

APPENDIX A

Crash Summary

Stewart Avenue Road Diet Traffic Study
Village of Garden City, Nassau County, New York

January 1st, 2020 – December 31st, 2022 (TOTAL 242)

Location	Collision Type	Number of Collisions			Number of Collisions Resulting in Injury			Number of Collisions Resulting in Fatalities		
		2020	2021	2022	2020	2021	2022	2020	2021	2022
Intersection Stewart Avenue/Franklin Avenue	Rear End	1	4	0	0	0	0	0	0	0
	Head On	0	0	0	0	0	0	0	0	0
	Overtaking/Sideswipe	3	8	2	2	0	1	0	0	0
	Left-Turn	10	7	13	4	2	7	0	0	0
	Right-Turn	0	2	2	0	0	1	0	0	0
	Right Angle	1	1	8	1	0	4	0	0	0
	Collision with Fixed Object	0	1	1	0	0	1	0	0	0
	Collision with Bicyclist	0	0	0	0	0	0	0	0	0
	Collision with Pedestrians	1	0	0	1	0	0	0	0	0
	Other	2	6	2	0	1	1	0	0	0
Total		18	29	28	8	3	15	0	0	0
Three-Year Total		75			26			0		

Location	Collision Type	Number of Collisions			Number of Collisions Resulting in Injury			Number of Collisions Resulting in Fatalities		
		2020	2021	2022	2020	2021	2022	2020	2021	2022
Intersection Stewart Avenue/Arthur Street	Rear End	1	0	0	0	0	0	0	0	0
	Head On	0	0	0	0	0	0	0	0	0
	Overtaking/Sideswipe	0	0	0	0	0	0	0	0	0
	Left-Turn	0	0	0	0	0	0	0	0	0
	Right-Turn	0	1	0	0	0	0	0	0	0
	Right Angle	1	0	0	0	0	0	0	0	0
	Collision with Fixed Object	0	0	0	0	0	0	0	0	0
	Collision with Bicyclist	0	0	0	0	0	0	0	0	0
	Collision with Pedestrians	0	0	0	0	0	0	0	0	0
	Other	1	0	0	1	0	0	0	0	0
Total		3	1	0	1	0	0	0	0	0
Three-Year Total		4			1			0		

Location	Collision Type	Number of Collisions			Number of Collisions Resulting in Injury			Number of Collisions Resulting in Fatalities		
		2020	2021	2022	2020	2021	2022	2020	2021	2022
Intersection Stewart Avenue/John Street	Rear End	0	1	0	0	1	0	0	0	0
	Head On	0	0	0	0	0	0	0	0	0
	Overtaking/Sideswipe	0	1	0	0	0	0	0	0	0
	Left-Turn	0	0	1	0	0	0	0	0	0
	Right-Turn	0	0	0	0	0	0	0	0	0
	Right Angle	0	1	1	0	0	1	0	0	0
	Collision with Fixed Object	0	0	0	0	0	0	0	0	0
	Collision with Bicyclist	0	0	0	0	0	0	0	0	0
	Collision with Pedestrians	0	0	0	0	0	0	0	0	0
	Other	0	0	1	0	0	0	0	0	0
Total		0	3	3	0	1	1	0	0	0
Three-Year Total		6			2			0		

Location	Collision Type	Number of Collisions			Number of Collisions Resulting in Injury			Number of Collisions Resulting in Fatalities		
		2020	2021	2022	2020	2021	2022	2020	2021	2022
Intersection Stewart Avenue/Washington Avenue	Rear End	2	2	1	0	2	0	0	0	0
	Head On	0	0	0	0	0	0	0	0	0
	Overtaking/Sideswipe	2	1	5	0	0	0	0	0	0
	Left-Turn	3	8	7	2	4	5	0	0	0
	Right-Turn	1	0	2	0	0	0	0	0	0
	Right Angle	1	4	6	0	4	2	0	0	0
	Collision with Fixed Object	0	1	0	0	0	0	0	0	0
	Collision with Bicyclist	0	1	0	0	1	0	0	0	0
	Collision with Pedestrians	0	0	0	0	0	0	0	0	0
	Other	3	3	1	0	1	0	0	0	0
Total		12	20	22	2	12	7	0	0	0
Three-Year Total		54			21			0		

Location	Collision Type	Number of Collisions			Number of Collisions Resulting in Injury			Number of Collisions Resulting in Fatalities		
		2020	2021	2022	2020	2021	2022	2020	2021	2022
Intersection Stewart Avenue/Westbury Road/Butler Place	Rear End	0	1	0	0	0	0	0	0	0
	Head On	0	0	0	0	0	0	0	0	0
	Overtaking/Sideswipe	0	0	0	0	0	0	0	0	0
	Left-Turn	0	0	0	0	0	0	0	0	0
	Right-Turn	0	0	0	0	0	0	0	0	0
	Right Angle	4	3	0	4	1	0	0	0	0
	Collision with Fixed Object	0	0	0	0	0	0	0	0	0
	Collision with Bicyclist	0	0	0	0	0	0	0	0	0
	Collision with Pedestrians	0	0	0	0	0	0	0	0	0
	Other	0	0	0	0	0	0	0	0	0
Total		4	4	0	4	1	0	0	0	0
Three-Year Total		8			5			0		

Location	Collision Type	Number of Collisions			Number of Collisions Resulting in Injury			Number of Collisions Resulting in Fatalities		
		2020	2021	2022	2020	2021	2022	2020	2021	2022
Intersection Stewart Avenue/Wetherill Road/Emmet Place	Rear End	0	3	0	0	0	0	0	0	0
	Head On	0	0	0	0	0	0	0	0	0
	Overtaking/Sideswipe	0	2	0	0	0	0	0	0	0
	Left-Turn	0	0	0	0	0	0	0	0	0
	Right-Turn	0	0	0	0	0	0	0	0	0
	Right Angle	1	0	3	1	0	1	0	0	0
	Collision with Fixed Object	0	0	0	0	0	0	0	0	0
	Collision with Bicyclist	0	0	0	0	0	0	0	0	0
	Collision with Pedestrians	0	0	0	0	0	0	0	0	0
	Other	0	1	1	0	0	0	0	0	0
Total		1	6	4	1	0	1	0	0	0
Three-Year Total		11			2			0		

Location	Collision Type	Number of Collisions			Number of Collisions Resulting in Injury			Number of Collisions Resulting in Fatalities		
		2020	2021	2022	2020	2021	2022	2020	2021	2022
Intersection Stewart Avenue/Clinton Road	Rear End	6	2	3	1	0	0	0	0	0
	Head On	10	0	0	0	0	0	0	0	0
	Overtaking/Sideswipe	0	9	14	0	2	2	0	0	0
	Left-Turn	3	3	5	3	2	2	0	0	0
	Right-Turn	1	0	1	0	0	1	0	0	0
	Right Angle	0	2	0	0	1	0	0	0	0
	Collision with Fixed Object	0	0	0	0	0	0	0	0	0
	Collision with Bicyclist	0	0	0	0	0	0	0	0	0
	Collision with Pedestrians	0	0	0	0	0	0	0	0	0
	Other	3	2	2	0	1	1	0	0	0
Total		23	18	25	4	6	6	0	0	0
Three-Year Total		66			16			0		

Location	Collision Type	Number of Collisions			Number of Collisions Resulting in Injury			Number of Collisions Resulting in Fatalities		
		2020	2021	2022	2020	2021	2022	2020	2021	2022
Intersection Clinton Road/ Osborne Road	Rear End	0	4	2	0	1	2	0	0	0
	Head On	0	0	0	0	0	0	0	0	0
	Overtaking/Sideswipe	2	4	2	0	0	0	0	0	0
	Left-Turn	0	0	1	0	0	0	0	0	0
	Right-Turn	0	0	1	0	0	0	0	0	0
	Right Angle	0	0	0	0	0	0	0	0	0
	Collision with Fixed Object	0	0	0	0	0	0	0	0	0
	Collision with Bicyclist	0	0	0	0	0	0	0	0	0
	Collision with Pedestrians	0	0	0	0	0	0	0	0	0
	Other	0	1	1	0	0	1	0	0	0
Total		2	9	7	0	1	3	0	0	0
Three-Year Total		18			4			0		

APPENDIX B

NYSDOT Traffic Volume Data

Stewart Avenue Road Diet Traffic Study
Village of Garden City, Nassau County, New York

New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: ROAD NAME: **STEWART AVE** FROM: **FRANKLIN AVE** TO: **WASHINGTON AVE** COUNTY: **Nassau**
 DIRECTION: Eastbound FACTOR GROUP: 30 REC. SERIAL #: JF97 FUNC. CLASS: 16 VILLAGE:
 STATE DIR CODE: 1 WK OF YR: 10 PLACEMENT: 158ft E of Arthur St NHS: no LION#:
 DATE OF COUNT: 03/04/2019 @ REF MARKER: JURIS: County BIN:
 NOTES LANE 1: East ADDL DATA: Class Speed CC Str: RR CROSSING:
 NOTES LANE 2: East COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R10C10gTTG5196HPMS SAMPLE:
 COUNT TAKEN BY: ORG CODE: TTG INITIALS: JS PROCESSED BY: ORG CODE: DOT INITIALS: DW

		12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11			
		TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO			
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	DAILY	DAILY	DAILY
DATE	DAY	AM												PM												TOTAL	HIGH	HIGH
1	F																											
2	S																											
3	S																											
4	M																											
5	T	26	19	8	26	30	94	304	903	1349	1116	968	1011	1148	1095	1073	1381	1439	1444	1307	833	552	338	204	95	16763	1444	17
6	W	31	21	10	13	33	96	279	937	1236	1105	1009	1036	1115	1180	1042	1295	1432	1444	1119	810	511	315	174	64	16307	1444	17
7	T	35	18	16	13	29	87	297	838	1345	1088	935	997	1126	1072	1154	1415	1512	1454	1211								
8	F																											
9	S																											
10	S																											
11	M																											
12	T																											
13	W																											
14	T																											
15	F																											
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											
31	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																							ADT	
31	19	11	17	31	92	293	893	1310	1103	971	1015	1130	1116	1090	1364	1461	1447	1163	798	500	302	170	76	16403
<u>DAYS</u> <u>Counted</u>	<u>HOURS</u> <u>Counted</u>	<u>WEEKDAYS</u> <u>Counted</u>	<u>WEEKDAY</u> <u>Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj.</u> <u>Factor</u>	<u>Seasonal/Weekday</u> <u>Adjustment Factor</u>	<u>ESTIMATED</u>																
				High Hour	% of day																			
4	73	4	73	1461	9%	1.000	1.000	AADT																

AADT
16403

ROAD #: ROAD NAME: **STEWART AVE** FROM: **FRANKLIN AVE** TO: **WASHINGTON AVE** COUNTY: **Nassau**
 STATION: **031517** STATE DIR CODE: **1** PLACEMENT: **158ft E of Arthur St** DATE OF COUNT: **03/04/2019**

New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: ROAD NAME: **STEWART AVE** FROM: **FRANKLIN AVE** TO: **WASHINGTON AVE** COUNTY: **Nassau**
 DIRECTION: Westbound FACTOR GROUP: 30 REC. SERIAL #: EZ99 FUNC. CLASS: 16 VILLAGE:
 STATE DIR CODE: 2 WK OF YR: 10 PLACEMENT: 158ft E of Arthur St NHS: no LION#:
 DATE OF COUNT: 03/04/2019 @ REF MARKER: JURIS: County BIN:
 NOTES LANE 1: West ADDL DATA: Class Speed CC Stn: RR CROSSING:
 NOTES LANE 2: West COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R10C10gTTG5196 HPMS SAMPLE:
 COUNT TAKEN BY: ORG CODE: TTG INITIALS: JS PROCESSED BY: ORG CODE: DOT INITIALS: DW

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	F																											
2	S																											
3	S																											
4	M																											
5	T	20	7	5	8	26	54	265	682	717	669	575	651	612	673	640	665	725	807	646	513	348	284	165	75	9832	807	17
6	W	19	10	7	4	8	48	252	586	805	667	582	579	692	707	705	697	691	816	690	441	323	277	85	36	9727	816	17
7	T	28	4	11	3	9	40	263	667	710	675	557	634	680	699	712	690	760	889	729								
8	F																											
9	S																											
10	S																											
11	M																											
12	T																											
13	W																											
14	T																											
15	F																											
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											
31	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																						ADT		
22	7	8	5	14	47	260	645	744	670	571	621	661	693	686	684	725	837	662	450	328	262	114	50	9766
DAYS	HOURS		WEEKDAYS		WEEKDAY	AVERAGE WEEKDAY								Axle Adj.		Seasonal/Weekday		ESTIMATED						
Counted	Counted		Counted		Hours	High Hour				% of day				Factor		Adjustment Factor		AADT 9766						
3	73		3		73	837				9%				1.000		1.000								

ROAD #: ROAD NAME: **STEWART AVE** FROM: **FRANKLIN AVE** TO: **WASHINGTON AVE** COUNTY: **Nassau**
 STATION: **031517** STATE DIR CODE: **2** PLACEMENT: **158ft E of Arthur St** DATE OF COUNT: **03/04/2019**

STATION: 034352

New York State Department of Transportation

Traffic Count Hourly Report

Page 1 of 2

ROAD #: ROAD NAME: STEWART AVE FROM: WASHINGTON AVE TO: CLINTON RD COUNTY: Nassau
 DIRECTION: Eastbound FACTOR GROUP: 30 REC. SERIAL #: NF12 FUNC. CLASS: 16 VILLAGE:
 STATE DIR CODE: 1 WK OF YR: 19 PLACEMENT: 137 Ft E of Devereaux Pl NHS: no LION#:
 DATE OF COUNT: 05/07/2019 @ REF MARKER: JURIS: County BIN:
 NOTES LANE 1: East ADDL DATA: Class Speed CC Str: RR CROSSING:
 NOTES LANE 2: East COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R10C19aTTG5196 HPMS SAMPLE:
 COUNT TAKEN BY: ORG CODE: TTG INITIALS: STM PROCESSED BY: ORG CODE: DOT INITIALS: DW

		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12					
DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR		
1	W																													
2	T																													
3	F																													
4	S																													
5	S																													
6	M																													
7	T																													
8	W	34	21	12	27	48	122	317	948	1355	1227	1137	1257	1370	1274	1278	1439	1147	1102	1281	918	588	354	180	91	18688	1632	17		
9	T	36	25	12	18	46	105	362	844	1331	1247	1125	1243	1434	1276	1292	1463	1658	1525	1296	873	592	356	176	100	18435	1658	16		
10	F	43	22	22	14	49	94	341	814	1225	1141	1122	1192	1378	1290															
11	S																													
12	S																													
13	M																													
14	T																													
15	W																													
16	T																													
17	F																													
18	S																													
19	S																													
20	M																													
21	T																													
22	W																													
23	T																													
24	F																													
25	S																													
26	S																													
27	M																													
28	T																													
29	W																													
30	T																													
31	F																													

		AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																				ADT				
		38	23	15	20	48	107	340	869	1317	1214	1161	1208	1386	1294	1258	1461	1474	1420	1311	917	589	355	181	95	18101
<u>DAYS</u> <u>Counted</u>	<u>HOURS</u> <u>Counted</u>			<u>WEEKDAYS</u> <u>Counted</u>	<u>WEEKDAY</u> <u>Hours</u>	AVERAGE WEEKDAY					Axle Adj. <u>Factor</u>	Seasonal/Weekday <u>Adjustment Factor</u>	ESTIMATED													
		High Hour					% of day																			
3	78			3	76	1474					8%	1.000	1.089	AADT 16622												

ROAD #: ROAD NAME: STEWART AVE FROM: WASHINGTON AVE TO: CLINTON RD COUNTY: Nassau
 STATION: 034352 STATE DIR CODE: 1 PLACEMENT: 137 Ft E of Devereaux Pl DATE OF COUNT: 05/07/2019

New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: ROAD NAME: **STEWART AVE** FROM: **WASHINGTON AVE** TO: **CLINTON RD** COUNTY: **Nassau**
 DIRECTION: Westbound FACTOR GROUP: 30 REC. SERIAL #: ND09 FUNC. CLASS: 16 VILLAGE:
 STATE DIR CODE: 2 WK OF YR: 19 PLACEMENT: 190 Ft E of Devereaux Pl NHS: no LION#:
 DATE OF COUNT: 05/07/2019 @ REF MARKER: JURIS: County BIN:
 NOTES LANE 1: West ADDL DATA: Class Speed CC Stn: RR CROSSING:
 NOTES LANE 2: West COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R10C19aTTG5196 HPMS SAMPLE:
 COUNT TAKEN BY: ORG CODE: TTG INITIALS: STM PROCESSED BY: ORG CODE: DOT INITIALS: DW

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	W																											
2	T																											
3	F																											
4	S																											
5	S																											
6	M																											
7	T																											
8	W	53	32	22	15	17	113	406	979	1222	1181	954	1048	1197	1187	1207	1129	1239	1394	1161	991	761	572	255	149	17284	1394	17
9	T	80	21	22	13	21	104	417	1033	1173	1089	985	1085	1113	1265	1279	1123	1234	1328	1117	906	703	536	332	179	17158	1328	17
10	F	71	41	21	25	37	83	389	887	1211	1068	952	1008	1207	1232													
11	S																											
12	S																											
13	M																											
14	T																											
15	W																											
16	T																											
17	F																											
18	S																											
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20	M																											
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26	S																											
27	M																											
28	T																											
29	W																											
30	T																											
31	F																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

68 31 22 18 25 100 404 966 1221 1122 958 1031 1127 1212 1236 1136 1240 1352 1158 929 738 553 282 155 17084

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	% of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
3	78	3	76	1352	8%	1.000	1.089

ESTIMATED

AADT
15688

ROAD #: ROAD NAME: **STEWART AVE** FROM: **WASHINGTON AVE** TO: **CLINTON RD** COUNTY: **Nassau**
 STATION: **034352** STATE DIR CODE: **2** PLACEMENT: **190 Ft E of Devereaux Pl** DATE OF COUNT: **05/07/2019**

New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: **CR CR7A** ROAD NAME: **WASHINGTON AVE** FROM: **STEWART AVE** TO: **OLD COUNTRY RD** COUNTY: **Nassau**
 DIRECTION: Northbound FACTOR GROUP: 30 REC. SERIAL #: NS76 FUNC. CLASS: 16 VILLAGE:
 STATE DIR CODE: 1 WK OF YR: 17 PLACEMENT: 215 Ft N of Stewart Ave NHS: no LION#:
 DATE OF COUNT: 04/23/2019 @ REF MARKER: JURIS: Village BIN:
 NOTES LANE 1: North ADDL DATA: Class Speed CC Stn: RR CROSSING:
 NOTES LANE 2: North COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R10C17cTTG5196 HPMS SAMPLE:
 COUNT TAKEN BY: ORG CODE: TTG INITIALS: STM PROCESSED BY: ORG CODE: DOT INITIALS: DW

		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
DATE	DAY	AM												PM														
1	M																											
2	T																											
3	W																											
4	T																											
5	F																											
6	S																											
7	S																											
8	M																											
9	T																											
10	W																											
11	T																											
12	F																											
13	S																											
14	S																											
15	M																											
16	T																											
17	W																											
18	T																											
19	F																											
20	S																											
21	S																											
22	M																											
23	T													450	501	430	445	393	387	348	250	186	122	93	53			
24	W	31	10	13	4	27	90	329	681	886	622	438	409	493	512	485	420	453	377	331	215	192	134	84	64	7300	886	8
25	T	23	16	13	8	37	97	365	663	879	595	443	460	437	514	432	454	476	496	367	274	188	121	106	54	7518	879	8
26	F	35	16	11	7	22	86	309	607	787	553	422	422	475	430	434												
27	S																											
28	S																											
29	M																											
30	T																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

30 14 12 6 29 91 334 650 851 590 434 430 460 509 449 440 441 420 349 246 189 126 94 57 7251

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	% of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
3	75	3	72	851	12%	1.000	1.054

ESTIMATED

AADT
6880

ROAD #: **CR7A** ROAD NAME: **WASHINGTON AVE** FROM: **STEWART AVE** TO: **OLD COUNTRY RD** COUNTY: **Nassau**
 STATION: **038407** STATE DIR CODE: **1** PLACEMENT: **215 Ft N of Stewart Ave** DATE OF COUNT: **04/23/2019**

New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: **CR CR7A** ROAD NAME: **WASHINGTON AVE** FROM: **STEWART AVE** TO: **OLD COUNTRY RD** COUNTY: **Nassau**
 DIRECTION: Southbound FACTOR GROUP: 30 REC. SERIAL #: NS22 FUNC. CLASS: 16 VILLAGE:
 STATE DIR CODE: 2 WK OF YR: 17 PLACEMENT: 215 Ft N of Stewart Ave NHS: no LION#:
 DATE OF COUNT: 04/23/2019 @ REF MARKER: JURIS: Village BIN:
 NOTES LANE 1: South ADDL DATA: Class Speed CC Stn: RR CROSSING:
 NOTES LANE 2: South COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R10C17cTTG5196 HPMS SAMPLE:
 COUNT TAKEN BY: ORG CODE: TTG INITIALS: STM PROCESSED BY: ORG CODE: DOT INITIALS: DW

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	M																											
2	T																											
3	W																											
4	T																											
5	F																											
6	S																											
7	S																											
8	M																											
9	T																											
10	W																											
11	T																											
12	F																											
13	S																											
14	S																											
15	M																											
16	T																											
17	W																											
18	T																											
19	F																											
20	S																											
21	S																											
22	M																											
23	T													519	491	496	577	774	873	530	338	239	172	119	87			
24	W	42	31	12	8	22	57	100	287	388	392	444	417	511	481	500	567	771	847	551	364	238	170	157	92	7449	847	17
25	T	37	27	16	13	24	54	116	255	394	362	407	475	517	492	519	553	804	808	535	335	235	161	158	90	7387	808	17
26	F	51	37	23	10	26	41	107	257	369	342	415	405	532	466	507												
27	S																											
28	S																											
29	M																											
30	T																											

		AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																		ADT						
		43	32	17	10	24	51	108	266	384	365	422	432	516	488	505	566	783	843	539	346	237	168	145	90	7380
<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>		<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>						<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	<u>ESTIMATED</u>													
					High Hour		% of day																			
3	75	3		72	843		11%		1.000		1.054		AADT 7002													

ROAD #: **CR7A** ROAD NAME: **WASHINGTON AVE** FROM: **STEWART AVE** TO: **OLD COUNTRY RD** COUNTY: **Nassau**
 STATION: **038407** STATE DIR CODE: **2** PLACEMENT: **215 Ft N of Stewart Ave** DATE OF COUNT: **04/23/2019**

APPENDIX C

2023 As-Counted Traffic Volumes

Stewart Avenue Road Diet Traffic Study
Village of Garden City, Nassau County, New York

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Franklin Ave & Stewart Ave
City: Garden City
Control: Signalized

Project ID: 23-370007-001
Date: 5/24/2023

Data - Total

EW/NS Streets:	Stewart Ave				Stewart Ave				Franklin Ave				Franklin Ave					
AM	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL	
	0 EL	2 ET	0 ER	0 EU	1 WL	2 WT	1 WR	0 WU	0 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU		
7:00 AM	0	78	3	0	41	93	55	0	0	115	20	0	7	61	0	0	473	
7:15 AM	0	74	2	0	67	152	48	1	0	143	44	0	15	71	4	0	621	
7:30 AM	0	104	4	0	55	130	52	1	0	161	41	0	19	106	6	0	679	
7:45 AM	0	136	5	0	66	115	70	4	0	170	56	0	21	99	2	0	744	
8:00 AM	0	142	6	0	55	133	63	1	0	172	61	0	20	94	4	0	751	
8:15 AM	0	118	8	0	61	113	75	1	0	165	46	0	27	100	2	0	716	
8:30 AM	0	162	7	0	66	104	77	3	1	165	71	0	24	105	5	0	790	
8:45 AM	0	163	15	0	64	123	75	1	0	183	63	0	32	126	5	0	850	
TOTAL VOLUMES :	EL 0	ET 977	ER 50	EU 0	WL 475	WT 963	WR 515	WU 12	NL 1	NT 1274	NR 402	NU 0	SL 165	ST 762	SR 28	SU 0	TOTAL 5624	
APPROACH %'s :	0.00%	95.13%	4.87%	0.00%	24.17%	49.01%	26.21%	0.61%	0.06%	75.97%	23.97%	0.00%	17.28%	79.79%	2.93%	0.00%		
PEAK HR :	08:00 AM - 09:00 AM																	TOTAL
PEAK HR VOL :	0	585	36	0	246	473	290	6	1	685	241	0	103	425	16	0	3107	
PEAK HR FACTOR :	0.000	0.897	0.600	0.000	0.932	0.889	0.942	0.500	0.250	0.936	0.849	0.000	0.805	0.843	0.800	0.000	0.914	
	0.872				0.965				0.942				0.834					

NOON	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL	
	0 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	0 NL	2 NT	0 NR	0 NU	1 SL	2 ST	1 SR	0 SU		
2:00 PM	1	137	11	0	70	122	49	3	0	115	60	0	53	171	17	0	809	
2:15 PM	0	134	7	0	58	143	43	1	0	142	75	0	52	175	9	0	839	
2:30 PM	0	148	15	0	53	130	39	3	0	118	78	0	57	165	11	0	817	
2:45 PM	0	141	14	0	63	140	45	2	2	118	67	0	51	133	12	0	788	
3:00 PM	0	172	14	0	57	143	43	1	0	118	76	0	46	181	13	0	864	
3:15 PM	1	167	15	0	47	146	46	1	0	105	92	0	65	187	10	0	882	
3:30 PM	0	185	12	0	62	146	52	0	0	105	92	0	58	175	23	0	910	
3:45 PM	0	205	7	0	50	153	51	0	0	112	85	0	54	162	13	0	892	
TOTAL VOLUMES :	EL 2	ET 1289	ER 95	EU 0	WL 460	WT 1123	WR 368	WU 11	NL 2	NT 933	NR 625	NU 0	SL 436	ST 1349	SR 108	SU 0	TOTAL 6801	
APPROACH %'s :	0.14%	93.00%	6.85%	0.00%	23.45%	57.24%	18.76%	0.56%	0.13%	59.81%	40.06%	0.00%	23.03%	71.26%	5.71%	0.00%		
PEAK HR :	03:00 PM - 04:00 PM																	TOTAL
PEAK HR VOL :	1	729	48	0	216	588	192	2	0	440	345	0	223	705	59	0	3548	
PEAK HR FACTOR :	0.250	0.889	0.800	0.000	0.871	0.961	0.923	0.500	0.000	0.932	0.938	0.000	0.858	0.943	0.641	0.000	0.975	
	0.917				0.960				0.996				0.942					

PM	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL	
	0 EL	2 ET	0 ER	0 EU	1 WL	2 WT	1 WR	0 WU	0 NL	2 NT	0 NR	0 NU	1 SL	2 ST	0 SR	0 SU		
4:00 PM	0	161	17	0	47	190	43	1	0	106	78	0	74	177	15	0	909	
4:15 PM	0	166	11	0	49	174	47	1	0	95	89	0	73	171	9	0	885	
4:30 PM	0	199	19	0	54	198	39	0	0	88	96	0	76	180	16	0	965	
4:45 PM	0	152	13	0	71	201	41	2	0	88	92	0	84	222	11	0	977	
5:00 PM	0	187	7	0	60	195	36	0	0	102	107	0	80	214	14	0	1002	
5:15 PM	0	182	11	0	66	218	45	0	0	87	74	0	91	218	11	0	1003	
5:30 PM	0	206	11	0	65	221	34	0	0	100	69	0	95	216	13	0	1030	
5:45 PM	0	166	14	0	61	197	50	1	0	80	65	0	63	182	24	0	903	
6:00 PM	0	179	13	0	70	207	29	0	0	84	60	0	65	171	14	0	892	
6:15 PM	0	169	14	0	61	178	54	0	0	100	60	0	69	159	16	0	880	
6:30 PM	1	146	9	0	52	174	28	1	0	85	71	0	59	172	13	0	811	
6:45 PM	0	126	7	0	54	169	48	0	0	99	63	0	43	125	12	0	746	
TOTAL VOLUMES :	EL 1	ET 2039	ER 146	EU 0	WL 710	WT 2322	WR 494	WU 6	NL 0	NT 1114	NR 924	NU 0	SL 872	ST 2207	SR 168	SU 0	TOTAL 11003	
APPROACH %'s :	0.05%	93.28%	6.68%	0.00%	20.10%	65.74%	13.99%	0.17%	0.00%	54.66%	45.34%	0.00%	26.86%	67.97%	5.17%	0.00%		
PEAK HR :	04:45 PM - 05:45 PM																	TOTAL
PEAK HR VOL :	0	727	42	0	262	835	156	2	0	377	342	0	350	870	49	0	4012	
PEAK HR FACTOR :	0.000	0.882	0.808	0.000	0.923	0.945	0.867	0.250	0.000	0.924	0.799	0.000	0.921	0.980	0.875	0.000	0.974	
	0.886				0.954				0.860				0.979					

National Data & Surveying ServicesIntersection Turning Movement Count

Location: John St & Stewart Ave EB
City: Garden City
Control: 2-Way yield (NB/SB)

Project ID: 23-370007-002
Date: 5/24/2023

Data - Total

EW/NS Streets:		Stewart Ave EB				Stewart Ave EB				John St				John St				
AM		EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				
		0 EL	3 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	TOTAL
7:00 AM	1	112	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	119
7:15 AM	0	147	3	0	0	0	0	0	0	0	20	1	0	2	1	0	0	174
7:30 AM	1	175	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	183
7:45 AM	3	238	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	249
8:00 AM	1	254	0	0	0	0	0	0	0	0	6	0	0	1	1	0	0	263
8:15 AM	0	222	4	0	0	0	0	0	0	0	9	1	0	1	0	0	0	237
8:30 AM	0	299	1	0	0	0	0	0	0	0	6	1	0	0	1	0	0	308
8:45 AM	0	279	0	0	0	0	0	0	0	0	5	1	0	1	1	0	0	287
TOTAL VOLUMES :	EL	ET	ER	EU	WL	WT	WR	WU	NL	NT	NR	NU	SL	ST	SR	SU	TOTAL	
APPROACH %'s :	0.34%	99.20%	0.46%	0.00%	0	0	0	0	0	62	8	0	5	5	0	0	1820	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL	
PEAK HR VOL :	1	1054	5	0	0	0	0	0	0	26	3	0	3	3	0	0	1095	
PEAK HR FACTOR :	0.250	0.881	0.313	0.000	0.000	0.000	0.000	0.000	0.000	0.722	0.750	0.000	0.750	0.750	0.000	0.000	0.889	
		0.883								0.725				0.750				
NOON		EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				
		0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	0 NL	3 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	TOTAL
2:00 PM	0	274	2	0	0	0	0	0	0	4	0	0	0	0	0	0	0	280
2:15 PM	1	284	2	0	0	0	0	0	0	3	0	0	0	1	3	0	0	294
2:30 PM	2	302	1	0	0	0	0	0	0	5	0	0	0	0	2	0	0	312
2:45 PM	0	278	1	0	0	0	0	0	0	7	2	0	0	1	1	0	0	290
3:00 PM	0	316	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	319
3:15 PM	3	334	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	340
3:30 PM	1	356	1	0	0	0	0	0	0	3	2	0	0	4	0	0	0	367
3:45 PM	0	371	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	377
TOTAL VOLUMES :	EL	ET	ER	EU	WL	WT	WR	WU	NL	NT	NR	NU	SL	ST	SR	SU	TOTAL	
APPROACH %'s :	0.28%	99.37%	0.36%	0.00%	0	0	0	0	0	28	5	0	9	6	0	0	2579	
PEAK HR :	03:00 PM - 04:00 PM																TOTAL	
PEAK HR VOL :	4	1377	3	0	0	0	0	0	0	9	3	0	7	0	0	0	1403	
PEAK HR FACTOR :	0.333	0.928	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.375	0.000	0.438	0.000	0.000	0.000	0.930	
		0.933								0.600				0.438				
PM		EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				
		0 EL	3 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	TOTAL
4:00 PM	3	336	1	0	0	0	0	0	0	7	1	0	0	3	0	0	0	351
4:15 PM	3	364	1	0	0	0	0	0	0	5	0	0	0	0	1	0	0	374
4:30 PM	0	402	1	0	0	0	0	0	0	5	2	0	0	1	1	0	0	412
4:45 PM	3	344	3	0	0	0	0	0	0	2	0	0	0	0	7	0	0	359
5:00 PM	2	412	2	0	0	0	0	0	0	5	0	0	0	5	9	0	0	435
5:15 PM	1	387	5	0	0	0	0	0	0	4	1	0	0	5	9	0	0	412
5:30 PM	1	390	2	0	0	0	0	0	0	0	1	0	0	2	2	0	0	398
5:45 PM	0	312	1	0	0	0	0	0	0	3	0	0	0	0	3	0	0	319
6:00 PM	1	329	4	0	0	0	0	0	0	4	0	0	0	0	2	0	0	340
6:15 PM	3	315	3	0	0	0	0	0	0	4	0	0	0	1	1	0	0	327
6:30 PM	3	295	2	0	0	0	0	0	0	3	0	0	0	2	0	0	0	305
6:45 PM	2	248	2	0	0	0	0	0	0	4	0	0	0	1	0	0	0	257
TOTAL VOLUMES :	EL	ET	ER	EU	WL	WT	WR	WU	NL	NT	NR	NU	SL	ST	SR	SU	TOTAL	
APPROACH %'s :	0.53%	98.83%	0.65%	0.00%	0	0	0	0	0	46	5	0	20	35	0	0	4289	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	6	1545	11	0	0	0	0	0	0	16	3	0	11	26	0	0	1618	
PEAK HR FACTOR :	0.500	0.938	0.550	0.000	0.000	0.000	0.000	0.000	0.000	0.800	0.375	0.000	0.550	0.722	0.000	0.000	0.930	
		0.939								0.679				0.661				

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Washington Ave & Stewart Ave EB
City: Garden City
Control: Signalized

Project ID: 23-370007-003
Date: 5/24/2023

Data - Total

EW/NS Streets:		Stewart Ave EB				Stewart Ave EB				Washington Ave				Washington Ave				
AM	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL	
	0 EL	3 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU		
7:00 AM	1	94	16	0	0	0	0	0	0	127	18	0	6	49	0	0	311	
7:15 AM	7	127	15	0	0	0	0	0	0	134	12	0	7	66	0	0	368	
7:30 AM	11	150	17	0	0	0	0	0	0	146	21	0	13	53	0	0	411	
7:45 AM	8	216	16	0	0	0	0	0	0	197	22	0	13	69	0	0	541	
8:00 AM	12	232	12	0	0	0	0	0	0	143	10	0	17	79	0	0	505	
8:15 AM	8	200	15	0	0	0	0	0	0	149	18	0	19	98	0	0	507	
8:30 AM	11	278	11	0	0	0	0	0	0	151	24	0	21	99	0	0	595	
8:45 AM	10	253	16	0	0	0	0	0	0	150	24	0	21	82	0	0	556	
TOTAL VOLUMES :	68	ET 1550	ER 118	EU 0	WL 0	WT 0	WR 0	WU 0	NL 0	NT 1197	NR 149	NU 0	SL 117	ST 595	SR 0	SU 0	TOTAL 3794	
APPROACH %'s :	3.92%	89.29%	6.80%	0.00%					0.00%	88.93%	11.07%	0.00%	16.43%	83.57%	0.00%	0.00%		
PEAK HR :	08:00 AM - 09:00 AM																TOTAL	
PEAK HR VOL :	41	963	54	0	0	0	0	0	0	593	76	0	78	358	0	0	2163	
PEAK HR FACTOR :	0.854	0.866	0.844	0.000	0.000	0.000	0.000	0.000	0.000	0.982	0.792	0.000	0.929	0.904	0.000	0.000	0.909	
	0.882								0.956				0.908					

NOON	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	0 NL	3 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	
2:00 PM	13	259	7	0	0	0	0	0	0	70	22	0	26	76	0	1	474
2:15 PM	10	262	13	0	0	0	0	0	0	81	11	0	35	74	0	0	486
2:30 PM	9	279	11	0	0	0	0	0	0	75	11	0	42	80	0	0	507
2:45 PM	16	245	21	0	0	0	0	0	0	85	20	0	38	102	0	0	527
3:00 PM	7	291	20	0	0	0	0	0	0	75	16	0	42	92	0	0	543
3:15 PM	8	312	14	0	0	0	0	0	0	65	18	0	38	111	0	0	566
3:30 PM	10	323	26	0	0	0	0	0	0	100	19	0	29	139	0	0	646
3:45 PM	10	350	18	0	0	0	0	0	0	84	22	0	37	147	0	0	668
TOTAL VOLUMES :	83	ET 2321	ER 130	EU 0	WL 0	WT 0	WR 0	WU 0	NL 0	NT 635	NR 139	NU 0	SL 287	ST 821	SR 0	SU 1	TOTAL 4417
APPROACH %'s :	3.28%	91.59%	5.13%	0.00%					0.00%	82.04%	17.96%	0.00%	25.88%	74.03%	0.00%	0.09%	
PEAK HR :	03:00 PM - 04:00 PM																TOTAL
PEAK HR VOL :	35	1276	78	0	0	0	0	0	0	324	75	0	146	489	0	0	2423
PEAK HR FACTOR :	0.875	0.911	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.810	0.852	0.000	0.869	0.832	0.000	0.000	0.907
	0.919								0.838				0.863				

PM	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
	0 EL	3 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	
4:00 PM	17	297	26	0	0	0	0	0	0	90	22	0	34	150	0	0	636
4:15 PM	16	322	24	0	0	0	0	0	0	75	18	0	40	154	0	0	649
4:30 PM	12	360	35	0	0	0	0	0	0	88	29	0	28	164	0	0	716
4:45 PM	11	305	28	0	0	0	0	0	0	107	26	0	38	140	0	0	655
5:00 PM	24	363	28	0	0	0	0	0	0	89	24	0	39	161	0	0	728
5:15 PM	14	345	36	0	0	0	0	0	0	102	19	0	35	150	0	0	701
5:30 PM	13	334	42	0	0	0	0	0	0	79	20	0	29	181	0	0	698
5:45 PM	8	280	28	0	0	0	0	0	0	79	15	0	25	135	0	0	570
6:00 PM	12	283	28	0	0	0	0	0	0	80	19	0	32	119	0	0	573
6:15 PM	18	282	20	0	0	0	0	0	0	54	20	0	37	120	0	0	551
6:30 PM	13	265	21	0	0	0	0	0	0	68	18	0	24	94	0	0	503
6:45 PM	12	221	12	0	0	0	0	0	0	84	21	0	26	81	0	0	457
TOTAL VOLUMES :	170	ET 3657	ER 328	EU 0	WL 0	WT 0	WR 0	WU 0	NL 0	NT 995	NR 251	NU 0	SL 387	ST 1649	SR 0	SU 0	TOTAL 7437
APPROACH %'s :	4.09%	88.01%	7.89%	0.00%					0.00%	79.86%	20.14%	0.00%	19.01%	80.99%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	61	1373	127	0	0	0	0	0	0	386	98	0	140	615	0	0	2800
PEAK HR FACTOR :	0.635	0.946	0.882	0.000	0.000	0.000	0.000	0.000	0.000	0.902	0.845	0.000	0.897	0.938	0.000	0.000	0.962
	0.940								0.910				0.944				

National Data & Surveying ServicesIntersection Turning Movement Count

City: Garden City

City: Garden City

Control: 1-Way Stop(NB)

Date: 5/24/2023

Data - Total

EW/NS Streets:		Stewart Ave EB				Stewart Ave EB				Westbury Rd/Butler Pl				Westbury Rd/Butler Pl				
AM		EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				
		0 EL	3 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	TOTAL
7:00 AM	3	112	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0	120
7:15 AM	3	144	0	0	0	0	0	0	0	0	3	1	0	4	2	0	0	157
7:30 AM	5	178	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	187
7:45 AM	8	243	1	0	0	0	0	0	0	0	2	2	0	1	3	0	0	260
8:00 AM	4	254	0	0	0	0	0	0	0	0	0	1	0	6	4	0	0	269
8:15 AM	4	232	2	0	0	0	0	0	0	0	4	2	0	3	2	0	0	249
8:30 AM	4	313	1	0	0	0	0	0	0	0	1	1	0	2	1	0	0	323
8:45 AM	2	301	0	0	0	0	0	0	0	0	1	1	0	2	2	0	0	309
TOTAL VOLUMES :		EL 33	ET 1777	ER 6	EU 0	WL 0	WT 0	WR 0	WU 0	NL 0	NT 14	NR 10	NU 0	SL 19	ST 15	SR 0	SU 0	TOTAL 1874
APPROACH %'s :		1.82%	97.85%	0.33%	0.00%					0.00%	58.33%	41.67%	0.00%	55.88%	44.12%	0.00%	0.00%	
PEAK HR :		08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :		14	1100	3	0	0	0	0	0	0	6	5	0	13	9	0	0	1150
PEAK HR FACTOR :		0.875	0.879	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.625	0.000	0.542	0.563	0.000	0.000	0.890
		0.878								0.458								
										0.550								

NOON	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	0 NL	3 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	
2:00 PM	8	291	0	0	0	0	0	0	0	2	0	0	2	2	0	0	305
2:15 PM	13	299	1	0	0	0	0	0	0	4	1	0	2	2	0	0	322
2:30 PM	3	331	1	0	0	0	0	0	0	0	2	0	1	2	0	0	340
2:45 PM	8	291	1	0	0	0	0	0	0	1	0	0	1	2	0	0	304
3:00 PM	4	347	1	0	0	0	0	0	0	0	0	0	2	4	0	0	358
3:15 PM	7	357	1	0	0	0	0	0	0	5	0	0	4	7	0	0	381
3:30 PM	6	367	1	0	0	0	0	0	0	2	0	0	4	4	0	0	384
3:45 PM	8	398	1	0	0	0	0	0	0	3	2	1	4	3	0	0	420
TOTAL VOLUMES :	EL 57	ET 2681	ER 7	EU 0	WL 0	WT 0	WR 0	WU 0	NL 0	NT 17	NR 5	NU 1	SL 20	ST 26	SR 0	SU 0	TOTAL 2814
APPROACH %'s :	2.08%	97.67%	0.26%	0.00%					0.00%	73.91%	21.74%	4.35%	43.48%	56.52%	0.00%	0.00%	
PEAK HR :	03:00 PM - 04:00 PM																TOTAL
PEAK HR VOL :	25	1469	4	0	0	0	0	0	0	10	2	1	14	18	0	0	1543
PEAK HR FACTOR :	0.781	0.923	1.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.250	0.875	0.643	0.000	0.000	0.918
	0.920								0.542				0.727				

PM	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
	0 EL	3 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	
4:00 PM	1	351	3	0	0	0	0	0	0	2	2	0	6	1	0	0	366
4:15 PM	7	364	0	0	0	0	0	0	0	2	1	0	5	3	0	0	382
4:30 PM	9	410	0	0	0	0	0	0	0	2	1	0	9	5	0	0	436
4:45 PM	5	369	1	0	0	0	0	0	0	1	1	0	18	12	0	0	407
5:00 PM	11	404	3	0	0	0	0	0	0	4	2	0	16	10	0	0	450
5:15 PM	6	395	1	0	0	0	0	0	0	4	1	0	11	11	0	0	429
5:30 PM	14	374	1	0	0	0	0	0	0	3	0	0	9	6	0	0	407
5:45 PM	8	307	1	0	0	0	0	0	0	2	0	0	1	4	0	0	323
6:00 PM	9	329	0	0	0	0	0	0	0	0	1	0	6	0	0	0	345
6:15 PM	8	327	1	0	0	0	0	0	0	0	0	0	4	0	0	0	340
6:30 PM	11	298	1	0	0	0	0	0	0	1	1	0	3	3	0	0	318
6:45 PM	7	254	0	0	0	0	0	0	0	1	0	0	1	0	0	0	263
TOTAL VOLUMES : APPROACH %'s :	EL 96 2.24%	ET 4182 97.48%	ER 12 0.28%	EU 0 0.00%	WL 0	WT 0	WR 0	WU 0	NL 0 0.00%	NT 22 68.75%	NR 10 31.25%	NU 0 0.00%	SL 89 61.81%	ST 55 38.19%	SR 0 0.00%	SU 0 0.00%	TOTAL 4466
PEAK HR :	04:30 PM - 05:30 PM																TOTAL 1722 0.957
PEAK HR VOL :	31	1578	5	0	0	0	0	0	0	11	5	0	54	38	0	0	
PEAK HR FACTOR :	0.705	0.962	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.688	0.625	0.000	0.750	0.792	0.000	0.000	
0.963																	

National Data & Surveying Services Intersection Turning Movement Count

Location: Wetherill Rd/Emmet Pl & Stewart Ave EB
City: Garden City
Control: 1-Way Stop(NB)

Project ID: 23-370007-005
Date: 5/24/2023

Data - Total

EW/NS Streets:	Stewart Ave EB				Stewart Ave EB				Wetherill Rd/Emmet Pl				Wetherill Rd/Emmet Pl				
AM	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
	0 EL	3 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	
7:00 AM	0	112	1	0	0	0	0	0	0	4	0	0	3	1	0	0	121
7:15 AM	1	148	2	0	0	0	0	0	0	10	0	0	4	1	0	0	166
7:30 AM	6	164	0	0	0	0	0	0	0	6	0	0	9	1	0	0	186
7:45 AM	2	258	2	0	0	0	0	0	0	5	2	0	3	2	0	0	274
8:00 AM	1	251	4	0	0	0	0	0	0	14	2	0	4	3	0	0	279
8:15 AM	4	238	7	0	0	0	0	0	0	7	0	0	12	7	0	0	275
8:30 AM	0	309	4	0	0	0	0	0	0	5	6	0	5	8	0	0	337
8:45 AM	10	298	1	0	0	0	0	0	0	10	2	0	7	7	0	0	335
TOTAL VOLUMES :	EL	ET	ER	EU	WL	WT	WR	WU	NL	NT	NR	NU	SL	ST	SR	SU	TOTAL
APPROACH %'s :	24	1778	21	0	0	0	0	0	0	61	12	0	47	30	0	0	1973
	1.32%	97.53%	1.15%	0.00%					0.00%	83.56%	16.44%	0.00%	61.04%	38.96%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	15	1096	16	0	0	0	0	0	0	36	10	0	28	25	0	0	1226
PEAK HR FACTOR :	0.375	0.887	0.571	0.000	0.000	0.000	0.000	0.000	0.000	0.643	0.417	0.000	0.583	0.781	0.000	0.000	0.909
											0.719				0.697		

NOON	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	0 NL	3 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	
2:00 PM	1	298	0	0	0	0	0	0	0	5	1	0	9	3	0	0	317
2:15 PM	2	290	2	0	0	0	0	0	0	2	1	0	6	0	0	0	303
2:30 PM	2	334	0	0	0	0	0	0	0	6	0	0	5	3	0	0	350
2:45 PM	2	306	1	0	0	0	0	0	0	3	1	0	6	2	0	0	321
3:00 PM	4	327	2	0	0	0	0	0	0	6	0	0	5	4	0	0	348
3:15 PM	1	364	3	0	0	0	0	0	0	4	0	0	8	6	0	0	386
3:30 PM	3	369	1	0	0	0	0	0	0	4	0	0	8	4	0	0	389
3:45 PM	1	369	0	0	0	0	0	0	0	8	0	0	5	5	0	0	388
TOTAL VOLUMES :	EL	ET	ER	EU	WL	WT	WR	WU	NL	NT	NR	NU	SL	ST	SR	SU	TOTAL
APPROACH %'s :	16	2657	9	0	0	0	0	0	0	38	3	0	52	27	0	0	2802
	0.60%	99.07%	0.34%	0.00%					0.00%	92.68%	7.32%	0.00%	65.82%	34.18%	0.00%	0.00%	
PEAK HR :	03:00 PM - 04:00 PM																TOTAL
PEAK HR VOL :	9	1429	6	0	0	0	0	0	0	22	0	0	26	19	0	0	1511
PEAK HR FACTOR :	0.563	0.968	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.688	0.000	0.000	0.813	0.792	0.000	0.000	0.971
			0.968								0.688				0.804		

PM	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
	0 EL	3 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	
4:00 PM	2	384	0	0	0	0	0	0	0	5	0	0	8	1	0	0	400
4:15 PM	1	382	4	0	0	0	0	0	0	7	1	0	14	6	0	0	415
4:30 PM	4	408	4	0	0	0	0	0	0	10	0	0	8	7	0	0	441
4:45 PM	2	387	5	0	0	0	0	0	0	5	1	0	24	16	0	0	440
5:00 PM	2	408	2	0	0	0	0	0	0	1	0	0	25	25	0	0	463
5:15 PM	3	385	4	0	0	0	0	0	0	8	1	0	24	19	0	0	444
5:30 PM	4	390	4	0	0	0	0	0	0	8	0	0	11	4	0	0	421
5:45 PM	1	313	11	0	0	0	0	0	0	8	2	0	12	6	0	0	353
6:00 PM	4	334	2	0	0	0	0	0	0	5	2	0	8	9	0	0	364
6:15 PM	4	309	0	0	0	0	0	0	0	5	0	0	7	5	0	0	330
6:30 PM	1	272	3	0	0	0	0	0	0	5	0	0	9	3	0	0	293
6:45 PM	3	261	7	0	0	0	0	0	0	4	3	0	4	3	0	0	285
TOTAL VOLUMES :	EL	ET	ER	EU	WL	WT	WR	WU	NL	NT	NR	NU	SL	ST	SR	SU	TOTAL
APPROACH %'s :	31	4233	46	0	0	0	0	0	0	71	10	0	154	104	0	0	4649
	0.72%	98.21%	1.07%	0.00%					0.00%	87.65%	12.35%	0.00%	59.69%	40.31%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	11	1588	15	0	0	0	0	0	0	24	2	0	81	67	0	0	1788
PEAK HR FACTOR :	0.688	0.973	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.600	0.500	0.000	0.810	0.670	0.000	0.000	0.965
			0.970								0.650				0.740		

National Data & Surveying Services Intersection Turning Movement Count

Location: Clinton Rd/Osborne Rd & Stewart Ave
City: Garden City
Control: Signalized

Data - Total

EW/NS Streets		Stewart Ave					Stewart Ave					Clinton Rd/Osborne Rd					Clinton Rd/Osborne Rd					SOUTHBOUND2					TOTAL
AM		1	2.5	0.5	0	0	2	2	0	0	0	0	2	0	0	0	0	2	0	0	0	0	S2U	S2L2	S2T2	S2R2	S2U2
7:00 AM		EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	S2U	S2L2	S2T2	S2R2	S2U2	TOTAL
7:15 AM		11	90	3	2	1	22	133	13	0	1	6	131	43	0	0	10	75	20	0	1	0	0	0	0	0	562
7:30 AM		30	111	4	0	0	29	197	11	0	1	4	159	41	0	0	14	93	40	0	0	0	0	0	0	0	734
7:45 AM		28	154	5	0	1	35	220	13	0	0	2	178	39	0	0	4	75	29	0	0	0	0	0	0	0	785
8:00 AM		43	214	5	1	0	45	272	10	0	2	2	158	54	0	0	7	76	41	0	1	0	0	1	0	0	932
8:15 AM		38	210	4	0	0	23	221	13	1	1	8	164	53	0	1	9	106	39	0	1	0	0	0	0	0	892
8:30 AM		27	214	6	0	0	35	267	13	1	1	6	143	62	0	0	8	90	32	0	1	0	0	0	2	0	908
8:45 AM		43	280	5	0	1	45	272	7	0	2	3	123	56	0	0	7	87	30	0	1	0	0	1	1	0	963
TOTAL VOLUMES		264	1523	37	3	5	279	1880	98	2	8	37	1205	426	0	2	73	706	261	0	7	0	0	5	3	0	6824
APPROACH %'s		14.41%	83.13%	2.02%	0.16%	0.27%	12.31%	82.93%	4.32%	0.09%	0.35%	2.22%	72.16%	25.51%	0.00%	0.12%	6.97%	67.43%	24.93%	0.00%	0.67%	0.00%	0.00%	62.50%	37.50%	0.00%	
PEAK HR		08:00 AM - 09:00 AM																									TOTAL
PEAK HR VOL		152	954	20	0	3	148	1058	51	2	4	21	579	249	0	2	38	387	131	0	5	0	0	4	3	0	3811
PEAK HR FACTOR		0.844	0.852	0.833	0.000	0.375	0.822	0.888	0.708	0.500	0.500	0.656	0.883	0.798	0.000	0.500	0.679	0.913	0.840	0.000	0.625	0.000	0.333	0.375	0.000	0.000	0.909

NOON		EASTBOUND					WESTBOUND					NORTHBOUND					SOUTHBOUND					SOUTHBOUND2					TOTAL
		0	2	0	0	0	0	2	0	0	0	1	2.5	0.5	0	0	2	2	0	0	0	0	0	0	0	0	0
2:00 PM		EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	S2U	S2L2	S2T2	S2R2	S2U2	TOTAL
2:15 PM		13	266	5	0	0	66	211	26	0	3	5	111	61	0	0	14	97	24	0	1	0	0	0	0	0	923
2:30 PM		34	264	2	0	0	76	253	18	1	3	4	83	55	0	1	18	105	35	0	1	0	0	0	1	0	954
2:45 PM		26	297	6	2	0	64	212	26	0	4	5	97	60	0	0	11	91	22	0	0	0	0	0	0	0	923
3:00 PM		35	261	5	0	0	68	210	15	0	3	2	110	74	0	0	16	107	24	0	3	0	0	2	0	0	935
3:15 PM		27	309	9	0	0	87	247	22	0	4	6	92	47	0	0	6	92	21	0	1	0	0	2	0	0	972
3:30 PM		32	344	4	0	0	73	215	21	0	1	5	121	82	0	0	16	109	18	0	2	0	0	1	0	0	1044
3:45 PM		47	321	4	0	0	86	229	29	0	4	8	102	67	0	0	13	113	27	0	0	0	0	0	0	0	1050
TOTAL VOLUMES		EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	S2U	S2L2	S2T2	S2R2	S2U2	TOTAL
APPROACH %'s		289	2378	39	2	0	611	1795	172	3	25	38	840	534	0	1	107	849	195	0	8	0	1	6	1	0	7894
PEAK HR		03:00 PM - 04:00 PM																									TOTAL
PEAK HR VOL		161	1290	21	0	0	337	909	87	2	12	22	439	284	0	0	48	449	90	0	3	0	1	4	0	0	4159
PEAK HR FACTOR		0.732	0.938	0.583	0.000	0.000	0.926	0.920	0.750	0.250	0.750	0.688	0.885	0.807	0.000	0.000	0.750	0.831	0.833	0.000	0.375	0.000	0.250	0.500	0.000	0.000	0.951

PM		EASTBOUND					WESTBOUND					NORTHBOUND					SOUTHBOUND					SOUTHBOUND2					TOTAL
		1	2.5	0.5	0	0	2	2	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
4:00 PM		EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	S2U	S2L2	S2T2	S2R2	S2U2	TOTAL
4:15 PM		44	344	7	0	0	103	238	15	0	3	2	119	68	0	0	6	145	28	0	0	0	0	0	1	0	1143
4:30 PM		32	354	2	0	0	93	244	20	0	0	4	123	80	0	2	15	107	27	0	0	0	0	0	0	1	1104
4:45 PM		41	374	6	0	0	101	297	11	0	2	5	89	67	0	0	18	102	20	0	0	0	0	0	0	0	1134
5:00 PM		50	363	4	0	0	98	253	19	0	1	4	116	66	0	0	15	138	16	0	0	1	0	1	0	0	1145
5:15 PM		39	380	5	0	0	86	274	22	0	4	4	120	75	0	0	15	170	24	0	1	0	1	2	0	0	1222
5:30 PM		48	363	7	0	0	95	291	19	0	6	9	102	87	0	0	15	148	19	0	0	0	0	1	0	0	1210
5:45 PM		28	352	5	0	0	106	291	23	1	1	6	88	64	0	0	11	151	22	0	0	0	1	2	0	0	1152
6:00 PM		38	302	4	0	0	103	287	11	0	5	1	107	82	0	0	17	118	25	0	0	0	0	0	0	0	1101
6:15 PM		31	303	7	0	0	84	283	13	0	3	6	78	56	0	0	12	125	26	0	0	0	0	0	0	0	1027
6:30 PM		30	271	7	0	0	93	241	16	0	1	5	107	75	0	0	20	124	29	0	0	0	0	0	0	0	1019
6:45 PM		19	263	9	0	0	106	227	11	0	5	1	81	69	0	1	12	104	27	0	1	0	0	0	0	0	936
TOTAL VOLUMES		EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	S2U	S2L2	S2T2	S2R2	S2U2	TOTAL
APPROACH %'s		417	3911	64	0	0	1142	3179	185	2	31	51	1216	894	0	4	172	1555	290	0	2	1	2	7	1	1	13087
PEAK HR		04:45 PM - 05:45 PM																									TOTAL
PEAK HR VOL		165	1458	21	0	0	385	1109	83	1	12	23	426	292	0	0	56	607	81	0	1	1	2	6	0	0	4729
PEAK HR FACTOR		0.825	0.959	0.750	0.000	0.000	0.908	0.953	0.902	0.250	0.500	0.639	0.888	0.839	0.000	0.000	0.933	0.893	0.844	0.000	0.250	0.250	0.500	0.750	0.000	0.000	0.967

Explanation for extra leg movements

Movements entering the extra leg

EL2 Movements coming from EB on Stewart Ave entering into the extra leg (Osborne Rd)
NT2 Movements coming from NB on Clinton Rd entering into the extra leg (Osborne Rd)
WR2 Movements coming from WB on Stewart Ave entering into the extra leg (Osborne Rd)
S2U2 Movements coming from SB on Clinton Rd entering into the extra leg (Osborne Rd)

Movements exiting the extra leg

S2U Movements exiting from extra leg (Osborne Rd) entering into Osborne Rd heading WB
S2U2 Movements exiting from extra leg (Osborne Rd) entering into Clinton Rd heading NB
S2L2 Movements exiting from extra leg (Osborne Rd) entering into Stewart Ave heading EB
S2T2 Movements exiting from extra leg (Osborne Rd) entering into Clinton Rd heading SB
S2R2 Movements exiting from extra leg (Osborne Rd) entering into Stewart heading WB



National Data & Surveying Services Intersection Turning Movement Count

Location: Arthur St & Stewart Ave EB
City: Garden City
Control: No Control

Project ID: 23-370007-007
Date: 5/24/2023

Data - Total

EW/NS Streets:	Stewart Ave EB				Stewart Ave EB				Arthur St				Arthur St				
AM	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
	0 EL	3 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	
7:00 AM	3	109	0	0	0	0	0	0	0	0	1	0	0	0	0	0	113
7:15 AM	2	149	0	0	0	0	0	0	0	0	0	0	1	1	0	0	153
7:30 AM	4	177	0	0	0	0	0	0	0	0	0	0	0	0	0	0	181
7:45 AM	5	239	0	0	0	0	0	0	0	0	0	0	1	0	0	0	245
8:00 AM	1	253	0	0	0	0	0	0	0	0	0	0	2	0	0	0	256
8:15 AM	4	229	0	0	0	0	0	0	0	0	0	0	1	0	0	0	234
8:30 AM	3	294	0	0	0	0	0	0	0	0	0	0	2	0	0	0	299
8:45 AM	7	280	0	0	0	0	0	0	0	0	0	0	0	0	0	0	287
TOTAL VOLUMES :	EL 29	ET 1730	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	NL 0	NT 0	NR 1	NU 0	SL 7	ST 1	SR 0	SU 0	TOTAL 1768
APPROACH %'s :	1.65%	98.35%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	87.50%	12.50%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	15	1056	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1076
PEAK HR FACTOR :	0.536	0.898	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.900
	0.902												0.625				
NOON	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
	0 EL	3 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	0 NL	3 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	
2:00 PM	9	272	0	0	0	0	0	0	0	1	0	0	0	0	0	0	282
2:15 PM	4	287	0	0	0	0	0	0	0	0	0	0	0	0	0	0	291
2:30 PM	2	306	0	0	0	0	0	0	0	0	0	0	0	0	0	0	308
2:45 PM	7	281	0	0	0	0	0	0	0	0	0	0	2	0	0	0	290
3:00 PM	2	315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	317
3:15 PM	4	335	0	0	0	0	0	0	0	0	0	0	1	0	0	0	340
3:30 PM	6	356	0	0	0	0	0	0	0	0	0	0	1	0	0	0	363
3:45 PM	4	375	0	0	0	0	0	0	0	0	0	0	0	0	0	0	379
TOTAL VOLUMES :	EL 38	ET 2527	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	NL 0	NT 1	NR 0	NU 0	SL 4	ST 0	SR 0	SU 0	TOTAL 2570
APPROACH %'s :	1.48%	98.52%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	03:00 PM - 04:00 PM																TOTAL
PEAK HR VOL :	16	1381	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1399
PEAK HR FACTOR :	0.667	0.921	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.923
	0.922												0.500				
PM	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
	0 EL	3 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	
4:00 PM	3	334	0	0	0	0	0	0	0	0	0	0	2	0	0	0	339
4:15 PM	2	365	0	0	0	0	0	0	0	0	0	0	3	0	0	0	370
4:30 PM	3	408	0	0	0	0	0	0	0	0	0	0	0	0	0	0	411
4:45 PM	3	350	0	0	0	0	0	0	0	0	0	0	2	0	0	0	355
5:00 PM	6	409	0	0	0	0	0	0	0	0	0	0	0	0	0	0	415
5:15 PM	8	394	0	0	0	0	0	0	0	0	0	0	0	0	0	0	402
5:30 PM	6	392	0	0	0	0	0	0	0	0	0	0	0	0	0	0	398
5:45 PM	9	314	0	0	0	0	0	0	0	0	0	0	1	0	0	0	324
6:00 PM	5	331	0	0	0	0	0	0	0	0	0	0	1	0	0	0	337
6:15 PM	7	322	0	0	0	0	0	0	0	0	1	0	0	0	0	0	330
6:30 PM	2	298	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300
6:45 PM	5	252	0	0	0	0	0	0	0	0	0	0	1	0	0	0	258
TOTAL VOLUMES :	EL 59	ET 4169	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	NL 0	NT 0	NR 1	NU 0	SL 10	ST 0	SR 0	SU 0	TOTAL 4239
APPROACH %'s :	1.40%	98.60%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	20	1561	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1583
PEAK HR FACTOR :	0.625	0.954	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.954
	0.952												0.250				

National Data & Surveying Services Intersection Turning Movement Count

Location: John St & Stewart Ave WB
City: Garden City
Control: 1-Way Stop(SB)

Project ID: 23-370007-102
Date: 5/24/2023

Data - Total

EW/NS Streets:	Stewart Ave WB				Stewart Ave WB				John St				John St				
AM	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
	0 EL	0 ET	0 ER	0 EU	0 WL	3 WT	0 WR	0 WU	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	
7:00 AM	0	0	0	0	0	192	0	0	5	1	0	0	0	0	2	0	200
7:15 AM	0	0	0	0	2	258	1	0	20	0	0	0	0	1	2	0	284
7:30 AM	0	0	0	0	0	246	0	0	5	2	0	0	0	1	0	0	254
7:45 AM	0	0	0	0	0	265	1	0	3	5	0	0	0	0	0	0	274
8:00 AM	0	0	0	0	0	274	1	0	5	2	0	0	0	2	1	0	285
8:15 AM	0	0	0	0	0	243	0	0	9	0	0	0	0	1	5	0	258
8:30 AM	0	0	0	0	1	254	0	0	5	1	0	0	0	0	1	0	262
8:45 AM	0	0	0	0	2	259	2	0	4	1	0	0	0	0	0	0	268
TOTAL VOLUMES :	EL	ET	ER	EU	WL	WT	WR	WU	NL	NT	NR	NU	SL	ST	SR	SU	TOTAL
APPROACH %'s :	0	0	0	0	5	1991	5	0	56	12	0	0	0	5	11	0	2085
PEAK HR :	07:15 AM - 08:15 AM				0.25%	99.50%	0.25%	0.00%	82.35%	17.65%	0.00%	0.00%	0.00%	31.25%	68.75%	0.00%	TOTAL
PEAK HR VOL :	0	0	0	0	2	1043	3	0	33	9	0	0	0	4	3	0	1097
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.952	0.750	0.000	0.413	0.450	0.000	0.000	0.000	0.500	0.375	0.000	0.962
						0.953				0.525				0.583			
NOON	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	0 NL	0 NT	0 NR	0 NU	0 SL	3 ST	0 SR	0 SU	
2:00 PM	0	0	0	0	0	236	0	0	3	1	0	0	0	0	1	0	241
2:15 PM	0	0	0	0	2	269	2	0	3	1	0	0	0	2	2	0	281
2:30 PM	0	0	0	0	0	229	1	0	4	3	0	0	0	2	1	0	240
2:45 PM	0	0	0	0	1	241	0	0	5	2	0	0	0	1	0	0	250
3:00 PM	0	0	0	0	0	248	2	0	1	1	0	0	0	0	3	0	255
3:15 PM	0	0	0	0	0	232	3	0	2	3	0	0	0	0	1	0	241
3:30 PM	0	0	0	0	0	252	0	0	2	2	0	0	0	4	5	0	265
3:45 PM	0	0	0	0	0	277	0	0	2	0	0	0	0	3	2	0	284
TOTAL VOLUMES :	EL	ET	ER	EU	WL	WT	WR	WU	NL	NT	NR	NU	SL	ST	SR	SU	TOTAL
APPROACH %'s :	0	0	0	0	3	1984	8	0	22	13	0	0	0	12	15	0	2057
PEAK HR :	03:00 PM - 04:00 PM				0.15%	99.45%	0.40%	0.00%	62.86%	37.14%	0.00%	0.00%	0.00%	44.44%	55.56%	0.00%	TOTAL
PEAK HR VOL :	0	0	0	0	0	1009	5	0	7	6	0	0	0	7	11	0	1045
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.911	0.417	0.000	0.875	0.500	0.000	0.000	0.000	0.438	0.550	0.000	0.920
						0.915				0.650				0.500			
PM	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
	0 EL	0 ET	0 ER	0 EU	0 WL	3 WT	0 WR	0 WU	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	
4:00 PM	0	0	0	0	0	276	3	0	8	2	0	0	0	3	0	0	292
4:15 PM	0	0	0	0	0	258	0	0	6	2	0	0	0	1	3	0	270
4:30 PM	0	0	0	0	0	306	4	0	5	0	0	0	0	2	2	0	319
4:45 PM	0	0	0	0	0	291	3	0	3	2	0	0	0	7	8	0	314
5:00 PM	0	0	0	0	1	325	0	0	6	1	0	0	0	13	2	0	348
5:15 PM	0	0	0	0	2	332	2	0	4	1	0	0	0	12	6	0	359
5:30 PM	0	0	0	0	3	321	1	0	0	1	0	0	0	1	1	0	328
5:45 PM	0	0	0	0	0	291	0	0	3	0	0	0	0	3	0	0	297
6:00 PM	0	0	0	0	2	303	0	0	4	1	0	0	0	0	3	0	313
6:15 PM	0	0	0	0	1	284	2	0	2	5	0	0	0	1	0	0	295
6:30 PM	0	0	0	0	1	245	1	0	3	3	0	0	0	1	3	0	257
6:45 PM	0	0	0	0	1	269	0	0	3	3	0	0	0	0	3	0	279
TOTAL VOLUMES :	EL	ET	ER	EU	WL	WT	WR	WU	NL	NT	NR	NU	SL	ST	SR	SU	TOTAL
APPROACH %'s :	0	0	0	0	11	3501	16	0	47	21	0	0	0	44	31	0	3671
PEAK HR :	04:45 PM - 05:45 PM				0.31%	99.23%	0.45%	0.00%	69.12%	30.88%	0.00%	0.00%	0.00%	58.67%	41.33%	0.00%	TOTAL
PEAK HR VOL :	0	0	0	0	6	1269	6	0	13	5	0	0	0	33	17	0	1349
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.956	0.500	0.000	0.542	0.625	0.000	0.000	0.000	0.635	0.531	0.000	0.939
						0.953				0.643				0.694			

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Washington Ave & Stewart Ave WB
City: Garden City
Control: Signalized

Project ID: 23-370007-103
Date: 5/24/2023

Data - Total

EW/NS Streets:		Stewart Ave WB				Stewart Ave WB				Washington Ave				Washington Ave				
AM		EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				
		0 EL	0 ET	0 ER	0 EU	0 WL	3 WT	0 WR	0 WU	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	TOTAL
7:00 AM	0	0	0	0	0	7	154	16	0	25	104	0	0	0	48	7	0	361
7:15 AM	0	0	0	0	0	12	228	19	0	36	103	0	0	0	61	2	0	461
7:30 AM	0	0	0	0	0	8	215	32	0	21	138	0	0	0	59	5	0	478
7:45 AM	0	0	0	0	0	11	234	47	0	28	175	0	0	0	70	7	0	572
8:00 AM	0	0	0	0	0	11	245	48	0	20	135	0	0	0	89	7	0	555
8:15 AM	0	0	0	0	0	18	212	50	0	26	133	0	0	0	95	8	0	542
8:30 AM	0	0	0	0	0	10	237	63	0	15	147	0	0	0	111	7	0	590
8:45 AM	0	0	0	0	0	18	231	74	0	19	140	0	0	0	85	6	0	573
TOTAL VOLUMES :	EL	ET	ER	EU	WL	WT	WR	WU	NL	NT	NR	NU	SL	ST	SR	SU	TOTAL	
APPROACH %'s :	0	0	0	0	95	1756	349	0	190	1075	0	0	0	618	49	0	4132	
					4.32%	79.82%	15.86%	0.00%	15.02%	84.98%	0.00%	0.00%	0.00%	92.65%	7.35%	0.00%		
PEAK HR :	08:00 AM - 09:00 AM																	TOTAL
PEAK HR VOL :	0	0	0	0	57	925	235	0	80	555	0	0	0	380	28	0	2260	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.792	0.944	0.794	0.000	0.769	0.944	0.000	0.000	0.000	0.856	0.875	0.000	0.958	

NOON	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	0 NL	0 NT	0 NR	0 NU	0 SL	3 ST	0 SR	0 SU	
2:00 PM	0	0	0	0	8	216	28	0	19	65	0	0	0	94	7	0	437
2:15 PM	0	0	0	0	10	242	29	0	15	76	0	0	0	101	10	0	483
2:30 PM	0	0	0	0	7	221	25	0	7	74	0	0	0	116	5	0	455
2:45 PM	0	0	0	0	12	226	17	0	11	93	0	0	0	125	5	0	489
3:00 PM	0	0	0	0	10	226	24	0	15	65	0	0	0	128	6	0	474
3:15 PM	0	0	0	0	13	219	18	0	10	65	0	0	0	138	6	0	469
3:30 PM	0	0	0	0	24	232	16	0	20	84	0	0	0	138	4	0	518
3:45 PM	0	0	0	0	20	241	17	0	21	75	0	0	0	164	11	0	549
TOTAL VOLUMES :	EL	ET	ER	EU	WL	WT	WR	WU	NL	NT	NR	NU	SL	ST	SR	SU	TOTAL
APPROACH %'s :	0	0	0	0	104	1823	174	0	118	597	0	0	0	1004	54	0	3874
					4.95%	86.77%	8.28%	0.00%	16.50%	83.50%	0.00%	0.00%	0.00%	94.90%	5.10%	0.00%	
PEAK HR :	03:00 PM - 04:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	67	918	75	0	66	289	0	0	0	568	27	0	2010
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.698	0.952	0.781	0.000	0.786	0.860	0.000	0.000	0.000	0.866	0.614	0.000	0.915

PM	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
	0 EL	0 ET	0 ER	0 EU	0 WL	3 WT	0 WR	0 WU	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	
4:00 PM	0	0	0	0	20	262	12	0	19	92	0	0	0	167	4	0	576
4:15 PM	0	0	0	0	27	244	16	0	16	73	0	0	0	164	9	0	549
4:30 PM	0	0	0	0	21	278	14	0	20	82	0	0	0	175	6	0	596
4:45 PM	0	0	0	0	20	261	15	0	24	91	0	0	0	154	4	0	569
5:00 PM	0	0	0	0	37	296	17	0	22	94	0	0	0	164	2	0	632
5:15 PM	0	0	0	0	24	315	27	0	30	86	0	0	0	163	5	0	650
5:30 PM	0	0	0	0	33	290	26	0	12	74	0	0	0	174	9	0	618
5:45 PM	0	0	0	0	21	265	9	0	18	75	0	0	0	139	12	0	539
6:00 PM	0	0	0	0	18	274	17	0	16	73	0	0	0	136	11	0	545
6:15 PM	0	0	0	0	17	281	22	0	9	64	0	0	0	143	2	0	538
6:30 PM	0	0	0	0	11	220	19	0	20	63	0	0	0	101	4	0	438
6:45 PM	0	0	0	0	11	239	19	0	21	74	0	0	0	96	8	0	468
TOTAL VOLUMES : APPROACH %'s :	EL 0	ET 0	ER 0	EU 0	WL 260 7.03%	WT 3225 87.21%	WR 213 5.76%	WU 0 0.00%	NL 227 19.43%	NT 941 80.57%	NR 0 0.00%	NU 0 0.00%	SL 0 0.00%	ST 1776 95.90%	SR 76 4.10%	SU 0 0.00%	TOTAL 6718
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	04:45 PM - 05:45 PM				114 0.770	1162 0.922	85 0.787	0 0.000	88 0.733	345 0.918	0 0.000	0 0.000	0 0.000	655 0.941	20 0.556	0 0.000	TOTAL 2469 0.950

National Data & Surveying Services Intersection Turning Movement Count

Location: Westbury Rd/Butler Pl & Stewart Ave WB
City: Garden City
Control: 1-Way Stop(SB)

Project ID: 23-370007-104
Date: 5/24/2023

Data - Total

EW/NS Streets:	Stewart Ave WB				Stewart Ave WB				Westbury Rd/Butler Pl				Westbury Rd/Butler Pl				
AM	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
	0 EL	0 ET	0 ER	0 EU	0 WL	3 WT	0 WR	0 WU	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	
7:00 AM	0	0	0	0	0	163	1	0	1	4	0	0	0	0	4	0	173
7:15 AM	0	0	0	0	1	247	2	0	3	3	0	0	0	5	11	0	272
7:30 AM	0	0	0	0	0	242	2	0	2	4	0	0	0	2	9	0	261
7:45 AM	0	0	0	0	2	287	3	0	1	9	0	0	0	2	8	0	312
8:00 AM	0	0	0	0	1	293	1	0	0	4	0	0	0	9	7	0	315
8:15 AM	0	0	0	0	2	293	3	0	0	8	0	0	0	3	13	0	322
8:30 AM	0	0	0	0	0	275	7	0	0	5	0	0	0	3	10	0	300
8:45 AM	0	0	0	0	1	322	8	0	0	3	0	0	0	3	13	0	350
TOTAL VOLUMES :	EL	ET	ER	EU	WL	WT	WR	WU	NL	NT	NR	NU	SL	ST	SR	SU	TOTAL
APPROACH %'s :	0	0	0	0	7	2122	27	0	7	40	0	0	0	27	75	0	2305
PEAK HR :	08:00 AM - 09:00 AM				0.32%	98.42%	1.25%	0.00%	14.89%	85.11%	0.00%	0.00%	0.00%	26.47%	73.53%	0.00%	TOTAL
PEAK HR VOL :	0	0	0	0	4	1183	19	0	0	20	0	0	0	18	43	0	1287
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.918	0.594	0.000	0.000	0.625	0.000	0.000	0.000	0.500	0.827	0.000	0.919
						0.911				0.625				0.953			
NOON	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	0 NL	0 NT	0 NR	0 NU	0 SL	3 ST	0 SR	0 SU	
2:00 PM	0	0	0	0	2	251	3	0	2	8	0	0	0	2	8	0	276
2:15 PM	0	0	0	0	1	263	2	0	1	16	0	0	0	3	8	0	294
2:30 PM	0	0	0	0	1	254	1	0	0	3	0	0	0	2	9	0	270
2:45 PM	0	0	0	0	2	242	1	0	0	9	0	0	0	1	17	0	272
3:00 PM	0	0	0	0	1	239	3	0	0	4	0	0	0	5	7	0	259
3:15 PM	0	0	0	0	2	248	1	0	3	9	0	0	0	9	11	0	283
3:30 PM	0	0	0	0	1	274	0	0	1	7	0	0	0	7	8	0	298
3:45 PM	0	0	0	0	1	244	1	0	0	11	0	0	0	6	12	0	275
TOTAL VOLUMES :	EL	ET	ER	EU	WL	WT	WR	WU	NL	NT	NR	NU	SL	ST	SR	SU	TOTAL
APPROACH %'s :	0	0	0	0	11	2015	12	0	7	67	0	0	0	35	80	0	2227
PEAK HR :	03:00 PM - 04:00 PM				0.54%	98.87%	0.59%	0.00%	9.46%	90.54%	0.00%	0.00%	0.00%	30.43%	69.57%	0.00%	TOTAL
PEAK HR VOL :	0	0	0	0	5	1005	5	0	4	31	0	0	0	27	38	0	1115
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.625	0.917	0.417	0.000	0.333	0.705	0.000	0.000	0.000	0.750	0.792	0.000	0.935
						0.923				0.729				0.813			
PM	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
	0 EL	0 ET	0 ER	0 EU	0 WL	3 WT	0 WR	0 WU	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	
4:00 PM	0	0	0	0	1	275	2	0	2	1	0	0	0	6	16	0	303
4:15 PM	0	0	0	0	3	279	3	0	1	8	0	0	0	5	14	0	313
4:30 PM	0	0	0	0	1	318	2	0	0	11	0	0	0	13	9	0	354
4:45 PM	0	0	0	0	1	255	1	0	0	6	0	0	0	29	20	0	312
5:00 PM	0	0	0	0	2	319	3	0	1	14	0	0	0	24	36	0	399
5:15 PM	0	0	0	0	1	324	3	0	2	8	0	0	0	21	34	0	393
5:30 PM	0	0	0	0	1	315	2	0	1	16	0	0	0	14	33	0	382
5:45 PM	0	0	0	0	1	273	1	0	1	9	0	0	0	4	22	0	311
6:00 PM	0	0	0	0	0	302	4	0	0	9	0	0	0	6	16	0	337
6:15 PM	0	0	0	0	1	303	0	0	0	8	0	0	0	3	7	0	322
6:30 PM	0	0	0	0	0	237	2	0	1	11	0	0	0	6	12	0	269
6:45 PM	0	0	0	0	0	273	0	0	2	6	0	0	0	1	0	0	282
TOTAL VOLUMES :	EL	ET	ER	EU	WL	WT	WR	WU	NL	NT	NR	NU	SL	ST	SR	SU	TOTAL
APPROACH %'s :	0	0	0	0	12	3473	23	0	11	107	0	0	0	132	219	0	3977
PEAK HR :	04:45 PM - 05:45 PM				0.34%	99.00%	0.66%	0.00%	9.32%	90.68%	0.00%	0.00%	0.00%	37.61%	62.39%	0.00%	TOTAL
PEAK HR VOL :	0	0	0	0	5	1213	9	0	4	44	0	0	0	88	123	0	1486
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.625	0.936	0.750	0.000	0.500	0.688	0.000	0.000	0.000	0.759	0.854	0.000	0.931
						0.935				0.706				0.879			

National Data & Surveying ServicesIntersection Turning Movement Count

Location: Wetherill Rd/Emmet Pl & Stewart Ave WB
City: Garden City
Control: 1-Way Stop(SB)

Project ID: 23-370007-105
Date: 5/24/2023

Data - Total

EW/NS Streets:	Stewart Ave WB				Stewart Ave WB				Wetherill Rd/Emmet Pl				Wetherill Rd/Emmet Pl				
AM	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
	0 EL	0 ET	0 ER	0 EU	0 WL	3 WT	0 WR	0 WU	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	
7:00 AM	0	0	0	0	0	157	3	0	3	1	0	0	0	4	1	0	169
7:15 AM	0	0	0	0	2	239	1	0	8	3	0	0	0	3	0	0	256
7:30 AM	0	0	0	0	1	247	3	0	4	8	0	0	0	9	1	0	273
7:45 AM	0	0	0	0	1	307	6	0	5	2	0	0	0	4	1	0	326
8:00 AM	0	0	0	0	1	265	6	0	12	3	0	0	0	6	7	0	300
8:15 AM	0	0	0	0	2	300	3	0	5	6	0	0	0	17	2	0	335
8:30 AM	0	0	0	0	5	288	11	0	2	3	0	0	0	8	1	0	318
8:45 AM	0	0	0	0	1	315	20	0	4	16	0	0	0	13	2	0	371
TOTAL VOLUMES :	EL	ET	ER	EU	WL	WT	WR	WU	NL	NT	NR	NU	SL	ST	SR	SU	TOTAL
APPROACH %'s :	0	0	0	0	13	2118	53	0	43	42	0	0	0	64	15	0	2348
PEAK HR :	08:00 AM - 09:00 AM				0.60%	96.98%	2.43%	0.00%	50.59%	49.41%	0.00%	0.00%	0.00%	81.01%	18.99%	0.00%	
PEAK HR VOL :	0	0	0	0	9	1168	40	0	23	28	0	0	0	44	12	0	1324
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.450	0.927	0.500	0.000	0.479	0.438	0.000	0.000	0.000	0.647	0.429	0.000	0.892
						0.906				0.638				0.737			
NOON	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	0 NL	0 NT	0 NR	0 NU	0 SL	3 ST	0 SR	0 SU	
2:00 PM	0	0	0	0	1	240	7	0	4	2	0	0	0	11	1	0	266
2:15 PM	0	0	0	0	2	272	10	0	2	2	0	0	0	4	0	0	292
2:30 PM	0	0	0	0	1	239	5	0	5	3	0	0	0	7	2	0	262
2:45 PM	0	0	0	0	1	235	5	0	3	2	0	0	0	7	5	0	258
3:00 PM	0	0	0	0	1	254	9	0	2	8	0	0	0	8	3	0	285
3:15 PM	0	0	0	0	0	242	3	0	4	1	0	0	0	14	3	0	267
3:30 PM	0	0	0	0	1	263	3	0	4	3	0	0	0	11	3	0	288
3:45 PM	0	0	0	0	1	232	3	0	6	3	0	0	0	9	2	0	256
TOTAL VOLUMES :	EL	ET	ER	EU	WL	WT	WR	WU	NL	NT	NR	NU	SL	ST	SR	SU	TOTAL
APPROACH %'s :	0	0	0	0	8	1977	45	0	30	24	0	0	0	71	19	0	2174
PEAK HR :	02:45 PM - 03:45 PM				0.39%	97.39%	2.22%	0.00%	55.56%	44.44%	0.00%	0.00%	0.00%	78.89%	21.11%	0.00%	
PEAK HR VOL :	0	0	0	0	3	994	20	0	13	14	0	0	0	40	14	0	1098
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.945	0.556	0.000	0.813	0.438	0.000	0.000	0.000	0.714	0.700	0.000	0.953
						0.952				0.675				0.794			
PM	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
	0 EL	3 ET	0 ER	0 EU	0 WL	3 WT	0 WR	0 WU	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	
4:00 PM	0	0	0	0	0	277	6	0	4	3	0	0	0	9	2	0	301
4:15 PM	0	0	0	0	1	277	7	0	2	6	0	0	0	19	2	0	314
4:30 PM	0	0	0	0	1	320	6	0	5	9	0	0	0	14	3	0	358
4:45 PM	0	0	0	0	0	264	7	0	4	3	0	0	0	40	1	0	319
5:00 PM	0	0	0	0	2	292	10	0	0	3	0	0	0	48	8	0	363
5:15 PM	0	0	0	0	1	310	7	0	4	7	0	0	0	42	10	0	381
5:30 PM	0	0	0	0	2	313	5	0	6	6	0	0	0	13	1	0	346
5:45 PM	0	0	0	0	3	293	4	0	4	5	0	0	0	15	3	0	327
6:00 PM	0	0	0	0	4	307	10	0	3	6	0	0	0	13	5	0	348
6:15 PM	0	0	0	0	1	275	6	0	2	7	0	0	0	11	2	0	304
6:30 PM	0	0	0	0	1	240	7	0	5	1	0	0	0	11	3	0	268
6:45 PM	0	0	0	0	2	262	7	0	1	6	0	0	0	5	2	0	285
TOTAL VOLUMES :	EL	ET	ER	EU	WL	WT	WR	WU	NL	NT	NR	NU	SL	ST	SR	SU	TOTAL
APPROACH %'s :	0	0	0	0	18	3430	82	0	40	62	0	0	0	240	42	0	3914
PEAK HR :	04:30 PM - 05:30 PM				0.51%	97.17%	2.32%	0.00%	39.22%	60.78%	0.00%	0.00%	0.00%	85.11%	14.89%	0.00%	
PEAK HR VOL :	0	0	0	0	4	1186	30	0	13	22	0	0	0	144	22	0	1421
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.927	0.750	0.000	0.650	0.611	0.000	0.000	0.000	0.750	0.550	0.000	0.932
						0.933				0.625				0.741			

National Data & Surveying Services Intersection Turning Movement Count

Location: Arthur St & Stewart Ave WB
City: Garden City
Control: 1-Way Yield(SB)

Project ID: 23-370007-107
Date: 5/24/2023

Data - Total

EW/NS Streets:	Stewart Ave WB				Stewart Ave WB				Arthur St				Arthur St				
AM	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
	0 EL	0 ET	0 ER	0 EU	0 WL	3 WT	0 WR	0 WU	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	
7:00 AM	0	0	0	0	0	201	3	0	1	2	0	0	0	0	1	0	208
7:15 AM	0	0	0	0	1	274	2	0	0	2	0	0	0	1	2	0	282
7:30 AM	0	0	0	0	0	243	5	0	1	3	0	0	0	0	4	0	256
7:45 AM	0	0	0	0	1	269	4	0	3	2	0	0	0	0	1	0	280
8:00 AM	0	0	0	0	0	274	3	0	1	0	0	0	0	2	0	0	280
8:15 AM	0	0	0	0	1	252	0	0	4	0	0	0	0	0	0	0	257
8:30 AM	0	0	0	0	0	266	1	0	3	0	0	0	0	2	4	0	276
8:45 AM	0	0	0	0	0	260	1	0	2	5	0	0	0	0	5	0	273
TOTAL VOLUMES :	EL	ET	ER	EU	WL	WT	WR	WU	NL	NT	NR	NU	SL	ST	SR	SU	TOTAL
APPROACH %'s :	0	0	0	0	3	2039	19	0	15	14	0	0	0	5	17	0	2112
PEAK HR :	07:15 AM - 08:15 AM				0.15%	98.93%	0.92%	0.00%	51.72%	48.28%	0.00%	0.00%	0.00%	22.73%	77.27%	0.00%	TOTAL
PEAK HR VOL :	0	0	0	0	2	1060	14	0	5	7	0	0	0	3	7	0	1098
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.967	0.700	0.000	0.417	0.583	0.000	0.000	0.000	0.375	0.438	0.000	0.973
						0.971				0.600				0.625			
NOON	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	0 NL	0 NT	0 NR	0 NU	0 SL	3 ST	0 SR	0 SU	
2:00 PM	0	0	0	0	0	235	5	0	2	8	0	0	0	0	0	0	250
2:15 PM	0	0	0	0	0	269	0	0	2	2	0	0	0	0	0	0	273
2:30 PM	0	0	0	0	0	226	7	0	1	1	0	0	0	0	2	0	237
2:45 PM	0	0	0	0	1	246	5	0	2	5	0	0	0	1	4	0	264
3:00 PM	0	0	0	0	0	252	0	0	0	2	0	0	0	0	2	0	256
3:15 PM	0	0	0	0	1	232	1	0	1	3	0	0	0	0	1	0	239
3:30 PM	0	0	0	0	0	256	4	0	2	4	0	0	0	1	3	0	270
3:45 PM	0	0	0	0	0	279	0	0	0	4	0	0	0	0	2	0	285
TOTAL VOLUMES :	EL	ET	ER	EU	WL	WT	WR	WU	NL	NT	NR	NU	SL	ST	SR	SU	TOTAL
APPROACH %'s :	0	0	0	0	2	1995	22	0	10	29	0	0	0	2	14	0	2074
PEAK HR :	03:00 PM - 04:00 PM				0.10%	98.81%	1.09%	0.00%	25.64%	74.36%	0.00%	0.00%	0.00%	12.50%	87.50%	0.00%	TOTAL
PEAK HR VOL :	0	0	0	0	1	1019	5	0	3	13	0	0	0	1	8	0	1050
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.913	0.313	0.000	0.375	0.813	0.000	0.000	0.000	0.250	0.667	0.000	0.921
						0.918				0.667				0.563			
PM	EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
	0 EL	0 ET	0 ER	0 EU	0 WL	3 WT	0 WR	0 WU	0 NL	0 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	
4:00 PM	0	0	0	0	1	283	2	0	2	1	0	0	0	1	2	0	292
4:15 PM	0	0	0	0	2	262	1	0	0	2	0	0	0	1	2	0	270
4:30 PM	0	0	0	0	0	313	2	0	0	3	0	0	0	0	1	0	319
4:45 PM	0	0	0	0	0	298	4	0	0	3	0	0	0	2	4	0	311
5:00 PM	0	0	0	0	0	322	2	0	5	1	0	0	0	0	2	0	332
5:15 PM	0	0	0	0	0	332	3	0	2	6	0	0	0	0	5	0	348
5:30 PM	0	0	0	0	0	337	1	0	1	5	0	0	0	0	4	0	348
5:45 PM	0	0	0	0	0	291	1	0	3	6	0	0	0	1	3	0	305
6:00 PM	0	0	0	0	0	311	1	0	3	2	0	0	0	1	3	0	321
6:15 PM	0	0	0	0	0	281	2	0	1	6	0	0	0	0	3	0	293
6:30 PM	0	0	0	0	0	254	0	0	1	1	0	0	0	0	3	0	259
6:45 PM	0	0	0	0	0	273	1	0	1	4	0	0	0	1	1	0	281
TOTAL VOLUMES :	EL	ET	ER	EU	WL	WT	WR	WU	NL	NT	NR	NU	SL	ST	SR	SU	TOTAL
APPROACH %'s :	0	0	0	0	3	3557	20	0	19	40	0	0	0	7	33	0	3679
PEAK HR :	04:45 PM - 05:45 PM				0.08%	99.36%	0.56%	0.00%	32.20%	67.80%	0.00%	0.00%	0.00%	17.50%	82.50%	0.00%	TOTAL
PEAK HR VOL :	0	0	0	0	0	1289	10	0	8	15	0	0	0	2	15	0	1339
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.956	0.625	0.000	0.400	0.625	0.000	0.000	0.000	0.250	0.750	0.000	0.962
						0.961				0.719				0.708			

CLASSIFICATION

Stewart Ave W/O Washington Ave

Day: Saturday

Date: 5/20/2023

City: Garden City

Project #: NY23_370008_001e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	71	3	0	0	0	0	0	0	0	0	0	0	74
1:00	0	48	0	0	0	0	0	0	0	0	0	0	0	48
2:00	1	18	1	0	0	0	0	0	0	0	0	0	0	20
3:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
4:00	0	15	0	0	0	1	0	0	0	0	0	0	0	16
5:00	0	49	1	0	0	0	0	0	0	0	0	0	0	50
6:00	0	108	5	0	0	0	0	0	0	0	0	0	0	113
7:00	0	252	17	0	1	0	0	0	0	0	0	0	0	270
8:00	0	483	22	0	1	0	0	0	0	0	0	0	0	506
9:00	0	653	29	0	0	0	0	0	0	0	0	0	0	682
10:00	1	863	33	1	0	0	0	0	0	0	0	0	0	898
11:00	0	998	37	0	1	0	0	0	0	0	0	0	0	1036
12:00 PM	1	1031	39	0	1	0	0	0	0	0	0	0	0	1072
13:00	0	1017	40	0	0	0	0	0	0	0	0	0	0	1057
14:00	0	1040	40	0	0	0	0	0	0	0	0	0	0	1080
15:00	0	960	34	0	1	0	0	0	0	0	0	0	0	995
16:00	0	839	32	2	0	0	0	0	0	0	0	0	0	873
17:00	0	689	24	0	0	2	0	0	0	0	0	0	0	715
18:00	0	620	23	0	0	0	0	0	0	0	0	0	0	643
19:00	0	503	25	0	0	0	0	0	0	0	0	0	0	528
20:00	0	378	15	0	0	0	0	0	0	0	0	0	0	393
21:00	0	284	9	0	0	0	0	0	0	0	0	0	0	293
22:00	0	167	6	0	0	0	0	0	0	0	0	0	0	173
23:00	0	120	4	0	0	0	0	0	0	0	0	0	0	124
Totals	3	11218	439	3	5	3								11671
% of Totals	0%	96%	4%	0%	0%	0%								100%

AM Volumes	2	3570	148	1	3	1	0	0	0	0	0	0	0	3725
% AM	0%	31%	1%	0%	0%	0%								32%
AM Peak Hour	2:00	11:00	11:00	10:00	7:00	4:00								11:00
Volume	1	998	37	1	1	1								1036
PM Volumes	1	7648	291	2	2	2	0	0	0	0	0	0	0	7946
% PM	0%	66%	2%	0%	0%	0%								68%
PM Peak Hour	12:00	14:00	13:00	16:00	12:00	17:00								14:00
Volume	1	1040	40	2	1	2								1080
Directional Peak Periods		AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes						
All Classes		Volume	%	Volume	%	Volume	%	Volume	%					
		776	↔ 7%	2129	↔ 18%	1588	↔ 14%	7178	↔ 62%					

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave W/O Washington Ave

Day: Saturday

Date: 5/20/2023

City: Garden City

Project #: NY23_370008_001w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	66	5	0	0	0	0	0	0	0	0	0	0	71
1:00	0	56	5	0	0	0	0	0	0	0	0	0	0	61
2:00	0	32	1	0	0	0	0	0	0	0	0	0	0	33
3:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18
4:00	0	24	2	0	0	0	0	0	0	0	0	0	0	26
5:00	0	42	5	0	1	0	0	0	0	0	0	0	0	48
6:00	1	92	9	0	0	0	0	0	0	0	0	0	0	102
7:00	0	209	19	1	2	1	0	0	0	0	0	0	0	232
8:00	0	333	23	1	5	0	1	0	0	0	0	0	0	363
9:00	0	561	47	1	5	1	0	0	0	0	0	0	0	615
10:00	0	691	48	1	3	0	0	0	0	0	0	0	0	743
11:00	0	818	44	0	1	0	0	0	0	0	0	0	0	863
12:00 PM	0	1128	69	1	1	0	0	0	0	0	0	0	0	1199
13:00	0	979	61	1	1	0	0	0	0	0	0	0	0	1042
14:00	0	919	49	0	1	0	0	0	0	0	0	0	0	969
15:00	0	1029	57	0	1	0	0	0	0	0	0	0	0	1087
16:00	0	1050	64	1	2	0	0	0	0	0	0	0	0	1117
17:00	0	1180	66	0	0	0	0	0	0	0	0	0	0	1246
18:00	0	898	54	0	0	0	0	0	0	0	0	0	0	952
19:00	1	608	37	0	0	0	0	0	0	0	0	0	0	646
20:00	0	440	25	0	0	0	0	0	0	0	0	0	0	465
21:00	0	368	17	0	0	0	0	0	0	0	0	0	0	385
22:00	0	198	17	0	0	0	0	0	0	0	0	0	0	215
23:00	0	136	9	0	0	0	0	0	0	0	0	0	0	145
Totals	2	11874	734	7	23	2	1							12643
% of Totals	0%	94%	6%	0%	0%	0%	0%							100%

AM Volumes	1	2941	209	4	17	2	1	0	0	0	0	0	0	3175
% AM	0%	23%	2%	0%	0%	0%	0%							25%
AM Peak Hour	6:00	11:00	10:00	7:00	8:00	7:00	8:00							11:00
Volume	1	818	48	1	5	1	1							863
PM Volumes	1	8933	525	3	6	0	0	0	0	0	0	0	0	9468
% PM	0%	71%	4%	0%	0%									75%
PM Peak Hour	19:00	17:00	12:00	12:00	16:00									17:00
Volume	1	1180	69	1	2									1246
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			595	↔	5%	2241	↔	18%	2363	↔	19%	7444	↔	59%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave W/O Washington Ave

Day: Saturday

Date: 5/20/2023

City: Garden City

Project #: NY23_370008_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	137	8	0	0	0	0	0	0	0	0	0	0	145
1:00	0	104	5	0	0	0	0	0	0	0	0	0	0	109
2:00	1	50	2	0	0	0	0	0	0	0	0	0	0	53
3:00	0	29	1	0	0	0	0	0	0	0	0	0	0	30
4:00	0	39	2	0	0	1	0	0	0	0	0	0	0	42
5:00	0	91	6	0	1	0	0	0	0	0	0	0	0	98
6:00	1	200	14	0	0	0	0	0	0	0	0	0	0	215
7:00	0	461	36	1	3	1	0	0	0	0	0	0	0	502
8:00	0	816	45	1	6	0	1	0	0	0	0	0	0	869
9:00	0	1214	76	1	5	1	0	0	0	0	0	0	0	1297
10:00	1	1554	81	2	3	0	0	0	0	0	0	0	0	1641
11:00	0	1816	81	0	2	0	0	0	0	0	0	0	0	1899
12:00 PM	1	2159	108	1	2	0	0	0	0	0	0	0	0	2271
13:00	0	1996	101	1	1	0	0	0	0	0	0	0	0	2099
14:00	0	1959	89	0	1	0	0	0	0	0	0	0	0	2049
15:00	0	1989	91	0	2	0	0	0	0	0	0	0	0	2082
16:00	0	1889	96	3	2	0	0	0	0	0	0	0	0	1990
17:00	0	1869	90	0	0	2	0	0	0	0	0	0	0	1961
18:00	0	1518	77	0	0	0	0	0	0	0	0	0	0	1595
19:00	1	1111	62	0	0	0	0	0	0	0	0	0	0	1174
20:00	0	818	40	0	0	0	0	0	0	0	0	0	0	858
21:00	0	652	26	0	0	0	0	0	0	0	0	0	0	678
22:00	0	365	23	0	0	0	0	0	0	0	0	0	0	388
23:00	0	256	13	0	0	0	0	0	0	0	0	0	0	269
Totals	5	23092	1173	10	28	5	1							24314
% of Totals	0%	95%	5%	0%	0%	0%	0%							100%

AM Volumes	3	6511	357	5	20	3	1	0	0	0	0	0	0	6900
% AM	0%	27%	1%	0%	0%	0%	0%							28%
AM Peak Hour	2:00	11:00	10:00	10:00	8:00	4:00	8:00							11:00
Volume	1	1816	81	2	6	1	1							1899
PM Volumes	2	16581	816	5	8	2	0	0	0	0	0	0	0	17414
% PM	0%	68%	3%	0%	0%	0%								72%
PM Peak Hour	12:00	12:00	12:00	16:00	12:00	17:00								12:00
Volume	1	2159	108	3	2	2								2271
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			1371	↔	6%	4370	↔	18%	3951	↔	16%	14622	↔	60%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

VOLUME

Stewart Ave W/O Washington Ave

Day: Saturday
Date: 5/20/2023

City: Garden City
Project #: NY23_370008_001

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						11,671	12,643	24,314	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	22	24	46		12:00	0	0	258	301	559			
0:15	0	0	16	24	40		12:15	0	0	257	326	583			
0:30	0	0	21	13	34		12:30	0	0	292	303	595			
0:45	0	0	15	74	10	71	12:45	0	0	265	1072	269	1199	534	2271
1:00	0	0	16	16	32		13:00	0	0	284	213	497			
1:15	0	0	13	15	28		13:15	0	0	240	254	494			
1:30	0	0	11	14	25		13:30	0	0	282	312	594			
1:45	0	0	8	48	16	61	13:45	0	0	251	1057	263	1042	514	2099
2:00	0	0	2	9	11		14:00	0	0	266	232	498			
2:15	0	0	5	4	9		14:15	0	0	272	256	528			
2:30	0	0	9	14	23		14:30	0	0	262	255	517			
2:45	0	0	4	20	6	33	14:45	0	0	280	1080	226	969	506	2049
3:00	0	0	2	3	5		15:00	0	0	267	226	493			
3:15	0	0	4	6	10		15:15	0	0	253	303	556			
3:30	0	0	4	3	7		15:30	0	0	243	254	497			
3:45	0	0	2	12	6	18	15:45	0	0	232	995	304	1087	536	2082
4:00	0	0	4	3	7		16:00	0	0	221	257	478			
4:15	0	0	2	7	9		16:15	0	0	213	258	471			
4:30	0	0	4	6	10		16:30	0	0	224	319	543			
4:45	0	0	6	16	10	26	16:45	0	0	215	873	283	1117	498	1990
5:00	0	0	7	11	18		17:00	0	0	193	356	549			
5:15	0	0	10	9	19		17:15	0	0	161	341	502			
5:30	0	0	12	14	26		17:30	0	0	163	272	435			
5:45	0	0	21	50	14	48	17:45	0	0	198	715	277	1246	475	1961
6:00	0	0	16	20	36		18:00	0	0	175	246	421			
6:15	0	0	19	15	34		18:15	0	0	146	237	383			
6:30	0	0	29	28	57		18:30	0	0	180	246	426			
6:45	0	0	49	113	39	102	18:45	0	0	142	643	223	952	365	1595
7:00	0	0	55	42	97		19:00	0	0	156	176	332			
7:15	0	0	49	46	95		19:15	0	0	118	163	281			
7:30	0	0	72	60	132		19:30	0	0	121	170	291			
7:45	0	0	94	270	84	232	19:45	0	0	133	528	137	646	270	1174
8:00	0	0	91	69	160		20:00	0	0	110	137	247			
8:15	0	0	104	93	197		20:15	0	0	115	125	240			
8:30	0	0	152	86	238		20:30	0	0	95	103	198			
8:45	0	0	159	506	115	363	20:45	0	0	73	393	100	465	173	858
9:00	0	0	151	118	269		21:00	0	0	80	115	195			
9:15	0	0	164	144	308		21:15	0	0	77	96	173			
9:30	0	0	187	174	361		21:30	0	0	72	105	177			
9:45	0	0	180	682	179	615	21:45	0	0	64	293	69	385	133	678
10:00	0	0	216	178	394		22:00	0	0	55	68	123			
10:15	0	0	198	173	371		22:15	0	0	44	55	99			
10:30	0	0	259	210	469		22:30	0	0	39	51	90			
10:45	0	0	225	898	182	743	22:45	0	0	35	173	41	215	76	388
11:00	0	0	255	170	425		23:00	0	0	39	36	75			
11:15	0	0	263	242	505		23:15	0	0	36	41	77			
11:30	0	0	222	197	419		23:30	0	0	27	29	56			
11:45	0	0	296	1036	254	863	23:45	0	0	22	124	39	145	61	269
TOTALS			3725	3175	6900		TOTALS			7946	9468	17414			
SPLIT %			54.0%	46.0%	28.4%		SPLIT %			45.6%	54.4%	71.6%			

DAILY TOTALS			NB	SB	EB			WB			Total
			0	0							11,671
AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			12:15	16:30	12:00
AM Pk Volume			1103	1184	2287	PM Pk Volume			1098	1299	2271
Pk Hr Factor			0.932	0.908	0.961	Pk Hr Factor			0.940	0.912	0.954
7 - 9 Volume	0	0	776	595	1371	4 - 6 Volume	0	0	1588	2363	3951
7 - 9 Peak Hour			8:00	8:00	8:00	4 - 6 Peak Hour			16:00	16:30	16:30
7 - 9 Pk Volume	0	0	506	363	869	4 - 6 Pk Volume	0	0	873	1299	2092
Pk Hr Factor	0.000	0.000	0.796	0.789	0.793	Pk Hr Factor	0.000	0.000	0.974	0.912	0.953

CLASSIFICATION

Stewart Ave W/O Washington Ave

Day: Sunday

Date: 5/21/2023

City: Garden City

Project #: NY23_370008_001e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	82	1	0	0	0	0	0	0	0	0	0	0	83
1:00	0	25	1	0	0	0	0	0	0	0	0	0	0	26
2:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
3:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
4:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
5:00	0	34	0	0	0	0	0	0	0	0	0	0	0	34
6:00	0	94	1	0	0	0	0	0	0	0	0	0	0	95
7:00	0	182	5	0	0	0	0	0	0	0	0	0	0	187
8:00	0	384	10	0	0	0	0	0	0	0	0	0	0	394
9:00	0	543	12	0	0	0	0	0	0	0	0	0	0	555
10:00	1	844	19	0	0	0	0	0	0	0	0	0	0	864
11:00	3	1021	24	0	0	0	0	0	0	0	0	0	0	1048
12:00 PM	5	1080	27	0	0	0	0	0	0	0	0	0	0	1112
13:00	5	1112	27	0	0	0	2	0	0	0	0	0	0	1146
14:00	4	1207	28	0	1	0	0	0	0	0	0	0	0	1240
15:00	4	1068	28	0	2	0	0	0	0	0	0	0	0	1102
16:00	2	795	24	0	0	0	0	0	0	0	0	0	0	821
17:00	1	646	16	0	0	0	0	0	0	0	0	0	0	663
18:00	0	472	12	0	0	0	0	0	0	0	0	0	0	484
19:00	0	421	9	0	0	0	0	0	0	0	0	0	0	430
20:00	0	256	6	0	0	0	0	0	0	0	0	0	0	262
21:00	0	225	4	0	0	0	0	0	0	0	0	0	0	229
22:00	0	115	3	0	0	0	0	0	0	0	0	0	0	118
23:00	0	40	0	0	0	0	0	0	0	0	0	0	0	40
Totals	25	10672	257		3		2							10959
% of Totals	0%	97%	2%		0%		0%							100%

AM Volumes	4	3235	73	0	0	0	0	0	0	0	0	0	0	3312
% AM	0%	30%	1%											30%
AM Peak Hour	11:00	11:00	11:00											11:00
Volume	3	1021	24											1048
PM Volumes	21	7437	184	0	3	0	2	0	0	0	0	0	0	7647
% PM	0%	68%	2%		0%		0%							70%
PM Peak Hour	12:00	14:00	14:00		15:00		13:00							14:00
Volume	5	1207	28		2		2							1240
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			581	↔	5%	2258	↔	21%	1484	↔	14%	6636	↔	61%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave W/O Washington Ave

Day: Sunday

Date: 5/21/2023

City: Garden City

Project #: NY23_370008_001w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	78	4	0	0	0	0	0	0	0	0	0	0	82
1:00	0	41	1	0	1	0	0	0	0	0	0	0	0	43
2:00	0	22	0	0	0	0	0	0	0	0	0	0	0	22
3:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19
5:00	0	33	1	0	0	0	0	0	0	0	0	0	0	34
6:00	0	59	5	0	0	0	0	0	0	0	0	0	0	64
7:00	0	140	6	0	0	0	0	0	0	0	0	0	0	146
8:00	0	251	18	0	0	0	0	0	0	0	0	0	0	269
9:00	0	457	27	1	0	0	0	0	0	0	0	0	0	485
10:00	1	551	28	0	1	0	0	0	0	0	0	0	0	581
11:00	0	747	38	0	0	0	0	0	0	0	0	0	0	785
12:00 PM	1	871	46	0	2	0	0	0	0	0	0	0	0	920
13:00	2	947	57	0	0	0	0	0	0	0	0	0	0	1006
14:00	1	947	49	0	0	0	0	0	0	0	0	0	0	997
15:00	2	963	52	0	0	0	0	0	0	0	0	0	0	1017
16:00	2	961	42	0	0	0	0	0	0	0	0	0	0	1005
17:00	2	972	49	0	2	0	0	0	0	0	0	0	0	1025
18:00	2	886	49	0	1	0	0	0	0	0	0	0	0	938
19:00	2	843	38	0	0	0	0	0	0	0	0	0	0	883
20:00	0	357	20	0	0	0	0	0	0	0	0	0	0	377
21:00	0	207	10	0	1	0	0	0	0	0	0	0	0	218
22:00	0	124	7	0	0	0	0	0	0	0	0	0	0	131
23:00	1	55	6	0	0	0	0	0	0	0	0	0	0	62
Totals	16	10535	554	1	8									11114
% of Totals	0%	95%	5%	0%	0%									100%

AM Volumes	1	2402	129	1	2	0	0	0	0	0	0	0	0	2535
% AM	0%	22%	1%	0%	0%									23%
AM Peak Hour	10:00	11:00	11:00	9:00	1:00									11:00
Volume	1	747	38	1	1									785
PM Volumes	15	8133	425	0	6	0	0	0	0	0	0	0	0	8579
% PM	0%	73%	4%		0%									77%
PM Peak Hour	13:00	17:00	13:00		12:00									17:00
Volume	2	972	57		2									1025
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume	%	Volume	%	Volume	%	Volume	%	Volume	%		
			415	↔	4%	1926	↔	17%	2030	↔	18%	6743	↔	61%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave W/O Washington Ave

