/PICKUP Registered Weight: 3505 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 53 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, TRAF CNTRL DEV IMPROPER/NON-WRKG

Veh :1 CAR/VAN/PICKUP Registered Weight: 4053 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 57 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, TRAF CNTRL DEV IMPROPER/NON-WRKG

1-RA
PDO

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH EXPRESS DR N

3/13/2010 Sat 23:00 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-33758614**
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: 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

6-R
A
INJ

Veh :2 CAR/VAN/PICKUP Registered Weight: 2542 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 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, TRAF CNTRL DEV IMPROPER/NON-WRKing

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR LIE N Service Rd from bay Ave to Carroll Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3179 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 65 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, TRAF CNTRL DEV IMPROPER/NON-WRKING

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATE RTE 906B

AT INTERSECTION WITH RONKONKOMA AVE

12/22/2010 Wed 10:20 AM Persons Killed: 0 Persons Injured: 4 Extent of Injuries: CCCC **Case: 2010-33764160**
 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: 3846 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: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

1-RE
INJ

Veh :1 CAR/VAN/PICKUP Registered Weight: 2623 State of Registration: NY
 Num of Occupants: 5 Driver's Age: 69 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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH EXPRESS DR N

4/20/2010 Tue 09:15 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-33815610**
 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: 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

1-RE
INJ

| | | | |
|--------|--|---------------------------|---------------------------|
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 3411 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 47 | 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 | | |
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 3536 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 47 | Sex: M 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, FOLLOWING TOO CLOSELY | | |

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR LIE N Service Rd from bay Ave to Carroll Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH EXPRESS DR N

4/13/2010

Tue Persons Killed:

Persons Injured:

Extent of Injuries:

Case: 2010-33838392

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: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH EXPRESS DR N

6/2/2010

Wed 07:55 AM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2010-33863351

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: 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: 4431

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: GOING STRAIGHT AHEAD

Apparent Factors: UNKNOWN, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

AT INTERSECTION WITH LONG ISLAND EXPRESSWAY SERVICE RD

1-RE
PDO

| | | | | | |
|------------------|-----|--|-----------------------------|---------------------------------------|----------------------------|
| 3/31/2011 | Thu | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | Case: 2011-33886462 |
| | | 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: RAIN |
| | | Road Surface Condition: WET | Road Char.: STRAIGHT/ GRADE | | Light Condition: DUSK |
| | | Loc. of Ped/Bicycle: NOT APPLICABLE | | Action of Ped/Bicycle: NOT APPLICABLE | |

Accident Location Information System (ALIS)

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

***** CONTINUED

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: CHANGING LANES
 Apparent Factors: UNKNOWN, UNKNOWN

6-OT

PDO

Veh :1 CAR/VAN/PICKUP Registered Weight: 3208 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 17 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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

AT INTERSECTION WITH EXPRESS DR N

4/30/2011 Sat 00:40 AM Persons Killed: 1 Persons Injured: 0 Extent of Injuries: K **Case: 2011-33934290**
 Accident Class: FATAL 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: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

6-RA

Veh :2 CAR/VAN/PICKUP Registered Weight: 6000 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: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, TRAFFIC CONTROL DEVICES DISREGARDED

FAT

Veh :1 CAR/VAN/PICKUP Registered Weight: 3501 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: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
AT INTERSECTION WITH HAWKINS AVE

9/14/2010 Tue 18:35 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2010-33974437**

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: 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

6-RE

INJ

Veh :2

CAR/VAN/PICKUP

Registered Weight: 4513

State of Registration: NY

Num of Occupants: 1

Driver's Age: 30

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: FOLLOWING TOO CLOSELY, UNKNOWN

Accident Location Information System (ALIS)

Accident Verbal Description Report

8737 VDR LIE N Service Rd from bay Ave to Carroll Ave, Suffolk

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***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 5033 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 24 Sex: F Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH LONG ISLAND EXPRESSWAY SERVICE RD

9/14/2010 Tue 12:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2010-33975824
 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/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

1 - RA

INJ

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: SLOWED OR STOPPING
 Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2930 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 32 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: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH EXPRESS DR N

10/1/2010 Fri 16:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2010-33993901
 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: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

1 - LT

PDO

| | | | |
|--------|--|---------------------------|--------------------------------|
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 57 | 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: 3448 | 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: MAKING LEFT TURN | | |
| | Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN | | |

Accident Location Information System (ALIS)

Accident Verbal Description Report

8737 VDR LIE N Service Rd from bay Ave to Carroll Ave, Suffolk

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
AT INTERSECTION WITH RICHARD AVE

| | | | | | |
|------------------|--|---------------------------------------|--------------------|---------------------------------|----------------------------|
| 6/16/2011 | Thu 08:35 AM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | Case: 2011-33981065 |
| | 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: 4432 | State of Registration: NY | |
| | Num of Occupants: 1 | Driver's Age: 35 | 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: FOLLOWING TOO CLOSELY, UNKNOWN | | | |

24-RE
PDO

| | | | | |
|--------|-------------------------------------|---------------------------|---------------------------|------------------------|
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 4159 | State of Registration: NY | |
| | Num of Occupants: 1 | Driver's Age: 17 | 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 | | | |

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
AT INTERSECTION WITH SAINT JOSEPH AVE

| | | | | | |
|------------------|---|---------------------------------------|--------------------|------------------------------------|----------------------------|
| 10/1/2010 | Fri 20:25 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | Case: 2010-33993865 |
| | 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: CLOUDY | |
| | Road Surface Condition: WET | Road Char.: STRAIGHT AND LEVEL | | Light Condition: DARK-ROAD LIGHTED | |
| | Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE | | | |

| | | | | |
|--------|--|---------------------------|---------------------------|------------------------|
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 2639 | State of Registration: NY | |
| | Num of Occupants: 1 | Driver's Age: 42 | Sex: M | Citation Issued: N |
| | Direction of Travel: SOUTH-WEST | Public Property Damage: N | | School Bus Involved: N |
| | Pre-Accd Action: MAKING RIGHT TURN | | | |
| | Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN | | | |

24-RT
PDO

| | | | | |
|--------|-------|--------------------|------------------------|--|
| 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: UNKNOWN

Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N

16 Meters West of Richard Ave

7/31/2011

Sun 23:50 PM

Persons Killed: 0

Persons Injured: 1

Extent of Injuries: C

Case: 2011-34028307

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

**1-RE
INJ**

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR LIE N Service Rd from bay Ave to Carroll Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N

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Veh :1 CAR/VAN/PICKUP Registered Weight: 3072 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 23 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: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5005 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 25 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
 AT INTERSECTION WITH RONKONKOMA AVE

9/15/2011 Thu 02:24 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34063072**
 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: 3872 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 30 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

Veh :2 CAR/VAN/PICKUP Registered Weight: 2964 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 23 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

1-RA

PDO

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
AT INTERSECTION WITH RONKONKOMA AVE

| | | | | | |
|------------------|---------------------------------------|--|---------------------------------------|---------------------------|---------------------------------|
| 9/29/2011 | Thu | Persons Killed: 0 | Persons Injured: 1 | Extent of Injuries: C | Case: 2011-34086506 |
| | | 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: 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: 4334 | State of Registration: NY | |
| | Num of Occupants: 1 | | Driver's Age: 51 | 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, UNKNOWN | | | | |

1-RA
INJ

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***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 4036 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: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH EXPRESS DR N

9/23/2011 Fri 15:45 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-34090231**
 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: UNKNOWN
 Road Surface Condition: UNKNOWN Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

1-RE
INJ

Veh :1 CAR/VAN/PICKUP Registered Weight: 3540 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 43 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

Veh :2 CAR/VAN/PICKUP Registered Weight: 2519 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 47 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: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N

AT INTERSECTION WITH HAWKINS AVE

10/2/2011 Sun 16:07 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC **Case: 2011-34097401**
 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

6-RA
INJ

| | | | |
|--------|--|---------------------------|---------------------------|
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 2950 | State of Registration: NY |
| | Num of Occupants: 2 | 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, TRAFFIC CONTROL DEVICES DISREGARDED | | |
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 3074 | 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: GOING STRAIGHT AHEAD | | |
| | Apparent Factors: UNKNOWN, UNKNOWN | | |

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: JOSEPH AVE
AT INTERSECTION WITH EXPRESS DR N

11/27/2010 Sat 12:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-34123953**
 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 TRUCK Registered Weight: 14500 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: 3701 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 51 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, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 2962 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: Brookhaven(T) Ref. Marker: Street: LAKEWOOD AVE
AT INTERSECTION WITH LONG ISLAND EXPRESSWAY SERVICE RD

11/26/2010 Fri 11:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-34125402**
 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: 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: State of Registration: NY

24-
OTHER
PDO24-RA
PDO

| | | | | |
|--------|---|---------------------------|--------|---------------------------|
| | Num of Occupants: 1 | Driver's Age: 30 | 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, UNKNOWN | | | |
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 3403 | | State of Registration: NY |
| | Num of Occupants: 2 | Driver's Age: 44 | 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 YIELD RIGHT OF WAY, UNSAFE SPEED | | | |

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR LIE N Service Rd from bay Ave to Carroll Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
AT INTERSECTION WITH RONKONKOMA AVE

10/27/2011 Thu 06:21 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34120414**
 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: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

1-RE

PDO

Veh :2 CAR/VAN/PICKUP Registered Weight: 3358 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 47 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 2623 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 17 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: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
AT INTERSECTION WITH HAWKINS AVE

12/11/2010 Sat 01:20 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-34241264**
 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: 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

6-RE

INJ

Veh :2 CAR/VAN/PICKUP Registered Weight: 3360 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 31 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 3488 State of Registration: NY

Num of Occupants: 2 Driver's Age: 57 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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
AT INTERSECTION WITH HAWKINS AVE

5/18/2011 Wed 08:00 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-34273953**
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

6-RE
INJ

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***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2649 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 29 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 :2 CAR/VAN/PICKUP Registered Weight: 2998 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 21 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: FOLLOWING TOO CLOSELY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
 AT INTERSECTION WITH RONKONKOMA AVE

5/26/2011 Thu 01:00 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC **Case: 2011-34287440**
 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/ 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: 3846 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 42 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 4740 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 32 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

1-RA
 INJ

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR N

4/29/2011 Fri 18:35 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2011-34299912**
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 CAR/VAN/PICKUP Registered Weight: 2418 State of Registration: NY
Num of Occupants: 2 Driver's Age: 51 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

1-RE

INJ

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR LIE N Service Rd from bay Ave to Carroll Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYS DMV is only available thru 1/31/2012**

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Veh :1 CAR/VAN/PICKUP Registered Weight: 3274 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 46 Sex: F 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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
 AT INTERSECTION WITH HAWKINS AVE

6/15/2011 Wed 22:25 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2011-34325937**
 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: DARK-ROAD LIGHTED
 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: 23 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

**6-OTHER
INJ**

Veh :3 CAR/VAN/PICKUP Registered Weight: 2986 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 21 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: UNKNOWN, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3527 State of Registration: NY
 Num of Occupants: 2 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: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
AT INTERSECTION WITH HAWKINS AVE

6/7/2011 Tue 17:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34308693**
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

6-OT

PDO

Veh :1 CAR/VAN/PICKUP Registered Weight: 6900 State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 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

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR LIE N Service Rd from bay Ave to Carroll Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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Veh :2 CAR/VAN/PICKUP Registered Weight: 9600 State of Registration: NY
 Num of Occupants: 1 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 RIGHT TURN
 Apparent Factors: AGGRESSIVE DRIVING/ROAD RAGE, TURNING IMPROPER

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

AT INTERSECTION WITH EXPRESS DR N

8/21/2011 Sun 21:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34358188**
 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/ GRADE Light Condition: DARK-ROAD LIGHTED
 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, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3159 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 68 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: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N

AT INTERSECTION WITH CARROLL AVE

8/2/2011 Tue 11:00 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-34364874**
 Accident Class: PROPERTY DAMAGE AND 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.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

6-RE
PDO

Veh :1 CAR/VAN/PICKUP Registered Weight: 2657 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: CHANGING LANES
Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
AT INTERSECTION WITH HAWKINS AVE

8/23/2011 Tue 21:35 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2011-34378857**
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: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

6-RA
INJ

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Veh :2 CAR/VAN/PICKUP Registered Weight: 3373 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 19 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: TRAFFIC CONTROL DEVICES DISREGARDED, DRIVER INEXPERIENCE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3025 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 37 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: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
 AT INTERSECTION WITH LONG ISLAND EXPRESSWAY SERVICE RD

10/26/2011 Wed 13:20 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-34381692**
 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: 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: 3072 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: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 76 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: OTHER (VEHICLE), UNKNOWN

6-RA
INJ

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR N

10/27/2011 Thu 19:00 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-34387406**
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: 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

1-LT

INJ

Veh :2 CAR/VAN/PICKUP Registered Weight: 3101 State of Registration: NY
Num of Occupants: 2 Driver's Age: 26 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: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN

Accident Location Information System (ALIS)

Accident Verbal Description Report

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Veh :1 CAR/VAN/PICKUP Registered Weight: 4829 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 38 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: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
 AT INTERSECTION WITH RONKONKOMA AVE

9/24/2011 Sat Persons Killed: Persons Injured: Extent of Injuries: Case: 2011-34394448
 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: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
 AT INTERSECTION WITH EXPRESS DR N

11/19/2011 Sat 10:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2011-34397643
 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: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4687 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 37 Sex: F Citation Issued: N
 Direction of Travel: WEST Public Property Damage: Y School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, TRAFFIC CONTROL DEVICES DISREGARDED

6-RA

PDO

| | | | |
|--------|--|---------------------------|---------------------------|
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 3012 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 48 | 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, NOT APPLICABLE | | |

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR N

| | | | | | |
|------------------|--|-------------------|--------------------|---------------------------------|-----------------------------|
| 7/20/2010 | Tue 07:15 AM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | Case: 2010-NR3127468 |
| | Accident Class: NON-REPORTABLE | | | 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.: | Light Condition: DAYLIGHT | |
| | Loc. of Ped/Bicycle: INVALID CODE | | | Action of Ped/Bicycle: | |

1-RE

NR

Accident Location Information System (ALIS)

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8737 VDR LIE N Service Rd from bay Ave to Carroll Ave, Suffolk

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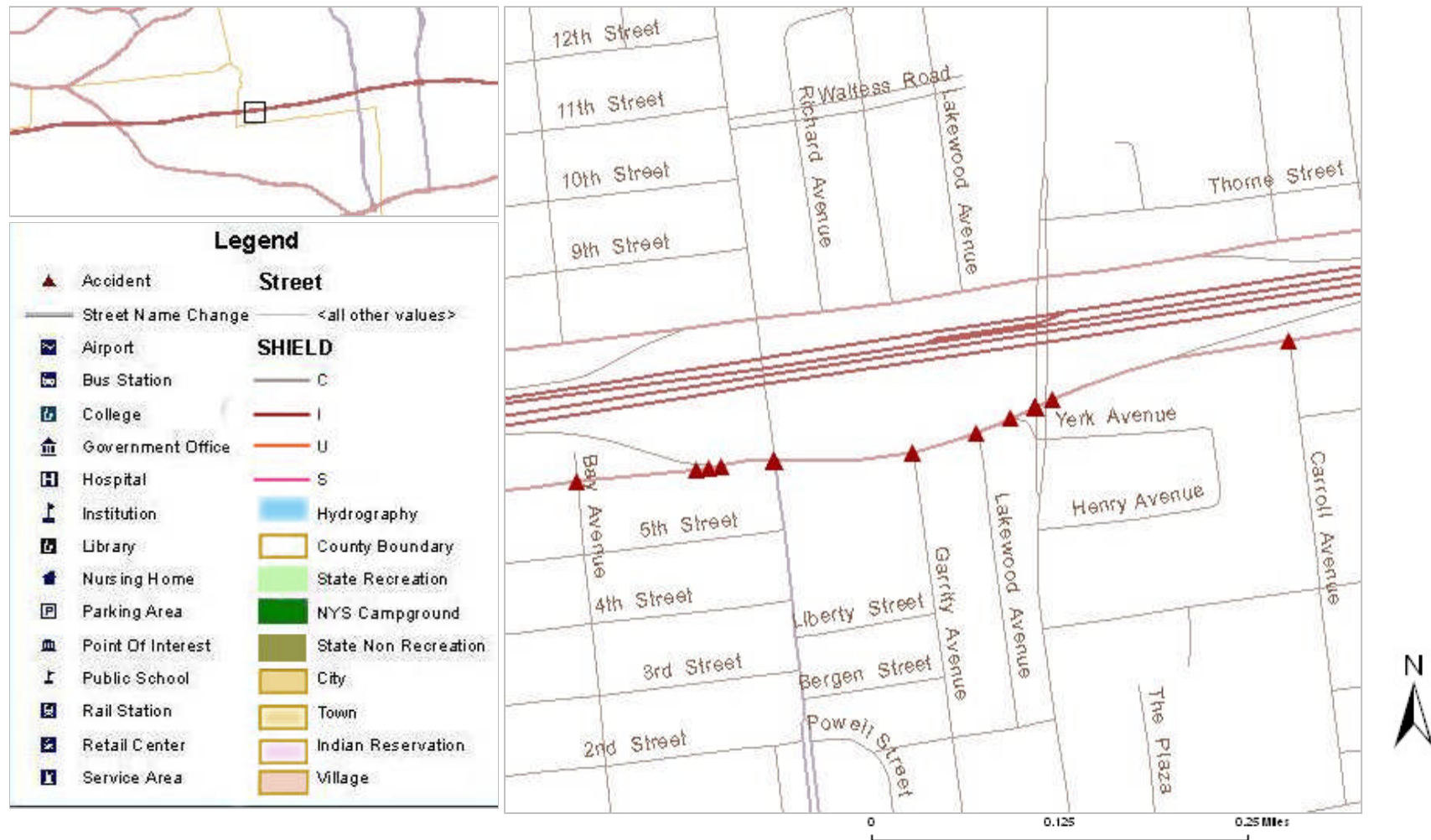
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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

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

8737 VDR LIE S Service Rd from bay Ave to Carroll Ave, Suffolk



Accident Location Information System (ALIS)

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Accident Verbal Description Report

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8737 VDR LIE S Service Rd from bay Ave to Carroll Ave, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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AT INTERSECTION WITH Express Dr S

3/25/2009 Wed 17:15 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2009-33065650**
 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

2-RE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4322 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 35 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

INJ

Veh :2 CAR/VAN/PICKUP Registered Weight: 2623 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: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

AT INTERSECTION WITH Express Dr S

4/24/2009 Fri 17:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33028809**
 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

7-RE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2837 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: UNKNOWN
 Apparent Factors: UNKNOWN, UNKNOWN

PDO

Veh :2 CAR/VAN/PICKUP Registered Weight: 4057 State of Registration: NY

Num of Occupants: 1 Driver's Age: 41 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: Brookhaven(T) Ref. Marker: Street: LAKEWOOD AVE
AT INTERSECTION WITH Express Dr S

3/1/2009 Sun 08:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33126154**
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 ANGLE 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

25-RA

PDO

Accident Location Information System (ALIS)

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Accident Verbal Description Report

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8737 VDR LIE S Service Rd from bay Ave to Carroll Ave, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: LAKEWOOD AVE

***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2493 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: UNSAFE SPEED, PAVEMENT SLIPPERY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3272 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 19 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: Brookhaven(T) Ref. Marker: Street: LONG ISLAND EXPRESSWAY SERVICE RD

7/29/2009

Wed 19:15 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2009-33138377**
 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: 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: 3992 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: Y
 Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN

Veh :1 BUS Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 46 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: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S

| | | | | | |
|------------------|--|---------------------------|--------------------------------|---------------------------------------|----------------------------|
| 5/12/2009 | Tue 17:30 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | Case: 2009-33230091 |
| | 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: 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 | CAR/VAN/PICKUP | Registered Weight: 3360 | | State of Registration: NY | |
| | Num of Occupants: 1 | Driver's Age: 35 | | Sex: F | Citation Issued: N |
| | Direction of Travel: EAST | Public Property Damage: N | | | School Bus Involved: N |
| | Pre-Accd Action: STARTING IN TRAFFIC | | | | |
| | Apparent Factors: VIEW OBSTRUCTED/LIMITED, UNKNOWN | | | | |

Accident Location Information System (ALIS)