Day: Sunday

Date: 5/21/2023

City: Garden City

Project #: NY23_370008_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	160	5	0	0	0	0	0	0	0	0	0	0	165
1:00	0	66	2	0	1	0	0	0	0	0	0	0	0	69
2:00	0	32	0	0	0	0	0	0	0	0	0	0	0	32
3:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
4:00	0	27	1	0	0	0	0	0	0	0	0	0	0	28
5:00	0	67	1	0	0	0	0	0	0	0	0	0	0	68
6:00	0	153	6	0	0	0	0	0	0	0	0	0	0	159
7:00	0	322	11	0	0	0	0	0	0	0	0	0	0	333
8:00	0	635	28	0	0	0	0	0	0	0	0	0	0	663
9:00	0	1000	39	1	0	0	0	0	0	0	0	0	0	1040
10:00	2	1395	47	0	1	0	0	0	0	0	0	0	0	1445
11:00	3	1768	62	0	0	0	0	0	0	0	0	0	0	1833
12:00 PM	6	1951	73	0	2	0	0	0	0	0	0	0	0	2032
13:00	7	2059	84	0	0	0	2	0	0	0	0	0	0	2152
14:00	5	2154	77	0	1	0	0	0	0	0	0	0	0	2237
15:00	6	2031	80	0	2	0	0	0	0	0	0	0	0	2119
16:00	4	1756	66	0	0	0	0	0	0	0	0	0	0	1826
17:00	3	1618	65	0	2	0	0	0	0	0	0	0	0	1688
18:00	2	1358	61	0	1	0	0	0	0	0	0	0	0	1422
19:00	2	1264	47	0	0	0	0	0	0	0	0	0	0	1313
20:00	0	613	26	0	0	0	0	0	0	0	0	0	0	639
21:00	0	432	14	0	1	0	0	0	0	0	0	0	0	447
22:00	0	239	10	0	0	0	0	0	0	0	0	0	0	249
23:00	1	95	6	0	0	0	0	0	0	0	0	0	0	102
Totals	41	21207	811	1	11		2							22073
% of Totals	0%	96%	4%	0%	0%		0%							100%

AM Volumes	5	5637	202	1	2	0	0	0	0	0	0	0	5847	
% AM	0%	26%	1%	0%	0%								26%	
AM Peak Hour	11:00	11:00	11:00	9:00	1:00								11:00	
Volume	3	1768	62	1	1								1833	
PM Volumes	36	15570	609	0	9	0	2	0	0	0	0	0	16226	
% PM	0%	71%	3%		0%		0%						74%	
PM Peak Hour	13:00	14:00	13:00		12:00		13:00						14:00	
Volume	7	2154	84		2		2						2237	
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			996	↔	5%	4184	↔	19%	3514	↔	16%	13379	↔	61%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

VOLUME

Stewart Ave W/O Washington Ave

Day: Sunday
Date: 5/21/2023

City: Garden City
Project #: NY23_370008_001

DAILY TOTALS						NB	SB	EB						WB	Total	
						0	0							10,959		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL					
0:00	0	0	30	22	52	12:00	0	0	272	209	481					
0:15	0	0	20	28	48	12:15	0	0	286	217	503					
0:30	0	0	23	17	40	12:30	0	0	270	227	497					
0:45	0	0	10	83	15	82	12:45	0	0	284	1112	267	920	551	2032	
1:00	0	0	8	12	20	13:00	0	0	318	218	536					
1:15	0	0	5	9	14	13:15	0	0	283	284	567					
1:30	0	0	12	11	23	13:30	0	0	284	273	557					
1:45	0	0	1	26	11	43	13:45	0	0	261	1146	231	1006	492	2152	
2:00	0	0	2	3	5	14:00	0	0	264	262	526					
2:15	0	0	3	8	11	14:15	0	0	298	236	534					
2:30	0	0	4	5	9	14:30	0	0	337	250	587					
2:45	0	0	1	10	6	22	14:45	0	0	341	1240	249	997	590	2237	
3:00	0	0	4	1	5	15:00	0	0	307	249	556					
3:15	0	0	1	2	3	15:15	0	0	281	263	544					
3:30	0	0	2	1	3	15:30	0	0	261	263	524					
3:45	0	0	0	7	1	5	15:45	0	0	253	1102	242	1017	495	2119	
4:00	0	0	2	2	4	16:00	0	0	224	253	477					
4:15	0	0	1	7	8	16:15	0	0	183	250	433					
4:30	0	0	4	5	9	16:30	0	0	207	216	423					
4:45	0	0	2	9	5	19	16:45	0	0	207	821	286	1005	493	1826	
5:00	0	0	4	4	8	17:00	0	0	194	270	464					
5:15	0	0	5	8	13	17:15	0	0	179	241	420					
5:30	0	0	15	7	22	17:30	0	0	136	260	396					
5:45	0	0	10	34	15	34	17:45	0	0	154	663	254	1025	408	1688	
6:00	0	0	17	6	23	18:00	0	0	114	245	359					
6:15	0	0	17	12	29	18:15	0	0	134	207	341					
6:30	0	0	20	19	39	18:30	0	0	132	243	375					
6:45	0	0	41	95	27	64	18:45	0	0	104	484	243	938	347	1422	
7:00	0	0	25	31	56	19:00	0	0	116	249	365					
7:15	0	0	28	37	65	19:15	0	0	112	240	352					
7:30	0	0	53	32	85	19:30	0	0	111	247	358					
7:45	0	0	81	187	46	146	19:45	0	0	91	430	147	883	238	1313	
8:00	0	0	90	41	131	20:00	0	0	70	118	188					
8:15	0	0	83	67	150	20:15	0	0	80	113	193					
8:30	0	0	107	77	184	20:30	0	0	58	74	132					
8:45	0	0	114	394	84	269	20:45	0	0	54	262	72	377	126	639	
9:00	0	0	117	88	205	21:00	0	0	58	55	113					
9:15	0	0	125	131	256	21:15	0	0	72	68	140					
9:30	0	0	131	117	248	21:30	0	0	54	47	101					
9:45	0	0	182	555	149	485	21:45	0	0	45	229	48	218	93	447	
10:00	0	0	208	144	352	22:00	0	0	37	39	76					
10:15	0	0	192	127	319	22:15	0	0	28	31	59					
10:30	0	0	218	153	371	22:30	0	0	31	31	62					
10:45	0	0	246	864	157	581	22:45	0	0	22	118	30	131	52	249	
11:00	0	0	226	168	394	23:00	0	0	16	18	34					
11:15	0	0	244	178	422	23:15	0	0	5	19	24					
11:30	0	0	269	210	479	23:30	0	0	13	15	28					
11:45	0	0	309	1048	229	785	23:45	0	0	6	40	10	62	16	102	
TOTALS	3312					2535	5847	TOTALS	7647					8579	16226	
SPLIT %	56.6%					43.4%	26.5%	SPLIT %	47.1%					52.9%	73.5%	

DAILY TOTALS			NB	SB	EB			WB			Total
			0	0							10,959
AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			14:15	16:45	14:30
AM Pk Volume			1137	882	2019	PM Pk Volume			1283	1057	2277
Pk Hr Factor			0.920	0.963	0.938	Pk Hr Factor			0.941	0.924	0.965
7 - 9 Volume	0	0	581	415	996	4 - 6 Volume	0	0	1484	2030	3514
7 - 9 Peak Hour			8:00	8:00	8:00	4 - 6 Peak Hour			16:00	16:45	16:00
7 - 9 Pk Volume	0	0	394	269	663	4 - 6 Pk Volume	0	0	821	1057	1826
Pk Hr Factor	0.000	0.000	0.864	0.801	0.837	Pk Hr Factor	0.000	0.000	0.916	0.924	0.926

CLASSIFICATION

Stewart Ave W/O Washington Ave

Day: Monday

Date: 5/22/2023

City: Garden City

Project #: NY23_370008_001e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
1:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
2:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
4:00	0	31	0	0	0	1	0	0	0	0	0	0	0	32
5:00	0	79	3	0	0	0	0	0	0	0	0	0	0	82
6:00	0	279	12	0	0	0	0	0	0	0	0	0	0	291
7:00	2	650	31	1	1	0	0	0	0	0	0	0	0	685
8:00	2	918	35	0	1	0	0	0	0	0	0	0	0	956
9:00	4	938	41	1	0	1	0	0	0	0	0	0	0	985
10:00	3	964	36	1	1	0	0	0	0	0	0	0	0	1005
11:00	5	1059	53	2	1	0	0	0	0	0	0	0	0	1120
12:00 PM	4	1069	44	0	3	0	0	0	0	0	0	0	0	1120
13:00	6	1008	44	0	1	0	0	0	0	0	0	0	0	1059
14:00	4	1122	44	0	1	0	0	0	0	0	0	0	0	1171
15:00	4	1365	53	1	0	0	0	0	0	0	0	0	0	1423
16:00	5	1467	58	1	0	0	0	0	0	0	0	0	0	1531
17:00	4	1511	58	0	1	0	0	0	0	0	0	0	0	1574
18:00	3	1075	43	0	2	0	0	0	0	0	0	0	0	1123
19:00	1	590	28	0	0	0	0	0	0	0	0	0	0	619
20:00	1	392	17	0	0	0	0	0	0	0	0	0	0	410
21:00	0	207	7	0	1	0	0	0	0	0	0	0	0	215
22:00	0	86	3	0	0	1	0	0	0	0	0	0	0	90
23:00	0	50	2	0	0	0	0	0	0	0	0	0	0	52
Totals	48	14904	612	7	13	3								15587
% of Totals	0%	96%	4%	0%	0%	0%								100%

AM Volumes	16	4962	211	5	4	2	0	0	0	0	0	0	0	5200
% AM	0%	32%	1%	0%	0%	0%								33%
AM Peak Hour	11:00	11:00	11:00	11:00	7:00	4:00								11:00
Volume	5	1059	53	2	1	1								1120
PM Volumes	32	9942	401	2	9	1	0	0	0	0	0	0	0	10387
% PM	0%	64%	3%	0%	0%	0%								67%
PM Peak Hour	13:00	17:00	16:00	15:00	12:00	22:00								17:00
Volume	6	1511	58	1	3	1								1574
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume	%		Volume	%		Volume	%		Volume	%	
			1641	↔	11%	2179	↔	14%	3105	↔	20%	8662	↔	56%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave W/O Washington Ave

Day: Monday

Date: 5/22/2023

City: Garden City

Project #: NY23_370008_001w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	33	3	0	0	0	0	0	0	0	0	0	0	36
1:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
2:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
4:00	1	23	1	0	0	0	0	0	0	0	0	0	0	25
5:00	0	77	10	0	0	0	0	0	0	0	0	0	0	87
6:00	0	293	24	0	1	0	0	0	0	0	0	0	0	318
7:00	1	778	66	4	2	1	0	0	0	0	0	0	0	852
8:00	1	786	64	5	2	1	0	0	0	0	0	0	0	859
9:00	0	722	53	0	3	0	0	0	0	0	0	0	0	778
10:00	0	687	56	0	0	2	0	0	0	0	0	0	0	745
11:00	1	819	67	0	1	0	1	0	0	0	0	0	0	889
12:00 PM	0	855	70	0	1	0	0	0	0	0	0	0	0	926
13:00	0	879	59	2	0	0	0	0	0	0	0	0	0	940
14:00	0	871	60	2	3	0	1	0	0	0	0	0	0	937
15:00	1	1036	73	5	1	0	0	0	0	0	0	0	0	1116
16:00	0	1025	65	0	1	0	0	0	0	0	0	0	0	1091
17:00	1	1077	76	1	0	0	0	0	0	0	0	0	0	1155
18:00	0	863	54	0	0	0	0	0	0	0	0	0	0	917
19:00	0	646	46	0	0	0	0	0	0	0	0	0	0	692
20:00	0	545	52	1	2	0	0	0	0	0	0	0	0	600
21:00	0	326	23	0	1	0	0	0	0	0	0	0	0	350
22:00	0	119	13	1	2	1	0	0	0	0	0	0	0	136
23:00	0	84	4	0	0	0	0	0	0	0	0	0	0	88
Totals	6	12575	939	21	20	5	2							13568
% of Totals	0%	93%	7%	0%	0%	0%	0%							100%

AM Volumes	4	4249	344	9	9	4	1	0	0	0	0	0	0	4620
% AM	0%	31%	3%	0%	0%	0%	0%							34%
AM Peak Hour	4:00	11:00	11:00	8:00	9:00	10:00	11:00							11:00
Volume	1	819	67	5	3	2	1							889
PM Volumes	2	8326	595	12	11	1	1	0	0	0	0	0	0	8948
% PM	0%	61%	4%	0%	0%	0%	0%							66%
PM Peak Hour	15:00	17:00	17:00	15:00	14:00	22:00	14:00							17:00
Volume	1	1077	76	5	3	1	1							1155
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			1711	↔	13%	1866	↔	14%	2246	↔	17%	7745	↔	57%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave W/O Washington Ave

Day: Monday

Date: 5/22/2023

City: Garden City

Project #: NY23_370008_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	52	3	0	0	0	0	0	0	0	0	0	0	55
1:00	0	20	0	0	0	0	0	0	0	0	0	0	0	20
2:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
3:00	0	25	0	0	0	0	0	0	0	0	0	0	0	25
4:00	1	54	1	0	0	1	0	0	0	0	0	0	0	57
5:00	0	156	13	0	0	0	0	0	0	0	0	0	0	169
6:00	0	572	36	0	1	0	0	0	0	0	0	0	0	609
7:00	3	1428	97	5	3	1	0	0	0	0	0	0	0	1537
8:00	3	1704	99	5	3	1	0	0	0	0	0	0	0	1815
9:00	4	1660	94	1	3	1	0	0	0	0	0	0	0	1763
10:00	3	1651	92	1	1	2	0	0	0	0	0	0	0	1750
11:00	6	1878	120	2	2	0	1	0	0	0	0	0	0	2009
12:00 PM	4	1924	114	0	4	0	0	0	0	0	0	0	0	2046
13:00	6	1887	103	2	1	0	0	0	0	0	0	0	0	1999
14:00	4	1993	104	2	4	0	1	0	0	0	0	0	0	2108
15:00	5	2401	126	6	1	0	0	0	0	0	0	0	0	2539
16:00	5	2492	123	1	1	0	0	0	0	0	0	0	0	2622
17:00	5	2588	134	1	1	0	0	0	0	0	0	0	0	2729
18:00	3	1938	97	0	2	0	0	0	0	0	0	0	0	2040
19:00	1	1236	74	0	0	0	0	0	0	0	0	0	0	1311
20:00	1	937	69	1	2	0	0	0	0	0	0	0	0	1010
21:00	0	533	30	0	2	0	0	0	0	0	0	0	0	565
22:00	0	205	16	1	2	2	0	0	0	0	0	0	0	226
23:00	0	134	6	0	0	0	0	0	0	0	0	0	0	140
Totals	54	27479	1551	28	33	8	2							29155
% of Totals	0%	94%	5%	0%	0%	0%	0%							100%

AM Volumes	20	9211	555	14	13	6	1	0	0	0	0	0	0	9820
% AM	0%	32%	2%	0%	0%	0%	0%							34%
AM Peak Hour	11:00	11:00	11:00	7:00	7:00	10:00	11:00							11:00
Volume	6	1878	120	5	3	2	1							2009
PM Volumes	34	18268	996	14	20	2	1	0	0	0	0	0	0	19335
% PM	0%	63%	3%	0%	0%	0%	0%							66%
PM Peak Hour	13:00	17:00	17:00	15:00	12:00	22:00	14:00							17:00
Volume	6	2588	134	6	4	2	1							2729
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			3352	↔	11%	4045	↔	14%	5351	↔	18%	16407	↔	56%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

VOLUME

Stewart Ave W/O Washington Ave

Day: Monday
Date: 5/22/2023

City: Garden City
Project #: NY23_370008_001

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						15,587	13,568	29,155	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	6	13	19		12:00	0	0	286	214	500			
0:15	0	0	9	3	12		12:15	0	0	293	252	545			
0:30	0	0	3	14	17		12:30	0	0	269	223	492			
0:45	0	0	1	19	6	36	12:45	0	0	272	1120	237	926	509	2046
1:00	0	0	3	4	7		13:00	0	0	268	239	507			
1:15	0	0	1	3	4		13:15	0	0	270	211	481			
1:30	0	0	1	1	2		13:30	0	0	282	251	533			
1:45	0	0	4	9	3	11	13:45	0	0	239	1059	239	940	478	1999
2:00	0	0	1	0	1		14:00	0	0	277	212	489			
2:15	0	0	0	1	1		14:15	0	0	274	229	503			
2:30	0	0	0	3	3		14:30	0	0	311	245	556			
2:45	0	0	4	5	2	6	14:45	0	0	309	1171	251	937	560	2108
3:00	0	0	2	5	7		15:00	0	0	353	277	630			
3:15	0	0	4	2	6		15:15	0	0	316	274	590			
3:30	0	0	4	2	6		15:30	0	0	375	265	640			
3:45	0	0	1	11	5	14	15:45	0	0	379	1423	300	1116	679	2539
4:00	0	0	7	5	12		16:00	0	0	344	259	603			
4:15	0	0	4	3	7		16:15	0	0	391	273	664			
4:30	0	0	8	6	14		16:30	0	0	377	286	663			
4:45	0	0	13	32	11	25	16:45	0	0	419	1531	273	1091	692	2622
5:00	0	0	11	10	21		17:00	0	0	412	298	710			
5:15	0	0	8	13	21		17:15	0	0	413	285	698			
5:30	0	0	20	27	47		17:30	0	0	372	280	652			
5:45	0	0	43	82	37	87	17:45	0	0	377	1574	292	1155	669	2729
6:00	0	0	32	43	75		18:00	0	0	325	239	564			
6:15	0	0	53	78	131		18:15	0	0	309	244	553			
6:30	0	0	91	78	169		18:30	0	0	253	223	476			
6:45	0	0	115	291	119	318	18:45	0	0	236	1123	211	917	447	2040
7:00	0	0	130	157	287		19:00	0	0	189	199	388			
7:15	0	0	140	237	377		19:15	0	0	174	176	350			
7:30	0	0	179	240	419		19:30	0	0	132	160	292			
7:45	0	0	236	685	218	852	19:45	0	0	124	619	157	692	281	1311
8:00	0	0	222	190	412		20:00	0	0	113	152	265			
8:15	0	0	220	230	450		20:15	0	0	115	172	287			
8:30	0	0	243	223	466		20:30	0	0	100	134	234			
8:45	0	0	271	956	216	859	20:45	0	0	82	410	142	600	224	1010
9:00	0	0	281	207	488		21:00	0	0	78	114	192			
9:15	0	0	237	185	422		21:15	0	0	52	101	153			
9:30	0	0	226	207	433		21:30	0	0	43	70	113			
9:45	0	0	241	985	179	778	21:45	0	0	42	215	65	350	107	565
10:00	0	0	235	180	415		22:00	0	0	31	35	66			
10:15	0	0	280	182	462		22:15	0	0	20	43	63			
10:30	0	0	249	195	444		22:30	0	0	29	35	64			
10:45	0	0	241	1005	188	745	22:45	0	0	10	90	23	136	33	226
11:00	0	0	267	243	510		23:00	0	0	22	28	50			
11:15	0	0	268	181	449		23:15	0	0	12	18	30			
11:30	0	0	317	238	555		23:30	0	0	14	24	38			
11:45	0	0	268	1120	227	889	23:45	0	0	4	52	18	88	22	140
TOTALS			5200		4620		TOTALS			10387		8948		19335	
SPLIT %			53.0%		47.0%		SPLIT %			53.7%		46.3%		66.3%	

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						15,587	13,568	29,155	
AM Peak Hour			11:30	11:30	11:30		PM Peak Hour			16:30	17:00	16:30			
AM Pk Volume			1164	931	2095		PM Pk Volume			1621	1155	2763			
Pk Hr Factor			0.918	0.924	0.944		Pk Hr Factor			0.967	0.969	0.973			
7 - 9 Volume	0	0	1641	1711	3352		4 - 6 Volume	0	0	3105	2246	5351			
7 - 9 Peak Hour			8:00	7:15	8:00		4 - 6 Peak Hour			16:30	17:00	16:30			
7 - 9 Pk Volume	0	0	956	885	1815		4 - 6 Pk Volume	0	0	1621	1155	2763			
Pk Hr Factor	0.000	0.000	0.882	0.922	0.932		Pk Hr Factor	0.000	0.000	0.967	0.969	0.973			

CLASSIFICATION

Stewart Ave W/O Washington Ave

Day: Tuesday
Date: 5/23/2023

City: Garden City
Project #: NY23_370008_001e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	20	1	0	0	0	0	0	0	0	0	0	0	21
1:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
2:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
4:00	0	25	4	0	0	0	0	0	0	0	0	0	0	29
5:00	0	82	9	3	0	0	0	0	0	0	0	0	0	94
6:00	0	272	26	0	1	0	0	0	0	0	0	0	0	299
7:00	2	613	56	1	4	1	0	0	0	0	0	0	0	677
8:00	0	928	80	2	1	1	0	0	0	0	0	0	0	1012
9:00	0	853	85	1	1	0	0	0	0	0	0	0	0	940
10:00	0	907	92	1	7	0	0	0	0	0	0	0	0	1007
11:00	1	976	91	2	3	0	0	0	0	0	0	0	0	1073
12:00 PM	0	946	89	0	5	1	0	0	0	0	0	0	0	1041
13:00	0	910	83	0	5	1	0	0	0	0	0	0	0	999
14:00	1	1012	93	2	2	1	0	0	0	0	0	0	0	1111
15:00	2	1160	99	0	2	0	0	0	0	0	0	0	0	1263
16:00	6	1353	111	0	1	2	0	0	0	0	0	0	0	1473
17:00	3	1360	119	0	3	0	0	0	0	0	0	0	0	1485
18:00	1	1004	86	1	3	0	0	0	0	0	0	0	0	1095
19:00	0	606	51	0	1	0	0	0	0	0	0	0	0	658
20:00	0	455	40	0	1	0	0	0	0	0	0	0	0	496
21:00	0	248	21	0	0	0	0	0	0	0	0	0	0	269
22:00	0	88	7	0	0	0	0	0	0	0	0	0	0	95
23:00	0	52	3	0	0	0	0	0	0	0	0	0	0	55
Totals	16	13897	1247	13	40	7								15220
% of Totals	0%	91%	8%	0%	0%	0%								100%

AM Volumes	3	4703	445	10	17	2	0	0	0	0	0	0	0	5180
% AM	0%	31%	3%	0%	0%	0%								34%
AM Peak Hour	7:00	11:00	10:00	5:00	10:00	7:00								11:00
Volume	2	976	92	3	7	1								1073
PM Volumes	13	9194	802	3	23	5	0	0	0	0	0	0	0	10040
% PM	0%	60%	5%	0%	0%	0%								66%
PM Peak Hour	16:00	17:00	17:00	14:00	12:00	16:00								17:00
Volume	6	1360	119	2	5	2								1485
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume	%		Volume	%		Volume	%		Volume	%	
			1689	↔	11%	2040	↔	13%	2958	↔	19%	8533	↔	56%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave W/O Washington Ave

Day: Tuesday

Date: 5/23/2023

City: Garden City

Project #: NY23_370008_001w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	28	4	0	0	0	0	0	0	0	0	0	0	32
1:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
2:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
3:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
4:00	1	28	3	0	0	0	0	0	0	0	0	0	0	32
5:00	0	78	11	0	0	0	0	0	0	0	0	0	0	89
6:00	1	330	44	0	3	1	0	0	0	0	0	0	0	379
7:00	1	800	98	5	8	0	0	0	0	0	0	0	0	912
8:00	0	825	101	7	2	0	0	0	0	0	0	0	0	935
9:00	0	726	98	1	9	1	0	0	0	0	0	0	0	835
10:00	0	687	96	4	2	1	0	0	0	0	0	0	0	790
11:00	0	713	85	1	4	0	0	0	0	0	0	0	0	803
12:00 PM	0	803	101	2	5	0	0	0	0	0	0	0	0	911
13:00	0	848	94	1	2	0	0	0	0	0	0	0	0	945
14:00	3	862	97	0	6	0	0	0	0	0	0	0	0	968
15:00	1	935	94	3	4	0	0	0	0	0	0	0	0	1037
16:00	2	1053	132	0	1	0	0	0	0	0	0	0	0	1188
17:00	4	1119	121	2	2	0	0	0	0	0	0	0	0	1248
18:00	2	991	95	0	1	0	0	0	0	0	0	0	0	1089
19:00	0	715	77	1	0	0	0	0	0	0	0	0	0	793
20:00	1	542	59	0	1	0	0	0	0	0	0	0	0	603
21:00	0	332	33	0	0	0	0	0	0	0	0	0	0	365
22:00	0	142	15	0	0	0	0	0	0	0	0	0	0	157
23:00	0	79	8	0	0	0	0	0	0	0	0	0	0	87
Totals	16	12673	1468	27	50	3								14237
% of Totals	0%	89%	10%	0%	0%	0%								100%

AM Volumes	3	4252	542	18	28	3	0	0	0	0	0	0	0	4846
% AM	0%	30%	4%	0%	0%	0%								34%
AM Peak Hour	4:00	8:00	8:00	8:00	9:00	6:00								8:00
Volume	1	825	101	7	9	1								935
PM Volumes	13	8421	926	9	22	0	0	0	0	0	0	0	0	9391
% PM	0%	59%	7%	0%	0%									66%
PM Peak Hour	17:00	17:00	16:00	15:00	14:00									17:00
Volume	4	1119	132	3	6									1248
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			1847	↔	13%	1856	↔	13%	2436	↔	17%	8098	↔	57%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave W/O Washington Ave

Day: Tuesday
Date: 5/23/2023

City: Garden City
Project #: NY23_370008_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	48	5	0	0	0	0	0	0	0	0	0	0	53
1:00	0	19	1	0	0	0	0	0	0	0	0	0	0	20
2:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
3:00	0	29	1	0	0	0	0	0	0	0	0	0	0	30
4:00	1	53	7	0	0	0	0	0	0	0	0	0	0	61
5:00	0	160	20	3	0	0	0	0	0	0	0	0	0	183
6:00	1	602	70	0	4	1	0	0	0	0	0	0	0	678
7:00	3	1413	154	6	12	1	0	0	0	0	0	0	0	1589
8:00	0	1753	181	9	3	1	0	0	0	0	0	0	0	1947
9:00	0	1579	183	2	10	1	0	0	0	0	0	0	0	1775
10:00	0	1594	188	5	9	1	0	0	0	0	0	0	0	1797
11:00	1	1689	176	3	7	0	0	0	0	0	0	0	0	1876
12:00 PM	0	1749	190	2	10	1	0	0	0	0	0	0	0	1952
13:00	0	1758	177	1	7	1	0	0	0	0	0	0	0	1944
14:00	4	1874	190	2	8	1	0	0	0	0	0	0	0	2079
15:00	3	2095	193	3	6	0	0	0	0	0	0	0	0	2300
16:00	8	2406	243	0	2	2	0	0	0	0	0	0	0	2661
17:00	7	2479	240	2	5	0	0	0	0	0	0	0	0	2733
18:00	3	1995	181	1	4	0	0	0	0	0	0	0	0	2184
19:00	0	1321	128	1	1	0	0	0	0	0	0	0	0	1451
20:00	1	997	99	0	2	0	0	0	0	0	0	0	0	1099
21:00	0	580	54	0	0	0	0	0	0	0	0	0	0	634
22:00	0	230	22	0	0	0	0	0	0	0	0	0	0	252
23:00	0	131	11	0	0	0	0	0	0	0	0	0	0	142
Totals	32	26570	2715	40	90	10								29457
% of Totals	0%	90%	9%	0%	0%	0%								100%

AM Volumes	6	8955	987	28	45	5	0	0	0	0	0	0	0	10026
% AM	0%	30%	3%	0%	0%	0%								34%
AM Peak Hour	7:00	8:00	10:00	8:00	7:00	6:00								8:00
Volume	3	1753	188	9	12	1								1947
PM Volumes	26	17615	1728	12	45	5	0	0	0	0	0	0	0	19431
% PM	0%	60%	6%	0%	0%	0%								66%
PM Peak Hour	16:00	17:00	16:00	15:00	12:00	16:00								17:00
Volume	8	2479	243	3	10	2								2733
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			3536	↔	12%	3896	↔	13%	5394	↔	18%	16631	↔	56%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

VOLUME

Stewart Ave W/O Washington Ave

Day: Tuesday
Date: 5/23/2023

City: Garden City
Project #: NY23_370008_001

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						15,220	14,237	29,457	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	3	14	17		12:00	0	0	253	218	471			
0:15	0	0	7	9	16		12:15	0	0	256	222	478			
0:30	0	0	6	5	11		12:30	0	0	243	224	467			
0:45	0	0	5	21 4	32	9 53	12:45	0	0	289	1041 247	911	536	1952	
1:00	0	0	0	6	6		13:00	0	0	243	251	494			
1:15	0	0	2	2	4		13:15	0	0	249	225	474			
1:30	0	0	4	3	7		13:30	0	0	254	233	487			
1:45	0	0	2	8 1	12	3 20	13:45	0	0	253	999 236	945	489	1944	
2:00	0	0	2	3	5		14:00	0	0	272	231	503			
2:15	0	0	1	1	2		14:15	0	0	277	232	509			
2:30	0	0	0	5	5		14:30	0	0	288	254	542			
2:45	0	0	2	5 3	12	5 17	14:45	0	0	274	1111 251	968	525	2079	
3:00	0	0	3	4	7		15:00	0	0	273	241	514			
3:15	0	0	5	2	7		15:15	0	0	292	251	543			
3:30	0	0	2	5	7		15:30	0	0	349	265	614			
3:45	0	0	5	15 4	15	9 30	15:45	0	0	349	1263 280	1037	629	2300	
4:00	0	0	4	4	8		16:00	0	0	374	277	651			
4:15	0	0	6	9	15		16:15	0	0	391	274	665			
4:30	0	0	11	8	19		16:30	0	0	344	321	665			
4:45	0	0	8	29 11	32	19 61	16:45	0	0	364	1473 316	1188	680	2661	
5:00	0	0	16	8	24		17:00	0	0	386	331	717			
5:15	0	0	13	14	27		17:15	0	0	327	324	651			
5:30	0	0	27	27	54		17:30	0	0	398	322	720			
5:45	0	0	38	94 40	89	78 183	17:45	0	0	374	1485 271	1248	645	2733	
6:00	0	0	43	48	91		18:00	0	0	298	284	582			
6:15	0	0	58	83	141		18:15	0	0	294	301	595			
6:30	0	0	65	103	168		18:30	0	0	285	272	557			
6:45	0	0	133	299 145	379	278 678	18:45	0	0	218	1095 232	1089	450	2184	
7:00	0	0	126	175	301		19:00	0	0	188	232	420			
7:15	0	0	147	220	367		19:15	0	0	177	194	371			
7:30	0	0	175	238	413		19:30	0	0	148	175	323			
7:45	0	0	229	677 279	912	508 1589	19:45	0	0	145	658 192	793	337	1451	
8:00	0	0	253	228	481		20:00	0	0	131	179	310			
8:15	0	0	205	246	451		20:15	0	0	153	176	329			
8:30	0	0	273	203	476		20:30	0	0	108	131	239			
8:45	0	0	281	1012 258	935	539 1947	20:45	0	0	104	496 117	603	221	1099	
9:00	0	0	247	210	457		21:00	0	0	88	117	205			
9:15	0	0	231	216	447		21:15	0	0	60	97	157			
9:30	0	0	221	202	423		21:30	0	0	65	79	144			
9:45	0	0	241	940 207	835	448 1775	21:45	0	0	56	269 72	365	128	634	
10:00	0	0	206	178	384		22:00	0	0	31	45	76			
10:15	0	0	231	179	410		22:15	0	0	24	35	59			
10:30	0	0	280	194	474		22:30	0	0	17	37	54			
10:45	0	0	290	1007 239	790	529 1797	22:45	0	0	23	95 40	157	63	252	
11:00	0	0	232	174	406		23:00	0	0	21	32	53			
11:15	0	0	291	189	480		23:15	0	0	16	18	34			
11:30	0	0	291	220	511		23:30	0	0	9	22	31			
11:45	0	0	259	1073 220	803	479 1876	23:45	0	0	9	55 15	87	24	142	
TOTALS	5180 4846				10026		TOTALS	10040 9391				19431			
SPLIT %	51.7% 48.3%				34.0%		SPLIT %	51.7% 48.3%				66.0%			

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						15,220	14,237	29,457	
AM Peak Hour	10:45 7:30 8:00						PM Peak Hour	16:15 16:45 16:45							
AM Pk Volume	1104 991 1947						PM Pk Volume	1485 1293 2768							
Pk Hr Factor	0.948 0.888 0.903						Pk Hr Factor	0.949 0.977 0.961							
7 - 9 Volume	0	0	1689	1847	3536		4 - 6 Volume	0	0	2958	2436	5394			
7 - 9 Peak Hour	8:00 7:30 8:00						4 - 6 Peak Hour	16:15 16:45 16:45							
7 - 9 Pk Volume	0	0	1012	991	1947		4 - 6 Pk Volume	0	0	1485	1293	2768			
Pk Hr Factor	0.000	0.000	0.900	0.888	0.903		Pk Hr Factor	0.000	0.000	0.949	0.977	0.961			

CLASSIFICATION

Stewart Ave W/O Washington Ave

Day: Wednesday

Date: 5/24/2023

City: Garden City

Project #: NY23_370008_001e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	15	2	0	0	0	0	0	0	0	0	0	0	17
1:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
2:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
3:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
4:00	0	27	2	0	0	0	0	0	0	0	0	0	0	29
5:00	0	88	8	4	0	0	0	0	0	0	0	0	0	100
6:00	0	260	26	0	1	0	0	0	0	0	0	0	0	287
7:00	0	623	63	1	2	0	0	0	0	0	0	0	0	689
8:00	0	936	91	0	1	1	0	0	0	0	0	0	0	1029
9:00	0	912	91	1	0	0	0	0	0	0	0	0	0	1004
10:00	1	781	80	1	1	1	0	0	0	0	0	0	0	865
11:00	0	859	96	2	0	0	0	0	0	0	0	0	0	957
12:00 PM	0	952	97	1	1	0	0	0	0	0	0	0	0	1051
13:00	0	1007	104	0	3	0	0	0	0	0	0	0	0	1114
14:00	1	1052	98	0	1	0	0	0	0	0	0	0	0	1152
15:00	0	1241	123	0	1	0	0	0	0	0	0	0	0	1365
16:00	3	1300	111	2	4	0	0	0	0	0	0	0	0	1420
17:00	3	1359	126	0	2	1	0	0	0	0	0	0	0	1491
18:00	1	1103	97	1	1	0	0	0	0	0	0	0	0	1203
19:00	1	636	61	0	2	0	0	0	0	0	0	0	0	700
20:00	0	433	45	0	0	0	0	0	0	0	0	0	0	478
21:00	0	248	22	0	0	1	0	0	0	0	0	0	0	271
22:00	0	124	11	0	0	0	0	0	0	0	0	0	0	135
23:00	0	52	4	0	0	0	0	0	0	0	0	0	0	56
Totals	10	14035	1359	13	20	4								15441
% of Totals	0%	91%	9%	0%	0%	0%								100%

AM Volumes	1	4528	460	9	5	2	0	0	0	0	0	0	0	5005
% AM	0%	29%	3%	0%	0%	0%								32%
AM Peak Hour	10:00	8:00	11:00	5:00	7:00	8:00								8:00
Volume	1	936	96	4	2	1								1029
PM Volumes	9	9507	899	4	15	2	0	0	0	0	0	0	0	10436
% PM	0%	62%	6%	0%	0%	0%								68%
PM Peak Hour	16:00	17:00	17:00	16:00	16:00	17:00								17:00
Volume	3	1359	126	2	4	1								1491
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume	%		Volume	%		Volume	%		Volume	%	
			1718	↔	11%	2165	↔	14%	2911	↔	19%	8647	↔	56%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave W/O Washington Ave

Day: Wednesday

Date: 5/24/2023

City: Garden City

Project #: NY23_370008_001w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	34	3	0	0	0	0	0	0	0	0	0	0	37
1:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
2:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
3:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
4:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23
5:00	0	68	11	0	1	0	0	0	0	0	0	0	0	80
6:00	2	346	35	0	2	1	0	0	0	0	0	0	0	386
7:00	1	868	100	4	3	0	0	0	0	0	0	0	0	976
8:00	1	929	101	4	3	0	0	0	0	0	0	0	0	1038
9:00	1	782	106	2	7	1	0	0	0	0	0	0	0	899
10:00	0	759	94	2	3	0	0	1	0	0	0	0	0	859
11:00	0	782	93	2	7	0	0	0	0	0	0	0	0	884
12:00 PM	0	867	104	0	5	0	0	0	0	0	0	0	0	976
13:00	1	856	102	0	2	0	0	0	0	0	0	0	0	961
14:00	1	863	104	0	2	1	0	0	0	0	0	0	0	971
15:00	0	895	95	6	3	0	0	0	0	0	0	0	0	999
16:00	1	1008	115	1	2	0	0	1	0	0	0	0	0	1128
17:00	0	1141	124	2	3	0	0	0	0	0	0	0	0	1270
18:00	0	1002	100	0	1	0	0	0	0	0	0	0	0	1103
19:00	0	764	81	0	2	0	0	0	0	0	0	0	0	847
20:00	1	521	64	1	1	0	0	1	0	0	0	0	0	589
21:00	0	318	33	0	0	1	0	0	0	0	0	0	0	352
22:00	1	175	18	0	0	0	0	0	0	0	0	0	0	194
23:00	0	89	8	0	0	0	0	0	0	0	0	0	0	97
Totals	10	13128	1498	24	47	4		3						14714
% of Totals	0%	89%	10%	0%	0%	0%		0%						100%

AM Volumes	5	4629	550	14	26	2	0	1	0	0	0	0	0	5227
% AM	0%	31%	4%	0%	0%	0%		0%						36%
AM Peak Hour	6:00	8:00	9:00	7:00	9:00	6:00		10:00						8:00
Volume	2	929	106	4	7	1		1						1038
PM Volumes	5	8499	948	10	21	2	0	2	0	0	0	0	0	9487
% PM	0%	58%	6%	0%	0%	0%		0%						64%
PM Peak Hour	13:00	17:00	17:00	15:00	12:00	14:00		16:00						17:00
Volume	1	1141	124	6	5	1		1						1270
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			2014	↔	14%	1937	↔	13%	2398	↔	16%	8365	↔	57%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave W/O Washington Ave

Day: Wednesday

Date: 5/24/2023

City: Garden City

Project #: NY23_370008_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	49	5	0	0	0	0	0	0	0	0	0	0	54
1:00	0	26	1	0	0	0	0	0	0	0	0	0	0	27
2:00	0	24	2	0	0	0	0	0	0	0	0	0	0	26
3:00	0	19	1	0	0	0	0	0	0	0	0	0	0	20
4:00	0	46	6	0	0	0	0	0	0	0	0	0	0	52
5:00	0	156	19	4	1	0	0	0	0	0	0	0	0	180
6:00	2	606	61	0	3	1	0	0	0	0	0	0	0	673
7:00	1	1491	163	5	5	0	0	0	0	0	0	0	0	1665
8:00	1	1865	192	4	4	1	0	0	0	0	0	0	0	2067
9:00	1	1694	197	3	7	1	0	0	0	0	0	0	0	1903
10:00	1	1540	174	3	4	1	0	1	0	0	0	0	0	1724
11:00	0	1641	189	4	7	0	0	0	0	0	0	0	0	1841
12:00 PM	0	1819	201	1	6	0	0	0	0	0	0	0	0	2027
13:00	1	1863	206	0	5	0	0	0	0	0	0	0	0	2075
14:00	2	1915	202	0	3	1	0	0	0	0	0	0	0	2123
15:00	0	2136	218	6	4	0	0	0	0	0	0	0	0	2364
16:00	4	2308	226	3	6	0	0	1	0	0	0	0	0	2548
17:00	3	2500	250	2	5	1	0	0	0	0	0	0	0	2761
18:00	1	2105	197	1	2	0	0	0	0	0	0	0	0	2306
19:00	1	1400	142	0	4	0	0	0	0	0	0	0	0	1547
20:00	1	954	109	1	1	0	0	1	0	0	0	0	0	1067
21:00	0	566	55	0	0	2	0	0	0	0	0	0	0	623
22:00	1	299	29	0	0	0	0	0	0	0	0	0	0	329
23:00	0	141	12	0	0	0	0	0	0	0	0	0	0	153
Totals	20	27163	2857	37	67	8		3						30155
% of Totals	0%	90%	9%	0%	0%	0%		0%						100%

AM Volumes	6	9157	1010	23	31	4	0	1	0	0	0	0	0	10232
% AM	0%	30%	3%	0%	0%	0%		0%						34%
AM Peak Hour	6:00	8:00	9:00	7:00	9:00	6:00		10:00						8:00
Volume	2	1865	197	5	7	1		1						2067
PM Volumes	14	18006	1847	14	36	4	0	2	0	0	0	0	0	19923
% PM	0%	60%	6%	0%	0%	0%		0%						66%
PM Peak Hour	16:00	17:00	17:00	15:00	12:00	21:00		16:00						17:00
Volume	4	2500	250	6	6	2		1						2761
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume	%		Volume	%		Volume	%		Volume	%	
			3732	↔	12%	4102	↔	14%	5309	↔	18%	17012	↔	56%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

VOLUME
Stewart Ave W/O Washington Ave

Day: Wednesday
Date: 5/24/2023

City: Garden City
Project #: NY23_370008_001

DAILY TOTALS					NB	SB						EB	WB	Total		
					0	0						15,441	14,714	30,155		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL				
0:00	0	0	4	15	19		12:00	0	0	255	253	508				
0:15	0	0	3	11	14		12:15	0	0	276	259	535				
0:30	0	0	7	8	15		12:30	0	0	260	231	491				
0:45	0	0	3	17	3	37	12:45	0	0	260	1051	233	976	493	2027	
1:00	0	0	2	4	6		13:00	0	0	259	230	489				
1:15	0	0	1	5	6		13:15	0	0	295	238	533				
1:30	0	0	4	3	7		13:30	0	0	270	227	497				
1:45	0	0	4	11	4	16	13:45	0	0	290	1114	266	961	556	2075	
2:00	0	0	1	7	8		14:00	0	0	270	233	503				
2:15	0	0	4	4	8		14:15	0	0	288	269	557				
2:30	0	0	1	5	6		14:30	0	0	299	230	529				
2:45	0	0	1	7	3	19	14:45	0	0	295	1152	239	971	534	2123	
3:00	0	0	2	2	4		15:00	0	0	320	247	567				
3:15	0	0	6	3	9		15:15	0	0	332	232	564				
3:30	0	0	2	3	5		15:30	0	0	349	254	603				
3:45	0	0	0	10	2	10	15:45	0	0	364	1365	266	999	630	2364	
4:00	0	0	2	7	9		16:00	0	0	332	277	609				
4:15	0	0	4	3	7		16:15	0	0	351	254	605				
4:30	0	0	7	7	14		16:30	0	0	393	307	700				
4:45	0	0	16	29	6	23	16:45	0	0	344	1420	290	1128	634	2548	
5:00	0	0	3	10	13		17:00	0	0	402	313	715				
5:15	0	0	22	8	30		17:15	0	0	393	339	732				
5:30	0	0	28	30	58		17:30	0	0	388	322	710				
5:45	0	0	47	100	32	80	17:45	0	0	308	1491	296	1270	604	2761	
6:00	0	0	37	66	103		18:00	0	0	336	301	637				
6:15	0	0	56	61	117		18:15	0	0	322	289	611				
6:30	0	0	78	112	190		18:30	0	0	302	247	549				
6:45	0	0	116	287	147	386	18:45	0	0	243	1203	266	1103	509	2306	
7:00	0	0	107	192	299		19:00	0	0	218	227	445				
7:15	0	0	151	259	410		19:15	0	0	184	196	380				
7:30	0	0	174	252	426		19:30	0	0	162	210	372				
7:45	0	0	257	689	273	976	19:45	0	0	136	700	214	847	350	1547	
8:00	0	0	248	274	522		20:00	0	0	166	185	351				
8:15	0	0	224	244	468		20:15	0	0	112	147	259				
8:30	0	0	286	258	544		20:30	0	0	113	130	243				
8:45	0	0	271	1029	262	1038	20:45	0	0	87	478	127	589	214	1067	
9:00	0	0	295	236	531		21:00	0	0	72	121	193				
9:15	0	0	231	215	446		21:15	0	0	72	83	155				
9:30	0	0	252	221	473		21:30	0	0	82	72	154				
9:45	0	0	226	1004	227	899	21:45	0	0	45	271	76	352	121	623	
10:00	0	0	189	185	374		22:00	0	0	41	70	111				
10:15	0	0	219	224	443		22:15	0	0	29	45	74				
10:30	0	0	216	226	442		22:30	0	0	35	42	77				
10:45	0	0	241	865	224	859	22:45	0	0	30	135	37	194	67	329	
11:00	0	0	227	229	456		23:00	0	0	16	25	41				
11:15	0	0	236	230	466		23:15	0	0	14	25	39				
11:30	0	0	257	201	458		23:30	0	0	16	28	44				
11:45	0	0	237	957	224	884	23:45	0	0	10	56	19	97	29	153	
TOTALS			5005		5227		TOTALS			10436		9487		19923		
SPLIT %			48.9%		51.1%		SPLIT %			52.4%		47.6%		66.1%		

DAILY TOTALS			NB	SB	EB			WB			Total		
			0	0							15,441	14,714	30,155
AM Peak Hour			8:30	7:15	8:15	PM Peak Hour					16:30	17:00	16:45
AM Pk Volume			1083	1058	2076	PM Pk Volume					1532	1270	2791
Pk Hr Factor			0.918	0.965	0.954	Pk Hr Factor					0.953	0.937	0.953
7 - 9 Volume	0	0	1718	2014	3732	4 - 6 Volume			0	0	2911	2398	5309
7 - 9 Peak Hour			8:00	7:15	8:00	4 - 6 Peak Hour					16:30	17:00	16:45
7 - 9 Pk Volume	0	0	1029	1058	2067	4 - 6 Pk Volume			0	0	1532	1270	2791
Pk Hr Factor	0.000	0.000	0.899	0.965	0.950	Pk Hr Factor			0.000	0.000	0.953	0.937	0.953

CLASSIFICATION

Stewart Ave W/O Washington Ave

Day: Thursday

Date: 5/25/2023

City: Garden City

Project #: NY23_370008_001e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	24	2	0	0	0	0	0	0	0	0	0	0	26
1:00	0	17	0	0	0	0	0	0	0	0	0	0	0	17
2:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
3:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
4:00	0	32	4	0	0	0	0	0	0	0	0	0	0	36
5:00	0	64	8	4	0	0	0	0	0	0	0	0	0	76
6:00	0	285	27	0	1	1	0	0	0	0	0	0	0	314
7:00	2	600	54	2	5	0	0	0	0	0	0	0	0	663
8:00	0	925	81	3	1	0	0	0	0	0	0	0	0	1010
9:00	0	872	80	2	3	0	0	0	0	0	0	0	0	957
10:00	1	824	82	0	1	0	0	0	0	0	0	0	0	908
11:00	0	911	82	2	1	0	0	0	0	0	0	0	0	996
12:00 PM	2	995	95	1	2	1	0	0	0	0	0	0	0	1096
13:00	1	980	88	1	0	1	0	0	0	0	0	0	0	1071
14:00	2	1023	110	2	2	0	0	0	0	0	0	0	0	1139
15:00	5	1320	115	1	3	0	0	0	0	0	0	0	0	1444
16:00	6	1362	116	0	4	0	0	0	0	0	0	0	0	1488
17:00	4	1355	119	3	3	0	0	0	0	0	0	0	0	1484
18:00	3	1016	86	1	4	1	0	0	0	0	0	0	0	1111
19:00	0	719	64	0	1	0	0	0	0	0	0	0	0	784
20:00	0	433	38	0	0	1	0	0	0	0	0	0	0	472
21:00	0	272	23	0	0	0	0	0	0	0	0	0	0	295
22:00	1	154	13	0	0	0	0	0	0	0	0	0	0	168
23:00	0	75	6	0	0	0	0	0	0	0	0	0	0	81
Totals	27	14275	1293	22	31	5								15653
% of Totals	0%	91%	8%	0%	0%	0%								100%

AM Volumes	3	4571	420	13	12	1	0	0	0	0	0	0	0	5020
% AM	0%	29%	3%	0%	0%	0%								32%
AM Peak Hour	7:00	8:00	10:00	5:00	7:00	6:00								8:00
Volume	2	925	82	4	5	1								1010
PM Volumes	24	9704	873	9	19	4	0	0	0	0	0	0	0	10633
% PM	0%	62%	6%	0%	0%	0%								68%
PM Peak Hour	16:00	16:00	17:00	17:00	16:00	12:00								16:00
Volume	6	1362	119	3	4	1								1488
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1673	↔	11%	2167	↔	14%	2972	↔	19%	8841	↔	56%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave W/O Washington Ave

Day: Thursday

Date: 5/25/2023

City: Garden City

Project #: NY23_370008_001w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	41	4	0	0	0	0	0	0	0	0	0	0	45
1:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
2:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
3:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
4:00	0	22	6	0	0	0	0	0	0	0	0	0	0	28
5:00	0	71	12	2	0	0	0	0	0	0	0	0	0	85
6:00	1	315	33	0	3	0	0	0	0	0	0	0	0	352
7:00	0	781	96	8	3	0	0	0	0	0	0	0	0	888
8:00	2	841	95	5	0	1	0	0	0	0	0	0	0	944
9:00	2	731	98	3	8	0	0	0	0	0	0	0	0	842
10:00	1	713	85	1	2	1	0	0	0	0	0	0	0	803
11:00	1	792	98	2	2	1	0	0	0	0	0	0	0	896
12:00 PM	0	877	105	1	2	0	0	1	1	0	0	0	0	987
13:00	1	966	114	3	6	0	1	0	0	0	0	0	0	1091
14:00	1	956	104	1	7	0	0	0	0	0	0	0	0	1069
15:00	0	981	99	6	3	0	0	0	0	0	0	0	0	1089
16:00	2	1026	119	0	4	0	1	0	0	0	0	0	0	1152
17:00	4	1210	128	2	3	0	0	0	0	0	0	0	0	1347
18:00	3	1137	111	0	0	0	0	0	0	0	0	0	0	1251
19:00	1	784	74	1	0	0	0	0	0	0	0	0	0	860
20:00	0	560	58	0	3	1	0	0	0	0	0	0	0	622
21:00	1	380	52	2	2	0	0	0	0	0	0	0	0	437
22:00	0	190	22	0	0	0	0	0	0	0	0	0	0	212
23:00	0	105	13	0	1	0	0	0	0	0	0	0	0	119
Totals	20	13513	1531	37	50	4	2	1	1					15159
% of Totals	0%	89%	10%	0%	0%	0%	0%	0%	0%					100%

AM Volumes	7	4341	532	21	19	3	0	0	0	0	0	0	0	4923
% AM	0%	29%	4%	0%	0%	0%								32%
AM Peak Hour	8:00	8:00	9:00	7:00	9:00	8:00								8:00
Volume	2	841	98	8	8	1								944
PM Volumes	13	9172	999	16	31	1	2	1	1	0	0	0	0	10236
% PM	0%	61%	7%	0%	0%	0%	0%	0%	0%					68%
PM Peak Hour	17:00	17:00	17:00	15:00	14:00	20:00	13:00	12:00	12:00					17:00
Volume	4	1210	128	6	7	1	1	1	1					1347
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume	%		Volume	%		Volume	%		Volume	%	
			1832	↔	12%	2078	↔	14%	2499	↔	16%	8750	↔	58%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave W/O Washington Ave

Day: Thursday

Date: 5/25/2023

City: Garden City

Project #: NY23_370008_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	65	6	0	0	0	0	0	0	0	0	0	0	71
1:00	0	27	1	0	0	0	0	0	0	0	0	0	0	28
2:00	0	24	2	0	0	0	0	0	0	0	0	0	0	26
3:00	0	17	2	0	1	0	0	0	0	0	0	0	0	20
4:00	0	54	10	0	0	0	0	0	0	0	0	0	0	64
5:00	0	135	20	6	0	0	0	0	0	0	0	0	0	161
6:00	1	600	60	0	4	1	0	0	0	0	0	0	0	666
7:00	2	1381	150	10	8	0	0	0	0	0	0	0	0	1551
8:00	2	1766	176	8	1	1	0	0	0	0	0	0	0	1954
9:00	2	1603	178	5	11	0	0	0	0	0	0	0	0	1799
10:00	2	1537	167	1	3	1	0	0	0	0	0	0	0	1711
11:00	1	1703	180	4	3	1	0	0	0	0	0	0	0	1892
12:00 PM	2	1872	200	2	4	1	0	1	1	0	0	0	0	2083
13:00	2	1946	202	4	6	1	1	0	0	0	0	0	0	2162
14:00	3	1979	214	3	9	0	0	0	0	0	0	0	0	2208
15:00	5	2301	214	7	6	0	0	0	0	0	0	0	0	2533
16:00	8	2388	235	0	8	0	1	0	0	0	0	0	0	2640
17:00	8	2565	247	5	6	0	0	0	0	0	0	0	0	2831
18:00	6	2153	197	1	4	1	0	0	0	0	0	0	0	2362
19:00	1	1503	138	1	1	0	0	0	0	0	0	0	0	1644
20:00	0	993	96	0	3	2	0	0	0	0	0	0	0	1094
21:00	1	652	75	2	2	0	0	0	0	0	0	0	0	732
22:00	1	344	35	0	0	0	0	0	0	0	0	0	0	380
23:00	0	180	19	0	1	0	0	0	0	0	0	0	0	200
Totals	47	27788	2824	59	81	9	2	1	1					30812
% of Totals	0%	90%	9%	0%	0%	0%	0%	0%	0%					100%

AM Volumes	10	8912	952	34	31	4	0	0	0	0	0	0	0	9943
% AM	0%	29%	3%	0%	0%	0%								32%
AM Peak Hour	7:00	8:00	11:00	7:00	9:00	6:00								8:00
Volume	2	1766	180	10	11	1								1954
PM Volumes	37	18876	1872	25	50	5	2	1	1	0	0	0	0	20869
% PM	0%	61%	6%	0%	0%	0%	0%	0%	0%					68%
PM Peak Hour	16:00	17:00	17:00	15:00	14:00	20:00	13:00	12:00	12:00					17:00
Volume	8	2565	247	7	9	2	1	1	1					2831
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			3505	↔	11%	4245	↔	14%	5471	↔	18%	17591	↔	57%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

VOLUME

Stewart Ave W/O Washington Ave

Day: Thursday
Date: 5/25/2023

City: Garden City
Project #: NY23_370008_001

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						15,653	15,159	30,812	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	10	11	21		12:00	0	0	252	268	520			
0:15	0	0	4	14	18		12:15	0	0	273	249	522			
0:30	0	0	9	9	18		12:30	0	0	284	213	497			
0:45	0	0	3	26	11	45	12:45	0	0	287	1096	257	987	544	2083
1:00	0	0	6	4	10		13:00	0	0	266	291	557			
1:15	0	0	2	2	4		13:15	0	0	314	275	589			
1:30	0	0	2	1	3		13:30	0	0	270	249	519			
1:45	0	0	7	17	4	11	13:45	0	0	221	1071	276	1091	497	2162
2:00	0	0	5	3	8		14:00	0	0	314	258	572			
2:15	0	0	1	7	8		14:15	0	0	295	252	547			
2:30	0	0	2	6	8		14:30	0	0	262	264	526			
2:45	0	0	1	9	1	17	14:45	0	0	268	1139	295	1069	563	2208
3:00	0	0	4	3	7		15:00	0	0	350	276	626			
3:15	0	0	2	0	2		15:15	0	0	373	270	643			
3:30	0	0	1	6	7		15:30	0	0	342	266	608			
3:45	0	0	1	8	3	12	15:45	0	0	379	1444	277	1089	656	2533
4:00	0	0	6	8	14		16:00	0	0	359	278	637			
4:15	0	0	7	7	14		16:15	0	0	364	293	657			
4:30	0	0	10	6	16		16:30	0	0	383	304	687			
4:45	0	0	13	36	7	28	16:45	0	0	382	1488	277	1152	659	2640
5:00	0	0	11	11	22		17:00	0	0	403	318	721			
5:15	0	0	5	9	14		17:15	0	0	338	331	669			
5:30	0	0	25	21	46		17:30	0	0	351	346	697			
5:45	0	0	35	76	44	85	17:45	0	0	392	1484	352	1347	744	2831
6:00	0	0	32	51	83		18:00	0	0	322	341	663			
6:15	0	0	65	72	137		18:15	0	0	269	342	611			
6:30	0	0	91	103	194		18:30	0	0	276	280	556			
6:45	0	0	126	314	126	352	18:45	0	0	244	1111	288	1251	532	2362
7:00	0	0	110	167	277		19:00	0	0	210	262	472			
7:15	0	0	149	220	369		19:15	0	0	204	251	455			
7:30	0	0	166	251	417		19:30	0	0	223	183	406			
7:45	0	0	238	663	250	888	19:45	0	0	147	784	164	860	311	1644
8:00	0	0	225	232	457		20:00	0	0	134	166	300			
8:15	0	0	256	268	524		20:15	0	0	129	156	285			
8:30	0	0	260	223	483		20:30	0	0	116	158	274			
8:45	0	0	269	1010	221	944	20:45	0	0	93	472	142	622	235	1094
9:00	0	0	237	235	472		21:00	0	0	80	125	205			
9:15	0	0	244	200	444		21:15	0	0	67	118	185			
9:30	0	0	241	200	441		21:30	0	0	85	118	203			
9:45	0	0	235	957	207	842	21:45	0	0	63	295	76	437	139	732
10:00	0	0	210	198	408		22:00	0	0	66	69	135			
10:15	0	0	197	220	417		22:15	0	0	49	63	112			
10:30	0	0	253	185	438		22:30	0	0	31	45	76			
10:45	0	0	248	908	200	803	22:45	0	0	22	168	35	212	57	380
11:00	0	0	236	202	438		23:00	0	0	25	37	62			
11:15	0	0	244	236	480		23:15	0	0	27	33	60			
11:30	0	0	260	225	485		23:30	0	0	14	28	42			
11:45	0	0	256	996	233	896	23:45	0	0	15	81	21	119	36	200
TOTALS	5020				4923	9943	TOTALS	10633				10236	20869		
SPLIT %	50.5%				49.5%	32.3%	SPLIT %	51.0%				49.0%	67.7%		

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						15,653	15,159	30,812	
AM Peak Hour	11:45				7:30	11:45	PM Peak Hour	16:15				17:30	17:00		
AM Pk Volume	1065				1001	2028	PM Pk Volume	1532				1381	2831		
Pk Hr Factor	0.938				0.934	0.971	Pk Hr Factor	0.950				0.981	0.951		
7 - 9 Volume	0	0	1673	1832	3505		4 - 6 Volume	0	0	2972	2499	5471			
7 - 9 Peak Hour	8:00				7:30	8:00	4 - 6 Peak Hour	16:15				17:00	17:00		
7 - 9 Pk Volume	0	0	1010	1001	1954		4 - 6 Pk Volume	0	0	1532	1347	2831			
Pk Hr Factor	0.000	0.000	0.939	0.934	0.932		Pk Hr Factor	0.000	0.000	0.950	0.957	0.951			

CLASSIFICATION

Stewart Ave W/O Washington Ave

Day: Friday

Date: 5/26/2023

City: Garden City

Project #: NY23_370008_001e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	36	3	0	0	0	0	0	0	0	0	0	0	39
1:00	0	18	0	0	0	0	0	0	0	0	0	0	0	18
2:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
3:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
4:00	0	28	3	0	0	0	0	0	0	0	0	0	0	31
5:00	0	74	5	2	0	0	0	0	0	0	0	0	0	81
6:00	1	240	25	0	0	0	0	0	0	0	0	0	0	266
7:00	1	482	42	0	4	0	0	0	0	0	0	0	0	529
8:00	0	744	63	0	0	0	0	1	0	0	0	0	0	808
9:00	0	797	61	0	3	0	0	0	0	0	0	0	0	861
10:00	2	891	81	1	1	1	0	0	0	0	0	0	0	977
11:00	3	1024	96	2	2	1	0	0	0	0	0	0	0	1128
12:00 PM	4	1048	93	1	2	0	0	0	0	0	0	0	0	1148
13:00	5	1037	82	1	2	0	0	0	0	0	0	0	0	1127
14:00	4	1047	94	0	1	1	0	0	0	0	0	0	0	1147
15:00	4	1227	100	0	2	0	0	0	0	0	0	0	0	1333
16:00	7	1280	105	1	3	0	0	0	0	0	0	0	0	1396
17:00	4	1039	87	0	3	0	0	0	0	0	0	0	0	1133
18:00	0	685	53	1	3	0	0	0	0	0	0	0	0	742
19:00	0	632	53	0	0	0	0	0	0	0	0	0	0	685
20:00	0	358	31	0	1	0	0	0	0	0	0	0	0	390
21:00	0	305	23	0	0	1	0	0	0	0	0	0	0	329
22:00	0	221	16	0	0	0	0	0	0	0	0	0	0	237
23:00	0	112	8	0	0	0	0	0	0	0	0	0	0	120
Totals	35	13350	1125	9	27	4		1						14551
% of Totals	0%	92%	8%	0%	0%	0%		0%						100%

AM Volumes	7	4359	380	5	10	2	0	1	0	0	0	0	0	4764
% AM	0%	30%	3%	0%	0%	0%		0%						33%
AM Peak Hour	11:00	11:00	11:00	5:00	7:00	10:00		8:00						11:00
Volume	3	1024	96	2	4	1		1						1128
PM Volumes	28	8991	745	4	17	2	0	0	0	0	0	0	0	9787
% PM	0%	62%	5%	0%	0%	0%								67%
PM Peak Hour	16:00	16:00	16:00	12:00	16:00	14:00								16:00
Volume	7	1280	105	1	3	1								1396
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume	%		Volume	%		Volume	%		Volume	%	
			1337	↔	9%	2275	↔	16%	2529	↔	17%	8410	↔	58%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave W/O Washington Ave

Day: Friday

Date: 5/26/2023

City: Garden City

Project #: NY23_370008_001w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	44	6	0	0	0	0	0	0	0	0	0	0	50
1:00	0	30	3	0	0	0	0	0	0	0	0	0	0	33
2:00	0	21	2	0	0	0	0	0	0	0	0	0	0	23
3:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
4:00	1	25	2	0	0	0	0	0	0	0	0	0	0	28
5:00	0	73	10	0	0	0	0	0	0	0	0	0	0	83
6:00	1	247	29	0	4	0	0	0	0	0	0	0	0	281
7:00	0	502	66	2	0	1	0	0	0	0	0	0	0	571
8:00	1	678	73	0	2	0	0	0	0	0	0	0	0	754
9:00	0	647	78	0	8	1	0	0	0	0	0	0	0	734
10:00	0	726	81	4	4	0	0	0	0	0	0	0	0	815
11:00	0	828	100	1	4	1	1	1	0	0	0	0	0	936
12:00 PM	1	964	103	1	2	0	0	0	0	0	0	0	0	1071
13:00	0	966	118	7	3	0	0	0	0	0	0	0	0	1094
14:00	1	986	103	0	3	0	0	0	0	0	0	0	0	1093
15:00	0	1046	110	0	2	0	0	0	0	0	0	0	0	1158
16:00	0	1073	114	1	2	0	0	0	0	0	0	0	0	1190
17:00	0	1003	96	1	3	0	0	0	0	0	0	0	0	1103
18:00	0	938	93	1	1	0	0	0	0	0	0	0	0	1033
19:00	1	756	76	1	2	0	0	0	0	0	0	0	0	836
20:00	0	609	64	2	1	0	0	0	0	0	0	0	0	676
21:00	0	397	44	0	0	0	0	0	0	0	0	0	0	441
22:00	0	216	25	0	0	0	0	0	0	0	0	0	0	241
23:00	1	133	13	1	0	0	0	0	0	0	0	0	0	148
Totals	7	12915	1411	22	41	3	1	1						14401
% of Totals	0%	90%	10%	0%	0%	0%	0%	0%						100%

AM Volumes	3	3828	452	7	22	3	1	1	0	0	0	0	0	4317
% AM	0%	27%	3%	0%	0%	0%	0%	0%						30%
AM Peak Hour	4:00	11:00	11:00	10:00	9:00	7:00	11:00	11:00						11:00
Volume	1	828	100	4	8	1	1	1						936
PM Volumes	4	9087	959	15	19	0	0	0	0	0	0	0	0	10084
% PM	0%	63%	7%	0%	0%									70%
PM Peak Hour	12:00	16:00	13:00	13:00	13:00									16:00
Volume	1	1073	118	7	3									1190
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1325	↔	9%	2165	↔	15%	2293	↔	16%	8618	↔	60%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave W/O Washington Ave

Day: Friday

Date: 5/26/2023

City: Garden City

Project #: NY23_370008_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	80	9	0	0	0	0	0	0	0	0	0	0	89
1:00	0	48	3	0	0	0	0	0	0	0	0	0	0	51
2:00	0	31	2	0	0	0	0	0	0	0	0	0	0	33
3:00	0	22	3	0	0	0	0	0	0	0	0	0	0	25
4:00	1	53	5	0	0	0	0	0	0	0	0	0	0	59
5:00	0	147	15	2	0	0	0	0	0	0	0	0	0	164
6:00	2	487	54	0	4	0	0	0	0	0	0	0	0	547
7:00	1	984	108	2	4	1	0	0	0	0	0	0	0	1100
8:00	1	1422	136	0	2	0	0	1	0	0	0	0	0	1562
9:00	0	1444	139	0	11	1	0	0	0	0	0	0	0	1595
10:00	2	1617	162	5	5	1	0	0	0	0	0	0	0	1792
11:00	3	1852	196	3	6	2	1	1	0	0	0	0	0	2064
12:00 PM	5	2012	196	2	4	0	0	0	0	0	0	0	0	2219
13:00	5	2003	200	8	5	0	0	0	0	0	0	0	0	2221
14:00	5	2033	197	0	4	1	0	0	0	0	0	0	0	2240
15:00	4	2273	210	0	4	0	0	0	0	0	0	0	0	2491
16:00	7	2353	219	2	5	0	0	0	0	0	0	0	0	2586
17:00	4	2042	183	1	6	0	0	0	0	0	0	0	0	2236
18:00	0	1623	146	2	4	0	0	0	0	0	0	0	0	1775
19:00	1	1388	129	1	2	0	0	0	0	0	0	0	0	1521
20:00	0	967	95	2	2	0	0	0	0	0	0	0	0	1066
21:00	0	702	67	0	0	1	0	0	0	0	0	0	0	770
22:00	0	437	41	0	0	0	0	0	0	0	0	0	0	478
23:00	1	245	21	1	0	0	0	0	0	0	0	0	0	268
Totals	42	26265	2536	31	68	7	1	2						28952
% of Totals	0%	91%	9%	0%	0%	0%	0%	0%						100%

AM Volumes	10	8187	832	12	32	5	1	2	0	0	0	0	0	9081
% AM	0%	28%	3%	0%	0%	0%	0%	0%						31%
AM Peak Hour	11:00	11:00	11:00	10:00	9:00	11:00	11:00	8:00						11:00
Volume	3	1852	196	5	11	2	1	1						2064
PM Volumes	32	18078	1704	19	36	2	0	0	0	0	0	0	0	19871
% PM	0%	62%	6%	0%	0%	0%								69%
PM Peak Hour	16:00	16:00	16:00	13:00	17:00	14:00								16:00
Volume	7	2353	219	8	6	1								2586
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			2662	↔	9%	4440	↔	15%	4822	↔	17%	17028	↔	59%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

VOLUME

Stewart Ave W/O Washington Ave

Day: Friday
Date: 5/26/2023

City: Garden City
Project #: NY23_370008_001

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						14,551	14,401	28,952	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	12	13	25		12:00	0	0	280	272	552			
0:15	0	0	12	12	24		12:15	0	0	319	262	581			
0:30	0	0	9	14	23		12:30	0	0	278	254	532			
0:45	0	0	6	39 11 50	17	89	12:45	0	0	271	1148 283 1071	554	2219		
1:00	0	0	5	11	16		13:00	0	0	285	285	570			
1:15	0	0	5	6	11		13:15	0	0	279	264	543			
1:30	0	0	4	8	12		13:30	0	0	272	266	538			
1:45	0	0	4	18 8 33	12	51	13:45	0	0	291	1127 279 1094	570	2221		
2:00	0	0	2	6	8		14:00	0	0	301	243	544			
2:15	0	0	5	7	12		14:15	0	0	262	268	530			
2:30	0	0	3	8	11		14:30	0	0	287	293	580			
2:45	0	0	0	10 2 23	2	33	14:45	0	0	297	1147 289 1093	586	2240		
3:00	0	0	3	3	6		15:00	0	0	344	275	619			
3:15	0	0	3	0	3		15:15	0	0	304	281	585			
3:30	0	0	4	4	8		15:30	0	0	345	293	638			
3:45	0	0	6	16 2 9	8	25	15:45	0	0	340	1333 309 1158	649	2491		
4:00	0	0	2	9	11		16:00	0	0	386	295	681			
4:15	0	0	8	5	13		16:15	0	0	356	266	622			
4:30	0	0	9	3	12		16:30	0	0	341	301	642			
4:45	0	0	12	31 11 28	23	59	16:45	0	0	313	1396 328 1190	641	2586		
5:00	0	0	5	11	16		17:00	0	0	322	254	576			
5:15	0	0	17	9	26		17:15	0	0	287	280	567			
5:30	0	0	26	20	46		17:30	0	0	283	292	575			
5:45	0	0	33	81 43 83	76	164	17:45	0	0	241	1133 277 1103	518	2236		
6:00	0	0	39	38	77		18:00	0	0	200	303	503			
6:15	0	0	56	66	122		18:15	0	0	194	251	445			
6:30	0	0	57	72	129		18:30	0	0	191	256	447			
6:45	0	0	114	266 105 281	219	547	18:45	0	0	157	742 223 1033	380	1775		
7:00	0	0	110	97	207		19:00	0	0	169	238	407			
7:15	0	0	121	136	257		19:15	0	0	162	197	359			
7:30	0	0	126	146	272		19:30	0	0	186	208	394			
7:45	0	0	172	529 192 571	364	1100	19:45	0	0	168	685 193 836	361	1521		
8:00	0	0	162	147	309		20:00	0	0	106	172	278			
8:15	0	0	211	216	427		20:15	0	0	93	181	274			
8:30	0	0	199	188	387		20:30	0	0	105	176	281			
8:45	0	0	236	808 203 754	439	1562	20:45	0	0	86	390 147 676	233	1066		
9:00	0	0	182	180	362		21:00	0	0	95	145	240			
9:15	0	0	204	175	379		21:15	0	0	70	126	196			
9:30	0	0	244	190	434		21:30	0	0	86	81	167			
9:45	0	0	231	861 189 734	420	1595	21:45	0	0	78	329 89 441	167	770		
10:00	0	0	245	173	418		22:00	0	0	79	80	159			
10:15	0	0	208	221	429		22:15	0	0	62	61	123			
10:30	0	0	252	206	458		22:30	0	0	51	51	102			
10:45	0	0	272	977 215 815	487	1792	22:45	0	0	45	237 49 241	94	478		
11:00	0	0	250	205	455		23:00	0	0	38	49	87			
11:15	0	0	308	225	533		23:15	0	0	34	27	61			
11:30	0	0	269	245	514		23:30	0	0	29	41	70			
11:45	0	0	301	1128 261 936	562	2064	23:45	0	0	19	120 31 148	50	268		
TOTALS			4764	4317	9081		TOTALS			9787	10084	19871			
SPLIT %			52.5%	47.5%	31.4%		SPLIT %			49.3%	50.7%	68.6%			

DAILY TOTALS			NB	SB	EB			WB			Total	
			0	0							14,551	14,401
AM Peak Hour			11:45	11:45	11:45	PM Peak Hour				15:30	16:00	15:45
AM Pk Volume			1178	1049	2227	PM Pk Volume				1427	1190	2594
Pk Hr Factor			0.923	0.964	0.958	Pk Hr Factor				0.924	0.907	0.952
7 - 9 Volume	0	0	1337	1325	2662	4 - 6 Volume		0	0	2529	2293	4822
7 - 9 Peak Hour			8:00	8:00	8:00	4 - 6 Peak Hour				16:00	16:00	16:00
7 - 9 Pk Volume	0	0	808	754	1562	4 - 6 Pk Volume		0	0	1396	1190	2586
Pk Hr Factor	0.000	0.000	0.856	0.873	0.890	Pk Hr Factor		0.000	0.000	0.904	0.907	0.949

SPEED

Stewart Ave W/O Washington Ave

Day: Saturday
Date: 5/20/2023

City: Garden City
Project #: NY23_370008_001e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	4	18	24	13	9	6	0	0	0	0	0	0	0	74
1:00	4	8	18	12	4	1	1	0	0	0	0	0	0	48
2:00	0	5	9	2	3	0	0	1	0	0	0	0	0	20
3:00	0	2	7	3	0	0	0	0	0	0	0	0	0	12
4:00	0	4	6	3	2	1	0	0	0	0	0	0	0	16
5:00	3	10	11	15	5	5	1	0	0	0	0	0	0	50
6:00	8	24	32	21	17	10	1	0	0	0	0	0	0	113
7:00	20	54	82	48	31	27	8	0	0	0	0	0	0	270
8:00	44	112	119	88	69	53	13	7	1	0	0	0	0	506
9:00	91	154	149	98	97	55	31	7	0	0	0	0	0	682
10:00	139	224	213	114	107	69	23	9	0	0	0	0	0	898
11:00	188	271	205	122	130	87	25	7	1	0	0	0	0	1036
12:00 PM	182	280	219	151	130	78	26	6	0	0	0	0	0	1072
13:00	178	245	215	154	145	83	28	8	1	0	0	0	0	1057
14:00	162	286	208	158	144	86	27	9	0	0	0	0	0	1080
15:00	167	235	200	146	118	83	38	8	0	0	0	0	0	995
16:00	152	200	165	115	126	85	23	7	0	0	0	0	0	873
17:00	102	154	149	110	103	73	20	4	0	0	0	0	0	715
18:00	80	153	141	102	83	54	23	6	1	0	0	0	0	643
19:00	69	115	123	85	69	50	13	3	1	0	0	0	0	528
20:00	43	98	94	64	42	29	15	5	0	2	1	0	0	393
21:00	48	57	77	41	42	21	6	1	0	0	0	0	0	293
22:00	17	48	50	23	22	9	3	1	0	0	0	0	0	173
23:00	8	22	45	23	14	9	1	2	0	0	0	0	0	124
Totals	1709	2779	2561	1711	1512	974	326	91	5	2	1			11671
% of Totals	15%	24%	22%	15%	13%	8%	3%	1%	0%	0%	0%			100%

AM Volumes	501	886	875	539	474	314	103	31	2	0	0	0	0	3725
% AM	4%	8%	7%	5%	4%	3%	1%	0%	0%					32%
AM Peak Hour	11:00	11:00	10:00	11:00	11:00	11:00	9:00	10:00	8:00					11:00
Volume	188	271	213	122	130	87	31	9	1					1036
PM Volumes	1208	1893	1686	1172	1038	660	223	60	3	2	1	0	0	7946
% PM	10%	16%	14%	10%	9%	6%	2%	1%	0%	0%	0%			68%
PM Peak Hour	12:00	14:00	12:00	14:00	13:00	14:00	15:00	14:00	13:00	20:00	20:00			14:00
Volume	182	286	219	158	145	86	38	9	1	2	1			1080
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			776	↔	7%	2129	↔	18%	1588	↔	14%	7178	↔	62%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	15	23	24	34	39	11671
Stewart Ave	West Bound	26	31	32	37	41	12643

SPEED

Stewart Ave W/O Washington Ave

Day: Saturday
Date: 5/20/2023

City: Garden City
Project #: NY23_370008_001w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	1	3	13	36	12	4	1	0	1	0	0	0	71
1:00	0	1	5	15	23	13	3	1	0	0	0	0	0	61
2:00	0	0	3	11	17	1	0	1	0	0	0	0	0	33
3:00	0	0	2	4	9	2	1	0	0	0	0	0	0	18
4:00	0	0	0	8	12	4	2	0	0	0	0	0	0	26
5:00	1	1	2	10	24	7	3	0	0	0	0	0	0	48
6:00	0	0	2	21	46	23	6	3	0	0	1	0	0	102
7:00	1	2	10	54	85	54	21	4	1	0	0	0	0	232
8:00	2	0	15	75	140	84	31	13	3	0	0	0	0	363
9:00	3	0	16	130	257	150	44	13	2	0	0	0	0	615
10:00	11	1	21	203	300	137	59	10	1	0	0	0	0	743
11:00	7	4	16	249	386	145	42	12	1	1	0	0	0	863
12:00 PM	7	12	111	415	433	167	42	12	0	0	0	0	0	1199
13:00	3	10	34	338	418	175	47	16	1	0	0	0	0	1042
14:00	6	16	52	352	358	133	36	11	5	0	0	0	0	969
15:00	9	14	69	368	407	162	47	11	0	0	0	0	0	1087
16:00	18	4	48	382	454	151	51	9	0	0	0	0	0	1117
17:00	15	15	96	475	449	147	41	7	1	0	0	0	0	1246
18:00	10	7	61	316	375	130	44	9	0	0	0	0	0	952
19:00	7	1	29	212	234	126	28	7	2	0	0	0	0	646
20:00	4	2	17	131	207	78	22	4	0	0	0	0	0	465
21:00	1	2	9	123	159	73	14	4	0	0	0	0	0	385
22:00	1	1	3	73	89	37	11	0	0	0	0	0	0	215
23:00	0	1	5	35	66	32	6	0	0	0	0	0	0	145
Totals	106	95	629	4013	4984	2043	605	148	17	2	1			12643
% of Totals	1%	1%	5%	32%	39%	16%	5%	1%	0%	0%	0%			100%

AM Volumes	25	10	95	793	1335	632	216	58	8	2	1	0	0	3175
% AM	0%	0%	1%	6%	11%	5%	2%	0%	0%	0%	0%			25%
AM Peak Hour	10:00	11:00	10:00	11:00	11:00	9:00	10:00	8:00	8:00		6:00			11:00
Volume	11	4	21	249	386	150	59	13	3	1	1			863
PM Volumes	81	85	534	3220	3649	1411	389	90	9	0	0	0	0	9468
% PM	1%	1%	4%	25%	29%	11%	3%	1%	0%					75%
PM Peak Hour	16:00	14:00	12:00	17:00	16:00	13:00	16:00	13:00	14:00					17:00
Volume	18	16	111	475	454	175	51	16	5					1246
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			595	↔	5%	2241	↔	18%	2363	↔	19%	7444	↔	59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	15	23	24	34	39	11671
Stewart Ave	West Bound	26	31	32	37	41	12643

SPEED

Stewart Ave W/O Washington Ave

Day: Saturday
Date: 5/20/2023

City: Garden City
Project #: NY23_370008_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	4	19	27	26	45	18	4	1	0	1	0	0	0	145
1:00	4	9	23	27	27	14	4	1	0	0	0	0	0	109
2:00	0	5	12	13	20	1	0	2	0	0	0	0	0	53
3:00	0	2	9	7	9	2	1	0	0	0	0	0	0	30
4:00	0	4	6	11	14	5	2	0	0	0	0	0	0	42
5:00	4	11	13	25	29	12	4	0	0	0	0	0	0	98
6:00	8	24	34	42	63	33	7	3	0	0	1	0	0	215
7:00	21	56	92	102	116	81	29	4	1	0	0	0	0	502
8:00	46	112	134	163	209	137	44	20	4	0	0	0	0	869
9:00	94	154	165	228	354	205	75	20	2	0	0	0	0	1297
10:00	150	225	234	317	407	206	82	19	1	0	0	0	0	1641
11:00	195	275	221	371	516	232	67	19	2	1	0	0	0	1899
12:00 PM	189	292	330	566	563	245	68	18	0	0	0	0	0	2271
13:00	181	255	249	492	563	258	75	24	2	0	0	0	0	2099
14:00	168	302	260	510	502	219	63	20	5	0	0	0	0	2049
15:00	176	249	269	514	525	245	85	19	0	0	0	0	0	2082
16:00	170	204	213	497	580	236	74	16	0	0	0	0	0	1990
17:00	117	169	245	585	552	220	61	11	1	0	0	0	0	1961
18:00	90	160	202	418	458	184	67	15	1	0	0	0	0	1595
19:00	76	116	152	297	303	176	41	10	3	0	0	0	0	1174
20:00	47	100	111	195	249	107	37	9	0	2	1	0	0	858
21:00	49	59	86	164	201	94	20	5	0	0	0	0	0	678
22:00	18	49	53	96	111	46	14	1	0	0	0	0	0	388
23:00	8	23	50	58	80	41	7	2	0	0	0	0	0	269
Totals	1815	2874	3190	5724	6496	3017	931	239	22	4	2			24314
% of Totals	7%	12%	13%	24%	27%	12%	4%	1%	0%	0%	0%			100%

AM Volumes	526	896	970	1332	1809	946	319	89	10	2	1	0	0	6900
% AM	2%	4%	4%	5%	7%	4%	1%	0%	0%	0%	0%			28%
AM Peak Hour	11:00	11:00	10:00	11:00	11:00	11:00	10:00	8:00	8:00		6:00			11:00
Volume	195	275	234	371	516	232	82	20	4	1	1			1899
PM Volumes	1289	1978	2220	4392	4687	2071	612	150	12	2	1	0	0	17414
% PM	5%	8%	9%	18%	19%	9%	3%	1%	0%	0%	0%			72%
PM Peak Hour	12:00	14:00	12:00	17:00	16:00	13:00	15:00	13:00	14:00	20:00	20:00			12:00
Volume	189	302	330	585	580	258	85	24	5	2	1			2271
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			1371	↔	6%	4370	↔	18%	3951	↔	16%	14622	↔	60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	Summary	18	29	28	36	40	24314

VOLUME

Stewart Ave W/O Washington Ave

Day: Saturday
Date: 5/20/2023

City: Garden City
Project #: NY23_370008_001

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						11,671	12,643	24,314	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	22	24	46		12:00	0	0	258	301	559			
0:15	0	0	16	24	40		12:15	0	0	257	326	583			
0:30	0	0	21	13	34		12:30	0	0	292	303	595			
0:45	0	0	15	74	10	71	12:45	0	0	265	1072	269	1199	534	2271
1:00	0	0	16	16	32		13:00	0	0	284	213	497			
1:15	0	0	13	15	28		13:15	0	0	240	254	494			
1:30	0	0	11	14	25		13:30	0	0	282	312	594			
1:45	0	0	8	48	16	61	13:45	0	0	251	1057	263	1042	514	2099
2:00	0	0	2	9	11		14:00	0	0	266	232	498			
2:15	0	0	5	4	9		14:15	0	0	272	256	528			
2:30	0	0	9	14	23		14:30	0	0	262	255	517			
2:45	0	0	4	20	6	33	14:45	0	0	280	1080	226	969	506	2049
3:00	0	0	2	3	5		15:00	0	0	267	226	493			
3:15	0	0	4	6	10		15:15	0	0	253	303	556			
3:30	0	0	4	3	7		15:30	0	0	243	254	497			
3:45	0	0	2	12	6	18	15:45	0	0	232	995	304	1087	536	2082
4:00	0	0	4	3	7		16:00	0	0	221	257	478			
4:15	0	0	2	7	9		16:15	0	0	213	258	471			
4:30	0	0	4	6	10		16:30	0	0	224	319	543			
4:45	0	0	6	16	10	26	16:45	0	0	215	873	283	1117	498	1990
5:00	0	0	7	11	18		17:00	0	0	193	356	549			
5:15	0	0	10	9	19		17:15	0	0	161	341	502			
5:30	0	0	12	14	26		17:30	0	0	163	272	435			
5:45	0	0	21	50	14	48	17:45	0	0	198	715	277	1246	475	1961
6:00	0	0	16	20	36		18:00	0	0	175	246	421			
6:15	0	0	19	15	34		18:15	0	0	146	237	383			
6:30	0	0	29	28	57		18:30	0	0	180	246	426			
6:45	0	0	49	113	39	102	18:45	0	0	142	643	223	952	365	1595
7:00	0	0	55	42	97		19:00	0	0	156	176	332			
7:15	0	0	49	46	95		19:15	0	0	118	163	281			
7:30	0	0	72	60	132		19:30	0	0	121	170	291			
7:45	0	0	94	270	84	232	19:45	0	0	133	528	137	646	270	1174
8:00	0	0	91	69	160		20:00	0	0	110	137	247			
8:15	0	0	104	93	197		20:15	0	0	115	125	240			
8:30	0	0	152	86	238		20:30	0	0	95	103	198			
8:45	0	0	159	506	115	363	20:45	0	0	73	393	100	465	173	858
9:00	0	0	151	118	269		21:00	0	0	80	115	195			
9:15	0	0	164	144	308		21:15	0	0	77	96	173			
9:30	0	0	187	174	361		21:30	0	0	72	105	177			
9:45	0	0	180	682	179	615	21:45	0	0	64	293	69	385	133	678
10:00	0	0	216	178	394		22:00	0	0	55	68	123			
10:15	0	0	198	173	371		22:15	0	0	44	55	99			
10:30	0	0	259	210	469		22:30	0	0	39	51	90			
10:45	0	0	225	898	182	743	22:45	0	0	35	173	41	215	76	388
11:00	0	0	255	170	425		23:00	0	0	39	36	75			
11:15	0	0	263	242	505		23:15	0	0	36	41	77			
11:30	0	0	222	197	419		23:30	0	0	27	29	56			
11:45	0	0	296	1036	254	863	23:45	0	0	22	124	39	145	61	269
TOTALS			3725		3175		TOTALS			7946		9468		17414	
SPLIT %			54.0%		46.0%		SPLIT %			45.6%		54.4%		71.6%	

DAILY TOTALS			NB	SB	EB			WB			Total
			0	0							11,671
AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			12:15	16:30	12:00
AM Pk Volume			1103	1184	2287	PM Pk Volume			1098	1299	2271
Pk Hr Factor			0.932	0.908	0.961	Pk Hr Factor			0.940	0.912	0.954
7 - 9 Volume	0	0	776	595	1371	4 - 6 Volume	0	0	1588	2363	3951
7 - 9 Peak Hour			8:00	8:00	8:00	4 - 6 Peak Hour			16:00	16:30	16:30
7 - 9 Pk Volume	0	0	506	363	869	4 - 6 Pk Volume	0	0	873	1299	2092
Pk Hr Factor	0.000	0.000	0.796	0.789	0.793	Pk Hr Factor	0.000	0.000	0.974	0.912	0.953

SPEED

Stewart Ave W/O Washington Ave

Day: Sunday

Date: 5/21/2023

City: Garden City

Project #: NY23_370008_001e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	11	20	26	12	8	5	1	0	0	0	0	0	0	83
1:00	2	9	9	2	3	0	0	1	0	0	0	0	0	26
2:00	0	3	7	0	0	0	0	0	0	0	0	0	0	10
3:00	1	0	2	2	0	0	1	1	0	0	0	0	0	7
4:00	0	0	3	4	1	0	0	0	0	1	0	0	0	9
5:00	2	7	14	5	3	2	1	0	0	0	0	0	0	34
6:00	8	17	36	16	10	4	2	1	0	1	0	0	0	95
7:00	19	39	54	27	20	16	10	1	1	0	0	0	0	187
8:00	49	90	96	74	39	26	12	6	2	0	0	0	0	394
9:00	78	128	125	77	57	53	28	8	1	0	0	0	0	555
10:00	135	175	178	126	106	85	44	13	1	1	0	0	0	864
11:00	184	218	229	147	119	102	34	15	0	0	0	0	0	1048
12:00 PM	199	225	234	150	137	115	36	14	2	0	0	0	0	1112
13:00	188	264	238	176	152	91	29	7	1	0	0	0	0	1146
14:00	210	287	266	170	150	103	42	10	1	1	0	0	0	1240
15:00	175	232	229	172	135	106	41	12	0	0	0	0	0	1102
16:00	110	186	178	123	104	86	26	8	0	0	0	0	0	821
17:00	89	132	156	94	75	69	36	11	1	0	0	0	0	663
18:00	49	110	108	73	52	51	30	10	1	0	0	0	0	484
19:00	48	93	100	78	46	46	15	4	0	0	0	0	0	430
20:00	24	52	84	40	29	20	11	1	1	0	0	0	0	262
21:00	22	57	64	32	21	26	6	1	0	0	0	0	0	229
22:00	12	33	36	16	11	8	1	0	0	1	0	0	0	118
23:00	3	10	10	10	3	4	0	0	0	0	0	0	0	40
Totals	1618	2387	2482	1626	1281	1018	406	124	12	5				10959
% of Totals	15%	22%	23%	15%	12%	9%	4%	1%	0%	0%				100%

AM Volumes	489	706	779	492	366	293	133	46	5	3	0	0	0	3312
% AM	4%	6%	7%	4%	3%	3%	1%	0%	0%	0%				30%
AM Peak Hour	11:00	11:00	11:00	11:00	11:00	11:00	10:00	11:00	8:00	4:00				11:00
Volume	184	218	229	147	119	102	44	15	2	1				1048
PM Volumes	1129	1681	1703	1134	915	725	273	78	7	2	0	0	0	7647
% PM	10%	15%	16%	10%	8%	7%	2%	1%	0%	0%				70%
PM Peak Hour	14:00	14:00	14:00	13:00	13:00	12:00	14:00	12:00	12:00	14:00				14:00
Volume	210	287	266	176	152	115	42	14	2	1				1240
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			581	↔	5%	2258	↔	21%	1484	↔	14%	6636	↔	61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	15	23	24	35	40	10959
Stewart Ave	West Bound	27	32	32	38	42	11114

SPEED

Stewart Ave W/O Washington Ave

Day: Sunday

Date: 5/21/2023

City: Garden City

Project #: NY23_370008_001w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	2	19	41	18	2	0	0	0	0	0	0	82
1:00	0	0	2	8	21	12	0	0	0	0	0	0	0	43
2:00	0	0	3	3	10	5	0	1	0	0	0	0	0	22
3:00	0	0	0	1	2	1	1	0	0	0	0	0	0	5
4:00	0	0	1	2	10	5	1	0	0	0	0	0	0	19
5:00	0	0	2	9	15	5	2	0	1	0	0	0	0	34
6:00	1	0	3	12	16	21	9	1	1	0	0	0	0	64
7:00	0	0	2	34	54	36	12	6	2	0	0	0	0	146
8:00	1	2	5	43	123	59	26	6	3	1	0	0	0	269
9:00	0	5	11	101	196	116	42	13	1	0	0	0	0	485
10:00	4	9	9	115	243	131	54	13	3	0	0	0	0	581
11:00	9	6	18	163	319	188	66	14	2	0	0	0	0	785
12:00 PM	18	9	31	260	330	185	70	16	1	0	0	0	0	920
13:00	28	7	35	225	424	210	65	8	4	0	0	0	0	1006
14:00	29	6	34	285	372	187	64	17	3	0	0	0	0	997
15:00	16	15	50	275	385	207	54	11	4	0	0	0	0	1017
16:00	22	18	40	275	430	165	44	10	1	0	0	0	0	1005
17:00	6	45	31	312	418	160	43	9	1	0	0	0	0	1025
18:00	32	8	25	238	397	177	52	7	2	0	0	0	0	938
19:00	4	40	27	280	357	125	35	13	1	1	0	0	0	883
20:00	6	1	12	93	171	69	23	2	0	0	0	0	0	377
21:00	3	0	4	57	104	39	8	1	2	0	0	0	0	218
22:00	0	0	5	33	64	23	5	0	1	0	0	0	0	131
23:00	0	0	0	19	30	8	3	2	0	0	0	0	0	62
Totals	179	171	352	2862	4532	2152	681	150	33	2				11114
% of Totals	2%	2%	3%	26%	41%	19%	6%	1%	0%	0%				100%

AM Volumes	15	22	58	510	1050	597	215	54	13	1	0	0	0	2535
% AM	0%	0%	1%	5%	9%	5%	2%	0%	0%	0%				23%
AM Peak Hour	11:00	10:00	11:00	11:00	11:00	11:00	11:00	11:00	8:00	8:00				11:00
Volume	9	9	18	163	319	188	66	14	3	1				785
PM Volumes	164	149	294	2352	3482	1555	466	96	20	1	0	0	0	8579
% PM	1%	1%	3%	21%	31%	14%	4%	1%	0%	0%				77%
PM Peak Hour	18:00	17:00	15:00	17:00	16:00	13:00	12:00	14:00	13:00	19:00				17:00
Volume	32	45	50	312	430	210	70	17	4	1				1025
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume		%	Volume		%	Volume		%	Volume		%
			415	↔	4%	1926	↔	17%	2030	↔	18%	6743	↔	61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	15	23	24	35	40	10959
Stewart Ave	West Bound	27	32	32	38	42	11114

SPEED

Stewart Ave W/O Washington Ave

Day: Sunday

Date: 5/21/2023

City: Garden City

Project #: NY23_370008_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	11	20	28	31	49	23	3	0	0	0	0	0	0	165
1:00	2	9	11	10	24	12	0	1	0	0	0	0	0	69
2:00	0	3	10	3	10	5	0	1	0	0	0	0	0	32
3:00	1	0	2	3	2	1	2	1	0	0	0	0	0	12
4:00	0	0	4	6	11	5	1	0	0	1	0	0	0	28
5:00	2	7	16	14	18	7	3	0	1	0	0	0	0	68
6:00	9	17	39	28	26	25	11	2	1	1	0	0	0	159
7:00	19	39	56	61	74	52	22	7	3	0	0	0	0	333
8:00	50	92	101	117	162	85	38	12	5	1	0	0	0	663
9:00	78	133	136	178	253	169	70	21	2	0	0	0	0	1040
10:00	139	184	187	241	349	216	98	26	4	1	0	0	0	1445
11:00	193	224	247	310	438	290	100	29	2	0	0	0	0	1833
12:00 PM	217	234	265	410	467	300	106	30	3	0	0	0	0	2032
13:00	216	271	273	401	576	301	94	15	5	0	0	0	0	2152
14:00	239	293	300	455	522	290	106	27	4	1	0	0	0	2237
15:00	191	247	279	447	520	313	95	23	4	0	0	0	0	2119
16:00	132	204	218	398	534	251	70	18	1	0	0	0	0	1826
17:00	95	177	187	406	493	229	79	20	2	0	0	0	0	1688
18:00	81	118	133	311	449	228	82	17	3	0	0	0	0	1422
19:00	52	133	127	358	403	171	50	17	1	1	0	0	0	1313
20:00	30	53	96	133	200	89	34	3	1	0	0	0	0	639
21:00	25	57	68	89	125	65	14	2	2	0	0	0	0	447
22:00	12	33	41	49	75	31	6	0	1	1	0	0	0	249
23:00	3	10	10	29	33	12	3	2	0	0	0	0	0	102
Totals	1797	2558	2834	4488	5813	3170	1087	274	45	7				22073
% of Totals	8%	12%	13%	20%	26%	14%	5%	1%	0%	0%				100%

AM Volumes	504	728	837	1002	1416	890	348	100	18	4	0	0	0	5847
% AM	2%	3%	4%	5%	6%	4%	2%	0%	0%	0%				26%
AM Peak Hour	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	8:00	4:00				11:00
Volume	193	224	247	310	438	290	100	29	5	1				1833
PM Volumes	1293	1830	1997	3486	4397	2280	739	174	27	3	0	0	0	16226
% PM	6%	8%	9%	16%	20%	10%	3%	1%	0%	0%				74%
PM Peak Hour	14:00	14:00	14:00	14:00	13:00	15:00	12:00	12:00	13:00	14:00				14:00
Volume	239	293	300	455	576	313	106	30	5	1				2237
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume		%	Volume		%	Volume		%	Volume		%
			996	↔	5%	4184	↔	19%	3514	↔	16%	13379	↔	61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	Summary	18	29	28	37	41	22073

VOLUME

Stewart Ave W/O Washington Ave

Day: Sunday
Date: 5/21/2023

City: Garden City
Project #: NY23_370008_001

DAILY TOTALS						NB	SB	EB						WB	Total	
						0	0							10,959		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL				
0:00	0	0	30	22	52		12:00	0	0	272	209	481				
0:15	0	0	20	28	48		12:15	0	0	286	217	503				
0:30	0	0	23	17	40		12:30	0	0	270	227	497				
0:45	0	0	10	83	15	82	12:45	0	0	284	1112	267	920	551	2032	
1:00	0	0	8	12	20		13:00	0	0	318	218	536				
1:15	0	0	5	9	14		13:15	0	0	283	284	567				
1:30	0	0	12	11	23		13:30	0	0	284	273	557				
1:45	0	0	1	26	11	43	13:45	0	0	261	1146	231	1006	492	2152	
2:00	0	0	2	3	5		14:00	0	0	264	262	526				
2:15	0	0	3	8	11		14:15	0	0	298	236	534				
2:30	0	0	4	5	9		14:30	0	0	337	250	587				
2:45	0	0	1	10	6	22	14:45	0	0	341	1240	249	997	590	2237	
3:00	0	0	4	1	5		15:00	0	0	307	249	556				
3:15	0	0	1	2	3		15:15	0	0	281	263	544				
3:30	0	0	2	1	3		15:30	0	0	261	263	524				
3:45	0	0	0	7	1	5	15:45	0	0	253	1102	242	1017	495	2119	
4:00	0	0	2	2	4		16:00	0	0	224	253	477				
4:15	0	0	1	7	8		16:15	0	0	183	250	433				
4:30	0	0	4	5	9		16:30	0	0	207	216	423				
4:45	0	0	2	9	5	19	16:45	0	0	207	821	286	1005	493	1826	
5:00	0	0	4	4	8		17:00	0	0	194	270	464				
5:15	0	0	5	8	13		17:15	0	0	179	241	420				
5:30	0	0	15	7	22		17:30	0	0	136	260	396				
5:45	0	0	10	34	15	34	17:45	0	0	154	663	254	1025	408	1688	
6:00	0	0	17	6	23		18:00	0	0	114	245	359				
6:15	0	0	17	12	29		18:15	0	0	134	207	341				
6:30	0	0	20	19	39		18:30	0	0	132	243	375				
6:45	0	0	41	95	27	64	18:45	0	0	104	484	243	938	347	1422	
7:00	0	0	25	31	56		19:00	0	0	116	249	365				
7:15	0	0	28	37	65		19:15	0	0	112	240	352				
7:30	0	0	53	32	85		19:30	0	0	111	247	358				
7:45	0	0	81	187	46	146	19:45	0	0	91	430	147	883	238	1313	
8:00	0	0	90	41	131		20:00	0	0	70	118	188				
8:15	0	0	83	67	150		20:15	0	0	80	113	193				
8:30	0	0	107	77	184		20:30	0	0	58	74	132				
8:45	0	0	114	394	84	269	20:45	0	0	54	262	72	377	126	639	
9:00	0	0	117	88	205		21:00	0	0	58	55	113				
9:15	0	0	125	131	256		21:15	0	0	72	68	140				
9:30	0	0	131	117	248		21:30	0	0	54	47	101				
9:45	0	0	182	555	149	485	21:45	0	0	45	229	48	218	93	447	
10:00	0	0	208	144	352		22:00	0	0	37	39	76				
10:15	0	0	192	127	319		22:15	0	0	28	31	59				
10:30	0	0	218	153	371		22:30	0	0	31	31	62				
10:45	0	0	246	864	157	581	22:45	0	0	22	118	30	131	52	249	
11:00	0	0	226	168	394		23:00	0	0	16	18	34				
11:15	0	0	244	178	422		23:15	0	0	5	19	24				
11:30	0	0	269	210	479		23:30	0	0	13	15	28				
11:45	0	0	309	1048	229	785	23:45	0	0	6	40	10	62	16	102	
TOTALS	3312					2535	5847	TOTALS	7647					8579	16226	
SPLIT %	56.6%					43.4%	26.5%	SPLIT %	47.1%					52.9%	73.5%	

DAILY TOTALS			NB	SB	EB			WB			Total
			0	0							10,959
AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			14:15	16:45	14:30
AM Pk Volume			1137	882	2019	PM Pk Volume			1283	1057	2277
Pk Hr Factor			0.920	0.963	0.938	Pk Hr Factor			0.941	0.924	0.965
7 - 9 Volume	0	0	581	415	996	4 - 6 Volume	0	0	1484	2030	3514
7 - 9 Peak Hour			8:00	8:00	8:00	4 - 6 Peak Hour			16:00	16:45	16:00
7 - 9 Pk Volume	0	0	394	269	663	4 - 6 Pk Volume	0	0	821	1057	1826
Pk Hr Factor	0.000	0.000	0.864	0.801	0.837	Pk Hr Factor	0.000	0.000	0.916	0.924	0.926

SPEED

Stewart Ave W/O Washington Ave

Day: Monday

Date: 5/22/2023

City: Garden City

Project #: NY23_370008_001e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	2	2	7	5	3	0	0	0	0	0	0	0	0	19
1:00	0	0	4	5	0	0	0	0	0	0	0	0	0	9
2:00	0	1	1	3	0	0	0	0	0	0	0	0	0	5
3:00	0	1	8	2	0	0	0	0	0	0	0	0	0	11
4:00	2	5	12	6	4	2	0	1	0	0	0	0	0	32
5:00	10	18	28	15	5	4	2	0	0	0	0	0	0	82
6:00	39	75	70	49	27	17	12	2	0	0	0	0	0	291
7:00	131	158	141	82	83	60	21	7	2	0	0	0	0	685
8:00	193	219	181	103	119	84	45	12	0	0	0	0	0	956
9:00	197	244	180	123	137	74	22	7	1	0	0	0	0	985
10:00	228	220	201	145	133	61	15	2	0	0	0	0	0	1005
11:00	228	256	228	154	140	82	25	7	0	0	0	0	0	1120
12:00 PM	208	300	219	146	131	77	32	7	0	0	0	0	0	1120
13:00	226	242	227	124	137	70	26	7	0	0	0	0	0	1059
14:00	235	274	231	164	131	92	33	9	2	0	0	0	0	1171
15:00	266	357	269	190	170	122	40	9	0	0	0	0	0	1423
16:00	349	360	281	212	185	103	34	7	0	0	0	0	0	1531
17:00	396	407	316	182	161	75	27	8	2	0	0	0	0	1574
18:00	237	250	237	150	118	92	29	10	0	0	0	0	0	1123
19:00	93	147	122	92	76	59	24	5	1	0	0	0	0	619
20:00	42	93	100	63	57	36	15	4	0	0	0	0	0	410
21:00	26	52	63	29	22	15	6	2	0	0	0	0	0	215
22:00	11	21	26	17	7	5	3	0	0	0	0	0	0	90
23:00	4	9	15	10	8	4	1	0	1	0	0	0	0	52
Totals	3123	3711	3167	2071	1854	1134	412	106	9					15587
% of Totals	20%	24%	20%	13%	12%	7%	3%	1%	0%					100%

AM Volumes	1030	1199	1061	692	651	384	142	38	3	0	0	0	0	5200
% AM	7%	8%	7%	4%	4%	2%	1%	0%	0%					33%
AM Peak Hour	10:00	11:00	11:00	11:00	11:00	8:00	8:00	8:00	7:00					11:00
Volume	228	256	228	154	140	84	45	12	2					1120
PM Volumes	2093	2512	2106	1379	1203	750	270	68	6	0	0	0	0	10387
% PM	13%	16%	14%	9%	8%	5%	2%	0%	0%					67%
PM Peak Hour	17:00	17:00	17:00	16:00	16:00	15:00	15:00	18:00	14:00					17:00
Volume	396	407	316	212	185	122	40	10	2					1574
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			1641	↔	11%	2179	↔	14%	3105	↔	20%	8662	↔	56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	12	22	22	33	39	15587
Stewart Ave	West Bound	26	32	32	38	42	13568

SPEED

Stewart Ave W/O Washington Ave

Day: Monday

Date: 5/22/2023

City: Garden City

Project #: NY23_370008_001w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	1	8	19	6	2	0	0	0	0	0	0	36
1:00	0	0	1	5	3	2	0	0	0	0	0	0	0	11
2:00	0	0	1	0	2	3	0	0	0	0	0	0	0	6
3:00	0	0	3	3	6	2	0	0	0	0	0	0	0	14
4:00	0	1	1	3	17	3	0	0	0	0	0	0	0	25
5:00	0	4	5	18	38	16	3	3	0	0	0	0	0	87
6:00	2	5	6	55	115	82	37	12	4	0	0	0	0	318
7:00	7	34	26	188	322	185	71	16	3	0	0	0	0	852
8:00	13	23	14	188	386	173	47	14	0	1	0	0	0	859
9:00	16	16	19	191	291	171	57	16	1	0	0	0	0	778
10:00	16	9	21	228	301	118	35	15	2	0	0	0	0	745
11:00	37	6	24	221	363	175	54	9	0	0	0	0	0	889
12:00 PM	34	11	41	245	379	156	49	10	1	0	0	0	0	926
13:00	38	9	60	269	365	146	44	8	1	0	0	0	0	940
14:00	11	7	57	285	358	152	54	9	4	0	0	0	0	937
15:00	53	6	37	357	450	158	43	11	1	0	0	0	0	1116
16:00	27	18	50	338	425	178	39	14	2	0	0	0	0	1091
17:00	19	34	43	329	481	185	51	12	0	1	0	0	0	1155
18:00	26	18	40	214	396	169	44	9	1	0	0	0	0	917
19:00	23	5	23	181	282	124	43	8	2	1	0	0	0	692
20:00	3	1	16	182	245	101	42	9	1	0	0	0	0	600
21:00	6	4	16	90	155	54	19	6	0	0	0	0	0	350
22:00	0	0	3	32	60	36	5	0	0	0	0	0	0	136
23:00	0	0	2	19	44	18	4	1	0	0	0	0	0	88
Totals	331	211	510	3649	5503	2413	743	182	23	3				13568
% of Totals	2%	2%	4%	27%	41%	18%	5%	1%	0%	0%				100%

AM Volumes	91	98	122	1108	1863	936	306	85	10	1	0	0	0	4620
% AM	1%	1%	1%	8%	14%	7%	2%	1%	0%	0%				34%
AM Peak Hour	11:00	7:00	7:00	10:00	8:00	7:00	7:00	7:00	6:00	8:00				11:00
Volume	37	34	26	228	386	185	71	16	4	1				889
PM Volumes	240	113	388	2541	3640	1477	437	97	13	2	0	0	0	8948
% PM	2%	1%	3%	19%	27%	11%	3%	1%	0%	0%				66%
PM Peak Hour	15:00	17:00	13:00	15:00	17:00	17:00	14:00	16:00	14:00	17:00				17:00
Volume	53	34	60	357	481	185	54	14	4	1				1155
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			1711	↔	13%	1866	↔	14%	2246	↔	17%	7745	↔	57%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	12	22	22	33	39	15587
Stewart Ave	West Bound	26	32	32	38	42	13568

SPEED

Stewart Ave W/O Washington Ave

Day: Monday

Date: 5/22/2023

City: Garden City

Project #: NY23_370008_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	2	2	8	13	22	6	2	0	0	0	0	0	0	55
1:00	0	0	5	10	3	2	0	0	0	0	0	0	0	20
2:00	0	1	2	3	2	3	0	0	0	0	0	0	0	11
3:00	0	1	11	5	6	2	0	0	0	0	0	0	0	25
4:00	2	6	13	9	21	5	0	1	0	0	0	0	0	57
5:00	10	22	33	33	43	20	5	3	0	0	0	0	0	169
6:00	41	80	76	104	142	99	49	14	4	0	0	0	0	609
7:00	138	192	167	270	405	245	92	23	5	0	0	0	0	1537
8:00	206	242	195	291	505	257	92	26	0	1	0	0	0	1815
9:00	213	260	199	314	428	245	79	23	2	0	0	0	0	1763
10:00	244	229	222	373	434	179	50	17	2	0	0	0	0	1750
11:00	265	262	252	375	503	257	79	16	0	0	0	0	0	2009
12:00 PM	242	311	260	391	510	233	81	17	1	0	0	0	0	2046
13:00	264	251	287	393	502	216	70	15	1	0	0	0	0	1999
14:00	246	281	288	449	489	244	87	18	6	0	0	0	0	2108
15:00	319	363	306	547	620	280	83	20	1	0	0	0	0	2539
16:00	376	378	331	550	610	281	73	21	2	0	0	0	0	2622
17:00	415	441	359	511	642	260	78	20	2	1	0	0	0	2729
18:00	263	268	277	364	514	261	73	19	1	0	0	0	0	2040
19:00	116	152	145	273	358	183	67	13	3	1	0	0	0	1311
20:00	45	94	116	245	302	137	57	13	1	0	0	0	0	1010
21:00	32	56	79	119	177	69	25	8	0	0	0	0	0	565
22:00	11	21	29	49	67	41	8	0	0	0	0	0	0	226
23:00	4	9	17	29	52	22	5	1	1	0	0	0	0	140
Totals	3454	3922	3677	5720	7357	3547	1155	288	32	3				29155
% of Totals	12%	13%	13%	20%	25%	12%	4%	1%	0%	0%				100%