Accident Verbal Description Report

8737 VDR LIE S Service Rd from bay Ave to Carroll Ave, Suffolk

Data in this report covers the period Jan 31, 2009 - Jan 31, 2012

Complete Accident data from NYSDMV is only available thru 1/31/2012

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S

***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2943 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 55 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: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH Express Dr S

5/21/2009 Thu 15:31 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33269924**
 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

2-RE
 INJ

Veh :2 OTHER Registered Weight: State of Registration:
 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: SLOWED OR STOPPING
 Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE SPEED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3247 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 57 Sex: F 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: Brookhaven(T) Ref. Marker: Street: LONG ISLAND EXPRESSWAY SERVICE RD

11/9/2009

Mon 07:40 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33255188**
 Accident Class: PROPERTY DAMAGE 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: 3306 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 18 | Sex: F Citation Issued: N |
| | Direction of Travel: WEST | Public Property Damage: N | School Bus Involved: N |
| | Pre-Accd Action: MERGING | | |
| | Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY | | |
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 3484 | 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: GOING STRAIGHT AHEAD | | |
| | Apparent Factors: NOT APPLICABLE, NOT APPLICABLE | | |

Accident Location Information System (ALIS)

Accident Verbal Description Report

8737 VDR LIE S Service Rd from bay Ave to Carroll Ave, Suffolk

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
10 Meters West of Ramp

| | | | | | |
|------------------|--|-------------------|--------------------------------|---------------------------------------|----------------------------|
| 12/8/2009 | Tue 08:00 AM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | Case: 2009-33279442 |
| | Accident Class: PROPERTY DAMAGE | | | Police Agency: | Num of Veh: 2 |
| | Type Of Accident: COLLISION WITH MOTOR VEHICLE | | | | Traffic Control: NONE |
| | Manner of Collision: RIGHT TURN (WITH OTHER CAR) | | | | Weather: CLEAR |
| | Road Surface Condition: DRY | | Road Char.: STRAIGHT AND LEVEL | | Light Condition: DAYLIGHT |
| | Loc. of Ped/Bicycle: NOT APPLICABLE | | | Action of Ped/Bicycle: NOT APPLICABLE | |

| | | | |
|--------|--|---------------------------|---------------------------|
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 2892 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 23 | Sex: F Citation Issued: N |
| | Direction of Travel: EAST | Public Property Damage: N | School Bus Involved: Y |
| | Pre-Accd Action: GOING STRAIGHT AHEAD | | |
| | Apparent Factors: NOT APPLICABLE, NOT APPLICABLE | | |

| | | | |
|--------|---|---------------------------|---------------------------|
| Veh :2 | BUS | Registered Weight: | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 71 | 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: TURNING IMPROPER, FAILURE TO YIELD RIGHT OF WAY | | |

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH EXPRESS DR S

| | | | | | |
|-------------------|--|-------------------|-----------------------------|---------------------------------------|---------------------------------|
| 12/17/2009 | Thu 10:45 AM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | Case: 2009-33309216 |
| | 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/ GRADE | | Light Condition: DAYLIGHT |
| | Loc. of Ped/Bicycle: NOT APPLICABLE | | | Action of Ped/Bicycle: NOT APPLICABLE | |

| | | | |
|--------|---|---------------------------|---------------------------|
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 2895 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 42 | Sex: F Citation Issued: N |
| | Direction of Travel: NORTH | Public Property Damage: N | School Bus Involved: N |
| | Pre-Accd Action: STARTING IN TRAFFIC | | |
| | Apparent Factors: NOT APPLICABLE, UNKNOWN | | |

| | | | |
|--------|----------------|-------------------------|---------------------------|
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 4829 | State of Registration: NY |
|--------|----------------|-------------------------|---------------------------|

7-RA
PDO

Num of Occupants: 1 Driver's Age: 36 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: FAILURE TO YIELD RIGHT OF WAY, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: LONG ISLAND EXPRESSWAY SERVICE RD
AT INTERSECTION WITH RONKONKOMA AVE

12/30/2009 Wed 18:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33283067**
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

2-OT

PDO

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR LIE S Service Rd from bay Ave to Carroll Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: LONG ISLAND EXPRESSWAY SERVICE RD

***** CONTINUED

Veh :2 OTHER Registered Weight: State of Registration: NY
 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: 3627 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 53 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: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
 AT INTERSECTION WITH EXPRESS DR S

1/9/2010 Sat 11:06 AM Persons Killed: 0 Persons Injured: 4 Extent of Injuries: BCCC **Case: 2010-33339042**
 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

**7-RA
INJ**

Veh :1 CAR/VAN/PICKUP Registered Weight: 5892 State of Registration: NY
 Num of Occupants: 4 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: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2519 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 61 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: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH EXPRESS DR S

1/17/2010 Sun 16:00 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: BBC **Case: 2010-33335144**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN 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

7-LT

INJ

Veh :2 CAR/VAN/PICKUP Registered Weight: 3670 State of Registration: NY
Num of Occupants: 2 Driver's Age: 29 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: NOT APPLICABLE, DRIVER INATTENTION

Accident Location Information System (ALIS)

Accident Verbal Description Report

8737 VDR LIE S Service Rd from bay Ave to Carroll Ave, Suffolk

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2544 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 20 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: Brookhaven(T) Ref. Marker: Street: LONG ISLAND EXPRESSWAY SERVICE RD
3/24/2010 Wed 16:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33420341**
 Accident Class: PROPERTY DAMAGE 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 :2 CAR/VAN/PICKUP Registered Weight: 2499 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 47 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 5496 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 69 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: UNKNOWN
 Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S

AT INTERSECTION WITH HAWKINS AVE

8/30/2009 Sun 23:16 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33450530**
 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: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

7-RA

INJ

| | | | |
|--------|--|---------------------------|---------------------------|
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 2449 | State of Registration: NY |
| | Num of Occupants: 3 | Driver's Age: 21 | Sex: M Citation Issued: Y |
| | Direction of Travel: EAST | Public Property Damage: N | School Bus Involved: N |
| | Pre-Accd Action: GOING STRAIGHT AHEAD | | |
| | Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN | | |
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 2683 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 41 | 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 | | |

Accident Location Information System (ALIS)

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8737 VDR LIE S Service Rd from bay Ave to Carroll Ave, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH HAWKINS AVE

5/9/2010 Sun 03:45 AM Persons Killed: 0 Persons Injured: 4 Extent of Injuries: CCCC **Case: 2010-33460562**
 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: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

7-RA

Veh :2 CAR/VAN/PICKUP Registered Weight: 3076 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 30 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: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN

INJ

Veh :1 CAR/VAN/PICKUP Registered Weight: 3600 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 26 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: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH EXPRESS DR S

10/9/2009 Fri 19:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33499419**
 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: CLOUDY
 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

7-LT

Veh :2 CAR/VAN/PICKUP Registered Weight: 5561 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 19 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, FAILURE TO YIELD RIGHT OF WAY

PDO

Veh :1 CAR/VAN/PICKUP Registered Weight: 2698 State of Registration: NY

Num of Occupants: 1 Driver's Age: 21 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, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH LONG ISLAND EXPRESSWAY SERVICE RD

7/7/2010 Wed 17:35 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-33536695**
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

2-RA
INJ

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR LIE S Service Rd from bay Ave to Carroll Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3072 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 24 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, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3247 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 36 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, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
 AT INTERSECTION WITH HAWKINS AVE

5/17/2010 Mon 14:55 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2010-33575993**
 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: 4465 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 33 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: UNKNOWN, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 2965 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 71 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: UNKNOWN, TURNING IMPROPER

7-RE
INJ

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH STATE RTE 906A

7/24/2010 Sat 11:25 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC **Case: 2010-33601399**
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/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

7-RA
INJ

Veh :1 CAR/VAN/PICKUP Registered Weight: 3814 State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 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, NOT APPLICABLE

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 5365 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 18 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: DRIVER INATTENTION, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

AT INTERSECTION WITH EXPRESS DR S

2/6/2010 Sat 18:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33678433**
 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: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

7-LT

Veh :1 CAR/VAN/PICKUP Registered Weight: 3935 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 52 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

PDO

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: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

AT INTERSECTION WITH EXPRESS DR S

5/22/2010 Sat 20:40 PM Persons Killed: 0 Persons Injured: 7 Extent of Injuries: CCCCC **Case: 2010-33835203**
 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: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

7-RA

INJ

| | | | |
|--------|---|---------------------------|---------------------------|
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 3955 | State of Registration: NY |
| | Num of Occupants: 6 | Driver's Age: 20 | 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: TRAFFIC CONTROL DEVICES DISREGARDED, DRIVER INATTENTION | | |
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 2340 | 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: UNKNOWN, UNKNOWN | | |

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: LONG ISLAND EXPRESSWAY SERVICE RD
AT INTERSECTION WITH RONKONKOMA AVE

2/5/2011 Sat 07:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-33813539**
 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

2-RA**PDO**

Veh :2 CAR/VAN/PICKUP Registered Weight: 2698 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: NOT APPLICABLE, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 4252 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 49 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: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH EXPRESS DR S

6/21/2010 Mon 16:29 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33869128**
 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

7-LT**PDO**

Veh :1 CAR/VAN/PICKUP Registered Weight: 3458 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 35 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: 5214 State of Registration: NY

Num of Occupants: 1 Driver's Age: 44 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, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR S

4/10/2011 Sun 10:45 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2011-33876212**
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 (WITH OTHER CAR) 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

2-R
INJ

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***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3345 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 3773 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: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
 AT INTERSECTION WITH HAWKINS AVE

7/14/2010 Wed 07:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33898514**
 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: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

7-F/O

PDO

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: FL
 Num of Occupants: 2 Driver's Age: 47 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: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
 AT INTERSECTION WITH EXPRESS DR S

7/22/2010 Thu 21:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33917865**
 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: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

2-RE

INJ

| | | | |
|--------|---|---------------------------|---------------------------|
| Veh :2 | OTHER | Registered Weight: | State of Registration: |
| | Num of Occupants: 0 | Driver's Age: | Sex: |
| | Direction of Travel: NORTH | Public Property Damage: N | Citation Issued: |
| | Pre-Accd Action: MAKING RIGHT TURN | | School Bus Involved: N |
| | Apparent Factors: DRIVER INATTENTION, UNKNOWN | | |
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 3284 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 52 | Sex: F |
| | Direction of Travel: NORTH | Public Property Damage: N | Citation Issued: N |
| | Pre-Accd Action: STOPPED IN TRAFFIC | | School Bus Involved: N |
| | Apparent Factors: UNKNOWN, UNKNOWN | | |

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AT INTERSECTION WITH RONKONKOMA AVE

9/17/2010 Fri 15:46 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33970292**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 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

2-OT

PDO

Veh :1 CAR/VAN/PICKUP Registered Weight: 3230 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 33 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 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: DRIVER INATTENTION, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH BAY AVE

9/30/2010 Thu 11:20 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2010-33985832**
 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: 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 :1 CAR/VAN/PICKUP Registered Weight: 3340 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, PRESCRIPTION MEDICATION

Veh :2 CAR/VAN/PICKUP Registered Weight: 3253 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: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH EXPRESS DR S

9/13/2010

Mon 17:03 PM

Persons Killed: 0

Persons Injured: 1

Extent of Injuries: C

Case: 2010-33974508

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: DRY

Road Char.: STRAIGHT AND LEVEL

Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

7-RA**INJ**

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Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 25 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: UNKNOWN, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2892 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: GOING STRAIGHT AHEAD
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S

AT INTERSECTION WITH GARRITY AVE

8/5/2009 Wed 17:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2009-NR2862251
 Accident Class: NON-REPORTABLE 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.: 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: STOPPED IN TRAFFIC
 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: SLOWED OR STOPPING
 Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

25-RE
NR

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH HAWKINS AVE

9/26/2010 Sun 21:20 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: AC **Case: 2010-33993790**
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: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

7-R
A
I
N
J

Veh :1 CAR/VAN/PICKUP Registered Weight: 4700 State of Registration: NY
Num of Occupants: 1 Driver's Age: 35 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, NOT APPLICABLE

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Veh :2 CAR/VAN/PICKUP Registered Weight: 2835 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: Y School Bus Involved: N
 Pre-Accd Action: MAKING RIGHT TURN ON RED
 Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

AT INTERSECTION WITH EXPRESS DR S

9/22/2010 Wed 07:44 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33990583**
 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

7-RE
INJ

Veh :2 CAR/VAN/PICKUP Registered Weight: 3217 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

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: SOUTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
6 Meters East of Ramp

10/22/2010 Fri 20:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-34039227**
 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.: 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: 2870 | 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: GOING STRAIGHT AHEAD | | |
| | Apparent Factors: FELL ASLEEP, UNKNOWN | | |

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH EXPRESS DR S

| | | | | | |
|------------------|---|-------------------|---------------------------------------|---------------------|----------------------------|
| 6/28/2011 | Tue 18:30 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | Case: 2011-34049347 |
| | Accident Class: PROPERTY DAMAGE | | | Police Agency: | Num of Veh: 2 |
| | Type Of Accident: COLLISION WITH MOTOR VEHICLE | | | | Traffic Control: UNKNOWN |
| | Manner of Collision: LEFT TURN (WITH 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 | | |

7-LT

PDO

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Veh :1 CAR/VAN/PICKUP Registered Weight: 4060 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 49 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: 2834 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 26 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: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
23 Meters West of Ramp

8/14/2011 Sun 16:38 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34051020**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: RIGHT ANGLE 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 CAR/VAN/PICKUP Registered Weight: 7767 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 27 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: BACKING
 Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2898 State of Registration: NY
 Num of Occupants: 2 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: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR S

10/28/2010 Thu 16:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-34056716**
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: 5444 State of Registration: NY
Num of Occupants: 1 Driver's Age: 36 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

2-RE
PDO

Accident Location Information System (ALIS)

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| | | | |
|--------|--|---------------------------|---------------------------|
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 3137 | 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: FOLLOWING TOO CLOSELY, UNKNOWN | | |

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH RONKONKOMA AVE

| | | | | | |
|-------------------|---|--------------------------------|--------------------|---------------------------------------|----------------------------|
| 10/24/2011 | Mon 17:30 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | Case: 2011-34095792 |
| | Accident Class: PROPERTY DAMAGE | | | Police Agency: | Num of Veh: 2 |
| | Type Of Accident: COLLISION WITH MOTOR VEHICLE | | | Traffic Control: TRAFFIC SIGNAL | Weather: CLOUDY |
| | Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) | | | Light Condition: DARK-ROAD LIGHTED | |
| | Road Surface Condition: DRY | Road Char.: STRAIGHT AND LEVEL | | Action of Ped/Bicycle: NOT APPLICABLE | |
| | Loc. of Ped/Bicycle: NOT APPLICABLE | | | | |

| | | | |
|--------|--|---------------------------|---------------------------|
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 3174 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 72 | Sex: F Citation Issued: N |
| | Direction of Travel: EAST | Public Property Damage: N | School Bus Involved: N |
| | Pre-Accd Action: MAKING RIGHT TURN | | |
| | Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, TURNING IMPROPER | | |

| | | | |
|--------|--|---------------------------|---------------------------|
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 2904 | State of Registration: NY |
| | Num of Occupants: 2 | Driver's Age: 45 | 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, NOT APPLICABLE | | |

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH RONKONKOMA AVE

| | | | | | |
|-------------------|--|--------------------------------|--------------------|---------------------------------------|----------------------------|
| 10/20/2011 | Thu 04:30 AM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | Case: 2011-34096407 |
| | Accident Class: PROPERTY DAMAGE | | | Police Agency: | Num of Veh: 2 |
| | Type Of Accident: COLLISION WITH MOTOR VEHICLE | | | Traffic Control: TRAFFIC SIGNAL | Weather: CLOUDY |
| | Manner of Collision: RIGHT ANGLE | | | Light Condition: DARK-ROAD LIGHTED | |
| | Road Surface Condition: WET | Road Char.: STRAIGHT AND LEVEL | | Action of Ped/Bicycle: NOT APPLICABLE | |
| | Loc. of Ped/Bicycle: NOT APPLICABLE | | | | |

2-OT

PDO

2-RA

PDO

| | | | |
|--------|--|---------------------------|---------------------------|
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 3805 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 50 | 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, TRAFFIC CONTROL DEVICES DISREGARDED | | |
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 3853 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 56 | 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: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN | | |

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR LIE S Service Rd from bay Ave to Carroll Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH HAWKINS AVE

12/2/2011 Fri 11:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34123338**
 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/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

**7-RA
PDO**

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

Veh :2 CAR/VAN/PICKUP Registered Weight: 5237 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 51 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, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
5 Meters East of Ramp

12/7/2010 Tue 08:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-34131083**
 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: 12300 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 55 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, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3300 State of Registration: NY

Num of Occupants: 1 Driver's Age: 25 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: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH HAWKINS AVE

11/17/2010 Wed 11:59 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-34079289**
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: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

7-RA

PDO

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR LIE S Service Rd from bay Ave to Carroll Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 24 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: 3524 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 58 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: TRAFFIC CONTROL DEVICES DISREGARDED, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH EXPRESS DR S

1/19/2011 Wed 18:50 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-34166027**
 Accident Class: INJURY 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.: 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: 2842 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 33 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: 4260 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 30 Sex: F Citation Issued: Y
 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

2-LT
INJ

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: [Route] 29
AT INTERSECTION WITH LONG ISLAND EXPRESSWAY SERVICE RD

1/15/2011 Sat 16:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34177287**
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: SLUSH Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

2-RE
PDO

Veh :2 CAR/VAN/PICKUP Registered Weight: 2884 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 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: PAVEMENT SLIPPERY, FOLLOWING TOO CLOSELY

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR LIE S Service Rd from bay Ave to Carroll Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: [Route] 29

***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2800 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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

AT INTERSECTION WITH EXPRESS DR S

10/22/2011 Sat 18:23 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-34221340**
 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: 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

7-LT

Veh :1 MOTORCYCLE Registered Weight: 396 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 28 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, NOT APPLICABLE

INJ

Veh :2 CAR/VAN/PICKUP Registered Weight: 5325 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 30 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: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
1 Meters East of Carroll Ave

3/16/2011 Wed 11:04 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-34256639**
 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: 3389 State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 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: PAVEMENT SLIPPERY, UNSAFE SPEED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH RONKONKOMA AVE

3/21/2011 Mon 14:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34258038**
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

2-RE

PDO

Accident Location Information System (ALIS)

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***** CONTINUED

| | | | |
|--------|--|---------------------------|---------------------------|
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 9001 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 36 | 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: 3043 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 73 | 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 | | |

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH EXPRESS DR S

| | | | | | |
|------------------|--|--------------------------------|---------------------------------------|------------------------|----------------------------|
| 3/31/2011 | Thu 07:49 AM | Persons Killed: 0 | Persons Injured: 2 | Extent of Injuries: CC | Case: 2011-34269260 |
| | 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: 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: 46 | 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: 3179 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 33 | 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: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN | | |

2-R
INJ

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR S

11/20/2009 Fri 12:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-NR2918693**
Accident Class: NON-REPORTABLE 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.: Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle:

2-RE

NR

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

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR LIE S Service Rd from bay Ave to Carroll Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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***** CONTINUED

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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH EXPRESS DR S

2/5/2010 Fri 11:40 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-NR3010234**
 Accident Class: NON-REPORTABLE 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.: Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle:

2-RE

NR

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

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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S

AT INTERSECTION WITH RONKONKOMA AVE

8/16/2011 Tue 17:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34330998**
 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 AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

2-RE

PDO

| | | | |
|--------|--|---------------------------|---------------------------|
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 2700 | 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: STOPPED IN TRAFFIC | | |
| | Apparent Factors: UNKNOWN, UNKNOWN | | |
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 3825 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 36 | 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 | | |

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Veh :3 CAR/VAN/PICKUP Registered Weight: 3489 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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

AT INTERSECTION WITH EXPRESS DR S

8/19/2011 Fri 14:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34368606**
 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: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

7-RA

PDO

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 21 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 OTHER Registered Weight: 2900 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 46 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: TURNING IMPROPER, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S

AT INTERSECTION WITH HAWKINS AVE

10/14/2011 Fri 21:30 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2011-34383018**
 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 AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

7-RA

INJ

| | | | |
|--------|--|---------------------------|---------------------------|
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 2609 | State of Registration: NY |
| | Num of Occupants: 2 | Driver's Age: 22 | 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: 2740 | State of Registration: NY |
| | Num of Occupants: 2 | Driver's Age: 20 | 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: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN | | |

Accident Location Information System (ALIS)

Accident Verbal Description Report

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| | | | |
|--------|-------------------------------------|---------------------------|---------------------------|
| Veh :3 | CAR/VAN/PICKUP | Registered Weight: 4795 | 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: STOPPED IN TRAFFIC | | |
| | Apparent Factors: UNKNOWN, UNKNOWN | | |

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S

AT INTERSECTION WITH RONKONKOMA AVE

| | | | | | |
|-------------------|--|--------------------------------|---------------------------------------|---------------------------------|----------------------------|
| 10/26/2011 | Wed 16:40 PM | Persons Killed: 0 | Persons Injured: 1 | Extent of Injuries: C | Case: 2011-34381680 |
| | 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 | | |

2-RA

INJ

| | | | |
|--------|---------------------------------------|---------------------------|---------------------------|
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 6600 | State of Registration: NY |
| | Num of Occupants: 2 | Driver's Age: 52 | 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: 3458 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 43 | Sex: F Citation Issued: N |
| | Direction of Travel: SOUTH | Public Property Damage: N | School Bus Involved: N |
| | Pre-Accd Action: MAKING LEFT TURN | | |
| | Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN | | |

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH EXPRESS DR S

| | | | | | |
|------------------|--|--------------------------------|---------------------------------------|------------------------------------|----------------------------|
| 11/3/2011 | Thu 19:10 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | Case: 2011-34383596 |
| | 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: DARK-ROAD LIGHTED | |
| | Loc. of Ped/Bicycle: NOT APPLICABLE | | Action of Ped/Bicycle: NOT APPLICABLE | | |

2-RE

PDO

| | | | |
|--------|--|---------------------------|---------------------------|
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 3049 | 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: NOT APPLICABLE, NOT APPLICABLE | | |
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 3149 | State of Registration: NY |
| | Num of Occupants: 2 | Driver's Age: 23 | 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: DRIVER INATTENTION, NOT APPLICABLE | | |

Accident Location Information System (ALIS)

Accident Verbal Description Report

8737 VDR LIE S Service Rd from bay Ave to Carroll Ave, Suffolk

Data in this report covers the period Jan 31, 2009 - Jan 31, 2012

Complete Accident data from NYSDMV is only available thru 1/31/2012

Date: 01/04/13

09:04

Page: 24

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH RONKONKOMA AVE

| | | | | | |
|-------------------|--|-------------------|-----------------------------|---------------------------------|---------------------------------|
| 11/12/2011 | Sat 16:55 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | Case: 2011-34388736 |
| | Accident Class: PROPERTY DAMAGE | | | 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/ GRADE | | Light Condition: DUSK |
| | Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION | | | | Action of Ped/Bicycle: CROSSING |

2-BIKE

PDO

| | | | |
|--------|--|---------------------------|------------------------|
| Veh :2 | BICYCLE | Registered Weight: | State of Registration: |
| | Num of Occupants: 1 | Driver's Age: 13 | Sex: M |
| | Direction of Travel: SOUTH | Public Property Damage: N | Citation Issued: N |
| | Pre-Accd Action: GOING STRAIGHT AHEAD | | School Bus Involved: N |
| | Apparent Factors: NOT APPLICABLE, NOT APPLICABLE | | |

| | | | |
|--------|---|---------------------------|---------------------------|
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 3443 | State of Registration: NY |
| | Num of Occupants: 3 | Driver's Age: 20 | Sex: F |
| | Direction of Travel: EAST | Public Property Damage: N | Citation Issued: N |
| | Pre-Accd Action: GOING STRAIGHT AHEAD | | School Bus Involved: N |
| | Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE | | |

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
AT INTERSECTION WITH HAWKINS AVE

| | | | | | |
|-------------------|--|-------------------|--------------------------------|---------------------|---------------------------------------|
| 11/24/2011 | Thu 02:10 AM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | Case: 2011-34397227 |
| | 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: 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 |

2-F/O

PDO

| | | | |
|--------|---|---------------------------|---------------------------|
| Veh :1 | OTHER | Registered Weight: | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 48 | Sex: F |
| | Direction of Travel: EAST | Public Property Damage: Y | Citation Issued: Y |
| | Pre-Accd Action: GOING STRAIGHT AHEAD | | School Bus Involved: N |
| | Apparent Factors: UNKNOWN, DRIVER INATTENTION | | |

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S

AT INTERSECTION WITH HAWKINS AVE

12/19/2011

Mon 15:00 PM

Persons Killed: 0

Persons Injured: 1

Extent of Injuries: C

Case: 2011-34403271

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

**7-RE
INJ**

Accident Location Information System (ALIS)

Accident Verbal Description Report

8737 VDR LIE S Service Rd from bay Ave to Carroll Ave, Suffolk

Data in this report covers the period Jan 31, 2009 - Jan 31, 2012

Complete Accident data from NYSDMV is only available thru 1/31/2012

Date: 01/04/13

09:04

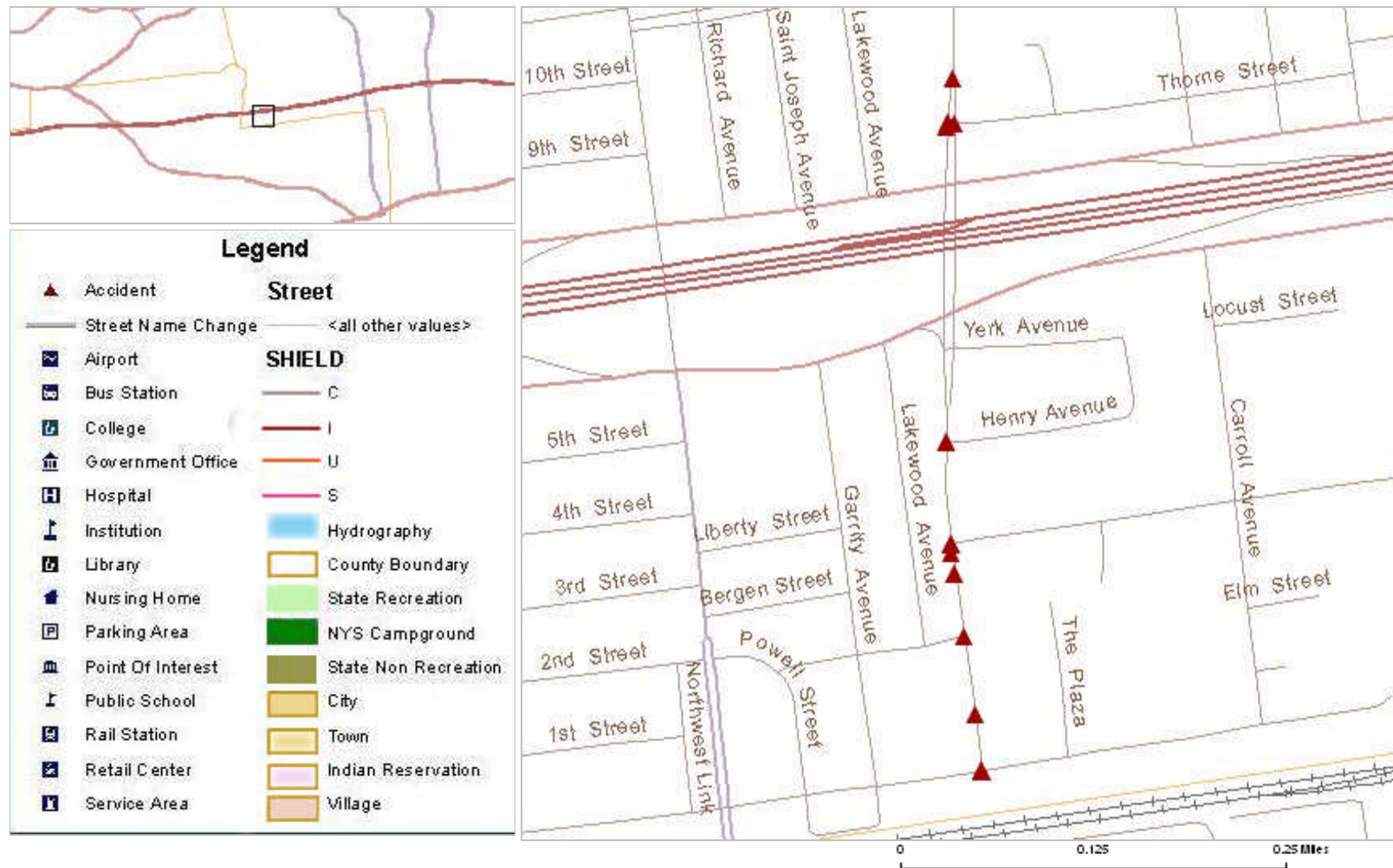
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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S

***** CONTINUED

| | | | |
|--------|--|---------------------------|---------------------------|
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 5106 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 38 | 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 :1 | CAR/VAN/PICKUP | Registered Weight: 3408 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 60 | 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 | | |

8737 VDR Hawkins Ave from Throne St to Railroad Ave, Suffolk



Accident Location Information System (ALIS)

Date: 01/08/13

10:07

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Accident Verbal Description Report**8737 VDR Hawkins Ave from Throne St to Railroad Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

142 Meters South of Union St

4/8/2009

Wed 07:50 AM

Persons Killed: 0

Persons Injured: 1

Extent of Injuries: C

Case: 2009-33018894

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

9-RE

Veh :1

CAR/VAN/PICKUP

Registered Weight: 3072

State of Registration: NY

INJ

Num of Occupants: 1

Driver's Age: 35

Sex: F

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: 3636

State of Registration: NY

Num of Occupants: 1

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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HENRY AVE

AT INTERSECTION WITH HAWKINS AVE

3/7/2009

Sat 09:00 AM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2009-33154814

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: 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:

17-PARKED

Num of Occupants: 0

Driver's Age:

Sex:

Citation Issued:

PDO

Direction of Travel: NORTH

Public Property Damage: N

School Bus Involved: N

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: DRIVER INATTENTION, UNKNOWN

Veh :1

CAR/VAN/PICKUP

Registered Weight: 3752

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: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

122 Meters East of Parking Lot

6/5/2009

Fri 10:20 AM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2009-33166429

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

20-OTHER

PDO

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Hawkins Ave from Throne St to Railroad Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3039 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 38 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: 2801 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 18 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: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

AT INTERSECTION WITH HENRY AVE

1/9/2010 Sat 11:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33326664**
 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: 2743 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 58 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

17-LT

PDO

Veh :1 CAR/VAN/PICKUP Registered Weight: 2493 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 62 Sex: F 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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH HENRY AVE

3/5/2010 Fri 19:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33385611**
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: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3302 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: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

17-RE
PDO

Accident Location Information System (ALIS)

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Accident Verbal Description Report

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8737 VDR Hawkins Ave from Throne St to Railroad Ave, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3209 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 22 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 :3 OTHER Registered Weight: State of Registration: NJ
 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: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE

AT INTERSECTION WITH HAWKINS AVE

9/14/2009 Mon 12:55 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC **Case: 2009-33477190**
 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: 3406 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 50 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: DRIVER INATTENTION, UNKNOWN

**8-RE
INJ**

Veh :1 CAR/VAN/PICKUP Registered Weight: 8600 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: OTHER
 Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH RAILROAD AVE

7/28/2010 Wed 18:05 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2010-33538059**
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: 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

9-RE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4448 State of Registration: NY
Num of Occupants: 3 Driver's Age: 42 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: NOT APPLICABLE, NOT APPLICABLE

INJ

Accident Location Information System (ALIS)

Accident Verbal Description Report

8737 VDR Hawkins Ave from Throne St to Railroad Ave, Suffolk

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

***** CONTINUED

| | | | |
|--------|---|---------------------------|---------------------------|
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 3619 | State of Registration: NY |
| | Num of Occupants: 3 | Driver's Age: 31 | 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE | | |

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

AT INTERSECTION WITH THORNE ST

| | | | | | |
|------------------|--|--------------------------------|--------------------|---------------------------------------|----------------------------|
| 7/26/2010 | Mon 17:00 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | Case: 2010-33551305 |
| | 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: 4629 | 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 U TURN | | |
| | Apparent Factors: UNKNOWN, UNKNOWN | | |

| | | | |
|--------|---------------------------------------|---------------------------|---------------------------|
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 3817 | State of Registration: NY |
| | Num of Occupants: 2 | Driver's Age: 43 | 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: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

AT INTERSECTION WITH THORNE ST

| | | | | | |
|-----------------|--|--------------------------------|--------------------|---------------------------------------|----------------------------|
| 9/7/2010 | Tue 17:30 PM | Persons Killed: 0 | Persons Injured: 2 | Extent of Injuries: CC | Case: 2010-33610212 |
| | 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: 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: 3278 | State of Registration: NY |
| | Num of Occupants: 2 | Driver's Age: 18 | 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, NOT APPLICABLE | | |
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 4675 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 46 | 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, NOT APPLICABLE | | |

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Hawkins Ave from Throne St to Railroad Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH UNION ST

2/25/2010 Thu 21:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33713602**
 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: 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 :2 CAR/VAN/PICKUP Registered Weight: 4250 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 39 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: ALCOHOL INVOLVEMENT, PASSING OR LANE USAGE IMPROPERLY

18-SIDE
SWIPE
PDO

Veh :1 CAR/VAN/PICKUP Registered Weight: 3168 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: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
122 Meters East of Parking Lot

3/20/2010 Sat 16:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33761982**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: OTHER
 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 CAR/VAN/PICKUP Registered Weight: 5868 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 46 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: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN

20-RA
PDO

Veh :1 CAR/VAN/PICKUP Registered Weight: 3985 State of Registration: NY

| | | | |
|---------------------------------------|---------------------------|--------|------------------------|
| Num of Occupants: 3 | Driver's Age: 60 | 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: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
122 Meters East of Parking Lot

| | | | | | |
|-----------------|--|-------------------|--------------------|------------------------------------|-----------------------------|
| 2/6/2009 | Fri 19:28 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | Case: 2009-NR2684838 |
| | Accident Class: NON-REPORTABLE | | | Police Agency: | Num of Veh: 2 |
| | Type Of Accident: COLLISION WITH MOTOR VEHICLE | | | | Traffic Control: STOP SIGN |
| | Manner of Collision: RIGHT ANGLE | | | | Weather: CLOUDY |
| | Road Surface Condition: DRY | | Road Char.: | Light Condition: DARK-ROAD LIGHTED | |
| | Loc. of Ped/Bicycle: INVALID CODE | | | Action of Ped/Bicycle: | |

20-RA

NR

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Hawkins Ave from Throne St to Railroad Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

***** CONTINUED

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: SOUTH Public Property Damage: N School Bus Involved: X
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE

AT INTERSECTION WITH HAWKINS AVE

3/12/2009 Thu 00:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-NR2820500**
 Accident Class: NON-REPORTABLE 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.: 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: UNKNOWN Public Property Damage: N School Bus Involved: X
 Pre-Accd Action: PARKED
 Apparent Factors: UNKNOWN, UNKNOWN

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

8-Backing**NR**

| | | | | | | |
|-----------------|--|-------------------|--------------------------------|---------------------------------------|--------|---------------------------|
| County: Suffolk | Muni: Brookhaven(T) | Ref. Marker: | Street: HAWKINS AVE | | | |
| 5/7/2010 | Fri 14:40 PM | Persons Killed: 0 | Persons Injured: 2 | Extent of Injuries: CC | | Case: 2010-33821965 |
| | 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: 4405 | | | 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: STOPPED IN TRAFFIC | | | | | |
| | Apparent Factors: NOT APPLICABLE, UNKNOWN | | | | | |

Accident Location Information System (ALIS)

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Accident Verbal Description Report

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8737 VDR Hawkins Ave from Throne St to Railroad Ave, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYS DMV is only available thru 1/31/2012**

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3279 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 53 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, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

AT INTERSECTION WITH RAILROAD AVE

1/19/2011 Wed 18:50 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2011-33815654**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: OTHER
 Manner of Collision: RIGHT ANGLE Weather: CLOUDY
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4592 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 45 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: UNSAFE SPEED, TRAFFIC CONTROL DEVICES DISREGARDED

9-RA
INJ

Veh :1 CAR/VAN/PICKUP Registered Weight: 2943 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: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

AT INTERSECTION WITH UNION AVE

3/18/2011 Fri 20:30 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-33864625**
 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

8-RE
INJ

| | | | |
|--------|---|---------------------------|---------------------------|
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 4211 | State of Registration: NY |
| | 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: GOING STRAIGHT AHEAD | | |
| | Apparent Factors: DRIVER INATTENTION, UNKNOWN | | |
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 4122 | State of Registration: NY |
| | Num of Occupants: 3 | Driver's Age: 47 | 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, UNKNOWN | | |

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Hawkins Ave from Throne St to Railroad Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH HAWKINS AVE

6/3/2010 Thu 22:00 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2010-33863372**
 Accident Class: 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 :2 CAR/VAN/PICKUP Registered Weight: 3252 State of Registration: NY
 Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
 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: 2218 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 20 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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH RAILROAD AVE

8/24/2010 Tue 17:41 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33948396**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2844 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: MAKING LEFT TURN
 Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 2454 State of Registration: NY

8-RE
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|---------------------------------------|---------------------------|--------|------------------------|
| Num of Occupants: 1 | Driver's Age: 24 | 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: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH UNION AVE

| | | | | | |
|------------------|--|--------------------------------|---------------------------------------|------------------------------------|----------------------------|
| 8/24/2010 | Tue 22:35 PM | Persons Killed: 0 | Persons Injured: 2 | Extent of Injuries: CC | Case: 2010-33948540 |
| | Accident Class: PROPERTY DAMAGE AND INJURY | | | Police Agency: | Num of Veh: 1 |
| | Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE | | | 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 | | |

8-F/O
INJ

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Hawkins Ave from Throne St to Railroad Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3535 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 22 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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

3 Meters South of Throne St

9/3/2010 Fri 11:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33974812**
 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 :2 CAR/VAN/PICKUP Registered Weight: 2952 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: SLOWED OR STOPPING
 Apparent Factors: FOLLOWING TOO CLOSELY, PAVEMENT SLIPPERY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3447 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 58 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: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

30 Meters South of UNION AVE

11/19/2010 Fri 16:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-34079826**
 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 LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

6-RE
PDO8-RE
PDO

| | | | |
|--------|--|---------------------------|---------------------------|
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 3378 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 36 | 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: FOLLOWING TOO CLOSELY, UNKNOWN | | |
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 3552 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 45 | Sex: F 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 | | |

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Hawkins Ave from Throne St to Railroad Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYS DMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
AT INTERSECTION WITH HAWKINS AVE

12/21/2010 Tue 12:33 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-34160770**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 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

9-LT

PDO

Veh :1 CAR/VAN/PICKUP Registered Weight: 2679 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 32 Sex: F Citation Issued: N
 Direction of Travel: NORTH-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: 3326 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 21 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, OTHER (HUMAN)

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH UNION AVE

1/13/2011 Thu 22:50 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-34175117**
 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: CLEAR
 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

8-RE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4556 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: Y
 Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, UNKNOWN

INJ

Veh :1 CAR/VAN/PICKUP Registered Weight: 3217 State of Registration: NY

Num of Occupants: 3 Driver's Age: 22 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: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
AT INTERSECTION WITH HAWKINS AVE

1/15/2011 Sat 19:30 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-34171953**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

9-RA
INJ

Accident Location Information System (ALIS)

Accident Verbal Description Report

8737 VDR Hawkins Ave from Throne St to Railroad Ave, Suffolk

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 53 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: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3148 State of Registration: NY
 Num of Occupants: 4 Driver's Age: 19 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, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: THORNE ST
 AT INTERSECTION WITH HAWKINS AVE

2/20/2011 Sun 13:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34212858**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH FENCE Traffic Control: STOP SIGN
 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: 3276 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 50 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: ACCELERATOR DEFECTIVE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
 30 Meters South of UNION AVE

3/18/2011 Fri Persons Killed: Persons Injured: Extent of Injuries: **Case: 2011-34256141**
 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: |
| | Direction of Travel: | Public Property Damage: | Citation Issued: |
| | Pre-Accd Action: | | School Bus Involved: |

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
AT INTERSECTION WITH HAWKINS AVE

| | | | | | |
|------------------|--|-------------------|--------------------|------------------------------------|-----------------------------|
| 8/14/2009 | Fri 21:28 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | Case: 2009-NR2905991 |
| | Accident Class: NON-REPORTABLE | | | Police Agency: | Num of Veh: 1 |
| | Type Of Accident: COLLISION WITH MOTOR VEHICLE | | | | Traffic Control: UNKNOWN |
| | Manner of Collision: OTHER | | | | Weather: CLEAR |
| | Road Surface Condition: DRY | Road Char.: | | Light Condition: DARK-ROAD LIGHTED | |
| | Loc. of Ped/Bicycle: INVALID CODE | | | Action of Ped/Bicycle: | |

9-??