AM Volumes	1121	1297	1183	1800	2514	1320	448	123	13	1	0	0	0	9820
% AM	4%	4%	4%	6%	9%	5%	2%	0%	0%	0%				34%
AM Peak Hour	11:00	11:00	11:00	11:00	8:00	8:00	7:00	8:00	7:00	8:00				11:00
Volume	265	262	252	375	505	257	92	26	5	1				2009
PM Volumes	2333	2625	2494	3920	4843	2227	707	165	19	2	0	0	0	19335
% PM	8%	9%	9%	13%	17%	8%	2%	1%	0%	0%				66%
PM Peak Hour	17:00	17:00	17:00	16:00	17:00	16:00	14:00	16:00	14:00	17:00				17:00
Volume	415	441	359	550	642	281	87	21	6	1				2729
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			3352	↔	11%	4045	↔	14%	5351	↔	18%	16407	↔	56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	Summary	16	28	27	36	40	29155

VOLUME

Stewart Ave W/O Washington Ave

Day: Monday
Date: 5/22/2023

City: Garden City
Project #: NY23_370008_001

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						15,587	13,568	29,155	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	6	13	19		12:00	0	0	286	214	500			
0:15	0	0	9	3	12		12:15	0	0	293	252	545			
0:30	0	0	3	14	17		12:30	0	0	269	223	492			
0:45	0	0	1	19	6	36	12:45	0	0	272	1120	237	926	509	2046
1:00	0	0	3	4	7		13:00	0	0	268	239	507			
1:15	0	0	1	3	4		13:15	0	0	270	211	481			
1:30	0	0	1	1	2		13:30	0	0	282	251	533			
1:45	0	0	4	9	3	11	13:45	0	0	239	1059	239	940	478	1999
2:00	0	0	1	0	1		14:00	0	0	277	212	489			
2:15	0	0	0	1	1		14:15	0	0	274	229	503			
2:30	0	0	0	3	3		14:30	0	0	311	245	556			
2:45	0	0	4	5	2	6	14:45	0	0	309	1171	251	937	560	2108
3:00	0	0	2	5	7		15:00	0	0	353	277	630			
3:15	0	0	4	2	6		15:15	0	0	316	274	590			
3:30	0	0	4	2	6		15:30	0	0	375	265	640			
3:45	0	0	1	11	5	14	15:45	0	0	379	1423	300	1116	679	2539
4:00	0	0	7	5	12		16:00	0	0	344	259	603			
4:15	0	0	4	3	7		16:15	0	0	391	273	664			
4:30	0	0	8	6	14		16:30	0	0	377	286	663			
4:45	0	0	13	32	11	25	16:45	0	0	419	1531	273	1091	692	2622
5:00	0	0	11	10	21		17:00	0	0	412	298	710			
5:15	0	0	8	13	21		17:15	0	0	413	285	698			
5:30	0	0	20	27	47		17:30	0	0	372	280	652			
5:45	0	0	43	82	37	87	17:45	0	0	377	1574	292	1155	669	2729
6:00	0	0	32	43	75		18:00	0	0	325	239	564			
6:15	0	0	53	78	131		18:15	0	0	309	244	553			
6:30	0	0	91	78	169		18:30	0	0	253	223	476			
6:45	0	0	115	291	119	318	18:45	0	0	236	1123	211	917	447	2040
7:00	0	0	130	157	287		19:00	0	0	189	199	388			
7:15	0	0	140	237	377		19:15	0	0	174	176	350			
7:30	0	0	179	240	419		19:30	0	0	132	160	292			
7:45	0	0	236	685	218	852	19:45	0	0	124	619	157	692	281	1311
8:00	0	0	222	190	412		20:00	0	0	113	152	265			
8:15	0	0	220	230	450		20:15	0	0	115	172	287			
8:30	0	0	243	223	466		20:30	0	0	100	134	234			
8:45	0	0	271	956	216	859	20:45	0	0	82	410	142	600	224	1010
9:00	0	0	281	207	488		21:00	0	0	78	114	192			
9:15	0	0	237	185	422		21:15	0	0	52	101	153			
9:30	0	0	226	207	433		21:30	0	0	43	70	113			
9:45	0	0	241	985	179	778	21:45	0	0	42	215	65	350	107	565
10:00	0	0	235	180	415		22:00	0	0	31	35	66			
10:15	0	0	280	182	462		22:15	0	0	20	43	63			
10:30	0	0	249	195	444		22:30	0	0	29	35	64			
10:45	0	0	241	1005	188	745	22:45	0	0	10	90	23	136	33	226
11:00	0	0	267	243	510		23:00	0	0	22	28	50			
11:15	0	0	268	181	449		23:15	0	0	12	18	30			
11:30	0	0	317	238	555		23:30	0	0	14	24	38			
11:45	0	0	268	1120	227	889	23:45	0	0	4	52	18	88	22	140
TOTALS			5200		4620		TOTALS			10387		8948		19335	
SPLIT %			53.0%		47.0%		SPLIT %			53.7%		46.3%		66.3%	

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						15,587	13,568	29,155	
AM Peak Hour			11:30	11:30	11:30		PM Peak Hour			16:30	17:00	16:30			
AM Pk Volume			1164	931	2095		PM Pk Volume			1621	1155	2763			
Pk Hr Factor			0.918	0.924	0.944		Pk Hr Factor			0.967	0.969	0.973			
7 - 9 Volume	0	0	1641	1711	3352		4 - 6 Volume	0	0	3105	2246	5351			
7 - 9 Peak Hour			8:00	7:15	8:00		4 - 6 Peak Hour			16:30	17:00	16:30			
7 - 9 Pk Volume	0	0	956	885	1815		4 - 6 Pk Volume	0	0	1621	1155	2763			
Pk Hr Factor	0.000	0.000	0.882	0.922	0.932		Pk Hr Factor	0.000	0.000	0.967	0.969	0.973			

SPEED

Stewart Ave W/O Washington Ave

Day: Tuesday

Date: 5/23/2023

City: Garden City

Project #: NY23_370008_001e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	1	4	9	5	0	1	1	0	0	0	0	0	0	21
1:00	0	1	5	1	1	0	0	0	0	0	0	0	0	8
2:00	1	1	1	2	0	0	0	0	0	0	0	0	0	5
3:00	1	2	4	7	0	1	0	0	0	0	0	0	0	15
4:00	1	4	10	7	4	1	1	0	1	0	0	0	0	29
5:00	9	19	27	16	10	7	5	1	0	0	0	0	0	94
6:00	29	64	71	66	34	18	13	3	0	1	0	0	0	299
7:00	110	161	143	88	82	60	30	3	0	0	0	0	0	677
8:00	186	242	175	131	132	94	39	11	2	0	0	0	0	1012
9:00	181	200	170	144	131	72	33	8	1	0	0	0	0	940
10:00	183	234	185	155	145	73	26	6	0	0	0	0	0	1007
11:00	195	261	212	170	126	74	25	10	0	0	0	0	0	1073
12:00 PM	185	235	209	166	135	74	30	7	0	0	0	0	0	1041
13:00	176	211	186	153	140	94	31	8	0	0	0	0	0	999
14:00	210	278	200	154	125	90	41	8	5	0	0	0	0	1111
15:00	227	275	235	175	172	123	46	9	0	1	0	0	0	1263
16:00	320	361	312	206	144	87	37	6	0	0	0	0	0	1473
17:00	310	346	305	241	154	91	32	5	1	0	0	0	0	1485
18:00	172	252	196	164	157	97	44	8	4	1	0	0	0	1095
19:00	99	138	150	99	77	61	27	6	1	0	0	0	0	658
20:00	65	108	117	85	72	29	15	4	1	0	0	0	0	496
21:00	29	61	66	44	33	20	11	4	0	0	0	1	0	269
22:00	7	16	37	19	9	7	0	0	0	0	0	0	0	95
23:00	4	15	14	12	6	2	0	1	1	0	0	0	0	55
Totals	2701	3489	3039	2310	1889	1176	487	108	17	3		1		15220
% of Totals	18%	23%	20%	15%	12%	8%	3%	1%	0%	0%		0%		100%

AM Volumes	897	1193	1012	792	665	401	173	42	4	1	0	0	0	5180
% AM	6%	8%	7%	5%	4%	3%	1%	0%	0%	0%				34%
AM Peak Hour	11:00	11:00	11:00	11:00	10:00	8:00	8:00	8:00	8:00	6:00				11:00
Volume	195	261	212	170	145	94	39	11	2	1				1073
PM Volumes	1804	2296	2027	1518	1224	775	314	66	13	2	0	1	0	10040
% PM	12%	15%	13%	10%	8%	5%	2%	0%	0%	0%		0%		66%
PM Peak Hour	16:00	16:00	16:00	17:00	15:00	15:00	15:00	15:00	14:00	15:00		21:00		17:00
Volume	320	361	312	241	172	123	46	9	5	1		1		1485
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			1689	↔	11%	2040	↔	13%	2958	↔	19%	8533	↔	56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	13	22	23	34	39	15220
Stewart Ave	West Bound	27	33	33	39	43	14237

SPEED

Stewart Ave W/O Washington Ave

Day: Tuesday

Date: 5/23/2023

City: Garden City

Project #: NY23_370008_001w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	1	10	10	10	1	0	0	0	0	0	0	32
1:00	0	0	0	2	5	4	1	0	0	0	0	0	0	12
2:00	0	0	0	3	8	0	1	0	0	0	0	0	0	12
3:00	0	0	0	2	7	5	0	1	0	0	0	0	0	15
4:00	0	0	0	3	17	10	2	0	0	0	0	0	0	32
5:00	0	0	1	20	32	28	6	0	2	0	0	0	0	89
6:00	1	3	4	59	144	104	47	11	5	1	0	0	0	379
7:00	13	0	15	132	343	280	88	30	11	0	0	0	0	912
8:00	6	4	23	146	381	237	108	27	3	0	0	0	0	935
9:00	10	4	18	145	328	203	99	25	2	1	0	0	0	835
10:00	19	0	23	148	359	177	49	11	1	3	0	0	0	790
11:00	3	1	23	163	348	178	69	12	6	0	0	0	0	803
12:00 PM	14	5	17	222	414	173	50	15	1	0	0	0	0	911
13:00	17	4	18	200	403	220	66	16	1	0	0	0	0	945
14:00	8	1	33	220	442	170	79	13	1	1	0	0	0	968
15:00	15	0	32	294	403	206	69	17	1	0	0	0	0	1037
16:00	19	0	43	315	499	233	66	11	2	0	0	0	0	1188
17:00	23	5	32	352	534	221	66	13	2	0	0	0	0	1248
18:00	14	2	19	305	443	230	59	15	2	0	0	0	0	1089
19:00	12	2	9	194	339	172	48	16	1	0	0	0	0	793
20:00	2	8	18	138	268	120	34	14	1	0	0	0	0	603
21:00	1	6	10	72	178	78	14	6	0	0	0	0	0	365
22:00	0	0	4	39	66	34	10	3	1	0	0	0	0	157
23:00	0	0	0	23	44	17	2	1	0	0	0	0	0	87
Totals	177	45	343	3207	6015	3110	1034	257	43	6				14237
% of Totals	1%	0%	2%	23%	42%	22%	7%	2%	0%	0%				100%

AM Volumes	52	12	108	833	1982	1236	471	117	30	5	0	0	0	4846
% AM	0%	0%	1%	6%	14%	9%	3%	1%	0%	0%				34%
AM Peak Hour	10:00	8:00	8:00	11:00	8:00	7:00	8:00	7:00	7:00	10:00				8:00
Volume	19	4	23	163	381	280	108	30	11	3				935
PM Volumes	125	33	235	2374	4033	1874	563	140	13	1	0	0	0	9391
% PM	1%	0%	2%	17%	28%	13%	4%	1%	0%	0%				66%
PM Peak Hour	17:00	20:00	16:00	17:00	17:00	16:00	14:00	15:00	16:00	14:00				17:00
Volume	23	8	43	352	534	233	79	17	2	1				1248
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			1847	↔	13%	1856	↔	13%	2436	↔	17%	8098	↔	57%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	13	22	23	34	39	15220
Stewart Ave	West Bound	27	33	33	39	43	14237

SPEED

Stewart Ave W/O Washington Ave

Day: Tuesday

Date: 5/23/2023

City: Garden City

Project #: NY23_370008_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	1	4	10	15	10	11	2	0	0	0	0	0	0	53
1:00	0	1	5	3	6	4	1	0	0	0	0	0	0	20
2:00	1	1	1	5	8	0	1	0	0	0	0	0	0	17
3:00	1	2	4	9	7	6	0	1	0	0	0	0	0	30
4:00	1	4	10	10	21	11	3	0	1	0	0	0	0	61
5:00	9	19	28	36	42	35	11	1	2	0	0	0	0	183
6:00	30	67	75	125	178	122	60	14	5	2	0	0	0	678
7:00	123	161	158	220	425	340	118	33	11	0	0	0	0	1589
8:00	192	246	198	277	513	331	147	38	5	0	0	0	0	1947
9:00	191	204	188	289	459	275	132	33	3	1	0	0	0	1775
10:00	202	234	208	303	504	250	75	17	1	3	0	0	0	1797
11:00	198	262	235	333	474	252	94	22	6	0	0	0	0	1876
12:00 PM	199	240	226	388	549	247	80	22	1	0	0	0	0	1952
13:00	193	215	204	353	543	314	97	24	1	0	0	0	0	1944
14:00	218	279	233	374	567	260	120	21	6	1	0	0	0	2079
15:00	242	275	267	469	575	329	115	26	1	1	0	0	0	2300
16:00	339	361	355	521	643	320	103	17	2	0	0	0	0	2661
17:00	333	351	337	593	688	312	98	18	3	0	0	0	0	2733
18:00	186	254	215	469	600	327	103	23	6	1	0	0	0	2184
19:00	111	140	159	293	416	233	75	22	2	0	0	0	0	1451
20:00	67	116	135	223	340	149	49	18	2	0	0	0	0	1099
21:00	30	67	76	116	211	98	25	10	0	0	0	1	0	634
22:00	7	16	41	58	75	41	10	3	1	0	0	0	0	252
23:00	4	15	14	35	50	19	2	2	1	0	0	0	0	142
Totals	2878	3534	3382	5517	7904	4286	1521	365	60	9		1		29457
% of Totals	10%	12%	11%	19%	27%	15%	5%	1%	0%	0%		0%		100%

AM Volumes	949	1205	1120	1625	2647	1637	644	159	34	6	0	0	0	10026
% AM	3%	4%	4%	6%	9%	6%	2%	1%	0%	0%				34%
AM Peak Hour	10:00	11:00	11:00	11:00	8:00	7:00	8:00	8:00	7:00	10:00				8:00
Volume	202	262	235	333	513	340	147	38	11	3				1947
PM Volumes	1929	2329	2262	3892	5257	2649	877	206	26	3	0	1	0	19431
% PM	7%	8%	8%	13%	18%	9%	3%	1%	0%	0%		0%		66%
PM Peak Hour	16:00	16:00	16:00	17:00	17:00	15:00	14:00	15:00	14:00	14:00		21:00		17:00
Volume	339	361	355	593	688	329	120	26	6	1		1		2733
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			3536	↔	12%	3896	↔	13%	5394	↔	18%	16631	↔	56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	Summary	17	29	28	37	42	29457

VOLUME

Stewart Ave W/O Washington Ave

Day: Tuesday
Date: 5/23/2023

City: Garden City
Project #: NY23_370008_001

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						15,220	14,237	29,457	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	3	14	17		12:00	0	0	253	218	471			
0:15	0	0	7	9	16		12:15	0	0	256	222	478			
0:30	0	0	6	5	11		12:30	0	0	243	224	467			
0:45	0	0	5	21 4	32	9 53	12:45	0	0	289	1041 247	911	536	1952	
1:00	0	0	0	6	6		13:00	0	0	243	251	494			
1:15	0	0	2	2	4		13:15	0	0	249	225	474			
1:30	0	0	4	3	7		13:30	0	0	254	233	487			
1:45	0	0	2	8 1	12	3 20	13:45	0	0	253	999 236	945	489	1944	
2:00	0	0	2	3	5		14:00	0	0	272	231	503			
2:15	0	0	1	1	2		14:15	0	0	277	232	509			
2:30	0	0	0	5	5		14:30	0	0	288	254	542			
2:45	0	0	2	5 3	12	5 17	14:45	0	0	274	1111 251	968	525	2079	
3:00	0	0	3	4	7		15:00	0	0	273	241	514			
3:15	0	0	5	2	7		15:15	0	0	292	251	543			
3:30	0	0	2	5	7		15:30	0	0	349	265	614			
3:45	0	0	5	15 4	15	9 30	15:45	0	0	349	1263 280	1037	629	2300	
4:00	0	0	4	4	8		16:00	0	0	374	277	651			
4:15	0	0	6	9	15		16:15	0	0	391	274	665			
4:30	0	0	11	8	19		16:30	0	0	344	321	665			
4:45	0	0	8	29 11	32	19 61	16:45	0	0	364	1473 316	1188	680	2661	
5:00	0	0	16	8	24		17:00	0	0	386	331	717			
5:15	0	0	13	14	27		17:15	0	0	327	324	651			
5:30	0	0	27	27	54		17:30	0	0	398	322	720			
5:45	0	0	38	94 40	89	78 183	17:45	0	0	374	1485 271	1248	645	2733	
6:00	0	0	43	48	91		18:00	0	0	298	284	582			
6:15	0	0	58	83	141		18:15	0	0	294	301	595			
6:30	0	0	65	103	168		18:30	0	0	285	272	557			
6:45	0	0	133	299 145	379	278 678	18:45	0	0	218	1095 232	1089	450	2184	
7:00	0	0	126	175	301		19:00	0	0	188	232	420			
7:15	0	0	147	220	367		19:15	0	0	177	194	371			
7:30	0	0	175	238	413		19:30	0	0	148	175	323			
7:45	0	0	229	677 279	912	508 1589	19:45	0	0	145	658 192	793	337	1451	
8:00	0	0	253	228	481		20:00	0	0	131	179	310			
8:15	0	0	205	246	451		20:15	0	0	153	176	329			
8:30	0	0	273	203	476		20:30	0	0	108	131	239			
8:45	0	0	281	1012 258	935	539 1947	20:45	0	0	104	496 117	603	221	1099	
9:00	0	0	247	210	457		21:00	0	0	88	117	205			
9:15	0	0	231	216	447		21:15	0	0	60	97	157			
9:30	0	0	221	202	423		21:30	0	0	65	79	144			
9:45	0	0	241	940 207	835	448 1775	21:45	0	0	56	269 72	365	128	634	
10:00	0	0	206	178	384		22:00	0	0	31	45	76			
10:15	0	0	231	179	410		22:15	0	0	24	35	59			
10:30	0	0	280	194	474		22:30	0	0	17	37	54			
10:45	0	0	290	1007 239	790	529 1797	22:45	0	0	23	95 40	157	63	252	
11:00	0	0	232	174	406		23:00	0	0	21	32	53			
11:15	0	0	291	189	480		23:15	0	0	16	18	34			
11:30	0	0	291	220	511		23:30	0	0	9	22	31			
11:45	0	0	259	1073 220	803	479 1876	23:45	0	0	9	55 15	87	24	142	
TOTALS	5180 4846				10026		TOTALS	10040 9391				19431			
SPLIT %	51.7% 48.3%				34.0%		SPLIT %	51.7% 48.3%				66.0%			

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						15,220	14,237	29,457	
AM Peak Hour	10:45 7:30 8:00						PM Peak Hour	16:15 16:45 16:45							
AM Pk Volume	1104 991 1947						PM Pk Volume	1485 1293 2768							
Pk Hr Factor	0.948 0.888 0.903						Pk Hr Factor	0.949 0.977 0.961							
7 - 9 Volume	0	0	1689	1847	3536		4 - 6 Volume	0	0	2958	2436	5394			
7 - 9 Peak Hour	8:00 7:30 8:00						4 - 6 Peak Hour	16:15 16:45 16:45							
7 - 9 Pk Volume	0	0	1012	991	1947		4 - 6 Pk Volume	0	0	1485	1293	2768			
Pk Hr Factor	0.000	0.000	0.900	0.888	0.903		Pk Hr Factor	0.000	0.000	0.949	0.977	0.961			

SPEED

Stewart Ave W/O Washington Ave

Day: Wednesday

Date: 5/24/2023

City: Garden City

Project #: NY23_370008_001e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	1	1	11	4	0	0	0	0	0	0	0	0	0	17
1:00	1	3	5	1	0	0	1	0	0	0	0	0	0	11
2:00	2	1	2	1	1	0	0	0	0	0	0	0	0	7
3:00	0	3	5	1	1	0	0	0	0	0	0	0	0	10
4:00	2	8	6	7	2	4	0	0	0	0	0	0	0	29
5:00	7	21	25	19	15	5	3	4	1	0	0	0	0	100
6:00	28	48	66	52	52	25	12	4	0	0	0	0	0	287
7:00	117	140	150	116	74	61	27	4	0	0	0	0	0	689
8:00	193	211	162	159	133	108	51	11	0	0	1	0	0	1029
9:00	180	231	195	152	118	91	30	7	0	0	0	0	0	1004
10:00	172	206	174	109	110	63	25	6	0	0	0	0	0	865
11:00	177	203	195	154	122	69	29	5	3	0	0	0	0	957
12:00 PM	190	243	221	179	125	58	28	6	1	0	0	0	0	1051
13:00	201	239	214	187	153	78	32	8	2	0	0	0	0	1114
14:00	191	267	232	175	140	101	33	8	4	0	1	0	0	1152
15:00	243	350	280	208	157	86	31	10	0	0	0	0	0	1365
16:00	249	339	258	225	197	103	40	8	1	0	0	0	0	1420
17:00	312	380	317	185	161	97	30	9	0	0	0	0	0	1491
18:00	215	317	220	166	137	99	41	8	0	0	0	0	0	1203
19:00	87	152	153	99	106	70	29	3	0	0	1	0	0	700
20:00	66	121	120	73	52	32	11	3	0	0	0	0	0	478
21:00	39	68	73	45	28	12	5	1	0	0	0	0	0	271
22:00	14	29	38	22	17	13	2	0	0	0	0	0	0	135
23:00	4	10	15	15	8	3	0	1	0	0	0	0	0	56
Totals	2691	3591	3137	2354	1909	1178	460	106	12		3			15441
% of Totals	17%	23%	20%	15%	12%	8%	3%	1%	0%		0%			100%

AM Volumes	880	1076	996	775	628	426	178	41	4	0	1	0	0	5005
% AM	6%	7%	6%	5%	4%	3%	1%	0%	0%		0%			32%
AM Peak Hour	8:00	9:00	9:00	8:00	8:00	8:00	8:00	8:00	11:00		8:00			8:00
Volume	193	231	195	159	133	108	51	11	3		1			1029
PM Volumes	1811	2515	2141	1579	1281	752	282	65	8	0	2	0	0	10436
% PM	12%	16%	14%	10%	8%	5%	2%	0%	0%		0%			68%
PM Peak Hour	17:00	17:00	17:00	16:00	16:00	16:00	18:00	15:00	14:00		14:00			17:00
Volume	312	380	317	225	197	103	41	10	4		1			1491
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			1718	↔	11%	2165	↔	14%	2911	↔	19%	8647	↔	56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	14	22	23	34	39	15441
Stewart Ave	West Bound	27	32	32	38	42	14714

SPEED

Stewart Ave W/O Washington Ave

Day: Wednesday

Date: 5/24/2023

City: Garden City

Project #: NY23_370008_001w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	0	14	14	7	0	1	0	1	0	0	0	37
1:00	0	0	1	6	8	1	0	0	0	0	0	0	0	16
2:00	0	0	1	6	11	0	1	0	0	0	0	0	0	19
3:00	0	0	0	3	1	5	1	0	0	0	0	0	0	10
4:00	0	0	2	6	9	4	1	1	0	0	0	0	0	23
5:00	0	0	0	14	40	14	5	6	1	0	0	0	0	80
6:00	5	0	6	65	162	92	30	16	7	2	1	0	0	386
7:00	6	18	19	159	410	245	79	31	7	2	0	0	0	976
8:00	6	12	21	197	428	266	84	22	2	0	0	0	0	1038
9:00	10	5	15	186	399	209	61	12	2	0	0	0	0	899
10:00	6	3	26	218	367	178	46	13	0	2	0	0	0	859
11:00	13	1	30	223	381	160	61	15	0	0	0	0	0	884
12:00 PM	19	1	19	271	392	196	58	15	4	1	0	0	0	976
13:00	12	7	31	247	429	168	53	13	1	0	0	0	0	961
14:00	14	7	42	268	395	175	61	7	2	0	0	0	0	971
15:00	5	11	29	264	438	178	60	13	0	1	0	0	0	999
16:00	6	21	32	340	471	193	55	10	0	0	0	0	0	1128
17:00	15	5	56	352	547	229	50	12	3	1	0	0	0	1270
18:00	9	16	46	312	440	190	61	26	3	0	0	0	0	1103
19:00	11	1	19	211	381	155	50	16	2	1	0	0	0	847
20:00	8	1	24	212	211	99	28	5	1	0	0	0	0	589
21:00	0	4	20	119	137	56	15	1	0	0	0	0	0	352
22:00	0	3	6	58	87	29	10	1	0	0	0	0	0	194
23:00	0	0	3	19	52	19	3	1	0	0	0	0	0	97
Totals	145	116	448	3770	6210	2868	873	237	35	11	1			14714
% of Totals	1%	1%	3%	26%	42%	19%	6%	2%	0%	0%	0%			100%

AM Volumes	46	39	121	1097	2230	1181	369	117	19	7	1	0	0	5227
% AM	0%	0%	1%	7%	15%	8%	3%	1%	0%	0%	0%			36%
AM Peak Hour	11:00	7:00	11:00	11:00	8:00	8:00	8:00	7:00	6:00	6:00	6:00			8:00
Volume	13	18	30	223	428	266	84	31	7	2	1			1038
PM Volumes	99	77	327	2673	3980	1687	504	120	16	4	0	0	0	9487
% PM	1%	1%	2%	18%	27%	11%	3%	1%	0%	0%				64%
PM Peak Hour	12:00	16:00	17:00	17:00	17:00	17:00	14:00	18:00	12:00	12:00				17:00
Volume	19	21	56	352	547	229	61	26	4	1				1270
Directional Peak Periods			AM 7-9				NOON 12-2				PM 4-6			
All Speeds			Volume	%		Volume	%		Volume	%	Volume	%		
			2014	↔	14%	1937	↔	13%	2398	↔	16%	8365	↔	57%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	14	22	23	34	39	15441
Stewart Ave	West Bound	27	32	32	38	42	14714

SPEED

Stewart Ave W/O Washington Ave

Day: Wednesday

Date: 5/24/2023

City: Garden City

Project #: NY23_370008_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	1	1	11	18	14	7	0	1	0	1	0	0	0	54
1:00	1	3	6	7	8	1	1	0	0	0	0	0	0	27
2:00	2	1	3	7	12	0	1	0	0	0	0	0	0	26
3:00	0	3	5	4	2	5	1	0	0	0	0	0	0	20
4:00	2	8	8	13	11	8	1	1	0	0	0	0	0	52
5:00	7	21	25	33	55	19	8	10	2	0	0	0	0	180
6:00	33	48	72	117	214	117	42	20	7	2	1	0	0	673
7:00	123	158	169	275	484	306	106	35	7	2	0	0	0	1665
8:00	199	223	183	356	561	374	135	33	2	0	1	0	0	2067
9:00	190	236	210	338	517	300	91	19	2	0	0	0	0	1903
10:00	178	209	200	327	477	241	71	19	0	2	0	0	0	1724
11:00	190	204	225	377	503	229	90	20	3	0	0	0	0	1841
12:00 PM	209	244	240	450	517	254	86	21	5	1	0	0	0	2027
13:00	213	246	245	434	582	246	85	21	3	0	0	0	0	2075
14:00	205	274	274	443	535	276	94	15	6	0	1	0	0	2123
15:00	248	361	309	472	595	264	91	23	0	1	0	0	0	2364
16:00	255	360	290	565	668	296	95	18	1	0	0	0	0	2548
17:00	327	385	373	537	708	326	80	21	3	1	0	0	0	2761
18:00	224	333	266	478	577	289	102	34	3	0	0	0	0	2306
19:00	98	153	172	310	487	225	79	19	2	1	1	0	0	1547
20:00	74	122	144	285	263	131	39	8	1	0	0	0	0	1067
21:00	39	72	93	164	165	68	20	2	0	0	0	0	0	623
22:00	14	32	44	80	104	42	12	1	0	0	0	0	0	329
23:00	4	10	18	34	60	22	3	2	0	0	0	0	0	153
Totals	2836	3707	3585	6124	8119	4046	1333	343	47	11	4			30155
% of Totals	9%	12%	12%	20%	27%	13%	4%	1%	0%	0%	0%			100%

AM Volumes	926	1115	1117	1872	2858	1607	547	158	23	7	2	0	0	10232
% AM	3%	4%	4%	6%	9%	5%	2%	1%	0%	0%	0%			34%
AM Peak Hour	8:00	9:00	11:00	11:00	8:00	8:00	8:00	7:00	6:00	6:00	6:00			8:00
Volume	199	236	225	377	561	374	135	35	7	2	1			2067
PM Volumes	1910	2592	2468	4252	5261	2439	786	185	24	4	2	0	0	19923
% PM	6%	9%	8%	14%	17%	8%	3%	1%	0%	0%	0%			66%
PM Peak Hour	17:00	17:00	17:00	16:00	17:00	17:00	18:00	18:00	14:00	12:00	14:00			17:00
Volume	327	385	373	565	708	326	102	34	6	1	1			2761
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume		%	Volume		%	Volume		%	Volume		%
			3732	↔	12%	4102	↔	14%	5309	↔	18%	17012	↔	56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	Summary	17	29	28	37	41	30155

VOLUME

Stewart Ave W/O Washington Ave

Day: Wednesday
Date: 5/24/2023

City: Garden City
Project #: NY23_370008_001

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						15,441	14,714	30,155	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	4	15	19		12:00	0	0	255	253	508			
0:15	0	0	3	11	14		12:15	0	0	276	259	535			
0:30	0	0	7	8	15		12:30	0	0	260	231	491			
0:45	0	0	3	17	3	37	12:45	0	0	260	1051	233	976	493	2027
1:00	0	0	2	4	6		13:00	0	0	259	230	489			
1:15	0	0	1	5	6		13:15	0	0	295	238	533			
1:30	0	0	4	3	7		13:30	0	0	270	227	497			
1:45	0	0	4	11	4	16	13:45	0	0	290	1114	266	961	556	2075
2:00	0	0	1	7	8		14:00	0	0	270	233	503			
2:15	0	0	4	4	8		14:15	0	0	288	269	557			
2:30	0	0	1	5	6		14:30	0	0	299	230	529			
2:45	0	0	1	7	3	19	14:45	0	0	295	1152	239	971	534	2123
3:00	0	0	2	2	4		15:00	0	0	320	247	567			
3:15	0	0	6	3	9		15:15	0	0	332	232	564			
3:30	0	0	2	3	5		15:30	0	0	349	254	603			
3:45	0	0	0	10	2	10	15:45	0	0	364	1365	266	999	630	2364
4:00	0	0	2	7	9		16:00	0	0	332	277	609			
4:15	0	0	4	3	7		16:15	0	0	351	254	605			
4:30	0	0	7	7	14		16:30	0	0	393	307	700			
4:45	0	0	16	29	6	23	16:45	0	0	344	1420	290	1128	634	2548
5:00	0	0	3	10	13		17:00	0	0	402	313	715			
5:15	0	0	22	8	30		17:15	0	0	393	339	732			
5:30	0	0	28	30	58		17:30	0	0	388	322	710			
5:45	0	0	47	100	32	80	17:45	0	0	308	1491	296	1270	604	2761
6:00	0	0	37	66	103		18:00	0	0	336	301	637			
6:15	0	0	56	61	117		18:15	0	0	322	289	611			
6:30	0	0	78	112	190		18:30	0	0	302	247	549			
6:45	0	0	116	287	147	386	18:45	0	0	243	1203	266	1103	509	2306
7:00	0	0	107	192	299		19:00	0	0	218	227	445			
7:15	0	0	151	259	410		19:15	0	0	184	196	380			
7:30	0	0	174	252	426		19:30	0	0	162	210	372			
7:45	0	0	257	689	273	976	19:45	0	0	136	700	214	847	350	1547
8:00	0	0	248	274	522		20:00	0	0	166	185	351			
8:15	0	0	224	244	468		20:15	0	0	112	147	259			
8:30	0	0	286	258	544		20:30	0	0	113	130	243			
8:45	0	0	271	1029	262	1038	20:45	0	0	87	478	127	589	214	1067
9:00	0	0	295	236	531		21:00	0	0	72	121	193			
9:15	0	0	231	215	446		21:15	0	0	72	83	155			
9:30	0	0	252	221	473		21:30	0	0	82	72	154			
9:45	0	0	226	1004	227	899	21:45	0	0	45	271	76	352	121	623
10:00	0	0	189	185	374		22:00	0	0	41	70	111			
10:15	0	0	219	224	443		22:15	0	0	29	45	74			
10:30	0	0	216	226	442		22:30	0	0	35	42	77			
10:45	0	0	241	865	224	859	22:45	0	0	30	135	37	194	67	329
11:00	0	0	227	229	456		23:00	0	0	16	25	41			
11:15	0	0	236	230	466		23:15	0	0	14	25	39			
11:30	0	0	257	201	458		23:30	0	0	16	28	44			
11:45	0	0	237	957	224	884	23:45	0	0	10	56	19	97	29	153
TOTALS			5005		5227		TOTALS			10436		9487		19923	
SPLIT %			48.9%		51.1%		SPLIT %			52.4%		47.6%		66.1%	

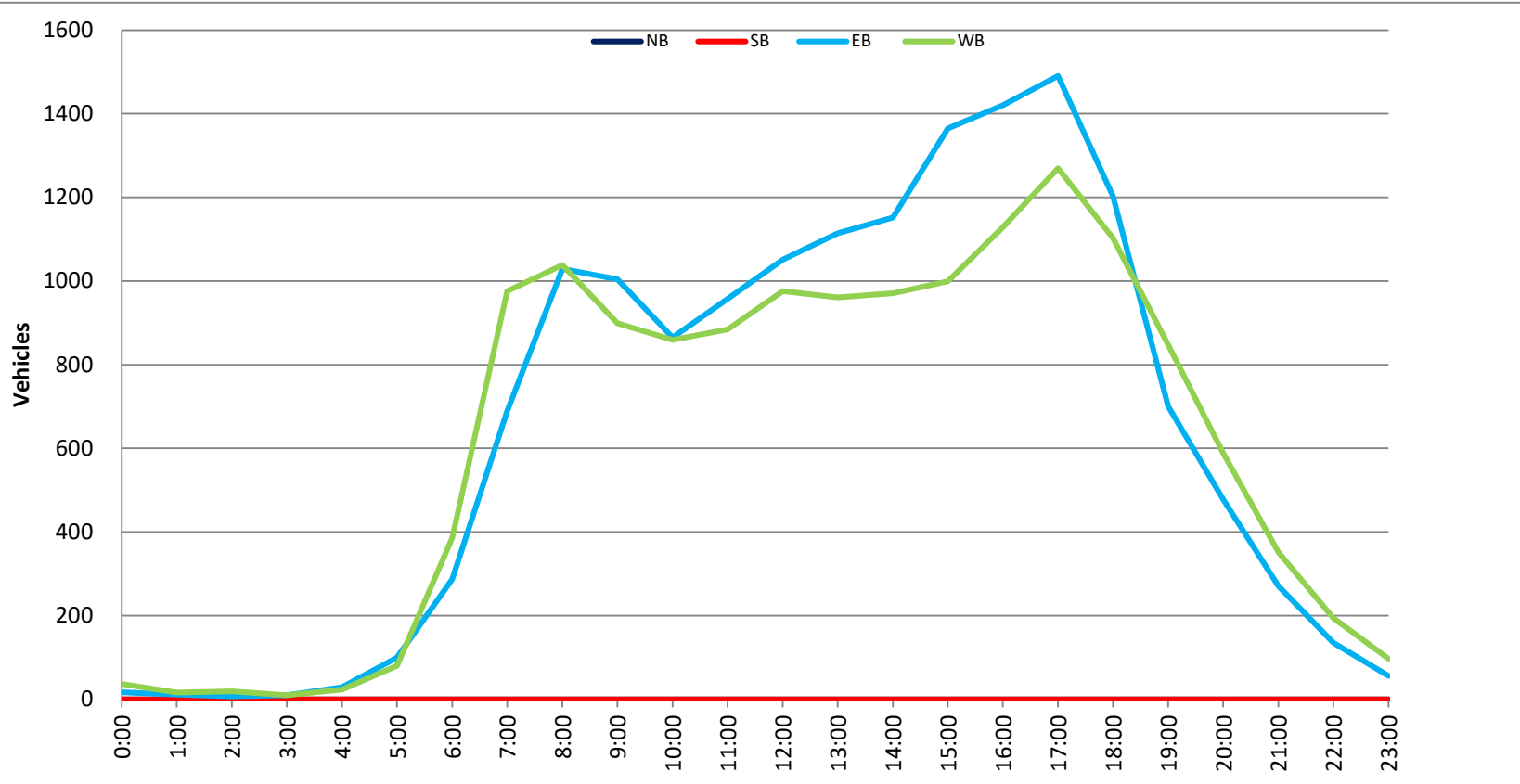
DAILY TOTALS			NB	SB	EB			WB			Total	
			0	0							15,441	14,714
AM Peak Hour			8:30	7:15	8:15	PM Peak Hour				16:30	17:00	16:45
AM Pk Volume			1083	1058	2076	PM Pk Volume				1532	1270	2791
Pk Hr Factor			0.918	0.965	0.954	Pk Hr Factor				0.953	0.937	0.953
7 - 9 Volume	0	0	1718	2014	3732	4 - 6 Volume		0	0	2911	2398	5309
7 - 9 Peak Hour			8:00	7:15	8:00	4 - 6 Peak Hour				16:30	17:00	16:45
7 - 9 Pk Volume	0	0	1029	1058	2067	4 - 6 Pk Volume		0	0	1532	1270	2791
Pk Hr Factor	0.000	0.000	0.899	0.965	0.950	Pk Hr Factor		0.000	0.000	0.953	0.937	0.953

Project #: NY23_370008_001

City: Garden City

Location: Stewart Ave W/O Washington Ave

Date: 5/24/2023



SPEED

Stewart Ave W/O Washington Ave

Day: Thursday

Date: 5/25/2023

City: Garden City

Project #: NY23_370008_001e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	2	5	12	4	2	0	0	1	0	0	0	0	0	26
1:00	0	3	5	1	7	1	0	0	0	0	0	0	0	17
2:00	0	1	4	4	0	0	0	0	0	0	0	0	0	9
3:00	0	1	4	2	1	0	0	0	0	0	0	0	0	8
4:00	1	6	15	8	4	1	0	1	0	0	0	0	0	36
5:00	6	13	25	18	8	5	1	0	0	0	0	0	0	76
6:00	40	52	69	71	39	25	15	1	2	0	0	0	0	314
7:00	98	148	143	91	85	67	20	9	2	0	0	0	0	663
8:00	166	262	192	144	121	70	46	8	1	0	0	0	0	1010
9:00	157	234	180	133	140	80	21	11	1	0	0	0	0	957
10:00	160	205	173	152	132	60	19	6	1	0	0	0	0	908
11:00	175	242	179	141	133	94	21	10	1	0	0	0	0	996
12:00 PM	207	277	198	178	136	71	21	8	0	0	0	0	0	1096
13:00	190	263	194	152	162	84	19	6	1	0	0	0	0	1071
14:00	206	280	236	168	139	78	26	6	0	0	0	0	0	1139
15:00	322	387	295	187	155	69	22	7	0	0	0	0	0	1444
16:00	315	368	315	245	140	73	26	5	1	0	0	0	0	1488
17:00	283	388	325	234	155	68	24	7	0	0	0	0	0	1484
18:00	201	258	198	150	150	111	34	9	0	0	0	0	0	1111
19:00	135	185	174	107	94	61	26	2	0	0	0	0	0	784
20:00	60	103	123	74	55	43	10	3	1	0	0	0	0	472
21:00	35	65	75	54	35	21	9	1	0	0	0	0	0	295
22:00	13	32	58	25	20	18	2	0	0	0	0	0	0	168
23:00	6	20	26	16	10	2	1	0	0	0	0	0	0	81
Totals	2778	3798	3218	2359	1923	1102	363	101	11					15653
% of Totals	18%	24%	21%	15%	12%	7%	2%	1%	0%					100%

AM Volumes	805	1172	1001	769	672	403	143	47	8	0	0	0	0	5020
% AM	5%	7%	6%	5%	4%	3%	1%	0%	0%					32%
AM Peak Hour	11:00	8:00	8:00	10:00	9:00	11:00	8:00	9:00	6:00					8:00
Volume	175	262	192	152	140	94	46	11	2					1010
PM Volumes	1973	2626	2217	1590	1251	699	220	54	3	0	0	0	0	10633
% PM	13%	17%	14%	10%	8%	4%	1%	0%	0%					68%
PM Peak Hour	15:00	17:00	17:00	16:00	13:00	18:00	18:00	18:00	13:00					16:00
Volume	322	388	325	245	162	111	34	9	1					1488
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			1673	↔	11%	2167	↔	14%	2972	↔	19%	8841	↔	56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	13	22	23	33	39	15653
Stewart Ave	West Bound	26	32	32	38	42	15159

SPEED

Stewart Ave W/O Washington Ave

Day: Thursday

Date: 5/25/2023

City: Garden City

Project #: NY23_370008_001w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	6	12	17	8	2	0	0	0	0	0	0	45
1:00	0	0	0	4	5	2	0	0	0	0	0	0	0	11
2:00	0	0	0	9	6	2	0	0	0	0	0	0	0	17
3:00	1	0	1	3	5	1	1	0	0	0	0	0	0	12
4:00	0	0	0	6	12	7	1	2	0	0	0	0	0	28
5:00	0	1	5	22	32	19	6	0	0	0	0	0	0	85
6:00	0	4	10	62	136	96	33	5	4	2	0	0	0	352
7:00	3	19	25	163	366	191	90	26	5	0	0	0	0	888
8:00	2	21	24	206	363	225	81	20	1	1	0	0	0	944
9:00	5	4	32	201	343	178	62	16	1	0	0	0	0	842
10:00	16	7	35	253	285	146	43	15	3	0	0	0	0	803
11:00	16	4	46	250	349	168	51	8	2	2	0	0	0	896
12:00 PM	8	19	44	314	371	158	59	13	1	0	0	0	0	987
13:00	19	4	56	322	475	164	43	8	0	0	0	0	0	1091
14:00	20	8	48	294	457	173	54	14	1	0	0	0	0	1069
15:00	13	18	58	313	452	173	52	10	0	0	0	0	0	1089
16:00	18	9	85	374	447	153	54	9	3	0	0	0	0	1152
17:00	6	18	90	406	558	211	49	9	0	0	0	0	0	1347
18:00	22	22	47	349	519	220	59	11	2	0	0	0	0	1251
19:00	3	19	28	282	328	150	40	8	2	0	0	0	0	860
20:00	0	14	23	204	249	104	21	5	2	0	0	0	0	622
21:00	0	8	33	138	178	57	20	3	0	0	0	0	0	437
22:00	0	0	6	62	93	34	13	4	0	0	0	0	0	212
23:00	0	2	2	29	53	23	7	3	0	0	0	0	0	119
Totals	152	201	704	4278	6099	2663	841	189	27	5				15159
% of Totals	1%	1%	5%	28%	40%	18%	6%	1%	0%	0%				100%

AM Volumes	43	60	184	1191	1919	1043	370	92	16	5	0	0	0	4923
% AM	0%	0%	1%	8%	13%	7%	2%	1%	0%	0%				32%
AM Peak Hour	10:00	8:00	11:00	10:00	7:00	8:00	7:00	7:00	7:00	6:00				8:00
Volume	16	21	46	253	366	225	90	26	5	2				944
PM Volumes	109	141	520	3087	4180	1620	471	97	11	0	0	0	0	10236
% PM	1%	1%	3%	20%	28%	11%	3%	1%	0%					68%
PM Peak Hour	18:00	18:00	17:00	17:00	17:00	18:00	12:00	14:00	16:00					17:00
Volume	22	22	90	406	558	220	59	14	3					1347
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume		%	Volume		%	Volume		%	Volume		%
			1832	↔	12%	2078	↔	14%	2499	↔	16%	8750	↔	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	13	22	23	33	39	15653
Stewart Ave	West Bound	26	32	32	38	42	15159

SPEED

Stewart Ave W/O Washington Ave

Day: Thursday

Date: 5/25/2023

City: Garden City

Project #: NY23_370008_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	2	5	18	16	19	8	2	1	0	0	0	0	0	71
1:00	0	3	5	5	12	3	0	0	0	0	0	0	0	28
2:00	0	1	4	13	6	2	0	0	0	0	0	0	0	26
3:00	1	1	5	5	6	1	1	0	0	0	0	0	0	20
4:00	1	6	15	14	16	8	1	3	0	0	0	0	0	64
5:00	6	14	30	40	40	24	7	0	0	0	0	0	0	161
6:00	40	56	79	133	175	121	48	6	6	2	0	0	0	666
7:00	101	167	168	254	451	258	110	35	7	0	0	0	0	1551
8:00	168	283	216	350	484	295	127	28	2	1	0	0	0	1954
9:00	162	238	212	334	483	258	83	27	2	0	0	0	0	1799
10:00	176	212	208	405	417	206	62	21	4	0	0	0	0	1711
11:00	191	246	225	391	482	262	72	18	3	2	0	0	0	1892
12:00 PM	215	296	242	492	507	229	80	21	1	0	0	0	0	2083
13:00	209	267	250	474	637	248	62	14	1	0	0	0	0	2162
14:00	226	288	284	462	596	251	80	20	1	0	0	0	0	2208
15:00	335	405	353	500	607	242	74	17	0	0	0	0	0	2533
16:00	333	377	400	619	587	226	80	14	4	0	0	0	0	2640
17:00	289	406	415	640	713	279	73	16	0	0	0	0	0	2831
18:00	223	280	245	499	669	331	93	20	2	0	0	0	0	2362
19:00	138	204	202	389	422	211	66	10	2	0	0	0	0	1644
20:00	60	117	146	278	304	147	31	8	3	0	0	0	0	1094
21:00	35	73	108	192	213	78	29	4	0	0	0	0	0	732
22:00	13	32	64	87	113	52	15	4	0	0	0	0	0	380
23:00	6	22	28	45	63	25	8	3	0	0	0	0	0	200
Totals	2930	3999	3922	6637	8022	3765	1204	290	38	5				30812
% of Totals	10%	13%	13%	22%	26%	12%	4%	1%	0%	0%				100%

AM Volumes	848	1232	1185	1960	2591	1446	513	139	24	5	0	0	0	9943
% AM	3%	4%	4%	6%	8%	5%	2%	0%	0%	0%				32%
AM Peak Hour	11:00	8:00	11:00	10:00	8:00	8:00	8:00	7:00	7:00	6:00				8:00
Volume	191	283	225	405	484	295	127	35	7	2				1954
PM Volumes	2082	2767	2737	4677	5431	2319	691	151	14	0	0	0	0	20869
% PM	7%	9%	9%	15%	18%	8%	2%	0%	0%					68%
PM Peak Hour	15:00	17:00	17:00	17:00	17:00	18:00	18:00	12:00	16:00					17:00
Volume	335	406	415	640	713	331	93	21	4					2831
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume		%	Volume		%	Volume		%	Volume		%
			3505	↔	11%	4245	↔	14%	5471	↔	18%	17591	↔	57%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	Summary	17	28	27	36	40	30812

VOLUME

Stewart Ave W/O Washington Ave

Day: Thursday
Date: 5/25/2023

City: Garden City
Project #: NY23_370008_001

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						15,653	15,159	30,812	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	10	11	21		12:00	0	0	252	268	520			
0:15	0	0	4	14	18		12:15	0	0	273	249	522			
0:30	0	0	9	9	18		12:30	0	0	284	213	497			
0:45	0	0	3	26	11	45	12:45	0	0	287	1096	257	987	544	2083
1:00	0	0	6	4	10		13:00	0	0	266	291	557			
1:15	0	0	2	2	4		13:15	0	0	314	275	589			
1:30	0	0	2	1	3		13:30	0	0	270	249	519			
1:45	0	0	7	17	4	11	13:45	0	0	221	1071	276	1091	497	2162
2:00	0	0	5	3	8		14:00	0	0	314	258	572			
2:15	0	0	1	7	8		14:15	0	0	295	252	547			
2:30	0	0	2	6	8		14:30	0	0	262	264	526			
2:45	0	0	1	9	1	17	14:45	0	0	268	1139	295	1069	563	2208
3:00	0	0	4	3	7		15:00	0	0	350	276	626			
3:15	0	0	2	0	2		15:15	0	0	373	270	643			
3:30	0	0	1	6	7		15:30	0	0	342	266	608			
3:45	0	0	1	8	3	12	15:45	0	0	379	1444	277	1089	656	2533
4:00	0	0	6	8	14		16:00	0	0	359	278	637			
4:15	0	0	7	7	14		16:15	0	0	364	293	657			
4:30	0	0	10	6	16		16:30	0	0	383	304	687			
4:45	0	0	13	36	7	28	16:45	0	0	382	1488	277	1152	659	2640
5:00	0	0	11	11	22		17:00	0	0	403	318	721			
5:15	0	0	5	9	14		17:15	0	0	338	331	669			
5:30	0	0	25	21	46		17:30	0	0	351	346	697			
5:45	0	0	35	76	44	85	17:45	0	0	392	1484	352	1347	744	2831
6:00	0	0	32	51	83		18:00	0	0	322	341	663			
6:15	0	0	65	72	137		18:15	0	0	269	342	611			
6:30	0	0	91	103	194		18:30	0	0	276	280	556			
6:45	0	0	126	314	126	352	18:45	0	0	244	1111	288	1251	532	2362
7:00	0	0	110	167	277		19:00	0	0	210	262	472			
7:15	0	0	149	220	369		19:15	0	0	204	251	455			
7:30	0	0	166	251	417		19:30	0	0	223	183	406			
7:45	0	0	238	663	250	888	19:45	0	0	147	784	164	860	311	1644
8:00	0	0	225	232	457		20:00	0	0	134	166	300			
8:15	0	0	256	268	524		20:15	0	0	129	156	285			
8:30	0	0	260	223	483		20:30	0	0	116	158	274			
8:45	0	0	269	1010	221	944	20:45	0	0	93	472	142	622	235	1094
9:00	0	0	237	235	472		21:00	0	0	80	125	205			
9:15	0	0	244	200	444		21:15	0	0	67	118	185			
9:30	0	0	241	200	441		21:30	0	0	85	118	203			
9:45	0	0	235	957	207	842	21:45	0	0	63	295	76	437	139	732
10:00	0	0	210	198	408		22:00	0	0	66	69	135			
10:15	0	0	197	220	417		22:15	0	0	49	63	112			
10:30	0	0	253	185	438		22:30	0	0	31	45	76			
10:45	0	0	248	908	200	803	22:45	0	0	22	168	35	212	57	380
11:00	0	0	236	202	438		23:00	0	0	25	37	62			
11:15	0	0	244	236	480		23:15	0	0	27	33	60			
11:30	0	0	260	225	485		23:30	0	0	14	28	42			
11:45	0	0	256	996	233	896	23:45	0	0	15	81	21	119	36	200
TOTALS	5020				4923	9943	TOTALS	10633				10236	20869		
SPLIT %	50.5%				49.5%	32.3%	SPLIT %	51.0%				49.0%	67.7%		

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						15,653	15,159	30,812	
AM Peak Hour	11:45				7:30	11:45	PM Peak Hour	16:15				17:30	17:00		
AM Pk Volume	1065				1001	2028	PM Pk Volume	1532				1381	2831		
Pk Hr Factor	0.938				0.934	0.971	Pk Hr Factor	0.950				0.981	0.951		
7 - 9 Volume	0	0	1673	1832	3505		4 - 6 Volume	0	0	2972	2499	5471			
7 - 9 Peak Hour	8:00				7:30	8:00	4 - 6 Peak Hour	16:15				17:00	17:00		
7 - 9 Pk Volume	0	0	1010	1001	1954		4 - 6 Pk Volume	0	0	1532	1347	2831			
Pk Hr Factor	0.000	0.000	0.939	0.934	0.932		Pk Hr Factor	0.000	0.000	0.950	0.957	0.951			

SPEED

Stewart Ave W/O Washington Ave

Day: Friday

City: Garden City

Date: 5/26/2023

Project #: NY23_370008_001e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	2	8	8	15	2	3	0	1	0	0	0	0	0	39
1:00	0	1	8	8	0	1	0	0	0	0	0	0	0	18
2:00	0	0	6	4	0	0	0	0	0	0	0	0	0	10
3:00	0	2	2	11	1	0	0	0	0	0	0	0	0	16
4:00	1	6	8	13	3	0	0	0	0	0	0	0	0	31
5:00	5	13	24	20	9	6	4	0	0	0	0	0	0	81
6:00	38	56	57	34	35	22	21	3	0	0	0	0	0	266
7:00	53	107	119	83	76	55	25	9	2	0	0	0	0	529
8:00	119	180	147	111	107	86	45	11	1	1	0	0	0	808
9:00	151	187	148	110	128	92	37	8	0	0	0	0	0	861
10:00	158	222	171	141	142	98	34	10	1	0	0	0	0	977
11:00	215	281	214	143	146	84	31	10	4	0	0	0	0	1128
12:00 PM	190	249	216	188	144	110	38	11	2	0	0	0	0	1148
13:00	183	264	219	164	144	105	40	8	0	0	0	0	0	1127
14:00	215	247	202	179	167	90	40	6	1	0	0	0	0	1147
15:00	230	321	267	203	161	104	36	8	2	1	0	0	0	1333
16:00	270	345	282	200	151	98	40	9	0	1	0	0	0	1396
17:00	188	253	218	176	153	97	37	10	0	1	0	0	0	1133
18:00	104	162	151	106	113	70	26	6	1	2	1	0	0	742
19:00	85	148	132	105	93	79	31	12	0	0	0	0	0	685
20:00	45	71	79	65	66	45	14	4	1	0	0	0	0	390
21:00	50	69	74	54	43	32	6	1	0	0	0	0	0	329
22:00	21	50	68	43	27	21	6	1	0	0	0	0	0	237
23:00	12	24	35	23	13	7	5	1	0	0	0	0	0	120
Totals	2335	3266	2855	2199	1924	1305	516	129	15	6	1			14551
% of Totals	16%	22%	20%	15%	13%	9%	4%	1%	0%	0%	0%			100%

AM Volumes	742	1063	912	693	649	447	197	52	8	1	0	0	0	4764
% AM	5%	7%	6%	5%	4%	3%	1%	0%	0%	0%				33%
AM Peak Hour	11:00	11:00	11:00	11:00	11:00	10:00	8:00	8:00	11:00	8:00				11:00
Volume	215	281	214	143	146	98	45	11	4	1				1128
PM Volumes	1593	2203	1943	1506	1275	858	319	77	7	5	1	0	0	9787
% PM	11%	15%	13%	10%	9%	6%	2%	1%	0%	0%	0%			67%
PM Peak Hour	16:00	16:00	16:00	15:00	14:00	12:00	13:00	19:00	12:00	18:00	18:00			16:00
Volume	270	345	282	203	167	110	40	12	2	2	1			1396
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			1337	↔	9%	2275	↔	16%	2529	↔	17%	8410	↔	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	14	23	24	34	40	14551
Stewart Ave	West Bound	27	32	33	38	43	14401

SPEED

Stewart Ave W/O Washington Ave

Day: Friday

Date: 5/26/2023

City: Garden City

Project #: NY23_370008_001w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	0	11	28	8	3	0	0	0	0	0	0	50
1:00	0	0	0	8	21	3	0	1	0	0	0	0	0	33
2:00	0	0	1	11	10	1	0	0	0	0	0	0	0	23
3:00	0	0	1	3	4	1	0	0	0	0	0	0	0	9
4:00	0	0	1	7	10	6	1	0	2	1	0	0	0	28
5:00	0	0	1	18	27	19	8	7	1	1	1	0	0	83
6:00	0	4	5	60	109	65	31	6	1	0	0	0	0	281
7:00	2	4	9	113	209	151	57	16	7	2	1	0	0	571
8:00	0	5	21	142	309	178	72	21	5	1	0	0	0	754
9:00	1	5	18	168	308	155	61	17	1	0	0	0	0	734
10:00	5	10	23	208	315	178	57	15	3	1	0	0	0	815
11:00	11	4	22	216	378	214	69	20	2	0	0	0	0	936
12:00 PM	15	7	54	272	424	192	86	17	4	0	0	0	0	1071
13:00	3	11	53	267	433	235	71	18	3	0	0	0	0	1094
14:00	9	9	54	286	479	196	45	11	3	1	0	0	0	1093
15:00	6	5	67	331	473	193	63	15	5	0	0	0	0	1158
16:00	3	3	76	334	472	221	66	14	1	0	0	0	0	1190
17:00	11	8	37	348	435	188	57	16	3	0	0	0	0	1103
18:00	10	3	46	249	441	209	65	10	0	0	0	0	0	1033
19:00	10	1	25	205	367	177	43	7	1	0	0	0	0	836
20:00	6	4	23	178	290	123	40	11	0	1	0	0	0	676
21:00	6	2	10	128	182	87	19	7	0	0	0	0	0	441
22:00	3	0	8	74	100	37	13	4	2	0	0	0	0	241
23:00	0	2	3	48	54	26	12	3	0	0	0	0	0	148
Totals	101	87	558	3685	5878	2863	939	236	44	8	2			14401
% of Totals	1%	1%	4%	26%	41%	20%	7%	2%	0%	0%	0%			100%

AM Volumes	19	32	102	965	1728	979	359	103	22	6	2	0	0	4317
% AM	0%	0%	1%	7%	12%	7%	2%	1%	0%	0%	0%			30%
AM Peak Hour	11:00	10:00	10:00	11:00	11:00	11:00	8:00	8:00	7:00	7:00	5:00			11:00
Volume	11	10	23	216	378	214	72	21	7	2	1			936
PM Volumes	82	55	456	2720	4150	1884	580	133	22	2	0	0	0	10084
% PM	1%	0%	3%	19%	29%	13%	4%	1%	0%	0%				70%
PM Peak Hour	12:00	13:00	16:00	17:00	14:00	13:00	12:00	13:00	15:00	14:00				16:00
Volume	15	11	76	348	479	235	86	18	5	1				1190
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume		%	Volume		%	Volume		%	Volume		%
			1325	↔	9%	2165	↔	15%	2293	↔	16%	8618	↔	60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	14	23	24	34	40	14551
Stewart Ave	West Bound	27	32	33	38	43	14401

SPEED

Stewart Ave W/O Washington Ave

Day: Friday

Date: 5/26/2023

City: Garden City

Project #: NY23_370008_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	2	8	8	26	30	11	3	1	0	0	0	0	0	89
1:00	0	1	8	16	21	4	0	1	0	0	0	0	0	51
2:00	0	0	7	15	10	1	0	0	0	0	0	0	0	33
3:00	0	2	3	14	5	1	0	0	0	0	0	0	0	25
4:00	38	6	9	20	13	6	1	0	2	1	0	0	0	96
5:00	5	13	25	38	36	25	12	7	1	1	1	0	0	164
6:00	38	60	62	94	144	87	52	9	1	0	0	0	0	547
7:00	55	111	128	196	285	206	82	25	9	2	1	0	0	1100
8:00	119	185	168	253	416	264	117	32	6	2	0	0	0	1562
9:00	152	192	166	278	436	247	98	25	1	0	0	0	0	1595
10:00	163	232	194	349	457	276	91	25	4	1	0	0	0	1792
11:00	226	285	236	359	524	298	100	30	6	0	0	0	0	2064
12:00 PM	205	256	270	460	568	302	124	28	6	0	0	0	0	2219
13:00	186	275	272	431	577	340	111	26	3	0	0	0	0	2221
14:00	224	256	256	465	646	286	85	17	4	1	0	0	0	2240
15:00	236	326	334	534	634	297	99	23	7	1	0	0	0	2491
16:00	273	348	358	534	623	319	106	23	1	1	0	0	0	2586
17:00	199	261	255	524	588	285	94	26	3	1	0	0	0	2236
18:00	114	165	197	355	554	279	91	16	1	2	1	0	0	1775
19:00	95	149	157	310	460	256	74	19	1	0	0	0	0	1521
20:00	51	75	102	243	356	168	54	15	1	1	0	0	0	1066
21:00	56	71	84	182	225	119	25	8	0	0	0	0	0	770
22:00	24	50	76	117	127	58	19	5	2	0	0	0	0	478
23:00	12	26	38	71	67	33	17	4	0	0	0	0	0	268
Totals	2473	3353	3413	5884	7802	4168	1455	365	59	14	3			28989
% of Totals	9%	12%	12%	20%	27%	14%	5%	1%	0%	0%	0%			100%

AM Volumes	798	1095	1014	1658	2377	1426	556	155	30	7	2	0	0	9118
% AM	3%	4%	3%	6%	8%	5%	2%	1%	0%	0%	0%			31%
AM Peak Hour	11:00	11:00	11:00	11:00	11:00	11:00	8:00	8:00	7:00	7:00	5:00			11:00
Volume	226	285	236	359	524	298	117	32	9	2	1			2064
PM Volumes	1675	2258	2399	4226	5425	2742	899	210	29	7	1	0	0	19871
% PM	6%	8%	8%	15%	19%	9%	3%	1%	0%	0%	0%			69%
PM Peak Hour	16:00	16:00	16:00	15:00	14:00	13:00	12:00	12:00	15:00	18:00	18:00			16:00
Volume	273	348	358	534	646	340	124	28	7	2	1			2586
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume		%	Volume		%	Volume		%	Volume		%
			2662	↔	9%	4440	↔	15%	4822	↔	17%	17065	↔	59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	Summary	18	29	28	37	42	28989

VOLUME

Stewart Ave W/O Washington Ave

Day: Friday
Date: 5/26/2023

City: Garden City
Project #: NY23_370008_001

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0	14,551					14,401	28,952
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
0:00	0	0	12	13	25		12:00	0	0	280	272	552	
0:15	0	0	12	12	24		12:15	0	0	319	262	581	
0:30	0	0	9	14	23		12:30	0	0	278	254	532	
0:45	0	0	6	39 11 50	17 89		12:45	0	0	271 1148 283 1071		554 2219	
1:00	0	0	5	11	16		13:00	0	0	285	285	570	
1:15	0	0	5	6	11		13:15	0	0	279	264	543	
1:30	0	0	4	8	12		13:30	0	0	272	266	538	
1:45	0	0	4	18 8 33	12 51		13:45	0	0	291 1127 279 1094		570 2221	
2:00	0	0	2	6	8		14:00	0	0	301	243	544	
2:15	0	0	5	7	12		14:15	0	0	262	268	530	
2:30	0	0	3	8	11		14:30	0	0	287	293	580	
2:45	0	0	0	10 2 23	2 33		14:45	0	0	297 1147 289 1093		586 2240	
3:00	0	0	3	3	6		15:00	0	0	344	275	619	
3:15	0	0	3	0	3		15:15	0	0	304	281	585	
3:30	0	0	4	4	8		15:30	0	0	345	293	638	
3:45	0	0	6	16 2 9	8 25		15:45	0	0	340 1333 309 1158		649 2491	
4:00	0	0	2	9	11		16:00	0	0	386	295	681	
4:15	0	0	8	5	13		16:15	0	0	356	266	622	
4:30	0	0	9	3	12		16:30	0	0	341	301	642	
4:45	0	0	12	31 11 28	23 59		16:45	0	0	313 1396 328 1190		641 2586	
5:00	0	0	5	11	16		17:00	0	0	322	254	576	
5:15	0	0	17	9	26		17:15	0	0	287	280	567	
5:30	0	0	26	20	46		17:30	0	0	283	292	575	
5:45	0	0	33	81 43 83	76 164		17:45	0	0	241 1133 277 1103		518 2236	
6:00	0	0	39	38	77		18:00	0	0	200	303	503	
6:15	0	0	56	66	122		18:15	0	0	194	251	445	
6:30	0	0	57	72	129		18:30	0	0	191	256	447	
6:45	0	0	114	266 105 281	219 547		18:45	0	0	157 742 223 1033		380 1775	
7:00	0	0	110	97	207		19:00	0	0	169	238	407	
7:15	0	0	121	136	257		19:15	0	0	162	197	359	
7:30	0	0	126	146	272		19:30	0	0	186	208	394	
7:45	0	0	172	529 192 571	364 1100		19:45	0	0	168 685 193 836		361 1521	
8:00	0	0	162	147	309		20:00	0	0	106	172	278	
8:15	0	0	211	216	427		20:15	0	0	93	181	274	
8:30	0	0	199	188	387		20:30	0	0	105	176	281	
8:45	0	0	236	808 203 754	439 1562		20:45	0	0	86 390 147 676		233 1066	
9:00	0	0	182	180	362		21:00	0	0	95	145	240	
9:15	0	0	204	175	379		21:15	0	0	70	126	196	
9:30	0	0	244	190	434		21:30	0	0	86	81	167	
9:45	0	0	231	861 189 734	420 1595		21:45	0	0	78 329 89 441		167 770	
10:00	0	0	245	173	418		22:00	0	0	79	80	159	
10:15	0	0	208	221	429		22:15	0	0	62	61	123	
10:30	0	0	252	206	458		22:30	0	0	51	51	102	
10:45	0	0	272	977 215 815	487 1792		22:45	0	0	45 237 49 241		94 478	
11:00	0	0	250	205	455		23:00	0	0	38	49	87	
11:15	0	0	308	225	533		23:15	0	0	34	27	61	
11:30	0	0	269	245	514		23:30	0	0	29	41	70	
11:45	0	0	301	1128 261 936	562 2064		23:45	0	0	19 120 31 148		50 268	
TOTALS	4764 4317				9081		TOTALS	9787 10084				19871	
SPLIT %	52.5% 47.5%				31.4%		SPLIT %	49.3% 50.7%				68.6%	

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0	14,551					14,401	28,952	
AM Peak Hour			11:45	11:45	11:45		PM Peak Hour			15:30	16:00	15:45		
AM Pk Volume			1178	1049	2227		PM Pk Volume			1427	1190	2594		
Pk Hr Factor			0.923	0.964	0.958		Pk Hr Factor			0.924	0.907	0.952		
7 - 9 Volume	0	0	1337	1325	2662		4 - 6 Volume	0	0	2529	2293	4822		
7 - 9 Peak Hour			8:00	8:00	8:00		4 - 6 Peak Hour			16:00	16:00	16:00		
7 - 9 Pk Volume	0	0	808	754	1562		4 - 6 Pk Volume	0	0	1396	1190	2586		
Pk Hr Factor	0.000	0.000	0.856	0.873	0.890		Pk Hr Factor	0.000	0.000	0.904	0.907	0.949		

CLASSIFICATION

Stewart Ave E/O Washington Ave

Day: Saturday
Date: 5/20/2023

City: Garden City
Project #: NY23_370008_002e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	61	5	0	0	0	0	0	0	0	0	0	0	66
1:00	0	44	1	0	0	0	0	0	0	0	0	0	0	45
2:00	0	22	2	0	0	0	0	0	0	0	0	0	0	24
3:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19
4:00	0	18	0	0	0	0	0	0	0	0	0	0	0	18
5:00	0	52	5	0	0	0	0	0	0	0	0	0	0	57
6:00	0	131	10	0	0	0	0	0	0	0	0	0	0	141
7:00	0	279	27	0	2	0	0	0	0	0	0	0	0	308
8:00	0	502	41	2	0	1	0	0	0	0	0	0	0	546
9:00	0	677	59	0	0	0	0	0	0	0	0	0	0	736
10:00	0	852	74	1	0	0	0	0	0	0	0	0	0	927
11:00	0	949	87	0	1	0	0	0	0	0	0	0	0	1037
12:00 PM	0	1036	88	0	1	0	0	0	0	0	0	0	0	1125
13:00	0	998	76	0	0	0	0	0	0	0	0	0	0	1074
14:00	0	993	89	1	0	0	0	0	0	0	0	0	0	1083
15:00	0	933	75	0	1	0	0	0	0	0	0	0	0	1009
16:00	0	796	64	2	0	0	0	0	0	0	0	0	0	862
17:00	0	625	47	0	0	1	0	0	0	0	0	0	0	673
18:00	0	550	48	0	0	0	0	0	0	0	0	0	0	598
19:00	0	460	38	0	1	0	0	0	0	0	0	0	0	499
20:00	0	357	30	0	2	0	0	0	0	0	0	0	0	389
21:00	0	252	19	0	0	0	0	0	0	0	0	0	0	271
22:00	0	159	23	0	0	0	0	0	0	0	0	0	0	182
23:00	0	118	10	1	0	0	0	0	0	0	0	0	0	129
Totals		10882	919	7	8	2								11818
% of Totals		92%	8%	0%	0%	0%								100%

AM Volumes	0	3605	312	3	3	1	0	0	0	0	0	0	0	3924
% AM		31%	3%	0%	0%	0%								33%
AM Peak Hour		11:00	11:00	8:00	7:00	8:00								11:00
Volume		949	87	2	2	1								1037
PM Volumes	0	7277	607	4	5	1	0	0	0	0	0	0	0	7894
% PM		62%	5%	0%	0%	0%								67%
PM Peak Hour		12:00	14:00	16:00	20:00	17:00								12:00
Volume		1036	89	2	2	1								1125
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume		%	Volume		%	Volume		%	Volume		%
			854	↔	7%	2199	↔	19%	1535	↔	13%	7230	↔	61%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave E/O Washington Ave

Day: Saturday
Date: 5/20/2023

City: Garden City
Project #: NY23_370008_002w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	66	3	0	0	0	0	0	0	0	0	0	0	69
1:00	0	46	6	0	0	0	0	0	0	0	0	0	0	52
2:00	0	25	1	0	0	0	0	0	0	0	0	0	0	26
3:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
4:00	0	18	2	0	0	0	0	0	0	0	0	0	0	20
5:00	0	44	3	0	1	0	0	0	0	0	0	0	0	48
6:00	0	81	11	1	0	0	0	0	0	0	0	0	0	93
7:00	0	189	21	1	2	0	0	0	0	0	0	0	0	213
8:00	0	327	25	0	4	0	0	0	0	0	0	0	0	356
9:00	0	536	47	1	4	0	0	0	0	0	0	0	0	588
10:00	0	573	52	2	2	0	0	0	0	0	0	0	0	629
11:00	0	751	56	0	0	0	0	0	0	0	0	0	0	807
12:00 PM	0	900	73	1	1	0	0	0	0	0	0	0	0	975
13:00	1	899	67	1	3	0	0	0	0	0	0	0	0	971
14:00	0	869	64	0	3	0	0	0	0	0	0	0	0	936
15:00	0	956	69	0	1	0	0	0	0	0	0	0	0	1026
16:00	0	923	71	1	2	0	0	0	0	0	0	0	0	997
17:00	1	963	70	0	1	0	0	0	0	0	0	0	0	1035
18:00	0	743	57	0	3	0	0	0	0	0	0	0	0	803
19:00	0	570	40	0	2	0	0	0	0	0	0	0	0	612
20:00	0	429	31	0	0	0	0	0	0	0	0	0	0	460
21:00	0	345	22	0	0	0	0	0	0	0	0	0	0	367
22:00	0	192	16	0	0	0	0	0	0	0	0	0	0	208
23:00	0	133	11	0	0	0	0	0	0	0	0	0	0	144
Totals	2	10588	818	8	29									11445
% of Totals	0%	93%	7%	0%	0%									100%

AM Volumes	0	2666	227	5	13	0	0	0	0	0	0	0	0	2911
% AM		23%	2%	0%	0%									25%
AM Peak Hour		11:00	11:00	10:00	8:00									11:00
Volume		751	56	2	4									807
PM Volumes	2	7922	591	3	16	0	0	0	0	0	0	0	0	8534
% PM	0%	69%	5%	0%	0%									75%
PM Peak Hour	13:00	17:00	12:00	12:00	13:00									17:00
Volume	1	963	73	1	3									1035
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			569	↔	5%	1946	↔	17%	2032	↔	18%	6898	↔	60%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave E/O Washington Ave

Day: Saturday
Date: 5/20/2023

City: Garden City
Project #: NY23_370008_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	127	8	0	0	0	0	0	0	0	0	0	0	135
1:00	0	90	7	0	0	0	0	0	0	0	0	0	0	97
2:00	0	47	3	0	0	0	0	0	0	0	0	0	0	50
3:00	0	28	1	0	0	0	0	0	0	0	0	0	0	29
4:00	0	36	2	0	0	0	0	0	0	0	0	0	0	38
5:00	0	96	8	0	1	0	0	0	0	0	0	0	0	105
6:00	0	212	21	1	0	0	0	0	0	0	0	0	0	234
7:00	0	468	48	1	4	0	0	0	0	0	0	0	0	521
8:00	0	829	66	2	4	1	0	0	0	0	0	0	0	902
9:00	0	1213	106	1	4	0	0	0	0	0	0	0	0	1324
10:00	0	1425	126	3	2	0	0	0	0	0	0	0	0	1556
11:00	0	1700	143	0	1	0	0	0	0	0	0	0	0	1844
12:00 PM	0	1936	161	1	2	0	0	0	0	0	0	0	0	2100
13:00	1	1897	143	1	3	0	0	0	0	0	0	0	0	2045
14:00	0	1862	153	1	3	0	0	0	0	0	0	0	0	2019
15:00	0	1889	144	0	2	0	0	0	0	0	0	0	0	2035
16:00	0	1719	135	3	2	0	0	0	0	0	0	0	0	1859
17:00	1	1588	117	0	1	1	0	0	0	0	0	0	0	1708
18:00	0	1293	105	0	3	0	0	0	0	0	0	0	0	1401
19:00	0	1030	78	0	3	0	0	0	0	0	0	0	0	1111
20:00	0	786	61	0	2	0	0	0	0	0	0	0	0	849
21:00	0	597	41	0	0	0	0	0	0	0	0	0	0	638
22:00	0	351	39	0	0	0	0	0	0	0	0	0	0	390
23:00	0	251	21	1	0	0	0	0	0	0	0	0	0	273
Totals	2	21470	1737	15	37	2								23263
% of Totals	0%	92%	7%	0%	0%	0%								100%

AM Volumes	0	6271	539	8	16	1	0	0	0	0	0	0	6835	
% AM		27%	2%	0%	0%	0%							29%	
AM Peak Hour		11:00	11:00	10:00	7:00	8:00							11:00	
Volume		1700	143	3	4	1							1844	
PM Volumes	2	15199	1198	7	21	1	0	0	0	0	0	0	16428	
% PM	0%	65%	5%	0%	0%	0%							71%	
PM Peak Hour	13:00	12:00	12:00	16:00	13:00	17:00							12:00	
Volume	1	1936	161	3	3	1							2100	
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume		%	Volume		%	Volume		%	Volume	%	
			1423	↔	6%	4145	↔	18%	3567	↔	15%	14128	↔	61%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

VOLUME

Stewart Ave E/O Washington Ave

Day: Saturday
Date: 5/20/2023

City: Garden City
Project #: NY23_370008_002

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						11,818	11,445	23,263	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	20	24	44		12:00	0	0	279	233	512			
0:15	0	0	15	26	41		12:15	0	0	285	229	514			
0:30	0	0	20	13	33		12:30	0	0	303	272	575			
0:45	0	0	11	66	6	69	12:45	0	0	258	1125	241	975	499	2100
1:00	0	0	13	13	26		13:00	0	0	275	222	497			
1:15	0	0	12	12	24		13:15	0	0	255	235	490			
1:30	0	0	15	12	27		13:30	0	0	288	253	541			
1:45	0	0	5	45	15	52	13:45	0	0	256	1074	261	971	517	2045
2:00	0	0	5	6	11		14:00	0	0	275	223	498			
2:15	0	0	10	7	17		14:15	0	0	269	258	527			
2:30	0	0	5	10	15		14:30	0	0	277	249	526			
2:45	0	0	4	24	3	26	14:45	0	0	262	1083	206	936	468	2019
3:00	0	0	3	3	6		15:00	0	0	264	243	507			
3:15	0	0	7	4	11		15:15	0	0	268	264	532			
3:30	0	0	5	1	6		15:30	0	0	233	258	491			
3:45	0	0	4	19	2	10	15:45	0	0	244	1009	261	1026	505	2035
4:00	0	0	6	3	9		16:00	0	0	216	270	486			
4:15	0	0	1	5	6		16:15	0	0	217	226	443			
4:30	0	0	4	5	9		16:30	0	0	217	277	494			
4:45	0	0	7	18	7	20	16:45	0	0	212	862	224	997	436	1859
5:00	0	0	10	9	19		17:00	0	0	180	296	476			
5:15	0	0	12	11	23		17:15	0	0	161	261	422			
5:30	0	0	12	14	26		17:30	0	0	149	239	388			
5:45	0	0	23	57	14	48	17:45	0	0	183	673	239	1035	422	1708
6:00	0	0	23	15	38		18:00	0	0	157	191	348			
6:15	0	0	21	17	38		18:15	0	0	138	190	328			
6:30	0	0	38	27	65		18:30	0	0	171	209	380			
6:45	0	0	59	141	34	93	18:45	0	0	132	598	213	803	345	1401
7:00	0	0	61	35	96		19:00	0	0	141	165	306			
7:15	0	0	57	38	95		19:15	0	0	114	155	269			
7:30	0	0	80	61	141		19:30	0	0	115	149	264			
7:45	0	0	110	308	79	213	19:45	0	0	129	499	143	612	272	1111
8:00	0	0	96	71	167		20:00	0	0	103	142	245			
8:15	0	0	121	98	219		20:15	0	0	111	117	228			
8:30	0	0	155	76	231		20:30	0	0	96	102	198			
8:45	0	0	174	546	111	356	20:45	0	0	79	389	99	460	178	849
9:00	0	0	162	112	274		21:00	0	0	76	115	191			
9:15	0	0	163	140	303		21:15	0	0	80	98	178			
9:30	0	0	209	167	376		21:30	0	0	62	91	153			
9:45	0	0	202	736	169	588	21:45	0	0	53	271	63	367	116	638
10:00	0	0	241	131	372		22:00	0	0	55	66	121			
10:15	0	0	186	149	335		22:15	0	0	51	52	103			
10:30	0	0	258	182	440		22:30	0	0	41	58	99			
10:45	0	0	242	927	167	629	22:45	0	0	35	182	32	208	67	390
11:00	0	0	237	179	416		23:00	0	0	45	38	83			
11:15	0	0	264	197	461		23:15	0	0	39	40	79			
11:30	0	0	237	184	421		23:30	0	0	24	33	57			
11:45	0	0	299	1037	247	807	23:45	0	0	21	129	33	144	54	273
TOTALS			3924	2911	6835		TOTALS			7894	8534	16428			
SPLIT %			57.4%	42.6%	29.4%		SPLIT %			48.1%	51.9%	70.6%			

DAILY TOTALS			NB	SB	EB			WB			Total
			0	0							11,818
AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			12:00	16:30	12:00
AM Pk Volume			1166	981	2147	PM Pk Volume			1125	1058	2100
Pk Hr Factor			0.962	0.902	0.933	Pk Hr Factor			0.928	0.894	0.913
7 - 9 Volume	0	0	854	569	1423	4 - 6 Volume	0	0	1535	2032	3567
7 - 9 Peak Hour			8:00	8:00	8:00	4 - 6 Peak Hour			16:00	16:30	16:00
7 - 9 Pk Volume	0	0	546	356	902	4 - 6 Pk Volume	0	0	862	1058	1859
Pk Hr Factor	0.000	0.000	0.784	0.802	0.791	Pk Hr Factor	0.000	0.000	0.993	0.894	0.941

CLASSIFICATION

Stewart Ave E/O Washington Ave

Day: Sunday
Date: 5/21/2023

City: Garden City
Project #: NY23_370008_002e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	70	5	0	0	0	0	0	0	0	0	0	0	75
1:00	0	25	3	0	0	0	0	0	0	0	0	0	0	28
2:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
3:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
4:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
5:00	0	31	2	0	0	1	0	0	0	0	0	0	0	34
6:00	0	102	7	0	0	1	0	0	0	0	0	0	0	110
7:00	0	177	11	0	0	1	0	0	0	0	0	0	0	189
8:00	0	360	29	0	0	0	0	0	0	0	0	0	0	389
9:00	0	503	32	0	2	1	0	0	0	0	0	0	0	538
10:00	3	779	53	0	1	0	0	0	0	0	0	0	0	836
11:00	4	918	67	0	0	1	0	0	0	0	0	0	0	990
12:00 PM	5	999	73	0	0	0	0	0	0	0	0	0	0	1077
13:00	5	1064	80	0	0	0	0	0	0	0	0	0	0	1149
14:00	5	1084	71	0	1	0	0	0	0	0	0	0	0	1161
15:00	6	994	73	0	3	0	0	0	0	0	0	0	0	1076
16:00	7	735	53	0	0	0	0	0	0	0	0	0	0	795
17:00	2	589	39	0	1	0	0	0	0	0	0	0	0	631
18:00	0	414	30	0	1	0	0	0	0	0	0	0	0	445
19:00	1	363	30	0	1	0	0	0	0	0	0	0	0	395
20:00	0	251	18	0	0	0	0	0	0	0	0	0	0	269
21:00	0	209	16	0	0	1	0	0	0	0	0	0	0	226
22:00	0	123	7	0	0	0	0	0	0	0	0	0	0	130
23:00	0	46	2	0	0	0	0	0	0	0	0	0	0	48
Totals	38	9875	701		10	6								10630
% of Totals	0%	93%	7%		0%	0%								100%

AM Volumes	7	3004	209	0	3	5	0	0	0	0	0	0	0	3228
% AM	0%	28%	2%		0%	0%								30%
AM Peak Hour	11:00	11:00	11:00		9:00	5:00								11:00
Volume	4	918	67		2	1								990
PM Volumes	31	6871	492	0	7	1	0	0	0	0	0	0	0	7402
% PM	0%	65%	5%		0%	0%								70%
PM Peak Hour	16:00	14:00	13:00		15:00	21:00								14:00
Volume	7	1084	80		3	1								1161
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume	%		Volume	%		Volume	%		Volume	%	
			578	↔	5%	2226	↔	21%	1426	↔	13%	6400	↔	60%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave E/O Washington Ave

Day: Sunday
Date: 5/21/2023

City: Garden City
Project #: NY23_370008_002w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	70	3	0	0	0	0	0	0	0	0	0	0	73
1:00	0	37	2	0	0	0	0	0	0	0	0	0	0	39
2:00	0	18	0	0	0	0	0	0	0	0	0	0	0	18
3:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
5:00	0	24	1	0	0	0	0	0	0	0	0	0	0	25
6:00	0	57	6	1	0	0	0	0	0	0	0	0	0	64
7:00	0	121	7	0	0	0	0	0	0	0	0	0	0	128
8:00	0	233	20	0	1	0	0	0	0	0	0	0	0	254
9:00	0	399	27	0	1	0	0	0	0	0	0	0	0	427
10:00	0	523	31	0	0	0	0	0	0	0	0	0	0	554
11:00	0	720	44	0	3	0	0	0	0	0	0	0	0	767
12:00 PM	0	827	53	0	2	0	0	0	0	0	0	0	0	882
13:00	0	921	62	0	0	0	0	0	0	0	0	0	0	983
14:00	0	925	54	0	1	0	0	0	0	0	0	0	0	980
15:00	1	959	57	0	2	0	0	0	0	0	0	0	0	1019
16:00	2	947	49	0	0	0	0	0	0	0	0	0	0	998
17:00	0	951	49	0	3	0	0	0	0	0	0	0	0	1003
18:00	0	877	55	0	3	0	0	0	0	0	0	0	0	935
19:00	2	837	44	0	0	0	0	0	0	0	0	0	0	883
20:00	0	360	27	0	0	0	0	0	0	0	0	0	0	387
21:00	0	198	14	0	1	0	0	0	0	0	0	0	0	213
22:00	0	116	8	0	0	0	0	0	0	0	0	0	0	124
23:00	0	56	5	0	1	0	0	0	0	0	0	0	0	62
Totals	5	10193	619	1	18									10836
% of Totals	0%	94%	6%	0%	0%									100%

AM Volumes	0	2219	142	1	5	0	0	0	0	0	0	0	0	2367
% AM		20%	1%	0%	0%									22%
AM Peak Hour		11:00	11:00	6:00	11:00									11:00
Volume		720	44	1	3									767
PM Volumes	5	7974	477	0	13	0	0	0	0	0	0	0	0	8469
% PM	0%	74%	4%		0%									78%
PM Peak Hour	16:00	15:00	13:00		17:00									15:00
Volume	2	959	62		3									1019
Directional Peak Periods		AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes			
All Classes		Volume		%	Volume		%	Volume		%	Volume		%	
		382	↔	4%	1865	↔	17%	2001	↔	18%	6588	↔	61%	

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave E/O Washington Ave

Day: Sunday
Date: 5/21/2023

City: Garden City
Project #: NY23_370008_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	140	8	0	0	0	0	0	0	0	0	0	0	148
1:00	0	62	5	0	0	0	0	0	0	0	0	0	0	67
2:00	0	32	0	0	0	0	0	0	0	0	0	0	0	32
3:00	0	17	0	0	0	0	0	0	0	0	0	0	0	17
4:00	0	25	1	0	0	0	0	0	0	0	0	0	0	26
5:00	0	55	3	0	0	1	0	0	0	0	0	0	0	59
6:00	0	159	13	1	0	1	0	0	0	0	0	0	0	174
7:00	0	298	18	0	0	1	0	0	0	0	0	0	0	317
8:00	0	593	49	0	1	0	0	0	0	0	0	0	0	643
9:00	0	902	59	0	3	1	0	0	0	0	0	0	0	965
10:00	3	1302	84	0	1	0	0	0	0	0	0	0	0	1390
11:00	4	1638	111	0	3	1	0	0	0	0	0	0	0	1757
12:00 PM	5	1826	126	0	2	0	0	0	0	0	0	0	0	1959
13:00	5	1985	142	0	0	0	0	0	0	0	0	0	0	2132
14:00	5	2009	125	0	2	0	0	0	0	0	0	0	0	2141
15:00	7	1953	130	0	5	0	0	0	0	0	0	0	0	2095
16:00	9	1682	102	0	0	0	0	0	0	0	0	0	0	1793
17:00	2	1540	88	0	4	0	0	0	0	0	0	0	0	1634
18:00	0	1291	85	0	4	0	0	0	0	0	0	0	0	1380
19:00	3	1200	74	0	1	0	0	0	0	0	0	0	0	1278
20:00	0	611	45	0	0	0	0	0	0	0	0	0	0	656
21:00	0	407	30	0	1	1	0	0	0	0	0	0	0	439
22:00	0	239	15	0	0	0	0	0	0	0	0	0	0	254
23:00	0	102	7	0	1	0	0	0	0	0	0	0	0	110
Totals	43	20068	1320	1	28	6								21466
% of Totals	0%	93%	6%	0%	0%	0%								100%

AM Volumes	7	5223	351	1	8	5	0	0	0	0	0	0	0	5595
% AM	0%	24%	2%	0%	0%	0%								26%
AM Peak Hour	11:00	11:00	11:00	6:00	9:00	5:00								11:00
Volume	4	1638	111	1	3	1								1757
PM Volumes	36	14845	969	0	20	1	0	0	0	0	0	0	0	15871
% PM	0%	69%	5%		0%	0%								74%
PM Peak Hour	16:00	14:00	13:00		15:00	21:00								14:00
Volume	9	2009	142		5	1								2141
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume	%		Volume	%		Volume	%		Volume	%	
			960	4%	↔	4091	19%	↔	3427	16%	↔	12988	61%	↔

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

VOLUME

Stewart Ave E/O Washington Ave

Day: Sunday
Date: 5/21/2023

City: Garden City
Project #: NY23_370008_002

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						10,630	10,836	21,466	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	23	24	47		12:00	0	0	259	209	468			
0:15	0	0	22	24	46		12:15	0	0	287	220	507			
0:30	0	0	19	15	34		12:30	0	0	265	211	476			
0:45	0	0	11	75	10	73	12:45	0	0	266	1077	242	882	508	1959
1:00	0	0	9	9	18		13:00	0	0	303	214	517			
1:15	0	0	6	10	16		13:15	0	0	300	275	575			
1:30	0	0	11	13	24		13:30	0	0	267	271	538			
1:45	0	0	2	28	7	39	13:45	0	0	279	1149	223	983	502	2132
2:00	0	0	1	3	4		14:00	0	0	249	268	517			
2:15	0	0	6	8	14		14:15	0	0	288	218	506			
2:30	0	0	4	4	8		14:30	0	0	313	242	555			
2:45	0	0	3	14	3	18	14:45	0	0	311	1161	252	980	563	2141
3:00	0	0	6	2	8		15:00	0	0	325	252	577			
3:15	0	0	2	1	3		15:15	0	0	260	260	520			
3:30	0	0	2	1	3		15:30	0	0	251	257	508			
3:45	0	0	2	12	1	5	15:45	0	0	240	1076	250	1019	490	2095
4:00	0	0	3	1	4		16:00	0	0	219	240	459			
4:15	0	0	1	7	8		16:15	0	0	182	258	440			
4:30	0	0	5	1	6		16:30	0	0	202	224	426			
4:45	0	0	4	13	4	13	16:45	0	0	192	795	276	998	468	1793
5:00	0	0	3	3	6		17:00	0	0	172	271	443			
5:15	0	0	5	6	11		17:15	0	0	179	263	442			
5:30	0	0	15	7	22		17:30	0	0	146	237	383			
5:45	0	0	11	34	9	25	17:45	0	0	134	631	232	1003	366	1634
6:00	0	0	27	4	31		18:00	0	0	105	250	355			
6:15	0	0	17	17	34		18:15	0	0	126	208	334			
6:30	0	0	27	21	48		18:30	0	0	115	250	365			
6:45	0	0	39	110	22	64	18:45	0	0	99	445	227	935	326	1380
7:00	0	0	29	28	57		19:00	0	0	109	263	372			
7:15	0	0	28	37	65		19:15	0	0	92	245	337			
7:30	0	0	55	29	84		19:30	0	0	108	226	334			
7:45	0	0	77	189	34	128	19:45	0	0	86	395	149	883	235	1278
8:00	0	0	86	34	120		20:00	0	0	78	122	200			
8:15	0	0	79	67	146		20:15	0	0	79	107	186			
8:30	0	0	109	68	177		20:30	0	0	59	78	137			
8:45	0	0	115	389	85	254	20:45	0	0	53	269	80	387	133	656
9:00	0	0	120	84	204		21:00	0	0	64	56	120			
9:15	0	0	115	107	222		21:15	0	0	69	61	130			
9:30	0	0	137	108	245		21:30	0	0	57	49	106			
9:45	0	0	166	538	128	427	21:45	0	0	36	226	47	213	83	439
10:00	0	0	194	138	332		22:00	0	0	35	41	76			
10:15	0	0	178	112	290		22:15	0	0	34	29	63			
10:30	0	0	210	146	356		22:30	0	0	37	27	64			
10:45	0	0	254	836	158	554	22:45	0	0	24	130	27	124	51	254
11:00	0	0	216	163	379		23:00	0	0	17	18	35			
11:15	0	0	238	169	407		23:15	0	0	11	19	30			
11:30	0	0	255	213	468		23:30	0	0	12	15	27			
11:45	0	0	281	990	222	767	23:45	0	0	8	48	10	62	18	110
TOTALS			3228	2367	5595		TOTALS			7402	8469	15871			
SPLIT %			57.7%	42.3%	26.1%		SPLIT %			46.6%	53.4%	73.9%			

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						10,630	10,836	21,466	
AM Peak Hour			11:45	11:30	11:45		PM Peak Hour			14:15	16:45	14:30			
AM Pk Volume			1092	864	1954		PM Pk Volume			1237	1047	2215			
Pk Hr Factor			0.951	0.973	0.964		Pk Hr Factor			0.952	0.948	0.960			
7 - 9 Volume	0	0	578	382	960		4 - 6 Volume	0	0	1426	2001	3427			
7 - 9 Peak Hour			8:00	8:00	8:00		4 - 6 Peak Hour			16:00	16:45	16:00			
7 - 9 Pk Volume	0	0	389	254	643		4 - 6 Pk Volume	0	0	795	1047	1793			
Pk Hr Factor	0.000	0.000	0.846	0.747	0.804		Pk Hr Factor	0.000	0.000	0.908	0.948	0.958			

CLASSIFICATION

Stewart Ave E/O Washington Ave

Day: Monday
Date: 5/22/2023

City: Garden City
Project #: NY23_370008_002e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	18	1	0	0	0	0	0	0	0	0	0	0	19
1:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
2:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
3:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
4:00	0	36	5	0	0	0	0	0	0	0	0	0	0	41
5:00	0	92	10	0	0	0	0	0	0	0	0	0	0	102
6:00	0	269	26	0	0	0	0	0	0	0	0	0	0	295
7:00	2	577	58	5	3	1	0	0	0	0	0	0	0	646
8:00	4	836	81	0	1	0	0	0	0	0	0	0	0	922
9:00	4	850	86	1	3	0	0	0	0	0	0	0	0	944
10:00	5	852	88	5	6	1	0	0	0	0	0	0	0	957
11:00	4	994	102	3	2	0	2	0	0	0	0	0	0	1107
12:00 PM	5	985	96	2	4	1	0	0	0	0	0	0	0	1093
13:00	6	940	96	2	4	0	0	0	0	0	0	0	0	1048
14:00	4	1071	106	2	4	1	0	0	0	0	0	0	0	1188
15:00	5	1293	122	3	3	1	0	0	0	0	0	0	0	1427
16:00	6	1333	144	2	0	0	0	0	0	0	0	0	0	1485
17:00	5	1295	123	1	8	0	0	0	0	0	0	0	0	1432
18:00	6	951	87	1	4	1	0	0	0	0	0	0	0	1050
19:00	2	571	60	2	1	2	0	0	0	0	0	0	0	638
20:00	2	371	39	0	1	0	0	0	0	0	0	0	0	413
21:00	0	194	16	1	0	0	0	0	0	0	0	0	0	211
22:00	0	90	9	0	0	0	0	0	0	0	0	0	0	99
23:00	0	45	4	0	0	0	0	0	0	0	0	0	0	49
Totals	60	13697	1361	30	44	8	2							15202
% of Totals	0%	90%	9%	0%	0%	0%	0%							100%

AM Volumes	19	4558	459	14	15	2	2	0	0	0	0	0	0	5069
% AM	0%	30%	3%	0%	0%	0%	0%							33%
AM Peak Hour	10:00	11:00	11:00	7:00	10:00	7:00	11:00							11:00
Volume	5	994	102	5	6	1	2							1107
PM Volumes	41	9139	902	16	29	6	0	0	0	0	0	0	0	10133
% PM	0%	60%	6%	0%	0%	0%								67%
PM Peak Hour	13:00	16:00	16:00	15:00	17:00	19:00								16:00
Volume	6	1333	144	3	8	2								1485
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume	%		Volume	%		Volume	%		Volume	%	
			1568	10%	↔	2141	14%	↔	2917	19%	↔	8576	56%	↔

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave E/O Washington Ave

Day: Monday
Date: 5/22/2023

City: Garden City
Project #: NY23_370008_002w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	28	2	0	0	0	0	0	0	0	0	0	0	30
1:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
2:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
3:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
4:00	0	18	1	0	1	0	0	0	0	0	0	0	0	20
5:00	0	62	9	0	1	0	0	0	0	0	0	0	0	72
6:00	0	287	30	0	3	1	0	0	0	0	0	0	0	321
7:00	0	760	76	1	4	1	0	0	0	0	0	0	0	842
8:00	1	940	80	1	8	0	0	0	0	0	0	0	0	1030
9:00	0	753	67	1	2	0	0	0	0	0	0	0	0	823
10:00	0	689	65	1	1	2	0	0	0	0	0	0	0	758
11:00	1	800	71	1	2	0	0	0	0	0	0	0	0	875
12:00 PM	0	878	77	1	6	0	0	0	0	0	0	0	0	962
13:00	0	935	71	2	4	0	0	0	0	0	0	0	0	1012
14:00	0	917	74	0	2	0	0	0	0	0	0	0	0	993
15:00	0	1061	91	3	2	0	0	0	0	0	0	0	0	1157
16:00	0	1104	85	0	1	0	0	0	0	0	0	0	0	1190
17:00	1	1068	87	1	2	0	0	0	0	0	0	0	0	1159
18:00	0	863	59	0	1	0	0	0	0	0	0	0	0	923
19:00	0	632	50	0	0	0	0	0	0	0	0	0	0	682
20:00	0	555	51	0	2	0	0	0	0	0	0	0	0	608
21:00	0	314	24	0	1	0	0	0	0	0	0	0	0	339
22:00	0	123	14	0	2	1	0	0	0	0	0	0	0	140
23:00	0	75	6	0	0	0	0	0	0	0	0	0	0	81
Totals	3	12892	1090	12	45	5								14047
% of Totals	0%	92%	8%	0%	0%	0%								100%

AM Volumes	2	4367	401	5	22	4	0	0	0	0	0	0	0	4801
% AM	0%	31%	3%	0%	0%	0%								34%
AM Peak Hour	8:00	8:00	8:00	7:00	8:00	10:00								8:00
Volume	1	940	80	1	8	2								1030
PM Volumes	1	8525	689	7	23	1	0	0	0	0	0	0	0	9246
% PM	0%	61%	5%	0%	0%	0%								66%
PM Peak Hour	17:00	16:00	15:00	15:00	12:00	22:00								16:00
Volume	1	1104	91	3	6	1								1190
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			1872	↔	13%	1974	↔	14%	2349	↔	17%	7852	↔	56%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave E/O Washington Ave

Day: Monday
Date: 5/22/2023

City: Garden City
Project #: NY23_370008_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	46	3	0	0	0	0	0	0	0	0	0	0	49
1:00	0	26	1	0	0	0	0	0	0	0	0	0	0	27
2:00	0	18	0	0	0	0	0	0	0	0	0	0	0	18
3:00	0	20	1	0	0	0	0	0	0	0	0	0	0	21
4:00	0	54	6	0	1	0	0	0	0	0	0	0	0	61
5:00	0	154	19	0	1	0	0	0	0	0	0	0	0	174
6:00	0	556	56	0	3	1	0	0	0	0	0	0	0	616
7:00	2	1337	134	6	7	2	0	0	0	0	0	0	0	1488
8:00	5	1776	161	1	9	0	0	0	0	0	0	0	0	1952
9:00	4	1603	153	2	5	0	0	0	0	0	0	0	0	1767
10:00	5	1541	153	6	7	3	0	0	0	0	0	0	0	1715
11:00	5	1794	173	4	4	0	2	0	0	0	0	0	0	1982
12:00 PM	5	1863	173	3	10	1	0	0	0	0	0	0	0	2055
13:00	6	1875	167	4	8	0	0	0	0	0	0	0	0	2060
14:00	4	1988	180	2	6	1	0	0	0	0	0	0	0	2181
15:00	5	2354	213	6	5	1	0	0	0	0	0	0	0	2584
16:00	6	2437	229	2	1	0	0	0	0	0	0	0	0	2675
17:00	6	2363	210	2	10	0	0	0	0	0	0	0	0	2591
18:00	6	1814	146	1	5	1	0	0	0	0	0	0	0	1973
19:00	2	1203	110	2	1	2	0	0	0	0	0	0	0	1320
20:00	2	926	90	0	3	0	0	0	0	0	0	0	0	1021
21:00	0	508	40	1	1	0	0	0	0	0	0	0	0	550
22:00	0	213	23	0	2	1	0	0	0	0	0	0	0	239
23:00	0	120	10	0	0	0	0	0	0	0	0	0	0	130
Totals	63	26589	2451	42	89	13	2							29249
% of Totals	0%	91%	8%	0%	0%	0%	0%							100%

AM Volumes	21	8925	860	19	37	6	2	0	0	0	0	0	0	9870
% AM	0%	31%	3%	0%	0%	0%	0%							34%
AM Peak Hour	8:00	11:00	11:00	7:00	8:00	10:00	11:00							11:00
Volume	5	1794	173	6	9	3	2							1982
PM Volumes	42	17664	1591	23	52	7	0	0	0	0	0	0	0	19379
% PM	0%	60%	5%	0%	0%	0%								66%
PM Peak Hour	13:00	16:00	16:00	15:00	12:00	19:00								16:00
Volume	6	2437	229	6	10	2								2675
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume	%		Volume	%		Volume	%		Volume	%	
			3440	↔	12%	4115	↔	14%	5266	↔	18%	16428	↔	56%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

VOLUME

Stewart Ave E/O Washington Ave

Day: Monday
Date: 5/22/2023

City: Garden City
Project #: NY23_370008_002

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						15,202	14,047	29,249	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	5	9	14		12:00	0	0	287	215	502			
0:15	0	0	8	2	10		12:15	0	0	271	270	541			
0:30	0	0	4	13	17		12:30	0	0	270	224	494			
0:45	0	0	2	19	6	30	12:45	0	0	265	1093	253	962	518	2055
1:00	0	0	8	5	13		13:00	0	0	285	249	534			
1:15	0	0	2	4	6		13:15	0	0	264	227	491			
1:30	0	0	2	1	3		13:30	0	0	249	279	528			
1:45	0	0	4	16	1	11	13:45	0	0	250	1048	257	1012	507	2060
2:00	0	0	1	1	2		14:00	0	0	280	235	515			
2:15	0	0	2	2	4		14:15	0	0	264	247	511			
2:30	0	0	3	3	6		14:30	0	0	312	237	549			
2:45	0	0	4	10	2	8	14:45	0	0	332	1188	274	993	606	2181
3:00	0	0	1	2	3		15:00	0	0	359	293	652			
3:15	0	0	2	2	4		15:15	0	0	345	279	624			
3:30	0	0	6	2	8		15:30	0	0	389	282	671			
3:45	0	0	1	10	5	11	15:45	0	0	334	1427	303	1157	637	2584
4:00	0	0	8	3	11		16:00	0	0	340	282	622			
4:15	0	0	6	5	11		16:15	0	0	379	305	684			
4:30	0	0	7	5	12		16:30	0	0	366	308	674			
4:45	0	0	20	41	7	20	16:45	0	0	400	1485	295	1190	695	2675
5:00	0	0	14	9	23		17:00	0	0	409	296	705			
5:15	0	0	14	10	24		17:15	0	0	365	299	664			
5:30	0	0	24	24	48		17:30	0	0	321	283	604			
5:45	0	0	50	102	29	72	17:45	0	0	337	1432	281	1159	618	2591
6:00	0	0	42	42	84		18:00	0	0	284	248	532			
6:15	0	0	54	79	133		18:15	0	0	295	255	550			
6:30	0	0	89	78	167		18:30	0	0	235	223	458			
6:45	0	0	110	295	122	321	18:45	0	0	236	1050	197	923	433	1973
7:00	0	0	130	166	296		19:00	0	0	178	198	376			
7:15	0	0	122	224	346		19:15	0	0	185	160	345			
7:30	0	0	179	234	413		19:30	0	0	140	165	305			
7:45	0	0	215	646	218	842	19:45	0	0	135	638	159	682	294	1320
8:00	0	0	236	199	435		20:00	0	0	115	169	284			
8:15	0	0	207	269	476		20:15	0	0	122	154	276			
8:30	0	0	237	277	514		20:30	0	0	100	130	230			
8:45	0	0	242	922	285	1030	20:45	0	0	76	413	155	608	231	1021
9:00	0	0	277	233	510		21:00	0	0	75	104	179			
9:15	0	0	224	213	437		21:15	0	0	56	104	160			
9:30	0	0	221	192	413		21:30	0	0	42	66	108			
9:45	0	0	222	944	185	823	21:45	0	0	38	211	65	339	103	550
10:00	0	0	230	190	420		22:00	0	0	35	34	69			
10:15	0	0	260	176	436		22:15	0	0	22	46	68			
10:30	0	0	242	186	428		22:30	0	0	28	33	61			
10:45	0	0	225	957	206	758	22:45	0	0	14	99	27	140	41	239
11:00	0	0	257	226	483		23:00	0	0	17	28	45			
11:15	0	0	268	189	457		23:15	0	0	13	16	29			
11:30	0	0	306	225	531		23:30	0	0	15	27	42			
11:45	0	0	276	1107	235	875	23:45	0	0	4	49	10	81	14	130
TOTALS			5069		4801		TOTALS			10133		9246		19379	
SPLIT %			51.4%		48.6%		SPLIT %			52.3%		47.7%		66.3%	

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						15,202	14,047	29,249	
AM Peak Hour					11:30	8:15	11:30	PM Peak Hour					16:15	16:15	16:15
AM Pk Volume					1140	1064	2085	PM Pk Volume					1554	1204	2758
Pk Hr Factor					0.931	0.933	0.963	Pk Hr Factor					0.950	0.977	0.978
7 - 9 Volume					0	0	1568	4 - 6 Volume					0	0	5266
7 - 9 Peak Hour					8:00	8:00	8:00	4 - 6 Peak Hour					16:15	16:15	16:15
7 - 9 Pk Volume					0	0	922	4 - 6 Pk Volume					0	0	2758
Pk Hr Factor					0.000	0.000	0.952	Pk Hr Factor					0.000	0.000	0.978

CLASSIFICATION

Stewart Ave E/O Washington Ave

Day: Tuesday
Date: 5/23/2023

City: Garden City
Project #: NY23_370008_002e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	19	3	0	1	0	0	0	0	0	0	0	0	23
1:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
2:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
3:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
4:00	0	33	5	0	0	0	0	0	0	0	0	0	0	38
5:00	0	98	13	2	0	1	0	0	0	0	0	0	0	114
6:00	0	303	32	0	0	1	0	0	0	0	0	0	0	336
7:00	0	604	66	5	2	2	0	0	0	0	0	0	0	679
8:00	0	925	97	1	3	1	0	0	0	0	0	0	0	1027
9:00	1	857	102	0	1	0	0	0	0	0	0	0	0	961
10:00	0	931	108	2	4	2	0	0	0	0	0	0	0	1047
11:00	0	991	111	3	3	2	0	0	0	0	0	0	0	1110
12:00 PM	0	1019	125	1	5	0	0	0	0	0	0	0	0	1150
13:00	0	967	109	1	3	2	0	0	0	0	0	0	0	1082
14:00	1	1024	122	2	4	0	0	0	0	0	0	0	0	1153
15:00	2	1209	133	1	1	0	0	0	0	0	0	0	0	1346
16:00	6	1375	149	2	3	2	0	0	0	0	0	0	0	1537
17:00	3	1355	147	1	6	0	0	0	0	0	0	0	0	1512
18:00	1	1037	112	1	2	1	0	0	0	0	0	0	0	1154
19:00	0	585	70	2	5	1	0	0	0	0	0	0	0	663
20:00	0	452	50	0	1	0	0	0	0	0	0	0	0	503
21:00	0	250	27	0	0	0	0	0	0	0	0	0	0	277
22:00	0	84	10	0	0	1	0	0	0	0	0	0	0	95
23:00	0	50	6	0	0	0	0	0	0	0	0	0	0	56
Totals	14	14199	1598	24	44	16								15895
% of Totals	0%	89%	10%	0%	0%	0%								100%

AM Volumes	1	4792	538	13	14	9	0	0	0	0	0	0	0	5367
% AM	0%	30%	3%	0%	0%	0%								34%
AM Peak Hour	9:00	11:00	11:00	7:00	10:00	7:00								11:00
Volume	1	991	111	5	4	2								1110
PM Volumes	13	9407	1060	11	30	7	0	0	0	0	0	0	0	10528
% PM	0%	59%	7%	0%	0%	0%								66%
PM Peak Hour	16:00	16:00	16:00	14:00	17:00	13:00								16:00
Volume	6	1375	149	2	6	2								1537
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1706	↔	11%	2232	↔	14%	3049	↔	19%	8908	↔	56%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave E/O Washington Ave

Day: Tuesday
Date: 5/23/2023

City: Garden City
Project #: NY23_370008_002w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	29	2	0	0	0	0	0	0	0	0	0	0	31
1:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
2:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
3:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
4:00	0	27	2	0	0	0	0	0	0	0	0	0	0	29
5:00	0	83	12	1	2	0	0	0	0	0	0	0	0	98
6:00	0	323	43	0	4	1	0	0	0	0	0	0	0	371
7:00	0	808	86	1	5	0	0	0	0	0	0	0	0	900
8:00	0	1016	84	6	2	1	0	0	0	0	0	0	0	1109
9:00	0	838	79	1	9	0	0	0	0	0	0	0	0	927
10:00	0	744	77	3	3	0	0	0	0	0	0	0	0	827
11:00	1	778	63	1	3	0	0	0	0	0	0	0	0	846
12:00 PM	0	832	83	1	3	0	0	0	0	0	0	0	0	919
13:00	0	974	81	1	2	0	0	0	0	0	0	0	0	1058
14:00	0	969	74	0	3	0	0	0	0	0	0	0	0	1046
15:00	0	989	77	2	2	0	0	0	0	0	0	0	0	1070
16:00	0	1128	95	0	2	0	0	0	0	0	0	0	0	1225
17:00	0	1202	97	1	1	0	0	0	0	0	0	0	0	1301
18:00	0	979	75	0	0	0	0	0	0	0	0	0	0	1054
19:00	0	722	58	1	0	0	0	0	0	0	0	0	0	781
20:00	0	571	48	0	2	0	0	0	0	0	0	0	0	621
21:00	0	328	26	0	0	0	0	0	0	0	0	0	0	354
22:00	0	149	10	0	0	0	0	0	0	0	0	0	0	159
23:00	0	84	5	0	0	0	0	0	0	0	0	0	0	89
Totals	1	13606	1177	19	43	2								14848
% of Totals	0%	92%	8%	0%	0%	0%								100%

AM Volumes	1	4679	448	13	28	2	0	0	0	0	0	0	0	5171
% AM	0%	32%	3%	0%	0%	0%								35%
AM Peak Hour	11:00	8:00	7:00	8:00	9:00	6:00								8:00
Volume	1	1016	86	6	9	1								1109
PM Volumes	0	8927	729	6	15	0	0	0	0	0	0	0	0	9677
% PM		60%	5%	0%	0%									65%
PM Peak Hour		17:00	17:00	15:00	12:00									17:00
Volume		1202	97	2	3									1301
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume	%		Volume	%		Volume	%		Volume	%	
			2009	↔	14%	1977	↔	13%	2526	↔	17%	8336	↔	56%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave E/O Washington Ave

Day: Tuesday
Date: 5/23/2023

City: Garden City
Project #: NY23_370008_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	48	5	0	1	0	0	0	0	0	0	0	0	54
1:00	0	19	0	0	0	0	0	0	0	0	0	0	0	19
2:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16
3:00	0	29	1	0	0	0	0	0	0	0	0	0	0	30
4:00	0	60	7	0	0	0	0	0	0	0	0	0	0	67
5:00	0	181	25	3	2	1	0	0	0	0	0	0	0	212
6:00	0	626	75	0	4	2	0	0	0	0	0	0	0	707
7:00	0	1412	152	6	7	2	0	0	0	0	0	0	0	1579
8:00	0	1941	181	7	5	2	0	0	0	0	0	0	0	2136
9:00	1	1695	181	1	10	0	0	0	0	0	0	0	0	1888
10:00	0	1675	185	5	7	2	0	0	0	0	0	0	0	1874
11:00	1	1769	174	4	6	2	0	0	0	0	0	0	0	1956
12:00 PM	0	1851	208	2	8	0	0	0	0	0	0	0	0	2069
13:00	0	1941	190	2	5	2	0	0	0	0	0	0	0	2140
14:00	1	1993	196	2	7	0	0	0	0	0	0	0	0	2199
15:00	2	2198	210	3	3	0	0	0	0	0	0	0	0	2416
16:00	6	2503	244	2	5	2	0	0	0	0	0	0	0	2762
17:00	3	2557	244	2	7	0	0	0	0	0	0	0	0	2813
18:00	1	2016	187	1	2	1	0	0	0	0	0	0	0	2208
19:00	0	1307	128	3	5	1	0	0	0	0	0	0	0	1444
20:00	0	1023	98	0	3	0	0	0	0	0	0	0	0	1124
21:00	0	578	53	0	0	0	0	0	0	0	0	0	0	631
22:00	0	233	20	0	0	1	0	0	0	0	0	0	0	254
23:00	0	134	11	0	0	0	0	0	0	0	0	0	0	145
Totals	15	27805	2775	43	87	18								30743
% of Totals	0%	90%	9%	0%	0%	0%								100%

AM Volumes	2	9471	986	26	42	11	0	0	0	0	0	0	0	10538
% AM	0%	31%	3%	0%	0%	0%								34%
AM Peak Hour	9:00	8:00	10:00	8:00	9:00	6:00								8:00
Volume	1	1941	185	7	10	2								2136
PM Volumes	13	18334	1789	17	45	7	0	0	0	0	0	0	0	20205
% PM	0%	60%	6%	0%	0%	0%								66%
PM Peak Hour	16:00	17:00	16:00	15:00	12:00	13:00								17:00
Volume	6	2557	244	3	8	2								2813
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			3715	↔	12%	4209	↔	14%	5575	↔	18%	17244	↔	56%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

VOLUME

Stewart Ave E/O Washington Ave

Day: Tuesday
Date: 5/23/2023

City: Garden City
Project #: NY23_370008_002

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						15,895	14,848	30,743	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	2	15	17		12:00	0	0	272	230	502			
0:15	0	0	8	7	15		12:15	0	0	283	211	494			
0:30	0	0	7	5	12		12:30	0	0	271	224	495			
0:45	0	0	6	23	4	31	12:45	0	0	324	1150	254	919	578	2069
1:00	0	0	0	4	4		13:00	0	0	276	268	544			
1:15	0	0	3	4	7		13:15	0	0	270	259	529			
1:30	0	0	3	2	5		13:30	0	0	263	246	509			
1:45	0	0	2	8	1	11	13:45	0	0	273	1082	285	1058	558	2140
2:00	0	0	3	3	6		14:00	0	0	274	256	530			
2:15	0	0	2	1	3		14:15	0	0	286	250	536			
2:30	0	0	0	3	3		14:30	0	0	291	262	553			
2:45	0	0	2	7	2	9	14:45	0	0	302	1153	278	1046	580	2199
3:00	0	0	3	4	7		15:00	0	0	302	259	561			
3:15	0	0	5	1	6		15:15	0	0	324	253	577			
3:30	0	0	2	5	7		15:30	0	0	378	271	649			
3:45	0	0	7	17	3	13	15:45	0	0	342	1346	287	1070	629	2416
4:00	0	0	5	3	8		16:00	0	0	390	293	683			
4:15	0	0	9	8	17		16:15	0	0	427	284	711			
4:30	0	0	7	8	15		16:30	0	0	336	326	662			
4:45	0	0	17	38	10	29	16:45	0	0	384	1537	322	1225	706	2762
5:00	0	0	19	10	29		17:00	0	0	380	355	735			
5:15	0	0	19	13	32		17:15	0	0	340	337	677			
5:30	0	0	33	27	60		17:30	0	0	411	328	739			
5:45	0	0	43	114	48	98	17:45	0	0	381	1512	281	1301	662	2813
6:00	0	0	47	48	95		18:00	0	0	316	290	606			
6:15	0	0	57	91	148		18:15	0	0	311	285	596			
6:30	0	0	82	98	180		18:30	0	0	290	258	548			
6:45	0	0	150	336	134	371	18:45	0	0	237	1154	221	1054	458	2208
7:00	0	0	119	162	281		19:00	0	0	203	230	433			
7:15	0	0	155	212	367		19:15	0	0	177	194	371			
7:30	0	0	182	240	422		19:30	0	0	135	175	310			
7:45	0	0	223	679	286	900	19:45	0	0	148	663	182	781	330	1444
8:00	0	0	249	247	496		20:00	0	0	133	190	323			
8:15	0	0	220	279	499		20:15	0	0	154	163	317			
8:30	0	0	275	256	531		20:30	0	0	113	137	250			
8:45	0	0	283	1027	327	1109	20:45	0	0	103	503	131	621	234	1124
9:00	0	0	260	246	506		21:00	0	0	99	115	214			
9:15	0	0	232	248	480		21:15	0	0	58	99	157			
9:30	0	0	215	217	432		21:30	0	0	69	71	140			
9:45	0	0	254	961	216	927	21:45	0	0	51	277	69	354	120	631
10:00	0	0	223	186	409		22:00	0	0	31	55	86			
10:15	0	0	245	184	429		22:15	0	0	25	34	59			
10:30	0	0	287	209	496		22:30	0	0	16	36	52			
10:45	0	0	292	1047	248	827	22:45	0	0	23	95	34	159	57	254
11:00	0	0	249	187	436		23:00	0	0	20	33	53			
11:15	0	0	281	200	481		23:15	0	0	15	20	35			
11:30	0	0	303	234	537		23:30	0	0	9	19	28			
11:45	0	0	277	1110	225	846	23:45	0	0	12	56	17	89	29	145
TOTALS	5367				5171	10538	TOTALS	10528				9677	20205		
SPLIT %	50.9%				49.1%	34.3%	SPLIT %	52.1%				47.9%	65.7%		

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						15,895	14,848	30,743	
AM Peak Hour	11:30				8:00	8:15	PM Peak Hour	15:30				16:45	16:45		
AM Pk Volume	1135				1109	2146	PM Pk Volume	1537				1342	2857		
Pk Hr Factor	0.936				0.848	0.880	Pk Hr Factor	0.900				0.945	0.967		
7 - 9 Volume	0	0	1706	2009	3715		4 - 6 Volume	0	0	3049	2526	5575			
7 - 9 Peak Hour	8:00				8:00	8:00	4 - 6 Peak Hour	16:00				16:45	16:45		
7 - 9 Pk Volume	0	0	1027	1109	2136		4 - 6 Pk Volume	0	0	1537	1342	2857			
Pk Hr Factor	0.000	0.000	0.907	0.848	0.875		Pk Hr Factor	0.000	0.000	0.900	0.945	0.967			

CLASSIFICATION

Stewart Ave E/O Washington Ave

Day: Wednesday

Date: 5/24/2023

City: Garden City

Project #: NY23_370008_002e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	18	1	0	0	0	0	0	0	0	0	0	0	19
1:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
2:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
3:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
4:00	1	32	3	0	0	0	0	0	0	0	0	0	0	36
5:00	0	106	13	4	0	1	0	0	0	0	0	0	0	124
6:00	0	272	33	0	1	1	0	0	0	0	0	0	0	307
7:00	1	613	66	4	3	1	0	0	0	0	0	0	0	688
8:00	4	981	112	1	1	1	0	0	0	0	0	0	0	1100
9:00	5	906	107	3	1	1	0	0	0	0	0	0	0	1023
10:00	7	822	99	1	1	2	0	0	0	0	0	0	0	932
11:00	4	907	104	1	2	2	0	0	0	0	0	0	0	1020
12:00 PM	5	1025	118	4	1	1	0	0	0	0	0	0	0	1154
13:00	4	1022	118	1	3	1	0	0	0	0	0	0	0	1149
14:00	5	1095	124	1	4	0	0	1	0	0	0	0	0	1230
15:00	4	1302	147	2	4	0	0	0	0	0	0	0	0	1459
16:00	6	1352	140	2	5	1	0	0	0	0	0	0	0	1506
17:00	4	1332	137	1	9	2	0	1	0	0	0	0	0	1486
18:00	5	1110	118	1	4	1	0	0	0	0	0	0	0	1239
19:00	1	641	72	1	1	1	0	0	0	0	0	0	0	717
20:00	0	413	49	0	1	0	0	0	0	0	0	0	0	463
21:00	0	233	27	0	0	1	0	0	0	0	0	0	0	261
22:00	0	122	12	0	0	2	0	0	0	0	0	0	0	136
23:00	0	46	4	0	0	0	0	0	0	0	0	0	0	50
Totals	56	14383	1604	27	41	19		2						16132
% of Totals	0%	89%	10%	0%	0%	0%		0%						100%

AM Volumes	22	4690	538	14	9	9	0	0	0	0	0	0	0	5282
% AM	0%	29%	3%	0%	0%	0%								33%
AM Peak Hour	10:00	8:00	8:00	5:00	7:00	10:00								8:00
Volume	7	981	112	4	3	2								1100
PM Volumes	34	9693	1066	13	32	10	0	2	0	0	0	0	0	10850
% PM	0%	60%	7%	0%	0%	0%		0%						67%
PM Peak Hour	16:00	16:00	15:00	12:00	17:00	17:00		14:00						16:00
Volume	6	1352	147	4	9	2		1						1506
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume	%		Volume	%		Volume	%		Volume	%	
			1788	↔	11%	2303	↔	14%	2992	↔	19%	9049	↔	56%

Classification Definitions

- 1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units

- 4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units

- 7 >=4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers

- 10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers

- 13 >=7-Axle Multi-Trailers

CLASSIFICATION

Stewart Ave E/O Washington Ave

Day: Wednesday

Date: 5/24/2023

City: Garden City

Project #: NY23_370008_002w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	31	2	0	0	0	0	0	0	0	0	0	0	33
1:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
2:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
3:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
4:00	0	23	1	0	0	0	0	0	0	0	0	0	0	24
5:00	0	72	12	0	0	0	0	0	0	0	0	0	0	84
6:00	0	341	43	1	4	0	0	0	0	0	0	0	0	389
7:00	1	866	77	4	2	0	0	0	0	0	0	0	0	950
8:00	0	1113	87	2	2	0	0	0	0	0	0	0	0	1204
9:00	1	856	95	2	7	0	1	0	0	0	0	0	0	962
10:00	0	802	80	0	3	0	0	0	0	0	0	0	0	885
11:00	1	817	75	3	5	1	0	0	0	0	0	0	0	902
12:00 PM	0	897	86	2	3	0	0	0	0	0	0	0	0	988
13:00	1	936	93	1	1	0	0	0	0	0	0	0	0	1032
14:00	0	963	87	0	0	1	0	0	0	0	0	0	0	1051
15:00	0	951	85	4	1	0	0	0	0	0	0	0	0	1041
16:00	1	1058	101	0	1	0	0	0	0	0	0	0	0	1161
17:00	1	1222	104	2	0	0	0	0	0	0	0	0	0	1329
18:00	0	1039	84	1	2	0	0	0	0	0	0	0	0	1126
19:00	0	789	68	1	0	0	0	0	0	0	0	0	0	858
20:00	0	551	46	0	1	0	0	0	0	0	0	0	0	598
21:00	0	310	25	0	0	0	0	0	0	0	0	0	0	335
22:00	0	192	16	0	0	0	0	0	0	0	0	0	0	208
23:00	0	85	8	0	0	0	0	0	0	0	0	0	0	93
Totals	6	13955	1276	23	32	2	1							15295
% of Totals	0%	91%	8%	0%	0%	0%	0%							100%

AM Volumes	3	4962	473	12	23	1	1	0	0	0	0	0	0	5475
% AM	0%	32%	3%	0%	0%	0%	0%							36%
AM Peak Hour	7:00	8:00	9:00	7:00	9:00	11:00	9:00							8:00
Volume	1	1113	95	4	7	1	1							1204
PM Volumes	3	8993	803	11	9	1	0	0	0	0	0	0	0	9820
% PM	0%	59%	5%	0%	0%	0%								64%
PM Peak Hour	13:00	17:00	17:00	15:00	12:00	14:00								17:00
Volume	1	1222	104	4	3	1								1329
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume	%		Volume	%		Volume	%		Volume	%	
			2154	14%	↔	2020	13%	↔	2490	16%	↔	8631	56%	↔

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave E/O Washington Ave

Day: Wednesday

Date: 5/24/2023

City: Garden City

Project #: NY23_370008_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	49	3	0	0	0	0	0	0	0	0	0	0	52
1:00	0	24	0	0	0	0	0	0	0	0	0	0	0	24
2:00	0	25	1	0	0	0	0	0	0	0	0	0	0	26
3:00	0	25	0	0	0	0	0	0	0	0	0	0	0	25
4:00	1	55	4	0	0	0	0	0	0	0	0	0	0	60
5:00	0	178	25	4	0	1	0	0	0	0	0	0	0	208
6:00	0	613	76	1	5	1	0	0	0	0	0	0	0	696
7:00	2	1479	143	8	5	1	0	0	0	0	0	0	0	1638
8:00	4	2094	199	3	3	1	0	0	0	0	0	0	0	2304
9:00	6	1762	202	5	8	1	1	0	0	0	0	0	0	1985
10:00	7	1624	179	1	4	2	0	0	0	0	0	0	0	1817
11:00	5	1724	179	4	7	3	0	0	0	0	0	0	0	1922
12:00 PM	5	1922	204	6	4	1	0	0	0	0	0	0	0	2142
13:00	5	1958	211	2	4	1	0	0	0	0	0	0	0	2181
14:00	5	2058	211	1	4	1	0	1	0	0	0	0	0	2281
15:00	4	2253	232	6	5	0	0	0	0	0	0	0	0	2500
16:00	7	2410	241	2	6	1	0	0	0	0	0	0	0	2667
17:00	5	2554	241	3	9	2	0	1	0	0	0	0	0	2815
18:00	5	2149	202	2	6	1	0	0	0	0	0	0	0	2365
19:00	1	1430	140	2	1	1	0	0	0	0	0	0	0	1575
20:00	0	964	95	0	2	0	0	0	0	0	0	0	0	1061
21:00	0	543	52	0	0	1	0	0	0	0	0	0	0	596
22:00	0	314	28	0	0	2	0	0	0	0	0	0	0	344
23:00	0	131	12	0	0	0	0	0	0	0	0	0	0	143
Totals	62	28338	2880	50	73	21	1	2						31427
% of Totals	0%	90%	9%	0%	0%	0%	0%	0%						100%

AM Volumes	25	9652	1011	26	32	10	1	0	0	0	0	0	0	10757
% AM	0%	31%	3%	0%	0%	0%	0%							34%
AM Peak Hour	10:00	8:00	9:00	7:00	9:00	11:00	9:00							8:00
Volume	7	2094	202	8	8	3	1							2304
PM Volumes	37	18686	1869	24	41	11	0	2	0	0	0	0	0	20670
% PM	0%	59%	6%	0%	0%	0%		0%						66%
PM Peak Hour	16:00	17:00	16:00	12:00	17:00	17:00		14:00						17:00
Volume	7	2554	241	6	9	2		1						2815
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume	%		Volume	%		Volume	%		Volume	%	
			3942	↔	13%	4323	↔	14%	5482	↔	17%	17680	↔	56%

Classification Definitions

- 1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units

- 4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units

- 7 >=4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers

- 10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers

- 13 >=7-Axle Multi-Trailers

VOLUME

Stewart Ave E/O Washington Ave

Day: Wednesday
Date: 5/24/2023

City: Garden City
Project #: NY23_370008_002

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						16,132	15,295	31,427	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	5	16	21		12:00	0	0	281	248	529			
0:15	0	0	4	10	14		12:15	0	0	322	270	592			
0:30	0	0	7	3	10		12:30	0	0	274	228	502			
0:45	0	0	3	19	4	33	12:45	0	0	277	1154	242	988	519	2142
1:00	0	0	3	4	7		13:00	0	0	282	239	521			
1:15	0	0	2	2	4		13:15	0	0	305	249	554			
1:30	0	0	4	3	7		13:30	0	0	270	260	530			
1:45	0	0	3	12	3	12	13:45	0	0	292	1149	284	1032	576	2181
2:00	0	0	1	6	7		14:00	0	0	292	260	552			
2:15	0	0	4	4	8		14:15	0	0	310	265	575			
2:30	0	0	2	5	7		14:30	0	0	327	263	590			
2:45	0	0	2	9	2	17	14:45	0	0	301	1230	263	1051	564	2281
3:00	0	0	2	4	6		15:00	0	0	343	243	586			
3:15	0	0	7	4	11		15:15	0	0	359	253	612			
3:30	0	0	2	3	5		15:30	0	0	359	287	646			
3:45	0	0	1	12	2	13	15:45	0	0	398	1459	258	1041	656	2500
4:00	0	0	3	6	9		16:00	0	0	358	294	652			
4:15	0	0	4	3	7		16:15	0	0	371	284	655			
4:30	0	0	7	7	14		16:30	0	0	410	312	722			
4:45	0	0	22	36	8	24	16:45	0	0	367	1506	271	1161	638	2667
5:00	0	0	8	11	19		17:00	0	0	411	349	760			
5:15	0	0	21	10	31		17:15	0	0	389	353	742			
5:30	0	0	37	24	61		17:30	0	0	378	337	715			
5:45	0	0	58	124	39	84	17:45	0	0	308	1486	290	1329	598	2815
6:00	0	0	44	65	109		18:00	0	0	333	308	641			
6:15	0	0	57	61	118		18:15	0	0	334	307	641			
6:30	0	0	89	109	198		18:30	0	0	307	245	552			
6:45	0	0	117	307	154	389	18:45	0	0	265	1239	266	1126	531	2365
7:00	0	0	119	164	283		19:00	0	0	234	237	471			
7:15	0	0	144	253	397		19:15	0	0	184	195	379			
7:30	0	0	180	250	430		19:30	0	0	167	195	362			
7:45	0	0	245	688	283	950	19:45	0	0	132	717	231	858	363	1575
8:00	0	0	256	296	552		20:00	0	0	155	183	338			
8:15	0	0	232	294	526		20:15	0	0	117	155	272			
8:30	0	0	314	294	608		20:30	0	0	112	132	244			
8:45	0	0	298	1100	320	1204	20:45	0	0	79	463	128	598	207	1061
9:00	0	0	297	248	545		21:00	0	0	69	105	174			
9:15	0	0	234	235	469		21:15	0	0	68	88	156			
9:30	0	0	258	239	497		21:30	0	0	78	64	142			
9:45	0	0	234	1023	240	962	21:45	0	0	46	261	78	335	124	596
10:00	0	0	204	190	394		22:00	0	0	37	76	113			
10:15	0	0	229	231	460		22:15	0	0	33	49	82			
10:30	0	0	229	236	465		22:30	0	0	35	43	78			
10:45	0	0	270	932	228	885	22:45	0	0	31	136	40	208	71	344
11:00	0	0	244	242	486		23:00	0	0	13	22	35			
11:15	0	0	249	214	463		23:15	0	0	14	25	39			
11:30	0	0	263	188	451		23:30	0	0	12	31	43			
11:45	0	0	264	1020	258	902	23:45	0	0	11	50	15	93	26	143
TOTALS			5282		5475		TOTALS			10850		9820		20670	
SPLIT %			49.1%		50.9%		SPLIT %			52.5%		47.5%		65.8%	

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						16,132	15,295	31,427	
AM Peak Hour			8:30	8:00	8:00		PM Peak Hour			16:30	17:00	16:30			
AM Pk Volume			1143	1204	2304		PM Pk Volume			1577	1329	2862			
Pk Hr Factor			0.910	0.941	0.932		Pk Hr Factor			0.959	0.941	0.941			
7 - 9 Volume	0	0	1788	2154	3942		4 - 6 Volume	0	0	2992	2490	5482			
7 - 9 Peak Hour			8:00	8:00	8:00		4 - 6 Peak Hour			16:30	17:00	16:30			
7 - 9 Pk Volume	0	0	1100	1204	2304		4 - 6 Pk Volume	0	0	1577	1329	2862			
Pk Hr Factor	0.000	0.000	0.876	0.941	0.932		Pk Hr Factor	0.000	0.000	0.959	0.941	0.941			

CLASSIFICATION

Stewart Ave E/O Washington Ave

Day: Thursday
Date: 5/25/2023

City: Garden City
Project #: NY23_370008_002e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	23	1	0	0	0	0	0	0	0	0	0	0	24
1:00	0	19	1	0	0	0	0	0	0	0	0	0	0	20
2:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
3:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
4:00	1	39	4	0	0	0	0	0	0	0	0	0	0	44
5:00	0	96	13	3	0	1	0	0	0	0	0	0	0	113
6:00	0	299	32	0	0	1	0	0	0	0	0	0	0	332
7:00	1	629	64	4	3	2	0	0	0	0	0	0	0	703
8:00	0	925	86	5	2	1	1	1	0	0	0	0	0	1021
9:00	0	918	90	3	1	0	0	0	0	0	0	0	0	1012
10:00	1	871	92	1	1	1	1	0	0	0	0	0	0	968
11:00	0	962	99	2	3	2	0	0	0	0	0	0	0	1068
12:00 PM	3	1060	119	1	2	1	1	0	0	0	0	0	0	1187
13:00	1	1001	97	1	3	2	0	0	0	0	0	0	0	1105
14:00	2	1039	121	1	3	0	0	0	1	0	0	0	0	1167
15:00	5	1361	137	2	2	0	0	0	0	0	0	0	0	1507
16:00	5	1416	133	1	6	1	0	0	1	0	0	0	0	1563
17:00	4	1326	132	2	5	2	0	0	0	0	0	0	0	1471
18:00	4	1065	104	2	9	1	0	0	0	0	0	0	0	1185
19:00	0	700	74	1	1	1	0	0	0	0	0	0	0	777
20:00	0	446	41	1	1	0	0	0	0	0	0	0	0	489
21:00	0	275	26	0	0	1	0	0	0	0	0	0	0	302
22:00	0	155	16	0	0	0	0	0	0	0	0	0	0	171
23:00	1	66	7	0	0	1	0	0	0	0	0	0	0	75
Totals	28	14714	1490	30	42	18	3	1	2					16328
% of Totals	0%	90%	9%	0%	0%	0%	0%	0%	0%					100%

AM Volumes	3	4804	483	18	10	8	2	1	0	0	0	0	0	5329
% AM	0%	29%	3%	0%	0%	0%	0%	0%						33%
AM Peak Hour	4:00	11:00	11:00	8:00	7:00	7:00	8:00	8:00						11:00
Volume	1	962	99	5	3	2	1	1						1068
PM Volumes	25	9910	1007	12	32	10	1	0	2	0	0	0	0	10999
% PM	0%	61%	6%	0%	0%	0%	0%		0%					67%
PM Peak Hour	15:00	16:00	15:00	15:00	18:00	13:00	12:00		14:00					16:00
Volume	5	1416	137	2	9	2	1		1					1563
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1724	↔	11%	2292	↔	14%	3034	↔	19%	9278	↔	57%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave E/O Washington Ave

Day: Thursday
Date: 5/25/2023

City: Garden City
Project #: NY23_370008_002w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	34	3	0	0	0	0	0	0	0	0	0	0	37
1:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
2:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
3:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
4:00	0	26	3	0	0	0	0	0	0	0	0	0	0	29
5:00	0	72	7	2	1	0	0	0	0	0	0	0	0	82
6:00	1	333	36	0	2	0	0	0	0	0	0	0	0	372
7:00	2	838	78	2	6	0	0	0	0	0	0	0	0	926
8:00	1	1004	83	3	2	2	0	0	0	0	0	0	0	1095
9:00	0	844	83	1	6	0	0	0	0	0	0	0	0	934
10:00	0	726	70	1	5	1	0	0	0	0	0	0	0	803
11:00	1	799	72	2	3	0	0	0	0	0	0	0	0	877
12:00 PM	1	882	82	1	1	1	0	0	0	0	0	0	0	968
13:00	1	951	78	2	8	0	0	0	0	0	0	0	0	1040
14:00	1	976	76	2	4	0	0	0	0	0	0	0	0	1059
15:00	1	982	73	3	6	0	0	0	0	0	0	0	0	1065
16:00	0	1080	94	1	3	0	0	0	0	0	0	0	0	1178
17:00	2	1231	86	0	4	0	0	0	0	0	0	0	0	1323
18:00	1	1124	88	0	1	0	0	0	0	0	0	0	0	1214
19:00	1	768	53	1	0	0	0	0	0	0	0	0	0	823
20:00	0	568	39	0	2	1	0	0	0	0	0	0	0	610
21:00	0	425	36	0	2	0	0	0	0	0	0	0	0	463
22:00	0	188	16	0	0	0	0	0	0	0	0	0	0	204
23:00	0	114	10	0	1	0	0	0	0	0	0	0	0	125
Totals	13	14006	1168	21	57	5								15270
% of Totals	0%	92%	8%	0%	0%	0%								100%

AM Volumes	5	4717	437	11	25	3	0	0	0	0	0	0	0	5198
% AM	0%	31%	3%	0%	0%	0%								34%
AM Peak Hour	7:00	8:00	8:00	8:00	7:00	8:00								8:00
Volume	2	1004	83	3	6	2								1095
PM Volumes	8	9289	731	10	32	2	0	0	0	0	0	0	0	10072
% PM	0%	61%	5%	0%	0%	0%								66%
PM Peak Hour	17:00	17:00	16:00	15:00	13:00	12:00								17:00
Volume	2	1231	94	3	8	1								1323
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			2021	↔	13%	2008	↔	13%	2501	↔	16%	8740	↔	57%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave E/O Washington Ave

Day: Thursday

Date: 5/25/2023

City: Garden City

Project #: NY23_370008_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	57	4	0	0	0	0	0	0	0	0	0	0	61
1:00	0	33	1	0	0	0	0	0	0	0	0	0	0	34
2:00	0	30	2	0	0	0	0	0	0	0	0	0	0	32
3:00	0	20	1	0	0	0	0	0	0	0	0	0	0	21
4:00	1	65	7	0	0	0	0	0	0	0	0	0	0	73
5:00	0	168	20	5	1	1	0	0	0	0	0	0	0	195
6:00	1	632	68	0	2	1	0	0	0	0	0	0	0	704
7:00	3	1467	142	6	9	2	0	0	0	0	0	0	0	1629
8:00	1	1929	169	8	4	3	1	1	0	0	0	0	0	2116
9:00	0	1762	173	4	7	0	0	0	0	0	0	0	0	1946
10:00	1	1597	162	2	6	2	1	0	0	0	0	0	0	1771
11:00	1	1761	171	4	6	2	0	0	0	0	0	0	0	1945
12:00 PM	4	1942	201	2	3	2	1	0	0	0	0	0	0	2155
13:00	2	1952	175	3	11	2	0	0	0	0	0	0	0	2145
14:00	3	2015	197	3	7	0	0	0	1	0	0	0	0	2226
15:00	6	2343	210	5	8	0	0	0	0	0	0	0	0	2572
16:00	5	2496	227	2	9	1	0	0	1	0	0	0	0	2741
17:00	6	2557	218	2	9	2	0	0	0	0	0	0	0	2794
18:00	5	2189	192	2	10	1	0	0	0	0	0	0	0	2399
19:00	1	1468	127	2	1	1	0	0	0	0	0	0	0	1600
20:00	0	1014	80	1	3	1	0	0	0	0	0	0	0	1099
21:00	0	700	62	0	2	1	0	0	0	0	0	0	0	765
22:00	0	343	32	0	0	0	0	0	0	0	0	0	0	375
23:00	1	180	17	0	1	1	0	0	0	0	0	0	0	200
Totals	41	28720	2658	51	99	23	3	1	2					31598
% of Totals	0%	91%	8%	0%	0%	0%	0%	0%	0%					100%

AM Volumes	8	9521	920	29	35	11	2	1	0	0	0	0	0	10527
% AM	0%	30%	3%	0%	0%	0%	0%	0%						33%
AM Peak Hour	7:00	8:00	9:00	8:00	7:00	8:00	8:00	8:00						8:00
Volume	3	1929	173	8	9	3	1	1						2116
PM Volumes	33	19199	1738	22	64	12	1	0	2	0	0	0	0	21071
% PM	0%	61%	6%	0%	0%	0%	0%		0%					67%
PM Peak Hour	15:00	17:00	16:00	15:00	13:00	12:00	12:00		14:00					17:00
Volume	6	2557	227	5	11	2	1		1					2794
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			3745	↔	12%	4300	↔	14%	5535	↔	18%	18018	↔	57%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

VOLUME

Stewart Ave E/O Washington Ave

Day: Thursday
Date: 5/25/2023

City: Garden City
Project #: NY23_370008_002

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						16,328	15,270	31,598	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	11	13	24		12:00	0	0	266	241	507			
0:15	0	0	5	9	14		12:15	0	0	297	241	538			
0:30	0	0	5	6	11		12:30	0	0	310	216	526			
0:45	0	0	3	24	9	37	12:45	0	0	314	1187	270	968	584	2155
1:00	0	0	6	4	10		13:00	0	0	287	257	544			
1:15	0	0	4	1	5		13:15	0	0	321	266	587			
1:30	0	0	2	4	6		13:30	0	0	259	253	512			
1:45	0	0	8	20	5	14	13:45	0	0	238	1105	264	1040	502	2145
2:00	0	0	6	3	9		14:00	0	0	333	262	595			
2:15	0	0	4	7	11		14:15	0	0	297	255	552			
2:30	0	0	2	3	5		14:30	0	0	262	259	521			
2:45	0	0	3	15	4	17	14:45	0	0	275	1167	283	1059	558	2226
3:00	0	0	4	3	7		15:00	0	0	364	274	638			
3:15	0	0	2	1	3		15:15	0	0	377	262	639			
3:30	0	0	0	6	6		15:30	0	0	377	255	632			
3:45	0	0	3	9	2	12	15:45	0	0	389	1507	274	1065	663	2572
4:00	0	0	7	8	15		16:00	0	0	382	296	678			
4:15	0	0	9	4	13		16:15	0	0	381	299	680			
4:30	0	0	12	5	17		16:30	0	0	390	280	670			
4:45	0	0	16	44	12	29	16:45	0	0	410	1563	303	1178	713	2741
5:00	0	0	21	7	28		17:00	0	0	417	337	754			
5:15	0	0	12	9	21		17:15	0	0	321	328	649			
5:30	0	0	33	23	56		17:30	0	0	355	346	701			
5:45	0	0	47	113	43	82	17:45	0	0	378	1471	312	1323	690	2794
6:00	0	0	38	62	100		18:00	0	0	332	309	641			
6:15	0	0	70	75	145		18:15	0	0	305	332	637			
6:30	0	0	100	112	212		18:30	0	0	296	276	572			
6:45	0	0	124	332	123	372	18:45	0	0	252	1185	297	1214	549	2399
7:00	0	0	117	185	302		19:00	0	0	207	251	458			
7:15	0	0	163	220	383		19:15	0	0	200	243	443			
7:30	0	0	170	262	432		19:30	0	0	220	176	396			
7:45	0	0	253	703	259	926	19:45	0	0	150	777	153	823	303	1600
8:00	0	0	237	280	517		20:00	0	0	136	179	315			
8:15	0	0	256	286	542		20:15	0	0	139	129	268			
8:30	0	0	265	275	540		20:30	0	0	121	164	285			
8:45	0	0	263	1021	254	1095	20:45	0	0	93	489	138	610	231	1099
9:00	0	0	252	261	513		21:00	0	0	85	127	212			
9:15	0	0	255	215	470		21:15	0	0	72	138	210			
9:30	0	0	267	234	501		21:30	0	0	80	128	208			
9:45	0	0	238	1012	224	934	21:45	0	0	65	302	70	463	135	765
10:00	0	0	231	193	424		22:00	0	0	66	68	134			
10:15	0	0	211	215	426		22:15	0	0	57	60	117			
10:30	0	0	270	200	470		22:30	0	0	25	41	66			
10:45	0	0	256	968	195	803	22:45	0	0	23	171	35	204	58	375
11:00	0	0	253	217	470		23:00	0	0	21	36	57			
11:15	0	0	271	218	489		23:15	0	0	24	40	64			
11:30	0	0	268	222	490		23:30	0	0	13	26	39			
11:45	0	0	276	1068	220	877	23:45	0	0	17	75	23	125	40	200
TOTALS				5329	5198	10527	TOTALS				10999	10072	21071		
SPLIT %				50.6%	49.4%	33.3%	SPLIT %				52.2%	47.8%	66.7%		

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						16,328	15,270	31,598	
AM Peak Hour					11:45	7:45	8:00	PM Peak Hour					16:15	17:00	16:15
AM Pk Volume					1149	1100	2116	PM Pk Volume					1598	1323	2817
Pk Hr Factor					0.927	0.962	0.976	Pk Hr Factor					0.958	0.956	0.934
7 - 9 Volume					0	0	1724	4 - 6 Volume					0	0	5535
7 - 9 Peak Hour					8:00	7:45	8:00	4 - 6 Peak Hour					16:15	17:00	16:15
7 - 9 Pk Volume					0	0	1021	4 - 6 Pk Volume					0	0	2817
Pk Hr Factor					0.000	0.000	0.963	Pk Hr Factor					0.000	0.000	0.934

CLASSIFICATION

Stewart Ave E/O Washington Ave

Day: Friday
Date: 5/26/2023

City: Garden City
Project #: NY23_370008_002e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	32	3	0	0	0	0	0	0	0	0	0	0	35
1:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
2:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
3:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
4:00	1	35	3	0	0	0	0	0	0	0	0	0	0	39
5:00	0	92	9	2	0	0	0	0	0	0	0	0	0	103
6:00	0	265	31	0	0	1	0	0	0	0	0	0	0	297
7:00	0	506	51	2	1	2	0	0	0	0	0	0	0	562
8:00	0	790	85	1	0	3	1	0	0	0	0	0	0	880
9:00	0	814	77	2	8	2	0	0	0	0	0	0	0	903
10:00	0	952	102	1	1	1	0	0	0	0	0	0	0	1057
11:00	0	1069	112	1	1	4	0	0	0	0	0	0	0	1187
12:00 PM	0	1120	114	1	1	3	0	0	0	0	0	0	0	1239
13:00	2	1075	109	2	1	1	0	0	0	0	0	0	0	1190
14:00	0	1065	118	1	5	1	0	0	0	0	0	0	0	1190
15:00	0	1259	131	0	4	1	0	0	0	0	0	0	0	1395
16:00	4	1324	127	1	9	2	0	0	0	0	0	0	0	1467
17:00	0	1091	110	0	4	3	0	0	0	0	0	0	0	1208
18:00	0	683	68	1	5	1	0	0	0	0	0	0	0	758
19:00	0	636	71	0	0	0	0	0	0	0	0	0	0	707
20:00	0	362	40	0	0	0	0	0	0	0	0	0	0	402
21:00	0	281	25	0	0	1	0	0	0	0	0	0	0	307
22:00	0	217	20	0	0	0	0	0	0	0	0	0	0	237
23:00	0	102	12	0	0	0	0	0	0	0	0	0	0	114
Totals	7	13814	1421	15	40	26	1							15324
% of Totals	0%	90%	9%	0%	0%	0%	0%							100%

AM Volumes	1	4599	476	9	11	13	1	0	0	0	0	0	0	5110
% AM	0%	30%	3%	0%	0%	0%	0%							33%
AM Peak Hour	4:00	11:00	11:00	5:00	9:00	11:00	8:00							11:00
Volume	1	1069	112	2	8	4	1							1187
PM Volumes	6	9215	945	6	29	13	0	0	0	0	0	0	0	10214
% PM	0%	60%	6%	0%	0%	0%								67%
PM Peak Hour	16:00	16:00	15:00	13:00	16:00	12:00								16:00
Volume	4	1324	131	2	9	3								1467
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume	%		Volume	%		Volume	%		Volume	%	
			1442	↔	9%	2429	↔	16%	2675	↔	17%	8778	↔	57%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave E/O Washington Ave

Day: Friday
Date: 5/26/2023

City: Garden City
Project #: NY23_370008_002w

West Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	47	6	0	0	0	0	0	0	0	0	0	0	53
1:00	0	30	3	0	0	0	0	0	0	0	0	0	0	33
2:00	0	20	1	0	0	0	0	0	0	0	0	0	0	21
3:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
4:00	0	27	2	0	1	0	0	0	0	0	0	0	0	30
5:00	0	78	8	0	0	0	0	0	0	0	0	0	0	86
6:00	0	263	33	0	0	0	0	0	0	0	0	0	0	296
7:00	0	562	48	2	4	2	0	0	0	0	0	0	0	618
8:00	0	815	65	1	5	0	0	0	0	0	0	0	0	886
9:00	0	658	71	2	11	0	0	0	0	0	0	0	0	742
10:00	1	709	58	4	7	0	0	0	0	0	0	0	0	779
11:00	1	777	68	3	5	0	0	0	0	0	0	0	0	854
12:00 PM	0	872	67	0	3	0	0	0	0	0	0	0	0	942
13:00	0	948	80	4	6	0	0	0	0	0	0	0	0	1038
14:00	0	993	74	0	3	0	0	0	0	0	0	0	0	1070
15:00	1	991	77	0	2	0	0	0	0	0	0	0	0	1071
16:00	1	1079	80	0	2	0	0	0	0	0	0	0	0	1162
17:00	0	957	65	1	1	0	0	0	0	0	0	0	0	1024
18:00	0	897	68	1	0	0	0	0	0	0	0	0	0	966
19:00	0	775	53	0	2	0	0	0	0	0	0	0	0	830
20:00	0	615	41	0	2	0	0	0	0	0	0	0	0	658
21:00	0	431	29	0	1	0	0	0	0	0	0	0	0	461
22:00	0	214	16	0	0	0	0	0	0	0	0	0	0	230
23:00	0	141	9	0	0	0	0	0	0	0	0	0	0	150
Totals	4	12908	1022	18	55	2								14009
% of Totals	0%	92%	7%	0%	0%	0%								100%

AM Volumes	2	3995	363	12	33	2	0	0	0	0	0	0	0	4407
% AM	0%	29%	3%	0%	0%	0%								31%
AM Peak Hour	10:00	8:00	9:00	10:00	9:00	7:00								8:00
Volume	1	815	71	4	11	2								886
PM Volumes	2	8913	659	6	22	0	0	0	0	0	0	0	0	9602
% PM	0%	64%	5%	0%	0%									69%
PM Peak Hour	15:00	16:00	13:00	13:00	13:00									16:00
Volume	1	1079	80	4	6									1162
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume		%	Volume		%	Volume		%	Volume		%
			1504	↔	11%	1980	↔	14%	2186	↔	16%	8339	↔	60%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Stewart Ave E/O Washington Ave

Day: Friday
Date: 5/26/2023

City: Garden City
Project #: NY23_370008_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	79	9	0	0	0	0	0	0	0	0	0	0	88
1:00	0	44	4	0	0	0	0	0	0	0	0	0	0	48
2:00	0	35	2	0	0	0	0	0	0	0	0	0	0	37
3:00	0	24	1	0	0	0	0	0	0	0	0	0	0	25
4:00	1	62	5	0	1	0	0	0	0	0	0	0	0	69
5:00	0	170	17	2	0	0	0	0	0	0	0	0	0	189
6:00	0	528	64	0	0	1	0	0	0	0	0	0	0	593
7:00	0	1068	99	4	5	4	0	0	0	0	0	0	0	1180
8:00	0	1605	150	2	5	3	1	0	0	0	0	0	0	1766
9:00	0	1472	148	4	19	2	0	0	0	0	0	0	0	1645
10:00	1	1661	160	5	8	1	0	0	0	0	0	0	0	1836
11:00	1	1846	180	4	6	4	0	0	0	0	0	0	0	2041
12:00 PM	0	1992	181	1	4	3	0	0	0	0	0	0	0	2181
13:00	2	2023	189	6	7	1	0	0	0	0	0	0	0	2228
14:00	0	2058	192	1	8	1	0	0	0	0	0	0	0	2260
15:00	1	2250	208	0	6	1	0	0	0	0	0	0	0	2466
16:00	5	2403	207	1	11	2	0	0	0	0	0	0	0	2629
17:00	0	2048	175	1	5	3	0	0	0	0	0	0	0	2232
18:00	0	1580	136	2	5	1	0	0	0	0	0	0	0	1724
19:00	0	1411	124	0	2	0	0	0	0	0	0	0	0	1537
20:00	0	977	81	0	2	0	0	0	0	0	0	0	0	1060
21:00	0	712	54	0	1	1	0	0	0	0	0	0	0	768
22:00	0	431	36	0	0	0	0	0	0	0	0	0	0	467
23:00	0	243	21	0	0	0	0	0	0	0	0	0	0	264
Totals	11	26722	2443	33	95	28	1							29333
% of Totals	0%	91%	8%	0%	0%	0%	0%							100%

AM Volumes	3	8594	839	21	44	15	1	0	0	0	0	0	0	9517
% AM	0%	29%	3%	0%	0%	0%	0%							32%
AM Peak Hour	4:00	11:00	11:00	10:00	9:00	7:00	8:00							11:00
Volume	1	1846	180	5	19	4	1							2041
PM Volumes	8	18128	1604	12	51	13	0	0	0	0	0	0	0	19816
% PM	0%	62%	5%	0%	0%	0%								68%
PM Peak Hour	16:00	16:00	15:00	13:00	16:00	12:00								16:00
Volume	5	2403	208	6	11	3								2629
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			2946	↔	10%	4409	↔	15%	4861	↔	17%	17117	↔	58%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

VOLUME

Stewart Ave E/O Washington Ave

Day: Friday
Date: 5/26/2023

City: Garden City
Project #: NY23_370008_002

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						15,324	14,009	29,333	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	10	13	23		12:00	0	0	300	236	536			
0:15	0	0	8	12	20		12:15	0	0	336	239	575			
0:30	0	0	9	15	24		12:30	0	0	312	231	543			
0:45	0	0	8	35	13	53	12:45	0	0	291	1239	236	942	527	2181
1:00	0	0	2	13	15		13:00	0	0	304	270	574			
1:15	0	0	6	7	13		13:15	0	0	298	260	558			
1:30	0	0	4	5	9		13:30	0	0	292	251	543			
1:45	0	0	3	15	8	33	13:45	0	0	296	1190	257	1038	553	2228
2:00	0	0	3	5	8		14:00	0	0	321	229	550			
2:15	0	0	7	7	14		14:15	0	0	277	274	551			
2:30	0	0	5	6	11		14:30	0	0	291	267	558			
2:45	0	0	1	16	3	21	14:45	0	0	301	1190	300	1070	601	2260
3:00	0	0	3	1	4		15:00	0	0	346	247	593			
3:15	0	0	3	0	3		15:15	0	0	339	252	591			
3:30	0	0	4	5	9		15:30	0	0	361	270	631			
3:45	0	0	6	16	3	9	15:45	0	0	349	1395	302	1071	651	2466
4:00	0	0	2	8	10		16:00	0	0	405	300	705			
4:15	0	0	9	4	13		16:15	0	0	376	257	633			
4:30	0	0	12	4	16		16:30	0	0	337	311	648			
4:45	0	0	16	39	14	30	16:45	0	0	349	1467	294	1162	643	2629
5:00	0	0	5	9	14		17:00	0	0	350	261	611			
5:15	0	0	22	10	32		17:15	0	0	317	263	580			
5:30	0	0	37	24	61		17:30	0	0	299	244	543			
5:45	0	0	39	103	43	86	17:45	0	0	242	1208	256	1024	498	2232
6:00	0	0	44	43	87		18:00	0	0	209	265	474			
6:15	0	0	68	64	132		18:15	0	0	191	244	435			
6:30	0	0	69	86	155		18:30	0	0	199	242	441			
6:45	0	0	116	297	103	296	18:45	0	0	159	758	215	966	374	1724
7:00	0	0	107	99	206		19:00	0	0	181	221	402			
7:15	0	0	127	133	260		19:15	0	0	173	201	374			
7:30	0	0	138	184	322		19:30	0	0	185	206	391			
7:45	0	0	190	562	202	618	19:45	0	0	168	707	202	830	370	1537
8:00	0	0	195	161	356		20:00	0	0	111	175	286			
8:15	0	0	213	248	461		20:15	0	0	100	181	281			
8:30	0	0	237	225	462		20:30	0	0	104	157	261			
8:45	0	0	235	880	252	886	20:45	0	0	87	402	145	658	232	1060
9:00	0	0	203	186	389		21:00	0	0	88	140	228			
9:15	0	0	208	180	388		21:15	0	0	63	142	205			
9:30	0	0	249	182	431		21:30	0	0	83	89	172			
9:45	0	0	243	903	194	742	21:45	0	0	73	307	90	461	163	768
10:00	0	0	273	165	438		22:00	0	0	75	91	166			
10:15	0	0	223	206	429		22:15	0	0	64	51	115			
10:30	0	0	266	210	476		22:30	0	0	52	43	95			
10:45	0	0	295	1057	198	779	22:45	0	0	46	237	45	230	91	467
11:00	0	0	269	188	457		23:00	0	0	30	48	78			
11:15	0	0	296	205	501		23:15	0	0	35	26	61			
11:30	0	0	300	229	529		23:30	0	0	30	44	74			
11:45	0	0	322	1187	232	854	23:45	0	0	19	114	32	150	51	264
TOTALS			5110		4407		TOTALS			10214		9602		19816	
SPLIT %			53.7%		46.3%		SPLIT %			51.5%		48.5%		67.6%	

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						15,324	14,009	29,333	
AM Peak Hour			11:45	11:45	11:45		PM Peak Hour			15:30	15:45	15:45			
AM Pk Volume			1270	938	2208		PM Pk Volume			1491	1170	2637			
Pk Hr Factor			0.945	0.981	0.960		Pk Hr Factor			0.920	0.941	0.935			
7 - 9 Volume	0	0	1442	1504	2946		4 - 6 Volume	0	0	2675	2186	4861			
7 - 9 Peak Hour			8:00	8:00	8:00		4 - 6 Peak Hour			16:00	16:00	16:00			
7 - 9 Pk Volume	0	0	880	886	1766		4 - 6 Pk Volume	0	0	1467	1162	2629			
Pk Hr Factor	0.000	0.000	0.928	0.879	0.907		Pk Hr Factor	0.000	0.000	0.906	0.934	0.932			

SPEED

Stewart Ave E/O Washington Ave

Day: Saturday
Date: 5/20/2023

City: Garden City
Project #: NY23_370008_002e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	1	21	29	14	1	0	0	0	0	0	0	66
1:00	0	0	2	17	15	4	4	1	2	0	0	0	0	45
2:00	0	1	0	6	11	5	0	0	1	0	0	0	0	24
3:00	0	0	0	8	6	4	1	0	0	0	0	0	0	19
4:00	0	0	0	10	4	2	1	1	0	0	0	0	0	18
5:00	0	1	1	16	22	12	4	1	0	0	0	0	0	57
6:00	0	0	6	41	62	24	8	0	0	0	0	0	0	141
7:00	0	1	11	86	133	55	18	4	0	0	0	0	0	308
8:00	0	0	15	170	219	103	33	5	1	0	0	0	0	546
9:00	1	0	35	265	282	117	28	8	0	0	0	0	0	736
10:00	0	2	60	330	365	126	35	9	0	0	0	0	0	927
11:00	2	1	56	362	441	133	36	6	0	0	0	0	0	1037
12:00 PM	2	2	80	446	415	141	34	5	0	0	0	0	0	1125
13:00	0	0	44	399	442	143	39	7	0	0	0	0	0	1074
14:00	0	1	57	415	429	134	39	8	0	0	0	0	0	1083
15:00	0	2	50	355	395	157	42	8	0	0	0	0	0	1009
16:00	0	1	46	309	345	124	27	10	0	0	0	0	0	862
17:00	0	6	50	231	259	96	30	1	0	0	0	0	0	673
18:00	0	1	27	199	234	102	30	4	1	0	0	0	0	598
19:00	0	0	29	175	187	83	22	2	1	0	0	0	0	499
20:00	0	0	16	135	158	53	22	3	2	0	0	0	0	389
21:00	0	0	15	90	110	46	8	0	2	0	0	0	0	271
22:00	1	0	15	58	67	30	10	1	0	0	0	0	0	182
23:00	0	0	8	46	51	17	7	0	0	0	0	0	0	129
Totals	6	19	624	4190	4681	1725	479	84	10					11818
% of Totals	0%	0%	5%	35%	40%	15%	4%	1%	0%					100%

AM Volumes	3	6	187	1332	1589	599	169	35	4	0	0	0	0	3924
% AM	0%	0%	2%	11%	13%	5%	1%	0%	0%					33%
AM Peak Hour	11:00	10:00	10:00	11:00	11:00	11:00	11:00	10:00	1:00					11:00
Volume	2	2	60	362	441	133	36	9	2					1037
PM Volumes	3	13	437	2858	3092	1126	310	49	6	0	0	0	0	7894
% PM	0%	0%	4%	24%	26%	10%	3%	0%	0%					67%
PM Peak Hour	12:00	17:00	12:00	12:00	13:00	15:00	15:00	16:00	20:00					12:00
Volume	2	6	80	446	442	157	42	10	2					1125
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			854	↔	7%	2199	↔	19%	1535	↔	13%	7230	↔	61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	26	31	31	37	40	11818
Stewart Ave	West Bound	18	28	28	37	42	11445

SPEED

Stewart Ave E/O Washington Ave

Day: Saturday
Date: 5/20/2023

City: Garden City
Project #: NY23_370008_002w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	5	14	21	12	9	5	2	1	0	0	0	0	69
1:00	0	6	9	22	9	3	1	2	0	0	0	0	0	52
2:00	0	3	5	11	4	2	1	0	0	0	0	0	0	26
3:00	0	0	3	5	1	1	0	0	0	0	0	0	0	10
4:00	0	2	3	9	3	3	0	0	0	0	0	0	0	20
5:00	0	2	6	15	11	8	5	1	0	0	0	0	0	48
6:00	1	3	10	28	24	17	6	3	0	0	0	1	0	93
7:00	6	15	25	51	48	46	15	3	2	1	1	0	0	213
8:00	9	23	55	84	74	74	19	14	3	1	0	0	0	356
9:00	30	58	84	110	116	114	50	22	2	2	0	0	0	588
10:00	40	68	101	145	127	78	48	20	2	0	0	0	0	629
11:00	63	116	149	149	148	123	40	16	3	0	0	0	0	807
12:00 PM	97	154	201	193	160	118	41	9	2	0	0	0	0	975
13:00	83	146	164	176	189	128	66	17	1	1	0	0	0	971
14:00	99	155	157	168	171	114	46	20	3	2	1	0	0	936
15:00	81	138	179	210	194	148	60	15	1	0	0	0	0	1026
16:00	100	151	182	215	175	114	44	15	1	0	0	0	0	997
17:00	108	160	196	226	198	98	34	13	1	0	1	0	0	1035
18:00	62	109	136	184	162	98	36	15	1	0	0	0	0	803
19:00	37	77	108	130	119	94	34	12	1	0	0	0	0	612
20:00	22	50	88	113	96	61	21	9	0	0	0	0	0	460
21:00	16	36	84	86	75	47	16	7	0	0	0	0	0	367
22:00	5	22	63	58	33	18	7	1	1	0	0	0	0	208
23:00	3	10	32	55	28	12	3	1	0	0	0	0	0	144
Totals	862	1509	2054	2464	2177	1528	598	217	25	7	3	1		11445
% of Totals	8%	13%	18%	22%	19%	13%	5%	2%	0%	0%	0%	0%		100%

AM Volumes	149	301	464	650	577	478	190	83	13	4	1	1	0	2911
% AM	1%	3%	4%	6%	5%	4%	2%	1%	0%	0%	0%	0%		25%
AM Peak Hour	11:00	11:00	11:00	11:00	11:00	11:00	9:00	9:00	8:00	9:00	7:00	6:00		11:00
Volume	63	116	149	149	148	123	50	22	3	2	1	1		807
PM Volumes	713	1208	1590	1814	1600	1050	408	134	12	3	2	0	0	8534
% PM	6%	11%	14%	16%	14%	9%	4%	1%	0%	0%	0%			75%
PM Peak Hour	17:00	17:00	12:00	17:00	17:00	15:00	13:00	14:00	14:00	14:00	14:00			17:00
Volume	108	160	201	226	198	148	66	20	3	2	1			1035
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			569	↔	5%	1946	↔	17%	2032	↔	18%	6898	↔	60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	26	31	31	37	40	11818
Stewart Ave	West Bound	18	28	28	37	42	11445

SPEED

Stewart Ave E/O Washington Ave

Day: Saturday
Date: 5/20/2023

City: Garden City
Project #: NY23_370008_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	5	15	42	41	23	6	2	1	0	0	0	0	135
1:00	0	6	11	39	24	7	5	3	2	0	0	0	0	97
2:00	0	4	5	17	15	7	1	0	1	0	0	0	0	50
3:00	0	0	3	13	7	5	1	0	0	0	0	0	0	29
4:00	0	2	3	19	7	5	1	1	0	0	0	0	0	38
5:00	0	3	7	31	33	20	9	2	0	0	0	0	0	105
6:00	1	3	16	69	86	41	14	3	0	0	0	1	0	234
7:00	6	16	36	137	181	101	33	7	2	1	1	0	0	521
8:00	9	23	70	254	293	177	52	19	4	1	0	0	0	902
9:00	31	58	119	375	398	231	78	30	2	2	0	0	0	1324
10:00	40	70	161	475	492	204	83	29	2	0	0	0	0	1556
11:00	65	117	205	511	589	256	76	22	3	0	0	0	0	1844
12:00 PM	99	156	281	639	575	259	75	14	2	0	0	0	0	2100
13:00	83	146	208	575	631	271	105	24	1	1	0	0	0	2045
14:00	99	156	214	583	600	248	85	28	3	2	1	0	0	2019
15:00	81	140	229	565	589	305	102	23	1	0	0	0	0	2035
16:00	100	152	228	524	520	238	71	25	1	0	0	0	0	1859
17:00	108	166	246	457	457	194	64	14	1	0	1	0	0	1708
18:00	62	110	163	383	396	200	66	19	2	0	0	0	0	1401
19:00	37	77	137	305	306	177	56	14	2	0	0	0	0	1111
20:00	22	50	104	248	254	114	43	12	2	0	0	0	0	849
21:00	16	36	99	176	185	93	24	7	2	0	0	0	0	638
22:00	6	22	78	116	100	48	17	2	1	0	0	0	0	390
23:00	3	10	40	101	79	29	10	1	0	0	0	0	0	273
Totals	868	1528	2678	6654	6858	3253	1077	301	35	7	3	1		23263
% of Totals	4%	7%	12%	29%	29%	14%	5%	1%	0%	0%	0%	0%		100%

AM Volumes	152	307	651	1982	2166	1077	359	118	17	4	1	1	0	6835
% AM	1%	1%	3%	9%	9%	5%	2%	1%	0%	0%	0%	0%		29%
AM Peak Hour	11:00	11:00	11:00	11:00	11:00	11:00	10:00	9:00	8:00	9:00	7:00	6:00		11:00
Volume	65	117	205	511	589	256	83	30	4	2	1	1		1844
PM Volumes	716	1221	2027	4672	4692	2176	718	183	18	3	2	0	0	16428
% PM	3%	5%	9%	20%	20%	9%	3%	1%	0%	0%	0%			71%
PM Peak Hour	17:00	17:00	12:00	12:00	13:00	15:00	13:00	14:00	14:00	14:00	14:00			12:00
Volume	108	166	281	639	631	305	105	28	3	2	1			2100
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			1423	↔	6%	4145	↔	18%	3567	↔	15%	14128	↔	61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	Summary	22	30	29	37	41	23263

VOLUME

Stewart Ave E/O Washington Ave

Day: Saturday
Date: 5/20/2023

City: Garden City
Project #: NY23_370008_002

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						11,818	11,445	23,263	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	20	24	44		12:00	0	0	279	233	512			
0:15	0	0	15	26	41		12:15	0	0	285	229	514			
0:30	0	0	20	13	33		12:30	0	0	303	272	575			
0:45	0	0	11	66	6	69	12:45	0	0	258	1125	241	975	499	2100
1:00	0	0	13	13	26		13:00	0	0	275	222	497			
1:15	0	0	12	12	24		13:15	0	0	255	235	490			
1:30	0	0	15	12	27		13:30	0	0	288	253	541			
1:45	0	0	5	45	15	52	13:45	0	0	256	1074	261	971	517	2045
2:00	0	0	5	6	11		14:00	0	0	275	223	498			
2:15	0	0	10	7	17		14:15	0	0	269	258	527			
2:30	0	0	5	10	15		14:30	0	0	277	249	526			
2:45	0	0	4	24	3	26	14:45	0	0	262	1083	206	936	468	2019
3:00	0	0	3	3	6		15:00	0	0	264	243	507			
3:15	0	0	7	4	11		15:15	0	0	268	264	532			
3:30	0	0	5	1	6		15:30	0	0	233	258	491			
3:45	0	0	4	19	2	10	15:45	0	0	244	1009	261	1026	505	2035
4:00	0	0	6	3	9		16:00	0	0	216	270	486			
4:15	0	0	1	5	6		16:15	0	0	217	226	443			
4:30	0	0	4	5	9		16:30	0	0	217	277	494			
4:45	0	0	7	18	7	20	16:45	0	0	212	862	224	997	436	1859
5:00	0	0	10	9	19		17:00	0	0	180	296	476			
5:15	0	0	12	11	23		17:15	0	0	161	261	422			
5:30	0	0	12	14	26		17:30	0	0	149	239	388			
5:45	0	0	23	57	14	48	17:45	0	0	183	673	239	1035	422	1708
6:00	0	0	23	15	38		18:00	0	0	157	191	348			
6:15	0	0	21	17	38		18:15	0	0	138	190	328			
6:30	0	0	38	27	65		18:30	0	0	171	209	380			
6:45	0	0	59	141	34	93	18:45	0	0	132	598	213	803	345	1401
7:00	0	0	61	35	96		19:00	0	0	141	165	306			
7:15	0	0	57	38	95		19:15	0	0	114	155	269			
7:30	0	0	80	61	141		19:30	0	0	115	149	264			
7:45	0	0	110	308	79	213	19:45	0	0	129	499	143	612	272	1111
8:00	0	0	96	71	167		20:00	0	0	103	142	245			
8:15	0	0	121	98	219		20:15	0	0	111	117	228			
8:30	0	0	155	76	231		20:30	0	0	96	102	198			
8:45	0	0	174	546	111	356	20:45	0	0	79	389	99	460	178	849
9:00	0	0	162	112	274		21:00	0	0	76	115	191			
9:15	0	0	163	140	303		21:15	0	0	80	98	178			
9:30	0	0	209	167	376		21:30	0	0	62	91	153			
9:45	0	0	202	736	169	588	21:45	0	0	53	271	63	367	116	638
10:00	0	0	241	131	372		22:00	0	0	55	66	121			
10:15	0	0	186	149	335		22:15	0	0	51	52	103			
10:30	0	0	258	182	440		22:30	0	0	41	58	99			
10:45	0	0	242	927	167	629	22:45	0	0	35	182	32	208	67	390
11:00	0	0	237	179	416		23:00	0	0	45	38	83			
11:15	0	0	264	197	461		23:15	0	0	39	40	79			
11:30	0	0	237	184	421		23:30	0	0	24	33	57			
11:45	0	0	299	1037	247	807	23:45	0	0	21	129	33	144	54	273
TOTALS			3924	2911	6835		TOTALS			7894	8534	16428			
SPLIT %			57.4%	42.6%	29.4%		SPLIT %			48.1%	51.9%	70.6%			

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						11,818	11,445	23,263	
AM Peak Hour			11:45	11:45	11:45		PM Peak Hour			12:00	16:30	12:00			
AM Pk Volume			1166	981	2147		PM Pk Volume			1125	1058	2100			
Pk Hr Factor			0.962	0.902	0.933		Pk Hr Factor			0.928	0.894	0.913			
7 - 9 Volume	0	0	854	569	1423		4 - 6 Volume	0	0	1535	2032	3567			
7 - 9 Peak Hour			8:00	8:00	8:00		4 - 6 Peak Hour			16:00	16:30	16:00			
7 - 9 Pk Volume	0	0	546	356	902		4 - 6 Pk Volume	0	0	862	1058	1859			
Pk Hr Factor	0.000	0.000	0.784	0.802	0.791		Pk Hr Factor	0.000	0.000	0.993	0.894	0.941			

SPEED

Stewart Ave E/O Washington Ave

Day: Sunday

Date: 5/21/2023

City: Garden City

Project #: NY23_370008_002e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	5	23	31	14	2	0	0	0	0	0	0	75
1:00	0	0	2	8	11	6	0	1	0	0	0	0	0	28
2:00	0	0	1	7	6	0	0	0	0	0	0	0	0	14
3:00	0	1	1	4	4	0	1	1	0	0	0	0	0	12
4:00	0	0	0	6	2	4	0	0	1	0	0	0	0	13
5:00	0	0	1	9	14	7	3	0	0	0	0	0	0	34
6:00	0	1	3	30	48	22	4	1	0	1	0	0	0	110
7:00	2	0	5	47	70	39	21	5	0	0	0	0	0	189
8:00	0	0	10	99	169	77	23	8	2	1	0	0	0	389
9:00	0	0	14	137	222	108	42	12	2	1	0	0	0	538
10:00	0	0	20	210	372	155	55	21	2	0	1	0	0	836
11:00	0	1	19	253	438	201	62	15	1	0	0	0	0	990
12:00 PM	0	4	36	298	454	206	62	15	2	0	0	0	0	1077
13:00	0	9	44	331	500	203	51	11	0	0	0	0	0	1149
14:00	0	9	41	302	539	189	60	19	1	1	0	0	0	1161
15:00	3	9	34	254	494	195	70	15	1	1	0	0	0	1076
16:00	0	2	19	212	338	159	52	13	0	0	0	0	0	795
17:00	0	0	19	156	261	135	52	7	1	0	0	0	0	631
18:00	0	0	13	117	187	81	35	12	0	0	0	0	0	445
19:00	1	0	16	109	159	79	23	8	0	0	0	0	0	395
20:00	0	1	10	68	116	53	15	4	2	0	0	0	0	269
21:00	0	2	10	74	81	46	11	1	1	0	0	0	0	226
22:00	0	0	10	41	54	20	4	0	1	0	0	0	0	130
23:00	0	0	2	16	23	5	1	1	0	0	0	0	0	48
Totals	6	39	335	2811	4593	2004	649	170	17	5	1			10630
% of Totals	0%	0%	3%	26%	43%	19%	6%	2%	0%	0%	0%			100%

AM Volumes	2	3	81	833	1387	633	213	64	8	3	1	0	0	3228
% AM	0%	0%	1%	8%	13%	6%	2%	1%	0%	0%	0%			30%
AM Peak Hour	7:00	3:00	10:00	11:00	11:00	11:00	11:00	10:00	8:00	6:00	10:00			11:00
Volume	2	1	20	253	438	201	62	21	2	1	1			990
PM Volumes	4	36	254	1978	3206	1371	436	106	9	2	0	0	0	7402
% PM	0%	0%	2%	19%	30%	13%	4%	1%	0%	0%				70%
PM Peak Hour	15:00	13:00	13:00	13:00	14:00	12:00	15:00	14:00	12:00	14:00				14:00
Volume	3	9	44	331	539	206	70	19	2	1				1161
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			578	↔	5%	2226	↔	21%	1426	↔	13%	6400	↔	60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	27	32	33	38	42	10630
Stewart Ave	West Bound	18	28	28	38	44	10836

SPEED

Stewart Ave E/O Washington Ave

Day: Sunday

Date: 5/21/2023

City: Garden City

Project #: NY23_370008_002w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	1	5	13	24	18	8	4	0	0	0	0	0	0	73
1:00	0	1	7	15	16	0	0	0	0	0	0	0	0	39
2:00	1	0	6	9	2	0	0	0	0	0	0	0	0	18
3:00	0	0	0	1	3	1	0	0	0	0	0	0	0	5
4:00	0	0	1	4	3	4	1	0	0	0	0	0	0	13
5:00	1	1	2	4	9	5	2	1	0	0	0	0	0	25
6:00	0	3	5	13	16	16	4	5	2	0	0	0	0	64
7:00	2	6	18	30	37	19	11	5	0	0	0	0	0	128
8:00	8	15	41	64	60	28	20	11	5	1	1	0	0	254
9:00	15	40	62	89	89	70	39	20	3	0	0	0	0	427
10:00	25	50	99	126	103	81	43	20	7	0	0	0	0	554
11:00	44	94	113	143	141	132	65	26	8	1	0	0	0	767
12:00 PM	93	137	131	150	150	117	67	29	7	1	0	0	0	882
13:00	77	133	186	173	185	124	78	19	6	2	0	0	0	983
14:00	114	172	158	149	152	121	75	28	8	1	2	0	0	980
15:00	100	151	166	170	163	135	90	31	13	0	0	0	0	1019
16:00	101	154	187	187	172	128	46	15	8	0	0	0	0	998
17:00	74	182	174	195	175	119	62	14	6	1	1	0	0	1003
18:00	82	137	157	180	150	131	71	21	5	1	0	0	0	935
19:00	84	162	164	166	132	105	40	22	6	1	0	1	0	883
20:00	22	42	77	93	74	45	25	8	1	0	0	0	0	387
21:00	8	25	47	54	32	27	17	2	0	1	0	0	0	213
22:00	1	5	26	38	30	18	5	0	0	1	0	0	0	124
23:00	0	1	10	26	19	2	4	0	0	0	0	0	0	62
Totals	853	1516	1850	2103	1931	1436	769	277	85	11	4	1		10836
% of Totals	8%	14%	17%	19%	18%	13%	7%	3%	1%	0%	0%	0%		100%

AM Volumes	97	215	367	522	497	364	189	88	25	2	1	0	0	2367
% AM	1%	2%	3%	5%	5%	3%	2%	1%	0%	0%	0%			22%
AM Peak Hour	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	8:00	8:00			11:00
Volume	44	94	113	143	141	132	65	26	8	1	1			767
PM Volumes	756	1301	1483	1581	1434	1072	580	189	60	9	3	1	0	8469
% PM	7%	12%	14%	15%	13%	10%	5%	2%	1%	0%	0%	0%		78%
PM Peak Hour	14:00	17:00	16:00	17:00	13:00	15:00	15:00	15:00	15:00	13:00	14:00	19:00		15:00
Volume	114	182	187	195	185	135	90	31	13	2	2	1		1019
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume		%	Volume		%	Volume		%	Volume		%
			382	↔	4%	1865	↔	17%	2001	↔	18%	6588	↔	61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	27	32	33	38	42	10630
Stewart Ave	West Bound	18	28	28	38	44	10836

SPEED

Stewart Ave E/O Washington Ave

Day: Sunday

Date: 5/21/2023

City: Garden City

Project #: NY23_370008_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	1	5	18	47	49	22	6	0	0	0	0	0	0	148
1:00	0	1	9	23	27	6	0	1	0	0	0	0	0	67
2:00	1	0	7	16	8	0	0	0	0	0	0	0	0	32
3:00	0	1	1	5	7	1	1	1	0	0	0	0	0	17
4:00	0	0	1	10	5	8	1	0	1	0	0	0	0	26
5:00	1	1	3	13	23	12	5	1	0	0	0	0	0	59
6:00	0	4	8	43	64	38	8	6	2	1	0	0	0	174
7:00	4	6	23	77	107	58	32	10	0	0	0	0	0	317
8:00	8	15	51	163	229	105	43	19	7	2	1	0	0	643
9:00	15	40	76	226	311	178	81	32	5	1	0	0	0	965
10:00	25	50	119	336	475	236	98	41	9	0	1	0	0	1390
11:00	44	95	132	396	579	333	127	41	9	1	0	0	0	1757
12:00 PM	93	141	167	448	604	323	129	44	9	1	0	0	0	1959
13:00	77	142	230	504	685	327	129	30	6	2	0	0	0	2132
14:00	114	181	199	451	691	310	135	47	9	2	2	0	0	2141
15:00	103	160	200	424	657	330	160	46	14	1	0	0	0	2095
16:00	101	156	206	399	510	287	98	28	8	0	0	0	0	1793
17:00	74	182	193	351	436	254	114	21	7	1	1	0	0	1634
18:00	82	137	170	297	337	212	106	33	5	1	0	0	0	1380
19:00	85	162	180	275	291	184	63	30	6	1	0	1	0	1278
20:00	22	43	87	161	190	98	40	12	3	0	0	0	0	656
21:00	8	27	57	128	113	73	28	3	1	1	0	0	0	439
22:00	1	5	36	79	84	38	9	0	1	1	0	0	0	254
23:00	0	1	12	42	42	7	5	1	0	0	0	0	0	110
Totals	859	1555	2185	4914	6524	3440	1418	447	102	16	5	1		21466
% of Totals	4%	7%	10%	23%	30%	16%	7%	2%	0%	0%	0%	0%		100%

AM Volumes	99	218	448	1355	1884	997	402	152	33	5	2	0	0	5595
% AM	0%	1%	2%	6%	9%	5%	2%	1%	0%	0%	0%			26%
AM Peak Hour	11:00	11:00	11:00	11:00	11:00	11:00	11:00	10:00	10:00	8:00	8:00			11:00
Volume	44	95	132	396	579	333	127	41	9	2	1			1757
PM Volumes	760	1337	1737	3559	4640	2443	1016	295	69	11	3	1	0	15871
% PM	4%	6%	8%	17%	22%	11%	5%	1%	0%	0%	0%	0%		74%
PM Peak Hour	14:00	17:00	13:00	13:00	14:00	15:00	15:00	14:00	15:00	13:00	14:00	19:00		14:00
Volume	114	182	230	504	691	330	160	47	14	2	2	1		2141
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			960	↔	4%	4091	↔	19%	3427	↔	16%	12988	↔	61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	Summary	22	31	30	38	43	21466

VOLUME

Stewart Ave E/O Washington Ave

Day: Sunday
Date: 5/21/2023

City: Garden City
Project #: NY23_370008_002

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						10,630	10,836	21,466	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	23	24	47		12:00	0	0	259	209	468			
0:15	0	0	22	24	46		12:15	0	0	287	220	507			
0:30	0	0	19	15	34		12:30	0	0	265	211	476			
0:45	0	0	11	75	10	73	12:45	0	0	266	1077	242	882	508	1959
1:00	0	0	9	9	18		13:00	0	0	303	214	517			
1:15	0	0	6	10	16		13:15	0	0	300	275	575			
1:30	0	0	11	13	24		13:30	0	0	267	271	538			
1:45	0	0	2	28	7	39	13:45	0	0	279	1149	223	983	502	2132
2:00	0	0	1	3	4		14:00	0	0	249	268	517			
2:15	0	0	6	8	14		14:15	0	0	288	218	506			
2:30	0	0	4	4	8		14:30	0	0	313	242	555			
2:45	0	0	3	14	3	18	14:45	0	0	311	1161	252	980	563	2141
3:00	0	0	6	2	8		15:00	0	0	325	252	577			
3:15	0	0	2	1	3		15:15	0	0	260	260	520			
3:30	0	0	2	1	3		15:30	0	0	251	257	508			
3:45	0	0	2	12	1	5	15:45	0	0	240	1076	250	1019	490	2095
4:00	0	0	3	1	4		16:00	0	0	219	240	459			
4:15	0	0	1	7	8		16:15	0	0	182	258	440			
4:30	0	0	5	1	6		16:30	0	0	202	224	426			
4:45	0	0	4	13	4	13	16:45	0	0	192	795	276	998	468	1793
5:00	0	0	3	3	6		17:00	0	0	172	271	443			
5:15	0	0	5	6	11		17:15	0	0	179	263	442			
5:30	0	0	15	7	22		17:30	0	0	146	237	383			
5:45	0	0	11	34	9	25	17:45	0	0	134	631	232	1003	366	1634
6:00	0	0	27	4	31		18:00	0	0	105	250	355			
6:15	0	0	17	17	34		18:15	0	0	126	208	334			
6:30	0	0	27	21	48		18:30	0	0	115	250	365			
6:45	0	0	39	110	22	64	18:45	0	0	99	445	227	935	326	1380
7:00	0	0	29	28	57		19:00	0	0	109	263	372			
7:15	0	0	28	37	65		19:15	0	0	92	245	337			
7:30	0	0	55	29	84		19:30	0	0	108	226	334			
7:45	0	0	77	189	34	128	19:45	0	0	86	395	149	883	235	1278
8:00	0	0	86	34	120		20:00	0	0	78	122	200			
8:15	0	0	79	67	146		20:15	0	0	79	107	186			
8:30	0	0	109	68	177		20:30	0	0	59	78	137			
8:45	0	0	115	389	85	254	20:45	0	0	53	269	80	387	133	656
9:00	0	0	120	84	204		21:00	0	0	64	56	120			
9:15	0	0	115	107	222		21:15	0	0	69	61	130			
9:30	0	0	137	108	245		21:30	0	0	57	49	106			
9:45	0	0	166	538	128	427	21:45	0	0	36	226	47	213	83	439
10:00	0	0	194	138	332		22:00	0	0	35	41	76			
10:15	0	0	178	112	290		22:15	0	0	34	29	63			
10:30	0	0	210	146	356		22:30	0	0	37	27	64			
10:45	0	0	254	836	158	554	22:45	0	0	24	130	27	124	51	254
11:00	0	0	216	163	379		23:00	0	0	17	18	35			
11:15	0	0	238	169	407		23:15	0	0	11	19	30			
11:30	0	0	255	213	468		23:30	0	0	12	15	27			
11:45	0	0	281	990	222	767	23:45	0	0	8	48	10	62	18	110
TOTALS			3228		2367		TOTALS			7402		8469		15871	
SPLIT %			57.7%		42.3%		SPLIT %			46.6%		53.4%		73.9%	

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						10,630	10,836	21,466	
AM Peak Hour			11:45	11:30	11:45		PM Peak Hour			14:15	16:45	14:30			
AM Pk Volume			1092	864	1954		PM Pk Volume			1237	1047	2215			
Pk Hr Factor			0.951	0.973	0.964		Pk Hr Factor			0.952	0.948	0.960			
7 - 9 Volume	0	0	578	382	960		4 - 6 Volume	0	0	1426	2001	3427			
7 - 9 Peak Hour			8:00	8:00	8:00		4 - 6 Peak Hour			16:00	16:45	16:00			
7 - 9 Pk Volume	0	0	389	254	643		4 - 6 Pk Volume	0	0	795	1047	1793			
Pk Hr Factor	0.000	0.000	0.846	0.747	0.804		Pk Hr Factor	0.000	0.000	0.908	0.948	0.958			

SPEED

Stewart Ave E/O Washington Ave

Day: Monday

Date: 5/22/2023

City: Garden City

Project #: NY23_370008_002e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	0	5	11	3	0	0	0	0	0	0	0	19
1:00	0	0	1	6	6	3	0	0	0	0	0	0	0	16
2:00	0	0	2	3	3	2	0	0	0	0	0	0	0	10
3:00	0	0	0	4	5	1	0	0	0	0	0	0	0	10
4:00	0	0	3	14	16	4	3	0	1	0	0	0	0	41
5:00	1	0	2	31	49	15	4	0	0	0	0	0	0	102
6:00	0	2	5	69	131	60	23	4	0	0	0	1	0	295
7:00	0	0	16	156	292	134	35	10	3	0	0	0	0	646
8:00	0	2	24	187	416	209	64	17	2	1	0	0	0	922
9:00	0	0	29	261	426	169	44	15	0	0	0	0	0	944
10:00	2	6	101	389	345	96	18	0	0	0	0	0	0	957
11:00	0	5	38	305	499	208	43	9	0	0	0	0	0	1107
12:00 PM	0	1	30	287	505	209	51	9	1	0	0	0	0	1093
13:00	1	5	48	324	446	166	47	10	1	0	0	0	0	1048
14:00	0	3	37	310	531	229	59	13	6	0	0	0	0	1188
15:00	2	9	38	388	614	286	69	19	2	0	0	0	0	1427
16:00	0	5	40	416	673	271	68	11	1	0	0	0	0	1485
17:00	0	6	43	382	725	213	53	9	1	0	0	0	0	1432
18:00	0	7	42	275	476	186	51	11	1	0	1	0	0	1050
19:00	0	1	22	178	273	112	41	9	1	1	0	0	0	638
20:00	0	2	17	106	178	82	27	1	0	0	0	0	0	413
21:00	0	5	7	66	83	40	6	2	0	2	0	0	0	211
22:00	0	0	8	25	43	15	8	0	0	0	0	0	0	99
23:00	0	0	4	14	20	6	4	1	0	0	0	0	0	49
Totals	6	59	557	4201	6766	2719	718	150	20	4	1	1		15202
% of Totals	0%	0%	4%	28%	45%	18%	5%	1%	0%	0%	0%	0%		100%

AM Volumes	3	15	221	1430	2199	904	234	55	6	1	0	1	0	5069
% AM	0%	0%	1%	9%	14%	6%	2%	0%	0%	0%		0%		33%
AM Peak Hour	10:00	10:00	10:00	10:00	11:00	8:00	8:00	8:00	7:00	8:00		6:00		11:00
Volume	2	6	101	389	499	209	64	17	3	1		1		1107
PM Volumes	3	44	336	2771	4567	1815	484	95	14	3	1	0	0	10133
% PM	0%	0%	2%	18%	30%	12%	3%	1%	0%	0%	0%			67%
PM Peak Hour	15:00	15:00	13:00	16:00	17:00	15:00	15:00	15:00	14:00	21:00	18:00			16:00
Volume	2	9	48	416	725	286	69	19	6	2	1			1485
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			1568	↔	10%	2141	↔	14%	2917	↔	19%	8576	↔	56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	27	32	32	37	41	15202
Stewart Ave	West Bound	16	26	26	37	43	14047

SPEED

Stewart Ave E/O Washington Ave

Day: Monday

Date: 5/22/2023

City: Garden City

Project #: NY23_370008_002w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	1	10	8	9	1	1	0	0	0	0	0	0	30
1:00	0	0	3	4	2	1	1	0	0	0	0	0	0	11
2:00	0	0	1	3	2	0	2	0	0	0	0	0	0	8
3:00	0	0	4	3	2	1	1	0	0	0	0	0	0	11
4:00	0	1	3	10	5	1	0	0	0	0	0	0	0	20
5:00	2	1	11	25	12	10	7	3	1	0	0	0	0	72
6:00	12	16	41	72	74	48	29	16	11	2	0	0	0	321
7:00	92	106	135	148	148	107	73	26	5	2	0	0	0	842
8:00	136	185	214	170	168	89	48	17	2	1	0	0	0	1030
9:00	68	124	150	145	158	100	57	17	2	2	0	0	0	823
10:00	85	119	125	142	140	78	44	17	6	2	0	0	0	758
11:00	122	146	163	129	146	105	47	16	1	0	0	0	0	875
12:00 PM	131	156	175	164	144	113	52	22	4	1	0	0	0	962
13:00	172	169	185	164	160	88	51	19	3	1	0	0	0	1012
14:00	112	152	192	176	163	108	59	24	6	1	0	0	0	993
15:00	144	208	250	213	165	104	51	16	6	0	0	0	0	1157
16:00	179	235	236	191	162	105	57	18	7	0	0	0	0	1190
17:00	155	197	228	166	193	131	56	25	7	1	0	0	0	1159
18:00	100	109	161	148	168	142	59	31	5	0	0	0	0	923
19:00	69	94	115	128	106	103	51	13	3	0	0	0	0	682
20:00	64	102	128	107	87	71	35	12	2	0	0	0	0	608
21:00	19	50	86	73	56	38	9	8	0	0	0	0	0	339
22:00	11	12	26	38	29	18	4	1	1	0	0	0	0	140
23:00	2	3	22	23	17	8	3	2	1	0	0	0	0	81
Totals	1675	2186	2664	2450	2316	1570	797	303	73	13				14047
% of Totals	12%	16%	19%	17%	16%	11%	6%	2%	1%	0%				100%

AM Volumes	517	699	860	859	866	541	310	112	28	9	0	0	0	4801
% AM	4%	5%	6%	6%	6%	4%	2%	1%	0%	0%				34%
AM Peak Hour	8:00	8:00	8:00	8:00	8:00	7:00	7:00	7:00	6:00	6:00				8:00
Volume	136	185	214	170	168	107	73	26	11	2				1030
PM Volumes	1158	1487	1804	1591	1450	1029	487	191	45	4	0	0	0	9246
% PM	8%	11%	13%	11%	10%	7%	3%	1%	0%	0%				66%
PM Peak Hour	16:00	16:00	15:00	15:00	17:00	18:00	14:00	18:00	16:00	12:00				16:00
Volume	179	235	250	213	193	142	59	31	7	1				1190
Directional Peak Periods All Speeds			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			1872	↔	13%	1974	↔	14%	2349	↔	17%	7852	↔	56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	27	32	32	37	41	15202
Stewart Ave	West Bound	16	26	26	37	43	14047

SPEED

Stewart Ave E/O Washington Ave

Day: Monday

Date: 5/22/2023

City: Garden City

Project #: NY23_370008_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	1	10	13	20	4	1	0	0	0	0	0	0	49
1:00	0	0	4	10	8	4	1	0	0	0	0	0	0	27
2:00	0	0	3	6	5	2	2	0	0	0	0	0	0	18
3:00	0	0	4	7	7	2	1	0	0	0	0	0	0	21
4:00	0	1	6	24	21	5	3	0	1	0	0	0	0	61
5:00	3	1	13	56	61	25	11	3	1	0	0	0	0	174
6:00	12	18	46	141	205	108	52	20	11	2	0	1	0	616
7:00	92	106	151	304	440	241	108	36	8	2	0	0	0	1488
8:00	136	187	238	357	584	298	112	34	4	2	0	0	0	1952
9:00	68	124	179	406	584	269	101	32	2	2	0	0	0	1767
10:00	87	125	226	531	485	174	62	17	6	2	0	0	0	1715
11:00	122	151	201	434	645	313	90	25	1	0	0	0	0	1982
12:00 PM	131	157	205	451	649	322	103	31	5	1	0	0	0	2055
13:00	173	174	233	488	606	254	98	29	4	1	0	0	0	2060
14:00	112	155	229	486	694	337	118	37	12	1	0	0	0	2181
15:00	146	217	288	601	779	390	120	35	8	0	0	0	0	2584
16:00	179	240	276	607	835	376	125	29	8	0	0	0	0	2675
17:00	155	203	271	548	918	344	109	34	8	1	0	0	0	2591
18:00	100	116	203	423	644	328	110	42	6	0	1	0	0	1973
19:00	69	95	137	306	379	215	92	22	4	1	0	0	0	1320
20:00	64	104	145	213	265	153	62	13	2	0	0	0	0	1021
21:00	19	55	93	139	139	78	15	10	0	2	0	0	0	550
22:00	11	12	34	63	72	33	12	1	1	0	0	0	0	239
23:00	2	3	26	37	37	14	7	3	1	0	0	0	0	130
Totals	1681	2245	3221	6651	9082	4289	1515	453	93	17	1	1		29249
% of Totals	6%	8%	11%	23%	31%	15%	5%	2%	0%	0%	0%	0%		100%

AM Volumes	520	714	1081	2289	3065	1445	544	167	34	10	0	1	0	9870
% AM	2%	2%	4%	8%	10%	5%	2%	1%	0%	0%		0%		34%
AM Peak Hour	8:00	8:00	8:00	10:00	11:00	11:00	8:00	7:00	6:00	6:00		6:00		11:00
Volume	136	187	238	531	645	313	112	36	11	2		1		1982
PM Volumes	1161	1531	2140	4362	6017	2844	971	286	59	7	1	0	0	19379
% PM	4%	5%	7%	15%	21%	10%	3%	1%	0%	0%	0%			66%
PM Peak Hour	16:00	16:00	15:00	16:00	17:00	15:00	16:00	18:00	14:00	21:00	18:00			16:00
Volume	179	240	288	607	918	390	125	42	12	2	1			2675
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			3440	↔	12%	4115	↔	14%	5266	↔	18%	16428	↔	56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	Summary	21	30	29	37	42	29249

VOLUME

Stewart Ave E/O Washington Ave

Day: Monday
Date: 5/22/2023

City: Garden City
Project #: NY23_370008_002

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						15,202	14,047	29,249	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	5	9	14		12:00	0	0	287	215	502			
0:15	0	0	8	2	10		12:15	0	0	271	270	541			
0:30	0	0	4	13	17		12:30	0	0	270	224	494			
0:45	0	0	2	19	6	30	12:45	0	0	265	1093	253	962	518	2055
1:00	0	0	8	5	13		13:00	0	0	285	249	534			
1:15	0	0	2	4	6		13:15	0	0	264	227	491			
1:30	0	0	2	1	3		13:30	0	0	249	279	528			
1:45	0	0	4	16	1	11	13:45	0	0	250	1048	257	1012	507	2060
2:00	0	0	1	1	2		14:00	0	0	280	235	515			
2:15	0	0	2	2	4		14:15	0	0	264	247	511			
2:30	0	0	3	3	6		14:30	0	0	312	237	549			
2:45	0	0	4	10	2	8	14:45	0	0	332	1188	274	993	606	2181
3:00	0	0	1	2	3		15:00	0	0	359	293	652			
3:15	0	0	2	2	4		15:15	0	0	345	279	624			
3:30	0	0	6	2	8		15:30	0	0	389	282	671			
3:45	0	0	1	10	5	11	15:45	0	0	334	1427	303	1157	637	2584
4:00	0	0	8	3	11		16:00	0	0	340	282	622			
4:15	0	0	6	5	11		16:15	0	0	379	305	684			
4:30	0	0	7	5	12		16:30	0	0	366	308	674			
4:45	0	0	20	41	7	20	16:45	0	0	400	1485	295	1190	695	2675
5:00	0	0	14	9	23		17:00	0	0	409	296	705			
5:15	0	0	14	10	24		17:15	0	0	365	299	664			
5:30	0	0	24	24	48		17:30	0	0	321	283	604			
5:45	0	0	50	102	29	72	17:45	0	0	337	1432	281	1159	618	2591
6:00	0	0	42	42	84		18:00	0	0	284	248	532			
6:15	0	0	54	79	133		18:15	0	0	295	255	550			
6:30	0	0	89	78	167		18:30	0	0	235	223	458			
6:45	0	0	110	295	122	321	18:45	0	0	236	1050	197	923	433	1973
7:00	0	0	130	166	296		19:00	0	0	178	198	376			
7:15	0	0	122	224	346		19:15	0	0	185	160	345			
7:30	0	0	179	234	413		19:30	0	0	140	165	305			
7:45	0	0	215	646	218	842	19:45	0	0	135	638	159	682	294	1320
8:00	0	0	236	199	435		20:00	0	0	115	169	284			
8:15	0	0	207	269	476		20:15	0	0	122	154	276			
8:30	0	0	237	277	514		20:30	0	0	100	130	230			
8:45	0	0	242	922	285	1030	20:45	0	0	76	413	155	608	231	1021
9:00	0	0	277	233	510		21:00	0	0	75	104	179			
9:15	0	0	224	213	437		21:15	0	0	56	104	160			
9:30	0	0	221	192	413		21:30	0	0	42	66	108			
9:45	0	0	222	944	185	823	21:45	0	0	38	211	65	339	103	550
10:00	0	0	230	190	420		22:00	0	0	35	34	69			
10:15	0	0	260	176	436		22:15	0	0	22	46	68			
10:30	0	0	242	186	428		22:30	0	0	28	33	61			
10:45	0	0	225	957	206	758	22:45	0	0	14	99	27	140	41	239
11:00	0	0	257	226	483		23:00	0	0	17	28	45			
11:15	0	0	268	189	457		23:15	0	0	13	16	29			
11:30	0	0	306	225	531		23:30	0	0	15	27	42			
11:45	0	0	276	1107	235	875	23:45	0	0	4	49	10	81	14	130
TOTALS			5069		4801		TOTALS			10133		9246		19379	
SPLIT %			51.4%		48.6%		SPLIT %			52.3%		47.7%		66.3%	

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						15,202	14,047	29,249	
AM Peak Hour			11:30	8:15	11:30		PM Peak Hour			16:15	16:15	16:15			
AM Pk Volume			1140	1064	2085		PM Pk Volume			1554	1204	2758			
Pk Hr Factor			0.931	0.933	0.963		Pk Hr Factor			0.950	0.977	0.978			
7 - 9 Volume	0	0	1568	1872	3440		4 - 6 Volume	0	0	2917	2349	5266			
7 - 9 Peak Hour			8:00	8:00	8:00		4 - 6 Peak Hour			16:15	16:15	16:15			
7 - 9 Pk Volume	0	0	922	1030	1952		4 - 6 Pk Volume	0	0	1554	1204	2758			
Pk Hr Factor	0.000	0.000	0.952	0.904	0.926		Pk Hr Factor	0.000	0.000	0.950	0.977	0.978			

SPEED

Stewart Ave E/O Washington Ave

Day: Tuesday

Date: 5/23/2023

City: Garden City

Project #: NY23_370008_002e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	3	9	6	4	0	1	0	0	0	0	0	23
1:00	0	0	1	3	3	1	0	0	0	0	0	0	0	8
2:00	0	0	0	5	2	0	0	0	0	0	0	0	0	7
3:00	0	0	0	7	9	1	0	0	0	0	0	0	0	17
4:00	0	0	2	13	16	4	2	0	1	0	0	0	0	38
5:00	0	1	4	38	44	18	7	1	1	0	0	0	0	114
6:00	0	0	5	87	158	59	19	5	3	0	0	0	0	336
7:00	0	1	9	167	297	160	40	5	0	0	0	0	0	679
8:00	0	0	31	267	467	196	54	11	1	0	0	0	0	1027
9:00	0	1	27	306	388	186	41	11	1	0	0	0	0	961
10:00	0	2	30	311	470	195	32	7	0	0	0	0	0	1047
11:00	0	0	35	350	484	175	58	7	1	0	0	0	0	1110
12:00 PM	1	2	23	337	536	195	41	15	0	0	0	0	0	1150
13:00	0	3	36	290	493	204	51	4	1	0	0	0	0	1082
14:00	0	2	25	339	518	205	51	12	0	1	0	0	0	1153
15:00	1	3	31	375	533	288	93	21	0	1	0	0	0	1346
16:00	0	5	47	429	687	292	66	11	0	0	0	0	0	1537
17:00	1	2	32	428	715	267	55	12	0	0	0	0	0	1512
18:00	0	3	21	322	487	231	70	18	2	0	0	0	0	1154
19:00	0	0	23	171	282	134	42	10	1	0	0	0	0	663
20:00	0	1	25	149	210	86	25	5	1	0	1	0	0	503
21:00	0	0	10	97	106	41	17	5	0	0	0	1	0	277
22:00	0	1	7	24	41	18	3	1	0	0	0	0	0	95
23:00	0	0	3	22	20	6	3	2	0	0	0	0	0	56
Totals	3	27	430	4546	6972	2966	770	164	13	2	1	1		15895
% of Totals	0%	0%	3%	29%	44%	19%	5%	1%	0%	0%	0%	0%		100%

AM Volumes	0	5	147	1563	2344	999	253	48	8	0	0	0	0	5367
% AM		0%	1%	10%	15%	6%	2%	0%	0%					34%
AM Peak Hour		10:00	11:00	11:00	11:00	8:00	11:00	8:00	6:00					11:00
Volume		2	35	350	484	196	58	11	3					1110
PM Volumes	3	22	283	2983	4628	1967	517	116	5	2	1	1	0	10528
% PM	0%	0%	2%	19%	29%	12%	3%	1%	0%	0%	0%	0%		66%
PM Peak Hour	12:00	16:00	16:00	16:00	17:00	16:00	15:00	15:00	18:00	14:00	20:00	21:00		16:00
Volume	1	5	47	429	715	292	93	21	2	1	1	1		1537
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			1706	↔	11%	2232	↔	14%	3049	↔	19%	8908	↔	56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	27	32	32	38	41	15895
Stewart Ave	West Bound	16	26	26	37	43	14848

SPEED

Stewart Ave E/O Washington Ave

Day: Tuesday

Date: 5/23/2023

City: Garden City

Project #: NY23_370008_002w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	3	6	5	12	5	0	0	0	0	0	0	0	31
1:00	0	0	2	3	5	1	0	0	0	0	0	0	0	11
2:00	0	0	1	2	6	0	0	0	0	0	0	0	0	9
3:00	0	0	2	4	5	2	0	0	0	0	0	0	0	13
4:00	1	2	2	9	8	6	1	0	0	0	0	0	0	29
5:00	1	7	13	20	30	18	5	1	1	2	0	0	0	98
6:00	14	28	63	80	82	49	33	17	3	1	1	0	0	371
7:00	63	137	157	180	152	110	66	24	10	0	1	0	0	900
8:00	116	206	189	209	182	119	54	28	5	1	0	0	0	1109
9:00	102	133	157	154	176	112	61	28	3	1	0	0	0	927
10:00	97	136	140	151	143	104	37	16	1	2	0	0	0	827
11:00	95	123	141	147	144	104	66	19	3	4	0	0	0	846
12:00 PM	138	171	167	159	141	83	40	16	4	0	0	0	0	919
13:00	128	195	175	190	166	123	59	21	0	1	0	0	0	1058
14:00	135	193	178	188	163	102	59	25	2	1	0	0	0	1046
15:00	131	223	188	176	144	123	54	28	2	1	0	0	0	1070
16:00	219	238	243	178	159	112	56	17	3	0	0	0	0	1225
17:00	176	255	288	212	148	117	72	27	5	1	0	0	0	1301
18:00	104	203	214	180	178	104	50	20	1	0	0	0	0	1054
19:00	61	134	147	150	130	101	40	14	4	0	0	0	0	781
20:00	51	88	125	144	104	68	25	14	2	0	0	0	0	621
21:00	16	45	80	79	71	46	11	6	0	0	0	0	0	354
22:00	6	12	30	51	28	18	9	4	1	0	0	0	0	159
23:00	2	8	20	28	20	8	2	1	0	0	0	0	0	89
Totals	1656	2540	2728	2699	2397	1635	800	326	50	15	2			14848
% of Totals	11%	17%	18%	18%	16%	11%	5%	2%	0%	0%	0%			100%

AM Volumes	489	775	873	964	945	630	323	133	26	11	2	0	0	5171
% AM	3%	5%	6%	6%	6%	4%	2%	1%	0%	0%	0%			35%
AM Peak Hour	8:00	8:00	8:00	8:00	8:00	8:00	7:00	8:00	7:00	11:00	6:00			8:00
Volume	116	206	189	209	182	119	66	28	10	4	1			1109
PM Volumes	1167	1765	1855	1735	1452	1005	477	193	24	4	0	0	0	9677
% PM	8%	12%	12%	12%	10%	7%	3%	1%	0%	0%				65%
PM Peak Hour	16:00	17:00	17:00	17:00	18:00	13:00	17:00	15:00	17:00	13:00				17:00
Volume	219	255	288	212	178	123	72	28	5	1				1301
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			2009	↔	14%	1977	↔	13%	2526	↔	17%	8336	↔	56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	27	32	32	38	41	15895
Stewart Ave	West Bound	16	26	26	37	43	14848

SPEED

Stewart Ave E/O Washington Ave

Day: Tuesday

Date: 5/23/2023

City: Garden City

Project #: NY23_370008_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	3	9	14	18	9	0	1	0	0	0	0	0	54
1:00	0	0	3	6	8	2	0	0	0	0	0	0	0	19
2:00	0	0	1	7	8	0	0	0	0	0	0	0	0	16
3:00	0	0	2	11	14	3	0	0	0	0	0	0	0	30
4:00	1	2	4	22	24	10	3	0	1	0	0	0	0	67
5:00	1	8	17	58	74	36	12	2	2	2	0	0	0	212
6:00	14	28	68	167	240	108	52	22	6	1	1	0	0	707
7:00	63	138	166	347	449	270	106	29	10	0	1	0	0	1579
8:00	116	206	220	476	649	315	108	39	6	1	0	0	0	2136
9:00	102	134	184	460	564	298	102	39	4	1	0	0	0	1888
10:00	97	138	170	462	613	299	69	23	1	2	0	0	0	1874
11:00	95	123	176	497	628	279	124	26	4	4	0	0	0	1956
12:00 PM	139	173	190	496	677	278	81	31	4	0	0	0	0	2069
13:00	128	198	211	480	659	327	110	25	1	1	0	0	0	2140
14:00	135	195	203	527	681	307	110	37	2	2	0	0	0	2199
15:00	132	226	219	551	677	411	147	49	2	2	0	0	0	2416
16:00	219	243	290	607	846	404	122	28	3	0	0	0	0	2762
17:00	177	257	320	640	863	384	127	39	5	1	0	0	0	2813
18:00	104	206	235	502	665	335	120	38	3	0	0	0	0	2208
19:00	61	134	170	321	412	235	82	24	5	0	0	0	0	1444
20:00	51	89	150	293	314	154	50	19	3	0	1	0	0	1124
21:00	16	45	90	176	177	87	28	11	0	0	0	1	0	631
22:00	6	13	37	75	69	36	12	5	1	0	0	0	0	254
23:00	2	8	23	50	40	14	5	3	0	0	0	0	0	145
Totals	1659	2567	3158	7245	9369	4601	1570	490	63	17	3	1		30743
% of Totals	5%	8%	10%	24%	30%	15%	5%	2%	0%	0%	0%	0%		100%

AM Volumes	489	780	1020	2527	3289	1629	576	181	34	11	2	0	0	10538
% AM	2%	3%	3%	8%	11%	5%	2%	1%	0%	0%	0%			34%
AM Peak Hour	8:00	8:00	8:00	11:00	8:00	8:00	11:00	8:00	7:00	11:00	6:00			8:00
Volume	116	206	220	497	649	315	124	39	10	4	1			2136
PM Volumes	1170	1787	2138	4718	6080	2972	994	309	29	6	1	1	0	20205
% PM	4%	6%	7%	15%	20%	10%	3%	1%	0%	0%	0%	0%		66%
PM Peak Hour	16:00	17:00	17:00	17:00	17:00	15:00	15:00	15:00	17:00	14:00	20:00	21:00		17:00
Volume	219	257	320	640	863	411	147	49	5	2	1	1		2813
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume		%	Volume		%	Volume		%	Volume		%
			3715	↔	12%	4209	↔	14%	5575	↔	18%	17244	↔	56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	Summary	21	30	29	37	42	30743

VOLUME

Stewart Ave E/O Washington Ave

Day: Tuesday
Date: 5/23/2023

City: Garden City
Project #: NY23_370008_002

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						15,895	14,848	30,743	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	2	15	17		12:00	0	0	272	230	502			
0:15	0	0	8	7	15		12:15	0	0	283	211	494			
0:30	0	0	7	5	12		12:30	0	0	271	224	495			
0:45	0	0	6	23	4	31	12:45	0	0	324	1150	254	919	578	2069
1:00	0	0	0	4	4		13:00	0	0	276	268	544			
1:15	0	0	3	4	7		13:15	0	0	270	259	529			
1:30	0	0	3	2	5		13:30	0	0	263	246	509			
1:45	0	0	2	8	1	11	13:45	0	0	273	1082	285	1058	558	2140
2:00	0	0	3	3	6		14:00	0	0	274	256	530			
2:15	0	0	2	1	3		14:15	0	0	286	250	536			
2:30	0	0	0	3	3		14:30	0	0	291	262	553			
2:45	0	0	2	7	2	9	14:45	0	0	302	1153	278	1046	580	2199
3:00	0	0	3	4	7		15:00	0	0	302	259	561			
3:15	0	0	5	1	6		15:15	0	0	324	253	577			
3:30	0	0	2	5	7		15:30	0	0	378	271	649			
3:45	0	0	7	17	3	13	15:45	0	0	342	1346	287	1070	629	2416
4:00	0	0	5	3	8		16:00	0	0	390	293	683			
4:15	0	0	9	8	17		16:15	0	0	427	284	711			
4:30	0	0	7	8	15		16:30	0	0	336	326	662			
4:45	0	0	17	38	10	29	16:45	0	0	384	1537	322	1225	706	2762
5:00	0	0	19	10	29		17:00	0	0	380	355	735			
5:15	0	0	19	13	32		17:15	0	0	340	337	677			
5:30	0	0	33	27	60		17:30	0	0	411	328	739			
5:45	0	0	43	114	48	98	17:45	0	0	381	1512	281	1301	662	2813
6:00	0	0	47	48	95		18:00	0	0	316	290	606			
6:15	0	0	57	91	148		18:15	0	0	311	285	596			
6:30	0	0	82	98	180		18:30	0	0	290	258	548			
6:45	0	0	150	336	134	371	18:45	0	0	237	1154	221	1054	458	2208
7:00	0	0	119	162	281		19:00	0	0	203	230	433			
7:15	0	0	155	212	367		19:15	0	0	177	194	371			
7:30	0	0	182	240	422		19:30	0	0	135	175	310			
7:45	0	0	223	679	286	900	19:45	0	0	148	663	182	781	330	1444
8:00	0	0	249	247	496		20:00	0	0	133	190	323			
8:15	0	0	220	279	499		20:15	0	0	154	163	317			
8:30	0	0	275	256	531		20:30	0	0	113	137	250			
8:45	0	0	283	1027	327	1109	20:45	0	0	103	503	131	621	234	1124
9:00	0	0	260	246	506		21:00	0	0	99	115	214			
9:15	0	0	232	248	480		21:15	0	0	58	99	157			
9:30	0	0	215	217	432		21:30	0	0	69	71	140			
9:45	0	0	254	961	216	927	21:45	0	0	51	277	69	354	120	631
10:00	0	0	223	186	409		22:00	0	0	31	55	86			
10:15	0	0	245	184	429		22:15	0	0	25	34	59			
10:30	0	0	287	209	496		22:30	0	0	16	36	52			
10:45	0	0	292	1047	248	827	22:45	0	0	23	95	34	159	57	254
11:00	0	0	249	187	436		23:00	0	0	20	33	53			
11:15	0	0	281	200	481		23:15	0	0	15	20	35			
11:30	0	0	303	234	537		23:30	0	0	9	19	28			
11:45	0	0	277	1110	225	846	23:45	0	0	12	56	17	89	29	145
TOTALS	5367 5171				10538		TOTALS	10528 9677				20205			
SPLIT %	50.9% 49.1%				34.3%		SPLIT %	52.1% 47.9%				65.7%			

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						15,895	14,848	30,743	
AM Peak Hour	11:30 8:00 8:15						PM Peak Hour	15:30 16:45 16:45							
AM Pk Volume	1135 1109 2146						PM Pk Volume	1537 1342 2857							
Pk Hr Factor	0.936 0.848 0.880						Pk Hr Factor	0.900 0.945 0.967							
7 - 9 Volume	0	0	1706	2009	3715		4 - 6 Volume	0	0	3049	2526	5575			
7 - 9 Peak Hour	8:00 8:00 8:00						4 - 6 Peak Hour	16:00 16:45 16:45							
7 - 9 Pk Volume	0	0	1027	1109	2136		4 - 6 Pk Volume	0	0	1537	1342	2857			
Pk Hr Factor	0.000	0.000	0.907	0.848	0.875		Pk Hr Factor	0.000	0.000	0.900	0.945	0.967			

SPEED

Stewart Ave E/O Washington Ave

Day: Wednesday

Date: 5/24/2023

City: Garden City

Project #: NY23_370008_002e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	0	9	6	4	0	0	0	0	0	0	0	19
1:00	0	0	0	6	3	3	0	0	0	0	0	0	0	12
2:00	0	0	0	6	3	0	0	0	0	0	0	0	0	9
3:00	0	1	2	4	4	1	0	0	0	0	0	0	0	12
4:00	0	0	2	13	16	4	1	0	0	0	0	0	0	36
5:00	0	0	5	36	48	25	6	3	0	1	0	0	0	124
6:00	0	1	6	75	125	71	22	7	0	0	0	0	0	307
7:00	0	0	14	175	313	135	43	7	1	0	0	0	0	688
8:00	0	4	18	298	453	233	77	14	1	1	1	0	0	1100
9:00	0	2	29	315	431	182	52	11	1	0	0	0	0	1023
10:00	0	3	47	303	389	141	39	10	0	0	0	0	0	932
11:00	2	7	30	380	421	130	40	9	1	0	0	0	0	1020
12:00 PM	2	1	40	395	488	179	38	11	0	0	0	0	0	1154
13:00	1	2	27	361	502	193	50	11	2	0	0	0	0	1149
14:00	0	2	27	348	577	212	48	13	2	1	0	0	0	1230
15:00	4	0	29	444	672	241	60	9	0	0	0	0	0	1459
16:00	3	0	32	405	697	281	71	16	1	0	0	0	0	1506
17:00	1	1	25	471	679	243	57	9	0	0	0	0	0	1486
18:00	2	1	28	386	552	201	57	11	1	0	0	0	0	1239
19:00	1	0	26	190	302	140	47	9	1	1	0	0	0	717
20:00	0	1	21	157	188	76	17	3	0	0	0	0	0	463
21:00	0	0	9	90	112	39	10	1	0	0	0	0	0	261
22:00	0	0	5	45	48	27	11	0	0	0	0	0	0	136
23:00	0	0	2	11	23	11	2	1	0	0	0	0	0	50
Totals	16	26	424	4923	7052	2772	748	155	11	4	1			16132
% of Totals	0%	0%	3%	31%	44%	17%	5%	1%	0%	0%	0%			100%

AM Volumes	2	18	153	1620	2212	929	280	61	4	2	1	0	0	5282
% AM	0%	0%	1%	10%	14%	6%	2%	0%	0%	0%	0%			33%
AM Peak Hour	11:00	11:00	10:00	11:00	8:00	8:00	8:00	8:00	7:00	5:00	8:00			8:00
Volume	2	7	47	380	453	233	77	14	1	1	1			1100
PM Volumes	14	8	271	3303	4840	1843	468	94	7	2	0	0	0	10850
% PM	0%	0%	2%	20%	30%	11%	3%	1%	0%	0%				67%
PM Peak Hour	15:00	13:00	12:00	17:00	16:00	16:00	16:00	16:00	13:00	14:00				16:00
Volume	4	2	40	471	697	281	71	16	2	1				1506
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			1788	↔	11%	2303	↔	14%	2992	↔	19%	9049	↔	56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	27	32	32	37	41	16132
Stewart Ave	West Bound	16	26	26	36	42	15295