NR

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Hawkins Ave from Throne St to Railroad Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

***** CONTINUED

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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
 AT INTERSECTION WITH HAWKINS AVE

12/18/2009 Fri 23:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-NR2971565**
 Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle:

9-RA

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

NR

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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
 61 Meters North of RAILROAD AVE

12/9/2009 Wed 18:02 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-NR2981683**
 Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OVERTAKING Weather: CLOUDY
 Road Surface Condition: WET Road Char.: Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle:

18-OT

NR

| | | | |
|--------|--|---------------------------|------------------------|
| Veh :1 | OTHER | Registered Weight: | State of Registration: |
| | Num of Occupants: | Driver's Age: | Sex: |
| | Direction of Travel: SOUTH | Public Property Damage: N | Citation Issued: |
| | Pre-Accd Action: GOING STRAIGHT AHEAD | | School Bus Involved: X |
| | Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN | | |
| Veh :2 | OTHER | Registered Weight: | State of Registration: |
| | Num of Occupants: | Driver's Age: | Sex: |
| | Direction of Travel: SOUTH | Public Property Damage: N | Citation Issued: |
| | Pre-Accd Action: STARTING FROM PARKING | | School Bus Involved: X |
| | Apparent Factors: FAILURE TO KEEP RIGHT, UNKNOWN | | |

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Hawkins Ave from Throne St to Railroad Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYS DMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH THORNE ST

6/30/2011 Thu 10:10 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34309063**
 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 :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 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 RIGHT TURN
 Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 32 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: TURNING IMPROPER, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
AT INTERSECTION WITH HAWKINS AVE

5/30/2011 Mon 08:00 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-34298262**
 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: 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 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 62 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: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2434 State of Registration: NY

9-RA
INJ

Num of Occupants: 1 Driver's Age: 23 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, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
3 Meters South of Thorne St

9/17/2011 Sat 12:44 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34375432**
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

Accident Location Information System (ALIS)

Date: 01/08/13

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Accident Verbal Description Report**8737 VDR Hawkins Ave from Throne St to Railroad Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYS DMV is only available thru 1/31/2012**

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 4500 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 36 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: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3230 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 45 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: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

AT INTERSECTION WITH HAWKINS AVE

9/25/2011 Sun 17:00 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-34394434**
 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: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 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: NOT APPLICABLE, NOT APPLICABLE

**9-LT
INJ**

Veh :2 CAR/VAN/PICKUP Registered Weight: 2950 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: Y
 Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH THORNE ST

12/4/2011 Sun 06:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34395501**
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: DAWN
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: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

Accident Verbal Description Report

8737 VDR Hawkins Ave from Throne St to Railroad Ave, Suffolk

Data in this report covers the period Jan 31, 2009 - Jan 31, 2012

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

***** CONTINUED

Veh :1

CAR/VAN/PICKUP

Registered Weight: 2549

State of Registration: NY

Num of Occupants: 2

Driver's Age: 52

Sex: M

Citation Issued: N

Direction of Travel: NORTH

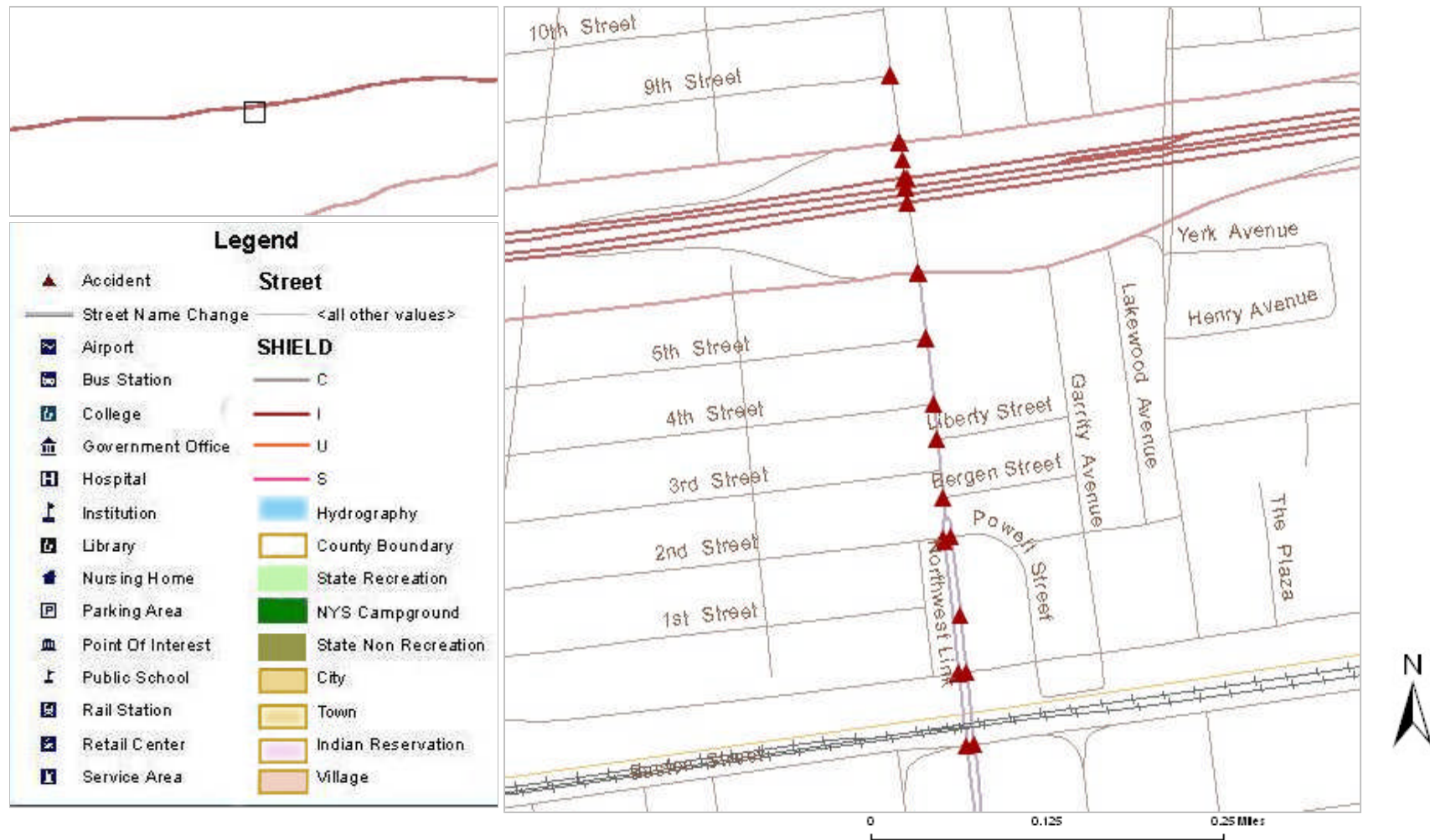
Public Property Damage: N

School Bus Involved: N

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: UNKNOWN, UNKNOWN

8737 VDR Ronkonkoma Ave from 9th St to Easton St, Suffolk



Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Ronkonkoma Ave from 9th St to Easton St, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH 9TH ST

2/12/2009 Thu 17:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-32961004**
 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: 4083 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 21 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

Veh :2 CAR/VAN/PICKUP Registered Weight: 4473 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: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031178 Street: I 495

2/24/2009 Tue 17:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-32968744**
 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: DUSK
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

**2-RE
PDO**

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: SLOWED OR STOPPING
 Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3109 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: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH LIBERTY ST

3/6/2009 Fri 18:40 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-32973997**
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: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

14-ra
inj

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Accident Verbal Description Report

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8737 VDR Ronkonkoma Ave from 9th St to Easton St, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 4176 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 49 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, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2855 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 50 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: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH 9TH ST

3/21/2009 Sat 12:10 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-32980667**
 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: 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: 2982 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 78 Sex: M Citation Issued: N
 Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: STARTING FROM PARKING
 Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2415 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 26 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: Brookhaven(T) | Ref. Marker: 495 07031178 | Street: LONG ISLAND EXPY | Extent of Injuries: C | Case: 2009-32993564 |
| 4/6/2009 | Mon 17:52 PM | Persons Killed: 0 | Persons Injured: 1 | | |
| | 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: 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: 3244 | | State of Registration: NY | |
| | Num of Occupants: 1 | Driver's Age: 49 | | 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: FOLLOWING TOO CLOSELY, PAVEMENT SLIPPERY | | | | |

2-RE
INJ

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Ronkonkoma Ave from 9th St to Easton St, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031178 Street: LONG ISLAND EXPY

***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4345 State of Registration: NY
 Num of Occupants: 4 Driver's Age: 35 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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH Express Dr S

3/25/2009 Wed 17:15 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2009-33065650**
 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 :1 CAR/VAN/PICKUP Registered Weight: 4322 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 35 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

SAME AS
OTHER

Veh :2 CAR/VAN/PICKUP Registered Weight: 2623 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: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N

4/6/2009

Mon 06:58 AM Persons Killed: 0 Persons Injured: 4 Extent of Injuries: CCCC **Case: 2009-33019734**
 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 AT HILLCREST Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

1-OTHER
INJ

| | | | |
|--------|------------------------------------|---------------------------|---------------------------|
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 2857 | State of Registration: NY |
| | 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 :2 | CAR/VAN/PICKUP | Registered Weight: 4016 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 38 | 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 | | |

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Accident Verbal Description Report**8737 VDR Ronkonkoma Ave from 9th St to Easton St, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N

***** CONTINUED

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 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: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH Express Dr N

4/25/2009 Sat 12:55 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33036026**
 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: UNKNOWN
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3401 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: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, UNKNOWN

**SAME AS
OTHER**

Veh :1 CAR/VAN/PICKUP Registered Weight: 4017 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 68 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: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

5/16/2009

Sat 07:30 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2009-33061400**
 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: FOG/SMOG/SMOKE
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

| | | | |
|--------|---------------------------------------|---------------------------|---------------------------|
| Veh :3 | CAR/VAN/PICKUP | Registered Weight: 9059 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 58 | 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: 2390 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 50 | 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 | | |

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Ronkonkoma Ave from 9th St to Easton St, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYS DMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4129 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 18 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: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH 9TH ST

8/4/2009 Tue Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33138402**
 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: 2690 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: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3455 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N

AT INTERSECTION WITH RONKONKOMA AVE

9/14/2009 Mon 19:50 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: AC **Case: 2009-33205248**
 Accident Class: 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: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

**SAME AS
OTHER**

| | | | |
|--------|--|---------------------------|---------------------------|
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 2375 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 18 | 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, UNKNOWN | | |
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 2864 | 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: GOING STRAIGHT AHEAD | | |
| | Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN | | |

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Accident Verbal Description Report**8737 VDR Ronkonkoma Ave from 9th St to Easton St, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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AT INTERSECTION WITH Express Dr S

5/21/2009 Thu 15:31 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33269924**
 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

SAME

Veh :2 OTHER Registered Weight: State of Registration:
 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: SLOWED OR STOPPING
 Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE SPEED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3247 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 57 Sex: F 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: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

11/8/2009 Sun Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33232854**
 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: 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: 2635 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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH Express Dr N

6/28/2009

Sun 01:45 AM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2009-33353719

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: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

SAME

Accident Location Information System (ALIS)

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Accident Verbal Description Report

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8737 VDR Ronkonkoma Ave from 9th St to Easton St, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: PA
 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: MAKING LEFT TURN
 Apparent Factors: TURNING IMPROPER, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 5117 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 26 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: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

7/13/2009

Mon 16:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33376283**
 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 AT HILLCREST Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3648 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: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 8800 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 47 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: Brookhaven(T) Ref. Marker: Street: LONG ISLAND EXPRESSWAY SERVICE RD

AT INTERSECTION WITH RONKONKOMA AVE

12/30/2009 Wed 18:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33283067**
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 OTHER Registered Weight: State of Registration: NY **SAME**
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)**Accident Verbal Description Report****8737 VDR Ronkonkoma Ave from 9th St to Easton St, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: LONG ISLAND EXPRESSWAY SERVICE RD

***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3627 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 53 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: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH EXPRESS DR N

1/21/2010 Thu 16:07 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2010-33338945**
 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

SAME

Veh :1 CAR/VAN/PICKUP Registered Weight: 3444 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 26 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

Veh :2 CAR/VAN/PICKUP Registered Weight: 3116 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 24 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: NOT APPLICABLE, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031178 Street: LONG ISLAND EXPY

3/4/2010

Thu 09:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33381178**
 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: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

1-RE**PDO**

| | | | |
|--------|--|---------------------------|---------------------------|
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 31 | 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: FOLLOWING TOO CLOSELY, UNKNOWN | | |
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 3279 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 50 | 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: NOT APPLICABLE, UNKNOWN | | |

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8737 VDR Ronkonkoma Ave from 9th St to Easton St, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH 5TH ST

9/10/2009 Thu 07:39 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33441955**
 Accident Class: PROPERTY DAMAGE 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: 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: 32900 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 28 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: TURNING IMPROPER, PASSING OR LANE USAGE IMPROPERLY

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Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: GL
 Num of Occupants: 2 Driver's Age: 46 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: Brookhaven(T) Ref. Marker: 495 07031178 Street: I 495
5/4/2010 Tue 11:15 AM

Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33430367**
 Accident Class: NON-REPORTABLE 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: 79 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: NOT APPLICABLE, NOT APPLICABLE

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Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 2 Driver's Age: 68 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: REACTION TO OTHER UNINVOLVED VEHICL, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR N

4/9/2010 Fri 13:39 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2010-33431425**
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: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

SAME

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***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3752 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 44 Sex: F 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

Veh :2 CAR/VAN/PICKUP Registered Weight: 2863 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: Y
 Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH EXPRESS DR N

4/13/2010 Tue 22:07 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-33453641**
 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: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3960 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: N **SAME**
 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: 3322 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 27 Sex: M Citation Issued: Y
 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: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR N

5/20/2010 Thu 17:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33472322**
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

SAME

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

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***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3806 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: UNKNOWN
 Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH POWELL ST

11/6/2009 Fri 15:00 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2009-33521088**
 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: 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

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Veh :1 CAR/VAN/PICKUP Registered Weight: 2457 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 19 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: 4358 State of Registration: NY
 Num of Occupants: 4 Driver's Age: 17 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: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH LONG ISLAND EXPRESSWAY SERVICE RD

7/7/2010 Wed 17:35 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-33536695**
 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 :1 | CAR/VAN/PICKUP | Registered Weight: 3072 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 24 | 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, NOT APPLICABLE | | |
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 3247 | State of Registration: NY |
| | Num of Occupants: 2 | Driver's Age: 36 | 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, TRAFFIC CONTROL DEVICES DISREGARDED | | |

SAME

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Accident Verbal Description Report**8737 VDR Ronkonkoma Ave from 9th St to Easton St, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
8/21/2010 Sat 12:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33615061**
 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: 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: 3349 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: 4026 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: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
 AT INTERSECTION WITH RONKONKOMA AVE
3/13/2010 Sat 20:36 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2010-33646175**
 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: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4948 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: TRAF CNTRL DEV IMPROPER/NON-WRKG, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3005 State of Registration: NY

SAME

Num of Occupants: 2 Driver's Age: 66 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: TRAF CNTRL DEV IMPROPER/NON-WRKing, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031178 Street: LONG ISLAND EXPY
10/25/2010 Mon 06:48 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33664127**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: CLEAR
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

2-F / O

PDO

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Ronkonkoma Ave from 9th St to Easton St, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031178 Street: LONG ISLAND EXPY

***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 6500 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 39 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: TIRE FAILURE/INADEQUATE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH 9TH ST

10/29/2010 Fri 17:01 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: BBB **Case: 2010-33669030**
 Accident Class: PROPERTY DAMAGE 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/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2549 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 27 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, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3076 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 63 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: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N

AT INTERSECTION WITH RONKONKOMA AVE

3/12/2010 Fri 20:48 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33758588**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: RIGHT TURN (WITH 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

SAME

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|--------|---|---------------------------|---------------------------|------------------------|
| Veh :2 | OTHER | Registered Weight: | State of Registration: NJ | |
| | Num of Occupants: 2 | Driver's Age: 23 | 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: TURNING IMPROPER, FAILURE TO YIELD RIGHT OF WAY | | | |
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 4076 | State of Registration: NY | |
| | Num of Occupants: 2 | Driver's Age: 41 | Sex: M | Citation Issued: Y |
| | Direction of Travel: WEST | 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: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
AT INTERSECTION WITH RONKONKOMA AVE

3/13/2010 Sat 20:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33758615**
 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: 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 :2 CAR/VAN/PICKUP Registered Weight: 3505 State of Registration: NY **SAME**
 Num of Occupants: 2 Driver's Age: 53 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, TRAF CNTRL DEV IMPROPER/NON-WRKing

Veh :1 CAR/VAN/PICKUP Registered Weight: 4053 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 57 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, TRAF CNTRL DEV IMPROPER/NON-WRKing

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

11/29/2010 Mon 17:25 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2010-33702006**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 4
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :4 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: Y
 Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ILLNESS, FOLLOWING TOO CLOSELY

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

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|--------|--|---------------------------|--------|---------------------------|
| | Num of Occupants: 2 | Driver's Age: 49 | 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, NOT APPLICABLE | | | |
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 3118 | | 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: SLOWED OR STOPPING | | | |
| | Apparent Factors: NOT APPLICABLE, NOT APPLICABLE | | | |

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Ronkonkoma Ave from 9th St to Easton St, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 4540 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 63 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: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATE RTE 906B

AT INTERSECTION WITH RONKONKOMA AVE

12/22/2010 Wed 10:20 AM Persons Killed: 0 Persons Injured: 4 Extent of Injuries: CCCC **Case: 2010-33764160**
 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: 3846 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: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

SAME

Veh :1 CAR/VAN/PICKUP Registered Weight: 2623 State of Registration: NY
 Num of Occupants: 5 Driver's Age: 69 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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031178 Street: I 495

2/27/2011

Sun 02:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-33787033**
 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.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

1-F/O**PDO**

Veh :1 CAR/VAN/PICKUP Registered Weight: 3222 State of Registration: NY
Num of Occupants: 1 Driver's Age: 38 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: Y School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNSAFE SPEED, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR N

4/20/2010 Tue 09:15 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-33815610**
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: 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

SAME

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3411 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 47 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

Veh :2 CAR/VAN/PICKUP Registered Weight: 3536 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 47 Sex: M 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, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH EXPRESS DR N

4/13/2010 Tue Persons Killed: Persons Injured: Extent of Injuries: **Case: 2010-33838392**
 Accident Class: Police Agency: Num of Veh:
 Type Of Accident: Traffic Control: **SAME**
 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: Brookhaven(T) Ref. Marker: Street: NW LINK

AT INTERSECTION WITH RONKONKOMA AVE

5/24/2010 Mon 19:08 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2010-33839885**
 Accident Class: INJURY Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH CURBING 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

3-F/O**INJ**

| | | | |
|-----------------|--|---------------------------------------|---------------------------|
| Veh :1 | MOTORCYCLE | Registered Weight: | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 19 | Sex: M Citation Issued: Y |
| | Direction of Travel: NORTH | Public Property Damage: N | School Bus Involved: N |
| | Pre-Accd Action: GOING STRAIGHT AHEAD | | |
| | Apparent Factors: UNKNOWN, DRIVER INEXPERIENCE | | |
| County: Suffolk | Muni: Brookhaven(T) | Ref. Marker: | Street: RONKONKOMA AVE |
| 2/14/2011 | Mon 13:00 PM | Persons Killed: 0 | Persons Injured: 0 |
| | Accident Class: PROPERTY DAMAGE | Extent of Injuries: | Case: 2011-33836893 |
| | Type Of Accident: COLLISION WITH MOTOR VEHICLE | Police Agency: | Num of Veh: 2 |
| | Manner of Collision: REAR END | Traffic Control: TRAFFIC SIGNAL | |
| | Road Surface Condition: DRY | Weather: CLEAR | |
| | Loc. of Ped/Bicycle: NOT APPLICABLE | Road Char.: STRAIGHT AND LEVEL | Light Condition: UNKNOWN |
| | | Action of Ped/Bicycle: NOT APPLICABLE | |

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3800 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 53 Sex: M 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

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: UNKNOWN
 Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: LONG ISLAND EXPRESSWAY SERVICE RD
 AT INTERSECTION WITH RONKONKOMA AVE

2/5/2011 Sat 07:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-33813539**
 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 CAR/VAN/PICKUP Registered Weight: 2698 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: NOT APPLICABLE, DRIVER INATTENTION

SAME

Veh :1 CAR/VAN/PICKUP Registered Weight: 4252 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 49 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: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR N

6/2/2010 Wed 07:55 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33863351**
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

SAME

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

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Ronkonkoma Ave from 9th St to Easton St, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4431 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: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH 5TH ST

6/3/2010 Thu 13:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33863506**
 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/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3182 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 29 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

14-ot
pdo

Veh :2 TRUCK Registered Weight: State of Registration: NJ
 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: MAKING LEFT TURN
 Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

6/8/2010

Tue 18:26 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33865060**
 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 | OTHER | Registered Weight: | State of Registration: |
| | Num of Occupants: 0 | Driver's Age: | Sex: |
| | Direction of Travel: NORTH | Public Property Damage: N | Citation Issued: |
| | Pre-Accd Action: GOING STRAIGHT AHEAD | | School Bus Involved: N |
| | Apparent Factors: DRIVER INATTENTION, UNKNOWN | | |
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 2249 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 47 | Sex: F |
| | Direction of Travel: NORTH | Public Property Damage: N | Citation Issued: N |
| | Pre-Accd Action: GOING STRAIGHT AHEAD | | School Bus Involved: N |
| | Apparent Factors: UNKNOWN, UNKNOWN | | |

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33 Meters East of NW Link

6/17/2010 Thu 08:15 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2010-33868828**
 Accident Class: INJURY Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH PEDESTRIAN 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: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: WORKING IN ROADWAY

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: OTHER
 Apparent Factors: NOT APPLICABLE, UNKNOWN

SAME

Veh :2 PEDESTRIAN Registered Weight: State of Registration:
 Num of Occupants: 1 Driver's Age: 65 Sex: M Citation Issued: N
 Direction of Travel: NOT APPLICABLE Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: NOT APPLICABLE
 Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR S

4/10/2011 Sun 10:45 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2011-33876212**
 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 (WITH OTHER CAR) 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: 3345 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

SAME

Veh :1 CAR/VAN/PICKUP Registered Weight: 3773 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: GOING STRAIGHT AHEAD

Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR S

7/22/2010

Thu 21:20 PM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2010-33917865

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: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

SAME

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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: MAKING RIGHT TURN
 Apparent Factors: DRIVER INATTENTION, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3284 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: STOPPED IN TRAFFIC
 Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Islip(T) Ref. Marker: Street: SMITHTOWN AVE
7/30/2010 Fri 17:13 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33915480**
 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: 3384 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: Y
 Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4666 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 53 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: CHANGING LANES
 Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH BERGEN ST

6/30/2010 Wed 17:35 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-33926544**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4175 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: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

14-RE
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Veh :1 CAR/VAN/PICKUP Registered Weight: 3786 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: STOPPED IN TRAFFIC
 Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: [Route] 495
6/3/2011 Fri 12:47 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-33955388**
 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

1-RE

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: UNKNOWN
 Apparent Factors: UNKNOWN, UNKNOWN

PDO

Veh :1 CAR/VAN/PICKUP Registered Weight: 2996 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 85 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, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
9/17/2010 Fri 18:39 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2010-33959214**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 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: 4178 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: STOPPED IN TRAFFIC | | | |
| | Apparent Factors: UNKNOWN, UNKNOWN | | | |
| Veh :3 | CAR/VAN/PICKUP | Registered Weight: 3032 | | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 25 | 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, UNSAFE SPEED | | | |

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***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3292 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 48 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: Brookhaven(T) Ref. Marker: Street: LONG ISLAND EXPRESSWAY SERVICE RD
 AT INTERSECTION WITH RONKONKOMA AVE

9/17/2010 Fri 15:46 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33970292**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 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 :1 CAR/VAN/PICKUP Registered Weight: 3230 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 33 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

SAME

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: DRIVER INATTENTION, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
 AT INTERSECTION WITH LONG ISLAND EXPRESSWAY SERVICE RD

9/14/2010 Tue 12:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33975824**
 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/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

SAME

| | | | |
|--------|---|---------------------------|---------------------------|
| Veh :2 | OTHER | Registered Weight: | State of Registration: |
| | Num of Occupants: 0 | Driver's Age: | Sex: |
| | Direction of Travel: SOUTH | Public Property Damage: N | Citation Issued: |
| | Pre-Accd Action: SLOWED OR STOPPING | | School Bus Involved: N |
| | Apparent Factors: UNKNOWN, UNKNOWN | | |
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 2930 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 32 | Sex: F |
| | Direction of Travel: SOUTH | Public Property Damage: N | Citation Issued: N |
| | Pre-Accd Action: STOPPED IN TRAFFIC | | School Bus Involved: N |
| | Apparent Factors: UNKNOWN, NOT APPLICABLE | | |

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Ronkonkoma Ave from 9th St to Easton St, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYS DMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH EXPRESS DR N

10/1/2010 Fri 16:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33993901**
 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: RAIN
 Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

SAME

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 57 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: 3448 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: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH EXPRESS DR S

10/28/2010 Thu 16:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-34056716**
 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

SAME

Veh :1 CAR/VAN/PICKUP Registered Weight: 5444 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 36 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

Veh :2 CAR/VAN/PICKUP Registered Weight: 3137 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: FOLLOWING TOO CLOSELY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
AT INTERSECTION WITH RONKONKOMA AVE

9/15/2011

Thu 02:24 AM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2011-34063072**SAME**

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

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N

***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3872 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 30 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

Veh :2 CAR/VAN/PICKUP Registered Weight: 2964 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 23 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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH 9TH ST

11/3/2010 Wed 13:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-34068586**
 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 TRUCK Registered Weight: 19500 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 34 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: UNSAFE SPEED, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3807 State of Registration: NY
 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: STOPPED IN TRAFFIC
 Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 4063 State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 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: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH 5TH ST

10/13/2011 Thu Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2011-34091660**
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: 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

14-OT
INJ

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***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3285 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 43 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: 2895 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 31 Sex: M Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: CHANGING LANES
 Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
 AT INTERSECTION WITH RONKONKOMA AVE

9/29/2011 Thu Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-34086506**
 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: 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: 4334 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 51 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, UNKNOWN

SAME

Veh :2 CAR/VAN/PICKUP Registered Weight: 4036 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: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR N

9/23/2011 Fri 15:45 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-34090231**
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: UNKNOWN
Road Surface Condition: UNKNOWN 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: 3540 State of Registration: NY
Num of Occupants: 1 Driver's Age: 43 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

SAME

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***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2519 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 47 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: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
 AT INTERSECTION WITH RONKONKOMA AVE

10/24/2011 Mon 17:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34095792**
 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 TURN (AGAINST OTHER CAR) Weather: CLOUDY
 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: 3174 State of Registration: NY **SAME**
 Num of Occupants: 1 Driver's Age: 72 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: MAKING RIGHT TURN
 Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, TURNING IMPROPER

Veh :1 CAR/VAN/PICKUP Registered Weight: 2904 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 45 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, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
 AT INTERSECTION WITH RONKONKOMA AVE

10/20/2011 Thu 04:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34096407**
 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 **SAME**
 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: 3805 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 50 | 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, TRAFFIC CONTROL DEVICES DISREGARDED | | |
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 3853 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 56 | 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: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN | | |

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
5 Meters South of NW Link

12/11/2010 Sat 07:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-34129507**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH CURBING Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 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

3-F / O**PDO**

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
 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: PAVEMENT SLIPPERY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

11/29/2010 Mon Persons Killed: Persons Injured: Extent of Injuries: **Case: 2010-34135873**
 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: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N
AT INTERSECTION WITH RONKONKOMA AVE

10/27/2011 Thu 06:21 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34120414**
 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: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

SAME

Veh :2 CAR/VAN/PICKUP Registered Weight: 3358 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 47 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 | | |
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 2623 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 17 | 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 | | |

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AT INTERSECTION WITH EXPRESS DR S

1/19/2011 Wed 18:50 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-34166027**
 Accident Class: INJURY 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.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED **SAME**
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2842 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 33 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: 4260 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 30 Sex: F Citation Issued: Y
 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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH 4TH ST

1/10/2011 Mon 12:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34175153**
 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: 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: State of Registration: NY **14-OT**
 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 **PDO**
 Pre-Accd Action: CHANGING LANES
 Apparent Factors: UNSAFE LANE CHANGE, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2549 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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: [Route] 29
AT INTERSECTION WITH LONG ISLAND EXPRESSWAY SERVICE RD

1/15/2011

Sat 16:00 PM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2011-34177287

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: SLUSH

Road Char.: STRAIGHT AND LEVEL

Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

SAME

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Veh :2 CAR/VAN/PICKUP Registered Weight: 2884 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 23 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: PAVEMENT SLIPPERY, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 2800 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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

2/2/2011

Wed 00:50 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34213176**
 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: SLEET/HAIL/FREEZING RAIN
 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

Veh :2 CAR/VAN/PICKUP Registered Weight: 3350 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: STARTING IN TRAFFIC
 Apparent Factors: PAVEMENT SLIPPERY, VIEW OBSTRUCTED/LIMITED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4379 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 46 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, NOT APPLICABLE

County: Suffolk Muni: Islip(T) Ref. Marker: Street: EASTON ST

| | | | | | |
|------------------|--|-------------------|-----------------------------|---------------------------------------|-----------------------------|
| 2/24/2011 | Thu 06:35 AM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | Case: 2011-34230362 |
| | 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 GRADE | | Light Condition: DAYLIGHT |
| | 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: 26 | 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: DRIVER INATTENTION, UNKNOWN | | | | |

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Veh :1 CAR/VAN/PICKUP Registered Weight: 2999 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 27 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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
 AT INTERSECTION WITH RONKONKOMA AVE

3/21/2011 Mon 14:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34258038**
 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: 9001 State of Registration: NY **SAME**
 Num of Occupants: 1 Driver's Age: 36 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: 3043 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 73 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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
 AT INTERSECTION WITH LIBERTY ST

1/25/2012 Wed Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2012-34253188**
 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: 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

14-RE
INJ

| | | | | |
|--------|---------------------------------------|--------------------|---------------------------|------------------------|
| Veh :2 | OTHER | Registered Weight: | State of Registration: | |
| | Num of Occupants: 0 | | Driver's Age: | Sex: |
| | Direction of Travel: UNKNOWN | | Public Property Damage: N | Citation Issued: |
| | Pre-Accd Action: GOING STRAIGHT AHEAD | | | School Bus Involved: N |
| | Apparent Factors: UNKNOWN, UNKNOWN | | | |
| Veh :1 | OTHER | Registered Weight: | State of Registration: | |
| | Num of Occupants: 1 | | Driver's Age: 52 | Sex: M |
| | Direction of Travel: UNKNOWN | | Public Property Damage: N | Citation Issued: N |
| | Pre-Accd Action: STOPPED IN TRAFFIC | | | School Bus Involved: N |
| | Apparent Factors: UNKNOWN, UNKNOWN | | | |

Accident Location Information System (ALIS)

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8737 VDR Ronkonkoma Ave from 9th St to Easton St, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYS DMV is only available thru 1/31/2012**

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH EXPRESS DR S

3/31/2011 Thu 07:49 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2011-34269260**
 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: 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: 46 Sex: M Citation Issued: N **SAME**
 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: 3179 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 33 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: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N

AT INTERSECTION WITH RONKONKOMA AVE

5/26/2011 Thu 01:00 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC **Case: 2011-34287440**
 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/ 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: 3846 State of Registration: NY **SAME**
 Num of Occupants: 1 Driver's Age: 42 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 4740 State of Registration: NY

Num of Occupants: 1

Driver's Age: 32

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: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH 5TH ST

12/9/2009

Wed 18:52 PM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2009-NR2981677

Accident Class: NON-REPORTABLE

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.:

Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: INVALID CODE

Action of Ped/Bicycle:

14-RE
NR

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Ronkonkoma Ave from 9th St to Easton St, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

***** CONTINUED

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

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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH EXPRESS DR S

11/20/2009 Fri 12:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-NR2918693**
 Accident Class: NON-REPORTABLE 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.: Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle: **SAME**

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

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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH EXPRESS DR S

2/5/2010 Fri 11:40 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-NR3010234**
Accident Class: NON-REPORTABLE 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.: Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle:

SAME

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

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Accident Verbal Description Report**8737 VDR Ronkonkoma Ave from 9th St to Easton St, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

***** CONTINUED

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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH EXPRESS DR N

4/29/2011 Fri 18:35 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2011-34299912**
 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 CAR/VAN/PICKUP Registered Weight: 2418 State of Registration: NY **SAME**
 Num of Occupants: 2 Driver's Age: 51 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: 3274 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 46 Sex: F 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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S

AT INTERSECTION WITH RONKONKOMA AVE

8/16/2011 Tue 17:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34330998**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 3 **SAME**
 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: 2700 | 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: STOPPED IN TRAFFIC | | |
| | Apparent Factors: UNKNOWN, UNKNOWN | | |
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 3825 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 36 | 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 | | |

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S

***** CONTINUED

Veh :3 CAR/VAN/PICKUP Registered Weight: 3489 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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH EXPRESS DR N

10/27/2011 Thu 19:00 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-34387406**
 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: 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

Veh :2 CAR/VAN/PICKUP Registered Weight: 3101 State of Registration: NY **SAME**
 Num of Occupants: 2 Driver's Age: 26 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: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 4829 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 38 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: Brookhaven(T) Ref. Marker: Street: EXPRESS DR N

AT INTERSECTION WITH RONKONKOMA AVE

9/24/2011 Sat Persons Killed: Persons Injured: Extent of Injuries: **Case: 2011-34394448**
 Accident Class: Police Agency: Num of Veh:
 Type Of Accident: Traffic Control:
 Manner of Collision: Weather:
 Road Surface Condition: Road Char.: Light Condition: **SAME**
 Loc. of Ped/Bicycle: Action of Ped/Bicycle:

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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH 4TH ST

| | | | | | |
|------------------|--|--------------------------------|--------------------|---------------------------------------|----------------------------|
| 10/4/2011 | Tue 15:37 PM | Persons Killed: 0 | Persons Injured: 1 | Extent of Injuries: C | Case: 2011-34398269 |
| | 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: 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 | |

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Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Ronkonkoma Ave from 9th St to Easton St, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3819 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 20 Sex: M Citation Issued: N
 Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: MAKING U TURN
 Apparent Factors: DRIVER INEXPERIENCE, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3280 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: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S
 AT INTERSECTION WITH RONKONKOMA AVE

10/26/2011 Wed 16:40 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-34381680**
 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 :1 CAR/VAN/PICKUP Registered Weight: 6600 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 52 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: 3458 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 43 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

SAME

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH BERGEN ST

9/7/2011 Wed 18:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-34408077**
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: 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 OTHER Registered Weight: State of Registration: MD
Num of Occupants: 3 Driver's Age: 58 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

14-RA

INJ

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Ronkonkoma Ave from 9th St to Easton St, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3675 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 19 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, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH EXPRESS DR S

11/3/2011 Thu 19:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34383596**
 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: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

SAME

Veh :2 CAR/VAN/PICKUP Registered Weight: 3049 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: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3149 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 23 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: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EXPRESS DR S

AT INTERSECTION WITH RONKONKOMA AVE

11/12/2011 Sat 16:55 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34388736**
 Accident Class: PROPERTY DAMAGE 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/ GRADE Light Condition: DUSK
 Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION Action of Ped/Bicycle: CROSSING

SAME

| | | | |
|--------|---|---------------------------|---------------------------|
| Veh :2 | BICYCLE | Registered Weight: | State of Registration: |
| | Num of Occupants: 1 | Driver's Age: 13 | 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, NOT APPLICABLE | | |
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 3443 | State of Registration: NY |
| | Num of Occupants: 3 | Driver's Age: 20 | 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, NOT APPLICABLE | | |

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8737 VDR Ronkonkoma Ave from 9th St to Easton St, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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AT INTERSECTION WITH EXPRESS DR N

7/20/2010

Tue 07:15 AM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2010-NR3127468

Accident Class: NON-REPORTABLE

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.:

Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: INVALID CODE

Action of Ped/Bicycle:

SAME

Veh :1

OTHER

Registered Weight:

State of Registration:

Num of Occupants:

Driver's Age:

Sex:

Citation Issued:

Direction of Travel: SOUTH

Public Property Damage: N

School Bus Involved: X

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: UNKNOWN, UNKNOWN

Veh :2

OTHER

Registered Weight:

State of Registration:

Num of Occupants:

Driver's Age:

Sex:

Citation Issued:

Direction of Travel: SOUTH

Public Property Damage: N

School Bus Involved: X

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

County: Suffolk

Muni: Brookhaven(T)

Ref. Marker:

Street: RAILROAD AVE

1/17/2012

Tue 20:40 PM

Persons Killed: 0

Persons Injured: 2

Extent of Injuries: AB

Case: 2012-34457219

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: LEFT TURN (AGAINST OTHER CAR)

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: 2187

State of Registration: NY

Num of Occupants: 1

Driver's Age: 49

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: NOT ENTERED, NOT ENTERED

Veh :2

CAR/VAN/PICKUP

Registered Weight: 2926

State of Registration: NY

Num of Occupants: 1 Driver's Age: 38 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: NOT ENTERED, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
AT INTERSECTION WITH 5TH ST

1/26/2012 Thu 17:20 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2012-34487440**
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: 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

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INJ

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Ronkonkoma Ave from 9th St to Easton St, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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Veh :1 CAR/VAN/PICKUP Registered Weight: 4802 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 49 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: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3279 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 31 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: PAVEMENT SLIPPERY, FOLLOWING TOO CLOSELY

Veh :3 CAR/VAN/PICKUP Registered Weight: 4652 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 36 Sex: F Citation Issued: N
 Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: STOPPED IN TRAFFIC
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

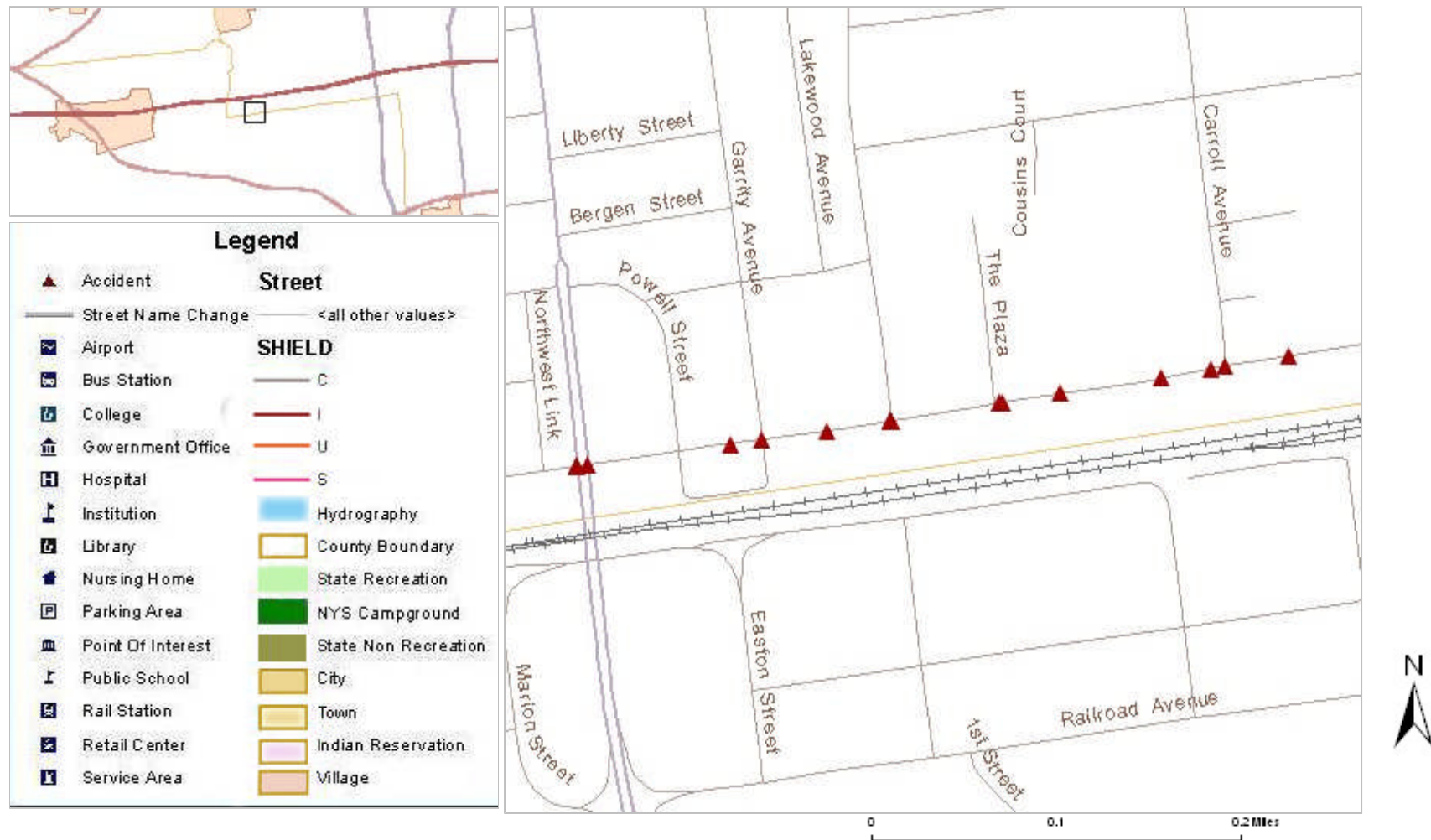
County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