SPEED

Stewart Ave E/O Washington Ave

Day: Wednesday

Date: 5/24/2023

City: Garden City

Project #: NY23_370008_002w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	3	3	12	7	7	0	0	0	1	0	0	0	33
1:00	0	0	3	8	1	0	0	0	0	0	0	0	0	12
2:00	0	0	2	7	7	1	0	0	0	0	0	0	0	17
3:00	0	0	0	7	3	3	0	0	0	0	0	0	0	13
4:00	1	0	0	13	7	1	1	1	0	0	0	0	0	24
5:00	2	6	12	22	17	15	8	1	0	0	1	0	0	84
6:00	12	45	62	77	94	49	33	7	7	3	0	0	0	389
7:00	111	152	176	154	152	107	55	33	8	2	0	0	0	950
8:00	150	241	218	224	187	105	50	23	6	0	0	0	0	1204
9:00	109	159	181	181	147	129	42	12	1	1	0	0	0	962
10:00	80	151	161	177	149	111	45	9	2	0	0	0	0	885
11:00	97	136	145	175	157	117	55	17	1	2	0	0	0	902
12:00 PM	132	169	167	179	150	111	58	17	4	1	0	0	0	988
13:00	113	175	209	190	181	101	43	16	4	0	0	0	0	1032
14:00	146	221	183	175	146	100	60	17	3	0	0	0	0	1051
15:00	112	204	177	200	162	112	59	13	2	0	0	0	0	1041
16:00	149	252	215	177	148	134	61	23	2	0	0	0	0	1161
17:00	188	281	289	220	181	104	43	15	6	1	1	0	0	1329
18:00	149	222	212	183	154	107	62	26	10	1	0	0	0	1126
19:00	101	126	141	156	162	91	54	20	7	0	0	0	0	858
20:00	62	96	110	120	123	56	24	5	2	0	0	0	0	598
21:00	19	55	89	85	55	24	8	0	0	0	0	0	0	335
22:00	5	24	59	58	41	14	6	1	0	0	0	0	0	208
23:00	2	9	22	34	20	4	1	1	0	0	0	0	0	93
Totals	1740	2727	2836	2834	2451	1603	768	257	65	12	2			15295
% of Totals	11%	18%	19%	19%	16%	10%	5%	2%	0%	0%	0%			100%

AM Volumes	562	893	963	1057	928	645	289	103	25	9	1	0	0	5475
% AM	4%	6%	6%	7%	6%	4%	2%	1%	0%	0%	0%			36%
AM Peak Hour	8:00	8:00	8:00	8:00	8:00	9:00	7:00	7:00	7:00	6:00	5:00			8:00
Volume	150	241	218	224	187	129	55	33	8	3	1			1204
PM Volumes	1178	1834	1873	1777	1523	958	479	154	40	3	1	0	0	9820
% PM	8%	12%	12%	12%	10%	6%	3%	1%	0%	0%	0%			64%
PM Peak Hour	17:00	17:00	17:00	17:00	13:00	16:00	18:00	18:00	18:00	12:00	17:00			17:00
Volume	188	281	289	220	181	134	62	26	10	1	1			1329
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			2154	↔	14%	2020	↔	13%	2490	↔	16%	8631	↔	56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	27	32	32	37	41	16132
Stewart Ave	West Bound	16	26	26	36	42	15295

SPEED

Stewart Ave E/O Washington Ave

Day: Wednesday

Date: 5/24/2023

City: Garden City

Project #: NY23_370008_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	3	3	21	13	11	0	0	0	1	0	0	0	52
1:00	0	0	3	14	4	3	0	0	0	0	0	0	0	24
2:00	0	0	2	13	10	1	0	0	0	0	0	0	0	26
3:00	0	1	2	11	7	4	0	0	0	0	0	0	0	25
4:00	1	0	2	26	23	5	2	1	0	0	0	0	0	60
5:00	2	6	17	58	65	40	14	4	0	1	1	0	0	208
6:00	12	46	68	152	219	120	55	14	7	3	0	0	0	696
7:00	111	152	190	329	465	242	98	40	9	2	0	0	0	1638
8:00	150	245	236	522	640	338	127	37	7	1	1	0	0	2304
9:00	109	161	210	496	578	311	94	23	2	1	0	0	0	1985
10:00	80	154	208	480	538	252	84	19	2	0	0	0	0	1817
11:00	99	143	175	555	578	247	95	26	2	2	0	0	0	1922
12:00 PM	134	170	207	574	638	290	96	28	4	1	0	0	0	2142
13:00	114	177	236	551	683	294	93	27	6	0	0	0	0	2181
14:00	146	223	210	523	723	312	108	30	5	1	0	0	0	2281
15:00	116	204	206	644	834	353	119	22	2	0	0	0	0	2500
16:00	152	252	247	582	845	415	132	39	3	0	0	0	0	2667
17:00	189	282	314	691	860	347	100	24	6	1	1	0	0	2815
18:00	151	223	240	569	706	308	119	37	11	1	0	0	0	2365
19:00	102	126	167	346	464	231	101	29	8	1	0	0	0	1575
20:00	62	97	131	277	311	132	41	8	2	0	0	0	0	1061
21:00	19	55	98	175	167	63	18	1	0	0	0	0	0	596
22:00	5	24	64	103	89	41	17	1	0	0	0	0	0	344
23:00	2	9	24	45	43	15	3	2	0	0	0	0	0	143
Totals	1756	2753	3260	7757	9503	4375	1516	412	76	16	3			31427
% of Totals	6%	9%	10%	25%	30%	14%	5%	1%	0%	0%	0%			100%

AM Volumes	564	911	1116	2677	3140	1574	569	164	29	11	2	0	0	10757
% AM	2%	3%	4%	9%	10%	5%	2%	1%	0%	0%	0%			34%
AM Peak Hour	8:00	8:00	8:00	11:00	8:00	8:00	8:00	7:00	7:00	6:00	5:00			8:00
Volume	150	245	236	555	640	338	127	40	9	3	1			2304
PM Volumes	1192	1842	2144	5080	6363	2801	947	248	47	5	1	0	0	20670
% PM	4%	6%	7%	16%	20%	9%	3%	1%	0%	0%	0%			66%
PM Peak Hour	17:00	17:00	17:00	17:00	17:00	16:00	16:00	16:00	18:00	12:00	17:00			17:00
Volume	189	282	314	691	860	415	132	39	11	1	1			2815
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume		%	Volume		%	Volume		%	Volume		%
			3942	↔	13%	4323	↔	14%	5482	↔	17%	17680	↔	56%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	Summary	20	30	29	37	41	31427

VOLUME

Stewart Ave E/O Washington Ave

Day: Wednesday
Date: 5/24/2023

City: Garden City
Project #: NY23_370008_002

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						16,132	15,295	31,427	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	5	16	21		12:00	0	0	281	248	529			
0:15	0	0	4	10	14		12:15	0	0	322	270	592			
0:30	0	0	7	3	10		12:30	0	0	274	228	502			
0:45	0	0	3	19	4	33	12:45	0	0	277	1154	242	988	519	2142
1:00	0	0	3	4	7		13:00	0	0	282	239	521			
1:15	0	0	2	2	4		13:15	0	0	305	249	554			
1:30	0	0	4	3	7		13:30	0	0	270	260	530			
1:45	0	0	3	12	3	12	13:45	0	0	292	1149	284	1032	576	2181
2:00	0	0	1	6	7		14:00	0	0	292	260	552			
2:15	0	0	4	4	8		14:15	0	0	310	265	575			
2:30	0	0	2	5	7		14:30	0	0	327	263	590			
2:45	0	0	2	9	2	17	14:45	0	0	301	1230	263	1051	564	2281
3:00	0	0	2	4	6		15:00	0	0	343	243	586			
3:15	0	0	7	4	11		15:15	0	0	359	253	612			
3:30	0	0	2	3	5		15:30	0	0	359	287	646			
3:45	0	0	1	12	2	13	15:45	0	0	398	1459	258	1041	656	2500
4:00	0	0	3	6	9		16:00	0	0	358	294	652			
4:15	0	0	4	3	7		16:15	0	0	371	284	655			
4:30	0	0	7	7	14		16:30	0	0	410	312	722			
4:45	0	0	22	36	8	24	16:45	0	0	367	1506	271	1161	638	2667
5:00	0	0	8	11	19		17:00	0	0	411	349	760			
5:15	0	0	21	10	31		17:15	0	0	389	353	742			
5:30	0	0	37	24	61		17:30	0	0	378	337	715			
5:45	0	0	58	124	39	84	17:45	0	0	308	1486	290	1329	598	2815
6:00	0	0	44	65	109		18:00	0	0	333	308	641			
6:15	0	0	57	61	118		18:15	0	0	334	307	641			
6:30	0	0	89	109	198		18:30	0	0	307	245	552			
6:45	0	0	117	307	154	389	18:45	0	0	265	1239	266	1126	531	2365
7:00	0	0	119	164	283		19:00	0	0	234	237	471			
7:15	0	0	144	253	397		19:15	0	0	184	195	379			
7:30	0	0	180	250	430		19:30	0	0	167	195	362			
7:45	0	0	245	688	283	950	19:45	0	0	132	717	231	858	363	1575
8:00	0	0	256	296	552		20:00	0	0	155	183	338			
8:15	0	0	232	294	526		20:15	0	0	117	155	272			
8:30	0	0	314	294	608		20:30	0	0	112	132	244			
8:45	0	0	298	1100	320	1204	20:45	0	0	79	463	128	598	207	1061
9:00	0	0	297	248	545		21:00	0	0	69	105	174			
9:15	0	0	234	235	469		21:15	0	0	68	88	156			
9:30	0	0	258	239	497		21:30	0	0	78	64	142			
9:45	0	0	234	1023	240	962	21:45	0	0	46	261	78	335	124	596
10:00	0	0	204	190	394		22:00	0	0	37	76	113			
10:15	0	0	229	231	460		22:15	0	0	33	49	82			
10:30	0	0	229	236	465		22:30	0	0	35	43	78			
10:45	0	0	270	932	228	885	22:45	0	0	31	136	40	208	71	344
11:00	0	0	244	242	486		23:00	0	0	13	22	35			
11:15	0	0	249	214	463		23:15	0	0	14	25	39			
11:30	0	0	263	188	451		23:30	0	0	12	31	43			
11:45	0	0	264	1020	258	902	23:45	0	0	11	50	15	93	26	143
TOTALS			5282		5475		TOTALS			10850		9820		20670	
SPLIT %			49.1%		50.9%		SPLIT %			52.5%		47.5%		65.8%	

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						16,132	15,295	31,427	
AM Peak Hour			8:30	8:00	8:00		PM Peak Hour			16:30	17:00	16:30			
AM Pk Volume			1143	1204	2304		PM Pk Volume			1577	1329	2862			
Pk Hr Factor			0.910	0.941	0.932		Pk Hr Factor			0.959	0.941	0.941			
7 - 9 Volume	0	0	1788	2154	3942		4 - 6 Volume	0	0	2992	2490	5482			
7 - 9 Peak Hour			8:00	8:00	8:00		4 - 6 Peak Hour			16:30	17:00	16:30			
7 - 9 Pk Volume	0	0	1100	1204	2304		4 - 6 Pk Volume	0	0	1577	1329	2862			
Pk Hr Factor	0.000	0.000	0.876	0.941	0.932		Pk Hr Factor	0.000	0.000	0.959	0.941	0.941			

SPEED

Stewart Ave E/O Washington Ave

Day: Thursday

Date: 5/25/2023

City: Garden City

Project #: NY23_370008_002e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	1	10	10	2	0	0	1	0	0	0	0	24
1:00	0	0	1	6	7	4	2	0	0	0	0	0	0	20
2:00	0	0	2	5	6	2	0	0	0	0	0	0	0	15
3:00	0	0	0	3	5	1	0	0	0	0	0	0	0	9
4:00	0	0	3	13	21	6	0	1	0	0	0	0	0	44
5:00	0	0	1	31	52	24	5	0	0	0	0	0	0	113
6:00	0	1	6	79	143	69	27	7	0	0	0	0	0	332
7:00	1	0	15	162	319	145	42	17	2	0	0	0	0	703
8:00	0	0	21	236	447	216	74	22	4	1	0	0	0	1021
9:00	0	0	19	240	471	220	50	10	2	0	0	0	0	1012
10:00	0	1	14	247	442	199	53	9	3	0	0	0	0	968
11:00	1	1	25	285	469	226	57	4	0	0	0	0	0	1068
12:00 PM	2	2	46	343	523	211	51	9	0	0	0	0	0	1187
13:00	0	2	22	249	525	242	56	8	1	0	0	0	0	1105
14:00	0	1	35	247	575	229	65	14	1	0	0	0	0	1167
15:00	3	4	44	428	712	249	57	9	1	0	0	0	0	1507
16:00	8	3	36	350	774	313	64	13	2	0	0	0	0	1563
17:00	4	0	42	414	695	256	47	11	0	2	0	0	0	1471
18:00	3	3	43	257	549	237	76	16	1	0	0	0	0	1185
19:00	0	1	20	180	346	176	43	10	1	0	0	0	0	777
20:00	0	0	13	108	221	115	23	8	1	0	0	0	0	489
21:00	0	1	8	88	118	62	22	2	0	1	0	0	0	302
22:00	0	0	8	30	79	33	18	3	0	0	0	0	0	171
23:00	0	0	2	21	27	18	4	2	0	1	0	0	0	75
Totals	22	20	427	4032	7536	3255	836	175	20	5				16328
% of Totals	0%	0%	3%	25%	46%	20%	5%	1%	0%	0%				100%

AM Volumes	2	3	108	1317	2392	1114	310	70	12	1	0	0	0	5329
% AM	0%	0%	1%	8%	15%	7%	2%	0%	0%	0%				33%
AM Peak Hour	7:00	6:00	11:00	11:00	9:00	11:00	8:00	8:00	8:00	8:00				11:00
Volume	1	1	25	285	471	226	74	22	4	1				1068
PM Volumes	20	17	319	2715	5144	2141	526	105	8	4	0	0	0	10999
% PM	0%	0%	2%	17%	32%	13%	3%	1%	0%	0%				67%
PM Peak Hour	16:00	15:00	12:00	15:00	16:00	16:00	18:00	18:00	16:00	17:00				16:00
Volume	8	4	46	428	774	313	76	16	2	2				1563
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			1724	↔	11%	2292	↔	14%	3034	↔	19%	9278	↔	57%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	27	32	33	38	41	16328
Stewart Ave	West Bound	16	25	25	35	40	15270

SPEED

Stewart Ave E/O Washington Ave

Day: Thursday

Date: 5/25/2023

City: Garden City

Project #: NY23_370008_002w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	2	6	13	13	3	0	0	0	0	0	0	0	37
1:00	0	0	2	7	1	4	0	0	0	0	0	0	0	14
2:00	0	1	5	7	3	1	0	0	0	0	0	0	0	17
3:00	0	0	3	5	4	0	0	0	0	0	0	0	0	12
4:00	1	0	3	13	8	2	1	1	0	0	0	0	0	29
5:00	1	7	12	24	25	7	5	1	0	0	0	0	0	82
6:00	19	38	68	101	78	46	15	3	3	1	0	0	0	372
7:00	115	149	161	159	156	109	57	16	4	0	0	0	0	926
8:00	130	209	216	208	158	115	43	14	2	0	0	0	0	1095
9:00	105	161	183	182	143	107	42	8	3	0	0	0	0	934
10:00	86	125	149	153	150	90	35	13	2	0	0	0	0	803
11:00	101	152	171	183	147	82	33	6	1	1	0	0	0	877
12:00 PM	136	191	186	177	148	77	41	9	3	0	0	0	0	968
13:00	158	202	189	207	163	89	25	7	0	0	0	0	0	1040
14:00	156	212	205	179	141	121	32	12	1	0	0	0	0	1059
15:00	133	215	235	193	150	94	33	9	2	1	0	0	0	1065
16:00	173	277	222	214	155	95	30	10	2	0	0	0	0	1178
17:00	192	267	270	217	216	118	35	8	0	0	0	0	0	1323
18:00	137	248	277	224	165	126	31	4	1	1	0	0	0	1214
19:00	70	150	186	166	130	82	31	6	1	1	0	0	0	823
20:00	60	104	117	128	112	62	20	7	0	0	0	0	0	610
21:00	40	77	117	103	87	27	8	4	0	0	0	0	0	463
22:00	7	18	48	59	41	18	10	3	0	0	0	0	0	204
23:00	2	6	27	45	22	14	7	2	0	0	0	0	0	125
Totals	1822	2811	3058	2967	2416	1489	534	143	25	5				15270
% of Totals	12%	18%	20%	19%	16%	10%	3%	1%	0%	0%				100%

AM Volumes	558	844	979	1055	886	566	231	62	15	2	0	0	0	5198
% AM	4%	6%	6%	7%	6%	4%	2%	0%	0%	0%				34%
AM Peak Hour	8:00	8:00	8:00	8:00	8:00	8:00	7:00	7:00	7:00	6:00				8:00
Volume	130	209	216	208	158	115	57	16	4	1				1095
PM Volumes	1264	1967	2079	1912	1530	923	303	81	10	3	0	0	0	10072
% PM	8%	13%	14%	13%	10%	6%	2%	1%	0%	0%				66%
PM Peak Hour	17:00	16:00	18:00	18:00	17:00	18:00	12:00	14:00	12:00	15:00				17:00
Volume	192	277	277	224	216	126	41	12	3	1				1323
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume		%	Volume		%	Volume		%	Volume		%
			2021	↔	13%	2008	↔	13%	2501	↔	16%	8740	↔	57%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	27	32	33	38	41	16328
Stewart Ave	West Bound	16	25	25	35	40	15270

SPEED

Stewart Ave E/O Washington Ave

Day: Thursday

Date: 5/25/2023

City: Garden City

Project #: NY23_370008_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	2	7	23	23	5	0	0	1	0	0	0	0	61
1:00	0	0	3	13	8	8	2	0	0	0	0	0	0	34
2:00	0	1	7	12	9	3	0	0	0	0	0	0	0	32
3:00	0	0	3	8	9	1	0	0	0	0	0	0	0	21
4:00	1	0	6	26	29	8	1	2	0	0	0	0	0	73
5:00	1	7	13	55	77	31	10	1	0	0	0	0	0	195
6:00	19	39	74	180	221	115	42	10	3	1	0	0	0	704
7:00	116	149	176	321	475	254	99	33	6	0	0	0	0	1629
8:00	130	209	237	444	605	331	117	36	6	1	0	0	0	2116
9:00	105	161	202	422	614	327	92	18	5	0	0	0	0	1946
10:00	86	126	163	400	592	289	88	22	5	0	0	0	0	1771
11:00	102	153	196	468	616	308	90	10	1	1	0	0	0	1945
12:00 PM	138	193	232	520	671	288	92	18	3	0	0	0	0	2155
13:00	158	204	211	456	688	331	81	15	1	0	0	0	0	2145
14:00	156	213	240	426	716	350	97	26	2	0	0	0	0	2226
15:00	136	219	279	621	862	343	90	18	3	1	0	0	0	2572
16:00	181	280	258	564	929	408	94	23	4	0	0	0	0	2741
17:00	196	267	312	631	911	374	82	19	0	2	0	0	0	2794
18:00	140	251	320	481	714	363	107	20	2	1	0	0	0	2399
19:00	70	151	206	346	476	258	74	16	2	1	0	0	0	1600
20:00	60	104	130	236	333	177	43	15	1	0	0	0	0	1099
21:00	40	78	125	191	205	89	30	6	0	1	0	0	0	765
22:00	7	18	56	89	120	51	28	6	0	0	0	0	0	375
23:00	2	6	29	66	49	32	11	4	0	1	0	0	0	200
Totals	1844	2831	3485	6999	9952	4744	1370	318	45	10				31598
% of Totals	6%	9%	11%	22%	31%	15%	4%	1%	0%	0%				100%

AM Volumes	560	847	1087	2372	3278	1680	541	132	27	3	0	0	0	10527
% AM	2%	3%	3%	8%	10%	5%	2%	0%	0%	0%				33%
AM Peak Hour	8:00	8:00	8:00	11:00	11:00	8:00	8:00	8:00	7:00	6:00				8:00
Volume	130	209	237	468	616	331	117	36	6	1				2116
PM Volumes	1284	1984	2398	4627	6674	3064	829	186	18	7	0	0	0	21071
% PM	4%	6%	8%	15%	21%	10%	3%	1%	0%	0%				67%
PM Peak Hour	17:00	16:00	18:00	17:00	16:00	16:00	18:00	14:00	16:00	17:00				17:00
Volume	196	280	320	631	929	408	107	26	4	2				2794
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			3745	↔	12%	4300	↔	14%	5535	↔	18%	18018	↔	57%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	Summary	20	30	29	37	41	31598

VOLUME

Stewart Ave E/O Washington Ave

Day: Thursday
Date: 5/25/2023

City: Garden City
Project #: NY23_370008_002

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						16,328	15,270	31,598	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	11	13	24		12:00	0	0	266	241	507			
0:15	0	0	5	9	14		12:15	0	0	297	241	538			
0:30	0	0	5	6	11		12:30	0	0	310	216	526			
0:45	0	0	3	24	9	37	12:45	0	0	314	1187	270	968	584	2155
1:00	0	0	6	4	10		13:00	0	0	287	257	544			
1:15	0	0	4	1	5		13:15	0	0	321	266	587			
1:30	0	0	2	4	6		13:30	0	0	259	253	512			
1:45	0	0	8	20	5	14	13:45	0	0	238	1105	264	1040	502	2145
2:00	0	0	6	3	9		14:00	0	0	333	262	595			
2:15	0	0	4	7	11		14:15	0	0	297	255	552			
2:30	0	0	2	3	5		14:30	0	0	262	259	521			
2:45	0	0	3	15	4	17	14:45	0	0	275	1167	283	1059	558	2226
3:00	0	0	4	3	7		15:00	0	0	364	274	638			
3:15	0	0	2	1	3		15:15	0	0	377	262	639			
3:30	0	0	0	6	6		15:30	0	0	377	255	632			
3:45	0	0	3	9	2	12	15:45	0	0	389	1507	274	1065	663	2572
4:00	0	0	7	8	15		16:00	0	0	382	296	678			
4:15	0	0	9	4	13		16:15	0	0	381	299	680			
4:30	0	0	12	5	17		16:30	0	0	390	280	670			
4:45	0	0	16	44	12	29	16:45	0	0	410	1563	303	1178	713	2741
5:00	0	0	21	7	28		17:00	0	0	417	337	754			
5:15	0	0	12	9	21		17:15	0	0	321	328	649			
5:30	0	0	33	23	56		17:30	0	0	355	346	701			
5:45	0	0	47	113	43	82	17:45	0	0	378	1471	312	1323	690	2794
6:00	0	0	38	62	100		18:00	0	0	332	309	641			
6:15	0	0	70	75	145		18:15	0	0	305	332	637			
6:30	0	0	100	112	212		18:30	0	0	296	276	572			
6:45	0	0	124	332	123	372	18:45	0	0	252	1185	297	1214	549	2399
7:00	0	0	117	185	302		19:00	0	0	207	251	458			
7:15	0	0	163	220	383		19:15	0	0	200	243	443			
7:30	0	0	170	262	432		19:30	0	0	220	176	396			
7:45	0	0	253	703	259	926	19:45	0	0	150	777	153	823	303	1600
8:00	0	0	237	280	517		20:00	0	0	136	179	315			
8:15	0	0	256	286	542		20:15	0	0	139	129	268			
8:30	0	0	265	275	540		20:30	0	0	121	164	285			
8:45	0	0	263	1021	254	1095	20:45	0	0	93	489	138	610	231	1099
9:00	0	0	252	261	513		21:00	0	0	85	127	212			
9:15	0	0	255	215	470		21:15	0	0	72	138	210			
9:30	0	0	267	234	501		21:30	0	0	80	128	208			
9:45	0	0	238	1012	224	934	21:45	0	0	65	302	70	463	135	765
10:00	0	0	231	193	424		22:00	0	0	66	68	134			
10:15	0	0	211	215	426		22:15	0	0	57	60	117			
10:30	0	0	270	200	470		22:30	0	0	25	41	66			
10:45	0	0	256	968	195	803	22:45	0	0	23	171	35	204	58	375
11:00	0	0	253	217	470		23:00	0	0	21	36	57			
11:15	0	0	271	218	489		23:15	0	0	24	40	64			
11:30	0	0	268	222	490		23:30	0	0	13	26	39			
11:45	0	0	276	1068	220	877	23:45	0	0	17	75	23	125	40	200
TOTALS			5329		5198		TOTALS			10999		10072		21071	
SPLIT %			50.6%		49.4%		SPLIT %			52.2%		47.8%		66.7%	

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						16,328	15,270	31,598	
AM Peak Hour					11:45	7:45	8:00	PM Peak Hour					16:15	17:00	16:15
AM Pk Volume					1149	1100	2116	PM Pk Volume					1598	1323	2817
Pk Hr Factor					0.927	0.962	0.976	Pk Hr Factor					0.958	0.956	0.934
7 - 9 Volume	0	0	1724	2021	3745			4 - 6 Volume	0	0	3034	2501	5535		
7 - 9 Peak Hour			8:00	7:45	8:00			4 - 6 Peak Hour			16:15	17:00	16:15		
7 - 9 Pk Volume	0	0	1021	1100	2116			4 - 6 Pk Volume	0	0	1598	1323	2817		
Pk Hr Factor	0.000	0.000	0.963	0.962	0.976			Pk Hr Factor	0.000	0.000	0.958	0.956	0.934		

SPEED

Stewart Ave E/O Washington Ave

Day: Friday

Date: 5/26/2023

City: Garden City

Project #: NY23_370008_002e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	3	10	14	6	1	1	0	0	0	0	0	35
1:00	0	0	1	6	4	4	0	0	0	0	0	0	0	15
2:00	0	0	2	6	7	0	1	0	0	0	0	0	0	16
3:00	0	0	0	7	8	1	0	0	0	0	0	0	0	16
4:00	1	0	2	11	20	4	1	0	0	0	0	0	0	39
5:00	0	0	1	27	47	21	6	1	0	0	0	0	0	103
6:00	0	3	8	75	118	61	19	11	2	0	0	0	0	297
7:00	0	1	11	114	248	131	42	12	2	1	0	0	0	562
8:00	0	2	20	218	374	173	73	19	1	0	0	0	0	880
9:00	1	1	40	236	384	175	56	10	0	0	0	0	0	903
10:00	2	3	25	296	460	201	58	9	2	1	0	0	0	1057
11:00	0	5	38	317	564	196	51	14	2	0	0	0	0	1187
12:00 PM	1	1	25	284	584	260	68	14	2	0	0	0	0	1239
13:00	1	0	33	304	535	242	64	9	2	0	0	0	0	1190
14:00	0	2	18	278	566	259	57	7	3	0	0	0	0	1190
15:00	2	0	26	373	656	264	56	15	3	0	0	0	0	1395
16:00	2	0	34	406	667	268	74	15	1	0	0	0	0	1467
17:00	1	2	24	329	519	252	66	14	1	0	0	0	0	1208
18:00	0	0	30	201	318	157	40	8	1	2	1	0	0	758
19:00	1	2	18	155	304	160	53	13	1	0	0	0	0	707
20:00	0	0	9	99	175	87	23	8	1	0	0	0	0	402
21:00	0	1	7	88	134	61	13	3	0	0	0	0	0	307
22:00	0	1	12	64	102	41	15	2	0	0	0	0	0	237
23:00	0	0	1	29	56	20	7	0	1	0	0	0	0	114
Totals	12	24	388	3933	6864	3044	844	185	25	4	1			15324
% of Totals	0%	0%	3%	26%	45%	20%	6%	1%	0%	0%	0%			100%

AM Volumes	4	15	151	1323	2248	973	308	77	9	2	0	0	0	5110
% AM	0%	0%	1%	9%	15%	6%	2%	1%	0%	0%				33%
AM Peak Hour	10:00	11:00	9:00	11:00	11:00	10:00	8:00	8:00	6:00	7:00				11:00
Volume	2	5	40	317	564	201	73	19	2	1				1187
PM Volumes	8	9	237	2610	4616	2071	536	108	16	2	1	0	0	10214
% PM	0%	0%	2%	17%	30%	14%	3%	1%	0%	0%	0%			67%
PM Peak Hour	15:00	14:00	16:00	16:00	16:00	16:00	16:00	15:00	14:00	18:00	18:00			16:00
Volume	2	2	34	406	667	268	74	15	3	2	1			1467
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			1442	↔	9%	2429	↔	16%	2675	↔	17%	8778	↔	57%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	27	32	33	38	42	15324
Stewart Ave	West Bound	17	26	26	36	42	14009

SPEED

Stewart Ave E/O Washington Ave

Day: Friday

Date: 5/26/2023

City: Garden City

Project #: NY23_370008_002w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	2	13	20	10	6	2	0	0	0	0	0	0	53
1:00	0	1	8	17	6	0	1	0	0	0	0	0	0	33
2:00	0	2	6	9	4	0	0	0	0	0	0	0	0	21
3:00	0	0	4	1	3	1	0	0	0	0	0	0	0	9
4:00	1	2	8	10	5	2	0	1	0	1	0	0	0	30
5:00	1	4	10	20	26	14	5	2	1	1	2	0	0	86
6:00	8	26	55	74	67	43	21	2	0	0	0	0	0	296
7:00	50	100	103	110	115	83	36	13	6	2	0	0	0	618
8:00	96	129	154	163	160	116	41	21	6	0	0	0	0	886
9:00	51	86	131	169	160	87	44	12	1	1	0	0	0	742
10:00	71	110	170	133	150	92	34	13	5	1	0	0	0	779
11:00	79	108	152	163	160	125	45	21	1	0	0	0	0	854
12:00 PM	94	134	191	174	162	114	55	17	1	0	0	0	0	942
13:00	106	178	194	200	158	133	50	19	0	0	0	0	0	1038
14:00	166	175	232	196	155	104	31	8	2	1	0	0	0	1070
15:00	145	233	216	175	148	86	46	15	6	1	0	0	0	1071
16:00	156	193	212	215	190	130	51	15	0	0	0	0	0	1162
17:00	129	185	201	162	179	101	56	10	1	0	0	0	0	1024
18:00	73	140	178	188	184	142	50	9	2	0	0	0	0	966
19:00	72	110	151	166	170	102	53	5	1	0	0	0	0	830
20:00	53	92	115	148	137	71	34	7	0	1	0	0	0	658
21:00	31	59	100	103	100	42	21	5	0	0	0	0	0	461
22:00	9	34	61	64	35	21	3	3	0	0	0	0	0	230
23:00	4	11	37	43	23	19	8	5	0	0	0	0	0	150
Totals	1395	2114	2702	2723	2507	1634	687	203	33	9	2			14009
% of Totals	10%	15%	19%	19%	18%	12%	5%	1%	0%	0%	0%			100%

AM Volumes	357	570	814	889	866	569	229	85	20	6	2	0	0	4407
% AM	3%	4%	6%	6%	6%	4%	2%	1%	0%	0%	0%			31%
AM Peak Hour	8:00	8:00	10:00	9:00	8:00	11:00	11:00	8:00	7:00	7:00	5:00			8:00
Volume	96	129	170	169	160	125	45	21	6	2	2			886
PM Volumes	1038	1544	1888	1834	1641	1065	458	118	13	3	0	0	0	9602
% PM	7%	11%	13%	13%	12%	8%	3%	1%	0%	0%				69%
PM Peak Hour	14:00	15:00	14:00	16:00	16:00	18:00	17:00	13:00	15:00	14:00				16:00
Volume	166	233	232	215	190	142	56	19	6	1				1162
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			1504	↔	11%	1980	↔	14%	2186	↔	16%	8339	↔	60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	East Bound	27	32	33	38	42	15324
Stewart Ave	West Bound	17	26	26	36	42	14009

SPEED

Stewart Ave E/O Washington Ave

Day: Friday

Date: 5/26/2023

City: Garden City

Project #: NY23_370008_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	2	16	30	24	12	3	1	0	0	0	0	0	88
1:00	0	1	9	23	10	4	1	0	0	0	0	0	0	48
2:00	0	2	8	15	11	0	1	0	0	0	0	0	0	37
3:00	0	0	4	8	11	2	0	0	0	0	0	0	0	25
4:00	8	2	10	21	25	6	1	1	0	1	0	0	0	75
5:00	1	4	11	47	73	35	11	3	1	1	2	0	0	189
6:00	8	29	63	149	185	104	40	13	2	0	0	0	0	593
7:00	50	101	114	224	363	214	78	25	8	3	0	0	0	1180
8:00	96	131	174	381	534	289	114	40	7	0	0	0	0	1766
9:00	52	87	171	405	544	262	100	22	1	1	0	0	0	1645
10:00	73	113	195	429	610	293	92	22	7	2	0	0	0	1836
11:00	79	113	190	480	724	321	96	35	3	0	0	0	0	2041
12:00 PM	95	135	216	458	746	374	123	31	3	0	0	0	0	2181
13:00	107	178	227	504	693	375	114	28	2	0	0	0	0	2228
14:00	166	177	250	474	721	363	88	15	5	1	0	0	0	2260
15:00	147	233	242	548	804	350	102	30	9	1	0	0	0	2466
16:00	158	193	246	621	857	398	125	30	1	0	0	0	0	2629
17:00	130	187	225	491	698	353	122	24	2	0	0	0	0	2232
18:00	73	140	208	389	502	299	90	17	3	2	1	0	0	1724
19:00	73	112	169	321	474	262	106	18	2	0	0	0	0	1537
20:00	53	92	124	247	312	158	57	15	1	1	0	0	0	1060
21:00	31	60	107	191	234	103	34	8	0	0	0	0	0	768
22:00	9	35	73	128	137	62	18	5	0	0	0	0	0	467
23:00	4	11	38	72	79	39	15	5	1	0	0	0	0	264
Totals	1413	2138	3090	6656	9371	4678	1531	388	58	13	3			29339
% of Totals	5%	7%	11%	23%	32%	16%	5%	1%	0%	0%	0%			100%

AM Volumes	367	585	965	2212	3114	1542	537	162	29	8	2	0	0	9523
% AM	1%	2%	3%	8%	11%	5%	2%	1%	0%	0%	0%			32%
AM Peak Hour	8:00	8:00	10:00	11:00	11:00	11:00	8:00	8:00	7:00	7:00	5:00			11:00
Volume	96	131	195	480	724	321	114	40	8	3	2			2041
PM Volumes	1046	1553	2125	4444	6257	3136	994	226	29	5	1	0	0	19816
% PM	4%	5%	7%	15%	21%	11%	3%	1%	0%	0%	0%			68%
PM Peak Hour	14:00	15:00	14:00	16:00	16:00	16:00	16:00	12:00	15:00	18:00	18:00			16:00
Volume	166	233	250	621	857	398	125	31	9	2	1			2629
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume		%	Volume		%	Volume		%	Volume		%
			2946	↔	10%	4409	↔	15%	4861	↔	17%	17123	↔	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Stewart Ave	Summary	21	31	30	37	42	29339

VOLUME

Stewart Ave E/O Washington Ave

Day: Friday
Date: 5/26/2023

City: Garden City
Project #: NY23_370008_002

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						15,324	14,009	29,333	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	10	13	23		12:00	0	0	300	236	536			
0:15	0	0	8	12	20		12:15	0	0	336	239	575			
0:30	0	0	9	15	24		12:30	0	0	312	231	543			
0:45	0	0	8	35	13	53	12:45	0	0	291	1239	236	942	527	2181
1:00	0	0	2		13	15	13:00	0	0	304		270	574		
1:15	0	0	6		7	13	13:15	0	0	298		260	558		
1:30	0	0	4		5	9	13:30	0	0	292		251	543		
1:45	0	0	3	15	8	33	13:45	0	0	296	1190	257	1038	553	2228
2:00	0	0	3		5	8	14:00	0	0	321		229	550		
2:15	0	0	7		7	14	14:15	0	0	277		274	551		
2:30	0	0	5		6	11	14:30	0	0	291		267	558		
2:45	0	0	1	16	3	21	14:45	0	0	301	1190	300	1070	601	2260
3:00	0	0	3		1	4	15:00	0	0	346		247	593		
3:15	0	0	3		0	3	15:15	0	0	339		252	591		
3:30	0	0	4		5	9	15:30	0	0	361		270	631		
3:45	0	0	6	16	3	9	15:45	0	0	349	1395	302	1071	651	2466
4:00	0	0	2		8	10	16:00	0	0	405		300	705		
4:15	0	0	9		4	13	16:15	0	0	376		257	633		
4:30	0	0	12		4	16	16:30	0	0	337		311	648		
4:45	0	0	16	39	14	30	16:45	0	0	349	1467	294	1162	643	2629
5:00	0	0	5		9	14	17:00	0	0	350		261	611		
5:15	0	0	22		10	32	17:15	0	0	317		263	580		
5:30	0	0	37		24	61	17:30	0	0	299		244	543		
5:45	0	0	39	103	43	86	17:45	0	0	242	1208	256	1024	498	2232
6:00	0	0	44		43	87	18:00	0	0	209		265	474		
6:15	0	0	68		64	132	18:15	0	0	191		244	435		
6:30	0	0	69		86	155	18:30	0	0	199		242	441		
6:45	0	0	116	297	103	296	18:45	0	0	159	758	215	966	374	1724
7:00	0	0	107		99	206	19:00	0	0	181		221	402		
7:15	0	0	127		133	260	19:15	0	0	173		201	374		
7:30	0	0	138		184	322	19:30	0	0	185		206	391		
7:45	0	0	190	562	202	618	19:45	0	0	168	707	202	830	370	1537
8:00	0	0	195		161	356	20:00	0	0	111		175	286		
8:15	0	0	213		248	461	20:15	0	0	100		181	281		
8:30	0	0	237		225	462	20:30	0	0	104		157	261		
8:45	0	0	235	880	252	886	20:45	0	0	87	402	145	658	232	1060
9:00	0	0	203		186	389	21:00	0	0	88		140	228		
9:15	0	0	208		180	388	21:15	0	0	63		142	205		
9:30	0	0	249		182	431	21:30	0	0	83		89	172		
9:45	0	0	243	903	194	742	21:45	0	0	73	307	90	461	163	768
10:00	0	0	273		165	438	22:00	0	0	75		91	166		
10:15	0	0	223		206	429	22:15	0	0	64		51	115		
10:30	0	0	266		210	476	22:30	0	0	52		43	95		
10:45	0	0	295	1057	198	779	22:45	0	0	46	237	45	230	91	467
11:00	0	0	269		188	457	23:00	0	0	30		48	78		
11:15	0	0	296		205	501	23:15	0	0	35		26	61		
11:30	0	0	300		229	529	23:30	0	0	30		44	74		
11:45	0	0	322	1187	232	854	23:45	0	0	19	114	32	150	51	264
TOTALS			5110		4407	9517	TOTALS			10214		9602	19816		
SPLIT %			53.7%		46.3%	32.4%	SPLIT %			51.5%		48.5%	67.6%		

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						15,324	14,009	29,333	
AM Peak Hour			11:45	11:45	11:45		PM Peak Hour			15:30	15:45	15:45			
AM Pk Volume			1270	938	2208		PM Pk Volume			1491	1170	2637			
Pk Hr Factor			0.945	0.981	0.960		Pk Hr Factor			0.920	0.941	0.935			
7 - 9 Volume	0	0	1442	1504	2946		4 - 6 Volume	0	0	2675	2186	4861			
7 - 9 Peak Hour			8:00	8:00	8:00		4 - 6 Peak Hour			16:00	16:00	16:00			
7 - 9 Pk Volume	0	0	880	886	1766		4 - 6 Pk Volume	0	0	1467	1162	2629			
Pk Hr Factor	0.000	0.000	0.928	0.879	0.907		Pk Hr Factor	0.000	0.000	0.906	0.934	0.932			

APPENDIX D

Level of Service & Arterial Level of Service Reports

**Stewart Avenue Road Diet Traffic Study
Village of Garden City, Nassau County, New York**

LOS Definitions

The following is an excerpt from the Highway Capacity Manual, 6th Edition (HCM).

Level of Service for Signalized Intersections

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay *and* volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a surrogate measure of driver discomfort and fuel consumption. The v/c ratio quantifies the degree to which a phase's capacity is utilized by a lane group. The following paragraphs describe each LOS.

LOS A describes operations with a control delay of 10 s/veh or less and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B describes operations with control delay between 10 and 20 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C describes operations with control delay between 20 and 35 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

LOS D describes operations with control delay between 35 and 55 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

LOS E describes operations with control delay between 55 and 80 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

LOS F describes operations with control delay exceeding 80 s/veh or a v/c ratio greater than 1.0. This level is typically assigned when the v/c ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

A lane group can incur a delay less than 80 s/veh when the v/c ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and v/c ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).

Average control delay and queue length at roundabout controlled intersections are calculated using SIDRA Intersection. The physical geometry such as entry lane width and approach flare, and traffic volume at the roundabout are factors that influence the intersection's performance. The average delay reported using SIDRA Intersection is based on the signalized HCM Method of Delay for Level-of-Service.

Level of Service Criteria for Unsignalized Intersections

Level of service (LOS) for Two-Way Stop-Controlled (TWSC) intersections is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns by using criteria given in Exhibit 20-2. LOS is not defined for the intersection as a whole or for major-street approaches for three primary reasons: (a) major-street through vehicles are assumed to experience zero delay; (b) the disproportionate number of major-street through vehicles at a typical TWSC intersection skews the weighted average of all movements, resulting in a very low overall average delay for all vehicles; and (c) the resulting low delay can mask important LOS deficiencies for minor movements. LOS F is assigned to the movement if the volume-to-capacity (v/c) ratio for the movement exceeds 1.0, regardless of the control delay.

The LOS criteria for TWSC intersections are somewhat different from the criteria used in Chapter 18 for signalized intersections, primarily because user perceptions differ among transportation facility types. The expectation is that a signalized intersection is designed to carry higher traffic volumes and will present greater delay than an unsignalized intersection. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable than they are at signals, which can reduce users' delay tolerance.

The LOS criteria for All-Way Stop-Controlled (AWSC) intersections are given in Exhibit 21-8. LOS F is assigned if the v/c ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

Exhibits 20-2/21-8:
Level-of-Service Criteria for Stop Controlled Intersections

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	$v/c \leq 1.0$	$v/c \geq 1.0$
10.0	A	F
>10.0 and ≤ 15.0	B	F
>15.0 and ≤ 25.0	C	F
>25.0 and ≤ 35.0	D	F
>35.0 and ≤ 50.0	E	F
>50.0	F	F

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_EX AM

EX 2023_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↵	↑↑	↵		↑↑		↵	↑↑	
Traffic Volume (vph)	0	698	37	275	516	317	1	706	287	123	438	16
Future Volume (vph)	0	698	37	275	516	317	1	706	287	123	438	16
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	0		90	0		0	290		0
Storage Lanes	0		0	1		1	0		0	1		0
Taper Length (ft)	25			25			25			90		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00		0.99		0.99			1.00	
Frt		0.992				0.850		0.957			0.995	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3556	0	1834	3562	1641	0	3165	0	1679	3130	0
Flt Permitted				0.170				0.955		0.140		
Satd. Flow (perm)	0	3556	0	328	3562	1620	0	3023	0	247	3130	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				262		69			4	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		671			419			422			614	
Travel Time (s)		15.3			9.5			8.2			12.0	
Confl. Peds. (#/hr)	1		5	5		1	4		10	10		4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	3%	8%	1%	4%	1%	0%	5%	1%	3%	10%	6%
Parking (#/hr)												12
Adj. Flow (vph)	0	767	41	302	567	348	1	776	315	135	481	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	808	0	302	567	348	0	1092	0	135	499	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			70			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2	1	1	2		1	2	
Detector Template		Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)		100		20	100	20	20	100		20	100	
Trailing Detector (ft)		0		0	0	0	0	0		0	0	
Detector 1 Position(ft)		0		0	0	0	0	0		0	0	
Detector 1 Size(ft)		6		20	6	20	20	6		20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_EX AM

EX 2023_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		D,P+P	NA	custom	Perm	NA		pm+pt	NA	
Protected Phases		3		4	3 4	2		1		2	1	
Permitted Phases				3		3	1			1		
Detector Phase		3		4	3 4	2	1	1		2	1	
Switch Phase												
Minimum Initial (s)		12.0		3.0		6.0	20.0	20.0		6.0	20.0	
Minimum Split (s)		28.5		9.0		13.0	28.5	28.5		13.0	28.5	
Total Split (s)		29.0		13.0		16.0	32.0	32.0		16.0	32.0	
Total Split (%)		32.2%		14.4%		17.8%	35.6%	35.6%		17.8%	35.6%	
Maximum Green (s)		23.5		7.5		10.5	26.5	26.5		10.5	26.5	
Yellow Time (s)		3.5		3.5		3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)		2.0		2.0		2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0		-2.0	0.0	
Total Lost Time (s)		5.5		5.5		5.5		5.5		3.5	5.5	
Lead/Lag		Lead		Lag		Lag	Lead	Lead		Lag	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)		3.0		3.0		3.0	3.0	3.0		3.0	3.0	
Recall Mode		None		None		C-Max	Min	Min		C-Max	Min	
Walk Time (s)		7.0					7.0	7.0			7.0	
Flash Dont Walk (s)		16.0					16.0	16.0			16.0	
Pedestrian Calls (#/hr)		4					10	10			10	
Act Effct Green (s)		23.5		31.0	36.5	34.0		26.5		41.0	26.5	
Actuated g/C Ratio		0.26		0.34	0.41	0.38		0.29		0.46	0.29	
v/c Ratio		0.87		1.27	0.39	0.45		1.16		0.43	0.54	
Control Delay		43.0		181.4	19.9	6.5		114.9		29.2	29.0	
Queue Delay		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay		43.0		181.4	19.9	6.5		114.9		29.2	29.0	
LOS		D		F	B	A		F		C	C	
Approach Delay		43.0			56.2			114.9			29.1	
Approach LOS		D			E			F			C	
90th %ile Green (s)		23.5		7.5		10.5	26.5	26.5		10.5	26.5	
90th %ile Term Code		Max		Max		Coord	Max	Max		Coord	Max	
70th %ile Green (s)		23.5		7.5		10.5	26.5	26.5		10.5	26.5	
70th %ile Term Code		Max		Max		Coord	Max	Max		Coord	Max	
50th %ile Green (s)		23.5		7.5		10.5	26.5	26.5		10.5	26.5	
50th %ile Term Code		Max		Max		Coord	Max	Max		Coord	Max	
30th %ile Green (s)		23.5		7.5		10.5	26.5	26.5		10.5	26.5	
30th %ile Term Code		Max		Max		Coord	Max	Max		Coord	Max	
10th %ile Green (s)		23.5		7.5		10.5	26.5	26.5		10.5	26.5	
10th %ile Term Code		Max		Max		Coord	Max	Max		Coord	Max	
Queue Length 50th (ft)		229		~161	117	28		~377		40	123	
Queue Length 95th (ft)		#331		#329	160	84		#506		73	173	
Internal Link Dist (ft)		591			339			342			534	
Turn Bay Length (ft)						90				290		
Base Capacity (vph)		932		238	1444	777		938		311	924	
Starvation Cap Reductn		0		0	0	0		0		0	0	
Spillback Cap Reductn		0		0	0	0		0		0	0	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_EX AM

EX 2023_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0		0	0	0		0		0	0	
Reduced v/c Ratio		0.87		1.27	0.39	0.45		1.16		0.43	0.54	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 55 (61%), Referenced to phase 2:SBL and 6:, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.27

Intersection Signal Delay: 65.8

Intersection LOS: E

Intersection Capacity Utilization 100.6%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Franklin Ave & E. Stewart Ave

							
Ø1		Ø2 (R)		Ø3		Ø4	
32 s		16 s		29 s		13 s	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

2: Authur St & Stewart Ave_EX AM

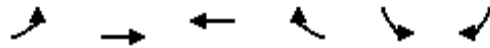
EX 2023_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1	1089	5	5	10	0	0	4	9
Future Volume (vph)	0	0	0	1	1089	5	5	10	0	0	4	9
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.999						0.907	
Flt Protected								0.984				
Satd. Flow (prot)	0	0	0	0	4863	0	0	1919	0	0	1642	0
Flt Permitted								0.984				
Satd. Flow (perm)	0	0	0	0	4863	0	0	1919	0	0	1642	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		393			466			120			775	
Travel Time (s)		8.9			10.6			2.7			17.6	
Confl. Peds. (#/hr)				1								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	2%	20%	0%	0%	0%	0%	25%	0%
Adj. Flow (vph)	0	0	0	1	1123	5	5	10	0	0	4	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1129	0	0	15	0	0	13	0
Enter Blocked Intersection	No	No	No	No	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	32.1%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↕↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	1089	5	5	10	0	0	4	9
Future Vol, veh/h	0	0	0	1	1089	5	5	10	0	0	4	9
Conflicting Peds, #/hr	0	0	0	1	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	2	20	0	0	0	0	25	0
Mvmt Flow	0	0	0	1	1123	5	5	10	0	0	4	9
Major/Minor				Major2		Minor1			Minor2			
Conflicting Flow All				1	0	0	454	1131	-	-	1129	564
Stage 1				-	-	-	1	1	-	-	1128	-
Stage 2				-	-	-	453	1130	-	-	1	-
Critical Hdwy				5.3	-	-	6.4	6.5	-	-	7	7.1
Critical Hdwy Stg 1				-	-	-	-	-	-	-	6	-
Critical Hdwy Stg 2				-	-	-	6.7	5.5	-	-	-	-
Follow-up Hdwy				3.1	-	-	3.8	4	-	-	4.25	3.9
Pot Cap-1 Maneuver				1160	-	-	532	205	0	0	171	406
Stage 1				-	-	-	-	-	0	0	234	-
Stage 2				-	-	-	513	281	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				1159	-	-	509	204	-	-	170	406
Mov Cap-2 Maneuver				-	-	-	509	204	-	-	170	-
Stage 1				-	-	-	-	-	-	-	234	-
Stage 2				-	-	-	491	280	-	-	-	-
Approach				WB			NB			SB		
HCM Control Delay, s				0			20			18.3		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	255	1159	-	-	284							
HCM Lane V/C Ratio	0.061	0.001	-	-	0.047							
HCM Control Delay (s)	20	8.1	0	-	18.3							
HCM Lane LOS	C	A	A	-	C							
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

3: E. Stewart Ave & Authur St _EX AM
EX 2023_AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑			↓	
Traffic Volume (vph)	15	1093	0	0	5	0
Future Volume (vph)	15	1093	0	0	5	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	12	12	12	12
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.999			0.950	
Satd. Flow (prot)	0	4584	0	0	1544	0
Flt Permitted		0.999			0.950	
Satd. Flow (perm)	0	4584	0	0	1544	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		382	476		120	
Travel Time (s)		8.7	10.8		2.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	2%	0%	0%	20%	0%
Parking (#/hr)		15				
Adj. Flow (vph)	17	1214	0	0	6	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1231	0	0	6	0
Enter Blocked Intersection	No	No	No	No	Yes	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	1.14	0.97	0.97	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Stop		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	30.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↑↑↑				↑↔	
Traffic Vol, veh/h	15	1093	0	0	5	0
Future Vol, veh/h	15	1093	0	0	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	20	0
Mvmt Flow	17	1214	0	0	6	0
Major/Minor	Major1		Minor2			
Conflicting Flow All	0	0			520	-
Stage 1	-	-			0	-
Stage 2	-	-			520	-
Critical Hdwy	5.3	-			6.1	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			6.4	-
Follow-up Hdwy	3.1	-			4	-
Pot Cap-1 Maneuver	-	-			491	0
Stage 1	-	-			-	0
Stage 2	-	-			470	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-			491	-
Mov Cap-2 Maneuver	-	-			491	-
Stage 1	-	-			-	-
Stage 2	-	-			470	-
Approach	EB			SB		
HCM Control Delay, s				12.4		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	SBLn1			
Capacity (veh/h)	-	-	491			
HCM Lane V/C Ratio	-	-	0.011			
HCM Control Delay (s)	-	-	12.4			
HCM Lane LOS	-	-	B			
HCM 95th %tile Q(veh)	-	-	0			

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

4: John St_EX AM
EX 2023_AM Peak Hour

													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					 								
Traffic Volume (vph)	0	0	0	3	1064	3	24	4	0	0	3	7	
Future Volume (vph)	0	0	0	3	1064	3	24	4	0	0	3	7	
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor													
Frt												0.905	
Flt Protected								0.958					
Satd. Flow (prot)	0	0	0	0	4825	0	0	1868	0	0	1606	0	
Flt Permitted								0.958					
Satd. Flow (perm)	0	0	0	0	4825	0	0	1868	0	0	1606	0	
Link Speed (mph)	30			30			30			30			
Link Distance (ft)	466			483			124			782			
Travel Time (s)	10.6			11.0			2.8			17.8			
Confl. Peds. (#/hr)							1						1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.90	0.94	
Heavy Vehicles (%)	2%	2%	2%	0%	3%	0%	0%	0%	0%	0%	33%	0%	
Adj. Flow (vph)	0	0	0	3	1132	3	26	4	0	0	3	7	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	0	0	0	1138	0	0	30	0	0	10	0	
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)	0			0			0			0			
Link Offset(ft)	0			0			0			0			
Crosswalk Width(ft)	16			16			16			16			
Two way Left Turn Lane													
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	
Turning Speed (mph)	15		9	15		9	15		9	15		9	
Sign Control	Stop			Free				Stop			Stop		
Intersection Summary													
Area Type:	Other												
Control Type: Unsignalized													
Intersection Capacity Utilization 35.0%					ICU Level of Service A								
Analysis Period (min) 15													

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↕↕			↕			↕	
Traffic Vol, veh/h	0	0	0	3	1064	3	24	4	0	0	3	7
Future Vol, veh/h	0	0	0	3	1064	3	24	4	0	0	3	7
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	90	94
Heavy Vehicles, %	2	2	2	0	3	0	0	0	0	0	33	0
Mvmt Flow	0	0	0	3	1132	3	26	4	0	0	3	7
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				0	0	0	461	1141	-	-	1140	569
Stage 1				-	-	-	0	0	-	-	1140	-
Stage 2				-	-	-	461	1141	-	-	0	-
Critical Hdwy				5.3	-	-	6.4	6.5	-	-	7.16	7.1
Critical Hdwy Stg 1				-	-	-	-	-	-	-	6.16	-
Critical Hdwy Stg 2				-	-	-	6.7	5.5	-	-	-	-
Follow-up Hdwy				3.1	-	-	3.8	4	-	-	4.33	3.9
Pot Cap-1 Maneuver				-	-	-	527	202	0	0	158	403
Stage 1				-	-	-	-	-	0	0	217	-
Stage 2				-	-	-	507	278	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				-	-	-	509	202	-	-	158	403
Mov Cap-2 Maneuver				-	-	-	509	202	-	-	158	-
Stage 1				-	-	-	-	-	-	-	217	-
Stage 2				-	-	-	490	278	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s						14.3		18.8				
HCM LOS						B		C				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	418	-	-	-	272							
HCM Lane V/C Ratio	0.071	-	-	-	0.04							
HCM Control Delay (s)	14.3	-	-	-	18.8							
HCM Lane LOS	B	-	-	-	C							
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

5: John St & E. Stewart Ave_EX AM
EX 2023_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1092	5	0	0	0	0	27	3	3	3	0
Future Volume (vph)	1	1092	5	0	0	0	0	27	3	3	3	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999		0.988									
Flt Protected											0.976	
Satd. Flow (prot)	0	4862	0	0	0	0	0	1927	0	0	1634	0
Flt Permitted											0.976	
Satd. Flow (perm)	0	4862	0	0	0	0	0	1927	0	0	1634	0
Link Speed (mph)	30				30		30				30	
Link Distance (ft)	476				481		586				124	
Travel Time (s)	10.8				10.9		13.3				2.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	2%	20%	0%	0%	0%	0%	0%	0%	0%	33%	0%
Adj. Flow (vph)	1	1213	6	0	0	0	0	30	3	3	3	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1220	0	0	0	0	0	33	0	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				0		0				0	
Link Offset(ft)	0				0		0				0	
Crosswalk Width(ft)	16				16		16				16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Free				Stop				Stop			
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	30.7%			ICU Level of Service A								
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑							↑			↑	
Traffic Vol, veh/h	1	1092	5	0	0	0	0	27	3	3	3	0
Future Vol, veh/h	1	1092	5	0	0	0	0	27	3	3	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	20	0	0	0	0	0	0	0	33	0
Mvmt Flow	1	1213	6	0	0	0	0	30	3	3	3	0
Major/Minor	Major1			Minor1			Minor2					
Conflicting Flow All	0	0	0	-	1218	610	502	1221	-	-	-	-
Stage 1	-	-	-	-	1218	-	0	0	-	-	-	-
Stage 2	-	-	-	-	0	-	502	1221	-	-	-	-
Critical Hdwy	5.3	-	-	-	6.5	7.1	6.4	7.16	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	6.16	-	-	-	-
Follow-up Hdwy	3.1	-	-	-	4	3.9	3.8	4.33	-	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	0	182	379	500	140	0	-	-
Stage 1	-	-	-	-	0	255	-	-	-	0	-	-
Stage 2	-	-	-	-	0	-	-	479	196	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	182	379	433	140	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	182	-	433	140	-	-	-
Stage 1	-	-	-	-	-	255	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	419	196	-	-	-
Approach	EB			NB			SB					
HCM Control Delay, s				27.6			22.5					
HCM LOS				D			C					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	192	-	-	-	212							
HCM Lane V/C Ratio	0.174	-	-	-	0.031							
HCM Control Delay (s)	27.6	-	-	-	22.5							
HCM Lane LOS	D	-	-	-	C							
HCM 95th %tile Q(veh)	0.6	-	-	-	0.1							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

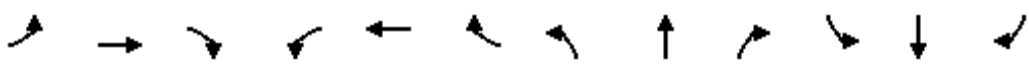
6: Washington Ave_EX AM
EX 2023_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	59	959	244	82	572	0	0	391	29
Future Volume (vph)	0	0	0	59	959	244	82	572	0	0	391	29
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	0.95	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt					0.971						0.990	
Flt Protected					0.998			0.994				
Satd. Flow (prot)	0	0	0	0	4725	0	0	3262	0	0	3214	0
Flt Permitted					0.998			0.772				
Satd. Flow (perm)	0	0	0	0	4724	0	0	2533	0	0	3214	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					53						8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		483			487			113			824	
Travel Time (s)		11.0			11.1			2.6			18.7	
Confl. Peds. (#/hr)				2					1	1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	2%	1%	8%	5%	0%	0%	7%	0%
Adj. Flow (vph)	0	0	0	61	999	254	85	596	0	0	407	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1314	0	0	681	0	0	437	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2			2	
Detector Template				Left	Thru		Left	Thru			Thru	
Leading Detector (ft)				20	100		20	100			100	
Trailing Detector (ft)				0	0		0	0			0	
Detector 1 Position(ft)				0	0		0	0			0	
Detector 1 Size(ft)				20	6		20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					3			1 2			1 4	

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

6: Washington Ave_EX AM
EX 2023_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				3			1 2					
Detector Phase				3	3		1 2	1 2			1 4	
Switch Phase												
Minimum Initial (s)				12.0	12.0							
Minimum Split (s)				26.0	26.0							
Total Split (s)				46.0	46.0							
Total Split (%)				39.7%	39.7%							
Maximum Green (s)				40.0	40.0							
Yellow Time (s)				4.0	4.0							
All-Red Time (s)				2.0	2.0							
Lost Time Adjust (s)					0.0							
Total Lost Time (s)					6.0							
Lead/Lag				Lead	Lead							
Lead-Lag Optimize?				Yes	Yes							
Vehicle Extension (s)				3.0	3.0							
Recall Mode				Max	Max							
Walk Time (s)				8.0	8.0							
Flash Dont Walk (s)				12.0	12.0							
Pedestrian Calls (#/hr)				4	4							
Act Effect Green (s)					40.0			41.0			46.8	
Actuated g/C Ratio					0.35			0.36			0.41	
v/c Ratio					0.78			0.75			0.33	
Control Delay					36.2			7.0			23.6	
Queue Delay					1.4			51.4			0.0	
Total Delay					37.6			58.4			23.6	
LOS					D			E			C	
Approach Delay					37.6			58.4			23.6	
Approach LOS					D			E			C	
90th %ile Green (s)				40.0	40.0							
90th %ile Term Code				MaxR	MaxR							
70th %ile Green (s)				40.0	40.0							
70th %ile Term Code				MaxR	MaxR							
50th %ile Green (s)				40.0	40.0							
50th %ile Term Code				MaxR	MaxR							
30th %ile Green (s)				40.0	40.0							
30th %ile Term Code				MaxR	MaxR							
10th %ile Green (s)				40.0	40.0							
10th %ile Term Code				MaxR	MaxR							
Queue Length 50th (ft)					310			32			112	
Queue Length 95th (ft)					369			m22			153	
Internal Link Dist (ft)		403			407			33			744	
Turn Bay Length (ft)												
Base Capacity (vph)					1680			904			1280	
Starvation Cap Reductn					0			292			0	
Spillback Cap Reductn					188			0			1	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.88			1.11			0.34	
Intersection Summary												

Lane Group	Ø1	Ø2	Ø4
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	25.0	3.0	8.0
Minimum Split (s)	31.0	9.0	13.0
Total Split (s)	31.0	16.0	23.0
Total Split (%)	27%	14%	20%
Maximum Green (s)	25.0	10.0	18.0
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	None
Walk Time (s)			
Flash Dont Walk (s)			
Pedestrian Calls (#/hr)			
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
90th %ile Green (s)	25.0	10.0	18.0
90th %ile Term Code	Max	Max	Max
70th %ile Green (s)	25.0	10.0	18.0
70th %ile Term Code	Max	Max	Max
50th %ile Green (s)	25.0	10.0	18.0
50th %ile Term Code	Max	Max	Max
30th %ile Green (s)	25.0	10.0	17.3
30th %ile Term Code	Max	Max	Gap
10th %ile Green (s)	25.0	9.9	12.9
10th %ile Term Code	Max	Gap	Gap
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			

Area Type: Other

Cycle Length: 116

Actuated Cycle Length: 114.8

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.06

Intersection Signal Delay: 40.9

Intersection LOS: D

Intersection Capacity Utilization 81.2%

ICU Level of Service D

Analysis Period (min) 15

90th %ile Actuated Cycle: 116

70th %ile Actuated Cycle: 116

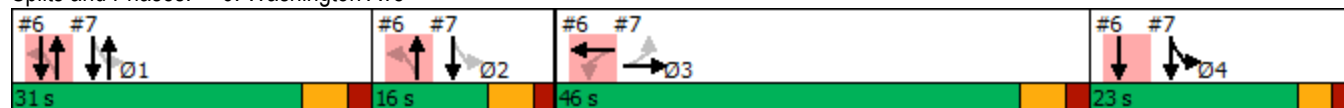
50th %ile Actuated Cycle: 116

30th %ile Actuated Cycle: 115.3

10th %ile Actuated Cycle: 110.8

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

Splits and Phases: 6: Washington Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

7: Washington Ave & E. Stewart Ave_EX AM

EX 2023_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	1000	56	0	0	0	0	612	78	81	369	0
Future Volume (vph)	42	1000	56	0	0	0	0	612	78	81	369	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	10	10	10	10	10	10
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt		0.992						0.983				
Flt Protected		0.998									0.991	
Satd. Flow (prot)	0	4831	0	0	0	0	0	3251	0	0	3216	0
Flt Permitted		0.998									0.597	
Satd. Flow (perm)	0	4831	0	0	0	0	0	3251	0	0	1937	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8						11				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		481			486			599			113	
Travel Time (s)		10.9			11.0			13.6			2.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	5%	1%	0%	8%	0%
Adj. Flow (vph)	46	1099	62	0	0	0	0	673	86	89	405	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1207	0	0	0	0	0	759	0	0	494	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		custom	NA	
Protected Phases		3						1		4	1 2 4	
Permitted Phases	3									1 2		
Detector Phase	3	3						1		4	1 2 4	

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

7: Washington Ave & E. Stewart Ave_EX AM

EX 2023_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	12.0	12.0						25.0		8.0		
Minimum Split (s)	26.0	26.0						31.0		13.0		
Total Split (s)	46.0	46.0						31.0		23.0		
Total Split (%)	39.7%	39.7%						26.7%		19.8%		
Maximum Green (s)	40.0	40.0						25.0		18.0		
Yellow Time (s)	4.0	4.0						4.0		3.0		
All-Red Time (s)	2.0	2.0						2.0		2.0		
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		6.0						6.0				
Lead/Lag	Lead	Lead						Lead		Lag		
Lead-Lag Optimize?	Yes	Yes						Yes		Yes		
Vehicle Extension (s)	3.0	3.0						3.0		3.0		
Recall Mode	Max	Max						None		None		
Walk Time (s)	8.0	8.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	4	4										
Act Effct Green (s)		40.0						25.0			56.8	
Actuated g/C Ratio		0.35						0.22			0.49	
v/c Ratio		0.71						1.06			0.44	
Control Delay		35.3						93.4			5.7	
Queue Delay		0.0						12.4			0.8	
Total Delay		35.3						105.8			6.5	
LOS		D						F			A	
Approach Delay		35.3						105.8			6.5	
Approach LOS		D						F			A	
90th %ile Green (s)	40.0	40.0						25.0		18.0		
90th %ile Term Code	MaxR	MaxR						Max		Max		
70th %ile Green (s)	40.0	40.0						25.0		18.0		
70th %ile Term Code	MaxR	MaxR						Max		Max		
50th %ile Green (s)	40.0	40.0						25.0		18.0		
50th %ile Term Code	MaxR	MaxR						Max		Max		
30th %ile Green (s)	40.0	40.0						25.0		17.3		
30th %ile Term Code	MaxR	MaxR						Max		Gap		
10th %ile Green (s)	40.0	40.0						25.0		12.9		
10th %ile Term Code	MaxR	MaxR						Max		Gap		
Queue Length 50th (ft)		284						~328			31	
Queue Length 95th (ft)		339						#454			39	
Internal Link Dist (ft)		401			406			519			33	
Turn Bay Length (ft)												
Base Capacity (vph)		1689						716			1167	
Starvation Cap Reductn		0						0			384	
Spillback Cap Reductn		0						21			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.71						1.09			0.63	
Intersection Summary												
Area Type:	Other											
Cycle Length: 116												

Lane Group	Ø2
Switch Phase	
Minimum Initial (s)	3.0
Minimum Split (s)	9.0
Total Split (s)	16.0
Total Split (%)	14%
Maximum Green (s)	10.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	10.0
90th %ile Term Code	Max
70th %ile Green (s)	10.0
70th %ile Term Code	Max
50th %ile Green (s)	10.0
50th %ile Term Code	Max
30th %ile Green (s)	10.0
30th %ile Term Code	Max
10th %ile Green (s)	9.9
10th %ile Term Code	Gap
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	

Actuated Cycle Length: 114.8

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.06

Intersection Signal Delay: 51.3

Intersection LOS: D

Intersection Capacity Utilization 77.5%

ICU Level of Service D

Analysis Period (min) 15

90th %ile Actuated Cycle: 116

70th %ile Actuated Cycle: 116

50th %ile Actuated Cycle: 116

30th %ile Actuated Cycle: 115.3

10th %ile Actuated Cycle: 110.8

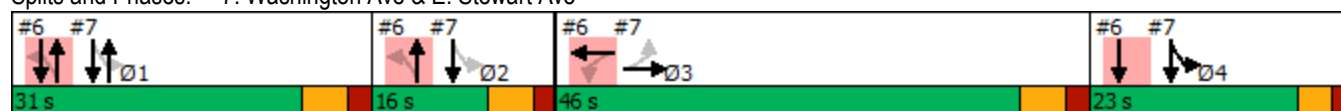
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 7: Washington Ave & E. Stewart Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

8: Butler Pl/Westbury Rd_EX AM
EX 2023_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	4	1218	20	0	21	0	0	19	44
Future Volume (vph)	0	0	0	4	1218	20	0	21	0	0	19	44
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.998						0.906	
Flt Protected												
Satd. Flow (prot)	0	0	0	0	4863	0	0	1773	0	0	1685	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	4863	0	0	1773	0	0	1685	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		487			1400			112			499	
Travel Time (s)		11.1			31.8			2.5			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%	0%	10%	0%	0%	0%	7%
Adj. Flow (vph)	0	0	0	4	1324	22	0	23	0	0	21	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1350	0	0	23	0	0	69	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 33.7%												
ICU Level of Service A												
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↕↕			↕			↕	
Traffic Vol, veh/h	0	0	0	4	1218	20	0	21	0	0	19	44
Future Vol, veh/h	0	0	0	4	1218	20	0	21	0	0	19	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	2	0	0	10	0	0	0	7
Mvmt Flow	0	0	0	4	1324	22	0	23	0	0	21	48
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				0	0	0	548	1354	-	-	1343	673
Stage 1				-	-	-	0	0	-	-	1343	-
Stage 2				-	-	-	548	1354	-	-	0	-
Critical Hdwy				5.3	-	-	6.4	6.7	-	-	6.5	7.24
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.5	-
Critical Hdwy Stg 2				-	-	-	6.7	5.7	-	-	-	-
Follow-up Hdwy				3.1	-	-	3.8	4.1	-	-	4	3.97
Pot Cap-1 Maneuver				-	-	-	471	139	0	0	153	332
Stage 1				-	-	-	-	-	0	0	223	-
Stage 2				-	-	-	450	202	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				-	-	-	361	139	-	-	153	332
Mov Cap-2 Maneuver				-	-	-	361	139	-	-	153	-
Stage 1				-	-	-	-	-	-	-	223	-
Stage 2				-	-	-	350	202	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s						35.9		25.3				
HCM LOS						E		D				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	139	-	-	-	245							
HCM Lane V/C Ratio	0.164	-	-	-	0.28							
HCM Control Delay (s)	35.9	-	-	-	25.3							
HCM Lane LOS	E	-	-	-	D							
HCM 95th %tile Q(veh)	0.6	-	-	-	1.1							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

9: Butler PI & E. Stewart Ave_EX AM

EX 2023_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	1142	3	0	0	0	0	7	5	13	10	0
Future Volume (vph)	14	1142	3	0	0	0	0	7	5	13	10	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.942											
Flt Protected	0.999											0.972
Satd. Flow (prot)	0	4859	0	0	0	0	0	1837	0	0	1895	0
Flt Permitted	0.999											0.972
Satd. Flow (perm)	0	4859	0	0	0	0	0	1837	0	0	1895	0
Link Speed (mph)	30											
Link Distance (ft)	486											
Travel Time (s)	11.0											
Confl. Peds. (#/hr)	1											
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	16	1283	3	0	0	0	0	8	6	15	11	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1302	0	0	0	0	0	14	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0											
Link Offset(ft)	0											
Crosswalk Width(ft)	16											
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Free											
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	38.6%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑							↑			↑	
Traffic Vol, veh/h	14	1142	3	0	0	0	0	7	5	13	10	0
Future Vol, veh/h	14	1142	3	0	0	0	0	7	5	13	10	0
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	14	2	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	16	1283	3	0	0	0	0	8	6	15	11	0
Major/Minor	Major1			Minor1			Minor2					
Conflicting Flow All	1	0	0				-	1318	643	550	1319	-
Stage 1	-	-	-				-	1317	-	1	1	-
Stage 2	-	-	-				-	1	-	549	1318	-
Critical Hdwy	5.58	-	-				-	6.5	7.1	6.4	6.5	-
Critical Hdwy Stg 1	-	-	-				-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.7	5.5	-
Follow-up Hdwy	3.24	-	-				-	4	3.9	3.8	4	-
Pot Cap-1 Maneuver	1110	-	-				0	159	361	470	158	0
Stage 1	-	-	-				0	229	-	-	-	0
Stage 2	-	-	-				0	-	-	449	229	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	1109	-	-				-	151	361	427	150	-
Mov Cap-2 Maneuver	-	-	-				-	151	-	427	150	-
Stage 1	-	-	-				-	217	-	-	-	-
Stage 2	-	-	-				-	-	-	404	217	-
Approach	EB			NB			SB					
HCM Control Delay, s	0.2			24.4			22					
HCM LOS				C			C					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	199	1109	-	-	237							
HCM Lane V/C Ratio	0.068	0.014	-	-	0.109							
HCM Control Delay (s)	24.4	8.3	0.1	-	22							
HCM Lane LOS	C	A	A	-	C							
HCM 95th %tile Q(veh)	0.2	0	-	-	0.4							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

10: Emmet Pl/Wetherill Rd & Stewart Ave_EX AM

EX 2023_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	9	1206	41	24	29	0	0	46	12
Future Volume (vph)	0	0	0	9	1206	41	24	29	0	0	46	12
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.995						0.973	
Flt Protected								0.978				
Satd. Flow (prot)	0	0	0	0	4851	0	0	1873	0	0	1868	0
Flt Permitted								0.978				
Satd. Flow (perm)	0	0	0	0	4851	0	0	1873	0	0	1868	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1400			306			100			694	
Travel Time (s)		31.8			7.0			2.3			15.8	
Confl. Peds. (#/hr)				1			2					2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%	4%	0%	0%	0%	2%	0%
Adj. Flow (vph)	0	0	0	10	1340	46	27	32	0	0	51	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1396	0	0	59	0	0	64	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	Yes	No	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	39.9%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑			↑			↑	
Traffic Vol, veh/h	0	0	0	9	1206	41	24	29	0	0	46	12
Future Vol, veh/h	0	0	0	9	1206	41	24	29	0	0	46	12
Conflicting Peds, #/hr	0	0	0	1	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	2	0	4	0	0	0	2	0
Mvmt Flow	0	0	0	10	1340	46	27	32	0	0	51	13

Major/Minor	Major2	Minor1	Minor2
Conflicting Flow All	1	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	5.3	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.1	-	-
Pot Cap-1 Maneuver	1160	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1159	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0.2	34.9	43.8
HCM LOS		D	E

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	178	1159	-	-	155
HCM Lane V/C Ratio	0.331	0.009	-	-	0.416
HCM Control Delay (s)	34.9	8.1	0.1	-	43.8
HCM Lane LOS	D	A	A	-	E
HCM 95th %tile Q(veh)	1.4	0	-	-	1.8

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

11: Emmer PI /Emmet PI & E. Stewart Ave_EX AM

EX 2023_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	1129	16	0	0	0	0	38	10	29	26	0
Future Volume (vph)	15	1129	16	0	0	0	0	38	10	29	26	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998						0.972				
Flt Protected		0.999									0.974	
Satd. Flow (prot)	0	4859	0	0	0	0	0	1851	0	0	1860	0
Flt Permitted		0.999									0.974	
Satd. Flow (perm)	0	4859	0	0	0	0	0	1851	0	0	1860	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1407			304			459			100	
Travel Time (s)		32.0			6.9			10.4			2.3	
Confl. Peds. (#/hr)	4						1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	3%	0%	4%	0%	0%
Adj. Flow (vph)	16	1241	18	0	0	0	0	42	11	32	29	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1275	0	0	0	0	0	53	0	0	61	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	Yes	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	38.3%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑							↑			↑	
Traffic Vol, veh/h	15	1129	16	0	0	0	0	38	10	29	26	0
Future Vol, veh/h	15	1129	16	0	0	0	0	38	10	29	26	0
Conflicting Peds, #/hr	4	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	2	0	0	0	0	0	3	0	4	0	0
Mvmt Flow	16	1241	18	0	0	0	0	42	11	32	29	0
Major/Minor	Major1			Minor1			Minor2					
Conflicting Flow All	4	0	0	-	1286	630	553	1295	-	-	-	-
Stage 1	-	-	-	-	1282	-	4	4	-	-	-	-
Stage 2	-	-	-	-	4	-	549	1291	-	-	-	-
Critical Hdwy	5.3	-	-	-	6.56	7.1	6.48	6.5	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.78	5.5	-	-	-	-
Follow-up Hdwy	3.1	-	-	-	4.03	3.9	3.84	4	-	-	-	-
Pot Cap-1 Maneuver	1156	-	-	-	0	162	368	459	164	0	-	-
Stage 1	-	-	-	-	0	232	-	-	-	0	-	-
Stage 2	-	-	-	-	0	-	-	440	236	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1152	-	-	-	-	154	368	339	156	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	154	-	339	156	-	-	-
Stage 1	-	-	-	-	-	221	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	330	225	-	-	-
Approach	EB			NB			SB					
HCM Control Delay, s	0.2			34.2			27.7					
HCM LOS				D			D					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	175	1152	-	-	218							
HCM Lane V/C Ratio	0.301	0.014	-	-	0.277							
HCM Control Delay (s)	34.2	8.2	0.1	-	27.7							
HCM Lane LOS	D	A	A	-	D							
HCM 95th %tile Q(veh)	1.2	0	-	-	1.1							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_EX AM

EX 2023_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	986	21	152	1095	57	22	598	256	39	403	139
Future Volume (vph)	161	986	21	152	1095	57	22	598	256	39	403	139
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	10	10	9	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	260		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			60			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00				1.00			1.00			1.00	
Frt		0.997			0.993			0.956			0.964	
Flt Protected	0.950			0.950				0.999			0.997	
Satd. Flow (prot)	1834	4854	0	2995	3360	0	0	3093	0	0	2909	0
Flt Permitted	0.950			0.950				0.912			0.665	
Satd. Flow (perm)	1832	4854	0	2995	3360	0	0	2823	0	0	1940	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		224			2353			695			100	
Travel Time (s)		5.1			53.5			15.8			2.3	
Confl. Peds. (#/hr)	1					1	1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	2%	5%	8%	1%	24%	10%	7%	6%	24%	17%	2%
Adj. Flow (vph)	177	1084	23	167	1203	63	24	657	281	43	443	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	1107	0	167	1266	0	0	962	0	0	639	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		34			34			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	1.06	1.06	1.11	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_EX AM
EX 2023_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		8.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	16.0	22.0		16.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	16.0	50.0		16.0	50.0		52.0	52.0		52.0	52.0	
Total Split (%)	10.7%	33.3%		10.7%	33.3%		34.7%	34.7%		34.7%	34.7%	
Maximum Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	5.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	8.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effect Green (s)	8.0	44.0		8.0	44.0			63.7			63.7	
Actuated g/C Ratio	0.05	0.29		0.05	0.29			0.42			0.42	
v/c Ratio	1.82	0.78		1.05	1.29			0.80			0.78	
Control Delay	444.6	53.1		150.9	178.6			43.7			44.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	444.6	53.1		150.9	178.6			43.7			44.8	
LOS	F	D		F	F			D			D	
Approach Delay		107.0			175.3			43.7			44.8	
Approach LOS		F			F			D			D	
90th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
70th %ile Green (s)	8.0	44.0		8.0	44.0		70.1	70.1		70.1	70.1	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
50th %ile Green (s)	8.0	44.0		8.0	44.0		70.1	70.1		70.1	70.1	
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
30th %ile Green (s)	8.0	44.0		8.0	44.0		70.1	70.1		70.1	70.1	
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
10th %ile Green (s)	8.0	44.0		8.0	44.0		70.1	70.1		70.1	70.1	
10th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
Queue Length 50th (ft)	~260	364		~91	~825			394			257	
Queue Length 95th (ft)	#420	422		#171	#966			#782			#547	
Internal Link Dist (ft)		144			2273			615			20	
Turn Bay Length (ft)	100			260								
Base Capacity (vph)	97	1423		159	985			1199			823	
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	

Lane Group	Ø3
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	32.0
Total Split (s)	32.0
Total Split (%)	21%
Maximum Green (s)	27.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	10.0
Flash Dont Walk (s)	18.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	27.0
90th %ile Term Code	Ped
70th %ile Green (s)	0.0
70th %ile Term Code	Skip
50th %ile Green (s)	0.0
50th %ile Term Code	Skip
30th %ile Green (s)	0.0
30th %ile Term Code	Skip
10th %ile Green (s)	0.0
10th %ile Term Code	Skip
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	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_EX AM

EX 2023_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	1.82	0.78		1.05	1.29			0.80			0.78	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 13 (9%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.82

Intersection Signal Delay: 106.4

Intersection LOS: F

Intersection Capacity Utilization 108.2%

ICU Level of Service G

Analysis Period (min) 15

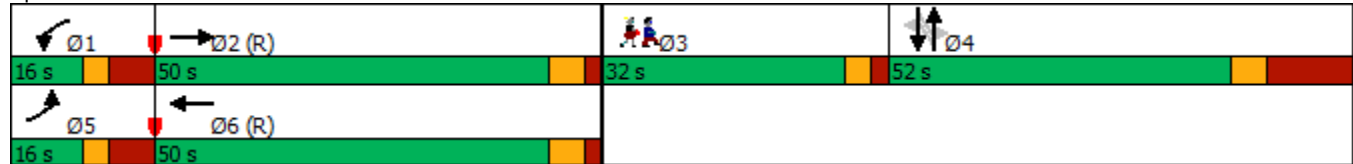
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 12: Clinton Rd & E. Stewart Ave



Lane Group	Ø3

Reduced v/c Ratio

Intersection Summary

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

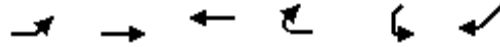
13: Clinton Rd & Osborne Rd_EX AM
EX 2023_AM Peak Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	7	9	807	574	5
Future Volume (vph)	0	7	9	807	574	5
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	10	10	10	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.865				0.999	
Flt Protected				0.999		
Satd. Flow (prot)	1687	0	0	3231	3033	0
Flt Permitted				0.999		
Satd. Flow (perm)	1687	0	0	3231	3033	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	221			100	842	
Travel Time (s)	5.0			2.3	19.1	
Confl. Peds. (#/hr)		1	5			5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	7%	14%	0%
Adj. Flow (vph)	0	8	10	887	631	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	897	636	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	1.06	1.06	1.06	1.06
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	38.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	7	9	807	574	5
Future Vol, veh/h	0	7	9	807	574	5
Conflicting Peds, #/hr	0	1	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	7	14	0
Mvmt Flow	0	8	10	887	631	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1103	324	641	0	-	0
Stage 1	639	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	209	678	953	-	-	-
Stage 1	493	-	-	-	-	-
Stage 2	605	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	203	674	948	-	-	-
Mov Cap-2 Maneuver	203	-	-	-	-	-
Stage 1	480	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.4	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	948	-	674	-	-	
HCM Lane V/C Ratio	0.01	-	0.011	-	-	
HCM Control Delay (s)	8.8	0.1	10.4	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

21: E. Stewart Ave & Stewart Ave_EX AM
EX 2023_AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑↑				↑↑↑
Traffic Volume (vph)	0	1108	0	0	0	1108
Future Volume (vph)	0	1108	0	0	0	1108
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	0.76
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	4709	0	0	0	3458
Flt Permitted						
Satd. Flow (perm)	0	4709	0	0	0	3458
Link Speed (mph)		30	30		30	
Link Distance (ft)		419	382		393	
Travel Time (s)		9.5	8.7		8.9	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Parking (#/hr)		0				
Adj. Flow (vph)	0	1218	0	0	0	1218
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1218	0	0	0	1218
Enter Blocked Intersection	Yes	Yes	No	No	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		90	90		90	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	1.10	1.06	1.06	1.06	1.06
Turning Speed (mph)	15			9	15	30
Sign Control		Free	Stop		Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 28.5% ICU Level of Service A

Analysis Period (min) 15

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations				↑↑↑↑		↑↑↑↑
Traffic Volume (vph)	0	0	0	1256	0	1168
Future Volume (vph)	0	0	0	1256	0	1168
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	0.76
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	4919	0	3458
Flt Permitted						
Satd. Flow (perm)	0	0	0	4919	0	3458
Link Speed (mph)	30			30	30	
Link Distance (ft)	306			224	304	
Travel Time (s)	7.0			5.1	6.9	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	1%	2%	2%
Adj. Flow (vph)	0	0	0	1380	0	1284
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1380	0	1284
Enter Blocked Intersection	No	No	No	Yes	No	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			60	100	
Link Offset(ft)	0			-20	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)		9	15		15	30
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	29.9%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_EX AM - No Ped Phase

EX 2023_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	986	21	152	1095	57	22	598	256	39	403	139
Future Volume (vph)	161	986	21	152	1095	57	22	598	256	39	403	139
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	10	10	9	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	260		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			60			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00				1.00			1.00			1.00	
Frt		0.997			0.993			0.956			0.964	
Flt Protected	0.950			0.950				0.999			0.997	
Satd. Flow (prot)	1834	4854	0	2995	3360	0	0	3093	0	0	2909	0
Flt Permitted	0.950			0.950				0.904			0.597	
Satd. Flow (perm)	1833	4854	0	2995	3360	0	0	2799	0	0	1742	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		224			2353			695			100	
Travel Time (s)		5.1			53.5			15.8			2.3	
Confl. Peds. (#/hr)	1					1	1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	2%	5%	8%	1%	24%	10%	7%	6%	24%	17%	2%
Adj. Flow (vph)	177	1084	23	167	1203	63	24	657	281	43	443	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	1107	0	167	1266	0	0	962	0	0	639	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		34			34			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	1.06	1.06	1.11	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_EX AM - No Ped Phase

EX 2023_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		8.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	16.0	22.0		16.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	16.0	50.0		16.0	50.0		52.0	52.0		52.0	52.0	
Total Split (%)	13.6%	42.4%		13.6%	42.4%		44.1%	44.1%		44.1%	44.1%	
Maximum Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	5.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	8.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	8.0	44.0		8.0	44.0			38.1			38.1	
Actuated g/C Ratio	0.07	0.37		0.07	0.37			0.32			0.32	
v/c Ratio	1.43	0.61		0.82	1.01			1.07			1.14	
Control Delay	272.1	31.8		84.6	65.3			87.7			119.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	272.1	31.8		84.6	65.3			87.7			119.1	
LOS	F	C		F	E			F			F	
Approach Delay		65.0			67.6			87.7			119.1	
Approach LOS		E			E			F			F	
90th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
70th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
50th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
30th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
10th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
10th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
Queue Length 50th (ft)	~182	248		65	~513			~425			~298	
Queue Length 95th (ft)	#326	297		#126	#670			#556			#417	
Internal Link Dist (ft)		144			2273			615			20	
Turn Bay Length (ft)	100			260								
Base Capacity (vph)	124	1809		203	1252			903			562	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	1.43	0.61		0.82	1.01			1.07			1.14	
Intersection Summary												

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_EX AM - No Ped Phase

EX 2023_AM Peak Hour

Area Type: Other

Cycle Length: 118

Actuated Cycle Length: 118

Offset: 13 (11%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.43

Intersection Signal Delay: 78.9

Intersection LOS: E

Intersection Capacity Utilization 108.2%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 12: Clinton Rd & E. Stewart Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_EX School Dismissal
EX 2023_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	787	48	225	608	199	0	440	373	241	705	59
Future Volume (vph)	0	787	48	225	608	199	0	440	373	241	705	59
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	0		90	0		0	290		0
Storage Lanes	0		0	1		1	0		0	1		0
Taper Length (ft)	25			25			25			90		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00		0.98		0.96		0.98	1.00	
Frt		0.991				0.850		0.931			0.988	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3596	0	1816	3632	1641	0	3036	0	1695	3317	0
Flt Permitted				0.170						0.157		
Satd. Flow (perm)	0	3596	0	325	3632	1603	0	3036	0	276	3317	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				184		243			10	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		671			419			422			614	
Travel Time (s)		15.3			9.5			8.2			12.0	
Confl. Peds. (#/hr)	10		4	4		10	14		60	60		14
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	2%	2%	2%	1%	0%	3%	1%	2%	3%	0%
Parking (#/hr)												12
Adj. Flow (vph)	0	803	49	230	620	203	0	449	381	246	719	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	852	0	230	620	203	0	830	0	246	779	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			70			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2	1		2		1	2	
Detector Template		Thru		Left	Thru	Right		Thru		Left	Thru	
Leading Detector (ft)		100		20	100	20		100		20	100	
Trailing Detector (ft)		0		0	0	0		0		0	0	
Detector 1 Position(ft)		0		0	0	0		0		0	0	
Detector 1 Size(ft)		6		20	6	20		6		20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_EX School Dismissal

EX 2023_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0		
Turn Type	NA		D.P+P		NA	custom	NA		pm+pt		NA	
Protected Phases	3		4		3 4	2	1		2		1	
Permitted Phases				3		3					1	
Detector Phase	3		4		3 4	2	1		2		1	
Switch Phase												
Minimum Initial (s)	12.0		3.0		6.0		20.0		6.0		20.0	
Minimum Split (s)	28.5		9.0		13.0		28.5		13.0		28.5	
Total Split (s)	29.0		13.0		16.0		32.0		16.0		32.0	
Total Split (%)	32.2%		14.4%		17.8%		35.6%		17.8%		35.6%	
Maximum Green (s)	23.5		7.5		10.5		26.5		10.5		26.5	
Yellow Time (s)	3.5		3.5		3.5		3.5		3.5		3.5	
All-Red Time (s)	2.0		2.0		2.0		2.0		2.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0		0.0		-2.0		0.0	
Total Lost Time (s)	5.5		5.5		5.5		5.5		3.5		5.5	
Lead/Lag	Lead		Lag		Lag		Lead		Lag		Lead	
Lead-Lag Optimize?	Yes		Yes		Yes		Yes		Yes		Yes	
Vehicle Extension (s)	3.0		3.0		3.0		3.0		3.0		3.0	
Recall Mode	None		None		C-Max		Min		C-Max		Min	
Walk Time (s)	7.0						7.0				7.0	
Flash Dont Walk (s)	16.0						16.0				16.0	
Pedestrian Calls (#/hr)	10						40				40	
Act Effct Green (s)	23.5		31.0		36.5	34.5	26.0		41.0		26.0	
Actuated g/C Ratio	0.26		0.34		0.41	0.38	0.29		0.46		0.29	
v/c Ratio	0.90		0.97		0.42	0.28	0.79		0.75		0.81	
Control Delay	46.3		88.3		20.3	4.3	26.8		44.7		36.8	
Queue Delay	0.0		0.0		0.0	0.0	0.0		0.0		0.0	
Total Delay	46.3		88.3		20.3	4.3	26.8		44.7		36.8	
LOS	D		F		C	A	C		D		D	
Approach Delay	46.3				32.1		26.8				38.7	
Approach LOS	D				C		C				D	
90th %ile Green (s)	23.5		7.5		10.5		26.5		10.5		26.5	
90th %ile Term Code	Max		Max		Coord		Max		Coord		Max	
70th %ile Green (s)	23.5		7.5		10.5		26.5		10.5		26.5	
70th %ile Term Code	Max		Max		Coord		Max		Coord		Max	
50th %ile Green (s)	23.5		7.5		10.5		26.5		10.5		26.5	
50th %ile Term Code	Max		Max		Coord		Max		Coord		Max	
30th %ile Green (s)	23.5		7.5		10.5		26.5		10.5		26.5	
30th %ile Term Code	Max		Max		Coord		Max		Coord		Max	
10th %ile Green (s)	23.5		7.5		12.8		24.2		12.8		24.2	
10th %ile Term Code	Max		Max		Coord		Gap		Coord		Gap	
Queue Length 50th (ft)	244		87		130	6	162		79		211	
Queue Length 95th (ft)	#356		#226		175	44	236		#194		281	
Internal Link Dist (ft)	591				339		342				534	
Turn Bay Length (ft)					90				290			
Base Capacity (vph)	944		236		1472	731	1065		329		983	
Starvation Cap Reductn	0		0		0	0	0		0		0	
Spillback Cap Reductn	0		0		0	0	0		0		0	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_EX School Dismissal

EX 2023_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0		0	0	0		0		0	0	
Reduced v/c Ratio		0.90		0.97	0.42	0.28		0.78		0.75	0.79	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 55 (61%), Referenced to phase 2:SBL and 6:, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 35.9

Intersection LOS: D

Intersection Capacity Utilization 90.5%

ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Franklin Ave & E. Stewart Ave

			
Ø1	Ø2 (R)	Ø3	Ø4
32 s	16 s	29 s	13 s

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

2: Authur St & Stewart Ave_EX School Dismissal

EX 2023_School Dismissal Peak Hour

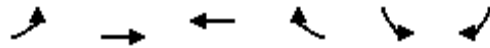
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1	1021	5	3	13	0	0	1	8
Future Volume (vph)	0	0	0	1	1021	5	3	13	0	0	1	8
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.999						0.878	
Flt Protected								0.991				
Satd. Flow (prot)	0	0	0	0	4863	0	0	1932	0	0	1712	0
Flt Permitted								0.991				
Satd. Flow (perm)	0	0	0	0	4863	0	0	1932	0	0	1712	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		393			466			120			775	
Travel Time (s)		8.9			10.6			2.7			17.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	2%	20%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	1	1110	5	3	14	0	0	1	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1116	0	0	17	0	0	10	0
Enter Blocked Intersection	No	No	No	No	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	29.3%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑			↑			↑	
Traffic Vol, veh/h	0	0	0	1	1021	5	3	13	0	0	1	8
Future Vol, veh/h	0	0	0	1	1021	5	3	13	0	0	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	2	20	0	0	0	0	0	0
Mvmt Flow	0	0	0	1	1110	5	3	14	0	0	1	9

Major/Minor	Major2		Minor1		Minor2	
Conflicting Flow All	0	0	0	447	1117	- - 1115 558
Stage 1	-	-	-	0	0	- - 1115 -
Stage 2	-	-	-	447	1117	- - 0 -
Critical Hdwy	5.3	-	-	6.4	6.5	- - 6.5 7.1
Critical Hdwy Stg 1	-	-	-	-	-	- - 5.5 -
Critical Hdwy Stg 2	-	-	-	6.7	5.5	- - - -
Follow-up Hdwy	3.1	-	-	3.8	4	- - 4 3.9
Pot Cap-1 Maneuver	-	-	-	537	209	0 0 210 409
Stage 1	-	-	-	-	-	0 0 286 -
Stage 2	-	-	-	517	285	0 0 - -
Platoon blocked, %	-	-	-	-	-	- - - -
Mov Cap-1 Maneuver	-	-	-	524	209	- - 210 409
Mov Cap-2 Maneuver	-	-	-	524	209	- - 210 -
Stage 1	-	-	-	-	-	- - 286 -
Stage 2	-	-	-	504	285	- - - -

Approach	WB	NB	SB
HCM Control Delay, s		21.5	15
HCM LOS		C	C

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	236	-	-	-	370
HCM Lane V/C Ratio	0.074	-	-	-	0.026
HCM Control Delay (s)	21.5	-	-	-	15
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↓	
Traffic Volume (vph)	16	1385	0	0	2	0
Future Volume (vph)	16	1385	0	0	2	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	12	12	12	12
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.999			0.950	
Satd. Flow (prot)	0	4628	0	0	1852	0
Flt Permitted		0.999			0.950	
Satd. Flow (perm)	0	4628	0	0	1852	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		382	476		120	
Travel Time (s)		8.7	10.8		2.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%
Parking (#/hr)		15				
Adj. Flow (vph)	17	1505	0	0	2	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1522	0	0	2	0
Enter Blocked Intersection	No	No	No	No	Yes	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	1.14	0.97	0.97	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Stop		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	36.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↑↑↑				↑	
Traffic Vol, veh/h	16	1385	0	0	2	0
Future Vol, veh/h	16	1385	0	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	17	1505	0	0	2	0
Major/Minor	Major1		Minor2			
Conflicting Flow All	0	0			636	-
Stage 1	-	-			0	-
Stage 2	-	-			636	-
Critical Hdwy	5.3	-			5.7	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			6	-
Follow-up Hdwy	3.1	-			3.8	-
Pot Cap-1 Maneuver	-	-			475	0
Stage 1	-	-			-	0
Stage 2	-	-			451	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-			475	-
Mov Cap-2 Maneuver	-	-			475	-
Stage 1	-	-			-	-
Stage 2	-	-			451	-
Approach	EB			SB		
HCM Control Delay, s				12.6		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	SBLn1			
Capacity (veh/h)	-	-	475			
HCM Lane V/C Ratio	-	-	0.005			
HCM Control Delay (s)	-	-	12.6			
HCM Lane LOS	-	-	B			
HCM 95th %tile Q(veh)	-	-	0			

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

4: John St_EX School Dismissal

EX 2023_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  							
Traffic Volume (vph)	0	0	0	0	1009	5	7	6	0	0	7	11
Future Volume (vph)	0	0	0	0	1009	5	7	6	0	0	7	11
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.999						0.919	
Flt Protected								0.974				
Satd. Flow (prot)	0	0	0	0	4867	0	0	1646	0	0	1792	0
Flt Permitted								0.974				
Satd. Flow (perm)	0	0	0	0	4867	0	0	1646	0	0	1792	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		466			483			124			782	
Travel Time (s)		10.6			11.0			2.8			17.8	
Confl. Peds. (#/hr)						4						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%	14%	17%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	1097	5	8	7	0	0	8	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1102	0	0	15	0	0	20	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	32.2%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↕↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	1009	5	7	6	0	0	7	11
Future Vol, veh/h	0	0	0	0	1009	5	7	6	0	0	7	11
Conflicting Peds, #/hr	0	0	0	0	0	4	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	2	0	14	17	0	0	0	0
Mvmt Flow	0	0	0	0	1097	5	8	7	0	0	8	12
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				0	0	0	443	1106	-	-	1104	555
Stage 1				-	-	-	0	0	-	-	1104	-
Stage 2				-	-	-	443	1106	-	-	0	-
Critical Hdwy				5.3	-	-	6.68	6.84	-	-	6.5	7.1
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.5	-
Critical Hdwy Stg 2				-	-	-	6.98	5.84	-	-	-	-
Follow-up Hdwy				3.1	-	-	3.94	4.17	-	-	4	3.9
Pot Cap-1 Maneuver				-	-	-	507	187	0	0	213	411
Stage 1				-	-	-	-	-	0	0	289	-
Stage 2				-	-	-	488	255	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				-	-	-	479	186	-	-	212	409
Mov Cap-2 Maneuver				-	-	-	479	186	-	-	212	-
Stage 1				-	-	-	-	-	-	-	288	-
Stage 2				-	-	-	461	254	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				0		18.7		17.8				
HCM LOS						C		C				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	277	-	-	-	300							
HCM Lane V/C Ratio	0.051	-	-	-	0.065							
HCM Control Delay (s)	18.7	0	-	-	17.8							
HCM Lane LOS	C	A	-	-	C							
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

5: John St & E. Stewart Ave_EX School Dismissal

EX 2023_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	1380	3	0	0	0	0	9	3	7	0	0
Future Volume (vph)	4	1380	3	0	0	0	0	9	3	7	0	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.969											
Flt Protected											0.950	
Satd. Flow (prot)	0	4872	0	0	0	0	0	1517	0	0	1852	0
Flt Permitted											0.950	
Satd. Flow (perm)	0	4872	0	0	0	0	0	1517	0	0	1852	0
Link Speed (mph)	30				30				30		30	
Link Distance (ft)	476				481				586		124	
Travel Time (s)	10.8				10.9				13.3		2.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	22%	33%	0%	0%	0%
Adj. Flow (vph)	4	1484	3	0	0	0	0	10	3	8	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1491	0	0	0	0	0	13	0	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				0				0		0	
Link Offset(ft)	0				0				0		0	
Crosswalk Width(ft)	16				16				16		16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Free				Stop				Stop			
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	38.5%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↕↔								↔		↕	
Traffic Vol, veh/h	4	1380	3	0	0	0	0	9	3	7	0	0
Future Vol, veh/h	4	1380	3	0	0	0	0	9	3	7	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	2	0	0	0	0	0	22	33	0	0	0
Mvmt Flow	4	1484	3	0	0	0	0	10	3	8	0	0
Major/Minor	Major1						Minor1			Minor2		
Conflicting Flow All	0	0	0				-	1494	744	607	1495	-
Stage 1	-	-	-				-	1494	-	0	0	-
Stage 2	-	-	-				-	0	-	607	1495	-
Critical Hdwy	5.3	-	-				-	6.94	7.76	6.4	6.5	-
Critical Hdwy Stg 1	-	-	-				-	5.94	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-				-	4.22	4.23	3.8	4	-
Pot Cap-1 Maneuver	-	-	-				0	101	257	436	124	0
Stage 1	-	-	-				0	154	-	-	-	0
Stage 2	-	-	-				0	-	-	415	188	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	-	-	-				-	101	257	399	124	-
Mov Cap-2 Maneuver	-	-	-				-	101	-	399	124	-
Stage 1	-	-	-				-	154	-	-	-	-
Stage 2	-	-	-				-	-	-	384	188	-
Approach	EB						NB			SB		
HCM Control Delay, s							38.9			14.2		
HCM LOS							E			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	119	-	-	-	399							
HCM Lane V/C Ratio	0.108	-	-	-	0.019							
HCM Control Delay (s)	38.9	-	-	-	14.2							
HCM Lane LOS	E	-	-	-	B							
HCM 95th %tile Q(veh)	0.4	-	-	-	0.1							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

6: Washington Ave_EX School Dismissal
EX 2023_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	67	921	75	66	293	0	0	568	27
Future Volume (vph)	0	0	0	67	921	75	66	293	0	0	568	27
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	0.95	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt					0.989						0.993	
Flt Protected					0.997			0.991				
Satd. Flow (prot)	0	0	0	0	4802	0	0	3184	0	0	3307	0
Flt Permitted					0.997			0.657				
Satd. Flow (perm)	0	0	0	0	4801	0	0	2111	0	0	3307	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					11						5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		483			487			113			824	
Travel Time (s)		11.0			11.1			2.6			18.7	
Confl. Peds. (#/hr)				2					2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	2%	4%	6%	8%	0%	0%	4%	0%
Adj. Flow (vph)	0	0	0	73	1001	82	72	318	0	0	617	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1156	0	0	390	0	0	646	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2			2	
Detector Template				Left	Thru		Left	Thru			Thru	
Leading Detector (ft)				20	100		20	100			100	
Trailing Detector (ft)				0	0		0	0			0	
Detector 1 Position(ft)				0	0		0	0			0	
Detector 1 Size(ft)				20	6		20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					3			1 2			1 4	

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

6: Washington Ave_EX School Dismissal
EX 2023_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				3			1 2					
Detector Phase				3	3		1 2	1 2			1 4	
Switch Phase												
Minimum Initial (s)				12.0	12.0							
Minimum Split (s)				26.0	26.0							
Total Split (s)				46.0	46.0							
Total Split (%)				39.7%	39.7%							
Maximum Green (s)				40.0	40.0							
Yellow Time (s)				4.0	4.0							
All-Red Time (s)				2.0	2.0							
Lost Time Adjust (s)					0.0							
Total Lost Time (s)					6.0							
Lead/Lag				Lead	Lead							
Lead-Lag Optimize?				Yes	Yes							
Vehicle Extension (s)				3.0	3.0							
Recall Mode				Max	Max							
Walk Time (s)				8.0	8.0							
Flash Dont Walk (s)				12.0	12.0							
Pedestrian Calls (#/hr)				7	7							
Act Effect Green (s)					40.0			40.8			48.0	
Actuated g/C Ratio					0.35			0.35			0.41	
v/c Ratio					0.69			0.52			0.47	
Control Delay					35.0			9.4			25.9	
Queue Delay					0.9			2.7			0.1	
Total Delay					36.0			12.2			26.0	
LOS					D			B			C	
Approach Delay					36.0			12.2			26.0	
Approach LOS					D			B			C	
90th %ile Green (s)				40.0	40.0							
90th %ile Term Code				MaxR	MaxR							
70th %ile Green (s)				40.0	40.0							
70th %ile Term Code				MaxR	MaxR							
50th %ile Green (s)				40.0	40.0							
50th %ile Term Code				MaxR	MaxR							
30th %ile Green (s)				40.0	40.0							
30th %ile Term Code				MaxR	MaxR							
10th %ile Green (s)				40.0	40.0							
10th %ile Term Code				MaxR	MaxR							
Queue Length 50th (ft)					268			20			180	
Queue Length 95th (ft)					321			m25			234	
Internal Link Dist (ft)		403			407			33			744	
Turn Bay Length (ft)												
Base Capacity (vph)					1664			747			1373	
Starvation Cap Reductn					0			242			0	
Spillback Cap Reductn					248			0			141	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.82			0.77			0.52	
Intersection Summary												

Lane Group	Ø1	Ø2	Ø4
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	25.0	3.0	8.0
Minimum Split (s)	31.0	9.0	13.0
Total Split (s)	31.0	16.0	23.0
Total Split (%)	27%	14%	20%
Maximum Green (s)	25.0	10.0	18.0
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	None
Walk Time (s)			
Flash Dont Walk (s)			
Pedestrian Calls (#/hr)			
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
90th %ile Green (s)	25.0	10.0	18.0
90th %ile Term Code	Max	Max	Max
70th %ile Green (s)	25.0	10.0	18.0
70th %ile Term Code	Max	Max	Max
50th %ile Green (s)	25.0	10.0	18.0
50th %ile Term Code	Max	Max	Max
30th %ile Green (s)	25.0	10.0	18.0
30th %ile Term Code	Max	Max	Max
10th %ile Green (s)	25.0	9.2	18.0
10th %ile Term Code	Max	Gap	Max
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			

Area Type: Other

Cycle Length: 116

Actuated Cycle Length: 115.8

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 28.8

Intersection LOS: C

Intersection Capacity Utilization 77.0%

ICU Level of Service D

Analysis Period (min) 15

90th %ile Actuated Cycle: 116

70th %ile Actuated Cycle: 116

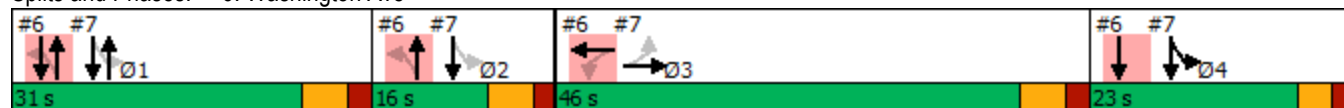
50th %ile Actuated Cycle: 116

30th %ile Actuated Cycle: 116

10th %ile Actuated Cycle: 115.2

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

Splits and Phases: 6: Washington Ave



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	1277	78	0	0	0	0	324	75	146	489	0
Future Volume (vph)	35	1277	78	0	0	0	0	324	75	146	489	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	10	10	10	10	10	10
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor								1.00				
Frt		0.992						0.972				
Flt Protected		0.999									0.989	
Satd. Flow (prot)	0	4829	0	0	0	0	0	3126	0	0	3303	0
Flt Permitted		0.999									0.675	
Satd. Flow (perm)	0	4829	0	0	0	0	0	3126	0	0	2254	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9						22				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		481			486			599			113	
Travel Time (s)		10.9			11.0			13.6			2.6	
Confl. Peds. (#/hr)									1			1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	2%	1%	0%	0%	0%	0%	8%	4%	2%	4%	0%
Adj. Flow (vph)	38	1403	86	0	0	0	0	356	82	160	537	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1527	0	0	0	0	0	438	0	0	697	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		custom	NA	
Protected Phases		3						1		4	1 2 4	

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

7: Washington Ave & E. Stewart Ave_EX School Dismissal

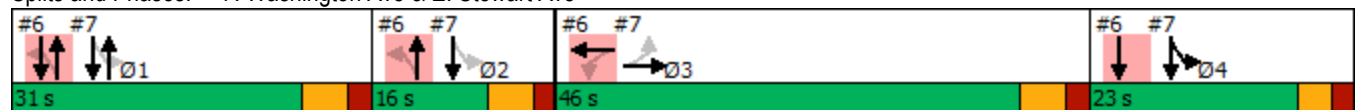
EX 2023_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3									1 2		
Detector Phase	3	3						1		4	1 2 4	
Switch Phase												
Minimum Initial (s)	12.0	12.0						25.0		8.0		
Minimum Split (s)	26.0	26.0						31.0		13.0		
Total Split (s)	46.0	46.0						31.0		23.0		
Total Split (%)	39.7%	39.7%						26.7%		19.8%		
Maximum Green (s)	40.0	40.0						25.0		18.0		
Yellow Time (s)	4.0	4.0						4.0		3.0		
All-Red Time (s)	2.0	2.0						2.0		2.0		
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		6.0						6.0				
Lead/Lag	Lead	Lead						Lead		Lag		
Lead-Lag Optimize?	Yes	Yes						Yes		Yes		
Vehicle Extension (s)	3.0	3.0						3.0		3.0		
Recall Mode	Max	Max						None		None		
Walk Time (s)	8.0	8.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	7	7										
Act Effct Green (s)		40.0						25.0			57.8	
Actuated g/C Ratio		0.35						0.22			0.50	
v/c Ratio		0.91						0.63			0.54	
Control Delay		45.5						43.9			6.0	
Queue Delay		0.0						0.1			0.9	
Total Delay		45.5						44.0			6.9	
LOS		D						D			A	
Approach Delay		45.5						44.0			6.9	
Approach LOS		D						D			A	
90th %ile Green (s)	40.0	40.0						25.0		18.0		
90th %ile Term Code	MaxR	MaxR						Max		Max		
70th %ile Green (s)	40.0	40.0						25.0		18.0		
70th %ile Term Code	MaxR	MaxR						Max		Max		
50th %ile Green (s)	40.0	40.0						25.0		18.0		
50th %ile Term Code	MaxR	MaxR						Max		Max		
30th %ile Green (s)	40.0	40.0						25.0		18.0		
30th %ile Term Code	MaxR	MaxR						Max		Max		
10th %ile Green (s)	40.0	40.0						25.0		18.0		
10th %ile Term Code	MaxR	MaxR						Max		Max		
Queue Length 50th (ft)		395						149			33	
Queue Length 95th (ft)		#475						206			39	
Internal Link Dist (ft)		401			406			519			33	
Turn Bay Length (ft)												
Base Capacity (vph)		1673						691			1282	
Starvation Cap Reductn		0						0			310	
Spillback Cap Reductn		0						10			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.91						0.64			0.72	
Intersection Summary												

Lane Group	Ø2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	3.0
Minimum Split (s)	9.0
Total Split (s)	16.0
Total Split (%)	14%
Maximum Green (s)	10.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	10.0
90th %ile Term Code	Max
70th %ile Green (s)	10.0
70th %ile Term Code	Max
50th %ile Green (s)	10.0
50th %ile Term Code	Max
30th %ile Green (s)	10.0
30th %ile Term Code	Max
10th %ile Green (s)	9.2
10th %ile Term Code	Gap
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	

Area Type:	Other		
Cycle Length:	116		
Actuated Cycle Length:	115.8		
Natural Cycle:	80		
Control Type:	Semi Act-Uncoord		
Maximum v/c Ratio:	0.91		
Intersection Signal Delay:	35.2	Intersection LOS:	D
Intersection Capacity Utilization	83.1%	ICU Level of Service	E
Analysis Period (min)	15		
90th %ile Actuated Cycle:	116		
70th %ile Actuated Cycle:	116		
50th %ile Actuated Cycle:	116		
30th %ile Actuated Cycle:	116		
10th %ile Actuated Cycle:	115.2		
#	95th percentile volume exceeds capacity, queue may be longer.		
	Queue shown is maximum after two cycles.		