AT INTERSECTION WITH 9TH ST

1/12/2012 Thu 08:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2012-34487688**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 3
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
 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 : 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:

8737 VDR Railroad Ave from Ronkonkoma Ave to Mill Rd, Suffolk



Accident Location Information System (ALIS)

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Accident Verbal Description Report**8737 VDR Railroad Ave from Ronkonkoma Ave to Mill Rd, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYS DMV is only available thru 1/31/2012**

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

142 Meters South of Union St

4/8/2009

Wed 07:50 AM

Persons Killed: 0

Persons Injured: 1

Extent of Injuries: C

Case: 2009-33018894

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 :1

CAR/VAN/PICKUP

Registered Weight: 3072

State of Registration: NY

Num of Occupants: 1

Driver's Age: 35

Sex: F

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

same as
other

Veh :2

CAR/VAN/PICKUP

Registered Weight: 3636

State of Registration: NY

Num of Occupants: 1

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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

122 Meters East of Parking Lot

6/5/2009

Fri 10:20 AM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2009-33166429

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 :1

CAR/VAN/PICKUP

Registered Weight: 3039

State of Registration: NY

Num of Occupants: 2

Driver's Age: 38

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

SAME

Veh :2

CAR/VAN/PICKUP

Registered Weight: 2801

State of Registration: NY

Num of Occupants: 1 Driver's Age: 18 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: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
61 Meters East of Carroll Ave

5/20/2009 Wed Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33278807**
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

22-
OTHER
PDO

Accident Location Information System (ALIS)

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8737 VDR Railroad Ave from Ronkonkoma Ave to Mill Rd, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

***** 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: 2968 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: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

7 Meters East of The Plz

10/18/2009 Sun 13:35 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2009-33223377**
 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: 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: 3926 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 44 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, UNKNOWN

20-RA
INJ

Veh :2 CAR/VAN/PICKUP Registered Weight: 2593 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 63 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: TRAFFIC CONTROL DEVICES DISREGARDED, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
10 Meters East of The Plz

7/8/2009 Wed 09:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33372786**
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: 4246 State of Registration: NY
Num of Occupants: 1 Driver's Age: 43 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STARTING FROM PARKING
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

20-OT
PDO

Accident Location Information System (ALIS)

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8737 VDR Railroad Ave from Ronkonkoma Ave to Mill Rd, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYS DMV is only available thru 1/31/2012**

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3804 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: UNKNOWN, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

AT INTERSECTION WITH CARROLL AVE

4/12/2010 Mon Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33428507**
 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: 3826 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 61 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: UNKNOWN, UNKNOWN

11-LT
PDO

Veh :1 CAR/VAN/PICKUP Registered Weight: 4083 State of Registration: NY
 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: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

AT INTERSECTION WITH RAILROAD AVE

7/28/2010 Wed 18:05 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2010-33538059**
 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: 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

same as
other

| | | | |
|--------|---|---------------------------|---------------------------|
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 4448 | State of Registration: NY |
| | Num of Occupants: 3 | Driver's Age: 42 | 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: NOT APPLICABLE, NOT APPLICABLE | | |
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 3619 | State of Registration: NY |
| | Num of Occupants: 3 | Driver's Age: 31 | 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE | | |

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Railroad Ave from Ronkonkoma Ave to Mill Rd, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE
8/21/2010 Sat 12:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33615061**
 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: 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: 3349 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: 4026 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: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
 13 Meters West of Carroll Ave
1/24/2010 Sun 06:55 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33637385**
 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 :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: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3436 State of Registration: NY

11-parked
 PDO

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: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
64 Meters East of The Plz

10/17/2010

Sun 17:30 PM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2010-33645975

Accident Class: PROPERTY DAMAGE

Police Agency:

Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Traffic Control: NO PASSING ZONE

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

20-OT

PDO

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8737 VDR Railroad Ave from Ronkonkoma Ave to Mill Rd, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYS DMV is only available thru 1/31/2012**

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3755 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 87 Sex: M Citation Issued: N
 Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: STARTING FROM PARKING
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, GLARE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3455 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 57 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: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

122 Meters East of Parking Lot

3/20/2010 Sat 16:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33761982**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: OTHER
 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 CAR/VAN/PICKUP Registered Weight: 5868 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 46 Sex: F Citation Issued: N **SAME**
 Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3985 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 60 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: Brookhaven(T) | Ref. Marker: | Street: RONKONKOMA AVE | | | |
| 11/29/2010 | Mon 17:25 PM | Persons Killed: 0 | Persons Injured: 2 | Extent of Injuries: CC | Case: 2010-33702006 | |
| | Accident Class: PROPERTY DAMAGE AND INJURY | | | Police Agency: | Num of Veh: 4 | |
| | Type Of Accident: COLLISION WITH MOTOR VEHICLE | | | | Traffic Control: NONE | |
| | Manner of Collision: OTHER | | | Weather: CLEAR | | |
| | Road Surface Condition: DRY | Road Char.: STRAIGHT/ GRADE | | Light Condition: DARK-ROAD UNLIGHTED | | |
| | Loc. of Ped/Bicycle: NOT APPLICABLE | | | Action of Ped/Bicycle: NOT APPLICABLE | | |
| Veh :4 | CAR/VAN/PICKUP | Registered Weight: | | State of Registration: NY | | |
| | Num of Occupants: 1 | Driver's Age: 48 | | Sex: M | Citation Issued: Y | |
| | Direction of Travel: NORTH | Public Property Damage: N | | | School Bus Involved: N | |
| | Pre-Accd Action: GOING STRAIGHT AHEAD | | | | | |
| | Apparent Factors: ILLNESS, FOLLOWING TOO CLOSELY | | | | | |

Accident Location Information System (ALIS)

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8737 VDR Railroad Ave from Ronkonkoma Ave to Mill Rd, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYS DMV is only available thru 1/31/2012**

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

***** CONTINUED

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 49 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, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3118 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: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4540 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 63 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: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

122 Meters East of Parking Lot

2/6/2009 Fri 19:28 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-NR2684838**
 Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: RIGHT ANGLE Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle:

SAME

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: SOUTH Public Property Damage: N School Bus Involved: X
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
AT INTERSECTION WITH RAILROAD AVE

1/19/2011 Wed 18:50 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2011-33815654**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: OTHER
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

same
as
other

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8737 VDR Railroad Ave from Ronkonkoma Ave to Mill Rd, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYS DMV is only available thru 1/31/2012**

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 4592 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 45 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: UNSAFE SPEED, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2943 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: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

7 Meters East of The Plz

5/19/2010 Wed 14:45 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-33830109**
 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: 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: 3340 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 62 Sex: F Citation Issued: N
 Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: SLOWED OR STOPPING
 Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3319 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 62 Sex: M 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

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inj

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: LAKELAND ST
33 Meters East of NW Link

6/17/2010 Thu 08:15 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2010-33868828**
Accident Class: INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH PEDESTRIAN 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: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: WORKING IN ROADWAY

Veh :1 OTHER Registered Weight: State of Registration: **SAME**
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: OTHER
Apparent Factors: NOT APPLICABLE, UNKNOWN

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Railroad Ave from Ronkonkoma Ave to Mill Rd, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: LAKELAND ST

***** CONTINUED

Veh :2 PEDESTRIAN Registered Weight: State of Registration:
 Num of Occupants: 1 Driver's Age: 65 Sex: M Citation Issued: N
 Direction of Travel: NOT APPLICABLE Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: NOT APPLICABLE
 Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

61 Meters West of HAWKINS AVE

8/31/2010 Tue Persons Killed: Persons Injured: Extent of Injuries: **Case: 2010-33955219**
 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: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

AT INTERSECTION WITH RAILROAD AVE

8/24/2010 Tue 17:41 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33948396**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

same as
other

Veh :2 CAR/VAN/PICKUP Registered Weight: 2844 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: MAKING LEFT TURN
 Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

| | | | |
|-----------------|--|---------------------------------------|---------------------------|
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 2454 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 24 | 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: Brookhaven(T) | Ref. Marker: | Street: RONKONKOMA AVE |
| 9/17/2010 | Fri 18:39 PM | Persons Killed: 0 | Persons Injured: 2 |
| | Accident Class: PROPERTY DAMAGE AND INJURY | Extent of Injuries: CC | Case: 2010-33959214 |
| | Type Of Accident: COLLISION WITH MOTOR VEHICLE | Police Agency: | Num of Veh: 3 |
| | Manner of Collision: OTHER | Traffic Control: STOP SIGN | |
| | Road Surface Condition: DRY | Weather: CLEAR | |
| | 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)

Accident Verbal Description Report

8737 VDR Railroad Ave from Ronkonkoma Ave to Mill Rd, Suffolk

Data in this report covers the period Jan 31, 2009 - Jan 31, 2012

Complete Accident data from NYS DMV is only available thru 1/31/2012

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

***** CONTINUED

| | | | |
|--------|-------------------------------------|---------------------------|---------------------------|
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 4178 | 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: STOPPED IN TRAFFIC | | |
| | Apparent Factors: UNKNOWN, UNKNOWN | | |

| | | | |
|--------|--|---------------------------|---------------------------|
| Veh :3 | CAR/VAN/PICKUP | Registered Weight: 3032 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 25 | 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, UNSAFE SPEED | | |

| | | | |
|--------|-------------------------------------|---------------------------|---------------------------|
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 3292 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 48 | 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: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

11/29/2010

Mon Persons Killed:

Persons Injured:

Extent of Injuries:

Case: 2010-34135873

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: |
| | Direction of Travel: | Sex: |
| | Pre-Accd Action: | Citation Issued: |
| | | School Bus Involved: |

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
AT INTERSECTION WITH HAWKINS AVE

12/21/2010 Tue 12:33 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-34160770**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2679 State of Registration: NY
Num of Occupants: 1 Driver's Age: 32 Sex: F Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

same as
other

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Railroad Ave from Ronkonkoma Ave to Mill Rd, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3326 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 21 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, OTHER (HUMAN)

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

AT INTERSECTION WITH HAWKINS AVE

1/15/2011 Sat 19:30 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-34171953**
 Accident Class: INJURY Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 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: 2 Driver's Age: 53 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: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

same as
other

Veh :1 CAR/VAN/PICKUP Registered Weight: 3148 State of Registration: NY
 Num of Occupants: 4 Driver's Age: 19 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, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

2/2/2011

Wed 00:50 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34213176**
 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: SLEET/HAIL/FREEZING RAIN
 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

| | | | |
|--------|--|---------------------------|---------------------------|
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 3350 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 27 | Sex: M Citation Issued: N |
| | Direction of Travel: SOUTH | Public Property Damage: N | School Bus Involved: N |
| | Pre-Accd Action: STARTING IN TRAFFIC | | |
| | Apparent Factors: PAVEMENT SLIPPERY, VIEW OBSTRUCTED/LIMITED | | |
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 4379 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 46 | 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, NOT APPLICABLE | | |

Accident Location Information System (ALIS)

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Accident Verbal Description Report**8737 VDR Railroad Ave from Ronkonkoma Ave to Mill Rd, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYS DMV is only available thru 1/31/2012**

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

61 Meters West of CARROLL AVE

4/28/2011

Thu 20:20 PM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2011-34275093

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 LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

20-RE

Veh :1

CAR/VAN/PICKUP

Registered Weight: 3217

State of Registration: NY

Num of Occupants: 1

Driver's Age: 25

Sex: F

Citation Issued: N

Direction of Travel: SOUTH

Public Property Damage: N

School Bus Involved: N

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: UNKNOWN, NOT APPLICABLE

PDO

Veh :2

CAR/VAN/PICKUP

Registered Weight: 2978

State of Registration: NY

Num of Occupants: 1

Driver's Age: 22

Sex: F

Citation Issued: N

Direction of Travel: SOUTH

Public Property Damage: N

School Bus Involved: N

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: DRIVER INATTENTION, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

AT INTERSECTION WITH HAWKINS AVE

8/14/2009

Fri 21:28 PM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2009-NR2905991

Accident Class: NON-REPORTABLE

Police Agency:

Num of Veh: 1

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Traffic Control: UNKNOWN

Manner of Collision: OTHER

Weather: CLEAR

Road Surface Condition: DRY

Road Char.:

Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: INVALID CODE

Action of Ped/Bicycle:

same as

Veh :1

OTHER

Registered Weight:

State of Registration:

Num of Occupants:

Driver's Age:

Sex:

Citation Issued:

other

Direction of Travel: NORTH-WEST

Public Property Damage: N

School Bus Involved: X

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: DRIVER INATTENTION, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

AT INTERSECTION WITH HAWKINS AVE

12/18/2009 Fri 23:40 PM Persons Killed: 0 Persons Injured: 0
Accident Class: NON-REPORTABLE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: RIGHT ANGLE
Road Surface Condition: DRY Road Char.:
Loc. of Ped/Bicycle: INVALID CODE

Extent of Injuries: **Case: 2009-NR2971565**
Police Agency: Num of Veh: 2
Traffic Control: STOP SIGN
Weather: CLEAR
Light Condition: DARK-ROAD LIGHTED
Action of Ped/Bicycle:

same as
other

Accident Location Information System (ALIS)

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Accident Verbal Description Report

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8737 VDR Railroad Ave from Ronkonkoma Ave to Mill Rd, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

***** CONTINUED

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: SOUTH-EAST Public Property Damage: N School Bus Involved: X
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

AT INTERSECTION WITH HAWKINS AVE

5/30/2011 Mon 08:00 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-34298262**
 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: 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 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 62 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: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

same as
other

Veh :1 CAR/VAN/PICKUP Registered Weight: 2434 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 23 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, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE
AT INTERSECTION WITH GARRITY AVE

10/11/2011 Tue 17:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34377313**
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: 57 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: NOT APPLICABLE, NOT APPLICABLE

16-RE

PDO

Accident Location Information System (ALIS)

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Accident Verbal Description Report**8737 VDR Railroad Ave from Ronkonkoma Ave to Mill Rd, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2847 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 23 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, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

AT INTERSECTION WITH HAWKINS AVE

9/25/2011 Sun 17:00 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-34394434**
 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: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 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: NOT APPLICABLE, NOT APPLICABLE

same as
other

Veh :2 CAR/VAN/PICKUP Registered Weight: 2950 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: Y
 Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

30 Meters West of Parking Lot

6/24/2010 Thu 19:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-NR3114272**
 Accident Class: NON-REPORTABLE 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.: 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: WEST | | Public Property Damage: N | | School Bus Involved: X |
| | Pre-Accd Action: SLOWED OR STOPPING | | | | |
| | Apparent Factors: UNKNOWN, UNKNOWN | | | | |
| Veh :2 | OTHER | Registered Weight: | | State of Registration: | |
| | Num of Occupants: | | Driver's Age: | Sex: | Citation Issued: |
| | Direction of Travel: WEST | | Public Property Damage: N | | School Bus Involved: X |
| | Pre-Accd Action: GOING STRAIGHT AHEAD | | | | |
| | Apparent Factors: UNKNOWN, UNKNOWN | | | | |

Accident Location Information System (ALIS)

Date: 01/07/13

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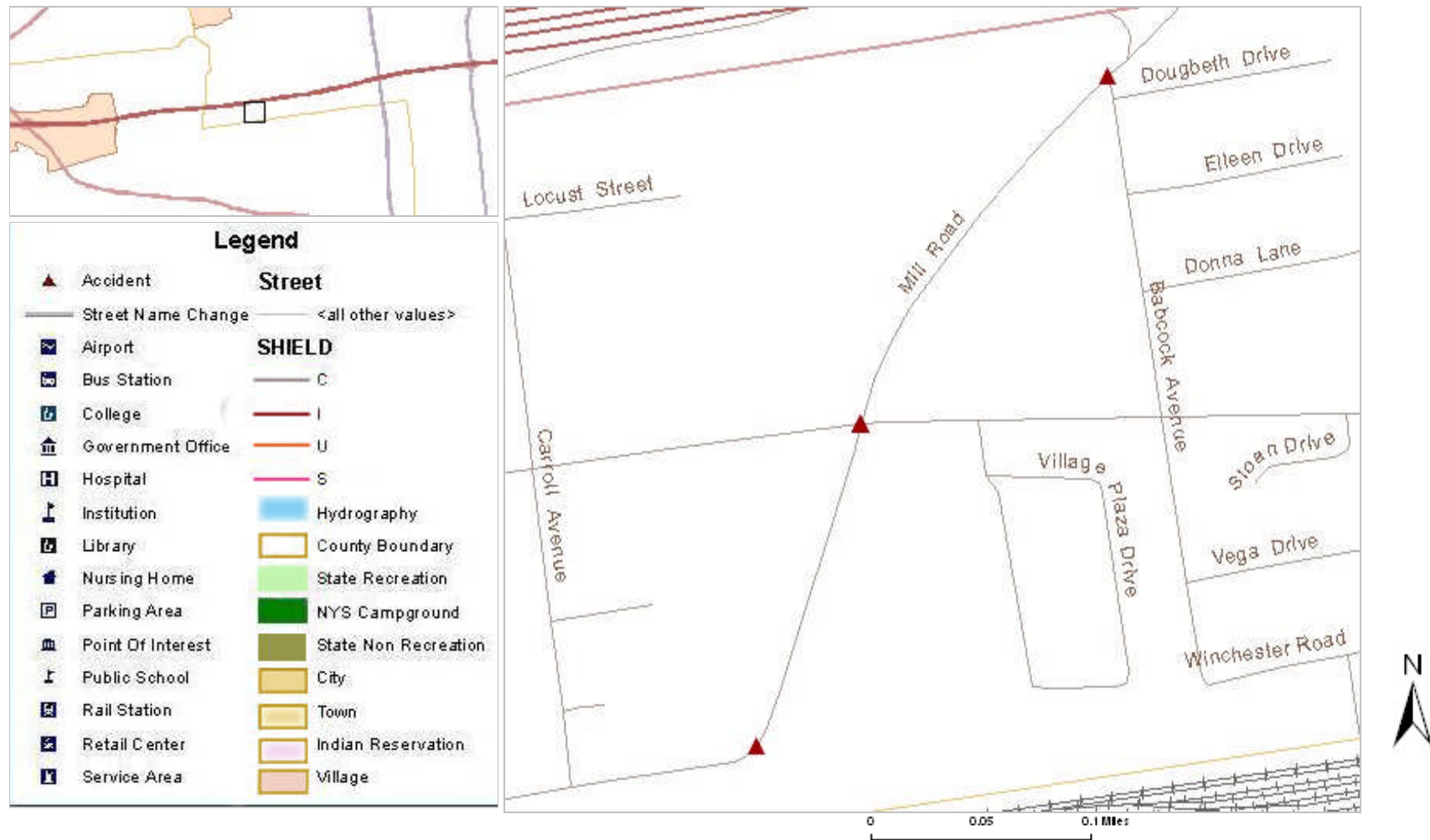
Accident Verbal Description Report