Splits and Phases: 7: Washington Ave & E. Stewart Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

8: Butler Pl/Westbury Rd_EX School Dismissal
EX 2023_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	1020	5	4	31	0	0	27	39
Future Volume (vph)	0	0	0	5	1020	5	4	31	0	0	27	39
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.999						0.921	
Flt Protected								0.995				
Satd. Flow (prot)	0	0	0	0	4867	0	0	1826	0	0	1689	0
Flt Permitted								0.995				
Satd. Flow (perm)	0	0	0	0	4867	0	0	1826	0	0	1689	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		487			1400			112			499	
Travel Time (s)		11.1			31.8			2.5			11.3	
Confl. Peds. (#/hr)				1			1					1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%	0%	7%	0%	0%	11%	3%
Adj. Flow (vph)	0	0	0	5	1085	5	4	33	0	0	29	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1095	0	0	37	0	0	70	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	30.9%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↕↕			↕			↕	
Traffic Vol, veh/h	0	0	0	5	1020	5	4	31	0	0	27	39
Future Vol, veh/h	0	0	0	5	1020	5	4	31	0	0	27	39
Conflicting Peds, #/hr	0	0	0	1	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	2	0	0	7	0	0	11	3
Mvmt Flow	0	0	0	5	1085	5	4	33	0	0	29	41
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				1	0	0	461	1101	-	-	1099	546
Stage 1				-	-	-	1	1	-	-	1098	-
Stage 2				-	-	-	460	1100	-	-	1	-
Critical Hdwy				5.3	-	-	6.4	6.64	-	-	6.72	7.16
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.72	-
Critical Hdwy Stg 2				-	-	-	6.7	5.64	-	-	-	-
Follow-up Hdwy				3.1	-	-	3.8	4.07	-	-	4.11	3.93
Pot Cap-1 Maneuver				1160	-	-	527	203	0	0	198	411
Stage 1				-	-	-	-	-	0	0	268	-
Stage 2				-	-	-	508	276	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				1159	-	-	417	201	-	-	196	411
Mov Cap-2 Maneuver				-	-	-	417	201	-	-	196	-
Stage 1				-	-	-	-	-	-	-	265	-
Stage 2				-	-	-	403	273	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				0		25.3		21.8				
HCM LOS						D		C				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	214	1159	-	-	284							
HCM Lane V/C Ratio	0.174	0.005	-	-	0.247							
HCM Control Delay (s)	25.3	8.1	0	-	21.8							
HCM Lane LOS	D	A	A	-	C							
HCM 95th %tile Q(veh)	0.6	0	-	-	1							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

9: Butler PI & E. Stewart Ave_EX School Dismissal

EX 2023_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1469	4	0	0	0	0	10	2	14	18	0
Future Volume (vph)	25	1469	4	0	0	0	0	10	2	14	18	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.979											
Flt Protected	0.999											0.979
Satd. Flow (prot)	0	4865	0	0	0	0	0	1760	0	0	1747	0
Flt Permitted	0.999											0.979
Satd. Flow (perm)	0	4865	0	0	0	0	0	1760	0	0	1747	0
Link Speed (mph)	30											
Link Distance (ft)	486											
Travel Time (s)	11.0											
Confl. Peds. (#/hr)	1						1					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	0%	0%	0%	0%	0%	10%	0%	7%	11%	0%
Adj. Flow (vph)	27	1597	4	0	0	0	0	11	2	15	20	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1628	0	0	0	0	0	13	0	0	35	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0											
Link Offset(ft)	0											
Crosswalk Width(ft)	16											
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Free			Stop				Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	45.5%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑							↑			↑	
Traffic Vol, veh/h	25	1469	4	0	0	0	0	10	2	14	18	0
Future Vol, veh/h	25	1469	4	0	0	0	0	10	2	14	18	0
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	2	0	0	0	0	0	10	0	7	11	0
Mvmt Flow	27	1597	4	0	0	0	0	11	2	15	20	0
Major/Minor	Major1			Minor1			Minor2					
Conflicting Flow All	1	0	0				-	1654	801	699	1656	-
Stage 1	-	-	-				-	1653	-	1	1	-
Stage 2	-	-	-				-	1	-	698	1655	-
Critical Hdwy	5.38	-	-				-	6.7	7.1	6.54	6.72	-
Critical Hdwy Stg 1	-	-	-				-	5.7	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.84	5.72	-
Follow-up Hdwy	3.14	-	-				-	4.1	3.9	3.87	4.11	-
Pot Cap-1 Maneuver	1145	-	-				0	90	284	372	89	0
Stage 1	-	-	-				0	142	-	-	-	0
Stage 2	-	-	-				0	-	-	351	141	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	1144	-	-				-	71	284	273	70	-
Mov Cap-2 Maneuver	-	-	-				-	71	-	273	70	-
Stage 1	-	-	-				-	111	-	-	-	-
Stage 2	-	-	-				-	-	-	247	111	-
Approach	EB			NB			SB					
HCM Control Delay, s	0.7			57.8			56.1					
HCM LOS				F			F					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	81	1144	-	-	104							
HCM Lane V/C Ratio	0.161	0.024	-	-	0.334							
HCM Control Delay (s)	57.8	8.2	0.6	-	56.1							
HCM Lane LOS	F	A	A	-	F							
HCM 95th %tile Q(veh)	0.5	0.1	-	-	1.3							

Lanes, Volumes, Timings 10: Emmet Pl/Wetherill Rd & Stewart Ave_EX School Dismissal
 123-087; Stewart Avenue - Garden City EX 2023_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	3	1003	18	16	15	0	0	42	11
Future Volume (vph)	0	0	0	3	1003	18	16	15	0	0	42	11
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.997						0.971	
Flt Protected								0.975				
Satd. Flow (prot)	0	0	0	0	4901	0	0	1839	0	0	1722	0
Flt Permitted								0.975				
Satd. Flow (perm)	0	0	0	0	4901	0	0	1839	0	0	1722	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1400			306			100			694	
Travel Time (s)		31.8			7.0			2.3			15.8	
Confl. Peds. (#/hr)				1					1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	1%	6%	0%	7%	0%	0%	5%	28%
Adj. Flow (vph)	0	0	0	3	1056	19	17	16	0	0	44	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1078	0	0	33	0	0	56	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	Yes	No	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	34.5%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔↔↔			↔			↔	
Traffic Vol, veh/h	0	0	0	3	1003	18	16	15	0	0	42	11
Future Vol, veh/h	0	0	0	3	1003	18	16	15	0	0	42	11
Conflicting Peds, #/hr	0	0	0	1	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	1	6	0	7	0	0	5	28
Mvmt Flow	0	0	0	3	1056	19	17	16	0	0	44	12
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				1	0	0	451	1082	-	-	1073	538
Stage 1				-	-	-	1	1	-	-	1072	-
Stage 2				-	-	-	450	1081	-	-	1	-
Critical Hdwy				5.3	-	-	6.4	6.64	-	-	6.6	7.66
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.6	-
Critical Hdwy Stg 2				-	-	-	6.7	5.64	-	-	-	-
Follow-up Hdwy				3.1	-	-	3.8	4.07	-	-	4.05	4.18
Pot Cap-1 Maneuver				1160	-	-	534	208	0	0	214	369
Stage 1				-	-	-	-	-	0	0	289	-
Stage 2				-	-	-	515	282	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				1159	-	-	433	207	-	-	213	369
Mov Cap-2 Maneuver				-	-	-	433	207	-	-	213	-
Stage 1				-	-	-	-	-	-	-	287	-
Stage 2				-	-	-	419	280	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				0		19.4		25.2				
HCM LOS						C		D				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	283	1159	-	-	233							
HCM Lane V/C Ratio	0.115	0.003	-	-	0.239							
HCM Control Delay (s)	19.4	8.1	0	-	25.2							
HCM Lane LOS	C	A	A	-	D							
HCM 95th %tile Q(veh)	0.4	0	-	-	0.9							

Lanes, Volumes, Timings 11: Emmer PI /Emmet PI & E. Stewart Ave_EX School Dismissal
123-087; Stewart Avenue - Garden City EX 2023_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  						 			 	
Traffic Volume (vph)	9	1470	6	0	0	0	0	22	0	26	19	0
Future Volume (vph)	9	1470	6	0	0	0	0	22	0	26	19	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.999											
Flt Protected											0.971	
Satd. Flow (prot)	0	4867	0	0	0	0	0	1950	0	0	1811	0
Flt Permitted											0.971	
Satd. Flow (perm)	0	4867	0	0	0	0	0	1950	0	0	1811	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1407			304			459			100	
Travel Time (s)		32.0			6.9			10.4			2.3	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%
Adj. Flow (vph)	9	1500	6	0	0	0	0	22	0	27	19	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1515	0	0	0	0	0	22	0	0	46	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	Yes	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	43.7%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕↕↕								↕		↕	
Traffic Vol, veh/h	9	1470	6	0	0	0	0	22	0	26	19	0
Future Vol, veh/h	9	1470	6	0	0	0	0	22	0	26	19	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	2	0	0	0	0	0	0	0	0	11	0
Mvmt Flow	9	1500	6	0	0	0	0	22	0	27	19	0
Major/Minor	Major1						Minor1		Minor2			
Conflicting Flow All	0	0	0				-	1521	754	630	1524	-
Stage 1	-	-	-				-	1521	-	0	0	-
Stage 2	-	-	-				-	0	-	630	1524	-
Critical Hdwy	5.3	-	-				-	6.5	7.1	6.4	6.72	-
Critical Hdwy Stg 1	-	-	-				-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.7	5.72	-
Follow-up Hdwy	3.1	-	-				-	4	3.9	3.8	4.11	-
Pot Cap-1 Maneuver	-	-	-				0	120	305	423	107	0
Stage 1	-	-	-				0	183	-	-	-	0
Stage 2	-	-	-				0	-	-	402	164	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	-	-	-				-	120	305	362	107	-
Mov Cap-2 Maneuver	-	-	-				-	120	-	362	107	-
Stage 1	-	-	-				-	183	-	-	-	-
Stage 2	-	-	-				-	-	-	353	164	-
Approach	EB						NB		SB			
HCM Control Delay, s							41.8		31.7			
HCM LOS							E		D			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	120	-	-	-	180							
HCM Lane V/C Ratio	0.187	-	-	-	0.255							
HCM Control Delay (s)	41.8	-	-	-	31.7							
HCM Lane LOS	E	-	-	-	D							
HCM 95th %tile Q(veh)	0.7	-	-	-	1							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_EX School Dismissal
EX 2023_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	1311	21	339	912	99	22	439	287	48	449	90
Future Volume (vph)	164	1311	21	339	912	99	22	439	287	48	449	90
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	10	10	9	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	260		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			60			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	0.99				1.00			1.00			1.00	
Frt		0.998			0.985			0.942			0.977	
Flt Protected	0.950			0.950				0.999			0.996	
Satd. Flow (prot)	1799	4907	0	3140	3341	0	0	3047	0	0	3104	0
Flt Permitted	0.950			0.950				0.908			0.691	
Satd. Flow (perm)	1789	4907	0	3140	3341	0	0	2770	0	0	2154	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		224			2353			695			100	
Travel Time (s)		5.1			53.5			15.8			2.3	
Confl. Peds. (#/hr)	4					4	3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	1%	5%	3%	1%	9%	5%	10%	2%	6%	10%	0%
Adj. Flow (vph)	173	1380	22	357	960	104	23	462	302	51	473	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	1402	0	357	1064	0	0	787	0	0	619	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		34			34			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	1.06	1.06	1.11	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_EX School Dismissal
EX 2023_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		8.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	16.0	22.0		16.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	16.0	50.0		16.0	50.0		52.0	52.0		52.0	52.0	
Total Split (%)	10.7%	33.3%		10.7%	33.3%		34.7%	34.7%		34.7%	34.7%	
Maximum Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	5.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	8.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	8.0	44.0		8.0	44.0			63.7			63.7	
Actuated g/C Ratio	0.05	0.29		0.05	0.29			0.42			0.42	
v/c Ratio	1.82	0.97		2.14	1.09			0.67			0.68	
Control Delay	443.8	70.5		561.9	104.0			39.1			40.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	443.8	70.5		561.9	104.0			39.1			40.4	
LOS	F	E		F	F			D			D	
Approach Delay		111.5			219.0			39.1			40.4	
Approach LOS		F			F			D			D	
90th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
70th %ile Green (s)	8.0	44.0		8.0	44.0		70.1	70.1		70.1	70.1	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
50th %ile Green (s)	8.0	44.0		8.0	44.0		70.1	70.1		70.1	70.1	
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
30th %ile Green (s)	8.0	44.0		8.0	44.0		70.1	70.1		70.1	70.1	
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
10th %ile Green (s)	8.0	44.0		8.0	44.0		70.1	70.1		70.1	70.1	
10th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
Queue Length 50th (ft)	~254	499		~285	~612			297			234	
Queue Length 95th (ft)	#412	#605		#391	#751			#597			#495	
Internal Link Dist (ft)		144			2273			615			20	
Turn Bay Length (ft)	100			260								
Base Capacity (vph)	95	1439		167	980			1176			914	
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	

Lane Group	Ø3
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	32.0
Total Split (s)	32.0
Total Split (%)	21%
Maximum Green (s)	27.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	10.0
Flash Dont Walk (s)	18.0
Pedestrian Calls (#/hr)	5
Act Effect Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	27.0
90th %ile Term Code	Ped
70th %ile Green (s)	0.0
70th %ile Term Code	Skip
50th %ile Green (s)	0.0
50th %ile Term Code	Skip
30th %ile Green (s)	0.0
30th %ile Term Code	Skip
10th %ile Green (s)	0.0
10th %ile Term Code	Skip
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	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_EX School Dismissal

EX 2023_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	1.82	0.97		2.14	1.09			0.67			0.68	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 13 (9%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 2.14

Intersection Signal Delay: 123.2

Intersection LOS: F

Intersection Capacity Utilization 109.1%

ICU Level of Service H

Analysis Period (min) 15

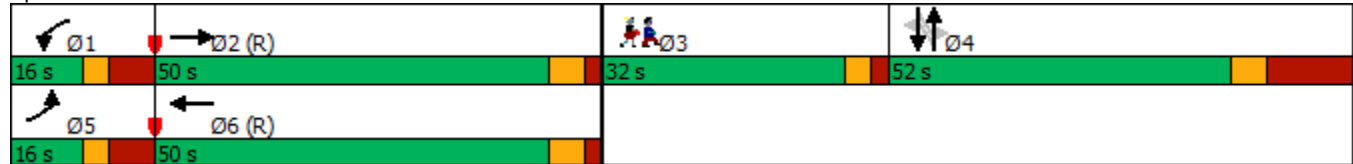
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 12: Clinton Rd & E. Stewart Ave



Lane Group	Ø3

Reduced v/c Ratio

Intersection Summary



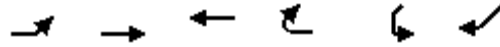
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	0	702	582	3
Future Volume (vph)	0	5	0	702	582	3
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	10	10	10	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.865				0.999	
Flt Protected						
Satd. Flow (prot)	1687	0	0	3232	3032	0
Flt Permitted						
Satd. Flow (perm)	1687	0	0	3232	3032	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	221			100	842	
Travel Time (s)	5.0			2.3	19.1	
Confl. Peds. (#/hr)			5			5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	7%	14%	0%
Adj. Flow (vph)	0	5	0	739	613	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	0	739	616	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	1.06	1.06	1.06	1.06
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	28.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	0	702	582	3
Future Vol, veh/h	0	5	0	702	582	3
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	7	14	0
Mvmt Flow	0	5	0	739	613	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	990	313	621	0	-	0
Stage 1	620	-	-	-	-	-
Stage 2	370	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	247	689	969	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	245	686	964	-	-	-
Mov Cap-2 Maneuver	245	-	-	-	-	-
Stage 1	501	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.3	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	964	-	686	-	-	
HCM Lane V/C Ratio	-	-	0.008	-	-	
HCM Control Delay (s)	0	-	10.3	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

21: E. Stewart Ave & Stewart Ave_EX School Dismissal

EX 2023_School Dismissal Peak Hour

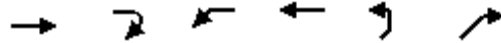


Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑↑↑				↑↑↑↑
Traffic Volume (vph)	0	1401	0	0	0	1032
Future Volume (vph)	0	1401	0	0	0	1032
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	0.76
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	4709	0	0	0	3458
Flt Permitted						
Satd. Flow (perm)	0	4709	0	0	0	3458
Link Speed (mph)		30	30		30	
Link Distance (ft)		419	382		393	
Travel Time (s)		9.5	8.7		8.9	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	0%	0%	0%	2%
Parking (#/hr)		0				
Adj. Flow (vph)	0	1430	0	0	0	1053
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1430	0	0	0	1053
Enter Blocked Intersection	Yes	Yes	No	No	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		90	90		90	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	1.10	1.06	1.06	1.06	1.06
Turning Speed (mph)	15			9	15	30
Sign Control		Free	Stop		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	29.7%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

30: E. Stewart Ave & Stewart Ave_EX School Dismissal

EX 2023_School Dismissal Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations				↑↑↑		↑↑↑
Traffic Volume (vph)	0	0	0	1024	0	1496
Future Volume (vph)	0	0	0	1024	0	1496
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	0.76
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	4919	0	3492
Flt Permitted						
Satd. Flow (perm)	0	0	0	4919	0	3492
Link Speed (mph)	30			30	30	
Link Distance (ft)	306			224	304	
Travel Time (s)	7.0			5.1	6.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	1%	2%	1%
Adj. Flow (vph)	0	0	0	1078	0	1575
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1078	0	1575
Enter Blocked Intersection	No	No	No	Yes	No	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			60	100	
Link Offset(ft)	0			-20	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)		9	15		15	30
Sign Control	Free			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 37.3% ICU Level of Service A

Analysis Period (min) 15

12: Clinton Rd & E. Stewart Ave_EX School Dismissal - No Ped Phase
 123-087; Stewart Avenue - Garden City EX 2023_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	1311	21	339	912	99	22	439	287	48	449	90
Future Volume (vph)	164	1311	21	339	912	99	22	439	287	48	449	90
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	10	10	9	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	260		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			60			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00				1.00			1.00			1.00	
Frt		0.998			0.985			0.942			0.977	
Flt Protected	0.950			0.950				0.999			0.996	
Satd. Flow (prot)	1799	4907	0	3140	3342	0	0	3047	0	0	3105	0
Flt Permitted	0.950			0.950				0.902			0.671	
Satd. Flow (perm)	1791	4907	0	3140	3342	0	0	2751	0	0	2092	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		224			2353			695			100	
Travel Time (s)		5.1			53.5			15.8			2.3	
Confl. Peds. (#/hr)	4					4	3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	1%	5%	3%	1%	9%	5%	10%	2%	6%	10%	0%
Adj. Flow (vph)	173	1380	22	357	960	104	23	462	302	51	473	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	1402	0	357	1064	0	0	787	0	0	619	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		34			34			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	1.06	1.06	1.11	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

12: Clinton Rd & E. Stewart Ave_EX School Dismissal - No Ped Phase
 123-087; Stewart Avenue - Garden City EX 2023_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		8.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	16.0	22.0		16.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	16.0	50.0		16.0	50.0		52.0	52.0		52.0	52.0	
Total Split (%)	13.6%	42.4%		13.6%	42.4%		44.1%	44.1%		44.1%	44.1%	
Maximum Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	5.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	8.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	8.3	44.0		8.3	44.0			37.8			37.8	
Actuated g/C Ratio	0.07	0.37		0.07	0.37			0.32			0.32	
v/c Ratio	1.37	0.77		1.62	0.85			0.89			0.93	
Control Delay	250.1	35.9		331.4	42.1			52.2			60.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	250.1	35.9		331.4	42.1			52.2			60.0	
LOS	F	D		F	D			D			E	
Approach Delay		59.4			114.8			52.2			60.0	
Approach LOS		E			F			D			E	
90th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
70th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
50th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
30th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
10th %ile Green (s)	9.7	44.0		9.7	44.0		36.4	36.4		36.4	36.4	
10th %ile Term Code	Max	Coord		Max	Coord		Gap	Gap		Gap	Gap	
Queue Length 50th (ft)	~177	339		~204	387			297			237	
Queue Length 95th (ft)	#322	398		#301	480			#411			#352	
Internal Link Dist (ft)		144			2273			615			20	
Turn Bay Length (ft)	100			260								
Base Capacity (vph)	126	1829		221	1246			888			675	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	1.37	0.77		1.62	0.85			0.89			0.92	
Intersection Summary												

Lanes, Volumes, Timing12: Clinton Rd & E. Stewart Ave_EX School Dismissal - No Ped Phase
 123-087; Stewart Avenue - Garden City EX 2023_School Dismissal Peak Hour

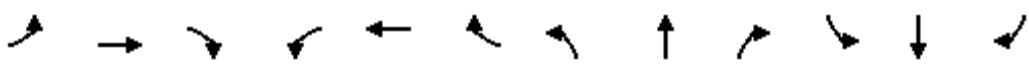
Area Type:	Other
Cycle Length:	118
Actuated Cycle Length:	118
Offset:	13 (11%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.62
Intersection Signal Delay:	76.1
Intersection LOS:	E
Intersection Capacity Utilization	109.1%
ICU Level of Service	H
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 12: Clinton Rd & E. Stewart Ave

 Ø1  Ø2 (R)	 Ø4
16 s	52 s
 Ø5  Ø6 (R)	
16 s	50 s

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_EX PM
EX 2023_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑	↗		↑↑		↖	↑↑	
Traffic Volume (vph)	0	807	42	271	873	168	0	377	380	388	870	49
Future Volume (vph)	0	807	42	271	873	168	0	377	380	388	870	49
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	0		90	0		0	290		0
Storage Lanes	0		0	1		1	0		0	1		0
Taper Length (ft)	25			25			25			90		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00		0.98		0.98		0.99	1.00	
Frt		0.993				0.850		0.925			0.992	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3640	0	1852	3668	1641	0	3082	0	1712	3330	0
Flt Permitted				0.170						0.190		
Satd. Flow (perm)	0	3640	0	331	3668	1614	0	3082	0	340	3330	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				108		224			6	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		671			419			422			614	
Travel Time (s)		15.3			9.5			8.2			12.0	
Confl. Peds. (#/hr)	4		9	9		4	15		28	28		15
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	2%	1%	1%	3%	0%
Parking (#/hr)												12
Adj. Flow (vph)	0	832	43	279	900	173	0	389	392	400	897	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	875	0	279	900	173	0	781	0	400	948	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			70			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2	1		2		1	2	
Detector Template		Thru		Left	Thru	Right		Thru		Left	Thru	
Leading Detector (ft)		100		20	100	20		100		20	100	
Trailing Detector (ft)		0		0	0	0		0		0	0	
Detector 1 Position(ft)		0		0	0	0		0		0	0	
Detector 1 Size(ft)		6		20	6	20		6		20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_EX PM

EX 2023_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		D,P+P	NA	custom		NA		pm+pt		NA
Protected Phases		3		4	3 4	2		1		2		1
Permitted Phases				3		3				1		
Detector Phase		3		4	3 4	2		1		2		1
Switch Phase												
Minimum Initial (s)		12.0		3.0		6.0		20.0		6.0		20.0
Minimum Split (s)		28.5		9.0		13.0		28.5		13.0		28.5
Total Split (s)		29.0		13.0		16.0		32.0		16.0		32.0
Total Split (%)		32.2%		14.4%		17.8%		35.6%		17.8%		35.6%
Maximum Green (s)		23.5		7.5		10.5		26.5		10.5		26.5
Yellow Time (s)		3.5		3.5		3.5		3.5		3.5		3.5
All-Red Time (s)		2.0		2.0		2.0		2.0		2.0		2.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0		-2.0		0.0
Total Lost Time (s)		5.5		5.5		5.5		5.5		3.5		5.5
Lead/Lag		Lead		Lag		Lag		Lead		Lag		Lead
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes		Yes
Vehicle Extension (s)		3.0		3.0		3.0		3.0		3.0		3.0
Recall Mode		None		None		C-Max		Min		C-Max		Min
Walk Time (s)		7.0						7.0				7.0
Flash Dont Walk (s)		16.0						16.0				16.0
Pedestrian Calls (#/hr)		9						29				29
Act Effct Green (s)		23.5		31.0	36.5	34.0		26.5		41.0		26.5
Actuated g/C Ratio		0.26		0.34	0.41	0.38		0.29		0.46		0.29
v/c Ratio		0.92		1.16	0.61	0.25		0.73		1.16		0.96
Control Delay		48.0		142.4	23.2	7.5		24.8		130.5		53.4
Queue Delay		0.0		0.0	0.0	0.0		0.0		0.0		0.0
Total Delay		48.0		142.4	23.2	7.5		24.8		130.5		53.4
LOS		D		F	C	A		C		F		D
Approach Delay		48.0			45.8			24.8				76.3
Approach LOS		D			D			C				E
90th %ile Green (s)		23.5		7.5		10.5		26.5		10.5		26.5
90th %ile Term Code		Max		Max		Coord		Max		Coord		Max
70th %ile Green (s)		23.5		7.5		10.5		26.5		10.5		26.5
70th %ile Term Code		Max		Max		Coord		Max		Coord		Max
50th %ile Green (s)		23.5		7.5		10.5		26.5		10.5		26.5
50th %ile Term Code		Max		Max		Coord		Max		Coord		Max
30th %ile Green (s)		23.5		7.5		10.5		26.5		10.5		26.5
30th %ile Term Code		Max		Max		Coord		Max		Coord		Max
10th %ile Green (s)		23.5		7.5		10.5		26.5		10.5		26.5
10th %ile Term Code		Max		Max		Coord		Max		Coord		Max
Queue Length 50th (ft)		252		~133	206	21		150		~206		276
Queue Length 95th (ft)		#370		#294	270	59		220		#386		#408
Internal Link Dist (ft)		591			339			342				534
Turn Bay Length (ft)						90				290		
Base Capacity (vph)		954		240	1487	680		1065		345		984
Starvation Cap Reductn		0		0	0	0		0		0		0
Spillback Cap Reductn		0		0	0	0		0		0		0

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_EX PM

EX 2023_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0		0	0	0		0		0	0	
Reduced v/c Ratio		0.92		1.16	0.61	0.25		0.73		1.16	0.96	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 55 (61%), Referenced to phase 2:SBL and 6:, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.16

Intersection Signal Delay: 51.9

Intersection LOS: D

Intersection Capacity Utilization 99.1%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Franklin Ave & E. Stewart Ave

							
Ø1		Ø2 (R)		Ø3		Ø4	
32 s		16 s		29 s		13 s	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

2: Authur St & Stewart Ave_EX PM

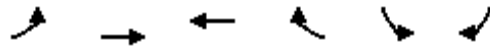
EX 2023_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1289	10	8	15	0	0	2	15
Future Volume (vph)	0	0	0	0	1289	10	8	15	0	0	2	15
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.999						0.880	
Flt Protected								0.984				
Satd. Flow (prot)	0	0	0	0	4911	0	0	1919	0	0	1615	0
Flt Permitted								0.984				
Satd. Flow (perm)	0	0	0	0	4911	0	0	1919	0	0	1615	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		393			466			120			775	
Travel Time (s)		8.9			10.6			2.7			17.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	1%	10%	0%	0%	0%	0%	0%	7%
Adj. Flow (vph)	0	0	0	0	1343	10	8	16	0	0	2	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1353	0	0	24	0	0	18	0
Enter Blocked Intersection	No	No	No	No	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	38.8%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↱↲↳↴↵↶↷↸↹↺↻											
Traffic Vol, veh/h	0	0	0	0	1289	10	8	15	0	0	2	15
Future Vol, veh/h	0	0	0	0	1289	10	8	15	0	0	2	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	1	10	0	0	0	0	0	7
Mvmt Flow	0	0	0	0	1343	10	8	16	0	0	2	16
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				0	0	0	538	1353	-	-	1348	677
Stage 1				-	-	-	0	0	-	-	1348	-
Stage 2				-	-	-	538	1353	-	-	0	-
Critical Hdwy				5.3	-	-	6.4	6.5	-	-	6.5	7.24
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.5	-
Critical Hdwy Stg 2				-	-	-	6.7	5.5	-	-	-	-
Follow-up Hdwy				3.1	-	-	3.8	4	-	-	4	3.97
Pot Cap-1 Maneuver				-	-	-	477	151	0	0	152	330
Stage 1				-	-	-	-	-	0	0	221	-
Stage 2				-	-	-	456	220	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				-	-	-	450	151	-	-	152	330
Mov Cap-2 Maneuver				-	-	-	450	151	-	-	152	-
Stage 1				-	-	-	-	-	-	-	221	-
Stage 2				-	-	-	430	220	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				0		25.9		18.2				
HCM LOS						D		C				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	196	-	-	-	290							
HCM Lane V/C Ratio	0.122	-	-	-	0.061							
HCM Control Delay (s)	25.9	0	-	-	18.2							
HCM Lane LOS	D	A	-	-	C							
HCM 95th %tile Q(veh)	0.4	-	-	-	0.2							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

3: E. Stewart Ave & Authur St _EX PM
EX 2023_PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑			↵	
Traffic Volume (vph)	23	1552	0	0	2	0
Future Volume (vph)	23	1552	0	0	2	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	12	12	12	12
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.999			0.950	
Satd. Flow (prot)	0	4628	0	0	1852	0
Flt Permitted		0.999			0.950	
Satd. Flow (perm)	0	4628	0	0	1852	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		382	476		120	
Travel Time (s)		8.7	10.8		2.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%
Parking (#/hr)		15				
Adj. Flow (vph)	24	1634	0	0	2	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1658	0	0	2	0
Enter Blocked Intersection	No	No	No	No	Yes	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	1.14	0.97	0.97	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Stop		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 39.7%				ICU Level of Service A		
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↑↑↑		↑			
Traffic Vol, veh/h	23	1552	0	0	2	0
Future Vol, veh/h	23	1552	0	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	24	1634	0	0	2	0
Major/Minor	Major1		Minor2			
Conflicting Flow All	0	0			702	-
Stage 1	-	-			0	-
Stage 2	-	-			702	-
Critical Hdwy	5.3	-			5.7	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			6	-
Follow-up Hdwy	3.1	-			3.8	-
Pot Cap-1 Maneuver	-	-			441	0
Stage 1	-	-			-	0
Stage 2	-	-			416	0
Platoon blocked, %	-					
Mov Cap-1 Maneuver	-	-			441	-
Mov Cap-2 Maneuver	-	-			441	-
Stage 1	-	-			-	-
Stage 2	-	-			416	-
Approach	EB			SB		
HCM Control Delay, s				13.2		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	SBLn1			
Capacity (veh/h)	-	-	441			
HCM Lane V/C Ratio	-	-	0.005			
HCM Control Delay (s)	-	-	13.2			
HCM Lane LOS	-	-	B			
HCM 95th %tile Q(veh)	-	-	0			

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

4: John St_EX PM
EX 2023_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	6	1269	6	13	5	0	0	33	17
Future Volume (vph)	0	0	0	6	1269	6	13	5	0	0	33	17
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.999						0.954	
Flt Protected								0.964				
Satd. Flow (prot)	0	0	0	0	4915	0	0	1880	0	0	1860	0
Flt Permitted								0.964				
Satd. Flow (perm)	0	0	0	0	4915	0	0	1880	0	0	1860	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		466			483			124			782	
Travel Time (s)		10.6			11.0			2.8			17.8	
Confl. Peds. (#/hr)				6			3					3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	6	1350	6	14	5	0	0	35	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1362	0	0	19	0	0	53	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	38.4%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↕↕			↕			↕	
Traffic Vol, veh/h	0	0	0	6	1269	6	13	5	0	0	33	17
Future Vol, veh/h	0	0	0	6	1269	6	13	5	0	0	33	17
Conflicting Peds, #/hr	0	0	0	6	0	0	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	6	1350	6	14	5	0	0	35	18
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				6	0	0	579	1374	-	-	1371	681
Stage 1				-	-	-	6	6	-	-	1365	-
Stage 2				-	-	-	573	1368	-	-	6	-
Critical Hdwy				5.3	-	-	6.4	6.5	-	-	6.5	7.1
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.5	-
Critical Hdwy Stg 2				-	-	-	6.7	5.5	-	-	-	-
Follow-up Hdwy				3.1	-	-	3.8	4	-	-	4	3.9
Pot Cap-1 Maneuver				1154	-	-	452	147	0	0	147	341
Stage 1				-	-	-	-	-	0	0	217	-
Stage 2				-	-	-	435	217	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				1147	-	-	340	143	-	-	143	341
Mov Cap-2 Maneuver				-	-	-	340	143	-	-	143	-
Stage 1				-	-	-	-	-	-	-	212	-
Stage 2				-	-	-	336	212	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				0.1		20.9		33.6				
HCM LOS						C		D				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	246	1147	-	-	178							
HCM Lane V/C Ratio	0.078	0.006	-	-	0.299							
HCM Control Delay (s)	20.9	8.2	0.1	-	33.6							
HCM Lane LOS	C	A	A	-	D							
HCM 95th %tile Q(veh)	0.3	0	-	-	1.2							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

5: John St & E. Stewart Ave_EX PM

EX 2023_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  						 			 	
Traffic Volume (vph)	7	1535	12	0	0	0	0	11	2	12	27	0
Future Volume (vph)	7	1535	12	0	0	0	0	11	2	12	27	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999						0.981				
Flt Protected											0.985	
Satd. Flow (prot)	0	4915	0	0	0	0	0	1913	0	0	1921	0
Flt Permitted											0.985	
Satd. Flow (perm)	0	4915	0	0	0	0	0	1913	0	0	1921	0
Link Speed (mph)		30				30				30		
Link Distance (ft)		476				481				586		
Travel Time (s)		10.8				10.9				13.3		
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	8	1668	13	0	0	0	0	12	2	13	29	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1689	0	0	0	0	0	14	0	0	42	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0				0				0		
Link Offset(ft)		0				0				0		
Crosswalk Width(ft)		16				16				16		
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free				Stop				Stop		
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	44.7%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↕↔			↔					↕			
Traffic Vol, veh/h	7	1535	12	0	0	0	0	11	2	12	27	0
Future Vol, veh/h	7	1535	12	0	0	0	0	11	2	12	27	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	1668	13	0	0	0	0	12	2	13	29	0
Major/Minor	Major1			Minor1			Minor2					
Conflicting Flow All	0	0	0				-	1691	842	690	1697	-
Stage 1	-	-	-				-	1691	-	0	0	-
Stage 2	-	-	-				-	0	-	690	1697	-
Critical Hdwy	5.3	-	-				-	6.5	7.1	6.4	6.5	-
Critical Hdwy Stg 1	-	-	-				-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-				-	4	3.9	3.8	4	-
Pot Cap-1 Maneuver	-	-	-				0	94	267	391	93	0
Stage 1	-	-	-				0	151	-	-	-	0
Stage 2	-	-	-				0	-	-	369	150	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	-	-	-				-	94	267	350	93	-
Mov Cap-2 Maneuver	-	-	-				-	94	-	350	93	-
Stage 1	-	-	-				-	151	-	-	-	-
Stage 2	-	-	-				-	-	-	337	150	-
Approach	EB						NB		SB			
HCM Control Delay, s							45		50.6			
HCM LOS							E		F			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	104	-	-	-	120							
HCM Lane V/C Ratio	0.136	-	-	-	0.353							
HCM Control Delay (s)	45	-	-	-	50.6							
HCM Lane LOS	E	-	-	-	F							
HCM 95th %tile Q(veh)	0.5	-	-	-	1.4							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

6: Washington Ave_EX PM
EX 2023_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	114	1172	85	89	350	0	0	660	20
Future Volume (vph)	0	0	0	114	1172	85	89	350	0	0	660	20
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	0.95	0.95	1.00	1.00	0.95	0.95
Frt					0.991						0.996	
Flt Protected					0.996			0.990				
Satd. Flow (prot)	0	0	0	0	4852	0	0	3311	0	0	3347	0
Flt Permitted					0.996			0.585				
Satd. Flow (perm)	0	0	0	0	4852	0	0	1957	0	0	3347	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10						3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		483			487			113			824	
Travel Time (s)		11.0			11.1			2.6			18.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	2%	1%	1%	1%	4%	0%	0%	3%	0%
Adj. Flow (vph)	0	0	0	120	1234	89	94	368	0	0	695	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1443	0	0	462	0	0	716	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2			2	
Detector Template				Left	Thru		Left	Thru			Thru	
Leading Detector (ft)				20	100		20	100			100	
Trailing Detector (ft)				0	0		0	0			0	
Detector 1 Position(ft)				0	0		0	0			0	
Detector 1 Size(ft)				20	6		20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					3			1 2			1 4	
Permitted Phases				3			1 2					
Detector Phase				3	3		1 2	1 2			1 4	

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

6: Washington Ave_EX PM
EX 2023_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				12.0	12.0							
Minimum Split (s)				26.0	26.0							
Total Split (s)				46.0	46.0							
Total Split (%)				39.7%	39.7%							
Maximum Green (s)				40.0	40.0							
Yellow Time (s)				4.0	4.0							
All-Red Time (s)				2.0	2.0							
Lost Time Adjust (s)					0.0							
Total Lost Time (s)					6.0							
Lead/Lag				Lead	Lead							
Lead-Lag Optimize?				Yes	Yes							
Vehicle Extension (s)				3.0	3.0							
Recall Mode				Max	Max							
Walk Time (s)				8.0	8.0							
Flash Dont Walk (s)				12.0	12.0							
Pedestrian Calls (#/hr)				9	9							
Act Effect Green (s)					40.0			41.0			48.0	
Actuated g/C Ratio					0.34			0.35			0.41	
v/c Ratio					0.86			0.67			0.52	
Control Delay					41.4			15.7			26.9	
Queue Delay					30.7			18.8			0.3	
Total Delay					72.1			34.5			27.1	
LOS					E			C			C	
Approach Delay					72.1			34.5			27.1	
Approach LOS					E			C			C	
90th %ile Green (s)				40.0	40.0							
90th %ile Term Code				MaxR	MaxR							
70th %ile Green (s)				40.0	40.0							
70th %ile Term Code				MaxR	MaxR							
50th %ile Green (s)				40.0	40.0							
50th %ile Term Code				MaxR	MaxR							
30th %ile Green (s)				40.0	40.0							
30th %ile Term Code				MaxR	MaxR							
10th %ile Green (s)				40.0	40.0							
10th %ile Term Code				MaxR	MaxR							
Queue Length 50th (ft)					363			183			205	
Queue Length 95th (ft)					426			m244			263	
Internal Link Dist (ft)		403			407			33			744	
Turn Bay Length (ft)												
Base Capacity (vph)					1679			691			1386	
Starvation Cap Reductn					0			224			0	
Spillback Cap Reductn					317			0			189	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					1.06			0.99			0.60	
Intersection Summary												
Area Type:	Other											
Cycle Length: 116												

Lane Group	Ø1	Ø2	Ø4
Switch Phase			
Minimum Initial (s)	25.0	3.0	8.0
Minimum Split (s)	31.0	9.0	13.0
Total Split (s)	31.0	16.0	23.0
Total Split (%)	27%	14%	20%
Maximum Green (s)	25.0	10.0	18.0
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	Max
Walk Time (s)			
Flash Dont Walk (s)			
Pedestrian Calls (#/hr)			
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
90th %ile Green (s)	25.0	10.0	18.0
90th %ile Term Code	Max	Max	MaxR
70th %ile Green (s)	25.0	10.0	18.0
70th %ile Term Code	Max	Max	MaxR
50th %ile Green (s)	25.0	10.0	18.0
50th %ile Term Code	Max	Max	MaxR
30th %ile Green (s)	25.0	10.0	18.0
30th %ile Term Code	Max	Max	MaxR
10th %ile Green (s)	25.0	10.0	18.0
10th %ile Term Code	Max	Max	MaxR
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			

Actuated Cycle Length: 116

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 53.2

Intersection LOS: D

Intersection Capacity Utilization 82.8%

ICU Level of Service E

Analysis Period (min) 15

90th %ile Actuated Cycle: 116

70th %ile Actuated Cycle: 116

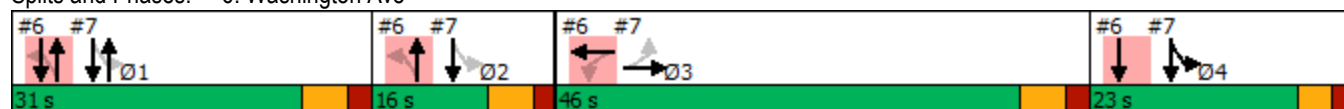
50th %ile Actuated Cycle: 116

30th %ile Actuated Cycle: 116

10th %ile Actuated Cycle: 116

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

Splits and Phases: 6: Washington Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

7: Washington Ave & E. Stewart Ave_EX PM

EX 2023_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	1353	134	0	0	0	0	377	89	142	632	0
Future Volume (vph)	62	1353	134	0	0	0	0	377	89	142	632	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	10	10	10	10	10	10
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.987						0.971				
Flt Protected		0.998									0.991	
Satd. Flow (prot)	0	4848	0	0	0	0	0	3258	0	0	3313	0
Flt Permitted		0.998									0.669	
Satd. Flow (perm)	0	4848	0	0	0	0	0	3258	0	0	2236	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15						23				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		481			486			599			113	
Travel Time (s)		10.9			11.0			13.6			2.6	
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%	0%	0%	16%	1%	4%	0%
Adj. Flow (vph)	65	1424	141	0	0	0	0	397	94	149	665	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1630	0	0	0	0	0	491	0	0	814	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		custom	NA	
Protected Phases		3						1		4	1 2 4	

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

7: Washington Ave & E. Stewart Ave_EX PM
EX 2023_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3									1 2		
Detector Phase	3	3						1		4	1 2 4	
Switch Phase												
Minimum Initial (s)	12.0	12.0						25.0		8.0		
Minimum Split (s)	26.0	26.0						31.0		13.0		
Total Split (s)	46.0	46.0						31.0		23.0		
Total Split (%)	39.7%	39.7%						26.7%		19.8%		
Maximum Green (s)	40.0	40.0						25.0		18.0		
Yellow Time (s)	4.0	4.0						4.0		3.0		
All-Red Time (s)	2.0	2.0						2.0		2.0		
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		6.0						6.0				
Lead/Lag	Lead	Lead						Lead		Lag		
Lead-Lag Optimize?	Yes	Yes						Yes		Yes		
Vehicle Extension (s)	3.0	3.0						3.0		3.0		
Recall Mode	Max	Max						None		Max		
Walk Time (s)	8.0	8.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	9	9										
Act Effct Green (s)		40.0						25.0			58.0	
Actuated g/C Ratio		0.34						0.22			0.50	
v/c Ratio		0.97						0.68			0.64	
Control Delay		53.2						45.3			9.5	
Queue Delay		21.8						0.4			1.6	
Total Delay		75.0						45.8			11.1	
LOS		E						D			B	
Approach Delay		75.0						45.8			11.1	
Approach LOS		E						D			B	
90th %ile Green (s)	40.0	40.0						25.0		18.0		
90th %ile Term Code	MaxR	MaxR						Max		MaxR		
70th %ile Green (s)	40.0	40.0						25.0		18.0		
70th %ile Term Code	MaxR	MaxR						Max		MaxR		
50th %ile Green (s)	40.0	40.0						25.0		18.0		
50th %ile Term Code	MaxR	MaxR						Max		MaxR		
30th %ile Green (s)	40.0	40.0						25.0		18.0		
30th %ile Term Code	MaxR	MaxR						Max		MaxR		
10th %ile Green (s)	40.0	40.0						25.0		18.0		
10th %ile Term Code	MaxR	MaxR						Max		MaxR		
Queue Length 50th (ft)		432						170			68	
Queue Length 95th (ft)		#545						231			m136	
Internal Link Dist (ft)		401			406			519			33	
Turn Bay Length (ft)												
Base Capacity (vph)		1681						720			1275	
Starvation Cap Reductn		0						0			279	
Spillback Cap Reductn		130						38			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		1.05						0.72			0.82	
Intersection Summary												

Lane Group	Ø2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	3.0
Minimum Split (s)	9.0
Total Split (s)	16.0
Total Split (%)	14%
Maximum Green (s)	10.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	10.0
90th %ile Term Code	Max
70th %ile Green (s)	10.0
70th %ile Term Code	Max
50th %ile Green (s)	10.0
50th %ile Term Code	Max
30th %ile Green (s)	10.0
30th %ile Term Code	Max
10th %ile Green (s)	10.0
10th %ile Term Code	Max
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	

Area Type: Other

Cycle Length: 116

Actuated Cycle Length: 116

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 52.4

Intersection LOS: D

Intersection Capacity Utilization 86.5%

ICU Level of Service E

Analysis Period (min) 15

90th %ile Actuated Cycle: 116

70th %ile Actuated Cycle: 116

50th %ile Actuated Cycle: 116

30th %ile Actuated Cycle: 116

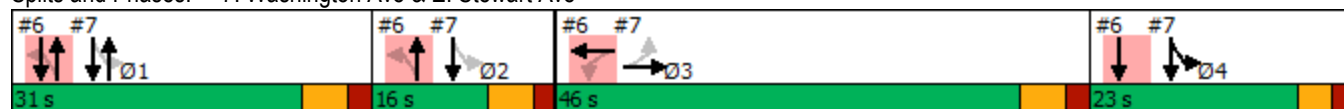
10th %ile Actuated Cycle: 116

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: 7: Washington Ave & E. Stewart Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

8: Butler Pl/Westbury Rd_EX PM
EX 2023_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	1241	9	4	44	0	0	88	126
Future Volume (vph)	0	0	0	5	1241	9	4	44	0	0	88	126
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.999						0.921	
Flt Protected								0.996				
Satd. Flow (prot)	0	0	0	0	4915	0	0	1942	0	0	1789	0
Flt Permitted								0.996				
Satd. Flow (perm)	0	0	0	0	4915	0	0	1942	0	0	1789	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		487			1400			112			499	
Travel Time (s)		11.1			31.8			2.5			11.3	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	0	0	0	5	1334	10	4	47	0	0	95	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1349	0	0	51	0	0	230	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	42.5%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	16.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑			↑			↑	
Traffic Vol, veh/h	0	0	0	5	1241	9	4	44	0	0	88	126
Future Vol, veh/h	0	0	0	5	1241	9	4	44	0	0	88	126
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	1	0
Mvmt Flow	0	0	0	5	1334	10	4	47	0	0	95	135

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	0	0	0	592	1354	-	-	1349	673
Stage 1	-	-	-	0	0	-	-	1349	-
Stage 2	-	-	-	592	1354	-	-	0	-
Critical Hdwy	5.3	-	-	6.4	6.5	-	-	6.52	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	6.7	5.5	-	-	-	-
Follow-up Hdwy	3.1	-	-	3.8	4	-	-	4.01	3.9
Pot Cap-1 Maneuver	-	-	-	445	151	0	0	151	345
Stage 1	-	-	-	-	-	0	0	219	-
Stage 2	-	-	-	423	220	0	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	135	151	-	-	151	345
Mov Cap-2 Maneuver	-	-	-	135	151	-	-	151	-
Stage 1	-	-	-	-	-	-	-	219	-
Stage 2	-	-	-	146	220	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s		41.1	110.5
HCM LOS		E	F

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	150	-	-	-	226
HCM Lane V/C Ratio	0.344	-	-	-	1.018
HCM Control Delay (s)	41.1	-	-	-	110.5
HCM Lane LOS	E	-	-	-	F
HCM 95th %tile Q(veh)	1.4	-	-	-	9.6

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

9: Butler PI & E. Stewart Ave_EX PM

EX 2023_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  						  			  	
Traffic Volume (vph)	36	1542	6	0	0	0	0	12	4	54	39	0
Future Volume (vph)	36	1542	6	0	0	0	0	12	4	54	39	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.968				
Flt Protected		0.999									0.972	
Satd. Flow (prot)	0	4911	0	0	0	0	0	1888	0	0	1872	0
Flt Permitted		0.999									0.972	
Satd. Flow (perm)	0	4911	0	0	0	0	0	1888	0	0	1872	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		486			1407			596			112	
Travel Time (s)		11.0			32.0			13.5			2.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%
Adj. Flow (vph)	38	1640	6	0	0	0	0	13	4	57	41	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1684	0	0	0	0	0	17	0	0	98	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 48.1% ICU Level of Service A												
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑							↑			↑	
Traffic Vol, veh/h	36	1542	6	0	0	0	0	12	4	54	39	0
Future Vol, veh/h	36	1542	6	0	0	0	0	12	4	54	39	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	3	0
Mvmt Flow	38	1640	6	0	0	0	0	13	4	57	41	0
Major/Minor	Major1			Minor1			Minor2					
Conflicting Flow All	0	0	0	-	1719	823	739	1722	-	-	-	-
Stage 1	-	-	-	-	1719	-	0	0	-	-	-	-
Stage 2	-	-	-	-	0	-	739	1722	-	-	-	-
Critical Hdwy	5.3	-	-	-	6.5	7.1	6.4	6.56	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.56	-	-	-	-
Follow-up Hdwy	3.1	-	-	-	4	3.9	3.8	4.03	-	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	0	91	275	367	87	0	-	-
Stage 1	-	-	-	-	0	146	-	-	-	0	-	-
Stage 2	-	-	-	-	0	-	345	141	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	91	275	323	87	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	91	-	323	87	-	-	-
Stage 1	-	-	-	-	-	146	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	310	141	-	-	-	-
Approach	EB			NB			SB					
HCM Control Delay, s				44			65.5					
HCM LOS				E			F					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	109	-	-	-	151							
HCM Lane V/C Ratio	0.156	-	-	-	0.655							
HCM Control Delay (s)	44	-	-	-	65.5							
HCM Lane LOS	E	-	-	-	F							
HCM 95th %tile Q(veh)	0.5	-	-	-	3.7							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

10: Emmet Pl/Wetherill Rd & Stewart Ave_EX PM

EX 2023_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	4	1219	30	13	22	0	0	144	23
Future Volume (vph)	0	0	0	4	1219	30	13	22	0	0	144	23
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.996						0.981	
Flt Protected								0.982				
Satd. Flow (prot)	0	0	0	0	4897	0	0	1815	0	0	1897	0
Flt Permitted								0.982				
Satd. Flow (perm)	0	0	0	0	4897	0	0	1815	0	0	1897	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1400			306			100			694	
Travel Time (s)		31.8			7.0			2.3			15.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	25%	1%	0%	15%	0%	0%	0%	1%	0%
Adj. Flow (vph)	0	0	0	4	1311	32	14	24	0	0	155	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1347	0	0	38	0	0	180	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	Yes	No	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	42.7%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	16.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑			↑			↑	
Traffic Vol, veh/h	0	0	0	4	1219	30	13	22	0	0	144	23
Future Vol, veh/h	0	0	0	4	1219	30	13	22	0	0	144	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	25	1	0	15	0	0	0	1	0
Mvmt Flow	0	0	0	4	1311	32	14	24	0	0	155	25
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				0	0	0	610	1351	-	-	1335	672
Stage 1				-	-	-	0	0	-	-	1335	-
Stage 2				-	-	-	610	1351	-	-	0	-
Critical Hdwy				5.8	-	-	6.7	6.5	-	-	6.52	7.1
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.52	-
Critical Hdwy Stg 2				-	-	-	7	5.5	-	-	-	-
Follow-up Hdwy				3.35	-	-	3.95	4	-	-	4.01	3.9
Pot Cap-1 Maneuver				-	-	-	402	152	0	0	~ 154	345
Stage 1				-	-	-	-	-	0	0	223	-
Stage 2				-	-	-	382	221	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				-	-	-	-	152	-	-	~ 154	345
Mov Cap-2 Maneuver				-	-	-	-	152	-	-	~ 154	-
Stage 1				-	-	-	-	-	-	-	223	-
Stage 2				-	-	-	108	221	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s								147				
HCM LOS								F				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	-	-	-	-	167							
HCM Lane V/C Ratio	-	-	-	-	1.075							
HCM Control Delay (s)	-	-	-	-	147							
HCM Lane LOS	-	-	-	-	F							
HCM 95th %tile Q(veh)	-	-	-	-	9							
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

11: Emmer PI /Emmet PI & E. Stewart Ave_EX PM

EX 2023_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	1574	15	0	0	0	0	24	2	84	64	0
Future Volume (vph)	11	1574	15	0	0	0	0	24	2	84	64	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.990				
Flt Protected											0.972	
Satd. Flow (prot)	0	4915	0	0	0	0	0	1776	0	0	1869	0
Flt Permitted											0.972	
Satd. Flow (perm)	0	4915	0	0	0	0	0	1776	0	0	1869	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1407			304			459			100	
Travel Time (s)		32.0			6.9			10.4			2.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	9%	5%	1%	2%	0%
Adj. Flow (vph)	11	1640	16	0	0	0	0	25	2	88	67	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1667	0	0	0	0	0	27	0	0	155	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	Yes	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	51.3%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	11.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑							↑			↑	
Traffic Vol, veh/h	11	1574	15	0	0	0	0	24	2	84	64	0
Future Vol, veh/h	11	1574	15	0	0	0	0	24	2	84	64	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	1	0	0	0	0	0	9	5	1	2	0
Mvmt Flow	11	1640	16	0	0	0	0	25	2	88	67	0
Major/Minor	Major1			Minor1			Minor2					
Conflicting Flow All	0	0	0	-	1670	828	691	1678	-	-	-	-
Stage 1	-	-	-	-	1670	-	0	0	-	-	-	-
Stage 2	-	-	-	-	0	-	691	1678	-	-	-	-
Critical Hdwy	5.3	-	-	-	6.68	7.2	6.42	6.54	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.72	5.54	-	-	-	-
Follow-up Hdwy	3.1	-	-	-	4.09	3.95	3.81	4.02	-	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	0	89	265	388	94	0	-	-
Stage 1	-	-	-	-	0	141	-	-	-	0	-	-
Stage 2	-	-	-	-	0	-	-	367	150	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	89	265	301	94	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	89	-	301	94	-	-	-
Stage 1	-	-	-	-	-	141	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	300	150	-	-	-
Approach	EB			NB			SB					
HCM Control Delay, s				58.1			131.2					
HCM LOS				F			F					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	94	-	-	-	154							
HCM Lane V/C Ratio	0.288	-	-	-	1.001							
HCM Control Delay (s)	58.1	-	-	-	131.2							
HCM Lane LOS	F	-	-	-	F							
HCM 95th %tile Q(veh)	1.1	-	-	-	7.6							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_EX PM
EX 2023_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	167	1472	21	385	1146	95	23	426	292	58	613	84
Future Volume (vph)	167	1472	21	385	1146	95	23	426	292	58	613	84
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	10	10	9	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	260		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			60			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			1.00	
Frt		0.998			0.989			0.941			0.983	
Flt Protected	0.950			0.950				0.998			0.996	
Satd. Flow (prot)	1834	4902	0	3202	3380	0	0	3054	0	0	3191	0
Flt Permitted	0.950			0.950				0.889			0.707	
Satd. Flow (perm)	1832	4902	0	3200	3380	0	0	2721	0	0	2265	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		224			2353			695			100	
Travel Time (s)		5.1			53.5			15.8			2.3	
Confl. Peds. (#/hr)	2		1	1		1	1		1	1		1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	10%	1%	1%	2%	0%	8%	3%	14%	6%	0%
Adj. Flow (vph)	172	1518	22	397	1181	98	24	439	301	60	632	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	172	1540	0	397	1279	0	0	764	0	0	779	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		34			34			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	1.06	1.06	1.11	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_EX PM

EX 2023_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		8.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	16.0	22.0		16.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	16.0	50.0		16.0	50.0		52.0	52.0		52.0	52.0	
Total Split (%)	10.7%	33.3%		10.7%	33.3%		34.7%	34.7%		34.7%	34.7%	
Maximum Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	5.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	-3.0	0.0		-3.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	11.0	44.0		11.0	44.0			63.7			63.7	
Actuated g/C Ratio	0.07	0.29		0.07	0.29			0.42			0.42	
v/c Ratio	1.28	1.07		1.70	1.29			0.66			0.81	
Control Delay	224.5	95.2		369.8	180.7			39.0			45.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	224.5	95.2		369.8	180.7			39.0			45.5	
LOS	F	F		F	F			D			D	
Approach Delay		108.2			225.5			39.0			45.5	
Approach LOS		F			F			D			D	
90th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
70th %ile Green (s)	8.0	44.0		8.0	44.0		70.1	70.1		70.1	70.1	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
50th %ile Green (s)	8.0	44.0		8.0	44.0		70.1	70.1		70.1	70.1	
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
30th %ile Green (s)	8.0	44.0		8.0	44.0		70.1	70.1		70.1	70.1	
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
10th %ile Green (s)	8.0	44.0		8.0	44.0		70.1	70.1		70.1	70.1	
10th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
Queue Length 50th (ft)	~213	~610		~292	~836			286			320	
Queue Length 95th (ft)	#371	#706		#402	#976			#578			#657	
Internal Link Dist (ft)		144			2273			615			20	
Turn Bay Length (ft)	100			260								
Base Capacity (vph)	134	1437		234	991			1155			961	
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	

Lane Group	Ø3
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	32.0
Total Split (s)	32.0
Total Split (%)	21%
Maximum Green (s)	27.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	10.0
Flash Dont Walk (s)	18.0
Pedestrian Calls (#/hr)	4
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	27.0
90th %ile Term Code	Ped
70th %ile Green (s)	0.0
70th %ile Term Code	Skip
50th %ile Green (s)	0.0
50th %ile Term Code	Skip
30th %ile Green (s)	0.0
30th %ile Term Code	Skip
10th %ile Green (s)	0.0
10th %ile Term Code	Skip
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	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_EX PM

EX 2023_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	1.28	1.07		1.70	1.29			0.66			0.81	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 57 (38%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.70

Intersection Signal Delay: 127.4

Intersection LOS: F

Intersection Capacity Utilization 117.2%

ICU Level of Service H

Analysis Period (min) 15

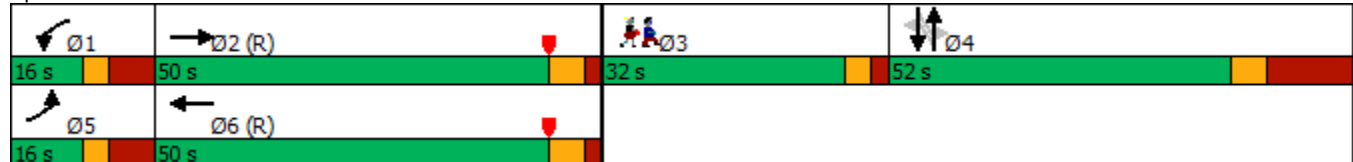
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 12: Clinton Rd & E. Stewart Ave



Lane Group	Ø3

Reduced v/c Ratio

Intersection Summary

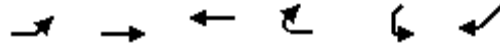


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	8	12	676	747	1
Future Volume (vph)	0	8	12	676	747	1
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	10	10	10	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.865					
Flt Protected				0.999		
Satd. Flow (prot)	1687	0	0	3293	3263	0
Flt Permitted				0.999		
Satd. Flow (perm)	1687	0	0	3293	3263	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	221			100	842	
Travel Time (s)	5.0			2.3	19.1	
Confl. Peds. (#/hr)	1	2		2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	5%	6%	0%
Adj. Flow (vph)	0	8	12	697	770	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	709	771	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	1.06	1.06	1.06	1.06
Turning Speed (mph)	15	9	15	9		
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 36.5%				ICU Level of Service A		
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	8	12	676	747	1
Future Vol, veh/h	0	8	12	676	747	1
Conflicting Peds, #/hr	1	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	5	6	0
Mvmt Flow	0	8	12	697	770	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1147	388	773	0	-	0
Stage 1	773	-	-	-	-	-
Stage 2	374	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	196	616	851	-	-	-
Stage 1	421	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	191	615	849	-	-	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.9	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	849	-	615	-	-	
HCM Lane V/C Ratio	0.015	-	0.013	-	-	
HCM Control Delay (s)	9.3	0.1	10.9	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

21: E. Stewart Ave & Stewart Ave_EX PM
EX 2023_PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑↑↑				↑↑↑↑
Traffic Volume (vph)	0	1575	0	0	0	1312
Future Volume (vph)	0	1575	0	0	0	1312
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	0.76
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	4755	0	0	0	3492
Flt Permitted						
Satd. Flow (perm)	0	4755	0	0	0	3492
Link Speed (mph)		30	30		30	
Link Distance (ft)		419	382		393	
Travel Time (s)		9.5	8.7		8.9	
Peak Hour Factor	0.97	0.97	1.00	1.00	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	0%	1%
Parking (#/hr)		0				
Adj. Flow (vph)	0	1624	0	0	0	1353
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1624	0	0	0	1353
Enter Blocked Intersection	Yes	Yes	No	No	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		90	90		90	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	1.10	1.06	1.06	1.06	1.06
Turning Speed (mph)	15			9	15	30
Sign Control		Free	Stop		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	33.1%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations				↑↑↑↑		↑↑↑↑
Traffic Volume (vph)	0	0	0	1253	0	1660
Future Volume (vph)	0	0	0	1253	0	1660
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	0.76
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	4919	0	3492
Flt Permitted						
Satd. Flow (perm)	0	0	0	4919	0	3492
Link Speed (mph)	30			30	30	
Link Distance (ft)	306			224	304	
Travel Time (s)	7.0			5.1	6.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	1%	2%	1%
Adj. Flow (vph)	0	0	0	1292	0	1711
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1292	0	1711
Enter Blocked Intersection	No	No	No	Yes	No	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			60	100	
Link Offset(ft)	0			-20	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)		9	15		15	30
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	41.1%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings

12: Clinton Rd & E. Stewart Ave_EX PM - No Ped Phase

123-087; Stewart Avenue - Garden City

EX 2023_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	167	1472	21	385	1146	95	23	426	292	58	613	84
Future Volume (vph)	167	1472	21	385	1146	95	23	426	292	58	613	84
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	10	10	9	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	260		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			60			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			1.00	
Frt		0.998			0.989			0.941			0.983	
Flt Protected	0.950			0.950				0.998			0.996	
Satd. Flow (prot)	1834	4902	0	3202	3380	0	0	3054	0	0	3191	0
Flt Permitted	0.950			0.950				0.818			0.691	
Satd. Flow (perm)	1832	4902	0	3200	3380	0	0	2504	0	0	2214	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		224			2353			695			100	
Travel Time (s)		5.1			53.5			15.8			2.3	
Confl. Peds. (#/hr)	2		1	1		1	1		1	1		1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	10%	1%	1%	2%	0%	8%	3%	14%	6%	0%
Adj. Flow (vph)	172	1518	22	397	1181	98	24	439	301	60	632	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	172	1540	0	397	1279	0	0	764	0	0	779	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		34			34			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	1.06	1.06	1.11	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_EX PM - No Ped Phase

EX 2023_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		8.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	16.0	22.0		16.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	16.0	50.0		16.0	50.0		52.0	52.0		52.0	52.0	
Total Split (%)	13.6%	42.4%		13.6%	42.4%		44.1%	44.1%		44.1%	44.1%	
Maximum Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	5.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	-3.0	0.0		-3.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	11.0	44.0		11.0	44.0			38.1			38.1	
Actuated g/C Ratio	0.09	0.37		0.09	0.37			0.32			0.32	
v/c Ratio	1.01	0.84		1.33	1.02			0.95			1.09	
Control Delay	125.6	39.1		212.1	66.2			60.4			99.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	125.6	39.1		212.1	66.2			60.4			99.5	
LOS	F	D		F	E			E			F	
Approach Delay		47.8			100.8			60.4			99.5	
Approach LOS		D			F			E			F	
90th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
70th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
50th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
30th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
10th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
10th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
Queue Length 50th (ft)	~134	388		~202	~523			296			~351	
Queue Length 95th (ft)	#280	453		#302	#678			#425			#477	
Internal Link Dist (ft)		144			2273			615			20	
Turn Bay Length (ft)	100			260								
Base Capacity (vph)	170	1827		298	1260			808			714	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	1.01	0.84		1.33	1.02			0.95			1.09	
Intersection Summary												

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_EX PM - No Ped Phase

EX 2023_PM Peak Hour

Area Type: Other

Cycle Length: 118

Actuated Cycle Length: 118

Offset: 57 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.33

Intersection Signal Delay: 75.9

Intersection LOS: E

Intersection Capacity Utilization 117.2%

ICU Level of Service H

Analysis Period (min) 15

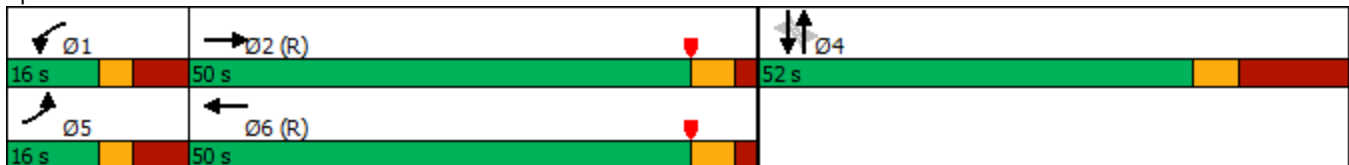
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 12: Clinton Rd & E. Stewart Ave



Arterial Level of Service: EB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	36.4	50.9	0.1	9
Stewart Ave	21	2.8	12.7	0.1	22
Authur St	3	0.8	9.6	0.1	27
John St	5	0.9	11.6	0.1	28
Washington Ave	7	29.7	40.3	0.1	8
Butler Pl	9	7.0	18.3	0.1	18
Emmer Pl	11	76.6	107.9	0.3	9
E. Stewart Ave	30	48.8	56.2	0.1	4
Clinton Rd	12	30.3	33.8	0.0	5
Total		233.3	341.3	0.9	10

Arterial Level of Service: WB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	183.0	232.1	0.4	7
E. Stewart Ave	30	2.0	7.6	0.0	20
Franklin Ave	1	11.5	137.9	0.1	20
Total		196.5	377.6	0.6	8

Arterial Level of Service: EB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	37.8	53.3	0.1	9
Stewart Ave	21	5.1	15.0	0.1	19
Authur St	3	3.0	11.7	0.1	22
John St	5	0.5	11.2	0.1	29
Washington Ave	7	28.8	39.5	0.1	8
Butler Pl	9	2.7	13.9	0.1	24
Emmer Pl	11	21.1	53.0	0.3	18
E. Stewart Ave	30	30.0	37.2	0.1	6
Clinton Rd	12	22.9	26.5	0.0	6
Total		152.0	261.3	0.9	13

Arterial Level of Service: WB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	60.5	112.2	0.4	14
E. Stewart Ave	30	2.0	7.6	0.0	20
Franklin Ave	1	14.9	130.2	0.1	16
Total		77.4	250.0	0.6	15

Arterial Level of Service: EB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	54.0	68.9	0.1	7
Stewart Ave	21	7.0	16.8	0.1	17
Authur St	3	8.0	16.7	0.1	16
John St	5	14.2	24.9	0.1	13
Washington Ave	7	47.0	57.6	0.1	6
Butler Pl	9	22.4	33.6	0.1	10
Emmer Pl	11	164.2	195.1	0.3	5
E. Stewart Ave	30	52.5	73.2	0.1	3
Clinton Rd	12	20.5	24.0	0.0	6
Total		389.8	510.8	0.9	7

Arterial Level of Service: WB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	133.9	535.0	0.4	9
E. Stewart Ave	30	1.6	7.2	0.0	21
Franklin Ave	1	8.5	10.5	0.1	27
Total		144.0	552.7	0.6	10

Arterial Level of Service
EX School Dismissal - No Ped Phase

EX 2023_School Dismissal Peak Hour

Arterial Level of Service: EB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	45.2	59.7	0.1	8
Stewart Ave	21	3.0	13.0	0.1	22
Authur St	3	0.4	9.0	0.1	29
John St	5	0.6	11.2	0.1	29
Washington Ave	7	28.8	39.5	0.1	8
Butler Pl	9	3.1	14.4	0.1	23
Emmer Pl	11	18.8	50.7	0.3	19
E. Stewart Ave	30	36.9	45.7	0.1	5
Clinton Rd	12	24.9	28.5	0.0	5
Total		161.8	271.7	0.9	12

Arterial Level of Service: WB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	53.8	105.5	0.4	15
E. Stewart Ave	30	1.9	7.5	0.0	20
Franklin Ave	1	12.8	97.4	0.1	19
Total		68.6	210.4	0.6	16

Arterial Level of Service: EB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	67.5	102.1	0.1	6
Stewart Ave	21	9.5	19.5	0.1	15
Authur St	3	9.8	18.5	0.1	14
John St	5	5.6	16.3	0.1	20
Washington Ave	7	39.2	49.8	0.1	7
Butler Pl	9	10.8	21.9	0.1	15
Emmer Pl	11	169.1	199.9	0.3	5
E. Stewart Ave	30	56.3	63.4	0.1	3
Clinton Rd	12	22.6	26.1	0.0	6
Total		390.5	517.6	0.9	7

Arterial Level of Service: WB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	234.9	717.9	0.4	6
E. Stewart Ave	30	1.9	7.5	0.0	20
Franklin Ave	1	8.9	27.6	0.1	25
Total		245.7	753.0	0.6	7

Arterial Level of Service: EB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	61.6	81.8	0.1	6
Stewart Ave	21	10.8	20.7	0.1	14
Authur St	3	8.9	17.6	0.1	15
John St	5	2.4	13.1	0.1	25
Washington Ave	7	32.9	43.6	0.1	8
Butler Pl	9	3.2	14.4	0.1	23
Emmer Pl	11	27.8	59.8	0.3	16
E. Stewart Ave	30	43.7	50.9	0.1	4
Clinton Rd	12	25.5	29.0	0.0	5
Total		216.8	330.7	0.9	10

Arterial Level of Service: WB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	137.5	208.2	0.4	9
E. Stewart Ave	30	2.2	7.8	0.0	20
Franklin Ave	1	2.2	32.3	0.1	103
Total		141.9	248.4	0.6	10

Arterial Level of Service: EB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	36.9	51.4	0.1	9
W. Stewart Ave	21	2.9	12.9	0.1	22
Clinton Rd	12	-	-	0.0	-
Total		39.7	64.2	0.2	14

Arterial Level of Service: WB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	190.8	240.3	0.4	7
Stewart Ave	30	2.0	7.6	0.0	20
Wetherill Rd	10	0.7	7.7	0.1	27
Westbury Rd	8	5.4	37.3	0.3	26
Washington Ave	6	37.3	48.1	0.1	7
John St	4	3.2	14.3	0.1	23
Authur St	2	6.8	17.4	0.1	18
W. Stewart Ave	21	20.8	30.0	0.1	9
Franklin Ave	1	19.5	28.2	0.1	10
Total		286.4	430.9	1.2	10

Arterial Level of Service: EB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	38.3	52.8	0.1	9
W. Stewart Ave	21	5.8	15.7	0.1	18
Clinton Rd	12	-	-	0.0	-
Total		44.1	68.5	0.2	13

Arterial Level of Service: WB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	59.0	110.7	0.4	15
Stewart Ave	30	2.0	7.6	0.0	20
Wetherill Rd	10	0.6	7.6	0.1	28
Westbury Rd	8	2.8	34.4	0.3	28
Washington Ave	6	32.0	42.8	0.1	8
John St	4	2.8	14.0	0.1	24
Authur St	2	4.0	14.6	0.1	22
W. Stewart Ave	21	27.4	36.6	0.1	7
Franklin Ave	1	20.2	28.9	0.1	10
Total		150.8	297.2	1.2	15

Arterial Level of Service: EB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	52.1	66.7	0.1	7
W. Stewart Ave	21	6.4	16.3	0.1	18
Clinton Rd	12	5.1	79.0	0.0	27
Total		63.7	162.1	0.2	10

Arterial Level of Service: WB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	148.9	560.0	0.4	8
Stewart Ave	30	1.6	7.3	0.0	21
Wetherill Rd	10	0.4	7.5	0.1	28
Westbury Rd	8	1.8	33.5	0.3	29
Washington Ave	6	28.5	39.3	0.1	8
John St	4	2.8	14.0	0.1	23
Authur St	2	1.1	11.8	0.1	27
W. Stewart Ave	21	6.9	16.2	0.1	17
Franklin Ave	1	20.2	28.9	0.1	10
Total		212.4	718.4	1.2	13

Arterial Level of Service: EB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	46.7	61.2	0.1	8
W. Stewart Ave	21	3.1	13.0	0.1	22
Clinton Rd	12	2.3	70.9	0.0	57
Total		52.1	145.1	0.2	12

Arterial Level of Service: WB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	56.4	107.9	0.4	15
Stewart Ave	30	1.9	7.5	0.0	20
Wetherill Rd	10	0.4	7.4	0.1	28
Westbury Rd	8	1.9	33.4	0.3	29
Washington Ave	6	27.2	38.0	0.1	9
John St	4	2.8	14.0	0.1	24
Authur St	2	1.0	11.6	0.1	27
W. Stewart Ave	21	5.5	14.8	0.1	18
Franklin Ave	1	20.4	29.1	0.1	10
Total		117.4	263.6	1.2	17

Arterial Level of Service: EB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	57.3	81.3	0.1	6
W. Stewart Ave	21	6.9	16.9	0.1	17
Clinton Rd	12	2.4	13.3	0.0	57
Total		66.7	111.4	0.2	10

Arterial Level of Service: WB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	216.8	801.1	0.4	6
Stewart Ave	30	1.8	7.4	0.0	21
Wetherill Rd	10	1.2	8.2	0.1	25
Westbury Rd	8	3.0	34.9	0.3	27
Washington Ave	6	35.4	46.0	0.1	7
John St	4	6.3	17.5	0.1	19
Authur St	2	9.3	20.0	0.1	16
W. Stewart Ave	21	25.9	35.2	0.1	8
Franklin Ave	1	25.7	34.4	0.1	8
Total		325.4	1004.7	1.2	10

Arterial Level of Service: EB W. Stewart Ave

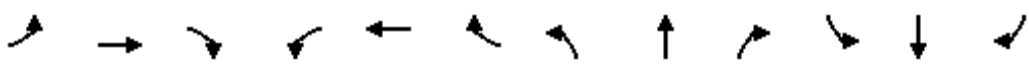
Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	76.7	141.2	0.1	5
W. Stewart Ave	21	18.0	27.8	0.1	10
Clinton Rd	12	3.8	24.7	0.0	36
Total		98.5	193.7	0.2	7

Arterial Level of Service: WB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	122.2	179.2	0.4	9
Stewart Ave	30	2.2	7.8	0.0	20
Wetherill Rd	10	0.7	7.7	0.1	27
Westbury Rd	8	2.3	34.1	0.3	28
Washington Ave	6	29.8	40.4	0.1	8
John St	4	7.2	18.5	0.1	18
Authur St	2	23.7	34.3	0.1	9
W. Stewart Ave	21	44.9	54.1	0.1	5
Franklin Ave	1	23.0	31.7	0.1	9
Total		255.9	407.8	1.2	11

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_No-Build AM
No-Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑	↗		↑↑		↖	↑↑	
Traffic Volume (vph)	0	734	39	289	542	333	1	742	302	129	460	17
Future Volume (vph)	0	734	39	289	542	333	1	742	302	129	460	17
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	0		90	0		0	290		0
Storage Lanes	0		0	1		1	0		0	1		0
Taper Length (ft)	25			25			25			90		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00		0.99		0.99			1.00	
Frt		0.992				0.850		0.957			0.995	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3556	0	1834	3562	1641	0	3165	0	1679	3130	0
Flt Permitted				0.170				0.955		0.140		
Satd. Flow (perm)	0	3556	0	328	3562	1620	0	3023	0	247	3130	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				259		69			4	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		671			419			422			614	
Travel Time (s)		15.3			9.5			8.2			12.0	
Confl. Peds. (#/hr)	1		5	5		1	4		10	10		4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	3%	8%	1%	4%	1%	0%	5%	1%	3%	10%	6%
Parking (#/hr)												12
Adj. Flow (vph)	0	807	43	318	596	366	1	815	332	142	505	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	850	0	318	596	366	0	1148	0	142	524	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			70			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2	1	1	2		1	2	
Detector Template		Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)		100		20	100	20	20	100		20	100	
Trailing Detector (ft)		0		0	0	0	0	0		0	0	
Detector 1 Position(ft)		0		0	0	0	0	0		0	0	
Detector 1 Size(ft)		6		20	6	20	20	6		20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_No-Build AM
No-Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		D,P+P	NA	custom	Perm	NA		pm+pt	NA	
Protected Phases		3		4	3 4	2		1		2	1	
Permitted Phases				3		3	1			1		
Detector Phase		3		4	3 4	2	1	1		2	1	
Switch Phase												
Minimum Initial (s)		12.0		3.0		6.0	20.0	20.0		6.0	20.0	
Minimum Split (s)		28.5		9.0		13.0	28.5	28.5		13.0	28.5	
Total Split (s)		29.0		13.0		16.0	32.0	32.0		16.0	32.0	
Total Split (%)		32.2%		14.4%		17.8%	35.6%	35.6%		17.8%	35.6%	
Maximum Green (s)		23.5		7.5		10.5	26.5	26.5		10.5	26.5	
Yellow Time (s)		3.5		3.5		3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)		2.0		2.0		2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0		-2.0	0.0	
Total Lost Time (s)		5.5		5.5		5.5		5.5		3.5	5.5	
Lead/Lag		Lead		Lag		Lag	Lead	Lead		Lag	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)		3.0		3.0		3.0	3.0	3.0		3.0	3.0	
Recall Mode		None		None		C-Max	Min	Min		C-Max	Min	
Walk Time (s)		7.0					7.0	7.0			7.0	
Flash Dont Walk (s)		16.0					16.0	16.0			16.0	
Pedestrian Calls (#/hr)		4					10	10			10	
Act Effct Green (s)		23.5		31.0	36.5	34.0		26.5		41.0	26.5	
Actuated g/C Ratio		0.26		0.34	0.41	0.38		0.29		0.46	0.29	
v/c Ratio		0.91		1.34	0.41	0.47		1.22		0.46	0.57	
Control Delay		47.6		207.6	20.2	7.4		139.1		30.1	29.6	
Queue Delay		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay		47.6		207.6	20.2	7.4		139.1		30.1	29.6	
LOS		D		F	C	A		F		C	C	
Approach Delay		47.6			63.1			139.1			29.7	
Approach LOS		D			E			F			C	
90th %ile Green (s)		23.5		7.5		10.5	26.5	26.5		10.5	26.5	
90th %ile Term Code		Max		Max		Coord	Max	Max		Coord	Max	
70th %ile Green (s)		23.5		7.5		10.5	26.5	26.5		10.5	26.5	
70th %ile Term Code		Max		Max		Coord	Max	Max		Coord	Max	
50th %ile Green (s)		23.5		7.5		10.5	26.5	26.5		10.5	26.5	
50th %ile Term Code		Max		Max		Coord	Max	Max		Coord	Max	
30th %ile Green (s)		23.5		7.5		10.5	26.5	26.5		10.5	26.5	
30th %ile Term Code		Max		Max		Coord	Max	Max		Coord	Max	
10th %ile Green (s)		23.5		7.5		10.5	26.5	26.5		10.5	26.5	
10th %ile Term Code		Max		Max		Coord	Max	Max		Coord	Max	
Queue Length 50th (ft)		245		~180	124	35		~413		43	131	
Queue Length 95th (ft)		#359		#352	169	97		#544		76	183	
Internal Link Dist (ft)		591			339			342			534	
Turn Bay Length (ft)						90				290		
Base Capacity (vph)		932		238	1444	775		938		311	924	
Starvation Cap Reductn		0		0	0	0		0		0	0	
Spillback Cap Reductn		0		0	0	0		0		0	0	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_No-Build AM
No-Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0		0	0	0		0		0	0	
Reduced v/c Ratio		0.91		1.34	0.41	0.47		1.22		0.46	0.57	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 55 (61%), Referenced to phase 2:SBL and 6:, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.34

Intersection Signal Delay: 76.2

Intersection LOS: E

Intersection Capacity Utilization 103.8%

ICU Level of Service G

Analysis Period (min) 15

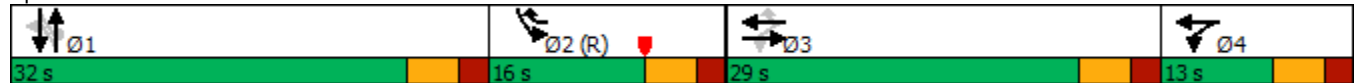
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Franklin Ave & E. Stewart Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

2: Authur St & Stewart Ave_No-Build AM

No-Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  							
Traffic Volume (vph)	0	0	0	1	1145	5	11	5	0	0	4	9
Future Volume (vph)	0	0	0	1	1145	5	11	5	0	0	4	9
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.999						0.907	
Flt Protected								0.967				
Satd. Flow (prot)	0	0	0	0	4863	0	0	1886	0	0	1642	0
Flt Permitted								0.967				
Satd. Flow (perm)	0	0	0	0	4863	0	0	1886	0	0	1642	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		393			466			120			775	
Travel Time (s)		8.9			10.6			2.7			17.6	
Confl. Peds. (#/hr)				1								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	2%	20%	0%	0%	0%	0%	25%	0%
Adj. Flow (vph)	0	0	0	1	1180	5	11	5	0	0	4	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1186	0	0	16	0	0	13	0
Enter Blocked Intersection	No	No	No	No	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	35.9%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑			↑			↑	
Traffic Vol, veh/h	0	0	0	1	1145	5	11	5	0	0	4	9
Future Vol, veh/h	0	0	0	1	1145	5	11	5	0	0	4	9
Conflicting Peds, #/hr	0	0	0	1	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	2	20	0	0	0	0	25	0
Mvmt Flow	0	0	0	1	1180	5	11	5	0	0	4	9

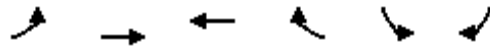
Major/Minor	Major2		Minor1		Minor2	
Conflicting Flow All	1	0	0	477	1188	- - 1186 593
Stage 1	-	-	-	1	1	- - 1185 -
Stage 2	-	-	-	476	1187	- - 1 -
Critical Hdwy	5.3	-	-	6.4	6.5	- - 7 7.1
Critical Hdwy Stg 1	-	-	-	-	-	- - 6 -
Critical Hdwy Stg 2	-	-	-	6.7	5.5	- - - -
Follow-up Hdwy	3.1	-	-	3.8	4	- - 4.25 3.9
Pot Cap-1 Maneuver	1160	-	-	516	190	0 0 157 388
Stage 1	-	-	-	-	-	0 0 218 -
Stage 2	-	-	-	497	264	0 0 - -
Platoon blocked, %	-	-	-	-	-	- - - -
Mov Cap-1 Maneuver	1159	-	-	492	189	- - 156 388
Mov Cap-2 Maneuver	-	-	-	492	189	- - 156 -
Stage 1	-	-	-	-	-	- - 217 -
Stage 2	-	-	-	474	263	- - - -

Approach	WB	NB	SB
HCM Control Delay, s	0	16.6	19.3
HCM LOS		C	C

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	328	1159	-	-	266
HCM Lane V/C Ratio	0.05	0.001	-	-	0.05
HCM Control Delay (s)	16.6	8.1	0	-	19.3
HCM Lane LOS	C	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0.2

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

3: E. Stewart Ave & Authur St _No-Build AM
No-Build 2033_AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑			↑	
Traffic Volume (vph)	16	1149	0	0	5	0
Future Volume (vph)	16	1149	0	0	5	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	12	12	12	12
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.999			0.950	
Satd. Flow (prot)	0	4584	0	0	1544	0
Flt Permitted		0.999			0.950	
Satd. Flow (perm)	0	4584	0	0	1544	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		382	476		120	
Travel Time (s)		8.7	10.8		2.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	2%	0%	0%	20%	0%
Parking (#/hr)		15				
Adj. Flow (vph)	18	1277	0	0	6	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1295	0	0	6	0
Enter Blocked Intersection	No	No	No	No	Yes	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	1.14	0.97	0.97	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Stop		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 31.9%				ICU Level of Service A		
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↑↑↑				↑↔	
Traffic Vol, veh/h	16	1149	0	0	5	0
Future Vol, veh/h	16	1149	0	0	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	20	0
Mvmt Flow	18	1277	0	0	6	0
Major/Minor	Major1		Minor2			
Conflicting Flow All	0	0			547	-
Stage 1	-	-			0	-
Stage 2	-	-			547	-
Critical Hdwy	5.3	-			6.1	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			6.4	-
Follow-up Hdwy	3.1	-			4	-
Pot Cap-1 Maneuver	-	-			475	0
Stage 1	-	-			-	0
Stage 2	-	-			454	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-			475	-
Mov Cap-2 Maneuver	-	-			475	-
Stage 1	-	-			-	-
Stage 2	-	-			454	-
Approach	EB			SB		
HCM Control Delay, s				12.7		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	SBLn1			
Capacity (veh/h)	-	-	475			
HCM Lane V/C Ratio	-	-	0.012			
HCM Control Delay (s)	-	-	12.7			
HCM Lane LOS	-	-	B			
HCM 95th %tile Q(veh)	-	-	0			

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

4: John St_No-Build AM
No-Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	3	1118	3	25	4	0	0	3	7
Future Volume (vph)	0	0	0	3	1118	3	25	4	0	0	3	7
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt											0.905	
Flt Protected								0.958				
Satd. Flow (prot)	0	0	0	0	4825	0	0	1868	0	0	1606	0
Flt Permitted								0.958				
Satd. Flow (perm)	0	0	0	0	4825	0	0	1868	0	0	1606	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		466			483			124			782	
Travel Time (s)		10.6			11.0			2.8			17.8	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.90	0.94
Heavy Vehicles (%)	2%	2%	2%	0%	3%	0%	0%	0%	0%	0%	33%	0%
Adj. Flow (vph)	0	0	0	3	1189	3	27	4	0	0	3	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1195	0	0	31	0	0	10	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	36.1%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↕↕			↕			↕	
Traffic Vol, veh/h	0	0	0	3	1118	3	25	4	0	0	3	7
Future Vol, veh/h	0	0	0	3	1118	3	25	4	0	0	3	7
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	90	94
Heavy Vehicles, %	2	2	2	0	3	0	0	0	0	0	33	0
Mvmt Flow	0	0	0	3	1189	3	27	4	0	0	3	7
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				0	0	0	484	1198	-	-	1197	597
Stage 1				-	-	-	0	0	-	-	1197	-
Stage 2				-	-	-	484	1198	-	-	0	-
Critical Hdwy				5.3	-	-	6.4	6.5	-	-	7.16	7.1
Critical Hdwy Stg 1				-	-	-	-	-	-	-	6.16	-
Critical Hdwy Stg 2				-	-	-	6.7	5.5	-	-	-	-
Follow-up Hdwy				3.1	-	-	3.8	4	-	-	4.33	3.9
Pot Cap-1 Maneuver				-	-	-	512	187	0	0	145	386
Stage 1				-	-	-	-	-	0	0	202	-
Stage 2				-	-	-	492	261	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				-	-	-	494	187	-	-	145	386
Mov Cap-2 Maneuver				-	-	-	494	187	-	-	145	-
Stage 1				-	-	-	-	-	-	-	202	-
Stage 2				-	-	-	475	261	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s						14.7		19.7				
HCM LOS						B		C				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	403	-	-	-	255							
HCM Lane V/C Ratio	0.077	-	-	-	0.042							
HCM Control Delay (s)	14.7	-	-	-	19.7							
HCM Lane LOS	B	-	-	-	C							
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

5: John St & E. Stewart Ave_No-Build AM

No-Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1148	5	0	0	0	0	28	3	3	3	0
Future Volume (vph)	1	1148	5	0	0	0	0	28	3	3	3	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999		0.988									
Flt Protected											0.976	
Satd. Flow (prot)	0	4862	0	0	0	0	0	1927	0	0	1634	0
Flt Permitted											0.976	
Satd. Flow (perm)	0	4862	0	0	0	0	0	1927	0	0	1634	0
Link Speed (mph)	30				30				30			
Link Distance (ft)	476				481				586			
Travel Time (s)	10.8				10.9				13.3			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	2%	20%	0%	0%	0%	0%	0%	0%	0%	33%	0%
Adj. Flow (vph)	1	1276	6	0	0	0	0	31	3	3	3	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1283	0	0	0	0	0	34	0	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				0				0			
Link Offset(ft)	0				0				0			
Crosswalk Width(ft)	16				16				16			
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Free		Stop				Stop				Stop	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 31.7% ICU Level of Service A												
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑							↑			↑	
Traffic Vol, veh/h	1	1148	5	0	0	0	0	28	3	3	3	0
Future Vol, veh/h	1	1148	5	0	0	0	0	28	3	3	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	20	0	0	0	0	0	0	0	33	0
Mvmt Flow	1	1276	6	0	0	0	0	31	3	3	3	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	0	0	0	-	1281	641	528	1284	-
Stage 1	-	-	-	-	1281	-	0	0	-
Stage 2	-	-	-	-	0	-	528	1284	-
Critical Hdwy	5.3	-	-	-	6.5	7.1	6.4	7.16	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	6.16	-
Follow-up Hdwy	3.1	-	-	-	4	3.9	3.8	4.33	-
Pot Cap-1 Maneuver	-	-	-	0	167	362	483	127	0
Stage 1	-	-	-	0	238	-	-	-	0
Stage 2	-	-	-	0	-	-	463	181	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	167	362	410	127	-
Mov Cap-2 Maneuver	-	-	-	-	167	-	410	127	-
Stage 1	-	-	-	-	238	-	-	-	-
Stage 2	-	-	-	-	-	-	399	181	-

Approach	EB	NB	SB
HCM Control Delay, s		30.4	24.2
HCM LOS		D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	176	-	-	-	194
HCM Lane V/C Ratio	0.196	-	-	-	0.034
HCM Control Delay (s)	30.4	-	-	-	24.2
HCM Lane LOS	D	-	-	-	C
HCM 95th %tile Q(veh)	0.7	-	-	-	0.1

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

6: Washington Ave_No-Build AM
No-Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	62	1008	256	86	601	0	0	411	30
Future Volume (vph)	0	0	0	62	1008	256	86	601	0	0	411	30
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	0.95	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt					0.971						0.990	
Flt Protected					0.998			0.994				
Satd. Flow (prot)	0	0	0	0	4725	0	0	3262	0	0	3214	0
Flt Permitted					0.998			0.752				
Satd. Flow (perm)	0	0	0	0	4725	0	0	2468	0	0	3214	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					53						8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		483			487			113			824	
Travel Time (s)		11.0			11.1			2.6			18.7	
Confl. Peds. (#/hr)				1					1	1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	2%	1%	8%	5%	0%	0%	7%	0%
Adj. Flow (vph)	0	0	0	65	1050	267	90	626	0	0	428	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1382	0	0	716	0	0	459	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2			2	
Detector Template				Left	Thru		Left	Thru			Thru	
Leading Detector (ft)				20	100		20	100			100	
Trailing Detector (ft)				0	0		0	0			0	
Detector 1 Position(ft)				0	0		0	0			0	
Detector 1 Size(ft)				20	6		20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					3			1 2			1 4	

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

6: Washington Ave_No-Build AM
No-Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				3			1 2					
Detector Phase				3	3		1 2	1 2			1 4	
Switch Phase												
Minimum Initial (s)				12.0	12.0							
Minimum Split (s)				26.0	26.0							
Total Split (s)				46.0	46.0							
Total Split (%)				39.7%	39.7%							
Maximum Green (s)				40.0	40.0							
Yellow Time (s)				4.0	4.0							
All-Red Time (s)				2.0	2.0							
Lost Time Adjust (s)					0.0							
Total Lost Time (s)					6.0							
Lead/Lag				Lead	Lead							
Lead-Lag Optimize?				Yes	Yes							
Vehicle Extension (s)				3.0	3.0							
Recall Mode				Max	Max							
Walk Time (s)				8.0	8.0							
Flash Dont Walk (s)				12.0	12.0							
Pedestrian Calls (#/hr)				4	4							
Act Effect Green (s)					40.0			41.0			47.2	
Actuated g/C Ratio					0.35			0.36			0.41	
v/c Ratio					0.83			0.82			0.35	
Control Delay					38.2			8.5			23.8	
Queue Delay					2.8			50.8			0.0	
Total Delay					41.0			59.2			23.8	
LOS					D			E			C	
Approach Delay					41.0			59.2			23.8	
Approach LOS					D			E			C	
90th %ile Green (s)				40.0	40.0							
90th %ile Term Code				MaxR	MaxR							
70th %ile Green (s)				40.0	40.0							
70th %ile Term Code				MaxR	MaxR							
50th %ile Green (s)				40.0	40.0							
50th %ile Term Code				MaxR	MaxR							
30th %ile Green (s)				40.0	40.0							
30th %ile Term Code				MaxR	MaxR							
10th %ile Green (s)				40.0	40.0							
10th %ile Term Code				MaxR	MaxR							
Queue Length 50th (ft)					333			56			118	
Queue Length 95th (ft)					395			m28			161	
Internal Link Dist (ft)		403			407			33			744	
Turn Bay Length (ft)												
Base Capacity (vph)					1675			878			1275	
Starvation Cap Reductn					0			284			0	
Spillback Cap Reductn					190			0			21	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.93			1.21			0.37	
Intersection Summary												

Lane Group	Ø1	Ø2	Ø4
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	25.0	3.0	8.0
Minimum Split (s)	31.0	9.0	13.0
Total Split (s)	31.0	16.0	23.0
Total Split (%)	27%	14%	20%
Maximum Green (s)	25.0	10.0	18.0
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	None
Walk Time (s)			
Flash Dont Walk (s)			
Pedestrian Calls (#/hr)			
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
90th %ile Green (s)	25.0	10.0	18.0
90th %ile Term Code	Max	Max	Max
70th %ile Green (s)	25.0	10.0	18.0
70th %ile Term Code	Max	Max	Max
50th %ile Green (s)	25.0	10.0	18.0
50th %ile Term Code	Max	Max	Max
30th %ile Green (s)	25.0	10.0	17.8
30th %ile Term Code	Max	Max	Gap
10th %ile Green (s)	25.0	10.0	14.4
10th %ile Term Code	Max	Max	Gap
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			

Area Type: Other

Cycle Length: 116

Actuated Cycle Length: 115.2

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.12

Intersection Signal Delay: 43.0

Intersection LOS: D

Intersection Capacity Utilization 82.4%

ICU Level of Service E

Analysis Period (min) 15

90th %ile Actuated Cycle: 116

70th %ile Actuated Cycle: 116

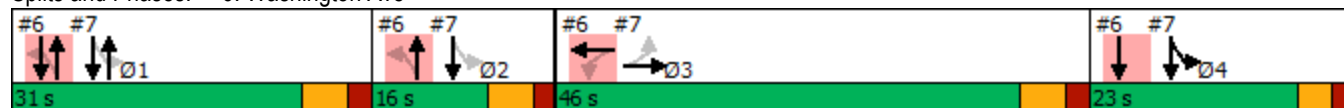
50th %ile Actuated Cycle: 116

30th %ile Actuated Cycle: 115.8

10th %ile Actuated Cycle: 112.4

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

Splits and Phases: 6: Washington Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

7: Washington Ave & E. Stewart Ave_No-Build AM

No-Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	1051	59	0	0	0	0	643	82	85	388	0
Future Volume (vph)	44	1051	59	0	0	0	0	643	82	85	388	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	10	10	10	10	10	10
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt		0.992						0.983				
Flt Protected		0.998									0.991	
Satd. Flow (prot)	0	4831	0	0	0	0	0	3251	0	0	3216	0
Flt Permitted		0.998									0.575	
Satd. Flow (perm)	0	4831	0	0	0	0	0	3251	0	0	1866	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8						11				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		481			486			599			113	
Travel Time (s)		10.9			11.0			13.6			2.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	5%	1%	0%	8%	0%
Adj. Flow (vph)	48	1155	65	0	0	0	0	707	90	93	426	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1268	0	0	0	0	0	797	0	0	519	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		custom	NA	
Protected Phases		3						1		4	1 2 4	
Permitted Phases	3									1 2		
Detector Phase	3	3						1		4	1 2 4	

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

7: Washington Ave & E. Stewart Ave_No-Build AM

No-Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	12.0	12.0						25.0		8.0		
Minimum Split (s)	26.0	26.0						31.0		13.0		
Total Split (s)	46.0	46.0						31.0		23.0		
Total Split (%)	39.7%	39.7%						26.7%		19.8%		
Maximum Green (s)	40.0	40.0						25.0		18.0		
Yellow Time (s)	4.0	4.0						4.0		3.0		
All-Red Time (s)	2.0	2.0						2.0		2.0		
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		6.0						6.0				
Lead/Lag	Lead	Lead						Lead		Lag		
Lead-Lag Optimize?	Yes	Yes						Yes		Yes		
Vehicle Extension (s)	3.0	3.0						3.0		3.0		
Recall Mode	Max	Max						None		None		
Walk Time (s)	8.0	8.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	4	4										
Act Effct Green (s)		40.0						25.0			57.2	
Actuated g/C Ratio		0.35						0.22			0.50	
v/c Ratio		0.75						1.12			0.47	
Control Delay		36.6						112.0			5.9	
Queue Delay		0.0						0.5			1.0	
Total Delay		36.6						112.5			6.9	
LOS		D						F			A	
Approach Delay		36.6						112.5			6.9	
Approach LOS		D						F			A	
90th %ile Green (s)	40.0	40.0						25.0		18.0		
90th %ile Term Code	MaxR	MaxR						Max		Max		
70th %ile Green (s)	40.0	40.0						25.0		18.0		
70th %ile Term Code	MaxR	MaxR						Max		Max		
50th %ile Green (s)	40.0	40.0						25.0		18.0		
50th %ile Term Code	MaxR	MaxR						Max		Max		
30th %ile Green (s)	40.0	40.0						25.0		17.8		
30th %ile Term Code	MaxR	MaxR						Max		Gap		
10th %ile Green (s)	40.0	40.0						25.0		14.4		
10th %ile Term Code	MaxR	MaxR						Max		Gap		
Queue Length 50th (ft)		304						~360			32	
Queue Length 95th (ft)		361						#487			m41	
Internal Link Dist (ft)		401			406			519			33	
Turn Bay Length (ft)												
Base Capacity (vph)		1682						714			1138	
Starvation Cap Reductn		0						0			363	
Spillback Cap Reductn		5						54			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.76						1.21			0.67	
Intersection Summary												
Area Type:	Other											
Cycle Length: 116												

Lane Group	Ø2
Switch Phase	
Minimum Initial (s)	3.0
Minimum Split (s)	9.0
Total Split (s)	16.0
Total Split (%)	14%
Maximum Green (s)	10.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	10.0
90th %ile Term Code	Max
70th %ile Green (s)	10.0
70th %ile Term Code	Max
50th %ile Green (s)	10.0
50th %ile Term Code	Max
30th %ile Green (s)	10.0
30th %ile Term Code	Max
10th %ile Green (s)	10.0
10th %ile Term Code	Max
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	

Actuated Cycle Length: 115.2

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.12

Intersection Signal Delay: 54.1

Intersection LOS: D

Intersection Capacity Utilization 78.6%

ICU Level of Service D

Analysis Period (min) 15

90th %ile Actuated Cycle: 116

70th %ile Actuated Cycle: 116

50th %ile Actuated Cycle: 116

30th %ile Actuated Cycle: 115.8

10th %ile Actuated Cycle: 112.4

~ Volume exceeds capacity, queue is theoretically infinite.

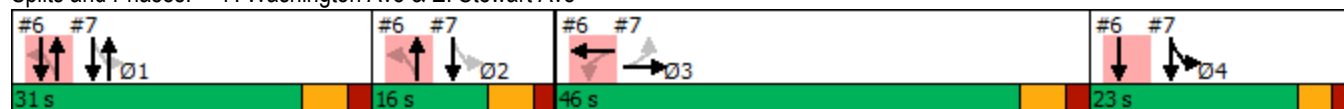
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 7: Washington Ave & E. Stewart Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

8: Butler Pl/Westbury Rd_No-Build AM

No-Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	4	1280	21	0	22	0	0	20	46
Future Volume (vph)	0	0	0	4	1280	21	0	22	0	0	20	46
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.998						0.906	
Flt Protected												
Satd. Flow (prot)	0	0	0	0	4863	0	0	1773	0	0	1685	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	4863	0	0	1773	0	0	1685	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		487			1400			112			499	
Travel Time (s)		11.1			31.8			2.5			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%	0%	10%	0%	0%	0%	7%
Adj. Flow (vph)	0	0	0	4	1391	23	0	24	0	0	22	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1418	0	0	24	0	0	72	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	35.1%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↕↕			↕			↕	
Traffic Vol, veh/h	0	0	0	4	1280	21	0	22	0	0	20	46
Future Vol, veh/h	0	0	0	4	1280	21	0	22	0	0	20	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	2	0	0	10	0	0	0	7
Mvmt Flow	0	0	0	4	1391	23	0	24	0	0	22	50
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				0	0	0	575	1422	-	-	1411	707
Stage 1				-	-	-	0	0	-	-	1411	-
Stage 2				-	-	-	575	1422	-	-	0	-
Critical Hdwy				5.3	-	-	6.4	6.7	-	-	6.5	7.24
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.5	-
Critical Hdwy Stg 2				-	-	-	6.7	5.7	-	-	-	-
Follow-up Hdwy				3.1	-	-	3.8	4.1	-	-	4	3.97
Pot Cap-1 Maneuver				-	-	-	455	126	0	0	140	315
Stage 1				-	-	-	-	-	0	0	206	-
Stage 2				-	-	-	433	187	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				-	-	-	337	126	-	-	140	315
Mov Cap-2 Maneuver				-	-	-	337	126	-	-	140	-
Stage 1				-	-	-	-	-	-	-	206	-
Stage 2				-	-	-	326	187	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s						40.1		27.9				
HCM LOS						E		D				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	126	-	-	-	228							
HCM Lane V/C Ratio	0.19	-	-	-	0.315							
HCM Control Delay (s)	40.1	-	-	-	27.9							
HCM Lane LOS	E	-	-	-	D							
HCM 95th %tile Q(veh)	0.7	-	-	-	1.3							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

9: Butler PI & E. Stewart Ave_No-Build AM

No-Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	1200	3	0	0	0	0	7	5	14	11	0
Future Volume (vph)	15	1200	3	0	0	0	0	7	5	14	11	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.942											
Flt Protected	0.999											0.972
Satd. Flow (prot)	0	4859	0	0	0	0	0	1837	0	0	1895	0
Flt Permitted	0.999											0.972
Satd. Flow (perm)	0	4859	0	0	0	0	0	1837	0	0	1895	0
Link Speed (mph)	30											
Link Distance (ft)	486											
Travel Time (s)	11.0											
Confl. Peds. (#/hr)	1											
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	17	1348	3	0	0	0	0	8	6	16	12	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1368	0	0	0	0	0	14	0	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0											
Link Offset(ft)	0											
Crosswalk Width(ft)	16											
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Free		Stop				Stop				Stop	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 39.8%												
ICU Level of Service A												
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↕↔			↔					↕			
Traffic Vol, veh/h	15	1200	3	0	0	0	0	7	5	14	11	0
Future Vol, veh/h	15	1200	3	0	0	0	0	7	5	14	11	0
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	14	2	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	17	1348	3	0	0	0	0	8	6	16	12	0
Major/Minor	Major1						Minor1			Minor2		
Conflicting Flow All	1	0	0				-	1385	676	578	1386	-
Stage 1	-	-	-				-	1384	-	1	1	-
Stage 2	-	-	-				-	1	-	577	1385	-
Critical Hdwy	5.58	-	-				-	6.5	7.1	6.4	6.5	-
Critical Hdwy Stg 1	-	-	-				-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.7	5.5	-
Follow-up Hdwy	3.24	-	-				-	4	3.9	3.8	4	-
Pot Cap-1 Maneuver	1110	-	-				0	145	343	453	144	0
Stage 1	-	-	-				0	213	-	-	-	0
Stage 2	-	-	-				0	-	-	432	213	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	1109	-	-				-	136	343	405	135	-
Mov Cap-2 Maneuver	-	-	-				-	136	-	405	135	-
Stage 1	-	-	-				-	200	-	-	-	-
Stage 2	-	-	-				-	-	-	383	200	-
Approach	EB						NB			SB		
HCM Control Delay, s	0.3						26.4			24.2		
HCM LOS							D			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	182	1109	-	-	215							
HCM Lane V/C Ratio	0.074	0.015	-	-	0.131							
HCM Control Delay (s)	26.4	8.3	0.2	-	24.2							
HCM Lane LOS	D	A	A	-	C							
HCM 95th %tile Q(veh)	0.2	0	-	-	0.4							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

10: Emmet Pl/Wetherill Rd & Stewart Ave_No-Build AM

No-Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	9	1268	43	25	30	0	0	48	13
Future Volume (vph)	0	0	0	9	1268	43	25	30	0	0	48	13
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.995						0.972	
Flt Protected								0.978				
Satd. Flow (prot)	0	0	0	0	4851	0	0	1873	0	0	1866	0
Flt Permitted								0.978				
Satd. Flow (perm)	0	0	0	0	4851	0	0	1873	0	0	1866	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1400			306			100			694	
Travel Time (s)		31.8			7.0			2.3			15.8	
Confl. Peds. (#/hr)				1			2					2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%	4%	0%	0%	0%	2%	0%
Adj. Flow (vph)	0	0	0	10	1409	48	28	33	0	0	53	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1467	0	0	61	0	0	67	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	Yes	No	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	41.2%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↕↕			↕			↕	
Traffic Vol, veh/h	0	0	0	9	1268	43	25	30	0	0	48	13
Future Vol, veh/h	0	0	0	9	1268	43	25	30	0	0	48	13
Conflicting Peds, #/hr	0	0	0	1	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	2	0	4	0	0	0	2	0
Mvmt Flow	0	0	0	10	1409	48	28	33	0	0	53	14
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				1	0	0	613	1478	-	-	1454	731
Stage 1				-	-	-	1	1	-	-	1453	-
Stage 2				-	-	-	612	1477	-	-	1	-
Critical Hdwy				5.3	-	-	6.48	6.5	-	-	6.54	7.1
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.54	-
Critical Hdwy Stg 2				-	-	-	6.78	5.5	-	-	-	-
Follow-up Hdwy				3.1	-	-	3.84	4	-	-	4.02	3.9
Pot Cap-1 Maneuver				1160	-	-	424	127	0	0	129	316
Stage 1				-	-	-	-	-	0	0	194	-
Stage 2				-	-	-	403	192	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				1159	-	-	258	121	-	-	123	316
Mov Cap-2 Maneuver				-	-	-	258	121	-	-	123	-
Stage 1				-	-	-	-	-	-	-	185	-
Stage 2				-	-	-	261	183	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				0.2		41.1		52.2				
HCM LOS						E		F				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	159	1159	-	-	141							
HCM Lane V/C Ratio	0.384	0.009	-	-	0.481							
HCM Control Delay (s)	41.1	8.1	0.1	-	52.2							
HCM Lane LOS	E	A	A	-	F							
HCM 95th %tile Q(veh)	1.6	0	-	-	2.2							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

11: Emmer PI /Emmet PI & E. Stewart Ave_No-Build AM

No-Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  						 			 	
Traffic Volume (vph)	16	1187	17	0	0	0	0	40	11	30	27	0
Future Volume (vph)	16	1187	17	0	0	0	0	40	11	30	27	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998						0.971				
Flt Protected		0.999									0.974	
Satd. Flow (prot)	0	4859	0	0	0	0	0	1850	0	0	1860	0
Flt Permitted		0.999									0.974	
Satd. Flow (perm)	0	4859	0	0	0	0	0	1850	0	0	1860	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1407			304			459			100	
Travel Time (s)		32.0			6.9			10.4			2.3	
Confl. Peds. (#/hr)	4						1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	3%	0%	4%	0%	0%
Adj. Flow (vph)	18	1304	19	0	0	0	0	44	12	33	30	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1341	0	0	0	0	0	56	0	0	63	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	Yes	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	39.5%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑							↑			↑	
Traffic Vol, veh/h	16	1187	17	0	0	0	0	40	11	30	27	0
Future Vol, veh/h	16	1187	17	0	0	0	0	40	11	30	27	0
Conflicting Peds, #/hr	4	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	2	0	0	0	0	0	3	0	4	0	0
Mvmt Flow	18	1304	19	0	0	0	0	44	12	33	30	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	4	0	0	-	1354	662	584	1363	-
Stage 1	-	-	-	-	1350	-	4	4	-
Stage 2	-	-	-	-	4	-	580	1359	-
Critical Hdwy	5.3	-	-	-	6.56	7.1	6.48	6.5	-
Critical Hdwy Stg 1	-	-	-	-	5.56	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.78	5.5	-
Follow-up Hdwy	3.1	-	-	-	4.03	3.9	3.84	4	-
Pot Cap-1 Maneuver	1156	-	-	0	147	350	440	149	0
Stage 1	-	-	-	0	215	-	-	-	0
Stage 2	-	-	-	0	-	-	422	219	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1152	-	-	-	138	350	305	140	-
Mov Cap-2 Maneuver	-	-	-	-	138	-	305	140	-
Stage 1	-	-	-	-	202	-	-	-	-
Stage 2	-	-	-	-	-	-	300	206	-

Approach	EB	NB	SB
HCM Control Delay, s	0.3	39.5	31.8
HCM LOS	E	E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	159	1152	-	-	196
HCM Lane V/C Ratio	0.352	0.015	-	-	0.32
HCM Control Delay (s)	39.5	8.2	0.2	-	31.8
HCM Lane LOS	E	A	A	-	D
HCM 95th %tile Q(veh)	1.5	0	-	-	1.3

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_No-Build AM
No-Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	1036	22	160	1151	60	23	629	269	41	424	146
Future Volume (vph)	169	1036	22	160	1151	60	23	629	269	41	424	146
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	10	10	9	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	260		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			60			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00				1.00			1.00			1.00	
Frt		0.997			0.993			0.956			0.964	
Flt Protected	0.950			0.950				0.999			0.997	
Satd. Flow (prot)	1834	4854	0	2995	3360	0	0	3093	0	0	2909	0
Flt Permitted	0.950			0.950				0.909			0.637	
Satd. Flow (perm)	1833	4854	0	2995	3360	0	0	2814	0	0	1859	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		224			2353			695			100	
Travel Time (s)		5.1			53.5			15.8			2.3	
Confl. Peds. (#/hr)	1					1	1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	2%	5%	8%	1%	24%	10%	7%	6%	24%	17%	2%
Adj. Flow (vph)	186	1138	24	176	1265	66	25	691	296	45	466	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	1162	0	176	1331	0	0	1012	0	0	671	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		34			34			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	1.06	1.06	1.11	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_No-Build AM

No-Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		8.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	16.0	22.0		16.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	16.0	50.0		16.0	50.0		52.0	52.0		52.0	52.0	
Total Split (%)	10.7%	33.3%		10.7%	33.3%		34.7%	34.7%		34.7%	34.7%	
Maximum Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	5.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	8.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	8.0	44.0		8.0	44.0			63.7			63.7	
Actuated g/C Ratio	0.05	0.29		0.05	0.29			0.42			0.42	
v/c Ratio	1.92	0.82		1.11	1.35			0.85			0.85	
Control Delay	482.9	54.8		164.9	205.4			46.1			50.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	482.9	54.8		164.9	205.4			46.1			50.0	
LOS	F	D		F	F			D			D	
Approach Delay		113.9			200.6			46.1			50.0	
Approach LOS		F			F			D			D	
90th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
70th %ile Green (s)	8.0	44.0		8.0	44.0		70.1	70.1		70.1	70.1	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
50th %ile Green (s)	8.0	44.0		8.0	44.0		70.1	70.1		70.1	70.1	
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
30th %ile Green (s)	8.0	44.0		8.0	44.0		70.1	70.1		70.1	70.1	
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
10th %ile Green (s)	8.0	44.0		8.0	44.0		70.1	70.1		70.1	70.1	
10th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
Queue Length 50th (ft)	~278	388		~100	~894			426			283	
Queue Length 95th (ft)	#440	448		#182	#1035			#836			#593	
Internal Link Dist (ft)		144			2273			615			20	
Turn Bay Length (ft)	100			260								
Base Capacity (vph)	97	1423		159	985			1195			789	
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	

Lane Group	Ø3
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	32.0
Total Split (s)	32.0
Total Split (%)	21%
Maximum Green (s)	27.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	10.0
Flash Dont Walk (s)	18.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	27.0
90th %ile Term Code	Ped
70th %ile Green (s)	0.0
70th %ile Term Code	Skip
50th %ile Green (s)	0.0
50th %ile Term Code	Skip
30th %ile Green (s)	0.0
30th %ile Term Code	Skip
10th %ile Green (s)	0.0
10th %ile Term Code	Skip
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	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_No-Build AM
No-Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	1.92	0.82		1.11	1.35			0.85			0.85	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 13 (9%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.92

Intersection Signal Delay: 118.1

Intersection LOS: F

Intersection Capacity Utilization 112.6%

ICU Level of Service H

Analysis Period (min) 15

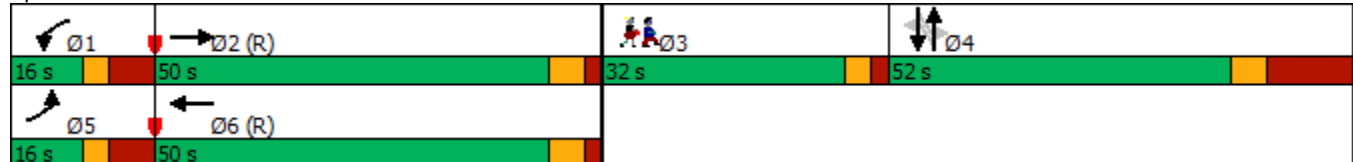
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 12: Clinton Rd & E. Stewart Ave



Lane Group	Ø3

Reduced v/c Ratio

Intersection Summary

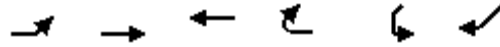
Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

13: Clinton Rd & Osborne Rd_No-Build AM
No-Build 2033_AM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	7	9	848	603	5
Future Volume (vph)	0	7	9	848	603	5
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	10	10	10	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.865				0.999	
Flt Protected				0.999		
Satd. Flow (prot)	1687	0	0	3231	3033	0
Flt Permitted				0.999		
Satd. Flow (perm)	1687	0	0	3231	3033	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	221			100	842	
Travel Time (s)	5.0			2.3	19.1	
Confl. Peds. (#/hr)		1	5			5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	7%	14%	0%
Adj. Flow (vph)	0	8	10	932	663	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	942	668	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	1.06	1.06	1.06	1.06
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	39.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	7	9	848	603	5
Future Vol, veh/h	0	7	9	848	603	5
Conflicting Peds, #/hr	0	1	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	7	14	0
Mvmt Flow	0	8	10	932	663	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1157	340	673	0	-	0
Stage 1	671	-	-	-	-	-
Stage 2	486	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	193	662	927	-	-	-
Stage 1	475	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	187	658	923	-	-	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	462	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.5	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	923	-	658	-	-	
HCM Lane V/C Ratio	0.011	-	0.012	-	-	
HCM Control Delay (s)	8.9	0.1	10.5	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑↑↑				↑↑↑↑
Traffic Volume (vph)	0	1165	0	0	0	1164
Future Volume (vph)	0	1165	0	0	0	1164
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	0.76
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	4709	0	0	0	3458
Flt Permitted						
Satd. Flow (perm)	0	4709	0	0	0	3458
Link Speed (mph)		30	30		30	
Link Distance (ft)		419	382		393	
Travel Time (s)		9.5	8.7		8.9	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Parking (#/hr)		0				
Adj. Flow (vph)	0	1280	0	0	0	1279
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1280	0	0	0	1279
Enter Blocked Intersection	Yes	Yes	No	No	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		90	90		90	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	1.10	1.06	1.06	1.06	1.06
Turning Speed (mph)	15			9	15	30
Sign Control		Free	Stop		Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 29.8%				ICU Level of Service A		
Analysis Period (min) 15						

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations				↑↑↑↑		↓↓↓↓
Traffic Volume (vph)	0	0	0	1320	0	1227
Future Volume (vph)	0	0	0	1320	0	1227
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	0.76
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	4919	0	3458
Flt Permitted						
Satd. Flow (perm)	0	0	0	4919	0	3458
Link Speed (mph)	30			30	30	
Link Distance (ft)	306			224	304	
Travel Time (s)	7.0			5.1	6.9	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	1%	2%	2%
Adj. Flow (vph)	0	0	0	1451	0	1348
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1451	0	1348
Enter Blocked Intersection	No	No	No	Yes	No	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			60	100	
Link Offset(ft)	0			-20	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)		9	15		15	30
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	31.2%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings 12: Clinton Rd & E. Stewart Ave_No-Build AM - No Ped Phase
123-087; Stewart Avenue - Garden City No-Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	1036	22	160	1151	60	23	629	269	41	424	146
Future Volume (vph)	169	1036	22	160	1151	60	23	629	269	41	424	146
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	10	10	9	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	260		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			60			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00				1.00			1.00			1.00	
Frt		0.997			0.993			0.956			0.964	
Flt Protected	0.950			0.950				0.999			0.997	
Satd. Flow (prot)	1834	4854	0	2995	3360	0	0	3093	0	0	2909	0
Flt Permitted	0.950			0.950				0.882			0.573	
Satd. Flow (perm)	1833	4854	0	2995	3360	0	0	2731	0	0	1672	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		224			2353			695			100	
Travel Time (s)		5.1			53.5			15.8			2.3	
Confl. Peds. (#/hr)	1					1	1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	2%	5%	8%	1%	24%	10%	7%	6%	24%	17%	2%
Adj. Flow (vph)	186	1138	24	176	1265	66	25	691	296	45	466	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	1162	0	176	1331	0	0	1012	0	0	671	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		34			34			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	1.06	1.06	1.11	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings 12: Clinton Rd & E. Stewart Ave_No-Build AM - No Ped Phase
123-087; Stewart Avenue - Garden City No-Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		8.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	16.0	22.0		16.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	16.0	50.0		16.0	50.0		52.0	52.0		52.0	52.0	
Total Split (%)	13.6%	42.4%		13.6%	42.4%		44.1%	44.1%		44.1%	44.1%	
Maximum Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	5.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	8.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	8.0	44.0		8.0	44.0			38.1			38.1	
Actuated g/C Ratio	0.07	0.37		0.07	0.37			0.32			0.32	
v/c Ratio	1.50	0.64		0.87	1.06			1.15			1.24	
Control Delay	300.2	32.5		91.0	80.2			117.2			160.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	300.2	32.5		91.0	80.2			117.2			160.4	
LOS	F	C		F	F			F			F	
Approach Delay		69.4			81.5			117.2			160.4	
Approach LOS		E			F			F			F	
90th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
70th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
50th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
30th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
10th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
10th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
Queue Length 50th (ft)	~196	264		69	~587			~476			~334	
Queue Length 95th (ft)	#343	315		#135	#724			#608			#454	
Internal Link Dist (ft)		144			2273			615			20	
Turn Bay Length (ft)	100			260								
Base Capacity (vph)	124	1809		203	1252			881			539	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	1.50	0.64		0.87	1.06			1.15			1.24	
Intersection Summary												

Lanes, Volumes, Timings 12: Clinton Rd & E. Stewart Ave_No-Build AM - No Ped Phase
 123-087; Stewart Avenue - Garden City No-Build 2033_AM Peak Hour

Area Type:	Other
Cycle Length:	118
Actuated Cycle Length:	118
Offset:	13 (11%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.50
Intersection Signal Delay:	97.5
Intersection LOS:	F
Intersection Capacity Utilization	112.6%
ICU Level of Service	H
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 12: Clinton Rd & E. Stewart Ave

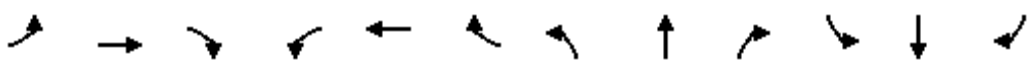


Lanes, Volumes, Timings

1: Franklin Ave & E. Stewart Ave_No-Build School Dismissal

123-087; Stewart Avenue - Garden City

No-Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑	↗		↑↑		↖	↑↑	
Traffic Volume (vph)	0	827	50	237	639	209	0	463	392	253	741	62
Future Volume (vph)	0	827	50	237	639	209	0	463	392	253	741	62
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	0		90	0		0	290		0
Storage Lanes	0		0	1		1	0		0	1		0
Taper Length (ft)	25			25			25			90		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00		0.98		0.96		0.99	1.00	
Frt		0.991				0.850		0.931			0.988	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3596	0	1816	3632	1641	0	3037	0	1695	3317	0
Flt Permitted				0.170						0.141		
Satd. Flow (perm)	0	3596	0	325	3632	1603	0	3037	0	248	3317	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				184		241			10	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		671			419			422			614	
Travel Time (s)		15.3			9.5			8.2			12.0	
Confl. Peds. (#/hr)	10		4	4		10	14		60	60		14
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	2%	2%	2%	1%	0%	3%	1%	2%	3%	0%
Parking (#/hr)												12
Adj. Flow (vph)	0	844	51	242	652	213	0	472	400	258	756	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	895	0	242	652	213	0	872	0	258	819	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			70			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2	1		2		1	2	
Detector Template		Thru		Left	Thru	Right		Thru		Left	Thru	
Leading Detector (ft)		100		20	100	20		100		20	100	
Trailing Detector (ft)		0		0	0	0		0		0	0	
Detector 1 Position(ft)		0		0	0	0		0		0	0	
Detector 1 Size(ft)		6		20	6	20		6		20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		D,P+P	NA	custom		NA		pm+pt	NA	
Protected Phases		3		4	3 4	2		1		2	1	
Permitted Phases				3		3				1		
Detector Phase		3		4	3 4	2		1		2	1	
Switch Phase												
Minimum Initial (s)		12.0		3.0		6.0		20.0		6.0	20.0	
Minimum Split (s)		28.5		9.0		13.0		28.5		13.0	28.5	
Total Split (s)		29.0		13.0		16.0		32.0		16.0	32.0	
Total Split (%)		32.2%		14.4%		17.8%		35.6%		17.8%	35.6%	
Maximum Green (s)		23.5		7.5		10.5		26.5		10.5	26.5	
Yellow Time (s)		3.5		3.5		3.5		3.5		3.5	3.5	
All-Red Time (s)		2.0		2.0		2.0		2.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0		-2.0	0.0	
Total Lost Time (s)		5.5		5.5		5.5		5.5		3.5	5.5	
Lead/Lag		Lead		Lag		Lag		Lead		Lag	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)		3.0		3.0		3.0		3.0		3.0	3.0	
Recall Mode		None		None		C-Max		Min		C-Max	Min	
Walk Time (s)		7.0						7.0			7.0	
Flash Dont Walk (s)		16.0						16.0			16.0	
Pedestrian Calls (#/hr)		10						40			40	
Act Effct Green (s)		23.5		31.0	36.5	34.1		26.4		41.0	26.4	
Actuated g/C Ratio		0.26		0.34	0.41	0.38		0.29		0.46	0.29	
v/c Ratio		0.95		1.03	0.44	0.29		0.82		0.82	0.84	
Control Delay		52.7		101.2	20.6	4.7		28.8		52.9	38.4	
Queue Delay		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay		52.7		101.2	20.6	4.7		28.8		52.9	38.4	
LOS		D		F	C	A		C		D	D	
Approach Delay		52.7			35.1			28.8			41.9	
Approach LOS		D			D			C			D	
90th %ile Green (s)		23.5		7.5		10.5		26.5		10.5	26.5	
90th %ile Term Code		Max		Max		Coord		Max		Coord	Max	
70th %ile Green (s)		23.5		7.5		10.5		26.5		10.5	26.5	
70th %ile Term Code		Max		Max		Coord		Max		Coord	Max	
50th %ile Green (s)		23.5		7.5		10.5		26.5		10.5	26.5	
50th %ile Term Code		Max		Max		Coord		Max		Coord	Max	
30th %ile Green (s)		23.5		7.5		10.5		26.5		10.5	26.5	
30th %ile Term Code		Max		Max		Coord		Max		Coord	Max	
10th %ile Green (s)		23.5		7.5		10.9		26.1		10.9	26.1	
10th %ile Term Code		Max		Max		Coord		Gap		Coord	Gap	
Queue Length 50th (ft)		261		~96	137	9		178		93	225	
Queue Length 95th (ft)		#385		#244	185	49		256		#223	#310	
Internal Link Dist (ft)		591			339			342			534	
Turn Bay Length (ft)						90				290		
Base Capacity (vph)		944		236	1472	725		1064		314	983	
Starvation Cap Reductn		0		0	0	0		0		0	0	
Spillback Cap Reductn		0		0	0	0		0		0	0	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_No-Build School Dismissal

No-Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0		0	0	0		0		0	0	
Reduced v/c Ratio		0.95		1.03	0.44	0.29		0.82		0.82	0.83	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 55 (61%), Referenced to phase 2:SBL and 6:, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 39.5

Intersection LOS: D

Intersection Capacity Utilization 94.2%

ICU Level of Service F

Analysis Period (min) 15

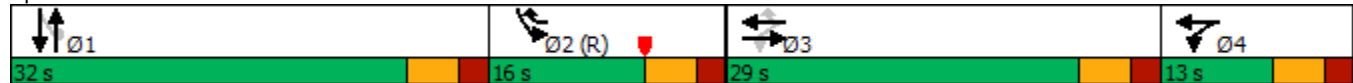
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Franklin Ave & E. Stewart Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

2: Authur St & Stewart Ave_No-Build School Dismissal

No-Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1	1073	5	3	14	0	0	1	8
Future Volume (vph)	0	0	0	1	1073	5	3	14	0	0	1	8
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.999						0.878	
Flt Protected								0.992				
Satd. Flow (prot)	0	0	0	0	4863	0	0	1934	0	0	1712	0
Flt Permitted								0.992				
Satd. Flow (perm)	0	0	0	0	4863	0	0	1934	0	0	1712	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		393			466			120			775	
Travel Time (s)		8.9			10.6			2.7			17.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	2%	20%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	1	1166	5	3	15	0	0	1	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1172	0	0	18	0	0	10	0
Enter Blocked Intersection	No	No	No	No	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	30.3%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑			↑			↑	
Traffic Vol, veh/h	0	0	0	1	1073	5	3	14	0	0	1	8
Future Vol, veh/h	0	0	0	1	1073	5	3	14	0	0	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	2	20	0	0	0	0	0	0
Mvmt Flow	0	0	0	1	1166	5	3	15	0	0	1	9

Major/Minor	Major2			Minor1		Minor2	
Conflicting Flow All	0	0	0	469	1173	-	-
Stage 1	-	-	-	0	0	-	-
Stage 2	-	-	-	469	1173	-	-
Critical Hdwy	5.3	-	-	6.4	6.5	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.7	5.5	-	-
Follow-up Hdwy	3.1	-	-	3.8	4	-	-
Pot Cap-1 Maneuver	-	-	-	522	194	0	0
Stage 1	-	-	-	-	-	0	0
Stage 2	-	-	-	502	268	0	0
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	508	194	-	-
Mov Cap-2 Maneuver	-	-	-	508	194	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	489	268	-	-

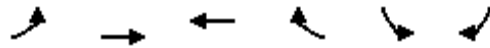
Approach	WB	NB	SB
HCM Control Delay, s		23	15.5
HCM LOS		C	C

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	218	-	-	-	353
HCM Lane V/C Ratio	0.085	-	-	-	0.028
HCM Control Delay (s)	23	-	-	-	15.5
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	0.1

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

3: E. Stewart Ave & Authur St _No-Build School Dismissal

No-Build 2033_School Dismissal Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑			↘	
Traffic Volume (vph)	17	1456	0	0	2	0
Future Volume (vph)	17	1456	0	0	2	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	12	12	12	12
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.999			0.950	
Satd. Flow (prot)	0	4628	0	0	1852	0
Flt Permitted		0.999			0.950	
Satd. Flow (perm)	0	4628	0	0	1852	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		382	476		120	
Travel Time (s)		8.7	10.8		2.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%
Parking (#/hr)		15				
Adj. Flow (vph)	18	1583	0	0	2	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1601	0	0	2	0
Enter Blocked Intersection	No	No	No	No	Yes	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	1.14	0.97	0.97	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Stop		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	37.7%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↑↑↑				↑	
Traffic Vol, veh/h	17	1456	0	0	2	0
Future Vol, veh/h	17	1456	0	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	18	1583	0	0	2	0
Major/Minor	Major1		Minor2			
Conflicting Flow All	0	0			669	-
Stage 1	-	-			0	-
Stage 2	-	-			669	-
Critical Hdwy	5.3	-			5.7	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			6	-
Follow-up Hdwy	3.1	-			3.8	-
Pot Cap-1 Maneuver	-	-			458	0
Stage 1	-	-			-	0
Stage 2	-	-			433	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-			458	-
Mov Cap-2 Maneuver	-	-			458	-
Stage 1	-	-			-	-
Stage 2	-	-			433	-
Approach	EB			SB		
HCM Control Delay, s				12.9		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	SBLn1			
Capacity (veh/h)	-	-	458			
HCM Lane V/C Ratio	-	-	0.005			
HCM Control Delay (s)	-	-	12.9			
HCM Lane LOS	-	-	B			
HCM 95th %tile Q(veh)	-	-	0			

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

4: John St_No-Build School Dismissal
No-Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					  							
Traffic Volume (vph)	0	0	0	0	1061	5	7	6	0	0	7	12
Future Volume (vph)	0	0	0	0	1061	5	7	6	0	0	7	12
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.999						0.916	
Flt Protected								0.974				
Satd. Flow (prot)	0	0	0	0	4867	0	0	1646	0	0	1786	0
Flt Permitted								0.974				
Satd. Flow (perm)	0	0	0	0	4867	0	0	1646	0	0	1786	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		466			483			124			782	
Travel Time (s)		10.6			11.0			2.8			17.8	
Confl. Peds. (#/hr)						4						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%	14%	17%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	1153	5	8	7	0	0	8	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1158	0	0	15	0	0	21	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	33.1%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑			↑			↑	
Traffic Vol, veh/h	0	0	0	0	1061	5	7	6	0	0	7	12
Future Vol, veh/h	0	0	0	0	1061	5	7	6	0	0	7	12
Conflicting Peds, #/hr	0	0	0	0	0	4	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	2	0	14	17	0	0	0	0
Mvmt Flow	0	0	0	0	1153	5	8	7	0	0	8	13

Major/Minor	Major2		Minor1		Minor2	
Conflicting Flow All	0	0	0	465	1162	-
Stage 1	-	-	-	0	0	-
Stage 2	-	-	-	465	1162	-
Critical Hdwy	5.3	-	-	6.68	6.84	-
Critical Hdwy Stg 1	-	-	-	-	-	5.5
Critical Hdwy Stg 2	-	-	-	6.98	5.84	-
Follow-up Hdwy	3.1	-	-	3.94	4.17	-
Pot Cap-1 Maneuver	-	-	-	492	173	0
Stage 1	-	-	-	-	-	0
Stage 2	-	-	-	473	238	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	461	172	-
Mov Cap-2 Maneuver	-	-	-	461	172	-
Stage 1	-	-	-	-	-	271
Stage 2	-	-	-	444	237	-

Approach	WB	NB	SB
HCM Control Delay, s	0	19.6	18.6
HCM LOS		C	C

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	260	-	-	-	286
HCM Lane V/C Ratio	0.054	-	-	-	0.072
HCM Control Delay (s)	19.6	0	-	-	18.6
HCM Lane LOS	C	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

5: John St & E. Stewart Ave_No-Build School Dismissal

No-Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	1451	3	0	0	0	0	9	3	7	0	0
Future Volume (vph)	4	1451	3	0	0	0	0	9	3	7	0	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.969											
Flt Protected											0.950	
Satd. Flow (prot)	0	4872	0	0	0	0	0	1517	0	0	1852	0
Flt Permitted											0.950	
Satd. Flow (perm)	0	4872	0	0	0	0	0	1517	0	0	1852	0
Link Speed (mph)	30				30				30		30	
Link Distance (ft)	476				481				586		124	
Travel Time (s)	10.8				10.9				13.3		2.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	22%	33%	0%	0%	0%
Adj. Flow (vph)	4	1560	3	0	0	0	0	10	3	8	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1567	0	0	0	0	0	13	0	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				0				0		0	
Link Offset(ft)	0				0				0		0	
Crosswalk Width(ft)	16				16				16		16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Free				Stop				Stop			
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	39.8%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑							↑			↑	
Traffic Vol, veh/h	4	1451	3	0	0	0	0	9	3	7	0	0
Future Vol, veh/h	4	1451	3	0	0	0	0	9	3	7	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	2	0	0	0	0	0	22	33	0	0	0
Mvmt Flow	4	1560	3	0	0	0	0	10	3	8	0	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	0	0	0	-	1570	782	637	1571	-
Stage 1	-	-	-	-	1570	-	0	0	-
Stage 2	-	-	-	-	0	-	637	1571	-
Critical Hdwy	5.3	-	-	-	6.94	7.76	6.4	6.5	-
Critical Hdwy Stg 1	-	-	-	-	5.94	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	-	4.22	4.23	3.8	4	-
Pot Cap-1 Maneuver	-	-	-	0	90	241	419	112	0
Stage 1	-	-	-	0	140	-	-	-	0
Stage 2	-	-	-	0	-	-	398	173	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	90	241	379	112	-
Mov Cap-2 Maneuver	-	-	-	-	90	-	379	112	-
Stage 1	-	-	-	-	140	-	-	-	-
Stage 2	-	-	-	-	-	-	366	173	-

Approach	EB	NB	SB
HCM Control Delay, s		43.2	14.7
HCM LOS		E	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	107	-	-	-	379
HCM Lane V/C Ratio	0.121	-	-	-	0.02
HCM Control Delay (s)	43.2	-	-	-	14.7
HCM Lane LOS	E	-	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	0.1

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

6: Washington Ave_No-Build School Dismissal
No-Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	70	968	79	69	308	0	0	597	28
Future Volume (vph)	0	0	0	70	968	79	69	308	0	0	597	28
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	0.95	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt					0.989						0.993	
Flt Protected					0.997			0.991				
Satd. Flow (prot)	0	0	0	0	4802	0	0	3184	0	0	3307	0
Flt Permitted					0.997			0.638				
Satd. Flow (perm)	0	0	0	0	4801	0	0	2050	0	0	3307	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					11						5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		483			487			113			824	
Travel Time (s)		11.0			11.1			2.6			18.7	
Confl. Peds. (#/hr)				2					2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	2%	4%	6%	8%	0%	0%	4%	0%
Adj. Flow (vph)	0	0	0	76	1052	86	75	335	0	0	649	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1214	0	0	410	0	0	679	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2			2	
Detector Template				Left	Thru		Left	Thru			Thru	
Leading Detector (ft)				20	100		20	100			100	
Trailing Detector (ft)				0	0		0	0			0	
Detector 1 Position(ft)				0	0		0	0			0	
Detector 1 Size(ft)				20	6		20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					3			1 2			1 4	

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

6: Washington Ave_No-Build School Dismissal
No-Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				3			1 2					
Detector Phase				3	3		1 2	1 2			1 4	
Switch Phase												
Minimum Initial (s)				12.0	12.0							
Minimum Split (s)				26.0	26.0							
Total Split (s)				46.0	46.0							
Total Split (%)				39.7%	39.7%							
Maximum Green (s)				40.0	40.0							
Yellow Time (s)				4.0	4.0							
All-Red Time (s)				2.0	2.0							
Lost Time Adjust (s)					0.0							
Total Lost Time (s)					6.0							
Lead/Lag				Lead	Lead							
Lead-Lag Optimize?				Yes	Yes							
Vehicle Extension (s)				3.0	3.0							
Recall Mode				Max	Max							
Walk Time (s)				8.0	8.0							
Flash Dont Walk (s)				12.0	12.0							
Pedestrian Calls (#/hr)				7	7							
Act Effect Green (s)					40.0			41.0			48.0	
Actuated g/C Ratio					0.34			0.35			0.41	
v/c Ratio					0.73			0.57			0.50	
Control Delay					36.1			10.2			26.4	
Queue Delay					1.3			4.4			0.2	
Total Delay					37.4			14.6			26.6	
LOS					D			B			C	
Approach Delay					37.4			14.6			26.6	
Approach LOS					D			B			C	
90th %ile Green (s)				40.0	40.0							
90th %ile Term Code				MaxR	MaxR							
70th %ile Green (s)				40.0	40.0							
70th %ile Term Code				MaxR	MaxR							
50th %ile Green (s)				40.0	40.0							
50th %ile Term Code				MaxR	MaxR							
30th %ile Green (s)				40.0	40.0							
30th %ile Term Code				MaxR	MaxR							
10th %ile Green (s)				40.0	40.0							
10th %ile Term Code				MaxR	MaxR							
Queue Length 50th (ft)					286			22			192	
Queue Length 95th (ft)					342			m26			247	
Internal Link Dist (ft)		403			407			33			744	
Turn Bay Length (ft)												
Base Capacity (vph)					1662			724			1371	
Starvation Cap Reductn					0			235			0	
Spillback Cap Reductn					246			0			170	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.86			0.84			0.57	
Intersection Summary												

Lane Group	Ø1	Ø2	Ø4
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	25.0	3.0	8.0
Minimum Split (s)	31.0	9.0	13.0
Total Split (s)	31.0	16.0	23.0
Total Split (%)	27%	14%	20%
Maximum Green (s)	25.0	10.0	18.0
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	None
Walk Time (s)			
Flash Dont Walk (s)			
Pedestrian Calls (#/hr)			
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
90th %ile Green (s)	25.0	10.0	18.0
90th %ile Term Code	Max	Max	Max
70th %ile Green (s)	25.0	10.0	18.0
70th %ile Term Code	Max	Max	Max
50th %ile Green (s)	25.0	10.0	18.0
50th %ile Term Code	Max	Max	Max
30th %ile Green (s)	25.0	10.0	18.0
30th %ile Term Code	Max	Max	Max
10th %ile Green (s)	25.0	10.0	18.0
10th %ile Term Code	Max	Max	Max
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			

Area Type: Other

Cycle Length: 116

Actuated Cycle Length: 116

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 30.2

Intersection LOS: C

Intersection Capacity Utilization 78.0%

ICU Level of Service D

Analysis Period (min) 15

90th %ile Actuated Cycle: 116

70th %ile Actuated Cycle: 116

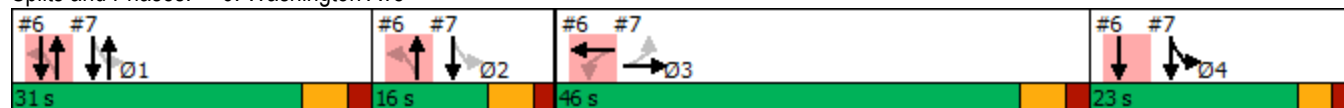
50th %ile Actuated Cycle: 116

30th %ile Actuated Cycle: 116

10th %ile Actuated Cycle: 116

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

Splits and Phases: 6: Washington Ave



Lanes, Volumes, Timings 7: Washington Ave & E. Stewart Ave_No-Build School Dismissal
123-087; Stewart Avenue - Garden City No-Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	1342	82	0	0	0	0	341	79	153	514	0
Future Volume (vph)	37	1342	82	0	0	0	0	341	79	153	514	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	10	10	10	10	10	10
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor								1.00				
Frt		0.992						0.972				
Flt Protected		0.999									0.989	
Satd. Flow (prot)	0	4829	0	0	0	0	0	3126	0	0	3303	0
Flt Permitted		0.999									0.662	
Satd. Flow (perm)	0	4829	0	0	0	0	0	3126	0	0	2211	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9						22				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		481			486			599			113	
Travel Time (s)		10.9			11.0			13.6			2.6	
Confl. Peds. (#/hr)									1			1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	2%	1%	0%	0%	0%	0%	8%	4%	2%	4%	0%
Adj. Flow (vph)	41	1475	90	0	0	0	0	375	87	168	565	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1606	0	0	0	0	0	462	0	0	733	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		custom	NA	
Protected Phases		3						1		4	1 2 4	

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2

Lanes, Volumes, Timings 7: Washington Ave & E. Stewart Ave_No-Build School Dismissal
123-087; Stewart Avenue - Garden City No-Build 2033_School Dismissal Peak Hour

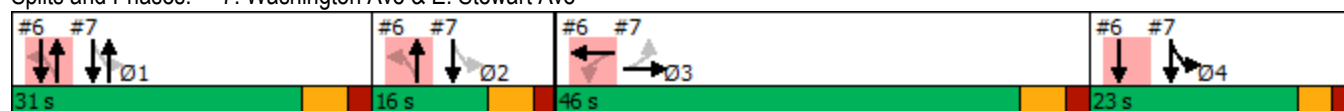
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3									1 2		
Detector Phase	3	3						1		4	1 2 4	
Switch Phase												
Minimum Initial (s)	12.0	12.0						25.0		8.0		
Minimum Split (s)	26.0	26.0						31.0		13.0		
Total Split (s)	46.0	46.0						31.0		23.0		
Total Split (%)	39.7%	39.7%						26.7%		19.8%		
Maximum Green (s)	40.0	40.0						25.0		18.0		
Yellow Time (s)	4.0	4.0						4.0		3.0		
All-Red Time (s)	2.0	2.0						2.0		2.0		
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		6.0						6.0				
Lead/Lag	Lead	Lead						Lead		Lag		
Lead-Lag Optimize?	Yes	Yes						Yes		Yes		
Vehicle Extension (s)	3.0	3.0						3.0		3.0		
Recall Mode	Max	Max						None		None		
Walk Time (s)	8.0	8.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	7	7										
Act Effct Green (s)		40.0						25.0			58.0	
Actuated g/C Ratio		0.34						0.22			0.50	
v/c Ratio		0.96						0.67			0.58	
Control Delay		51.9						45.1			6.5	
Queue Delay		0.0						0.2			1.0	
Total Delay		51.9						45.3			7.6	
LOS		D						D			A	
Approach Delay		51.9						45.3			7.6	
Approach LOS		D						D			A	
90th %ile Green (s)	40.0	40.0						25.0		18.0		
90th %ile Term Code	MaxR	MaxR						Max		Max		
70th %ile Green (s)	40.0	40.0						25.0		18.0		
70th %ile Term Code	MaxR	MaxR						Max		Max		
50th %ile Green (s)	40.0	40.0						25.0		18.0		
50th %ile Term Code	MaxR	MaxR						Max		Max		
30th %ile Green (s)	40.0	40.0						25.0		18.0		
30th %ile Term Code	MaxR	MaxR						Max		Max		
10th %ile Green (s)	40.0	40.0						25.0		18.0		
10th %ile Term Code	MaxR	MaxR						Max		Max		
Queue Length 50th (ft)		426						160			34	
Queue Length 95th (ft)		#535						218			41	
Internal Link Dist (ft)		401			406			519			33	
Turn Bay Length (ft)												
Base Capacity (vph)		1671						690			1265	
Starvation Cap Reductn		0						0			286	
Spillback Cap Reductn		0						18			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.96						0.69			0.75	
Intersection Summary												

Lane Group	Ø2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	3.0
Minimum Split (s)	9.0
Total Split (s)	16.0
Total Split (%)	14%
Maximum Green (s)	10.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	10.0
90th %ile Term Code	Max
70th %ile Green (s)	10.0
70th %ile Term Code	Max
50th %ile Green (s)	10.0
50th %ile Term Code	Max
30th %ile Green (s)	10.0
30th %ile Term Code	Max
10th %ile Green (s)	10.0
10th %ile Term Code	Max
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	

Lanes, Volumes, Timings 7: Washington Ave & E. Stewart Ave_No-Build School Dismissal
 123-087; Stewart Avenue - Garden City No-Build 2033_School Dismissal Peak Hour

Area Type:	Other
Cycle Length: 116	
Actuated Cycle Length: 116	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 39.2	Intersection LOS: D
Intersection Capacity Utilization 84.4%	ICU Level of Service E
Analysis Period (min) 15	
90th %ile Actuated Cycle: 116	
70th %ile Actuated Cycle: 116	
50th %ile Actuated Cycle: 116	
30th %ile Actuated Cycle: 116	
10th %ile Actuated Cycle: 116	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 7: Washington Ave & E. Stewart Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

8: Butler Pl/Westbury Rd_No-Build School Dismissal
No-Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	1072	5	4	33	0	0	28	41
Future Volume (vph)	0	0	0	5	1072	5	4	33	0	0	28	41
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.999						0.920	
Flt Protected								0.995				
Satd. Flow (prot)	0	0	0	0	4867	0	0	1826	0	0	1689	0
Flt Permitted								0.995				
Satd. Flow (perm)	0	0	0	0	4867	0	0	1826	0	0	1689	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		487			1400			112			499	
Travel Time (s)		11.1			31.8			2.5			11.3	
Confl. Peds. (#/hr)				1			1					1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%	0%	7%	0%	0%	11%	3%
Adj. Flow (vph)	0	0	0	5	1140	5	4	35	0	0	30	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1150	0	0	39	0	0	74	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	32.0%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑			↑			↑	
Traffic Vol, veh/h	0	0	0	5	1072	5	4	33	0	0	28	41
Future Vol, veh/h	0	0	0	5	1072	5	4	33	0	0	28	41
Conflicting Peds, #/hr	0	0	0	1	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	2	0	0	7	0	0	11	3
Mvmt Flow	0	0	0	5	1140	5	4	35	0	0	30	44
Major/Minor												
Major2				Minor1				Minor2				
Conflicting Flow All				1	0	0	483	1156	-	-	1154	574
Stage 1				-	-	-	1	1	-	-	1153	-
Stage 2				-	-	-	482	1155	-	-	1	-
Critical Hdwy				5.3	-	-	6.4	6.64	-	-	6.72	7.16
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.72	-
Critical Hdwy Stg 2				-	-	-	6.7	5.64	-	-	-	-
Follow-up Hdwy				3.1	-	-	3.8	4.07	-	-	4.11	3.93
Pot Cap-1 Maneuver				1160	-	-	512	188	0	0	183	394
Stage 1				-	-	-	-	-	0	0	252	-
Stage 2				-	-	-	493	259	0	0	-	-
Platoon blocked, %				-	-							
Mov Cap-1 Maneuver				1159	-	-	394	186	-	-	181	394
Mov Cap-2 Maneuver				-	-	-	394	186	-	-	181	-
Stage 1				-	-	-	-	-	-	-	249	-
Stage 2				-	-	-	381	256	-	-	-	-
Approach												
WB				NB				SB				
HCM Control Delay, s				0			27.8				23.5	
HCM LOS							D				C	
Minor Lane/Major Mvmt												
NBLn1				WBL	WBT	WBR	SBLn1					
Capacity (veh/h)				197	1159	-	-	-	-	-	267	
HCM Lane V/C Ratio				0.2	0.005	-	-	-	-	-	0.275	
HCM Control Delay (s)				27.8	8.1	0	-	-	-	-	23.5	
HCM Lane LOS				D	A	A	-	-	-	-	C	
HCM 95th %tile Q(veh)				0.7	0	-	-	-	-	-	1.1	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

9: Butler PI & E. Stewart Ave_No-Build School Dismissal

No-Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  						 				
Traffic Volume (vph)	26	1544	4	0	0	0	0	11	2	15	19	0
Future Volume (vph)	26	1544	4	0	0	0	0	11	2	15	19	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.981											
Flt Protected	0.999											0.979
Satd. Flow (prot)	0	4865	0	0	0	0	0	1762	0	0	1747	0
Flt Permitted	0.999											0.979
Satd. Flow (perm)	0	4865	0	0	0	0	0	1762	0	0	1747	0
Link Speed (mph)	30											
Link Distance (ft)	486											
Travel Time (s)	11.0											
Confl. Peds. (#/hr)	1											
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	0%	0%	0%	0%	0%	10%	0%	7%	11%	0%
Adj. Flow (vph)	28	1678	4	0	0	0	0	12	2	16	21	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1710	0	0	0	0	0	14	0	0	37	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0											
Link Offset(ft)	0											
Crosswalk Width(ft)	16											
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Free											
Stop												
Stop												
Stop												
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	47.0%											
ICU Level of Service A												
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↕↔			↔					↕			
Traffic Vol, veh/h	26	1544	4	0	0	0	0	11	2	15	19	0
Future Vol, veh/h	26	1544	4	0	0	0	0	11	2	15	19	0
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	2	0	0	0	0	0	10	0	7	11	0
Mvmt Flow	28	1678	4	0	0	0	0	12	2	16	21	0
Major/Minor	Major1			Minor1			Minor2					
Conflicting Flow All	1	0	0				-	1737	841	734	1739	-
Stage 1	-	-	-				-	1736	-	1	1	-
Stage 2	-	-	-				-	1	-	733	1738	-
Critical Hdwy	5.38	-	-				-	6.7	7.1	6.54	6.72	-
Critical Hdwy Stg 1	-	-	-				-	5.7	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.84	5.72	-
Follow-up Hdwy	3.14	-	-				-	4.1	3.9	3.87	4.11	-
Pot Cap-1 Maneuver	1145	-	-				0	80	268	355	78	0
Stage 1	-	-	-				0	129	-	-	-	0
Stage 2	-	-	-				0	-	-	334	127	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	1144	-	-				-	50	268	206	48	-
Mov Cap-2 Maneuver	-	-	-				-	50	-	206	48	-
Stage 1	-	-	-				-	80	-	-	-	-
Stage 2	-	-	-				-	-	-	175	79	-
Approach	EB			NB			SB					
HCM Control Delay, s	1.1			87.8			96.8					
HCM LOS				F			F					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	57	1144	-	-	73							
HCM Lane V/C Ratio	0.248	0.025	-	-	0.506							
HCM Control Delay (s)	87.8	8.2	1	-	96.8							
HCM Lane LOS	F	A	A	-	F							
HCM 95th %tile Q(veh)	0.9	0.1	-	-	2.1							

Lanes, Volumes, Timings10: Emmet Pl/Wetherill Rd & Stewart Ave_No-Build School Dismissal
123-087; Stewart Avenue - Garden City

No-Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	3	1054	19	17	16	0	0	44	12
Future Volume (vph)	0	0	0	3	1054	19	17	16	0	0	44	12
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.997						0.970	
Flt Protected								0.975				
Satd. Flow (prot)	0	0	0	0	4900	0	0	1839	0	0	1718	0
Flt Permitted								0.975				
Satd. Flow (perm)	0	0	0	0	4900	0	0	1839	0	0	1718	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1400			306			100			694	
Travel Time (s)		31.8			7.0			2.3			15.8	
Confl. Peds. (#/hr)				1					1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	1%	6%	0%	7%	0%	0%	5%	28%
Adj. Flow (vph)	0	0	0	3	1109	20	18	17	0	0	46	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1132	0	0	35	0	0	59	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	Yes	No	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	35.5%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑			↑			↑	
Traffic Vol, veh/h	0	0	0	3	1054	19	17	16	0	0	44	12
Future Vol, veh/h	0	0	0	3	1054	19	17	16	0	0	44	12
Conflicting Peds, #/hr	0	0	0	1	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	1	6	0	7	0	0	5	28
Mvmt Flow	0	0	0	3	1109	20	18	17	0	0	46	13

Major/Minor	Major2		Minor1		Minor2	
Conflicting Flow All	1	0	0	474	1136	-
Stage 1	-	-	-	1	1	-
Stage 2	-	-	-	473	1135	-
Critical Hdwy	5.3	-	-	6.4	6.64	-
Critical Hdwy Stg 1	-	-	-	-	-	5.6
Critical Hdwy Stg 2	-	-	-	6.7	5.64	-
Follow-up Hdwy	3.1	-	-	3.8	4.07	-
Pot Cap-1 Maneuver	1160	-	-	518	193	0
Stage 1	-	-	-	-	-	0
Stage 2	-	-	-	499	265	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1159	-	-	407	191	-
Mov Cap-2 Maneuver	-	-	-	407	191	-
Stage 1	-	-	-	-	-	270
Stage 2	-	-	-	396	263	-

Approach	WB	NB	SB
HCM Control Delay, s	0	20.8	27.5
HCM LOS		C	D

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	263	1159	-	-	218
HCM Lane V/C Ratio	0.132	0.003	-	-	0.27
HCM Control Delay (s)	20.8	8.1	0	-	27.5
HCM Lane LOS	C	A	A	-	D
HCM 95th %tile Q(veh)	0.4	0	-	-	1.1

11: Emmer Pl /Emmet Pl & E. Stewart Ave_No-Build School Dismissal
 123-087; Stewart Avenue - Garden City

No-Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  						 			 	
Traffic Volume (vph)	9	1545	6	0	0	0	0	23	0	27	20	0
Future Volume (vph)	9	1545	6	0	0	0	0	23	0	27	20	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999										
Flt Protected											0.972	
Satd. Flow (prot)	0	4867	0	0	0	0	0	1950	0	0	1812	0
Flt Permitted											0.972	
Satd. Flow (perm)	0	4867	0	0	0	0	0	1950	0	0	1812	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1407			304			459			100	
Travel Time (s)		32.0			6.9			10.4			2.3	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%
Adj. Flow (vph)	9	1577	6	0	0	0	0	23	0	28	20	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1592	0	0	0	0	0	23	0	0	48	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	Yes	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 45.2%												
ICU Level of Service A												
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↕↔							↔		↕		
Traffic Vol, veh/h	9	1545	6	0	0	0	0	23	0	27	20	0
Future Vol, veh/h	9	1545	6	0	0	0	0	23	0	27	20	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	2	0	0	0	0	0	0	0	0	11	0
Mvmt Flow	9	1577	6	0	0	0	0	23	0	28	20	0
Major/Minor	Major1						Minor1			Minor2		
Conflicting Flow All	0	0	0				-	1598	793	661	1601	-
Stage 1	-	-	-				-	1598	-	0	0	-
Stage 2	-	-	-				-	0	-	661	1601	-
Critical Hdwy	5.3	-	-				-	6.5	7.1	6.4	6.72	-
Critical Hdwy Stg 1	-	-	-				-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.7	5.72	-
Follow-up Hdwy	3.1	-	-				-	4	3.9	3.8	4.11	-
Pot Cap-1 Maneuver	-	-	-				0	107	288	406	96	0
Stage 1	-	-	-				0	167	-	-	-	0
Stage 2	-	-	-				0	-	-	385	150	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	-	-	-				-	107	288	337	96	-
Mov Cap-2 Maneuver	-	-	-				-	107	-	337	96	-
Stage 1	-	-	-				-	167	-	-	-	-
Stage 2	-	-	-				-	-	-	331	150	-
Approach	EB						NB			SB		
HCM Control Delay, s							47.9			36		
HCM LOS							E			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	107	-	-	-	163							
HCM Lane V/C Ratio	0.219	-	-	-	0.294							
HCM Control Delay (s)	47.9	-	-	-	36							
HCM Lane LOS	E	-	-	-	E							
HCM 95th %tile Q(veh)	0.8	-	-	-	1.2							

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	1378	22	356	959	104	23	461	302	50	472	95
Future Volume (vph)	172	1378	22	356	959	104	23	461	302	50	472	95
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	10	10	9	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	260		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			60			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00				1.00			1.00			1.00	
Frt		0.998			0.985			0.942			0.977	
Flt Protected	0.950			0.950				0.999			0.996	
Satd. Flow (prot)	1799	4907	0	3140	3341	0	0	3048	0	0	3104	0
Flt Permitted	0.950			0.950				0.905			0.673	
Satd. Flow (perm)	1790	4907	0	3140	3341	0	0	2761	0	0	2098	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		224			2353			695			100	
Travel Time (s)		5.1			53.5			15.8			2.3	
Confl. Peds. (#/hr)	4					4	3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	1%	5%	3%	1%	9%	5%	10%	2%	6%	10%	0%
Adj. Flow (vph)	181	1451	23	375	1009	109	24	485	318	53	497	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	1474	0	375	1118	0	0	827	0	0	650	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		34			34			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	1.06	1.06	1.11	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_No-Build School Dismissal

No-Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		8.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	16.0	22.0		16.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	16.0	50.0		16.0	50.0		52.0	52.0		52.0	52.0	
Total Split (%)	10.7%	33.3%		10.7%	33.3%		34.7%	34.7%		34.7%	34.7%	
Maximum Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	5.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	8.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	8.0	44.0		8.0	44.0			63.7			63.7	
Actuated g/C Ratio	0.05	0.29		0.05	0.29			0.42			0.42	
v/c Ratio	1.91	1.02		2.25	1.14			0.71			0.73	
Control Delay	478.5	81.6		608.2	122.9			40.1			42.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	478.5	81.6		608.2	122.9			40.1			42.3	
LOS	F	F		F	F			D			D	
Approach Delay		125.0			244.8			40.1			42.3	
Approach LOS		F			F			D			D	
90th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
70th %ile Green (s)	8.0	44.0		8.0	44.0		70.1	70.1		70.1	70.1	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
50th %ile Green (s)	8.0	44.0		8.0	44.0		70.1	70.1		70.1	70.1	
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
30th %ile Green (s)	8.0	44.0		8.0	44.0		70.1	70.1		70.1	70.1	
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
10th %ile Green (s)	8.0	44.0		8.0	44.0		70.1	70.1		70.1	70.1	
10th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
Queue Length 50th (ft)	~270	~560		~304	~670			318			254	
Queue Length 95th (ft)	#430	#657		#412	#809			#643			#537	
Internal Link Dist (ft)		144			2273			615			20	
Turn Bay Length (ft)	100			260								
Base Capacity (vph)	95	1439		167	980			1172			890	
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	

Lane Group	Ø3
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	32.0
Total Split (s)	32.0
Total Split (%)	21%
Maximum Green (s)	27.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	10.0
Flash Dont Walk (s)	18.0
Pedestrian Calls (#/hr)	5
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	27.0
90th %ile Term Code	Ped
70th %ile Green (s)	0.0
70th %ile Term Code	Skip
50th %ile Green (s)	0.0
50th %ile Term Code	Skip
30th %ile Green (s)	0.0
30th %ile Term Code	Skip
10th %ile Green (s)	0.0
10th %ile Term Code	Skip
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	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	1.91	1.02		2.25	1.14			0.71			0.73	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 13 (9%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 2.25

Intersection Signal Delay: 136.8

Intersection LOS: F

Intersection Capacity Utilization 112.8%

ICU Level of Service H

Analysis Period (min) 15

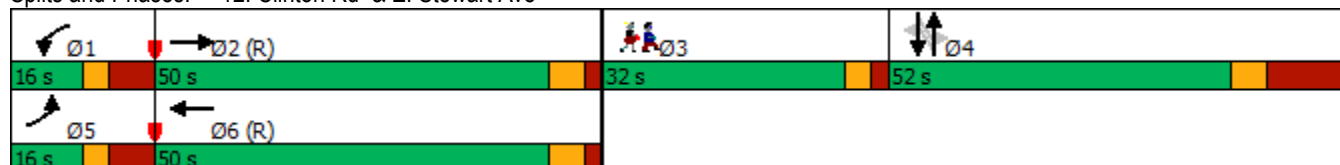
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 12: Clinton Rd & E. Stewart Ave



Lane Group	Ø3
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

13: Clinton Rd & Osborne Rd_No-Build School Dismissal

No-Build 2033_School Dismissal Peak Hour

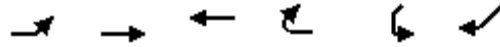
						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	0	738	612	3
Future Volume (vph)	0	5	0	738	612	3
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	10	10	10	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.865				0.999	
Flt Protected						
Satd. Flow (prot)	1687	0	0	3232	3032	0
Flt Permitted						
Satd. Flow (perm)	1687	0	0	3232	3032	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	221			100	842	
Travel Time (s)	5.0			2.3	19.1	
Confl. Peds. (#/hr)			5			5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	7%	14%	0%
Adj. Flow (vph)	0	5	0	777	644	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	0	777	647	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	1.06	1.06	1.06	1.06
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	29.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	0	738	612	3
Future Vol, veh/h	0	5	0	738	612	3
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	7	14	0
Mvmt Flow	0	5	0	777	644	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1040	329	652	0	-	0
Stage 1	651	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	229	673	944	-	-	-
Stage 1	486	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	227	670	940	-	-	-
Mov Cap-2 Maneuver	227	-	-	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.4	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	940	-	670	-	-	
HCM Lane V/C Ratio	-	-	0.008	-	-	
HCM Control Delay (s)	0	-	10.4	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

21: E. Stewart Ave & Stewart Ave_No-Build School Dismissal

No-Build 2033_School Dismissal Peak Hour

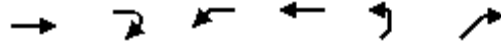


Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑↑				↑↑↑
Traffic Volume (vph)	0	1473	0	0	0	1085
Future Volume (vph)	0	1473	0	0	0	1085
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	0.76
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	4709	0	0	0	3458
Flt Permitted						
Satd. Flow (perm)	0	4709	0	0	0	3458
Link Speed (mph)		30	30		30	
Link Distance (ft)		419	382		393	
Travel Time (s)		9.5	8.7		8.9	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	0%	0%	0%	2%
Parking (#/hr)		0				
Adj. Flow (vph)	0	1503	0	0	0	1107
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1503	0	0	0	1107
Enter Blocked Intersection	Yes	Yes	No	No	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		90	90		90	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	1.10	1.06	1.06	1.06	1.06
Turning Speed (mph)	15			9	15	30
Sign Control		Free	Stop		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	31.1%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

30: E. Stewart Ave & Stewart Ave_No-Build School Dismissal

No-Build 2033_School Dismissal Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations				↑↑↑		↑↑↑
Traffic Volume (vph)	0	0	0	1076	0	1572
Future Volume (vph)	0	0	0	1076	0	1572
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	0.76
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	4919	0	3492
Flt Permitted						
Satd. Flow (perm)	0	0	0	4919	0	3492
Link Speed (mph)	30			30	30	
Link Distance (ft)	306			224	304	
Travel Time (s)	7.0			5.1	6.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	1%	2%	1%
Adj. Flow (vph)	0	0	0	1133	0	1655
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1133	0	1655
Enter Blocked Intersection	No	No	No	Yes	No	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			60	100	
Link Offset(ft)	0			-20	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)		9	15		15	30
Sign Control	Free			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 39.1% ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, and Dist. 123-087; Stewart Avenue - Garden City
 No-Build 2033_Midday Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	1378	22	356	959	104	23	461	302	50	472	95
Future Volume (vph)	172	1378	22	356	959	104	23	461	302	50	472	95
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	10	10	9	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	260		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			60			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00				1.00			1.00			1.00	
Frt		0.998			0.985			0.942			0.977	
Flt Protected	0.950			0.950				0.999			0.996	
Satd. Flow (prot)	1799	4907	0	3140	3342	0	0	3048	0	0	3105	0
Flt Permitted	0.950			0.950				0.892			0.652	
Satd. Flow (perm)	1792	4907	0	3140	3342	0	0	2721	0	0	2032	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		224			2353			695			100	
Travel Time (s)		5.1			53.5			15.8			2.3	
Confl. Peds. (#/hr)	4					4	3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	1%	5%	3%	1%	9%	5%	10%	2%	6%	10%	0%
Adj. Flow (vph)	181	1451	23	375	1009	109	24	485	318	53	497	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	1474	0	375	1118	0	0	827	0	0	650	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		34			34			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	1.06	1.06	1.11	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, and Control for 123-087; Stewart Avenue - Garden City

No-Build 2033_Midday Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		8.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	16.0	22.0		16.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	16.0	50.0		16.0	50.0		52.0	52.0		52.0	52.0	
Total Split (%)	13.6%	42.4%		13.6%	42.4%		44.1%	44.1%		44.1%	44.1%	
Maximum Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	5.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	8.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	8.0	44.0		8.0	44.0			38.1			38.1	
Actuated g/C Ratio	0.07	0.37		0.07	0.37			0.32			0.32	
v/c Ratio	1.50	0.81		1.77	0.90			0.94			0.99	
Control Delay	299.4	37.4		396.8	45.7			58.6			73.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	299.4	37.4		396.8	45.7			58.6			73.3	
LOS	F	D		F	D			E			E	
Approach Delay		66.0			133.9			58.6			73.3	
Approach LOS		E			F			E			E	
90th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
70th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
50th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
30th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
10th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
10th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
Queue Length 50th (ft)	~190	364		~219	417			321			257	
Queue Length 95th (ft)	#336	426		#318	#547			#450			#388	
Internal Link Dist (ft)		144			2273			615			20	
Turn Bay Length (ft)	100			260								
Base Capacity (vph)	121	1829		212	1246			878			656	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	1.50	0.81		1.77	0.90			0.94			0.99	
Intersection Summary												

Lanes, Volumes, and Phases

123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_No-Build School Dismissal - No Ped Phase

No-Build 2033_Midday Peak Hour

Area Type:	Other		
Cycle Length:	118		
Actuated Cycle Length:	118		
Offset:	13 (11%), Referenced to phase 2:EBT and 6:WBT, Start of Green		
Natural Cycle:	100		
Control Type:	Actuated-Coordinated		
Maximum v/c Ratio:	1.77		
Intersection Signal Delay:	87.6	Intersection LOS:	F
Intersection Capacity Utilization	112.8%	ICU Level of Service	H
Analysis Period (min)	15		
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.			

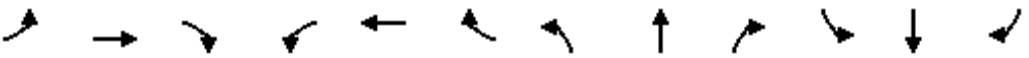
Splits and Phases: 12: Clinton Rd & E. Stewart Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_No-Build PM

No-Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑	↗		↑↑		↖	↑↑	
Traffic Volume (vph)	0	848	44	285	918	177	0	396	399	408	914	52
Future Volume (vph)	0	848	44	285	918	177	0	396	399	408	914	52
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	0		90	0		0	290		0
Storage Lanes	0		0	1		1	0		0	1		0
Taper Length (ft)	25			25			25			90		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00		0.98		0.98		0.99	1.00	
Frt		0.993				0.850		0.925			0.992	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3640	0	1852	3668	1641	0	3082	0	1712	3330	0
Flt Permitted				0.170						0.168		
Satd. Flow (perm)	0	3640	0	331	3668	1614	0	3082	0	301	3330	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				108		218			7	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		671			419			422			614	
Travel Time (s)		15.3			9.5			8.2			12.0	
Confl. Peds. (#/hr)	4		9	9		4	15		28	28		15
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	2%	1%	1%	3%	0%
Parking (#/hr)												12
Adj. Flow (vph)	0	874	45	294	946	182	0	408	411	421	942	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	919	0	294	946	182	0	819	0	421	996	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			70			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2	1		2		1	2	
Detector Template		Thru		Left	Thru	Right		Thru		Left	Thru	
Leading Detector (ft)		100		20	100	20		100		20	100	
Trailing Detector (ft)		0		0	0	0		0		0	0	
Detector 1 Position(ft)		0		0	0	0		0		0	0	
Detector 1 Size(ft)		6		20	6	20		6		20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_No-Build PM
No-Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		D,P+P	NA	custom		NA		pm+pt	NA	
Protected Phases		3		4	3 4	2		1		2	1	
Permitted Phases				3		3				1		
Detector Phase		3		4	3 4	2		1		2	1	
Switch Phase												
Minimum Initial (s)		12.0		3.0		6.0		20.0		6.0	20.0	
Minimum Split (s)		28.5		9.0		13.0		28.5		13.0	28.5	
Total Split (s)		29.0		13.0		16.0		32.0		16.0	32.0	
Total Split (%)		32.2%		14.4%		17.8%		35.6%		17.8%	35.6%	
Maximum Green (s)		23.5		7.5		10.5		26.5		10.5	26.5	
Yellow Time (s)		3.5		3.5		3.5		3.5		3.5	3.5	
All-Red Time (s)		2.0		2.0		2.0		2.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0		-2.0	0.0	
Total Lost Time (s)		5.5		5.5		5.5		5.5		3.5	5.5	
Lead/Lag		Lead		Lag		Lag		Lead		Lag	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)		3.0		3.0		3.0		3.0		3.0	3.0	
Recall Mode		None		None		C-Max		Min		C-Max	Min	
Walk Time (s)		7.0						7.0			7.0	
Flash Dont Walk (s)		16.0						16.0			16.0	
Pedestrian Calls (#/hr)		9						29			29	
Act Effct Green (s)		23.5		31.0	36.5	34.0		26.5		41.0	26.5	
Actuated g/C Ratio		0.26		0.34	0.41	0.38		0.29		0.46	0.29	
v/c Ratio		0.96		1.23	0.64	0.27		0.77		1.26	1.01	
Control Delay		55.3		164.7	23.8	8.0		26.7		171.1	64.2	
Queue Delay		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay		55.3		164.7	23.8	8.0		26.7		171.1	64.2	
LOS		E		F	C	A		C		F	E	
Approach Delay		55.3			50.9			26.7			95.9	
Approach LOS		E			D			C			F	
90th %ile Green (s)		23.5		7.5		10.5		26.5		10.5	26.5	
90th %ile Term Code		Max		Max		Coord		Max		Coord	Max	
70th %ile Green (s)		23.5		7.5		10.5		26.5		10.5	26.5	
70th %ile Term Code		Max		Max		Coord		Max		Coord	Max	
50th %ile Green (s)		23.5		7.5		10.5		26.5		10.5	26.5	
50th %ile Term Code		Max		Max		Coord		Max		Coord	Max	
30th %ile Green (s)		23.5		7.5		10.5		26.5		10.5	26.5	
30th %ile Term Code		Max		Max		Coord		Max		Coord	Max	
10th %ile Green (s)		23.5		7.5		10.5		26.5		10.5	26.5	
10th %ile Term Code		Max		Max		Coord		Max		Coord	Max	
Queue Length 50th (ft)		270		~150	221	24		165		~247	~301	
Queue Length 95th (ft)		#399		#315	286	63		238		#430	#441	
Internal Link Dist (ft)		591			339			342			534	
Turn Bay Length (ft)						90				290		
Base Capacity (vph)		954		240	1487	680		1061		333	985	
Starvation Cap Reductn		0		0	0	0		0		0	0	
Spillback Cap Reductn		0		0	0	0		0		0	0	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_No-Build PM

No-Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn		0		0	0	0		0		0	0	
Reduced v/c Ratio		0.96		1.23	0.64	0.27		0.77		1.26	1.01	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 55 (61%), Referenced to phase 2:SBL and 6:, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.26

Intersection Signal Delay: 61.4

Intersection LOS: E

Intersection Capacity Utilization 103.2%

ICU Level of Service G

Analysis Period (min) 15

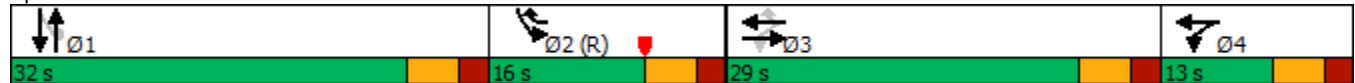
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Franklin Ave & E. Stewart Ave

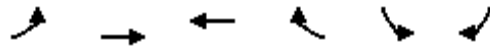


Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

2: Authur St & Stewart Ave_No-Build PM
No-Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1355	11	8	16	0	0	2	16
Future Volume (vph)	0	0	0	0	1355	11	8	16	0	0	2	16
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.999				0.879			
Flt Protected									0.984			
Satd. Flow (prot)	0	0	0	0	4911	0	0	1919	0	0	1613	0
Flt Permitted									0.984			
Satd. Flow (perm)	0	0	0	0	4911	0	0	1919	0	0	1613	0
Link Speed (mph)					30				30			
Link Distance (ft)					466				120			
Travel Time (s)					10.6				2.7			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	1%	10%	0%	0%	0%	0%	0%	7%
Adj. Flow (vph)	0	0	0	0	1411	11	8	17	0	0	2	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1422	0	0	25	0	0	19	0
Enter Blocked Intersection	No	No	No	No	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				0				0			
Link Offset(ft)	0				0				0			
Crosswalk Width(ft)	16				16				16			
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Stop			Free				Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	40.1%				ICU Level of Service A							
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔↔↔			↔			↔	
Traffic Vol, veh/h	0	0	0	0	1355	11	8	16	0	0	2	16
Future Vol, veh/h	0	0	0	0	1355	11	8	16	0	0	2	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	1	10	0	0	0	0	0	7
Mvmt Flow	0	0	0	0	1411	11	8	17	0	0	2	17
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				0	0	0	565	1422	-	-	1417	711
Stage 1				-	-	-	0	0	-	-	1417	-
Stage 2				-	-	-	565	1422	-	-	0	-
Critical Hdwy				5.3	-	-	6.4	6.5	-	-	6.5	7.24
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.5	-
Critical Hdwy Stg 2				-	-	-	6.7	5.5	-	-	-	-
Follow-up Hdwy				3.1	-	-	3.8	4	-	-	4	3.97
Pot Cap-1 Maneuver				-	-	-	461	137	0	0	138	313
Stage 1				-	-	-	-	-	0	0	205	-
Stage 2				-	-	-	439	204	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				-	-	-	431	137	-	-	138	313
Mov Cap-2 Maneuver				-	-	-	431	137	-	-	138	-
Stage 1				-	-	-	-	-	-	-	205	-
Stage 2				-	-	-	411	204	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				0		28.7		19.1				
HCM LOS						D		C				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	177	-	-	-	274							
HCM Lane V/C Ratio	0.141	-	-	-	0.068							
HCM Control Delay (s)	28.7	0	-	-	19.1							
HCM Lane LOS	D	A	-	-	C							
HCM 95th %tile Q(veh)	0.5	-	-	-	0.2							



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑			↑	
Traffic Volume (vph)	24	1631	0	0	2	0
Future Volume (vph)	24	1631	0	0	2	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	12	12	12	12
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.999			0.950	
Satd. Flow (prot)	0	4628	0	0	1852	0
Flt Permitted		0.999			0.950	
Satd. Flow (perm)	0	4628	0	0	1852	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		382	476		120	
Travel Time (s)		8.7	10.8		2.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%
Parking (#/hr)		15				
Adj. Flow (vph)	25	1717	0	0	2	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1742	0	0	2	0
Enter Blocked Intersection	No	No	No	No	Yes	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	1.14	0.97	0.97	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Stop		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	41.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↑↑↑				↔↑	
Traffic Vol, veh/h	24	1631	0	0	2	0
Future Vol, veh/h	24	1631	0	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	25	1717	0	0	2	0
Major/Minor	Major1		Minor2			
Conflicting Flow All	0	0			737	-
Stage 1	-	-			0	-
Stage 2	-	-			737	-
Critical Hdwy	5.3	-			5.7	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			6	-
Follow-up Hdwy	3.1	-			3.8	-
Pot Cap-1 Maneuver	-	-			424	0
Stage 1	-	-			-	0
Stage 2	-	-			399	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-			424	-
Mov Cap-2 Maneuver	-	-			424	-
Stage 1	-	-			-	-
Stage 2	-	-			399	-
Approach	EB			SB		
HCM Control Delay, s				13.5		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	SBLn1			
Capacity (veh/h)	-	-	424			
HCM Lane V/C Ratio	-	-	0.005			
HCM Control Delay (s)	-	-	13.5			
HCM Lane LOS	-	-	B			
HCM 95th %tile Q(veh)	-	-	0			

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

4: John St_No-Build PM
No-Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	6	1334	6	14	5	0	0	35	18
Future Volume (vph)	0	0	0	6	1334	6	14	5	0	0	35	18
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.999						0.954	
Flt Protected								0.964				
Satd. Flow (prot)	0	0	0	0	4915	0	0	1880	0	0	1860	0
Flt Permitted								0.964				
Satd. Flow (perm)	0	0	0	0	4915	0	0	1880	0	0	1860	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		466			483			124			782	
Travel Time (s)		10.6			11.0			2.8			17.8	
Confl. Peds. (#/hr)				6			3					3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	6	1419	6	15	5	0	0	37	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1431	0	0	20	0	0	56	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	39.7%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↕↕			↕			↕	
Traffic Vol, veh/h	0	0	0	6	1334	6	14	5	0	0	35	18
Future Vol, veh/h	0	0	0	6	1334	6	14	5	0	0	35	18
Conflicting Peds, #/hr	0	0	0	6	0	0	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	6	1419	6	15	5	0	0	37	19
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				6	0	0	607	1443	-	-	1440	716
Stage 1				-	-	-	6	6	-	-	1434	-
Stage 2				-	-	-	601	1437	-	-	6	-
Critical Hdwy				5.3	-	-	6.4	6.5	-	-	6.5	7.1
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.5	-
Critical Hdwy Stg 2				-	-	-	6.7	5.5	-	-	-	-
Follow-up Hdwy				3.1	-	-	3.8	4	-	-	4	3.9
Pot Cap-1 Maneuver				1154	-	-	436	133	0	0	134	323
Stage 1				-	-	-	-	-	0	0	201	-
Stage 2				-	-	-	418	201	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				1147	-	-	312	129	-	-	130	323
Mov Cap-2 Maneuver				-	-	-	312	129	-	-	130	-
Stage 1				-	-	-	-	-	-	-	196	-
Stage 2				-	-	-	311	196	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				0.1		22.4		38.3				
HCM LOS						C		E				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	227	1147	-	-	163							
HCM Lane V/C Ratio	0.089	0.006	-	-	0.346							
HCM Control Delay (s)	22.4	8.2	0.1	-	38.3							
HCM Lane LOS	C	A	A	-	E							
HCM 95th %tile Q(veh)	0.3	0	-	-	1.4							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

5: John St & E. Stewart Ave_No-Build PM

No-Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	1614	13	0	0	0	0	12	2	13	28	0
Future Volume (vph)	7	1614	13	0	0	0	0	12	2	13	28	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.999						0.982					
Flt Protected											0.984	
Satd. Flow (prot)	0	4915	0	0	0	0	0	1915	0	0	1919	0
Flt Permitted											0.984	
Satd. Flow (perm)	0	4915	0	0	0	0	0	1915	0	0	1919	0
Link Speed (mph)	30				30				30			
Link Distance (ft)	476				481				586			
Travel Time (s)	10.8				10.9				13.3			
Confl. Peds. (#/hr)									1		1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	8	1754	14	0	0	0	0	13	2	14	30	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1776	0	0	0	0	0	15	0	0	44	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				0				0			
Link Offset(ft)	0				0				0			
Crosswalk Width(ft)	16				16				16			
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Free				Stop				Stop			
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	46.3%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔↔							↔			↔	
Traffic Vol, veh/h	7	1614	13	0	0	0	0	12	2	13	28	0
Future Vol, veh/h	7	1614	13	0	0	0	0	12	2	13	28	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	1754	14	0	0	0	0	13	2	14	30	0
Major/Minor	Major1			Minor1			Minor2					
Conflicting Flow All	0	0	0				-	1777	885	725	1784	-
Stage 1	-	-	-				-	1777	-	0	0	-
Stage 2	-	-	-				-	0	-	725	1784	-
Critical Hdwy	5.3	-	-				-	6.5	7.1	6.4	6.5	-
Critical Hdwy Stg 1	-	-	-				-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-				-	4	3.9	3.8	4	-
Pot Cap-1 Maneuver	-	-	-				0	83	251	374	83	0
Stage 1	-	-	-				0	137	-	-	-	0
Stage 2	-	-	-				0	-	-	352	136	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	-	-	-				-	83	251	326	83	-
Mov Cap-2 Maneuver	-	-	-				-	83	-	326	83	-
Stage 1	-	-	-				-	137	-	-	-	-
Stage 2	-	-	-				-	-	-	316	136	-
Approach	EB			NB			SB					
HCM Control Delay, s							51.7			59.2		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	92	-	-	-	109							
HCM Lane V/C Ratio	0.165	-	-	-	0.409							
HCM Control Delay (s)	51.7	-	-	-	59.2							
HCM Lane LOS	F	-	-	-	F							
HCM 95th %tile Q(veh)	0.6	-	-	-	1.7							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

6: Washington Ave_No-Build PM
No-Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	120	1232	89	94	368	0	0	694	21
Future Volume (vph)	0	0	0	120	1232	89	94	368	0	0	694	21
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	0.95	0.95	1.00	1.00	0.95	0.95
Frt					0.991						0.996	
Flt Protected					0.996			0.990				
Satd. Flow (prot)	0	0	0	0	4852	0	0	3311	0	0	3347	0
Flt Permitted					0.996			0.572				
Satd. Flow (perm)	0	0	0	0	4852	0	0	1913	0	0	3347	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10						3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		483			487			113			824	
Travel Time (s)		11.0			11.1			2.6			18.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	2%	1%	1%	1%	4%	0%	0%	3%	0%
Adj. Flow (vph)	0	0	0	126	1297	94	99	387	0	0	731	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1517	0	0	486	0	0	753	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2			2	
Detector Template				Left	Thru		Left	Thru			Thru	
Leading Detector (ft)				20	100		20	100			100	
Trailing Detector (ft)				0	0		0	0			0	
Detector 1 Position(ft)				0	0		0	0			0	
Detector 1 Size(ft)				20	6		20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					3			1 2			1 4	
Permitted Phases				3			1 2					
Detector Phase				3	3		1 2	1 2			1 4	

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

6: Washington Ave_No-Build PM
No-Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)				12.0	12.0							
Minimum Split (s)				26.0	26.0							
Total Split (s)				46.0	46.0							
Total Split (%)				39.7%	39.7%							
Maximum Green (s)				40.0	40.0							
Yellow Time (s)				4.0	4.0							
All-Red Time (s)				2.0	2.0							
Lost Time Adjust (s)					0.0							
Total Lost Time (s)					6.0							
Lead/Lag				Lead	Lead							
Lead-Lag Optimize?				Yes	Yes							
Vehicle Extension (s)				3.0	3.0							
Recall Mode				Max	Max							
Walk Time (s)				8.0	8.0							
Flash Dont Walk (s)				12.0	12.0							
Pedestrian Calls (#/hr)				9	9							
Act Effct Green (s)					40.0			41.0			48.0	
Actuated g/C Ratio					0.34			0.35			0.41	
v/c Ratio					0.90			0.72			0.54	
Control Delay					44.7			17.0			27.4	
Queue Delay					46.2			40.0			0.3	
Total Delay					90.9			57.0			27.7	
LOS					F			E			C	
Approach Delay					90.9			57.0			27.7	
Approach LOS					F			E			C	
90th %ile Green (s)				40.0	40.0							
90th %ile Term Code				MaxR	MaxR							
70th %ile Green (s)				40.0	40.0							
70th %ile Term Code				MaxR	MaxR							
50th %ile Green (s)				40.0	40.0							
50th %ile Term Code				MaxR	MaxR							
30th %ile Green (s)				40.0	40.0							
30th %ile Term Code				MaxR	MaxR							
10th %ile Green (s)				40.0	40.0							
10th %ile Term Code				MaxR	MaxR							
Queue Length 50th (ft)					390			197			219	
Queue Length 95th (ft)					#461			m253			279	
Internal Link Dist (ft)		403			407			33			744	
Turn Bay Length (ft)												
Base Capacity (vph)					1679			676			1386	
Starvation Cap Reductn					0			219			0	
Spillback Cap Reductn					320			0			186	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					1.12			1.06			0.63	
Intersection Summary												
Area Type:	Other											
Cycle Length: 116												

Lane Group	Ø1	Ø2	Ø4
Switch Phase			
Minimum Initial (s)	25.0	3.0	8.0
Minimum Split (s)	31.0	9.0	13.0
Total Split (s)	31.0	16.0	23.0
Total Split (%)	27%	14%	20%
Maximum Green (s)	25.0	10.0	18.0
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	Max
Walk Time (s)			
Flash Dont Walk (s)			
Pedestrian Calls (#/hr)			
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
90th %ile Green (s)	25.0	10.0	18.0
90th %ile Term Code	Max	Max	MaxR
70th %ile Green (s)	25.0	10.0	18.0
70th %ile Term Code	Max	Max	MaxR
50th %ile Green (s)	25.0	10.0	18.0
50th %ile Term Code	Max	Max	MaxR
30th %ile Green (s)	25.0	10.0	18.0
30th %ile Term Code	Max	Max	MaxR
10th %ile Green (s)	25.0	10.0	18.0
10th %ile Term Code	Max	Max	MaxR
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			

Actuated Cycle Length: 116

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 67.6

Intersection LOS: E

Intersection Capacity Utilization 84.2%

ICU Level of Service E

Analysis Period (min) 15

90th %ile Actuated Cycle: 116

70th %ile Actuated Cycle: 116

50th %ile Actuated Cycle: 116

30th %ile Actuated Cycle: 116

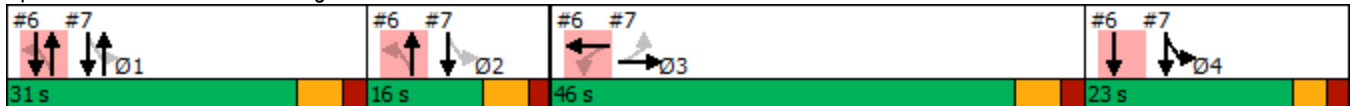
10th %ile Actuated Cycle: 116

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: 6: Washington Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

7: Washington Ave & E. Stewart Ave_No-Build PM

No-Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	1422	141	0	0	0	0	396	94	149	664	0
Future Volume (vph)	65	1422	141	0	0	0	0	396	94	149	664	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	10	10	10	10	10	10
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.987						0.971				
Flt Protected		0.998									0.991	
Satd. Flow (prot)	0	4848	0	0	0	0	0	3258	0	0	3313	0
Flt Permitted		0.998									0.656	
Satd. Flow (perm)	0	4848	0	0	0	0	0	3258	0	0	2193	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15						23				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		481			486			599			113	
Travel Time (s)		10.9			11.0			13.6			2.6	
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%	0%	0%	16%	1%	4%	0%
Adj. Flow (vph)	68	1497	148	0	0	0	0	417	99	157	699	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1713	0	0	0	0	0	516	0	0	856	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2						2		1	2	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	100						100		20	100	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	6						6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA						NA		custom	NA	
Protected Phases		3						1		4	1 2 4	

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

7: Washington Ave & E. Stewart Ave_No-Build PM

No-Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	3									1 2		
Detector Phase	3	3						1		4	1 2 4	
Switch Phase												
Minimum Initial (s)	12.0	12.0						25.0		8.0		
Minimum Split (s)	26.0	26.0						31.0		13.0		
Total Split (s)	46.0	46.0						31.0		23.0		
Total Split (%)	39.7%	39.7%						26.7%		19.8%		
Maximum Green (s)	40.0	40.0						25.0		18.0		
Yellow Time (s)	4.0	4.0						4.0		3.0		
All-Red Time (s)	2.0	2.0						2.0		2.0		
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		6.0						6.0				
Lead/Lag	Lead	Lead						Lead		Lag		
Lead-Lag Optimize?	Yes	Yes						Yes		Yes		
Vehicle Extension (s)	3.0	3.0						3.0		3.0		
Recall Mode	Max	Max						None		Max		
Walk Time (s)	8.0	8.0										
Flash Dont Walk (s)	12.0	12.0										
Pedestrian Calls (#/hr)	9	9										
Act Effct Green (s)		40.0						25.0			58.0	
Actuated g/C Ratio		0.34						0.22			0.50	
v/c Ratio		1.02						0.72			0.68	
Control Delay		64.4						46.7			10.4	
Queue Delay		31.4						0.6			2.5	
Total Delay		95.8						47.3			12.9	
LOS		F						D			B	
Approach Delay		95.8						47.3			12.9	
Approach LOS		F						D			B	
90th %ile Green (s)	40.0	40.0						25.0		18.0		
90th %ile Term Code	MaxR	MaxR						Max		MaxR		
70th %ile Green (s)	40.0	40.0						25.0		18.0		
70th %ile Term Code	MaxR	MaxR						Max		MaxR		
50th %ile Green (s)	40.0	40.0						25.0		18.0		
50th %ile Term Code	MaxR	MaxR						Max		MaxR		
30th %ile Green (s)	40.0	40.0						25.0		18.0		
30th %ile Term Code	MaxR	MaxR						Max		MaxR		
10th %ile Green (s)	40.0	40.0						25.0		18.0		
10th %ile Term Code	MaxR	MaxR						Max		MaxR		
Queue Length 50th (ft)		~494						181			86	
Queue Length 95th (ft)		#593						243			m153	
Internal Link Dist (ft)		401			406			519			33	
Turn Bay Length (ft)												
Base Capacity (vph)		1681						720			1260	
Starvation Cap Reductn		0						0			274	
Spillback Cap Reductn		139						40			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		1.11						0.76			0.87	
Intersection Summary												

Lane Group	Ø2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	3.0
Minimum Split (s)	9.0
Total Split (s)	16.0
Total Split (%)	14%
Maximum Green (s)	10.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	10.0
90th %ile Term Code	Max
70th %ile Green (s)	10.0
70th %ile Term Code	Max
50th %ile Green (s)	10.0
50th %ile Term Code	Max
30th %ile Green (s)	10.0
30th %ile Term Code	Max
10th %ile Green (s)	10.0
10th %ile Term Code	Max
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	

Area Type: Other

Cycle Length: 116

Actuated Cycle Length: 116

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 64.7

Intersection LOS: E

Intersection Capacity Utilization 89.0%

ICU Level of Service E

Analysis Period (min) 15

90th %ile Actuated Cycle: 116

70th %ile Actuated Cycle: 116

50th %ile Actuated Cycle: 116

30th %ile Actuated Cycle: 116

10th %ile Actuated Cycle: 116

~ Volume exceeds capacity, queue is theoretically infinite.

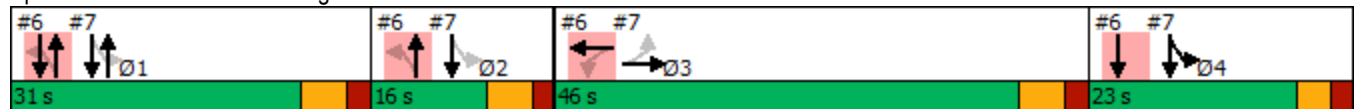
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 7: Washington Ave & E. Stewart Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

8: Butler Pl/Westbury Rd_No-Build PM

No-Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	1304	9	4	46	0	0	93	132
Future Volume (vph)	0	0	0	5	1304	9	4	46	0	0	93	132
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.999						0.921	
Flt Protected								0.996				
Satd. Flow (prot)	0	0	0	0	4915	0	0	1942	0	0	1789	0
Flt Permitted								0.996				
Satd. Flow (perm)	0	0	0	0	4915	0	0	1942	0	0	1789	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		487			1400			112			499	
Travel Time (s)		11.1			31.8			2.5			11.3	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	0	0	0	5	1402	10	4	49	0	0	100	142
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1417	0	0	53	0	0	242	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	44.2%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	24.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕↕↕			↕			↕	
Traffic Vol, veh/h	0	0	0	5	1304	9	4	46	0	0	93	132
Future Vol, veh/h	0	0	0	5	1304	9	4	46	0	0	93	132
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	1	0
Mvmt Flow	0	0	0	5	1402	10	4	49	0	0	100	142
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				0	0	0	622	1422	-	-	1417	707
Stage 1				-	-	-	0	0	-	-	1417	-
Stage 2				-	-	-	622	1422	-	-	0	-
Critical Hdwy				5.3	-	-	6.4	6.5	-	-	6.52	7.1
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.52	-
Critical Hdwy Stg 2				-	-	-	6.7	5.5	-	-	-	-
Follow-up Hdwy				3.1	-	-	3.8	4	-	-	4.01	3.9
Pot Cap-1 Maneuver				-	-	-	428	137	0	0	137	328
Stage 1				-	-	-	-	-	0	0	203	-
Stage 2				-	-	-	406	204	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				-	-	-	98	137	-	-	137	328
Mov Cap-2 Maneuver				-	-	-	98	137	-	-	137	-
Stage 1				-	-	-	-	-	-	-	203	-
Stage 2				-	-	-	117	204	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s						49.3		161				
HCM LOS						E		F				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	133	-	-	-	208							
HCM Lane V/C Ratio	0.404	-	-	-	1.163							
HCM Control Delay (s)	49.3	-	-	-	161							
HCM Lane LOS	E	-	-	-	F							
HCM 95th %tile Q(veh)	1.7	-	-	-	11.9							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

9: Butler PI & E. Stewart Ave_No-Build PM

No-Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	1621	6	0	0	0	0	13	4	57	41	0
Future Volume (vph)	38	1621	6	0	0	0	0	13	4	57	41	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.970				
Flt Protected		0.999									0.972	
Satd. Flow (prot)	0	4911	0	0	0	0	0	1891	0	0	1872	0
Flt Permitted		0.999									0.972	
Satd. Flow (perm)	0	4911	0	0	0	0	0	1891	0	0	1872	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		486			1407			596			112	
Travel Time (s)		11.0			32.0			13.5			2.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%
Adj. Flow (vph)	40	1724	6	0	0	0	0	14	4	61	44	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1770	0	0	0	0	0	18	0	0	105	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 49.9%				ICU Level of Service A								
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑							↑			↑	
Traffic Vol, veh/h	38	1621	6	0	0	0	0	13	4	57	41	0
Future Vol, veh/h	38	1621	6	0	0	0	0	13	4	57	41	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	3	0
Mvmt Flow	40	1724	6	0	0	0	0	14	4	61	44	0
Major/Minor	Major1			Minor1			Minor2					
Conflicting Flow All	0	0	0	-	1807	865	777	1810	-	-	-	-
Stage 1	-	-	-	-	1807	-	0	0	-	-	-	-
Stage 2	-	-	-	-	0	-	777	1810	-	-	-	-
Critical Hdwy	5.3	-	-	-	6.5	7.1	6.4	6.56	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.56	-	-	-	-
Follow-up Hdwy	3.1	-	-	-	4	3.9	3.8	4.03	-	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	0	80	258	349	77	0	-	-
Stage 1	-	-	-	-	0	132	-	-	-	0	-	-
Stage 2	-	-	-	-	0	-	-	327	127	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	80	258	298	77	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	80	-	298	77	-	-	-
Stage 1	-	-	-	-	-	132	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	288	127	-	-	-
Approach	EB			NB			SB					
HCM Control Delay, s				51			89.5					
HCM LOS				F			F					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	96	-	-	-	135							
HCM Lane V/C Ratio	0.188	-	-	-	0.772							
HCM Control Delay (s)	51	-	-	-	89.5							
HCM Lane LOS	F	-	-	-	F							
HCM 95th %tile Q(veh)	0.7	-	-	-	4.6							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

10: Emmet Pl/Wetherill Rd & Stewart Ave_No-Build PM

No-Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	4	1281	32	14	23	0	0	151	24
Future Volume (vph)	0	0	0	4	1281	32	14	23	0	0	151	24
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.996				0.981			
Flt Protected									0.982			
Satd. Flow (prot)	0	0	0	0	4898	0	0	1813	0	0	1897	0
Flt Permitted									0.982			
Satd. Flow (perm)	0	0	0	0	4898	0	0	1813	0	0	1897	0
Link Speed (mph)	30				30				30			
Link Distance (ft)	1400				306				100			
Travel Time (s)	31.8				7.0				2.3			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	25%	1%	0%	15%	0%	0%	0%	1%	0%
Adj. Flow (vph)	0	0	0	4	1377	34	15	25	0	0	162	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1415	0	0	40	0	0	188	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	Yes	No	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				0				0			
Link Offset(ft)	0				0				0			
Crosswalk Width(ft)	16				16				16			
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Stop			Free				Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	44.9%				ICU Level of Service A							
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	23.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑			↑			↓	
Traffic Vol, veh/h	0	0	0	4	1281	32	14	23	0	0	151	24
Future Vol, veh/h	0	0	0	4	1281	32	14	23	0	0	151	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	25	1	0	15	0	0	0	1	0
Mvmt Flow	0	0	0	4	1377	34	15	25	0	0	162	26
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				0	0	0	640	1419	-	-	1402	706
Stage 1				-	-	-	0	0	-	-	1402	-
Stage 2				-	-	-	640	1419	-	-	0	-
Critical Hdwy				5.8	-	-	6.7	6.5	-	-	6.52	7.1
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.52	-
Critical Hdwy Stg 2				-	-	-	7	5.5	-	-	-	-
Follow-up Hdwy				3.35	-	-	3.95	4	-	-	4.01	3.9
Pot Cap-1 Maneuver				-	-	-	385	138	0	0	~ 140	328
Stage 1				-	-	-	-	-	0	0	207	-
Stage 2				-	-	-	365	205	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				-	-	-	-	138	-	-	~ 140	328
Mov Cap-2 Maneuver				-	-	-	-	138	-	-	~ 140	-
Stage 1				-	-	-	-	-	-	-	207	-
Stage 2				-	-	-	73	205	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s								209				
HCM LOS								F				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	-	-	-	-	152							
HCM Lane V/C Ratio	-	-	-	-	1.238							
HCM Control Delay (s)	-	-	-	-	209							
HCM Lane LOS	-	-	-	-	F							
HCM 95th %tile Q(veh)	-	-	-	-	11							
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

11: Emmer PI /Emmet PI & E. Stewart Ave_No-Build PM

No-Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	1654	16	0	0	0	0	25	2	88	67	0
Future Volume (vph)	12	1654	16	0	0	0	0	25	2	88	67	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.990				
Flt Protected											0.972	
Satd. Flow (prot)	0	4915	0	0	0	0	0	1776	0	0	1869	0
Flt Permitted											0.972	
Satd. Flow (perm)	0	4915	0	0	0	0	0	1776	0	0	1869	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1407			304			459			100	
Travel Time (s)		32.0			6.9			10.4			2.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	9%	5%	1%	2%	0%
Adj. Flow (vph)	13	1723	17	0	0	0	0	26	2	92	70	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1753	0	0	0	0	0	28	0	0	162	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	Yes	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 53.2%												
ICU Level of Service A												
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	17.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑							↑			↑	
Traffic Vol, veh/h	12	1654	16	0	0	0	0	25	2	88	67	0
Future Vol, veh/h	12	1654	16	0	0	0	0	25	2	88	67	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	1	0	0	0	0	0	9	5	1	2	0
Mvmt Flow	13	1723	17	0	0	0	0	26	2	92	70	0
Major/Minor	Major1			Minor1			Minor2					
Conflicting Flow All	0	0	0	-	1758	870	728	1766	-	-	-	-
Stage 1	-	-	-	-	1758	-	0	0	-	-	-	-
Stage 2	-	-	-	-	0	-	728	1766	-	-	-	-
Critical Hdwy	5.3	-	-	-	6.68	7.2	6.42	6.54	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.72	5.54	-	-	-	-
Follow-up Hdwy	3.1	-	-	-	4.09	3.95	3.81	4.02	-	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	0	78	248	370	83	0	-	-
Stage 1	-	-	-	-	0	127	-	-	-	0	-	-
Stage 2	-	-	-	-	0	-	348	135	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	78	248	272	83	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	78	-	272	83	-	-	-
Stage 1	-	-	-	-	-	127	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	274	135	-	-	-	-
Approach	EB			NB			SB					
HCM Control Delay, s				70.3			196.1					
HCM LOS				F			F					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	82	-	-	-	137							
HCM Lane V/C Ratio	0.343	-	-	-	1.179							
HCM Control Delay (s)	70.3	-	-	-	196.1							
HCM Lane LOS	F	-	-	-	F							
HCM 95th %tile Q(veh)	1.3	-	-	-	9.5							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_No-Build PM
No-Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	176	1547	22	405	1205	100	24	448	307	61	644	88
Future Volume (vph)	176	1547	22	405	1205	100	24	448	307	61	644	88
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	10	10	9	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	260		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			60			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			1.00	
Frt		0.998			0.989			0.941			0.983	
Flt Protected	0.950			0.950				0.998			0.996	
Satd. Flow (prot)	1834	4902	0	3202	3380	0	0	3054	0	0	3191	0
Flt Permitted	0.950			0.950				0.874			0.689	
Satd. Flow (perm)	1832	4902	0	3200	3380	0	0	2675	0	0	2207	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		224			2353			695			100	
Travel Time (s)		5.1			53.5			15.8			2.3	
Confl. Peds. (#/hr)	2		1	1		1	1		1	1		1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	10%	1%	1%	2%	0%	8%	3%	14%	6%	0%
Adj. Flow (vph)	181	1595	23	418	1242	103	25	462	316	63	664	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	1618	0	418	1345	0	0	803	0	0	818	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		34			34			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	1.06	1.06	1.11	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_No-Build PM

No-Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		8.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	16.0	22.0		16.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	16.0	50.0		16.0	50.0		52.0	52.0		52.0	52.0	
Total Split (%)	10.7%	33.3%		10.7%	33.3%		34.7%	34.7%		34.7%	34.7%	
Maximum Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	5.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	-3.0	0.0		-3.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effect Green (s)	11.0	44.0		11.0	44.0			63.7			63.7	
Actuated g/C Ratio	0.07	0.29		0.07	0.29			0.42			0.42	
v/c Ratio	1.35	1.13		1.79	1.36			0.71			0.87	
Control Delay	248.1	113.9		407.1	207.8			40.3			50.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	248.1	113.9		407.1	207.8			40.3			50.2	
LOS	F	F		F	F			D			D	
Approach Delay		127.4			255.0			40.3			50.2	
Approach LOS		F			F			D			D	
90th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
70th %ile Green (s)	8.0	44.0		8.0	44.0		70.1	70.1		70.1	70.1	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
50th %ile Green (s)	8.0	44.0		8.0	44.0		70.1	70.1		70.1	70.1	
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
30th %ile Green (s)	8.0	44.0		8.0	44.0		70.1	70.1		70.1	70.1	
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
10th %ile Green (s)	8.0	44.0		8.0	44.0		70.1	70.1		70.1	70.1	
10th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
Queue Length 50th (ft)	~231	~668		~314	~906			310			351	
Queue Length 95th (ft)	#391	#764		#426	#1047			#627			#707	
Internal Link Dist (ft)		144			2273			615			20	
Turn Bay Length (ft)	100			260								
Base Capacity (vph)	134	1437		234	991			1136			937	
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	

Lane Group	Ø3
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	32.0
Total Split (s)	32.0
Total Split (%)	21%
Maximum Green (s)	27.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	10.0
Flash Dont Walk (s)	18.0
Pedestrian Calls (#/hr)	4
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	27.0
90th %ile Term Code	Ped
70th %ile Green (s)	0.0
70th %ile Term Code	Skip
50th %ile Green (s)	0.0
50th %ile Term Code	Skip
30th %ile Green (s)	0.0
30th %ile Term Code	Skip
10th %ile Green (s)	0.0
10th %ile Term Code	Skip
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	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_No-Build PM

No-Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	1.35	1.13		1.79	1.36			0.71			0.87	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 57 (38%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.79

Intersection Signal Delay: 145.1

Intersection LOS: F

Intersection Capacity Utilization 121.6%

ICU Level of Service H

Analysis Period (min) 15

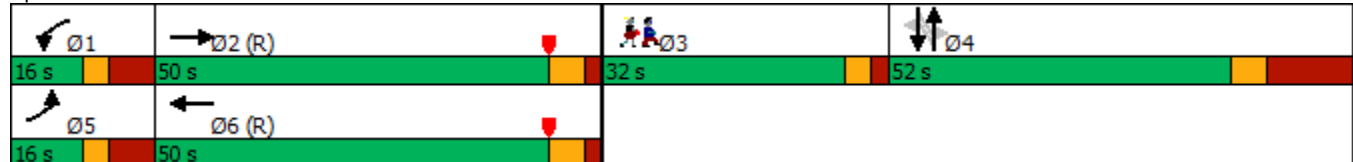
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 12: Clinton Rd & E. Stewart Ave



Lane Group	Ø3

Reduced v/c Ratio

Intersection Summary

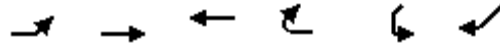
Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

13: Clinton Rd & Osborne Rd_No-Build PM
No-Build 2033_PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	8	13	711	785	1
Future Volume (vph)	0	8	13	711	785	1
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	10	10	10	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.865					
Flt Protected	0.999					
Satd. Flow (prot)	1687	0	0	3293	3262	0
Flt Permitted	0.999					
Satd. Flow (perm)	1687	0	0	3293	3262	0
Link Speed (mph)	30	30				
Link Distance (ft)	221	100				
Travel Time (s)	5.0	2.3				
Confl. Peds. (#/hr)	1	2				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	5%	6%	0%
Adj. Flow (vph)	0	8	13	733	809	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	746	810	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12	0				
Link Offset(ft)	0	0				
Crosswalk Width(ft)	16	16				
Two way Left Turn Lane						
Headway Factor	0.97	0.97	1.06	1.06	1.06	1.06
Turning Speed (mph)	15	9	15	9		
Sign Control	Stop	Free			Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 38.2%				ICU Level of Service A		
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	8	13	711	785	1
Future Vol, veh/h	0	8	13	711	785	1
Conflicting Peds, #/hr	1	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	5	6	0
Mvmt Flow	0	8	13	733	809	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1206	407	812	0	-	0
Stage 1	812	-	-	-	-	-
Stage 2	394	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	179	599	823	-	-	-
Stage 1	402	-	-	-	-	-
Stage 2	656	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	173	598	821	-	-	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	390	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.1	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	821	-	598	-	-	
HCM Lane V/C Ratio	0.016	-	0.014	-	-	
HCM Control Delay (s)	9.5	0.1	11.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0	-	-	



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑↑↑				↑↑↑↑
Traffic Volume (vph)	0	1655	0	0	0	1380
Future Volume (vph)	0	1655	0	0	0	1380
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	0.76
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	4755	0	0	0	3492
Flt Permitted						
Satd. Flow (perm)	0	4755	0	0	0	3492
Link Speed (mph)		30	30		30	
Link Distance (ft)		419	382		393	
Travel Time (s)		9.5	8.7		8.9	
Peak Hour Factor	0.97	0.97	1.00	1.00	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	0%	1%
Parking (#/hr)		0				
Adj. Flow (vph)	0	1706	0	0	0	1423
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1706	0	0	0	1423
Enter Blocked Intersection	Yes	Yes	No	No	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		90	90		90	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	1.10	1.06	1.06	1.06	1.06
Turning Speed (mph)	15			9	15	30
Sign Control		Free	Stop		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	34.7%			ICU Level of Service A		
Analysis Period (min)	15					

						
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations				↑↑↑↑		↓↓↓↓
Traffic Volume (vph)	0	0	0	1317	0	1745
Future Volume (vph)	0	0	0	1317	0	1745
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	0.76
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	4919	0	3492
Flt Permitted						
Satd. Flow (perm)	0	0	0	4919	0	3492
Link Speed (mph)	30			30	30	
Link Distance (ft)	306			224	304	
Travel Time (s)	7.0			5.1	6.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	1%	2%	1%
Adj. Flow (vph)	0	0	0	1358	0	1799
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1358	0	1799
Enter Blocked Intersection	No	No	No	Yes	No	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			60	100	
Link Offset(ft)	0			-20	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)		9	15		15	30
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	43.0%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings 12: Clinton Rd & E. Stewart Ave_No-Build PM - No Ped Phase
123-087; Stewart Avenue - Garden City No-Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	176	1547	22	405	1205	100	24	448	307	61	644	88
Future Volume (vph)	176	1547	22	405	1205	100	24	448	307	61	644	88
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	10	10	9	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	260		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			60			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			1.00	
Frt		0.998			0.989			0.941			0.983	
Flt Protected	0.950			0.950				0.998			0.996	
Satd. Flow (prot)	1834	4902	0	3202	3380	0	0	3054	0	0	3191	0
Flt Permitted	0.950			0.950				0.791			0.670	
Satd. Flow (perm)	1832	4902	0	3201	3380	0	0	2421	0	0	2146	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		224			2353			695			100	
Travel Time (s)		5.1			53.5			15.8			2.3	
Confl. Peds. (#/hr)	2		1	1		1	1		1	1		1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	10%	1%	1%	2%	0%	8%	3%	14%	6%	0%
Adj. Flow (vph)	181	1595	23	418	1242	103	25	462	316	63	664	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	1618	0	418	1345	0	0	803	0	0	818	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		34			34			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	1.06	1.06	1.11	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings 12: Clinton Rd & E. Stewart Ave_No-Build PM - No Ped Phase
123-087; Stewart Avenue - Garden City No-Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		8.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	16.0	22.0		16.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	16.0	50.0		16.0	50.0		52.0	52.0		52.0	52.0	
Total Split (%)	13.6%	42.4%		13.6%	42.4%		44.1%	44.1%		44.1%	44.1%	
Maximum Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	5.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	-3.0	0.0		-3.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	11.0	44.0		11.0	44.0			38.1			38.1	
Actuated g/C Ratio	0.09	0.37		0.09	0.37			0.32			0.32	
v/c Ratio	1.06	0.89		1.40	1.07			1.03			1.18	
Control Delay	138.2	41.7		239.7	81.6			79.3			132.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	138.2	41.7		239.7	81.6			79.3			132.8	
LOS	F	D		F	F			E			F	
Approach Delay		51.4			119.1			79.3			132.8	
Approach LOS		D			F			E			F	
90th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
70th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
50th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
30th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
10th %ile Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
10th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
Queue Length 50th (ft)	~151	417		~219	~595			~343			~393	
Queue Length 95th (ft)	#297	485		#322	#733			#469			#520	
Internal Link Dist (ft)		144			2273			615			20	
Turn Bay Length (ft)	100			260								
Base Capacity (vph)	170	1827		298	1260			781			692	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	1.06	0.89		1.40	1.07			1.03			1.18	
Intersection Summary												

Lanes, Volumes, Timings 12: Clinton Rd & E. Stewart Ave_No-Build PM - No Ped Phase
 123-087; Stewart Avenue - Garden City No-Build 2033_PM Peak Hour

Area Type:	Other
Cycle Length:	118
Actuated Cycle Length:	118
Offset:	57 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	140
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.40
Intersection Signal Delay:	91.6
Intersection LOS:	F
Intersection Capacity Utilization	121.6%
ICU Level of Service	H
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 12: Clinton Rd & E. Stewart Ave

 Ø1 16 s	 Ø2 (R) 50 s	 Ø4 52 s
 Ø5 16 s	 Ø6 (R) 50 s	

Arterial Level of Service: EB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	46.5	63.0	0.1	8
Stewart Ave	21	10.2	20.1	0.1	14
Authur St	3	14.5	23.1	0.1	11
John St	5	3.1	13.8	0.1	24
Washington Ave	7	33.9	44.6	0.1	7
Butler Pl	9	10.8	22.0	0.1	15
Emmer Pl	11	107.4	138.8	0.3	7
E. Stewart Ave	30	55.4	62.6	0.1	3
Clinton Rd	12	30.8	34.3	0.0	4
Total		312.6	422.2	0.9	8

Arterial Level of Service: WB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	206.2	263.3	0.4	6
E. Stewart Ave	30	1.9	7.5	0.0	20
Franklin Ave	1	16.4	48.9	0.1	15
Total		224.5	319.7	0.6	7

Arterial Level of Service: EB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	39.6	54.1	0.1	8
Stewart Ave	21	5.4	15.3	0.1	19
Authur St	3	5.2	13.9	0.1	19
John St	5	0.5	11.2	0.1	29
Washington Ave	7	28.8	39.5	0.1	8
Butler Pl	9	2.8	14.0	0.1	24
Emmer Pl	11	16.9	48.8	0.3	20
E. Stewart Ave	30	28.9	36.1	0.1	6
Clinton Rd	12	23.7	27.2	0.0	6
Total		151.7	260.0	0.9	13

Arterial Level of Service: WB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	107.4	158.6	0.4	10
E. Stewart Ave	30	2.1	7.7	0.0	20
Franklin Ave	1	16.4	174.7	0.1	14
Total		125.9	341.0	0.6	11

Arterial Level of Service: EB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	57.4	73.2	0.1	6
Stewart Ave	21	7.6	17.4	0.1	16
Authur St	3	9.9	18.9	0.1	14
John St	5	18.2	29.0	0.1	11
Washington Ave	7	54.0	64.6	0.1	5
Butler Pl	9	28.9	40.0	0.1	8
Emmer Pl	11	190.8	221.5	0.3	4
E. Stewart Ave	30	54.3	74.6	0.1	3
Clinton Rd	12	20.7	24.2	0.0	6
Total		441.9	563.5	0.9	6

Arterial Level of Service: WB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	154.8	547.1	0.4	8
E. Stewart Ave	30	1.6	7.3	0.0	21
Franklin Ave	1	5.9	7.7	0.1	37
Total		162.4	562.1	0.6	9

Arterial Level of Service: EB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	56.1	70.9	0.1	6
Stewart Ave	21	4.4	14.4	0.1	20
Authur St	3	2.2	10.8	0.1	24
John St	5	0.7	11.3	0.1	29
Washington Ave	7	30.9	41.6	0.1	8
Butler Pl	9	3.3	14.6	0.1	23
Emmer Pl	11	23.7	55.6	0.3	17
E. Stewart Ave	30	39.0	47.6	0.1	4
Clinton Rd	12	26.1	29.6	0.0	5
Total		186.5	296.6	0.9	11

Arterial Level of Service: WB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	65.9	118.5	0.4	14
E. Stewart Ave	30	2.0	7.6	0.0	20
Franklin Ave	1	7.6	22.2	0.1	31
Total		75.4	148.4	0.6	15

Arterial Level of Service: EB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	75.0	105.5	0.1	5
Stewart Ave	21	13.1	22.9	0.1	12
Authur St	3	14.9	23.6	0.1	11
John St	5	16.3	27.0	0.1	12
Washington Ave	7	52.8	63.4	0.1	5
Butler Pl	9	26.3	37.6	0.1	9
Emmer Pl	11	214.1	245.0	0.3	4
E. Stewart Ave	30	60.8	68.6	0.1	3
Clinton Rd	12	24.4	28.0	0.0	5
Total		497.7	621.6	0.9	5

Arterial Level of Service: WB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	254.2	926.7	0.4	5
E. Stewart Ave	30	1.9	7.5	0.0	20
Franklin Ave	1	4.5	108.8	0.1	52
Total		260.5	1043.0	0.6	6

Arterial Level of Service: EB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	97.3	173.7	0.1	4
Stewart Ave	21	22.7	32.4	0.1	9
Authur St	3	18.4	27.1	0.1	10
John St	5	1.8	12.5	0.1	26
Washington Ave	7	34.9	45.5	0.1	7
Butler Pl	9	3.3	14.5	0.1	23
Emmer Pl	11	53.2	85.0	0.3	11
E. Stewart Ave	30	52.7	60.0	0.1	3
Clinton Rd	12	27.0	30.5	0.0	5
Total		311.2	481.2	0.9	8

Arterial Level of Service: WB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	197.7	340.7	0.4	7
E. Stewart Ave	30	4.0	9.7	0.0	16
Franklin Ave	1	3.5	124.4	0.1	66
Total		205.3	474.8	0.6	8

Arterial Level of Service
No-Build AM

No-Build 2033_AM Peak Hour

Arterial Level of Service: EB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	46.5	63.0	0.1	8
W. Stewart Ave	21	10.2	20.1	0.1	14
Clinton Rd	12	2.8	5.1	0.0	50
Total		59.5	88.2	0.2	11

Arterial Level of Service: WB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	206.2	263.3	0.4	6
Stewart Ave	30	1.9	7.5	0.0	20
Wetherill Rd	10	0.7	7.7	0.1	27
Westbury Rd	8	6.7	38.6	0.3	25
Washington Ave	6	40.3	51.0	0.1	7
John St	4	7.6	18.6	0.1	18
Authur St	2	20.8	31.3	0.1	10
W. Stewart Ave	21	43.1	52.2	0.1	5
Franklin Ave	1	21.0	29.6	0.1	10
Total		348.2	499.8	1.2	9

Arterial Level of Service: EB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	39.6	54.1	0.1	8
W. Stewart Ave	21	5.4	15.3	0.1	19
Clinton Rd	12	3.3	3.5	0.0	44
Total		48.3	72.8	0.2	12

Arterial Level of Service: WB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	107.4	158.6	0.4	10
Stewart Ave	30	2.1	7.7	0.0	20
Wetherill Rd	10	0.6	7.6	0.1	27
Westbury Rd	8	5.1	36.8	0.3	26
Washington Ave	6	36.4	47.2	0.1	7
John St	4	8.7	19.9	0.1	17
Authur St	2	20.0	30.5	0.1	10
W. Stewart Ave	21	39.9	49.1	0.1	5
Franklin Ave	1	20.6	29.3	0.1	10
Total		240.8	386.5	1.2	12

Arterial Level of Service: EB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	57.4	73.2	0.1	6
W. Stewart Ave	21	7.6	17.4	0.1	16
Clinton Rd	12	3.9	221.6	0.0	33
Total		68.9	312.2	0.2	10