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8737 VDR Railroad Ave from Ronkonkoma Ave to Mill Rd, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYS DMV is only available thru 1/31/2012**

| | | | | | | |
|--|--|---------------------------------------|----------------------|--------------------------------------|----------------------------|--|
| County: Suffolk | Muni: Brookhaven(T) | Ref. Marker: | Street: RAILROAD AVE | | | |
| 1/17/2012 | Tue 20:40 PM | Persons Killed: 0 | Persons Injured: 2 | Extent of Injuries: AB | Case: 2012-34457219 | |
| 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: LEFT TURN (AGAINST OTHER CAR) | | | | 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: 2187 | | State of Registration: NY | | |
| | Num of Occupants: 1 | Driver's Age: 49 | | 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: NOT ENTERED, NOT ENTERED | | | | | |
| | | | | | | |
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 2926 | | State of Registration: NY | | |
| | Num of Occupants: 1 | Driver's Age: 38 | | 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: NOT ENTERED, FAILURE TO YIELD RIGHT OF WAY | | | | | |

8737 VDR Mill Rd from Railroad Ave to Express Drive S, Suffolk



Accident Location Information System (ALIS)

Date: 01/08/13

09:21

Accident Verbal Description Report

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8737 VDR Mill Rd from Railroad Ave to Express Drive S, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYS DMV is only available thru 1/31/2012**County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH MILL RD

2/24/2009 Tue 21:10 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2009-33126183**
 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: 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

12-RA

Veh :2 CAR/VAN/PICKUP Registered Weight: 3320 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

INJ

Veh :1 CAR/VAN/PICKUP Registered Weight: 4369 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 45 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: Brookhaven(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH BABCOCK AVE

3/18/2010 Thu 15:40 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2010-33758906**
 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: 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: 3204 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 20 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: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 5000 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: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH MILL RD

4/27/2009

Mon 12:10 PM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2009-NR2796281

Accident Class: NON-REPORTABLE

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.:

Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: INVALID CODE

Action of Ped/Bicycle:

12-RA

NR

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Mill Rd from Railroad Ave to Express Drive S, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

Date: 01/08/13

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE

***** CONTINUED

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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE

AT INTERSECTION WITH MILL RD

9/30/2010 Thu 19:00 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2010-33996035**
 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: CLOUDY
 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: 4430 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 5025 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 46 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

12-RA
INJ

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH MILL RD

4/19/2010 Mon 06:46 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-NR3046533**
Accident Class: NON-REPORTABLE 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.: Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle:

12-RA
NR

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

Accident Location Information System (ALIS)

Date: 01/08/13

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8737 VDR Mill Rd from Railroad Ave to Express Drive S, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE

***** CONTINUED

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: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

AT INTERSECTION WITH MILL RD

7/13/2011 Wed 06:11 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-34357889**
 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: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

13-F/O

INJ

Veh :1 CAR/VAN/PICKUP Registered Weight: 3635 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 33 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, UNSAFE SPEED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE

AT INTERSECTION WITH MILL RD

7/20/2011 Wed 12:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34411573**
 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

12-BACKING

Veh :1 CAR/VAN/PICKUP Registered Weight: 2868 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 48 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: NOT APPLICABLE, UNKNOWN

PDO

Veh :2 TRUCK Registered Weight: 10000 State of Registration: NY
Num of Occupants: 2 Driver's Age: 24 Sex: M Citation Issued: Y
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: BACKING
Apparent Factors: BACKING UNSAFELY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH MILL RD

12/21/2011 Wed 16:55 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34404344**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: SIDESWIPE Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

12-LT
PDO

Accident Location Information System (ALIS)

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8737 VDR Mill Rd from Railroad Ave to Express Drive S, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYS DMV is only available thru 1/31/2012**

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE

***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3063 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 45 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: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2952 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE

AT INTERSECTION WITH MILL RD

4/30/2010 Fri 16:58 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-NR3060490**
 Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 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:

**12-RE
NR**

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

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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH UNION AVE

1/9/2012 Mon 18:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2012-34465897**
Accident Class: PROPERTY DAMAGE 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: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

12-OT

PDO

Veh :1 CAR/VAN/PICKUP Registered Weight: 2797 State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: M Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN ON RED
Apparent Factors: NOT ENTERED, NOT ENTERED

Accident Location Information System (ALIS)

Accident Verbal Description Report

8737 VDR Mill Rd from Railroad Ave to Express Drive S, Suffolk

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: MILL RD

***** CONTINUED

Veh :2

TRUCK

Registered Weight: 15000

State of Registration: NY

Num of Occupants: 1

Driver's Age: 40

Sex: M

Citation Issued: N

Direction of Travel: NORTH-EAST

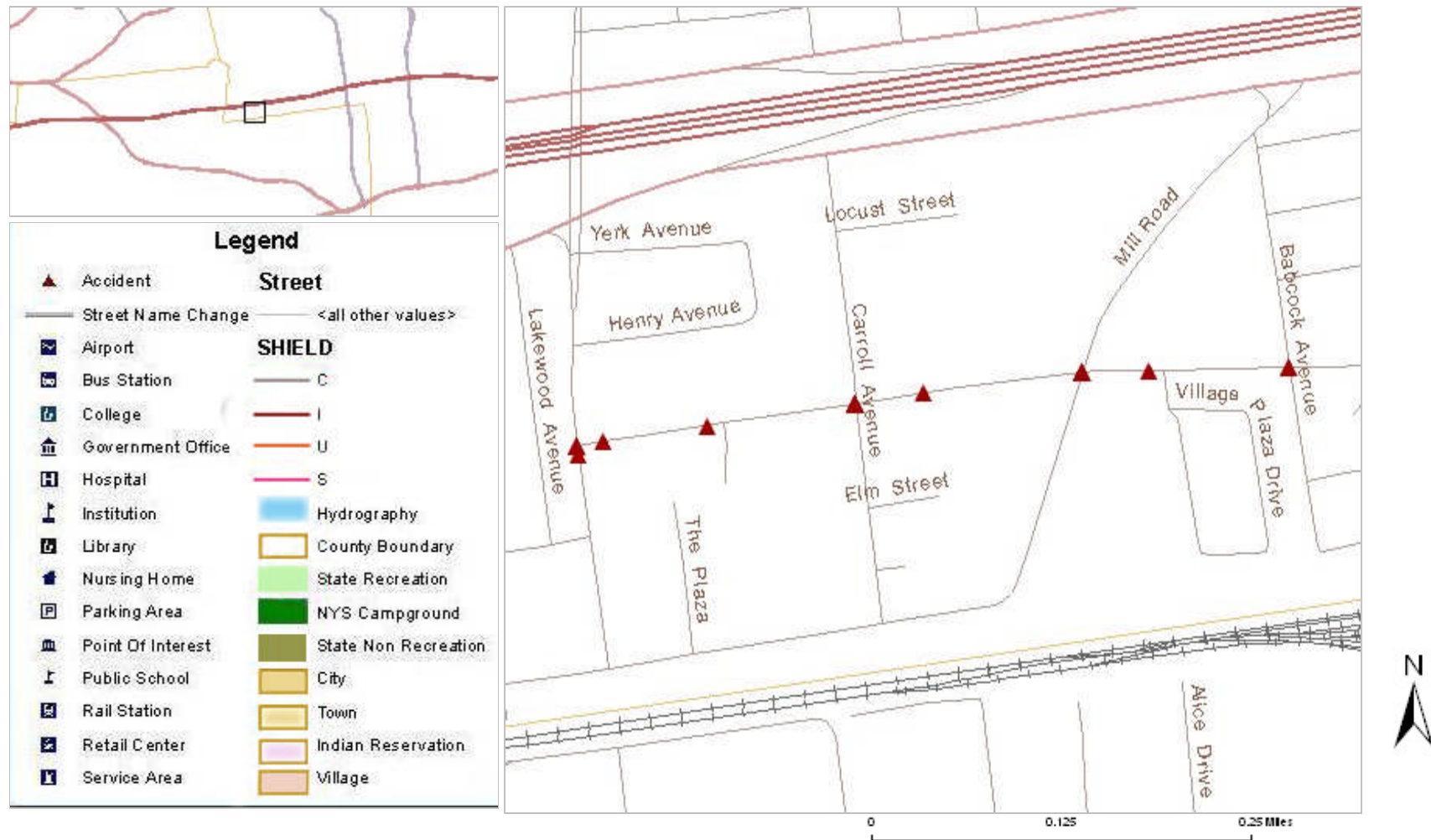
Public Property Damage: N

School Bus Involved: N

Pre-Accd Action: MAKING RIGHT TURN ON RED

Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, FAILURE TO YIELD RIGHT OF WAY

8737 VDR Union Ave from Hawkins Ave to Babcock Ave, Suffolk



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Accident Verbal Description Report**8737 VDR Union Ave from Hawkins Ave to Babcock Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH CARROLL AVE

5/21/2009 Thu 10:22 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33060633**
 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 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: 3474 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 52 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, UNKNOWN

10-RA

INJ

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 18 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: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH MILL RD

2/24/2009 Tue 21:10 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2009-33126183**
 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: 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

SAME

Veh :2 CAR/VAN/PICKUP Registered Weight: 3320 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 4369 State of Registration: NY

Num of Occupants: 2 Driver's Age: 45 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: Brookhaven(T) Ref. Marker: Street: CARROLL AVE
AT INTERSECTION WITH UNION AVE

7/29/2009 Wed Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33163549**
Accident Class: PROPERTY DAMAGE 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

10-RA

PDO

Accident Location Information System (ALIS)

Accident Verbal Description Report

8737 VDR Union Ave from Hawkins Ave to Babcock Ave, Suffolk

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: CARROLL AVE

***** CONTINUED

Veh :2 OTHER Registered Weight: State of Registration:
 Num of Occupants: 1 Driver's Age: 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 3457 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 62 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: Brookhaven(T) Ref. Marker: Street: UNION AVE

AT INTERSECTION WITH CARROLL AVE

8/5/2009 Wed 15:22 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2009-33152472**
 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: 5055 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 31 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

10-OTHER
INJ

Veh :2 CAR/VAN/PICKUP Registered Weight: 2743 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 :3 CAR/VAN/PICKUP Registered Weight: 2623 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: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH BABCOCK AVE

11/28/2009 Sat 10:40 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33272895**
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 ANGLE 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)

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8737 VDR Union Ave from Hawkins Ave to Babcock Ave, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 5078 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 37 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: FAILURE TO YIELD RIGHT OF WAY, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 5414 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 29 Sex: M 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: Brookhaven(T) Ref. Marker: Street: UNION AVE

AT INTERSECTION WITH CARROLL AVE

12/7/2009 Mon 09:10 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33289026**
 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: CLOUDY
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2649 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 35 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, NOT APPLICABLE

10-RA
INJ

Veh :2 CAR/VAN/PICKUP Registered Weight: 5286 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 43 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, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: CARROLL AVE
AT INTERSECTION WITH UNION AVE

1/25/2010 Mon 11:03 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-33350873**
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: 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

10-R
INJ

Veh :2 CAR/VAN/PICKUP Registered Weight: 4031 State of Registration: NY
Num of Occupants: 2 Driver's Age: 58 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 YIELD RIGHT OF WAY, NOT APPLICABLE

Accident Location Information System (ALIS)

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8737 VDR Union Ave from Hawkins Ave to Babcock Ave, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 5494 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 35 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: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE

AT INTERSECTION WITH BABCOCK AVE

4/14/2010 Wed 06:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-33428799**
 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: DAWN
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4511 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 34 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

Veh :2 OTHER Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 42 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, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE

30 Meters East of HAWKINS AVE

9/18/2009 Fri 10:00 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33462175**
 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

8-OT

INJ

| | | | |
|--------|--|---------------------------|---------------------------|
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 4572 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 56 | 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: 2398 | State of Registration: NY |
| | Num of Occupants: 2 | Driver's Age: 56 | Sex: F Citation Issued: N |
| | Direction of Travel: NORTH | Public Property Damage: N | School Bus Involved: N |
| | Pre-Accd Action: MAKING U TURN | | |
| | Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN | | |

Accident Location Information System (ALIS)

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Accident Verbal Description Report**8737 VDR Union Ave from Hawkins Ave to Babcock Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH HAWKINS AVE

9/14/2009 Mon 12:55 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC **Case: 2009-33477190**
 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: 3406 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 50 Sex: F Citation Issued: N **SAME**
 Direction of Travel: WEST 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: 8600 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: N
 Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: OTHER
 Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH CARROLL AVE

10/16/2010 Sat 00:47 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33648869**
 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 ANGLE Weather: CLOUDY
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE **10-RA**

Veh :2 CAR/VAN/PICKUP Registered Weight: 3049 State of Registration: NY **PDO**
 Num of Occupants: 3 Driver's Age: 57 Sex: M Citation Issued: Y
 Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 2900 State of Registration: NY

Num of Occupants: 2

Driver's Age: 18

Sex: M

Citation Issued: Y

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: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH HAWKINS AVE

3/12/2009

Thu 00:00 AM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2009-NR2820500

Accident Class: NON-REPORTABLE

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.:

Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: INVALID CODE

Action of Ped/Bicycle:

SAME

Accident Location Information System (ALIS)

Accident Verbal Description Report

8737 VDR Union Ave from Hawkins Ave to Babcock Ave, Suffolk

Data in this report covers the period Jan 31, 2009 - Jan 31, 2012

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE

***** CONTINUED

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

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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE

AT INTERSECTION WITH MILL RD

| | | | | | |
|------------------|--|-------------------|--------------------|---------------------------------|-----------------------------|
| 4/27/2009 | Mon 12:10 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | Case: 2009-NR2796281 |
| | Accident Class: NON-REPORTABLE | | | 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.: | Light Condition: DAYLIGHT | |
| | Loc. of Ped/Bicycle: INVALID CODE | | | Action of Ped/Bicycle: | |

SAME

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

| | | | |
|--------|--|---------------------------|------------------------|
| Veh :2 | OTHER | Registered Weight: | State of Registration: |
| | Num of Occupants: | Driver's Age: | Sex: |
| | Direction of Travel: WEST | Public Property Damage: N | Citation Issued: |
| | Pre-Accd Action: GOING STRAIGHT AHEAD | | School Bus Involved: X |
| | Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN | | |

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
80 Meters East of Carroll Ave

5/13/2010 Thu 17:25 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-33831383**
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 :2 CAR/VAN/PICKUP Registered Weight: 2949 State of Registration: NY
Num of Occupants: 2 Driver's Age: 43 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: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

21-RE
INJ

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Union Ave from Hawkins Ave to Babcock Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE

***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3072 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 43 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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
 AT INTERSECTION WITH CARROLL AVE

1/21/2011 Fri 06:15 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-33857098**
 Accident Class: INJURY Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 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

10-RA

Veh :1 CAR/VAN/PICKUP Registered Weight: 3130 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: UNKNOWN
 Apparent Factors: UNKNOWN, UNKNOWN

INJ

Veh :2 CAR/VAN/PICKUP Registered Weight: 4287 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 44 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: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE
 AT INTERSECTION WITH UNION AVE

3/18/2011 Fri 20:30 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-33864625**
 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

SAME

| | | | |
|--------|---|---------------------------|---------------------------|
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 4211 | State of Registration: NY |
| | 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: GOING STRAIGHT AHEAD | | |
| | Apparent Factors: DRIVER INATTENTION, UNKNOWN | | |
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 4122 | State of Registration: NY |
| | Num of Occupants: 3 | Driver's Age: 47 | 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, UNKNOWN | | |

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Union Ave from Hawkins Ave to Babcock Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH HAWKINS AVE

6/3/2010 Thu 22:00 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2010-33863372**
 Accident Class: 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

SAME

Veh :2 CAR/VAN/PICKUP Registered Weight: 3252 State of Registration: NY
 Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
 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: 2218 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 20 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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
18 Meters West of Cousins Ct

7/4/2010 Sun 04:55 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33889754**
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
 Type Of Accident: COLLISION WITH FIRE HYDRANT Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAWN
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3208 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: AVOIDING OBJECT IN ROADWAY
 Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE

AT INTERSECTION WITH CARROLL AVE

7/6/2010

Tue 14:00 PM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2010-33889920

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 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

10-RA

PDO

Accident Location Information System (ALIS)

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***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2772 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 18 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

Veh :2 CAR/VAN/PICKUP Registered Weight: 4065 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 25 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: FAILURE TO YIELD RIGHT OF WAY, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE

AT INTERSECTION WITH CARROLL AVE

7/13/2010 Tue 13:10 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2010-33903272**
 Accident Class: INJURY Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: RIGHT ANGLE Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4716 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 33 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: DRIVER INATTENTION, NOT APPLICABLE

10-RA**INJ**

Veh :1 CAR/VAN/PICKUP Registered Weight: 8600 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 54 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: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH CARROLL AVE

5/6/2011 Fri 05:35 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2011-33930340**
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: UNKNOWN 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: 2970 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: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

10-RA
INJ

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Union Ave from Hawkins Ave to Babcock Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2952 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 45 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: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

AT INTERSECTION WITH UNION AVE

8/24/2010 Tue 22:35 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2010-33948540**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1
 Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE 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: 3535 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 22 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

SAME

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE

AT INTERSECTION WITH CARROLL AVE

6/30/2011 Thu 07:18 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC **Case: 2011-33963579**
 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: 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: 2394 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: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, UNKNOWN

10-RA**INJ**

Veh :2 CAR/VAN/PICKUP Registered Weight: 2493 State of Registration: NY
Num of Occupants: 1 Driver's Age: 59 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, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH CARROLL AVE

6/18/2011 Sat 22:30 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-33961107**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

10-RA
INJ

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Union Ave from Hawkins Ave to Babcock Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3919 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 27 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: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4001 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 56 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 YIELD RIGHT OF WAY, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE

AT INTERSECTION WITH MILL RD

9/30/2010 Thu 19:00 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2010-33996035**
 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: CLOUDY
 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

SAME

Veh :2 CAR/VAN/PICKUP Registered Weight: 4430 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N
 Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 5025 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 46 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: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH CARROLL AVE

11/5/2010 Fri 06:30 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-34081027**
Accident Class: INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH PEDESTRIAN 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: PED/BICYCLIST AT INTERSECTION Action of Ped/Bicycle: UNKNOWN

10-PED
INJ

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: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

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***** CONTINUED

Veh :2 PEDESTRIAN Registered Weight: State of Registration:
 Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: N
 Direction of Travel: NOT APPLICABLE Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: NOT APPLICABLE
 Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HAWKINS AVE

AT INTERSECTION WITH UNION AVE

1/13/2011 Thu 22:50 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-34175117**
 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: CLEAR
 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

Veh :2 CAR/VAN/PICKUP Registered Weight: 4556 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: Y
 Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: DRIVER INATTENTION, UNKNOWN

SAME

Veh :1 CAR/VAN/PICKUP Registered Weight: 3217 State of Registration: NY
 Num of Occupants: 3 Driver's Age: 22 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: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE

AT INTERSECTION WITH CARROLL AVE

11/6/2011 Sun 09:40 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2011-34172191**
 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: 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

**10-R
INJ**

| | | | |
|--------|--|---------------------------|---------------------------|
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 2834 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 32 | 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: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN | | |
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 2770 | State of Registration: NY |
| | Num of Occupants: 2 | Driver's Age: 41 | 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: NOT APPLICABLE, UNKNOWN | | |

Accident Location Information System (ALIS)

Accident Verbal Description Report

8737 VDR Union Ave from Hawkins Ave to Babcock Ave, Suffolk

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH BABCOCK AVE

| | | | | | |
|-------------------|--|-------------------|--------------------|------------------------------------|-----------------------------|
| 11/25/2009 | Wed 23:56 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | Case: 2009-NR2920609 |
| | Accident Class: NON-REPORTABLE | | | Police Agency: | Num of Veh: 2 |
| | Type Of Accident: COLLISION WITH MOTOR VEHICLE | | | | Traffic Control: STOP SIGN |
| | Manner of Collision: OTHER | | | | Weather: RAIN |
| | Road Surface Condition: WET | | Road Char.: | Light Condition: DARK-ROAD LIGHTED | |
| | 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: |
| | Direction of Travel: WEST | Public Property Damage: N | Citation Issued: |
| | Pre-Accd Action: GOING STRAIGHT AHEAD | | School Bus Involved: X |
| | Apparent Factors: UNKNOWN, UNKNOWN | | |