Arterial Level of Service: WB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	154.8	547.1	0.4	8
Stewart Ave	30	1.6	7.3	0.0	21
Wetherill Rd	10	0.5	7.5	0.1	28
Westbury Rd	8	2.0	33.7	0.3	28
Washington Ave	6	29.5	40.3	0.1	8
John St	4	2.8	14.0	0.1	24
Authur St	2	1.4	12.0	0.1	26
W. Stewart Ave	21	13.6	22.9	0.1	12
Franklin Ave	1	21.0	29.7	0.1	10
Total		227.3	714.4	1.2	12

Arterial Level of Service
No-Build School Dismissal - No Ped Phase

No-Build 2033_Midday Peak Hour

Arterial Level of Service: EB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	56.1	70.9	0.1	6
W. Stewart Ave	21	4.4	14.4	0.1	20
Clinton Rd	12	1.8	25.0	0.0	64
Total		62.4	110.3	0.2	10

Arterial Level of Service: WB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	65.9	118.5	0.4	14
Stewart Ave	30	2.0	7.6	0.0	20
Wetherill Rd	10	0.4	7.4	0.1	28
Westbury Rd	8	1.9	33.5	0.3	29
Washington Ave	6	29.8	40.7	0.1	8
John St	4	2.9	14.1	0.1	23
Authur St	2	6.8	17.4	0.1	18
W. Stewart Ave	21	27.6	36.8	0.1	7
Franklin Ave	1	21.3	30.0	0.1	10
Total		158.6	305.9	1.2	15

Arterial Level of Service: EB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	76.4	106.8	0.1	5
W. Stewart Ave	21	12.8	22.6	0.1	13
Clinton Rd	12	3.0	6.3	0.0	43
Total		92.2	135.7	0.2	8

Arterial Level of Service: WB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	256.0	911.1	0.4	5
Stewart Ave	30	1.9	7.5	0.0	20
Wetherill Rd	10	0.6	7.6	0.1	27
Westbury Rd	8	6.4	38.0	0.3	25
Washington Ave	6	40.0	50.6	0.1	7
John St	4	9.7	20.9	0.1	16
Authur St	2	13.6	24.2	0.1	13
W. Stewart Ave	21	48.9	58.2	0.1	5
Franklin Ave	1	26.3	34.9	0.1	8
Total		403.3	1153.0	1.2	8

Arterial Level of Service: EB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	100.8	192.1	0.1	4
W. Stewart Ave	21	26.5	36.2	0.1	8
Clinton Rd	12	7.0	13.2	0.0	19
Total		134.3	241.5	0.2	6

Arterial Level of Service: WB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	195.9	333.5	0.4	7
Stewart Ave	30	4.0	9.6	0.0	16
Wetherill Rd	10	3.2	10.2	0.1	20
Westbury Rd	8	19.7	51.3	0.3	19
Washington Ave	6	35.8	46.8	0.1	7
John St	4	13.0	24.3	0.1	14
Authur St	2	33.4	44.1	0.1	7
W. Stewart Ave	21	53.7	63.0	0.1	4
Franklin Ave	1	29.2	37.9	0.1	8
Total		387.9	620.8	1.2	8

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_Build AM

Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑	↗		↑↑		↖	↑↑	
Traffic Volume (vph)	0	734	39	289	542	333	1	742	302	129	460	17
Future Volume (vph)	0	734	39	289	542	333	1	742	302	129	460	17
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	300		90	0		0	290		0
Storage Lanes	0		0	1		1	0		0	1		0
Taper Length (ft)	25			50			25			90		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00		0.99		0.99			1.00	
Frt		0.992				0.850		0.957			0.995	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3556	0	1834	3562	1641	0	3165	0	1679	3130	0
Flt Permitted				0.170				0.955		0.140		
Satd. Flow (perm)	0	3556	0	328	3562	1620	0	3023	0	247	3130	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				259		69			4	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		671			419			422			614	
Travel Time (s)		15.3			9.5			8.2			12.0	
Confl. Peds. (#/hr)	1		5	5		1	4		10	10		4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	3%	8%	1%	4%	1%	0%	5%	1%	3%	10%	6%
Parking (#/hr)												12
Adj. Flow (vph)	0	807	43	318	596	366	1	815	332	142	505	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	850	0	318	596	366	0	1148	0	142	524	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			70			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2	1	1	2		1	2	
Detector Template		Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)		100		20	100	20	20	100		20	100	
Trailing Detector (ft)		0		0	0	0	0	0		0	0	
Detector 1 Position(ft)		0		0	0	0	0	0		0	0	
Detector 1 Size(ft)		6		20	6	20	20	6		20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_Build AM

Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		D,P+P	NA	custom	Perm	NA		pm+pt	NA	
Protected Phases		3		4	3 4	2		1		2	1	
Permitted Phases				3		3	1			1		
Detector Phase		3		4	3 4	2	1	1		2	1	
Switch Phase												
Minimum Initial (s)		12.0		3.0		6.0	20.0	20.0		6.0	20.0	
Minimum Split (s)		28.5		9.0		13.0	28.5	28.5		13.0	28.5	
Total Split (s)		29.0		13.0		16.0	32.0	32.0		16.0	32.0	
Total Split (%)		32.2%		14.4%		17.8%	35.6%	35.6%		17.8%	35.6%	
Maximum Green (s)		23.5		7.5		10.5	26.5	26.5		10.5	26.5	
Yellow Time (s)		3.5		3.5		3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)		2.0		2.0		2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0		-2.0	0.0	
Total Lost Time (s)		5.5		5.5		5.5		5.5		3.5	5.5	
Lead/Lag		Lead		Lag		Lag	Lead	Lead		Lag	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)		3.0		3.0		3.0	3.0	3.0		3.0	3.0	
Recall Mode		None		None		C-Max	Min	Min		C-Max	Min	
Walk Time (s)		7.0					7.0	7.0			7.0	
Flash Dont Walk (s)		16.0					16.0	16.0			16.0	
Pedestrian Calls (#/hr)		4					10	10			10	
Act Effct Green (s)		23.5		31.0	36.5	34.0		26.5		41.0	26.5	
Actuated g/C Ratio		0.26		0.34	0.41	0.38		0.29		0.46	0.29	
v/c Ratio		0.91		1.34	0.41	0.47		1.22		0.46	0.57	
Control Delay		47.6		207.6	20.2	7.4		139.1		30.1	29.6	
Queue Delay		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay		47.6		207.6	20.2	7.4		139.1		30.1	29.6	
LOS		D		F	C	A		F		C	C	
Approach Delay		47.6			63.1			139.1			29.7	
Approach LOS		D			E			F			C	
Stops (vph)		688		224	370	78		813		88	389	
Fuel Used(gal)		15		14	6	2		39		2	8	
CO Emissions (g/hr)		1073		1006	422	141		2718		142	553	
NOx Emissions (g/hr)		209		196	82	28		529		28	108	
VOC Emissions (g/hr)		249		233	98	33		630		33	128	
Dilemma Vehicles (#)		0		0	0	0		47		0	26	
Queue Length 50th (ft)		245		~180	124	35		~413		43	131	
Queue Length 95th (ft)		#359		#352	169	97		#544		76	183	
Internal Link Dist (ft)		591			339			342			534	
Turn Bay Length (ft)				300		90				290		
Base Capacity (vph)		932		238	1444	775		938		311	924	
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		0.91		1.34	0.41	0.47		1.22		0.46	0.57	
Intersection Summary												

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_Build AM
Build 2033_AM Peak Hour

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 55 (61%), Referenced to phase 2:SBL and 6:, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.34

Intersection Signal Delay: 76.2

Intersection LOS: E

Intersection Capacity Utilization 103.8%

ICU Level of Service G

Analysis Period (min) 15

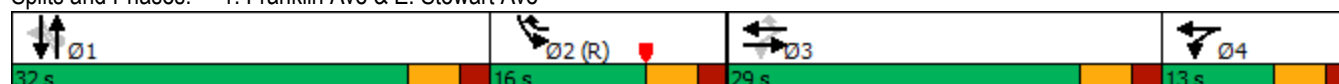
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Franklin Ave & E. Stewart Ave

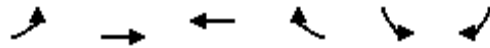


Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

2: Author St & Stewart Ave_Build AM
Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1	1145	5	11	5	0	0	4	9
Future Volume (vph)	0	0	0	1	1145	5	11	5	0	0	4	9
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.999						0.907	
Flt Protected								0.967				
Satd. Flow (prot)	0	0	0	0	3384	0	0	1886	0	0	1642	0
Flt Permitted								0.967				
Satd. Flow (perm)	0	0	0	0	3384	0	0	1886	0	0	1642	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		393			466			120			775	
Travel Time (s)		8.9			10.6			2.7			17.6	
Confl. Peds. (#/hr)				1								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	2%	20%	0%	0%	0%	0%	25%	0%
Adj. Flow (vph)	0	0	0	1	1180	5	11	5	0	0	4	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1186	0	0	16	0	0	13	0
Enter Blocked Intersection	No	No	No	No	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	45.2%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Vol, veh/h	0	0	0	1	1145	5	11	5	0	0	4	9
Future Vol, veh/h	0	0	0	1	1145	5	11	5	0	0	4	9
Conflicting Peds, #/hr	0	0	0	1	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	2	20	0	0	0	0	25	0
Mvmt Flow	0	0	0	1	1180	5	11	5	0	0	4	9
Major/Minor												
Major2				Minor1				Minor2				
Conflicting Flow All	1	0	0	595	1188	-	-	1186	593			
Stage 1	-	-	-	1	1	-	-	1185	-			
Stage 2	-	-	-	594	1187	-	-	1	-			
Critical Hdwy	4.1	-	-	7.5	6.5	-	-	7	6.9			
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6	-			
Critical Hdwy Stg 2	-	-	-	6.5	5.5	-	-	-	-			
Follow-up Hdwy	2.2	-	-	3.5	4	-	-	4.25	3.3			
Pot Cap-1 Maneuver	1635	-	-	392	190	0	0	157	454			
Stage 1	-	-	-	-	-	0	0	218	-			
Stage 2	-	-	-	463	264	0	0	-	-			
Platoon blocked, %	-	-	-	-	-	-	-	-	-			
Mov Cap-1 Maneuver	1633	-	-	376	189	-	-	157	454			
Mov Cap-2 Maneuver	-	-	-	376	189	-	-	157	-			
Stage 1	-	-	-	-	-	-	-	218	-			
Stage 2	-	-	-	444	263	-	-	-	-			
Approach												
WB				NB				SB				
HCM Control Delay, s	0			18.3				18.2				
HCM LOS				C				C				
Minor Lane/Major Mvmt												
NBLn1				WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	287	1633	-	-	-	287						
HCM Lane V/C Ratio	0.057	0.001	-	-	-	0.047						
HCM Control Delay (s)	18.3	7.2	0	-	-	18.2						
HCM Lane LOS	C	A	A	-	-	C						
HCM 95th %tile Q(veh)	0.2	0	-	-	-	0.1						



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↔			↔	
Traffic Volume (vph)	16	1149	0	0	5	0
Future Volume (vph)	16	1149	0	0	5	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	12	12	12	12
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.999			0.950	
Satd. Flow (prot)	0	3091	0	0	1544	0
Flt Permitted		0.999			0.950	
Satd. Flow (perm)	0	3091	0	0	1544	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		382	476		120	
Travel Time (s)		8.7	10.8		2.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	2%	0%	0%	20%	0%
Parking (#/hr)		15				
Adj. Flow (vph)	18	1277	0	0	6	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1295	0	0	6	0
Enter Blocked Intersection	No	Yes	No	No	Yes	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	1.19	0.97	0.97	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Stop		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	41.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕			↕	
Traffic Vol, veh/h	16	1149	0	0	5	0
Future Vol, veh/h	16	1149	0	0	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	20	0
Mvmt Flow	18	1277	0	0	6	0
Major/Minor	Major1		Minor2			
Conflicting Flow All	0	0			675	-
Stage 1	-	-			0	-
Stage 2	-	-			675	-
Critical Hdwy	4.1	-			7.2	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			6.2	-
Follow-up Hdwy	2.2	-			3.7	-
Pot Cap-1 Maneuver	-	-			350	0
Stage 1	-	-			-	0
Stage 2	-	-			422	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-			350	-
Mov Cap-2 Maneuver	-	-			350	-
Stage 1	-	-			-	-
Stage 2	-	-			422	-
Approach	EB			SB		
HCM Control Delay, s				15.5		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	SBLn1			
Capacity (veh/h)	-	-	350			
HCM Lane V/C Ratio	-	-	0.016			
HCM Control Delay (s)	-	-	15.5			
HCM Lane LOS	-	-	C			
HCM 95th %tile Q(veh)	-	-	0			

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

4: John St_Build AM
Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	3	1118	3	25	4	0	0	3	7
Future Volume (vph)	0	0	0	3	1118	3	25	4	0	0	3	7
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt											0.905	
Flt Protected								0.958				
Satd. Flow (prot)	0	0	0	0	3358	0	0	1868	0	0	1606	0
Flt Permitted								0.958				
Satd. Flow (perm)	0	0	0	0	3358	0	0	1868	0	0	1606	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		466			483			124			782	
Travel Time (s)		10.6			11.0			2.8			17.8	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.90	0.94
Heavy Vehicles (%)	2%	2%	2%	0%	3%	0%	0%	0%	0%	0%	33%	0%
Adj. Flow (vph)	0	0	0	3	1189	3	27	4	0	0	3	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1195	0	0	31	0	0	10	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	45.2%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔↔			↔			↔	
Traffic Vol, veh/h	0	0	0	3	1118	3	25	4	0	0	3	7
Future Vol, veh/h	0	0	0	3	1118	3	25	4	0	0	3	7
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	90	94
Heavy Vehicles, %	2	2	2	0	3	0	0	0	0	0	33	0
Mvmt Flow	0	0	0	3	1189	3	27	4	0	0	3	7

Major/Minor	Major2			Minor1		Minor2	
Conflicting Flow All	0	0	0	603	1198	-	- 1197 597
Stage 1	-	-	-	0	0	-	- 1197 -
Stage 2	-	-	-	603	1198	-	- 0 -
Critical Hdwy	4.1	-	-	7.5	6.5	-	- 7.16 6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	- 6.16 -
Critical Hdwy Stg 2	-	-	-	6.5	5.5	-	- - -
Follow-up Hdwy	2.2	-	-	3.5	4	-	- 4.33 3.3
Pot Cap-1 Maneuver	-	-	-	387	187	0	0 145 451
Stage 1	-	-	-	-	-	0	0 202 -
Stage 2	-	-	-	458	261	0	0 - -
Platoon blocked, %	-	-	-	-	-	-	- - -
Mov Cap-1 Maneuver	-	-	-	374	187	-	- 145 451
Mov Cap-2 Maneuver	-	-	-	374	187	-	- 145 -
Stage 1	-	-	-	-	-	-	- 202 -
Stage 2	-	-	-	443	261	-	- - -

Approach	WB	NB	SB
HCM Control Delay, s		17.1	18.7
HCM LOS		C	C

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	329	-	-	-	273
HCM Lane V/C Ratio	0.094	-	-	-	0.039
HCM Control Delay (s)	17.1	-	-	-	18.7
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	0.1

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

5: John St & E. Stewart Ave_Build AM

Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1148	5	0	0	0	0	28	3	3	3	0
Future Volume (vph)	1	1148	5	0	0	0	0	28	3	3	3	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999						0.988					
Flt Protected											0.976	
Satd. Flow (prot)	0	3384	0	0	0	0	0	1927	0	0	1634	0
Flt Permitted											0.976	
Satd. Flow (perm)	0	3384	0	0	0	0	0	1927	0	0	1634	0
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	476			481			586			124		
Travel Time (s)	10.8			10.9			13.3			2.8		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	2%	20%	0%	0%	0%	0%	0%	0%	0%	33%	0%
Adj. Flow (vph)	1	1276	6	0	0	0	0	31	3	3	3	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1283	0	0	0	0	0	34	0	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0			0			0			0		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Free			Stop			Stop			Stop		
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 41.1%												
ICU Level of Service A												
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔						↔			↔	
Traffic Vol, veh/h	1	1148	5	0	0	0	0	28	3	3	3	0
Future Vol, veh/h	1	1148	5	0	0	0	0	28	3	3	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	20	0	0	0	0	0	0	0	33	0
Mvmt Flow	1	1276	6	0	0	0	0	31	3	3	3	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	0	0	0	-	1281	641	656	1284	-
Stage 1	-	-	-	-	1281	-	0	0	-
Stage 2	-	-	-	-	0	-	656	1284	-
Critical Hdwy	4.1	-	-	-	6.5	6.9	7.5	7.16	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	6.16	-
Follow-up Hdwy	2.2	-	-	-	4	3.3	3.5	4.33	-
Pot Cap-1 Maneuver	-	-	-	0	167	422	355	127	0
Stage 1	-	-	-	0	238	-	-	-	0
Stage 2	-	-	-	0	-	-	426	181	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	167	422	302	127	-
Mov Cap-2 Maneuver	-	-	-	-	167	-	302	127	-
Stage 1	-	-	-	-	238	-	-	-	-
Stage 2	-	-	-	-	-	-	367	181	-

Approach	EB	NB	SB
HCM Control Delay, s		30.2	25.9
HCM LOS		D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	177	-	-	-	179
HCM Lane V/C Ratio	0.195	-	-	-	0.037
HCM Control Delay (s)	30.2	-	-	-	25.9
HCM Lane LOS	D	-	-	-	D
HCM 95th %tile Q(veh)	0.7	-	-	-	0.1

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

6: Washington Ave_Build AM
Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	62	1008	256	86	601	0	0	411	30
Future Volume (vph)	0	0	0	62	1008	256	86	601	0	0	411	30
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	10	10	10	10	10	10
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor				1.00								
Frt					0.970						0.990	
Flt Protected				0.950				0.994				
Satd. Flow (prot)	0	0	0	1662	3295	0	0	3262	0	0	3214	0
Flt Permitted				0.950				0.752				
Satd. Flow (perm)	0	0	0	1660	3295	0	0	2468	0	0	3214	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					30						8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		483			487			113			824	
Travel Time (s)		11.0			11.1			2.6			18.7	
Confl. Peds. (#/hr)				1					1	1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	2%	1%	8%	5%	0%	0%	7%	0%
Adj. Flow (vph)	0	0	0	65	1050	267	90	626	0	0	428	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	65	1317	0	0	716	0	0	459	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

6: Washington Ave_Build AM
Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases				3			1 2				1 4	
Permitted Phases				3			1 2					
Detector Phase				3	3		1 2	1 2			1 4	
Switch Phase												
Minimum Initial (s)				12.0	12.0							
Minimum Split (s)				26.0	26.0							
Total Split (s)				46.0	46.0							
Total Split (%)				39.7%	39.7%							
Maximum Green (s)				40.0	40.0							
Yellow Time (s)				4.0	4.0							
All-Red Time (s)				2.0	2.0							
Lost Time Adjust (s)				0.0	0.0							
Total Lost Time (s)				6.0	6.0							
Lead/Lag				Lead	Lead							
Lead-Lag Optimize?				Yes	Yes							
Vehicle Extension (s)				3.0	3.0							
Recall Mode				Max	Max							
Walk Time (s)				8.0	8.0							
Flash Dont Walk (s)				12.0	12.0							
Pedestrian Calls (#/hr)				4	4							
Act Effct Green (s)				40.0	40.0			41.0			47.2	
Actuated g/C Ratio				0.35	0.35			0.36			0.41	
v/c Ratio				0.11	1.13			0.82			0.35	
Control Delay				26.7	105.8			8.3			23.8	
Queue Delay				0.9	0.0			50.8			0.0	
Total Delay				27.6	105.8			59.1			23.8	
LOS				C	F			E			C	
Approach Delay					102.1			59.1			23.8	
Approach LOS					F			E			C	
Stops (vph)				42	1051			320			288	
Fuel Used(gal)				1	38			4			7	
CO Emissions (g/hr)				56	2644			247			459	
NOx Emissions (g/hr)				11	514			48			89	
VOC Emissions (g/hr)				13	613			57			106	
Dilemma Vehicles (#)				0	0			0			0	
Queue Length 50th (ft)				33	~599			56			118	
Queue Length 95th (ft)				66	#739			m24			161	
Internal Link Dist (ft)		403			407			33			744	
Turn Bay Length (ft)				100								
Base Capacity (vph)				576	1163			878			1275	
Starvation Cap Reductn				0	0			284			0	
Spillback Cap Reductn				356	0			0			25	
Storage Cap Reductn				0	0			0			0	
Reduced v/c Ratio				0.30	1.13			1.21			0.37	
Intersection Summary												
Area Type:	Other											

Lane Group	Ø1	Ø2	Ø4
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	25.0	3.0	8.0
Minimum Split (s)	31.0	9.0	13.0
Total Split (s)	31.0	16.0	23.0
Total Split (%)	27%	14%	20%
Maximum Green (s)	25.0	10.0	18.0
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	None
Walk Time (s)			
Flash Dont Walk (s)			
Pedestrian Calls (#/hr)			
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Stops (vph)			
Fuel Used(gal)			
CO Emissions (g/hr)			
NOx Emissions (g/hr)			
VOC Emissions (g/hr)			
Dilemma Vehicles (#)			
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			

Cycle Length: 116

Actuated Cycle Length: 115.2

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.13

Intersection Signal Delay: 76.0

Intersection LOS: E

Intersection Capacity Utilization 91.8%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

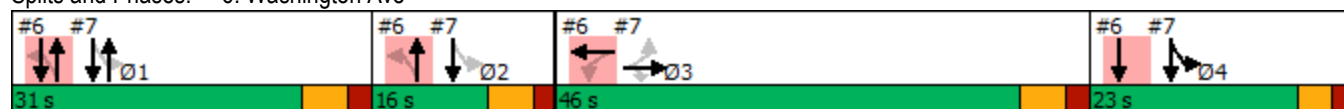
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 6: Washington Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

7: Washington Ave & E. Stewart Ave_Build AM
Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	1051	59	0	0	0	0	643	82	85	388	0
Future Volume (vph)	44	1051	59	0	0	0	0	643	82	85	388	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		75	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Fr _t			0.850					0.983				
Fl _t Protected		0.998									0.991	
Satd. Flow (prot)	0	3386	1547	0	0	0	0	3251	0	0	3216	0
Fl _t Permitted		0.998									0.575	
Satd. Flow (perm)	0	3386	1547	0	0	0	0	3251	0	0	1866	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			132					11				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		481			486			599			113	
Travel Time (s)		10.9			11.0			13.6			2.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	5%	1%	0%	8%	0%
Adj. Flow (vph)	48	1155	65	0	0	0	0	707	90	93	426	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1203	65	0	0	0	0	797	0	0	519	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		custom	NA	

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

7: Washington Ave & E. Stewart Ave_Build AM

Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		3						1		4	1 2 4	
Permitted Phases	3		3							1 2		
Detector Phase	3	3	3					1		4	1 2 4	
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0					25.0		8.0		
Minimum Split (s)	26.0	26.0	26.0					31.0		13.0		
Total Split (s)	46.0	46.0	46.0					31.0		23.0		
Total Split (%)	39.7%	39.7%	39.7%					26.7%		19.8%		
Maximum Green (s)	40.0	40.0	40.0					25.0		18.0		
Yellow Time (s)	4.0	4.0	4.0					4.0		3.0		
All-Red Time (s)	2.0	2.0	2.0					2.0		2.0		
Lost Time Adjust (s)		0.0	0.0					0.0				
Total Lost Time (s)		6.0	6.0					6.0				
Lead/Lag	Lead	Lead	Lead					Lead		Lag		
Lead-Lag Optimize?	Yes	Yes	Yes					Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0		
Recall Mode	Max	Max	Max					None		None		
Walk Time (s)	8.0	8.0	8.0									
Flash Dont Walk (s)	12.0	12.0	12.0									
Pedestrian Calls (#/hr)	4	4	4									
Act Effct Green (s)		40.0	40.0					25.0			57.2	
Actuated g/C Ratio		0.35	0.35					0.22			0.50	
v/c Ratio		1.02	0.10					1.12			0.47	
Control Delay		70.2	0.3					112.0			7.3	
Queue Delay		0.6	0.0					0.5			1.0	
Total Delay		70.7	0.3					112.5			8.3	
LOS		E	A					F			A	
Approach Delay		67.1						112.5			8.3	
Approach LOS		E						F			A	
Stops (vph)		962	0					612			113	
Fuel Used(gal)		25	0					23			2	
CO Emissions (g/hr)		1752	16					1628			122	
NOx Emissions (g/hr)		341	3					317			24	
VOC Emissions (g/hr)		406	4					377			28	
Dilemma Vehicles (#)		0	0					0			0	
Queue Length 50th (ft)		~507	0					~360			33	
Queue Length 95th (ft)		#643	0					#487			42	
Internal Link Dist (ft)		401			406			519			33	
Turn Bay Length (ft)			75									
Base Capacity (vph)		1175	622					714			1138	
Starvation Cap Reductn		0	0					0			363	
Spillback Cap Reductn		2	0					54			0	
Storage Cap Reductn		0	0					0			0	
Reduced v/c Ratio		1.03	0.10					1.21			0.67	

Intersection Summary

Area Type: Other

Cycle Length: 116

Actuated Cycle Length: 115.2

Lane Group	Ø2
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	3.0
Minimum Split (s)	9.0
Total Split (s)	16.0
Total Split (%)	14%
Maximum Green (s)	10.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
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	

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.13

Intersection Signal Delay: 69.3

Intersection LOS: E

Intersection Capacity Utilization 86.2%

ICU Level of Service E

Analysis Period (min) 15

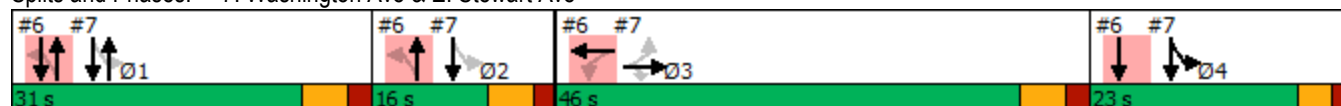
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 7: Washington Ave & E. Stewart Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

8: Butler Pl/Westbury Rd_Build AM
Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	4	1280	21	0	22	0	0	20	46
Future Volume (vph)	0	0	0	4	1280	21	0	22	0	0	20	46
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.998						0.906	
Flt Protected												
Satd. Flow (prot)	0	0	0	0	3385	0	0	1773	0	0	1685	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	3385	0	0	1773	0	0	1685	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		487			1400			112			499	
Travel Time (s)		11.1			31.8			2.5			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%	0%	10%	0%	0%	0%	7%
Adj. Flow (vph)	0	0	0	4	1391	23	0	24	0	0	22	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1418	0	0	24	0	0	72	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	45.7%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔↔			↕			↔	
Traffic Vol, veh/h	0	0	0	4	1280	21	0	22	0	0	20	46
Future Vol, veh/h	0	0	0	4	1280	21	0	22	0	0	20	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	2	0	0	10	0	0	0	7
Mvmt Flow	0	0	0	4	1391	23	0	24	0	0	22	50
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				0	0	0	715	1422	-	-	1411	707
Stage 1				-	-	-	0	0	-	-	1411	-
Stage 2				-	-	-	715	1422	-	-	0	-
Critical Hdwy				4.1	-	-	7.5	6.7	-	-	6.5	7.04
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.5	-
Critical Hdwy Stg 2				-	-	-	6.5	5.7	-	-	-	-
Follow-up Hdwy				2.2	-	-	3.5	4.1	-	-	4	3.37
Pot Cap-1 Maneuver				-	-	-	322	126	0	0	140	366
Stage 1				-	-	-	-	-	0	0	206	-
Stage 2				-	-	-	392	187	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				-	-	-	245	126	-	-	140	366
Mov Cap-2 Maneuver				-	-	-	245	126	-	-	140	-
Stage 1				-	-	-	-	-	-	-	206	-
Stage 2				-	-	-	303	187	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s						40.1		25.5				
HCM LOS						E		D				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	126	-	-	-	246							
HCM Lane V/C Ratio	0.19	-	-	-	0.292							
HCM Control Delay (s)	40.1	-	-	-	25.5							
HCM Lane LOS	E	-	-	-	D							
HCM 95th %tile Q(veh)	0.7	-	-	-	1.2							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

9: Butler PI & E. Stewart Ave_Build AM

Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	1200	3	0	0	0	0	7	5	14	11	0
Future Volume (vph)	15	1200	3	0	0	0	0	7	5	14	11	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.942											
Flt Protected	0.999											0.972
Satd. Flow (prot)	0	3382	0	0	0	0	0	1837	0	0	1895	0
Flt Permitted	0.999											0.972
Satd. Flow (perm)	0	3382	0	0	0	0	0	1837	0	0	1895	0
Link Speed (mph)	30											
Link Distance (ft)	486											
Travel Time (s)	11.0											
Confl. Peds. (#/hr)	1											
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	17	1348	3	0	0	0	0	8	6	16	12	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1368	0	0	0	0	0	14	0	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0											
Link Offset(ft)	0											
Crosswalk Width(ft)	16											
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Free											
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	50.8%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔						↔			↔	
Traffic Vol, veh/h	15	1200	3	0	0	0	0	7	5	14	11	0
Future Vol, veh/h	15	1200	3	0	0	0	0	7	5	14	11	0
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	14	2	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	17	1348	3	0	0	0	0	8	6	16	12	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	1	0	0	-	1385	676	713	1386	-
Stage 1	-	-	-	-	1384	-	1	1	-
Stage 2	-	-	-	-	1	-	712	1385	-
Critical Hdwy	4.38	-	-	-	6.5	6.9	7.5	6.5	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-
Follow-up Hdwy	2.34	-	-	-	4	3.3	3.5	4	-
Pot Cap-1 Maneuver	1537	-	-	0	145	401	323	144	0
Stage 1	-	-	-	0	213	-	-	-	0
Stage 2	-	-	-	0	-	-	394	213	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1536	-	-	-	138	401	294	137	-
Mov Cap-2 Maneuver	-	-	-	-	138	-	294	137	-
Stage 1	-	-	-	-	203	-	-	-	-
Stage 2	-	-	-	-	-	-	357	203	-

Approach	EB	NB	SB
HCM Control Delay, s	0.3	25.4	26.5
HCM LOS		D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	190	1536	-	-	195
HCM Lane V/C Ratio	0.071	0.011	-	-	0.144
HCM Control Delay (s)	25.4	7.4	0.2	-	26.5
HCM Lane LOS	D	A	A	-	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0.5

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

10: Emmet Pl/Wetherill Rd & Stewart Ave_Build AM

Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	9	1268	43	25	30	0	0	48	13
Future Volume (vph)	0	0	0	9	1268	43	25	30	0	0	48	13
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.995						0.972	
Flt Protected								0.978				
Satd. Flow (prot)	0	0	0	0	3376	0	0	1873	0	0	1866	0
Flt Permitted								0.978				
Satd. Flow (perm)	0	0	0	0	3376	0	0	1873	0	0	1866	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1400			306			100			694	
Travel Time (s)		31.8			7.0			2.3			15.8	
Confl. Peds. (#/hr)				1			2					2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%	4%	0%	0%	0%	2%	0%
Adj. Flow (vph)	0	0	0	10	1409	48	28	33	0	0	53	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1467	0	0	61	0	0	67	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	Yes	No	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	52.0%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔↔			↕			↔	
Traffic Vol, veh/h	0	0	0	9	1268	43	25	30	0	0	48	13
Future Vol, veh/h	0	0	0	9	1268	43	25	30	0	0	48	13
Conflicting Peds, #/hr	0	0	0	1	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	2	0	4	0	0	0	2	0
Mvmt Flow	0	0	0	10	1409	48	28	33	0	0	53	14
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				1	0	0	754	1478	-	-	1454	731
Stage 1				-	-	-	1	1	-	-	1453	-
Stage 2				-	-	-	753	1477	-	-	1	-
Critical Hdwy				4.1	-	-	7.58	6.5	-	-	6.54	6.9
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.54	-
Critical Hdwy Stg 2				-	-	-	6.58	5.5	-	-	-	-
Follow-up Hdwy				2.2	-	-	3.54	4	-	-	4.02	3.3
Pot Cap-1 Maneuver				1635	-	-	294	127	0	0	129	369
Stage 1				-	-	-	-	-	0	0	194	-
Stage 2				-	-	-	363	192	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				1633	-	-	184	123	-	-	125	369
Mov Cap-2 Maneuver				-	-	-	184	123	-	-	125	-
Stage 1				-	-	-	-	-	-	-	188	-
Stage 2				-	-	-	242	186	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				0.1		46.8		49.4				
HCM LOS						E		E				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	145	1633	-	-	146							
HCM Lane V/C Ratio	0.421	0.006	-	-	0.464							
HCM Control Delay (s)	46.8	7.2	0.1	-	49.4							
HCM Lane LOS	E	A	A	-	E							
HCM 95th %tile Q(veh)	1.9	0	-	-	2.1							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

11: Emmer PI /Emmet PI & E. Stewart Ave_Build AM

Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1187	17	0	0	0	0	40	11	30	27	0
Future Volume (vph)	16	1187	17	0	0	0	0	40	11	30	27	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998						0.971				
Flt Protected		0.999									0.974	
Satd. Flow (prot)	0	3382	0	0	0	0	0	1850	0	0	1860	0
Flt Permitted		0.999									0.974	
Satd. Flow (perm)	0	3382	0	0	0	0	0	1850	0	0	1860	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1407			304			459			100	
Travel Time (s)		32.0			6.9			10.4			2.3	
Confl. Peds. (#/hr)	4						1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	3%	0%	4%	0%	0%
Adj. Flow (vph)	18	1304	19	0	0	0	0	44	12	33	30	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1341	0	0	0	0	0	56	0	0	63	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	Yes	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	49.4%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔						↔			↔	
Traffic Vol, veh/h	16	1187	17	0	0	0	0	40	11	30	27	0
Future Vol, veh/h	16	1187	17	0	0	0	0	40	11	30	27	0
Conflicting Peds, #/hr	4	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	2	0	0	0	0	0	3	0	4	0	0
Mvmt Flow	18	1304	19	0	0	0	0	44	12	33	30	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	4	0	0	-	1354	662	714	1363	-
Stage 1	-	-	-	-	1350	-	4	4	-
Stage 2	-	-	-	-	4	-	710	1359	-
Critical Hdwy	4.1	-	-	-	6.56	6.9	7.58	6.5	-
Critical Hdwy Stg 1	-	-	-	-	5.56	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.5	-
Follow-up Hdwy	2.2	-	-	-	4.03	3.3	3.54	4	-
Pot Cap-1 Maneuver	1631	-	-	0	147	409	315	149	0
Stage 1	-	-	-	0	215	-	-	-	0
Stage 2	-	-	-	0	-	-	386	219	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1625	-	-	-	140	409	223	142	-
Mov Cap-2 Maneuver	-	-	-	-	140	-	223	142	-
Stage 1	-	-	-	-	206	-	-	-	-
Stage 2	-	-	-	-	-	-	282	210	-

Approach	EB	NB	SB
HCM Control Delay, s	0.2	38.2	36.3
HCM LOS	E	E	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	163	1625	-	-	176
HCM Lane V/C Ratio	0.344	0.011	-	-	0.356
HCM Control Delay (s)	38.2	7.2	0.1	-	36.3
HCM Lane LOS	E	A	A	-	E
HCM 95th %tile Q(veh)	1.4	0	-	-	1.5

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_Build AM
Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	1036	22	160	1151	60	23	629	269	41	424	146
Future Volume (vph)	169	1036	22	160	1151	60	23	629	269	41	424	146
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	10	10	9	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	260		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			60			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00				1.00			1.00			1.00	
Frt		0.997			0.993			0.956			0.964	
Flt Protected	0.950			0.950				0.999			0.997	
Satd. Flow (prot)	1834	4854	0	2995	3360	0	0	3093	0	0	2909	0
Flt Permitted	0.950			0.950				0.909			0.637	
Satd. Flow (perm)	1833	4854	0	2995	3360	0	0	2814	0	0	1859	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		224			2353			695			100	
Travel Time (s)		5.1			53.5			15.8			2.3	
Confl. Peds. (#/hr)	1					1	1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	2%	5%	8%	1%	24%	10%	7%	6%	24%	17%	2%
Adj. Flow (vph)	186	1138	24	176	1265	66	25	691	296	45	466	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	1162	0	176	1331	0	0	1012	0	0	671	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		34			34			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	1.06	1.06	1.11	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_Build AM
Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		8.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	16.0	22.0		16.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	16.0	50.0		16.0	50.0		52.0	52.0		52.0	52.0	
Total Split (%)	10.7%	33.3%		10.7%	33.3%		34.7%	34.7%		34.7%	34.7%	
Maximum Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	5.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	8.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effect Green (s)	8.0	44.0		8.0	44.0			63.7			63.7	
Actuated g/C Ratio	0.05	0.29		0.05	0.29			0.42			0.42	
v/c Ratio	1.92	0.82		1.11	1.35			0.85			0.85	
Control Delay	482.9	54.8		164.9	205.4			46.1			50.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	482.9	54.8		164.9	205.4			46.1			50.0	
LOS	F	D		F	F			D			D	
Approach Delay		113.9			200.6			46.1			50.0	
Approach LOS		F			F			D			D	
Stops (vph)	109	963		131	933			681			448	
Fuel Used(gal)	18	19		9	78			17			9	
CO Emissions (g/hr)	1224	1326		631	5452			1216			641	
NOx Emissions (g/hr)	238	258		123	1061			237			125	
VOC Emissions (g/hr)	284	307		146	1264			282			149	
Dilemma Vehicles (#)	0	0		0	0			0			0	
Queue Length 50th (ft)	~278	388		~100	~894			426			283	
Queue Length 95th (ft)	#440	448		#182	#1035			#836			#593	
Internal Link Dist (ft)		144			2273			615			20	
Turn Bay Length (ft)	100			260								
Base Capacity (vph)	97	1423		159	985			1195			789	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	1.92	0.82		1.11	1.35			0.85			0.85	

Intersection Summary

Area Type: Other

Lane Group	Ø3
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	32.0
Total Split (s)	32.0
Total Split (%)	21%
Maximum Green (s)	27.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	10.0
Flash Dont Walk (s)	18.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
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	

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 13 (9%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.92

Intersection Signal Delay: 118.1

Intersection LOS: F

Intersection Capacity Utilization 112.6%

ICU Level of Service H

Analysis Period (min) 15

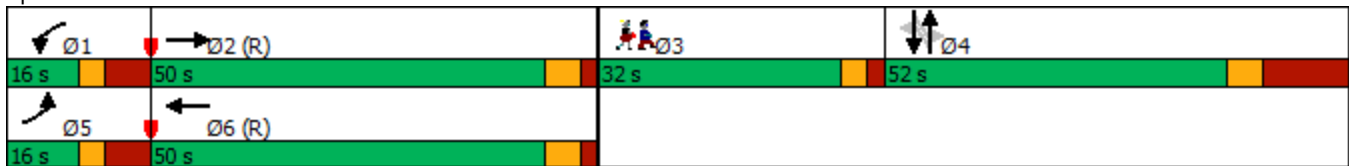
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

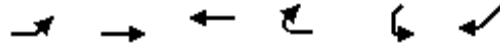
Splits and Phases: 12: Clinton Rd & E. Stewart Ave



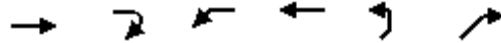


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	7	9	848	603	5
Future Volume (vph)	0	7	9	848	603	5
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	10	10	10	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.865				0.999	
Flt Protected				0.999		
Satd. Flow (prot)	1687	0	0	3231	3033	0
Flt Permitted				0.999		
Satd. Flow (perm)	1687	0	0	3231	3033	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	221			100	842	
Travel Time (s)	5.0			2.3	19.1	
Confl. Peds. (#/hr)		1	5			5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	7%	14%	0%
Adj. Flow (vph)	0	8	10	932	663	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	942	668	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	1.06	1.06	1.06	1.06
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	39.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	7	9	848	603	5
Future Vol, veh/h	0	7	9	848	603	5
Conflicting Peds, #/hr	0	1	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	7	14	0
Mvmt Flow	0	8	10	932	663	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1157	340	673	0	-	0
Stage 1	671	-	-	-	-	-
Stage 2	486	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	193	662	927	-	-	-
Stage 1	475	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	187	658	923	-	-	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	462	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.5	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	923	-	658	-	-	
HCM Lane V/C Ratio	0.011	-	0.012	-	-	
HCM Control Delay (s)	8.9	0.1	10.5	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑				↑↑
Traffic Volume (vph)	0	1165	0	0	0	1164
Future Volume (vph)	0	1165	0	0	0	1164
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	0.88
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	3221	0	0	0	2669
Flt Permitted						
Satd. Flow (perm)	0	3221	0	0	0	2669
Link Speed (mph)		30	30		30	
Link Distance (ft)		419	382		393	
Travel Time (s)		9.5	8.7		8.9	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Parking (#/hr)		0				
Adj. Flow (vph)	0	1280	0	0	0	1279
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1280	0	0	0	1279
Enter Blocked Intersection	Yes	Yes	No	No	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		90	90		90	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	1.13	1.06	1.06	1.06	1.06
Turning Speed (mph)	15			9	15	30
Sign Control		Free	Stop		Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 43.0%				ICU Level of Service A		
Analysis Period (min) 15						



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations				↑↑		↑↑↑
Traffic Volume (vph)	0	0	0	1320	0	1227
Future Volume (vph)	0	0	0	1320	0	1227
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.76
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	3424	0	3458
Flt Permitted						
Satd. Flow (perm)	0	0	0	3424	0	3458
Link Speed (mph)	30			30	30	
Link Distance (ft)	306			224	304	
Travel Time (s)	7.0			5.1	6.9	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	1%	2%	2%
Adj. Flow (vph)	0	0	0	1451	0	1348
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1451	0	1348
Enter Blocked Intersection	No	No	No	Yes	No	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			60	100	
Link Offset(ft)	0			-20	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)		9	15		15	30
Sign Control	Free			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 38.9% ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_Build AM - No Ped Phase

Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	1036	22	160	1151	60	23	629	269	41	424	146
Future Volume (vph)	169	1036	22	160	1151	60	23	629	269	41	424	146
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	10	10	9	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	260		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			60			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00				1.00			1.00			1.00	
Frt		0.997			0.993			0.956			0.964	
Flt Protected	0.950			0.950				0.999			0.997	
Satd. Flow (prot)	1834	4854	0	2995	3360	0	0	3093	0	0	2909	0
Flt Permitted	0.950			0.950				0.882			0.573	
Satd. Flow (perm)	1833	4854	0	2995	3360	0	0	2731	0	0	1672	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		224			2353			695			100	
Travel Time (s)		5.1			53.5			15.8			2.3	
Confl. Peds. (#/hr)	1					1	1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	2%	5%	8%	1%	24%	10%	7%	6%	24%	17%	2%
Adj. Flow (vph)	186	1138	24	176	1265	66	25	691	296	45	466	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	1162	0	176	1331	0	0	1012	0	0	671	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		34			34			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	1.06	1.06	1.11	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_Build AM - No Ped Phase

Build 2033_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		8.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	16.0	22.0		16.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	16.0	50.0		16.0	50.0		52.0	52.0		52.0	52.0	
Total Split (%)	13.6%	42.4%		13.6%	42.4%		44.1%	44.1%		44.1%	44.1%	
Maximum Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	5.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	8.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	8.0	44.0		8.0	44.0			38.1			38.1	
Actuated g/C Ratio	0.07	0.37		0.07	0.37			0.32			0.32	
v/c Ratio	1.50	0.64		0.87	1.06			1.15			1.24	
Control Delay	300.2	32.5		91.0	80.2			117.2			160.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	300.2	32.5		91.0	80.2			117.2			160.4	
LOS	F	C		F	F			F			F	
Approach Delay		69.4			81.5			117.2			160.4	
Approach LOS		E			F			F			F	
Stops (vph)	120	845		143	1062			778			490	
Fuel Used(gal)	11	14		7	48			31			23	
CO Emissions (g/hr)	789	944		468	3346			2185			1618	
NOx Emissions (g/hr)	153	184		91	651			425			315	
VOC Emissions (g/hr)	183	219		108	775			506			375	
Dilemma Vehicles (#)	0	0		0	0			0			0	
Queue Length 50th (ft)	~196	264		69	~587			~476			~334	
Queue Length 95th (ft)	#343	315		#135	#724			#608			#454	
Internal Link Dist (ft)		144			2273			615			20	
Turn Bay Length (ft)	100			260								
Base Capacity (vph)	124	1809		203	1252			881			539	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	1.50	0.64		0.87	1.06			1.15			1.24	

Intersection Summary

Area Type: Other

Cycle Length: 118

Actuated Cycle Length: 118

Offset: 13 (11%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.50

Intersection Signal Delay: 97.5

Intersection LOS: F

Intersection Capacity Utilization 112.6%

ICU Level of Service H

Analysis Period (min) 15

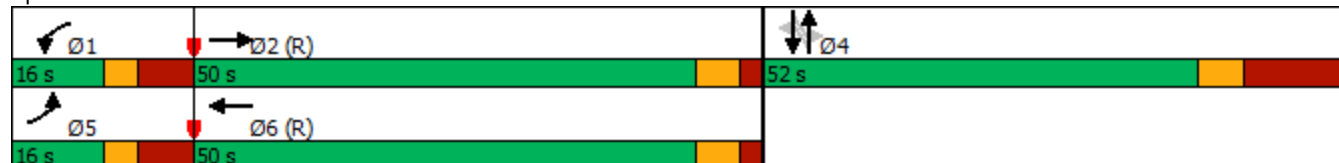
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

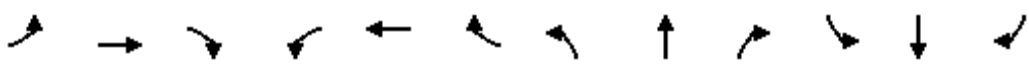
Queue shown is maximum after two cycles.

Splits and Phases: 12: Clinton Rd & E. Stewart Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_Build School Dismissal
Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑	↗		↑↑		↖	↑↑	
Traffic Volume (vph)	0	827	50	237	639	209	0	463	392	253	741	62
Future Volume (vph)	0	827	50	237	639	209	0	463	392	253	741	62
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	300		90	0		0	290		0
Storage Lanes	0		0	1		1	0		0	1		0
Taper Length (ft)	25			50			25			90		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00		0.98		0.96		0.99	1.00	
Frt		0.991				0.850		0.931			0.988	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3596	0	1816	3632	1641	0	3037	0	1695	3317	0
Flt Permitted				0.170						0.141		
Satd. Flow (perm)	0	3596	0	325	3632	1603	0	3037	0	248	3317	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				184		241			10	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		671			419			422			614	
Travel Time (s)		15.3			9.5			8.2			12.0	
Confl. Peds. (#/hr)	10		4	4		10	14		60	60		14
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	2%	2%	2%	1%	0%	3%	1%	2%	3%	0%
Parking (#/hr)												12
Adj. Flow (vph)	0	844	51	242	652	213	0	472	400	258	756	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	895	0	242	652	213	0	872	0	258	819	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			70			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2	1		2		1	2	
Detector Template		Thru		Left	Thru	Right		Thru		Left	Thru	
Leading Detector (ft)		100		20	100	20		100		20	100	
Trailing Detector (ft)		0		0	0	0		0		0	0	
Detector 1 Position(ft)		0		0	0	0		0		0	0	
Detector 1 Size(ft)		6		20	6	20		6		20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_Build School Dismissal

Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		D,P+P	NA	custom		NA		pm+pt	NA	
Protected Phases		3		4	3 4	2		1		2	1	
Permitted Phases				3		3				1		
Detector Phase		3		4	3 4	2		1		2	1	
Switch Phase												
Minimum Initial (s)		12.0		3.0		6.0		20.0		6.0	20.0	
Minimum Split (s)		28.5		9.0		13.0		28.5		13.0	28.5	
Total Split (s)		29.0		13.0		16.0		32.0		16.0	32.0	
Total Split (%)		32.2%		14.4%		17.8%		35.6%		17.8%	35.6%	
Maximum Green (s)		23.5		7.5		10.5		26.5		10.5	26.5	
Yellow Time (s)		3.5		3.5		3.5		3.5		3.5	3.5	
All-Red Time (s)		2.0		2.0		2.0		2.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0		-2.0	0.0	
Total Lost Time (s)		5.5		5.5		5.5		5.5		3.5	5.5	
Lead/Lag		Lead		Lag		Lag		Lead		Lag	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)		3.0		3.0		3.0		3.0		3.0	3.0	
Recall Mode		None		None		C-Max		Min		C-Max	Min	
Walk Time (s)		7.0						7.0			7.0	
Flash Dont Walk (s)		16.0						16.0			16.0	
Pedestrian Calls (#/hr)		10						40			40	
Act Effct Green (s)		23.5		31.0	36.5	34.1		26.4		41.0	26.4	
Actuated g/C Ratio		0.26		0.34	0.41	0.38		0.29		0.46	0.29	
v/c Ratio		0.95		1.03	0.44	0.29		0.82		0.82	0.84	
Control Delay		52.7		101.2	20.6	4.7		28.8		52.9	38.4	
Queue Delay		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay		52.7		101.2	20.6	4.7		28.8		52.9	38.4	
LOS		D		F	C	A		C		D	D	
Approach Delay		52.7			35.1			28.8			41.9	
Approach LOS		D			D			C			D	
Stops (vph)		773		192	442	30		578		167	706	
Fuel Used(gal)		18		7	7	1		12		5	15	
CO Emissions (g/hr)		1277		469	504	73		836		357	1059	
NOx Emissions (g/hr)		248		91	98	14		163		69	206	
VOC Emissions (g/hr)		296		109	117	17		194		83	245	
Dilemma Vehicles (#)		0		0	0	0		45		0	42	
Queue Length 50th (ft)		261		~96	137	9		178		93	225	
Queue Length 95th (ft)		#385		#244	185	49		256		#223	#310	
Internal Link Dist (ft)		591			339			342			534	
Turn Bay Length (ft)				300		90				290		
Base Capacity (vph)		944		236	1472	725		1064		314	983	
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		0.95		1.03	0.44	0.29		0.82		0.82	0.83	
Intersection Summary												

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_Build School Dismissal
Build 2033_School Dismissal Peak Hour

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 55 (61%), Referenced to phase 2:SBL and 6:, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 39.5

Intersection LOS: D

Intersection Capacity Utilization 94.2%

ICU Level of Service F

Analysis Period (min) 15

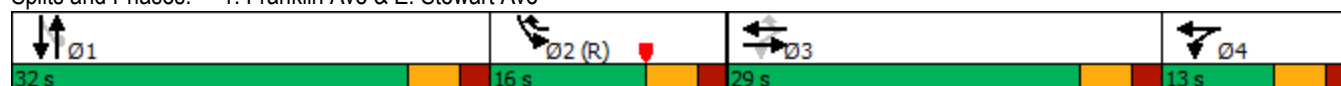
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Franklin Ave & E. Stewart Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

2: Authur St & Stewart Ave_Build School Dismissal

Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1	1073	5	3	14	0	0	1	8
Future Volume (vph)	0	0	0	1	1073	5	3	14	0	0	1	8
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.999						0.878	
Flt Protected								0.992				
Satd. Flow (prot)	0	0	0	0	3384	0	0	1934	0	0	1712	0
Flt Permitted								0.992				
Satd. Flow (perm)	0	0	0	0	3384	0	0	1934	0	0	1712	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		393			466			120			775	
Travel Time (s)		8.9			10.6			2.7			17.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	2%	20%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	1	1166	5	3	15	0	0	1	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1172	0	0	18	0	0	10	0
Enter Blocked Intersection	No	No	No	No	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	39.1%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔↔			↔			↔	
Traffic Vol, veh/h	0	0	0	1	1073	5	3	14	0	0	1	8
Future Vol, veh/h	0	0	0	1	1073	5	3	14	0	0	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	2	20	0	0	0	0	0	0
Mvmt Flow	0	0	0	1	1166	5	3	15	0	0	1	9

Major/Minor	Major2		Minor1		Minor2	
Conflicting Flow All	0	0	0	586	1173	- - 1171 586
Stage 1	-	-	-	0	0	- - 1171 -
Stage 2	-	-	-	586	1173	- - 0 -
Critical Hdwy	4.1	-	-	7.5	6.5	- - 6.5 6.9
Critical Hdwy Stg 1	-	-	-	-	-	- - 5.5 -
Critical Hdwy Stg 2	-	-	-	6.5	5.5	- - - -
Follow-up Hdwy	2.2	-	-	3.5	4	- - 4 3.3
Pot Cap-1 Maneuver	-	-	-	398	194	0 0 194 459
Stage 1	-	-	-	-	-	0 0 269 -
Stage 2	-	-	-	468	268	0 0 - -
Platoon blocked, %	-	-	-	-	-	- - - -
Mov Cap-1 Maneuver	-	-	-	389	194	- - 194 459
Mov Cap-2 Maneuver	-	-	-	389	194	- - 194 -
Stage 1	-	-	-	-	-	- - 269 -
Stage 2	-	-	-	457	268	- - - -

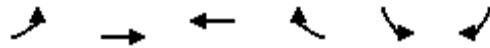
Approach	WB	NB	SB
HCM Control Delay, s		23.5	14.2
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	213	-	-	-	399
HCM Lane V/C Ratio	0.087	-	-	-	0.025
HCM Control Delay (s)	23.5	-	-	-	14.2
HCM Lane LOS	C	-	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.1

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

3: E. Stewart Ave & Authur St _Build School Dismissal

Build 2033_School Dismissal Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↔			↔	
Traffic Volume (vph)	17	1456	0	0	2	0
Future Volume (vph)	17	1456	0	0	2	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	12	12	12	12
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.999			0.950	
Satd. Flow (prot)	0	3121	0	0	1852	0
Flt Permitted		0.999			0.950	
Satd. Flow (perm)	0	3121	0	0	1852	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		382	476		120	
Travel Time (s)		8.7	10.8		2.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%
Parking (#/hr)		15				
Adj. Flow (vph)	18	1583	0	0	2	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1601	0	0	2	0
Enter Blocked Intersection	No	Yes	No	No	Yes	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	1.19	0.97	0.97	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Stop		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	49.7%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕			↕	
Traffic Vol, veh/h	17	1456	0	0	2	0
Future Vol, veh/h	17	1456	0	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	18	1583	0	0	2	0
Major/Minor	Major1		Minor2			
Conflicting Flow All	0	0			828	-
Stage 1	-	-			0	-
Stage 2	-	-			828	-
Critical Hdwy	4.1	-			6.8	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			5.8	-
Follow-up Hdwy	2.2	-			3.5	-
Pot Cap-1 Maneuver	-	-			313	0
Stage 1	-	-			-	0
Stage 2	-	-			394	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-			313	-
Mov Cap-2 Maneuver	-	-			313	-
Stage 1	-	-			-	-
Stage 2	-	-			394	-
Approach	EB			SB		
HCM Control Delay, s				16.6		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	SBLn1			
Capacity (veh/h)	-	-	313			
HCM Lane V/C Ratio	-	-	0.007			
HCM Control Delay (s)	-	-	16.6			
HCM Lane LOS	-	-	C			
HCM 95th %tile Q(veh)	-	-	0			

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

4: John St_Build School Dismissal

Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1061	5	7	6	0	0	7	12
Future Volume (vph)	0	0	0	0	1061	5	7	6	0	0	7	12
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.999						0.916	
Flt Protected								0.974				
Satd. Flow (prot)	0	0	0	0	3387	0	0	1646	0	0	1786	0
Flt Permitted								0.974				
Satd. Flow (perm)	0	0	0	0	3387	0	0	1646	0	0	1786	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		466			483			124			782	
Travel Time (s)		10.6			11.0			2.8			17.8	
Confl. Peds. (#/hr)						4						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%	14%	17%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	1153	5	8	7	0	0	8	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1158	0	0	15	0	0	21	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	41.8%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔↔			↔			↔	
Traffic Vol, veh/h	0	0	0	0	1061	5	7	6	0	0	7	12
Future Vol, veh/h	0	0	0	0	1061	5	7	6	0	0	7	12
Conflicting Peds, #/hr	0	0	0	0	0	4	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	2	0	14	17	0	0	0	0
Mvmt Flow	0	0	0	0	1153	5	8	7	0	0	8	13

Major/Minor	Major2		Minor1		Minor2	
Conflicting Flow All	0	0	0	581	1162	-
Stage 1	-	-	-	0	0	-
Stage 2	-	-	-	581	1162	-
Critical Hdwy	4.1	-	-	7.78	6.84	-
Critical Hdwy Stg 1	-	-	-	-	-	5.5
Critical Hdwy Stg 2	-	-	-	6.78	5.84	-
Follow-up Hdwy	2.2	-	-	3.64	4.17	-
Pot Cap-1 Maneuver	-	-	-	373	173	0
Stage 1	-	-	-	-	-	0
Stage 2	-	-	-	438	238	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	352	172	-
Mov Cap-2 Maneuver	-	-	-	352	172	-
Stage 1	-	-	-	-	-	271
Stage 2	-	-	-	414	237	-

Approach	WB	NB	SB
HCM Control Delay, s	0	21.2	17.6
HCM LOS		C	C

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	237	-	-	-	307
HCM Lane V/C Ratio	0.06	-	-	-	0.067
HCM Control Delay (s)	21.2	0	-	-	17.6
HCM Lane LOS	C	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

5: John St & E. Stewart Ave_Build School Dismissal

Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	1451	3	0	0	0	0	9	3	7	0	0
Future Volume (vph)	4	1451	3	0	0	0	0	9	3	7	0	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.969											
Flt Protected											0.950	
Satd. Flow (prot)	0	3390	0	0	0	0	0	1517	0	0	1852	0
Flt Permitted											0.950	
Satd. Flow (perm)	0	3390	0	0	0	0	0	1517	0	0	1852	0
Link Speed (mph)	30				30				30		30	
Link Distance (ft)	476				481				586		124	
Travel Time (s)	10.8				10.9				13.3		2.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	22%	33%	0%	0%	0%
Adj. Flow (vph)	4	1560	3	0	0	0	0	10	3	8	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1567	0	0	0	0	0	13	0	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				0				0		0	
Link Offset(ft)	0				0				0		0	
Crosswalk Width(ft)	16				16				16		16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Free				Stop				Stop			
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	51.6%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔						↔			↔	
Traffic Vol, veh/h	4	1451	3	0	0	0	0	9	3	7	0	0
Future Vol, veh/h	4	1451	3	0	0	0	0	9	3	7	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	2	0	0	0	0	0	22	33	0	0	0
Mvmt Flow	4	1560	3	0	0	0	0	10	3	8	0	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	0	0	0	-	1570	782	793	1571	-
Stage 1	-	-	-	-	1570	-	0	0	-
Stage 2	-	-	-	-	0	-	793	1571	-
Critical Hdwy	4.1	-	-	-	6.94	7.56	7.5	6.5	-
Critical Hdwy Stg 1	-	-	-	-	5.94	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	-	4.22	3.63	3.5	4	-
Pot Cap-1 Maneuver	-	-	-	0	90	277	283	112	0
Stage 1	-	-	-	0	140	-	-	-	0
Stage 2	-	-	-	0	-	-	352	173	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	90	277	257	112	-
Mov Cap-2 Maneuver	-	-	-	-	90	-	257	112	-
Stage 1	-	-	-	-	140	-	-	-	-
Stage 2	-	-	-	-	-	-	324	173	-

Approach	EB	NB	SB
HCM Control Delay, s		42.8	19.4
HCM LOS		E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	108	-	-	-	257
HCM Lane V/C Ratio	0.119	-	-	-	0.029
HCM Control Delay (s)	42.8	-	-	-	19.4
HCM Lane LOS	E	-	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	0.1

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

6: Washington Ave_Build School Dismissal
Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	70	968	79	69	308	0	0	597	28
Future Volume (vph)	0	0	0	70	968	79	69	308	0	0	597	28
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	10	10	10	10	10	10
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor				1.00								
Frt					0.989						0.993	
Flt Protected				0.950				0.991				
Satd. Flow (prot)	0	0	0	1729	3348	0	0	3184	0	0	3307	0
Flt Permitted				0.950				0.638				
Satd. Flow (perm)	0	0	0	1723	3348	0	0	2050	0	0	3307	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8						5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		483			487			113			824	
Travel Time (s)		11.0			11.1			2.6			18.7	
Confl. Peds. (#/hr)				2					2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	2%	4%	6%	8%	0%	0%	4%	0%
Adj. Flow (vph)	0	0	0	76	1052	86	75	335	0	0	649	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	76	1138	0	0	410	0	0	679	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2			2	
Detector Template				Left	Thru		Left	Thru			Thru	
Leading Detector (ft)				20	100		20	100			100	
Trailing Detector (ft)				0	0		0	0			0	
Detector 1 Position(ft)				0	0		0	0			0	
Detector 1 Size(ft)				20	6		20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

6: Washington Ave_Build School Dismissal

Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases				3				1 2			1 4	
Permitted Phases				3			1 2					
Detector Phase				3	3		1 2	1 2			1 4	
Switch Phase												
Minimum Initial (s)				12.0	12.0							
Minimum Split (s)				26.0	26.0							
Total Split (s)				46.0	46.0							
Total Split (%)				39.7%	39.7%							
Maximum Green (s)				40.0	40.0							
Yellow Time (s)				4.0	4.0							
All-Red Time (s)				2.0	2.0							
Lost Time Adjust (s)				0.0	0.0							
Total Lost Time (s)				6.0	6.0							
Lead/Lag				Lead	Lead							
Lead-Lag Optimize?				Yes	Yes							
Vehicle Extension (s)				3.0	3.0							
Recall Mode				Max	Max							
Walk Time (s)				8.0	8.0							
Flash Dont Walk (s)				12.0	12.0							
Pedestrian Calls (#/hr)				7	7							
Act Effct Green (s)				40.0	40.0			41.0			48.0	
Actuated g/C Ratio				0.34	0.34			0.35			0.41	
v/c Ratio				0.13	0.98			0.57			0.50	
Control Delay				26.9	60.2			10.0			26.4	
Queue Delay				2.5	0.0			4.4			0.2	
Total Delay				29.4	60.2			14.4			26.6	
LOS				C	E			B			C	
Approach Delay					58.3			14.4			26.6	
Approach LOS					E			B			C	
Stops (vph)				48	930			190			443	
Fuel Used(gal)				1	22			2			10	
CO Emissions (g/hr)				64	1535			150			687	
NOx Emissions (g/hr)				12	299			29			134	
VOC Emissions (g/hr)				15	356			35			159	
Dilemma Vehicles (#)				0	0			0			0	
Queue Length 50th (ft)				39	437			22			192	
Queue Length 95th (ft)				74	#591			m25			247	
Internal Link Dist (ft)		403			407			33			744	
Turn Bay Length (ft)				100								
Base Capacity (vph)				594	1159			724			1371	
Starvation Cap Reductn				0	0			235			0	
Spillback Cap Reductn				427	0			0			170	
Storage Cap Reductn				0	0			0			0	
Reduced v/c Ratio				0.46	0.98			0.84			0.57	
Intersection Summary												
Area Type:	Other											

Lane Group	Ø1	Ø2	Ø4
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	25.0	3.0	8.0
Minimum Split (s)	31.0	9.0	13.0
Total Split (s)	31.0	16.0	23.0
Total Split (%)	27%	14%	20%
Maximum Green (s)	25.0	10.0	18.0
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	None
Walk Time (s)			
Flash Dont Walk (s)			
Pedestrian Calls (#/hr)			
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Stops (vph)			
Fuel Used(gal)			
CO Emissions (g/hr)			
NOx Emissions (g/hr)			
VOC Emissions (g/hr)			
Dilemma Vehicles (#)			
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			

Cycle Length: 116

Actuated Cycle Length: 116

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.30

Intersection Signal Delay: 41.1

Intersection LOS: D

Intersection Capacity Utilization 85.2%

ICU Level of Service E

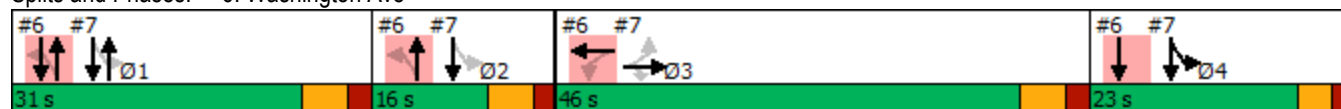
Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 6: Washington Ave



Lanes, Volumes, Timings

7: Washington Ave & E. Stewart Ave_Build School Dismissal

123-087; Stewart Avenue - Garden City

Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	1342	82	0	0	0	0	341	79	153	514	0
Future Volume (vph)	37	1342	82	0	0	0	0	341	79	153	514	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		75	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor								1.00				
Frt			0.850					0.972				
Flt Protected		0.999									0.989	
Satd. Flow (prot)	0	3386	1532	0	0	0	0	3126	0	0	3303	0
Flt Permitted		0.999									0.662	
Satd. Flow (perm)	0	3386	1532	0	0	0	0	3126	0	0	2211	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			132					22				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		481			486			599			113	
Travel Time (s)		10.9			11.0			13.6			2.6	
Confl. Peds. (#/hr)									1			1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	2%	1%	0%	0%	0%	0%	8%	4%	2%	4%	0%
Adj. Flow (vph)	41	1475	90	0	0	0	0	375	87	168	565	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1516	90	0	0	0	0	462	0	0	733	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA	custom		NA	
Protected Phases		3						1		4	1 2 4	
Permitted Phases	3		3							1 2		
Detector Phase	3	3	3					1		4	1 2 4	
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0					25.0		8.0		
Minimum Split (s)	26.0	26.0	26.0					31.0		13.0		
Total Split (s)	46.0	46.0	46.0					31.0		23.0		
Total Split (%)	39.7%	39.7%	39.7%					26.7%		19.8%		
Maximum Green (s)	40.0	40.0	40.0					25.0		18.0		
Yellow Time (s)	4.0	4.0	4.0					4.0		3.0		
All-Red Time (s)	2.0	2.0	2.0					2.0		2.0		
Lost Time Adjust (s)		0.0	0.0					0.0				
Total Lost Time (s)		6.0	6.0					6.0				
Lead/Lag	Lead	Lead	Lead					Lead		Lag		
Lead-Lag Optimize?	Yes	Yes	Yes					Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0		
Recall Mode	Max	Max	Max					None		None		
Walk Time (s)	8.0	8.0	8.0									
Flash Dont Walk (s)	12.0	12.0	12.0									
Pedestrian Calls (#/hr)	7	7	7									
Act Effct Green (s)		40.0	40.0					25.0			58.0	
Actuated g/C Ratio		0.34	0.34					0.22			0.50	
v/c Ratio		1.30	0.15					0.67			0.58	
Control Delay		174.1	2.0					45.1			7.4	
Queue Delay		0.0	0.0					0.2			1.0	
Total Delay		174.1	2.0					45.3			8.5	
LOS		F	A					D			A	
Approach Delay		164.5						45.3			8.5	
Approach LOS		F						D			A	
Stops (vph)		1099	3					360			201	
Fuel Used(gal)		60	0					8			3	
CO Emissions (g/hr)		4205	25					546			189	
NOx Emissions (g/hr)		818	5					106			37	
VOC Emissions (g/hr)		975	6					127			44	
Dilemma Vehicles (#)		0	0					0			0	
Queue Length 50th (ft)		~763	0					160			34	
Queue Length 95th (ft)		#902	13					218			41	
Internal Link Dist (ft)		401			406			519			33	
Turn Bay Length (ft)			75									
Base Capacity (vph)		1167	614					690			1265	
Starvation Cap Reductn		0	0					0			286	
Spillback Cap Reductn		0	0					18			0	
Storage Cap Reductn		0	0					0			0	
Reduced v/c Ratio		1.30	0.15					0.69			0.75	

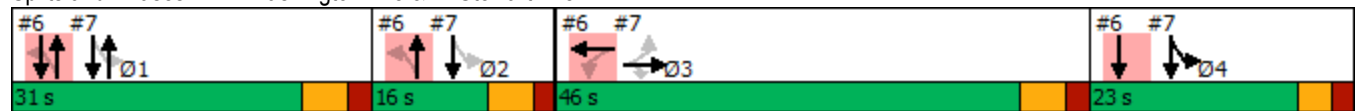
Intersection Summary

Area Type: Other

Lane Group	Ø2
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	3.0
Minimum Split (s)	9.0
Total Split (s)	16.0
Total Split (%)	14%
Maximum Green (s)	10.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
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	

Cycle Length: 116	
Actuated Cycle Length: 116	
Natural Cycle: 100	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.30	
Intersection Signal Delay: 104.0	Intersection LOS: F
Intersection Capacity Utilization 93.9%	ICU Level of Service F
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 7: Washington Ave & E. Stewart Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

8: Butler Pl/Westbury Rd_Build School Dismissal

Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	1072	5	4	33	0	0	28	41
Future Volume (vph)	0	0	0	5	1072	5	4	33	0	0	28	41
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.999						0.920	
Flt Protected								0.995				
Satd. Flow (prot)	0	0	0	0	3387	0	0	1826	0	0	1689	0
Flt Permitted								0.995				
Satd. Flow (perm)	0	0	0	0	3387	0	0	1826	0	0	1689	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		487			1400			112			499	
Travel Time (s)		11.1			31.8			2.5			11.3	
Confl. Peds. (#/hr)				1			1					1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%	0%	7%	0%	0%	11%	3%
Adj. Flow (vph)	0	0	0	5	1140	5	4	35	0	0	30	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1150	0	0	39	0	0	74	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	40.8%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔↔			↕			↔	
Traffic Vol, veh/h	0	0	0	5	1072	5	4	33	0	0	28	41
Future Vol, veh/h	0	0	0	5	1072	5	4	33	0	0	28	41
Conflicting Peds, #/hr	0	0	0	1	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	2	0	0	7	0	0	11	3
Mvmt Flow	0	0	0	5	1140	5	4	35	0	0	30	44
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				1	0	0	597	1156	-	-	1154	574
Stage 1				-	-	-	1	1	-	-	1153	-
Stage 2				-	-	-	596	1155	-	-	1	-
Critical Hdwy				4.1	-	-	7.5	6.64	-	-	6.72	6.96
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.72	-
Critical Hdwy Stg 2				-	-	-	6.5	5.64	-	-	-	-
Follow-up Hdwy				2.2	-	-	3.5	4.07	-	-	4.11	3.33
Pot Cap-1 Maneuver				1635	-	-	391	188	0	0	183	459
Stage 1				-	-	-	-	-	0	0	252	-
Stage 2				-	-	-	462	259	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				1633	-	-	307	186	-	-	181	459
Mov Cap-2 Maneuver				-	-	-	307	186	-	-	181	-
Stage 1				-	-	-	-	-	-	-	250	-
Stage 2				-	-	-	365	257	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				0		28.2		22.1				
HCM LOS						D		C				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	194	1633	-	-	283							
HCM Lane V/C Ratio	0.203	0.003	-	-	0.259							
HCM Control Delay (s)	28.2	7.2	0	-	22.1							
HCM Lane LOS	D	A	A	-	C							
HCM 95th %tile Q(veh)	0.7	0	-	-	1							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

9: Butler Pl & E. Stewart Ave_Build School Dismissal

Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	1544	4	0	0	0	0	11	2	15	19	0
Future Volume (vph)	26	1544	4	0	0	0	0	11	2	15	19	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.981											
Flt Protected	0.999											0.979
Satd. Flow (prot)	0	3386	0	0	0	0	0	1762	0	0	1747	0
Flt Permitted	0.999											0.979
Satd. Flow (perm)	0	3386	0	0	0	0	0	1762	0	0	1747	0
Link Speed (mph)	30											
Link Distance (ft)	486											
Travel Time (s)	11.0											
Confl. Peds. (#/hr)	1											
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	0%	0%	0%	0%	0%	10%	0%	7%	11%	0%
Adj. Flow (vph)	28	1678	4	0	0	0	0	12	2	16	21	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1710	0	0	0	0	0	14	0	0	37	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0											
Link Offset(ft)	0											
Crosswalk Width(ft)	16											
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Free											
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	60.9%											
Analysis Period (min)	15											
ICU Level of Service B												

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔						↔			↔	
Traffic Vol, veh/h	26	1544	4	0	0	0	0	11	2	15	19	0
Future Vol, veh/h	26	1544	4	0	0	0	0	11	2	15	19	0
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	2	0	0	0	0	0	10	0	7	11	0
Mvmt Flow	28	1678	4	0	0	0	0	12	2	16	21	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	1	0	0	-	1737	841	902	1739	-
Stage 1	-	-	-	-	1736	-	1	1	-
Stage 2	-	-	-	-	1	-	901	1738	-
Critical Hdwy	4.18	-	-	-	6.7	6.9	7.64	6.72	-
Critical Hdwy Stg 1	-	-	-	-	5.7	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.64	5.72	-
Follow-up Hdwy	2.24	-	-	-	4.1	3.3	3.57	4.11	-
Pot Cap-1 Maneuver	1606	-	-	-	0	80	312	225	78
Stage 1	-	-	-	-	0	129	-	-	0
Stage 2	-	-	-	-	0	-	-	289	127
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1604	-	-	-	-	58	312	150	57
Mov Cap-2 Maneuver	-	-	-	-	-	58	-	150	57
Stage 1	-	-	-	-	-	94	-	-	-
Stage 2	-	-	-	-	-	-	-	183	93

Approach	EB	NB	SB
HCM Control Delay, s	1.1	73.8	87.2
HCM LOS	F	F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	66	1604	-	-	78
HCM Lane V/C Ratio	0.214	0.018	-	-	0.474
HCM Control Delay (s)	73.8	7.3	1	-	87.2
HCM Lane LOS	F	A	A	-	F
HCM 95th %tile Q(veh)	0.7	0.1	-	-	2

Lanes, Volumes, Timings 10: Emmet Pl/Wetherill Rd & Stewart Ave_Build School Dismissal
123-087; Stewart Avenue - Garden City Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	3	1054	19	17	16	0	0	44	12
Future Volume (vph)	0	0	0	3	1054	19	17	16	0	0	44	12
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.997						0.970	
Flt Protected								0.975				
Satd. Flow (prot)	0	0	0	0	3411	0	0	1839	0	0	1718	0
Flt Permitted								0.975				
Satd. Flow (perm)	0	0	0	0	3411	0	0	1839	0	0	1718	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1400			306			100			694	
Travel Time (s)		31.8			7.0			2.3			15.8	
Confl. Peds. (#/hr)				1					1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	1%	6%	0%	7%	0%	0%	5%	28%
Adj. Flow (vph)	0	0	0	3	1109	20	18	17	0	0	46	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1132	0	0	35	0	0	59	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	Yes	No	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	44.3%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔↔			↔			↔	
Traffic Vol, veh/h	0	0	0	3	1054	19	17	16	0	0	44	12
Future Vol, veh/h	0	0	0	3	1054	19	17	16	0	0	44	12
Conflicting Peds, #/hr	0	0	0	1	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	1	6	0	7	0	0	5	28
Mvmt Flow	0	0	0	3	1109	20	18	17	0	0	46	13

Major/Minor	Major2		Minor1		Minor2	
Conflicting Flow All	1	0	0	585	1136	-
Stage 1	-	-	-	1	1	-
Stage 2	-	-	-	584	1135	-
Critical Hdwy	4.1	-	-	7.5	6.64	-
Critical Hdwy Stg 1	-	-	-	-	-	5.6
Critical Hdwy Stg 2	-	-	-	6.5	5.64	-
Follow-up Hdwy	2.2	-	-	3.5	4.07	-
Pot Cap-1 Maneuver	1635	-	-	399	193	0
Stage 1	-	-	-	-	-	0
Stage 2	-	-	-	470	265	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1633	-	-	316	192	-
Mov Cap-2 Maneuver	-	-	-	316	192	-
Stage 1	-	-	-	-	-	271
Stage 2	-	-	-	376	264	-

Approach	WB	NB	SB
HCM Control Delay, s	0	22.4	26.8
HCM LOS		C	D

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	241	1633	-	-	223
HCM Lane V/C Ratio	0.144	0.002	-	-	0.264
HCM Control Delay (s)	22.4	7.2	0	-	26.8
HCM Lane LOS	C	A	A	-	D
HCM 95th %tile Q(veh)	0.5	0	-	-	1

Lanes, Volumes, Timings 11: Emmer PI /Emmet PI & E. Stewart Ave_Build School Dismissal
123-087; Stewart Avenue - Garden City Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	1545	6	0	0	0	0	23	0	27	20	0
Future Volume (vph)	9	1545	6	0	0	0	0	23	0	27	20	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.999											
Flt Protected											0.972	
Satd. Flow (prot)	0	3387	0	0	0	0	0	1950	0	0	1812	0
Flt Permitted											0.972	
Satd. Flow (perm)	0	3387	0	0	0	0	0	1950	0	0	1812	0
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	1407			304			459			100		
Travel Time (s)	32.0			6.9			10.4			2.3		
Confl. Peds. (#/hr)										1	1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%
Adj. Flow (vph)	9	1577	6	0	0	0	0	23	0	28	20	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1592	0	0	0	0	0	23	0	0	48	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	Yes	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0			0			0			0		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Free		Stop				Stop				Stop	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 57.9%												
ICU Level of Service B												
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔						↔			↔	
Traffic Vol, veh/h	9	1545	6	0	0	0	0	23	0	27	20	0
Future Vol, veh/h	9	1545	6	0	0	0	0	23	0	27	20	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	2	0	0	0	0	0	0	0	0	11	0
Mvmt Flow	9	1577	6	0	0	0	0	23	0	28	20	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	0	0	0	-	1598	793	819	1601	-
Stage 1	-	-	-	-	1598	-	0	0	-
Stage 2	-	-	-	-	0	-	819	1601	-
Critical Hdwy	4.1	-	-	-	6.5	6.9	7.5	6.72	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.72	-
Follow-up Hdwy	2.2	-	-	-	4	3.3	3.5	4.11	-
Pot Cap-1 Maneuver	-	-	-	0	107	336	271	96	0
Stage 1	-	-	-	0	167	-	-	-	0
Stage 2	-	-	-	0	-	-	340	150	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	107	336	225	96	-
Mov Cap-2 Maneuver	-	-	-	-	107	-	225	96	-
Stage 1	-	-	-	-	167	-	-	-	-
Stage 2	-	-	-	-	-	-	292	150	-

Approach	EB	NB	SB
HCM Control Delay, s		47.9	42.4
HCM LOS		E	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	107	-	-	-	143
HCM Lane V/C Ratio	0.219	-	-	-	0.335
HCM Control Delay (s)	47.9	-	-	-	42.4
HCM Lane LOS	E	-	-	-	E
HCM 95th %tile Q(veh)	0.8	-	-	-	1.4

Lanes, Volumes, Timings

12: Clinton Rd & E. Stewart Ave_Build School Dismissal

123-087; Stewart Avenue - Garden City

Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	1378	22	356	959	104	23	461	302	50	472	95
Future Volume (vph)	172	1378	22	356	959	104	23	461	302	50	472	95
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	10	10	9	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	260		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			60			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00				1.00			1.00			1.00	
Frt		0.998			0.985			0.942			0.977	
Flt Protected	0.950			0.950				0.999			0.996	
Satd. Flow (prot)	1799	4907	0	3140	3341	0	0	3048	0	0	3104	0
Flt Permitted	0.950			0.950				0.905			0.673	
Satd. Flow (perm)	1790	4907	0	3140	3341	0	0	2761	0	0	2098	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		224			2353			695			100	
Travel Time (s)		5.1			53.5			15.8			2.3	
Confl. Peds. (#/hr)	4					4	3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	1%	5%	3%	1%	9%	5%	10%	2%	6%	10%	0%
Adj. Flow (vph)	181	1451	23	375	1009	109	24	485	318	53	497	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	1474	0	375	1118	0	0	827	0	0	650	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		34			34			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	1.06	1.06	1.11	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_Build School Dismissal
Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		8.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	16.0	22.0		16.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	16.0	50.0		16.0	50.0		52.0	52.0		52.0	52.0	
Total Split (%)	10.7%	33.3%		10.7%	33.3%		34.7%	34.7%		34.7%	34.7%	
Maximum Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	5.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	8.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	8.0	44.0		8.0	44.0			63.7			63.7	
Actuated g/C Ratio	0.05	0.29		0.05	0.29			0.42			0.42	
v/c Ratio	1.91	1.02		2.25	1.14			0.71			0.73	
Control Delay	478.5	81.6		608.2	122.9			40.1			42.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	478.5	81.6		608.2	122.9			40.1			42.3	
LOS	F	F		F	F			D			D	
Approach Delay		125.0			244.8			40.1			42.3	
Approach LOS		F			F			D			D	
Stops (vph)	113	1275		218	912			560			440	
Fuel Used(gal)	18	33		52	51			14			8	
CO Emissions (g/hr)	1236	2288		3622	3571			963			576	
NOx Emissions (g/hr)	240	445		705	695			187			112	
VOC Emissions (g/hr)	286	530		839	828			223			133	
Dilemma Vehicles (#)	0	0		0	0			0			0	
Queue Length 50th (ft)	~270	~560		~304	~670			318			254	
Queue Length 95th (ft)	#430	#657		#412	#809			#643			#537	
Internal Link Dist (ft)		144			2273			615			20	
Turn Bay Length (ft)	100			260								
Base Capacity (vph)	95	1439		167	980			1172			890	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	1.91	1.02		2.25	1.14			0.71			0.73	

Intersection Summary

Area Type: Other

Lane Group	Ø3
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	32.0
Total Split (s)	32.0
Total Split (%)	21%
Maximum Green (s)	27.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	10.0
Flash Dont Walk (s)	18.0
Pedestrian Calls (#/hr)	5
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
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	

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 13 (9%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 2.25

Intersection Signal Delay: 136.8

Intersection LOS: F

Intersection Capacity Utilization 112.8%

ICU Level of Service H

Analysis Period (min) 15

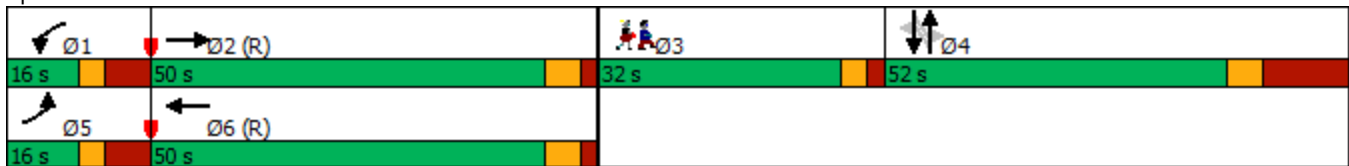
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 12: Clinton Rd & E. Stewart Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

13: Clinton Rd & Osborne Rd_Build School Dismissal

Build 2033_School Dismissal Peak Hour



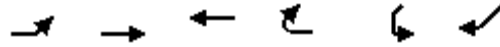
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	0	738	612	3
Future Volume (vph)	0	5	0	738	612	3
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	10	10	10	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.865				0.999	
Flt Protected						
Satd. Flow (prot)	1687	0	0	3232	3032	0
Flt Permitted						
Satd. Flow (perm)	1687	0	0	3232	3032	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	221			100	842	
Travel Time (s)	5.0			2.3	19.1	
Confl. Peds. (#/hr)			5			5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	7%	14%	0%
Adj. Flow (vph)	0	5	0	777	644	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	0	777	647	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	1.06	1.06	1.06	1.06
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	29.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	0	738	612	3
Future Vol, veh/h	0	5	0	738	612	3
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	7	14	0
Mvmt Flow	0	5	0	777	644	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1040	329	652	0	-	0
Stage 1	651	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	229	673	944	-	-	-
Stage 1	486	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	227	670	940	-	-	-
Mov Cap-2 Maneuver	227	-	-	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.4	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	940	-	670	-	-	
HCM Lane V/C Ratio	-	-	0.008	-	-	
HCM Control Delay (s)	0	-	10.4	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

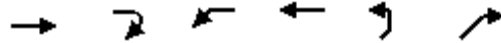
Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

21: E. Stewart Ave & Stewart Ave_Build School Dismissal

Build 2033_School Dismissal Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑				↑↑
Traffic Volume (vph)	0	1473	0	0	0	1085
Future Volume (vph)	0	1473	0	0	0	1085
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	0.88
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	3221	0	0	0	2669
Flt Permitted						
Satd. Flow (perm)	0	3221	0	0	0	2669
Link Speed (mph)		30	30		30	
Link Distance (ft)		419	382		393	
Travel Time (s)		9.5	8.7		8.9	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	0%	0%	0%	2%
Parking (#/hr)		0				
Adj. Flow (vph)	0	1503	0	0	0	1107
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1503	0	0	0	1107
Enter Blocked Intersection	Yes	Yes	No	No	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		90	90		90	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	1.13	1.06	1.06	1.06	1.06
Turning Speed (mph)	15			9	15	30
Sign Control		Free	Stop		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	43.0%			ICU Level of Service A		
Analysis Period (min)	15					



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations				↑↑		↑↑↑
Traffic Volume (vph)	0	0	0	1076	0	1572
Future Volume (vph)	0	0	0	1076	0	1572
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.76
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	3424	0	3492
Flt Permitted						
Satd. Flow (perm)	0	0	0	3424	0	3492
Link Speed (mph)	30			30	30	
Link Distance (ft)	306			224	304	
Travel Time (s)	7.0			5.1	6.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	1%	2%	1%
Adj. Flow (vph)	0	0	0	1133	0	1655
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1133	0	1655
Enter Blocked Intersection	No	No	No	Yes	No	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			60	100	
Link Offset(ft)	0			-20	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)		9	15		15	30
Sign Control	Free			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 39.1% ICU Level of Service A

Analysis Period (min) 15

123-087; Stewart Avenue - Garden City

Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	1378	22	356	959	104	23	461	302	50	472	95
Future Volume (vph)	172	1378	22	356	959	104	23	461	302	50	472	95
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	10	10	9	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	260		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			60			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00				1.00			1.00			1.00	
Frt		0.998			0.985			0.942			0.977	
Flt Protected	0.950			0.950				0.999			0.996	
Satd. Flow (prot)	1799	4907	0	3140	3342	0	0	3048	0	0	3105	0
Flt Permitted	0.950			0.950				0.892			0.652	
Satd. Flow (perm)	1792	4907	0	3140	3342	0	0	2721	0	0	2032	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		224			2353			695			100	
Travel Time (s)		5.1			53.5			15.8			2.3	
Confl. Peds. (#/hr)	4					4	3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	1%	5%	3%	1%	9%	5%	10%	2%	6%	10%	0%
Adj. Flow (vph)	181	1451	23	375	1009	109	24	485	318	53	497	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	1474	0	375	1118	0	0	827	0	0	650	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		34			34			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	1.06	1.06	1.11	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

123 Clinton Rd & E. Stewart Ave_Build School Dismissal - No Ped Phase
 123-087; Stewart Avenue - Garden City

Build 2033_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		8.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	16.0	22.0		16.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	16.0	50.0		16.0	50.0		52.0	52.0		52.0	52.0	
Total Split (%)	13.6%	42.4%		13.6%	42.4%		44.1%	44.1%		44.1%	44.1%	
Maximum Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	5.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	8.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	8.0	44.0		8.0	44.0			38.1			38.1	
Actuated g/C Ratio	0.07	0.37		0.07	0.37			0.32			0.32	
v/c Ratio	1.50	0.81		1.77	0.90			0.94			0.99	
Control Delay	299.4	37.4		396.8	45.7			58.6			73.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	299.4	37.4		396.8	45.7			58.6			73.3	
LOS	F	D		F	D			E			E	
Approach Delay		66.0			133.9			58.6			73.3	
Approach LOS		E			F			E			E	
Stops (vph)	124	1219		247	946			701			543	
Fuel Used(gal)	11	20		37	35			18			13	
CO Emissions (g/hr)	802	1387		2562	2418			1224			888	
NOx Emissions (g/hr)	156	270		499	470			238			173	
VOC Emissions (g/hr)	186	321		594	560			284			206	
Dilemma Vehicles (#)	0	0		0	0			0			0	
Queue Length 50th (ft)	~190	364		~219	417			321			257	
Queue Length 95th (ft)	#336	426		#318	#547			#450			#388	
Internal Link Dist (ft)		144			2273			615			20	
Turn Bay Length (ft)	100			260								
Base Capacity (vph)	121	1829		212	1246			878			656	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	1.50	0.81		1.77	0.90			0.94			0.99	
Intersection Summary												
Area Type:	Other											
Cycle Length: 118												
Actuated Cycle Length: 118												
Offset: 13 (11%), Referenced to phase 2:EBT and 6:WBT, Start of Green												

Lanes, Volumes, Timing for Clinton Rd & E. Stewart Ave_Build School Dismissal - No Ped Phase 123-087; Stewart Avenue - Garden City Build 2033_School Dismissal Peak Hour

Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.77
 Intersection Signal Delay: 87.6
 Intersection LOS: F
 Intersection Capacity Utilization 112.8%
 ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: Clinton Rd & E. Stewart Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_Build PM
Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	848	44	285	918	177	0	396	399	408	914	52
Future Volume (vph)	0	848	44	285	918	177	0	396	399	408	914	52
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	300		90	0		0	290		0
Storage Lanes	0		0	1		1	0		0	1		0
Taper Length (ft)	25			50			25			90		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00		0.98		0.98		0.99	1.00	
Frt		0.993				0.850		0.925			0.992	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3640	0	1852	3668	1641	0	3082	0	1712	3330	0
Flt Permitted				0.170						0.168		
Satd. Flow (perm)	0	3640	0	331	3668	1614	0	3082	0	301	3330	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				113		218			7	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		671			419			422			614	
Travel Time (s)		15.3			9.5			8.2			12.0	
Confl. Peds. (#/hr)	4		9	9		4	15		28	28		15
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	2%	1%	1%	3%	0%
Parking (#/hr)												12
Adj. Flow (vph)	0	874	45	294	946	182	0	408	411	421	942	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	919	0	294	946	182	0	819	0	421	996	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			70			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2	1		2		1	2	
Detector Template		Thru		Left	Thru	Right		Thru		Left	Thru	
Leading Detector (ft)		100		20	100	20		100		20	100	
Trailing Detector (ft)		0		0	0	0		0		0	0	
Detector 1 Position(ft)		0		0	0	0		0		0	0	
Detector 1 Size(ft)		6		20	6	20		6		20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_Build PM
Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		D,P+P	NA	Perm		NA		pm+pt	NA	
Protected Phases		3		4	3 4			1		2	1	
Permitted Phases				3		3 4				1		
Detector Phase		3		4	3 4	3 4		1		2	1	
Switch Phase												
Minimum Initial (s)		12.0		3.0				20.0		6.0	20.0	
Minimum Split (s)		28.5		9.0				28.5		13.0	28.5	
Total Split (s)		29.0		13.0				32.0		16.0	32.0	
Total Split (%)		32.2%		14.4%				35.6%		17.8%	35.6%	
Maximum Green (s)		23.5		7.5				26.5		10.5	26.5	
Yellow Time (s)		3.5		3.5				3.5		3.5	3.5	
All-Red Time (s)		2.0		2.0				2.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0				0.0		-2.0	0.0	
Total Lost Time (s)		5.5		5.5				5.5		3.5	5.5	
Lead/Lag		Lead		Lag				Lead		Lag	Lead	
Lead-Lag Optimize?		Yes		Yes				Yes		Yes	Yes	
Vehicle Extension (s)		3.0		3.0				3.0		3.0	3.0	
Recall Mode		None		None				Min		C-Max	Min	
Walk Time (s)		7.0						7.0			7.0	
Flash Dont Walk (s)		16.0						16.0			16.0	
Pedestrian Calls (#/hr)		9						29			29	
Act Effct Green (s)		23.5		31.0	36.5	36.5		26.5		41.0	26.5	
Actuated g/C Ratio		0.26		0.34	0.41	0.41		0.29		0.46	0.29	
v/c Ratio		0.96		1.23	0.64	0.25		0.77		1.26	1.01	
Control Delay		55.3		164.7	23.8	8.2		26.7		171.1	64.2	
Queue Delay		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay		55.3		164.7	23.8	8.2		26.7		171.1	64.2	
LOS		E		F	C	A		C		F	E	
Approach Delay		55.3			51.0			26.7			95.9	
Approach LOS		E			D			C			F	
Stops (vph)		786		224	706	48		539		241	840	
Fuel Used(gal)		19		12	11	1		11		18	23	
CO Emissions (g/hr)		1331		820	794	80		755		1247	1623	
NOx Emissions (g/hr)		259		159	154	15		147		243	316	
VOC Emissions (g/hr)		308		190	184	18		175		289	376	
Dilemma Vehicles (#)		0		0	0	0		44		0	50	
Queue Length 50th (ft)		270		~150	221	24		165		~247	~301	
Queue Length 95th (ft)		#399		#315	286	66		238		#430	#441	
Internal Link Dist (ft)		591			339			342			534	
Turn Bay Length (ft)				300		90				290		
Base Capacity (vph)		954		240	1487	721		1061		333	985	
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		0.96		1.23	0.64	0.25		0.77		1.26	1.01	
Intersection Summary												

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_Build PM
Build 2033_PM Peak Hour

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 55 (61%), Referenced to phase 2:SBL and 6:, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.26

Intersection Signal Delay: 61.4

Intersection LOS: E

Intersection Capacity Utilization 103.2%

ICU Level of Service G

Analysis Period (min) 15

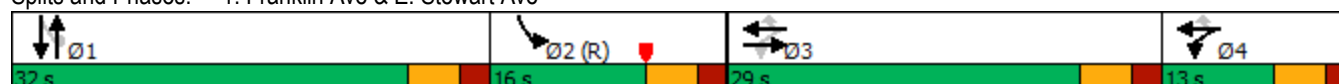
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Franklin Ave & E. Stewart Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

2: Author St & Stewart Ave_Build PM

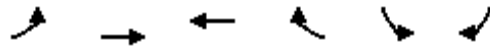
Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1355	11	8	16	0	0	2	16
Future Volume (vph)	0	0	0	0	1355	11	8	16	0	0	2	16
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.999				0.879			
Flt Protected									0.984			
Satd. Flow (prot)	0	0	0	0	3418	0	0	1919	0	0	1613	0
Flt Permitted									0.984			
Satd. Flow (perm)	0	0	0	0	3418	0	0	1919	0	0	1613	0
Link Speed (mph)					30				30			
Link Distance (ft)					466				120			
Travel Time (s)					10.6				2.7			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	1%	10%	0%	0%	0%	0%	0%	7%
Adj. Flow (vph)	0	0	0	0	1411	11	8	17	0	0	2	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1422	0	0	25	0	0	19	0
Enter Blocked Intersection	No	No	No	No	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0				0				0			
Link Offset(ft)	0				0				0			
Crosswalk Width(ft)	16				16				16			
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Stop			Free				Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	51.2%				ICU Level of Service A							
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔↔			↕			↔	
Traffic Vol, veh/h	0	0	0	0	1355	11	8	16	0	0	2	16
Future Vol, veh/h	0	0	0	0	1355	11	8	16	0	0	2	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	1	10	0	0	0	0	0	7
Mvmt Flow	0	0	0	0	1411	11	8	17	0	0	2	17
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				0	0	0	707	1422	-	-	1417	711
Stage 1				-	-	-	0	0	-	-	1417	-
Stage 2				-	-	-	707	1422	-	-	0	-
Critical Hdwy				4.1	-	-	7.5	6.5	-	-	6.5	7.04
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.5	-
Critical Hdwy Stg 2				-	-	-	6.5	5.5	-	-	-	-
Follow-up Hdwy				2.2	-	-	3.5	4	-	-	4	3.37
Pot Cap-1 Maneuver				-	-	-	326	137	0	0	138	364
Stage 1				-	-	-	-	-	0	0	205	-
Stage 2				-	-	-	397	204	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				-	-	-	307	137	-	-	138	364
Mov Cap-2 Maneuver				-	-	-	307	137	-	-	138	-
Stage 1				-	-	-	-	-	-	-	205	-
Stage 2				-	-	-	375	204	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				0		30.1		17.4				
HCM LOS						D		C				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	168	-	-	-	308							
HCM Lane V/C Ratio	0.149	-	-	-	0.061							
HCM Control Delay (s)	30.1	0	-	-	17.4							
HCM Lane LOS	D	A	-	-	C							
HCM 95th %tile Q(veh)	0.5	-	-	-	0.2							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

3: E. Stewart Ave & Authur St _Build PM
Build 2033_PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰↑			↱	
Traffic Volume (vph)	24	1631	0	0	2	0
Future Volume (vph)	24	1631	0	0	2	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	12	12	12	12
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.999			0.950	
Satd. Flow (prot)	0	3122	0	0	1852	0
Flt Permitted		0.999			0.950	
Satd. Flow (perm)	0	3122	0	0	1852	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		382	476		120	
Travel Time (s)		8.7	10.8		2.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%
Parking (#/hr)		15				
Adj. Flow (vph)	25	1717	0	0	2	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1742	0	0	2	0
Enter Blocked Intersection	No	Yes	No	No	Yes	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	1.19	0.97	0.97	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Stop		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	54.6%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕			↕	
Traffic Vol, veh/h	24	1631	0	0	2	0
Future Vol, veh/h	24	1631	0	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	25	1717	0	0	2	0
Major/Minor	Major1		Minor2			
Conflicting Flow All	0	0			909	-
Stage 1	-	-			0	-
Stage 2	-	-			909	-
Critical Hdwy	4.1	-			6.8	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			5.8	-
Follow-up Hdwy	2.2	-			3.5	-
Pot Cap-1 Maneuver	-	-			278	0
Stage 1	-	-			-	0
Stage 2	-	-			358	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-			278	-
Mov Cap-2 Maneuver	-	-			278	-
Stage 1	-	-			-	-
Stage 2	-	-			358	-
Approach	EB			SB		
HCM Control Delay, s				18		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	SBLn1			
Capacity (veh/h)	-	-	278			
HCM Lane V/C Ratio	-	-	0.008			
HCM Control Delay (s)	-	-	18			
HCM Lane LOS	-	-	C			
HCM 95th %tile Q(veh)	-	-	0			

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

4: John St_Build PM
Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	6	1334	6	14	5	0	0	35	18
Future Volume (vph)	0	0	0	6	1334	6	14	5	0	0	35	18
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.999						0.954	
Flt Protected								0.964				
Satd. Flow (prot)	0	0	0	0	3421	0	0	1880	0	0	1860	0
Flt Permitted								0.964				
Satd. Flow (perm)	0	0	0	0	3421	0	0	1880	0	0	1860	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		466			483			124			782	
Travel Time (s)		10.6			11.0			2.8			17.8	
Confl. Peds. (#/hr)				6			3					3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	6	1419	6	15	5	0	0	37	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1431	0	0	20	0	0	56	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	50.6%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔↔			↕			↔	
Traffic Vol, veh/h	0	0	0	6	1334	6	14	5	0	0	35	18
Future Vol, veh/h	0	0	0	6	1334	6	14	5	0	0	35	18
Conflicting Peds, #/hr	0	0	0	6	0	0	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	6	1419	6	15	5	0	0	37	19
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				6	0	0	749	1443	-	-	1440	716
Stage 1				-	-	-	6	6	-	-	1434	-
Stage 2				-	-	-	743	1437	-	-	6	-
Critical Hdwy				4.1	-	-	7.5	6.5	-	-	6.5	6.9
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.5	-
Critical Hdwy Stg 2				-	-	-	6.5	5.5	-	-	-	-
Follow-up Hdwy				2.2	-	-	3.5	4	-	-	4	3.3
Pot Cap-1 Maneuver				1628	-	-	304	133	0	0	134	377
Stage 1				-	-	-	-	-	0	0	201	-
Stage 2				-	-	-	378	201	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				1619	-	-	221	130	-	-	131	377
Mov Cap-2 Maneuver				-	-	-	221	130	-	-	131	-
Stage 1				-	-	-	-	-	-	-	197	-
Stage 2				-	-	-	286	197	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				0.1		26.6		36.9				
HCM LOS						D		E				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	187	1619	-	-	168							
HCM Lane V/C Ratio	0.108	0.004	-	-	0.336							
HCM Control Delay (s)	26.6	7.2	0.1	-	36.9							
HCM Lane LOS	D	A	A	-	E							
HCM 95th %tile Q(veh)	0.4	0	-	-	1.4							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

5: John St & E. Stewart Ave_Build PM

Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	1614	13	0	0	0	0	12	2	13	28	0
Future Volume (vph)	7	1614	13	0	0	0	0	12	2	13	28	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999						0.982				
Flt Protected											0.984	
Satd. Flow (prot)	0	3421	0	0	0	0	0	1915	0	0	1919	0
Flt Permitted											0.984	
Satd. Flow (perm)	0	3421	0	0	0	0	0	1915	0	0	1919	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		476			481			586			124	
Travel Time (s)		10.8			10.9			13.3			2.8	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	8	1754	14	0	0	0	0	13	2	14	30	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1776	0	0	0	0	0	15	0	0	44	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	59.5%						ICU Level of Service B					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔						↔			↔	
Traffic Vol, veh/h	7	1614	13	0	0	0	0	12	2	13	28	0
Future Vol, veh/h	7	1614	13	0	0	0	0	12	2	13	28	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	1754	14	0	0	0	0	13	2	14	30	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	0	0	0	-	1777	885	901	1784	-
Stage 1	-	-	-	-	1777	-	0	0	-
Stage 2	-	-	-	-	0	-	901	1784	-
Critical Hdwy	4.1	-	-	-	6.5	6.9	7.5	6.5	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	-	4	3.3	3.5	4	-
Pot Cap-1 Maneuver	-	-	-	-	0	83	292	236	83
Stage 1	-	-	-	-	0	137	-	-	0
Stage 2	-	-	-	-	0	-	-	303	136
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	83	292	206	83
Mov Cap-2 Maneuver	-	-	-	-	-	83	-	206	83
Stage 1	-	-	-	-	-	137	-	-	-
Stage 2	-	-	-	-	-	-	-	272	136

Approach	EB	NB	SB
HCM Control Delay, s		51.7	65.2
HCM LOS		F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	92	-	-	-	102
HCM Lane V/C Ratio	0.165	-	-	-	0.437
HCM Control Delay (s)	51.7	-	-	-	65.2
HCM Lane LOS	F	-	-	-	F
HCM 95th %tile Q(veh)	0.6	-	-	-	1.9

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

6: Washington Ave_Build PM
Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	120	1232	89	94	368	0	0	694	21
Future Volume (vph)	0	0	0	120	1232	89	94	368	0	0	694	21
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	10	10	10	10	10	10
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	0.95	0.95
Frt					0.990						0.996	
Flt Protected				0.950				0.990				
Satd. Flow (prot)	0	0	0	1695	3390	0	0	3311	0	0	3347	0
Flt Permitted				0.950				0.572				
Satd. Flow (perm)	0	0	0	1695	3390	0	0	1913	0	0	3347	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					7						3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		483			487			113			824	
Travel Time (s)		11.0			11.1			2.6			18.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	2%	1%	1%	1%	4%	0%	0%	3%	0%
Adj. Flow (vph)	0	0	0	126	1297	94	99	387	0	0	731	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	126	1391	0	0	486	0	0	753	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2			2	
Detector Template				Left	Thru		Left	Thru			Thru	
Leading Detector (ft)				20	100		20	100			100	
Trailing Detector (ft)				0	0		0	0			0	
Detector 1 Position(ft)				0	0		0	0			0	
Detector 1 Size(ft)				20	6		20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Perm	NA			NA	

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

6: Washington Ave_Build PM
Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					3			1 2			1 4	
Permitted Phases				3			1 2					
Detector Phase				3	3		1 2	1 2			1 4	
Switch Phase												
Minimum Initial (s)				12.0	12.0							
Minimum Split (s)				26.0	26.0							
Total Split (s)				46.0	46.0							
Total Split (%)				39.7%	39.7%							
Maximum Green (s)				40.0	40.0							
Yellow Time (s)				4.0	4.0							
All-Red Time (s)				2.0	2.0							
Lost Time Adjust (s)				0.0	0.0							
Total Lost Time (s)				6.0	6.0							
Lead/Lag				Lead	Lead							
Lead-Lag Optimize?				Yes	Yes							
Vehicle Extension (s)				3.0	3.0							
Recall Mode				Max	Max							
Walk Time (s)				8.0	8.0							
Flash Dont Walk (s)				12.0	12.0							
Pedestrian Calls (#/hr)				9	9							
Act Effct Green (s)				40.0	40.0			41.0			48.0	
Actuated g/C Ratio				0.34	0.34			0.35			0.41	
v/c Ratio				0.22	1.19			0.72			0.54	
Control Delay				28.2	127.3			16.5			27.4	
Queue Delay				88.9	0.0			40.0			0.3	
Total Delay				117.0	127.3			56.5			27.7	
LOS				F	F			E			C	
Approach Delay					126.4			56.5			27.7	
Approach LOS					F			E			C	
Stops (vph)				83	1103			390			522	
Fuel Used(gal)				2	45			4			11	
CO Emissions (g/hr)				112	3169			288			802	
NOx Emissions (g/hr)				22	617			56			156	
VOC Emissions (g/hr)				26	735			67			186	
Dilemma Vehicles (#)				0	0			0			0	
Queue Length 50th (ft)				66	~660			196			219	
Queue Length 95th (ft)				114	#801			m246			279	
Internal Link Dist (ft)		403			407			33			744	
Turn Bay Length (ft)				100								
Base Capacity (vph)				584	1173			676			1386	
Starvation Cap Reductn				0	0			219			0	
Spillback Cap Reductn				516	0			0			186	
Storage Cap Reductn				0	0			0			0	
Reduced v/c Ratio				1.85	1.19			1.06			0.63	
Intersection Summary												
Area Type:	Other											
Cycle Length: 116												
Actuated Cycle Length: 116												

Lane Group	Ø1	Ø2	Ø4
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	25.0	3.0	8.0
Minimum Split (s)	31.0	9.0	13.0
Total Split (s)	31.0	16.0	23.0
Total Split (%)	27%	14%	20%
Maximum Green (s)	25.0	10.0	18.0
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	Max
Walk Time (s)			
Flash Dont Walk (s)			
Pedestrian Calls (#/hr)			
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Stops (vph)			
Fuel Used(gal)			
CO Emissions (g/hr)			
NOx Emissions (g/hr)			
VOC Emissions (g/hr)			
Dilemma Vehicles (#)			
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			

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.33

Intersection Signal Delay: 87.1

Intersection LOS: F

Intersection Capacity Utilization 92.6%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

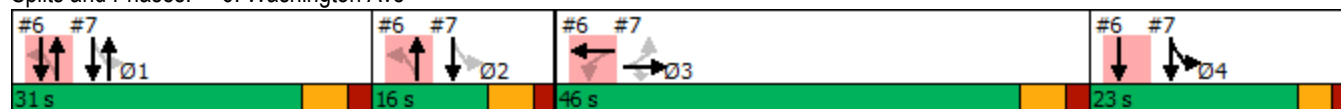
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 6: Washington Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

7: Washington Ave & E. Stewart Ave_Build PM

Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	1422	141	0	0	0	0	396	94	149	664	0
Future Volume (vph)	65	1422	141	0	0	0	0	396	94	149	664	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		75	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor												
Frt			0.850					0.971				
Flt Protected		0.998									0.991	
Satd. Flow (prot)	0	3418	1532	0	0	0	0	3258	0	0	3313	0
Flt Permitted		0.998									0.656	
Satd. Flow (perm)	0	3418	1532	0	0	0	0	3258	0	0	2193	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			132					23				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		481			486			599			113	
Travel Time (s)		10.9			11.0			13.6			2.6	
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%	0%	0%	16%	1%	4%	0%
Adj. Flow (vph)	68	1497	148	0	0	0	0	417	99	157	699	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1565	148	0	0	0	0	516	0	0	856	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

7: Washington Ave & E. Stewart Ave_Build PM

Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA	custom		NA	
Protected Phases		3						1		4	1 2 4	
Permitted Phases	3		3							1 2		
Detector Phase	3	3	3					1		4	1 2 4	
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0					25.0		8.0		
Minimum Split (s)	26.0	26.0	26.0					31.0		13.0		
Total Split (s)	46.0	46.0	46.0					31.0		23.0		
Total Split (%)	39.7%	39.7%	39.7%					26.7%		19.8%		
Maximum Green (s)	40.0	40.0	40.0					25.0		18.0		
Yellow Time (s)	4.0	4.0	4.0					4.0		3.0		
All-Red Time (s)	2.0	2.0	2.0					2.0		2.0		
Lost Time Adjust (s)		0.0	0.0					0.0				
Total Lost Time (s)		6.0	6.0					6.0				
Lead/Lag	Lead	Lead	Lead					Lead		Lag		
Lead-Lag Optimize?	Yes	Yes	Yes					Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0		
Recall Mode	Max	Max	Max					None		Max		
Walk Time (s)	8.0	8.0	8.0									
Flash Dont Walk (s)	12.0	12.0	12.0									
Pedestrian Calls (#/hr)	9	9	9									
Act Effct Green (s)		40.0	40.0					25.0			58.0	
Actuated g/C Ratio		0.34	0.34					0.22			0.50	
v/c Ratio		1.33	0.24					0.72			0.68	
Control Delay		186.5	7.0					46.7			12.1	
Queue Delay		0.6	0.0					0.6			2.5	
Total Delay		187.0	7.0					47.3			14.6	
LOS		F	A					D			B	
Approach Delay		171.5						47.3			14.6	
Approach LOS		F						D			B	
Stops (vph)		1168	23					427			520	
Fuel