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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH MILL RD

| | | | | | |
|------------------|--|-------------------|--------------------|---------------------------|---------------------------------|
| 4/19/2010 | Mon 06:46 AM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | Case: 2010-NR3046533 |
| | Accident Class: NON-REPORTABLE | | | 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.: | Light Condition: DAYLIGHT | |
| | Loc. of Ped/Bicycle: INVALID CODE | | | | Action of Ped/Bicycle: |

SAME

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

Apparent Factors: UNKNOWN, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH CARROLL AVE

5/6/2011

Fri Persons Killed:

Persons Injured:

Extent of Injuries:

Case: 2011-34302633

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)

Accident Verbal Description Report

8737 VDR Union Ave from Hawkins Ave to Babcock Ave, Suffolk

Data in this report covers the period Jan 31, 2009 - Jan 31, 2012

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE

***** 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: Brookhaven(T) Ref. Marker: Street: UNION AVE

AT INTERSECTION WITH CARROLL AVE

| | | | | | |
|------------------|-----|-------------------------|------------------|------------------------|----------------------------|
| 6/30/2011 | Thu | Persons Killed: | Persons Injured: | Extent of Injuries: | Case: 2011-34337810 |
| | | Accident Class: | Police Agency: | | Num of Veh: |
| | | Type Of Accident: | | Traffic Control: | |
| | | Manner of Collision: | | Road Char.: | Weather: |
| | | Road Surface Condition: | | Action of Ped/Bicycle: | Light Condition: |
| | | Loc. 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: Brookhaven(T) Ref. Marker: Street: UNION AVE

AT INTERSECTION WITH CARROLL AVE

| | | | | | |
|-----------------|--------------|--|---------------------------------------|----------------------------|----------------------------|
| 9/2/2011 | Fri 14:46 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | Case: 2011-34410083 |
| | | 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 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 | | |

10-RA

| | | | | | |
|--------|--|---------------------------|---------------------------|------------------------|--|
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 3335 | State of Registration: NY | | |
| | Num of Occupants: 1 | Driver's Age: 63 | 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: NOT APPLICABLE, NOT APPLICABLE | | | | |

PDO

| | | | | | |
|--------|----------------|-------------------------|---------------------------|--|--|
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 4081 | State of Registration: NY | | |
|--------|----------------|-------------------------|---------------------------|--|--|

| | | | |
|---|---------------------------|--------|------------------------|
| Num of Occupants: 2 | Driver's Age: 22 | Sex: F | Citation Issued: Y |
| Direction of Travel: NORTH | Public Property Damage: N | | School Bus Involved: N |
| Pre-Accd Action: GOING STRAIGHT AHEAD | | | |
| Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE | | | |

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE

16 Meters West of Village Plaza Dr

9/19/2011

Mon 08:50 AM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2011-34410042

Accident Class: PROPERTY DAMAGE

Police Agency:

Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Traffic Control: STOPPED SCHOOL BUS W/RED LIGHT FLSH

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)**Accident Verbal Description Report****8737 VDR Union Ave from Hawkins Ave to Babcock Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYS DMV is only available thru 1/31/2012**

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Veh :2 CAR/VAN/PICKUP Registered Weight: 4380 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, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 4156 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 35 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: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE

AT INTERSECTION WITH MILL RD

7/20/2011 Wed 12:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34411573**
 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: 2868 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 48 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: NOT APPLICABLE, UNKNOWN

SAME

Veh :2 TRUCK Registered Weight: 10000 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 24 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: BACKING
 Apparent Factors: BACKING UNSAFELY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE
AT INTERSECTION WITH MILL RD

12/21/2011 Wed 16:55 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34404344**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: SIDESWIPE Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3063 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 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: UNKNOWN, UNKNOWN

SAME

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Union Ave from Hawkins Ave to Babcock Ave, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE

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Veh :1 CAR/VAN/PICKUP Registered Weight: 2952 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: Y
 Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: MAKING LEFT TURN
 Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: UNION AVE

AT INTERSECTION WITH MILL RD

4/30/2010 Fri 16:58 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-NR3060490**
 Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
 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:

SAME

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

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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: MILL RD

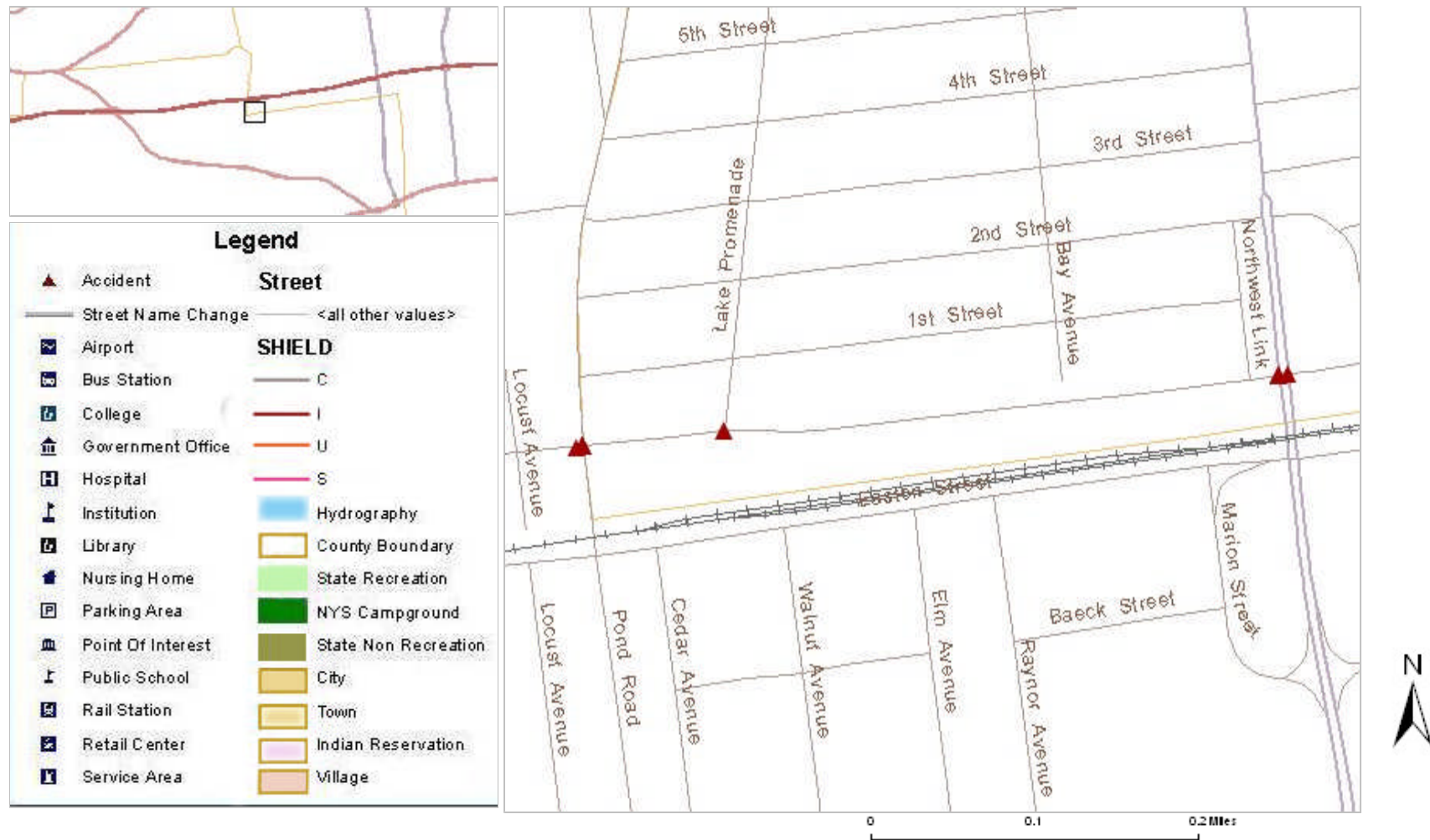
AT INTERSECTION WITH UNION AVE

1/9/2012 Mon 18:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2012-34465897**
 Accident Class: PROPERTY DAMAGE 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: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

SAME

| | | | |
|--------|---|---------------------------|---------------------------|
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 2797 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 44 | Sex: M Citation Issued: N |
| | Direction of Travel: NORTH-EAST | Public Property Damage: N | School Bus Involved: N |
| | Pre-Accd Action: MAKING RIGHT TURN ON RED | | |
| | Apparent Factors: NOT ENTERED, NOT ENTERED | | |
| Veh :2 | TRUCK | Registered Weight: 15000 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 40 | Sex: M Citation Issued: N |
| | Direction of Travel: NORTH-EAST | Public Property Damage: N | School Bus Involved: N |
| | Pre-Accd Action: MAKING RIGHT TURN ON RED | | |
| | Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, FAILURE TO YIELD RIGHT OF WAY | | |

8737 VDR Johnson Ave from Ronkonkoma Ave to Pond Rd, Suffolk



Accident Location Information System (ALIS)

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8737 VDR Johnson Ave from Ronkonkoma Ave to Pond Rd, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: JOHNSON AVE
AT INTERSECTION WITH POND RD

2/4/2009 Wed 10:05 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-32986677**
 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 (WITH OTHER CAR) 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 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: 2338 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 74 Sex: F Citation Issued: N
 Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: UNKNOWN
 Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: POND RD
AT INTERSECTION WITH JOHNSON AVE

5/8/2010 Sat 16:00 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2010-33453536**
 Accident Class: 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 :1 CAR/VAN/PICKUP Registered Weight: 3944 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 66 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: 2962 State of Registration: NY

Num of Occupants: 1 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: GLARE, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: JOHNSON AVE
AT INTERSECTION WITH POND RD

12/24/2009 Thu 09:30 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33576175**
Accident Class: 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: 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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8737 VDR Johnson Ave from Ronkonkoma Ave to Pond Rd, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: JOHNSON AVE

***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3630 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 42 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: DRIVER INATTENTION, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3257 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 39 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: Brookhaven(T) Ref. Marker: Street: JOHNSON AVE

AT INTERSECTION WITH POND RD

8/13/2010 Fri 16:01 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2010-33585674**
 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 :1 OTHER Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 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

Veh :2 CAR/VAN/PICKUP Registered Weight: 3752 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 22 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: TRAFFIC CONTROL DEVICES DISREGARDED, DRIVER INATTENTION

| | | | | | |
|------------------|--|---------------------------------------|------------------------|---------------------------|----------------------------|
| County: Suffolk | Muni: Brookhaven(T) | Ref. Marker: | Street: RONKONKOMA AVE | Extent of Injuries: | Case: 2010-33615061 |
| 8/21/2010 | Sat 12:04 PM | Persons Killed: 0 | Persons Injured: 0 | Police Agency: | Num of Veh: 2 |
| | Accident Class: PROPERTY DAMAGE | | | | Traffic Control: UNKNOWN |
| | Type Of Accident: COLLISION WITH MOTOR VEHICLE | | | | Weather: CLEAR |
| | Manner of Collision: OVERTAKING | | | | Light Condition: DAYLIGHT |
| | Road Surface Condition: DRY | Road Char.: CURVE AND LEVEL | | | |
| | Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE | | | |
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 3349 | | 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 | | | | |

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8737 VDR Johnson Ave from Ronkonkoma Ave to Pond Rd, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 4026 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: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

11/29/2010 Mon 17:25 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2010-33702006**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 4
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
 Manner of Collision: OTHER Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :4 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: Y
 Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: ILLNESS, FOLLOWING TOO CLOSELY

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 2 Driver's Age: 49 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, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3118 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: SLOWED OR STOPPING
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4540 State of Registration: NY

Num of Occupants: 2

Driver's Age: 63

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: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Islip(T) Ref. Marker: Street: JOHNSON AVE
AT INTERSECTION WITH POND RD

5/10/2010

Mon 16:30 PM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2010-33831504

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

Accident Location Information System (ALIS)**Accident Verbal Description Report****8737 VDR Johnson Ave from Ronkonkoma Ave to Pond Rd, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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

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Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 46 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: 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: UNKNOWN, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: JOHNSON AVE

AT INTERSECTION WITH LAKE PROMENADE

6/21/2010 Mon 11:03 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33868756**
 Accident Class: PROPERTY DAMAGE 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 :1 CAR/VAN/PICKUP Registered Weight: 3527 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 23 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, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3757 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 17 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, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: LAKELAND ST
33 Meters East of NW Link

6/17/2010 Thu 08:15 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2010-33868828**
Accident Class: INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH PEDESTRIAN 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: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: WORKING IN ROADWAY

15-PED
INJ

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: OTHER
Apparent Factors: NOT APPLICABLE, UNKNOWN

Accident Location Information System (ALIS)

Accident Verbal Description Report

8737 VDR Johnson Ave from Ronkonkoma Ave to Pond Rd, Suffolk

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: LAKELAND ST

***** CONTINUED

Veh :2 PEDESTRIAN Registered Weight: State of Registration:
 Num of Occupants: 1 Driver's Age: 65 Sex: M Citation Issued: N
 Direction of Travel: NOT APPLICABLE Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: NOT APPLICABLE
 Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: JOHNSON AVE
 AT INTERSECTION WITH LAKE PROMENADE

7/15/2010 Thu 18:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2010-33901696
 Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLEAR
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4834 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: Y
 Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
 Pre-Accd Action: GOING STRAIGHT AHEAD
 Apparent Factors: UNKNOWN, UNSAFE SPEED

Veh :2 CAR/VAN/PICKUP Registered Weight: 4867 State of Registration: NY
 Num of Occupants: 2 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 LEFT TURN
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: JOHNSON AVE
 AT INTERSECTION WITH POND RD

8/6/2010 Fri 14:00 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2010-33921882
 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: 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: 3619 | State of Registration: NY |
| | Num of Occupants: 2 | Driver's Age: 52 | 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: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN | | |
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 2272 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 28 | 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, UNKNOWN | | |

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8737 VDR Johnson Ave from Ronkonkoma Ave to Pond Rd, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: POND RD
AT INTERSECTION WITH JOHNSON AVE

6/1/2011 Wed 13:52 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2011-33941492**
 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: 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: 3880 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 28 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: 3499 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: DRIVER INATTENTION, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

9/17/2010 Fri 18:39 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2010-33959214**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
 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: 4178 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: STOPPED IN TRAFFIC
 Apparent Factors: UNKNOWN, UNKNOWN

Veh :3 CAR/VAN/PICKUP Registered Weight: 3032 State of Registration: NY

| | | | | |
|--------|--|---------------------------|--------|---------------------------|
| | Num of Occupants: 1 | Driver's Age: 25 | 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, UNSAFE SPEED | | | |
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 3292 | | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 48 | 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 | | | |

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8737 VDR Johnson Ave from Ronkonkoma Ave to Pond Rd, Suffolk**Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: JOHNSON AVE
AT INTERSECTION WITH POND RD

8/15/2011 Mon 16:25 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-34051028**
 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 :1 CAR/VAN/PICKUP Registered Weight: 2864 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 46 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, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2418 State of Registration: NY
 Num of Occupants: 4 Driver's Age: 43 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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: JOHNSON AVE
AT INTERSECTION WITH POND RD

8/31/2011 Wed 20:15 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2011-34069425**
 Accident Class: 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 AND LEVEL Light Condition: DARK-ROAD LIGHTED
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 2020 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 62 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, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

| | | | | |
|--------|--|---------------------------|--------|---------------------------|
| | Num of Occupants: 1 | Driver's Age: 42 | 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: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN | | | |
| Veh :1 | CAR/VAN/PICKUP | Registered Weight: 3700 | | State of Registration: NY |
| | Num of Occupants: 2 | Driver's Age: 40 | 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)**Accident Verbal Description Report****8737 VDR Johnson Ave from Ronkonkoma Ave to Pond Rd, Suffolk****Data in this report covers the period Jan 31, 2009 - Jan 31, 2012****Complete Accident data from NYSDMV is only available thru 1/31/2012**

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| | | | | | |
|--------------------------------------|--|-----------------------------------|--|---------------------------------|----------------------------|
| County: Suffolk 11/29/2010 | Muni: Brookhaven(T) Mon | Ref. Marker: Persons Killed: | Street: RONKONKOMA AVE Persons Injured: | Extent of Injuries: | Case: 2010-34135873 |
| | 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 12/20/2010 | Muni: Brookhaven(T) Mon 12:40 PM | Ref. Marker: Persons Killed: 0 | Street: JOHNSON AVE Persons Injured: 0 | Extent of Injuries: | Case: 2010-34146269 |
| | AT INTERSECTION WITH POND RD | | | Police Agency: | Num of Veh: 2 |
| | Accident Class: PROPERTY DAMAGE | | | Traffic Control: TRAFFIC SIGNAL | |
| | Type Of Accident: COLLISION WITH MOTOR VEHICLE | | | | Weather: CLEAR |
| | Manner of Collision: LEFT TURN (WITH OTHER CAR) | | | | Light Condition: DAYLIGHT |
| | Road Surface Condition: DRY | | Road Char.: STRAIGHT AND LEVEL | | |
| | Loc. of Ped/Bicycle: NOT APPLICABLE | | Action of Ped/Bicycle: NOT APPLICABLE | | |
| Veh :2 | CAR/VAN/PICKUP | | Registered Weight: 3418 | | State of Registration: NY |
| | Num of Occupants: 1 | | Driver's Age: 40 | Sex: M | Citation Issued: Y |
| | Direction of Travel: NORTH | | 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: 4370 | | 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: GOING STRAIGHT AHEAD | | | | |
| | Apparent Factors: UNKNOWN, UNKNOWN | | | | |
| County: Suffolk 2/2/2011 | Muni: Brookhaven(T) Wed 00:50 AM | Ref. Marker: Persons Killed: 0 | Street: RONKONKOMA AVE Persons Injured: 0 | Extent of Injuries: | Case: 2011-34213176 |
| | 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: SLEET/HAIL/FREEZING RAIN

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

Veh :2

CAR/VAN/PICKUP

Registered Weight: 3350

State of Registration: NY

Num of Occupants: 1

Driver's Age: 27

Sex: M

Citation Issued: N

Direction of Travel: SOUTH

Public Property Damage: N

School Bus Involved: N

Pre-Accd Action: STARTING IN TRAFFIC

Apparent Factors: PAVEMENT SLIPPERY, VIEW OBSTRUCTED/LIMITED

Accident Location Information System (ALIS)

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8737 VDR Johnson Ave from Ronkonkoma Ave to Pond Rd, Suffolk

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County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RONKONKOMA AVE

***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4379 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 46 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, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: JOHNSON AVE

AT INTERSECTION WITH POND RD

9/9/2011 Fri 15:59 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC Case: 2011-34280565
 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: 3759 State of Registration: NY
 Num of Occupants: 2 Driver's Age: 16 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 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
 Num of Occupants: 1 Driver's Age: 77 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: NOT APPLICABLE, UNKNOWN

Veh :3 CAR/VAN/PICKUP Registered Weight: 4045 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 25 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: TRAFFIC CONTROL DEVICES DISREGARDED, UNSAFE LANE CHANGE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: JOHNSON AVE
AT INTERSECTION WITH POND RD

| | | | | | |
|-----------------|--|--------------------|---------------------------|---------------------------------|-----------------------------|
| 5/9/2010 | Sun 13:35 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | Case: 2010-NR2994403 |
| | Accident Class: NON-REPORTABLE | | | 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.: | 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: WEST | | Public Property Damage: N | | School Bus Involved: X |
| | Pre-Accd Action: GOING STRAIGHT AHEAD | | | | |
| | Apparent Factors: UNKNOWN, UNKNOWN | | | | |

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***** CONTINUED

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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAILROAD AVE

1/17/2012 Tue 20:40 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: AB **Case: 2012-34457219**
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN Weather: RAIN
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR)
 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: 2187 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 49 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: NOT ENTERED, NOT ENTERED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2926 State of Registration: NY
 Num of Occupants: 1 Driver's Age: 38 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: NOT ENTERED, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: JOHNSON AVE

AT INTERSECTION WITH POND RD

1/9/2012 Mon 15:41 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2012-34465906**
 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: 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: 3456 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 48 | Sex: F Citation Issued: N |
| | Direction of Travel: WEST | Public Property Damage: N | School Bus Involved: N |
| | Pre-Accd Action: MAKING LEFT TURN | | |
| | Apparent Factors: NOT APPLICABLE, NOT APPLICABLE | | |
| Veh :2 | CAR/VAN/PICKUP | Registered Weight: 5339 | State of Registration: NY |
| | Num of Occupants: 1 | Driver's Age: 38 | 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE | | |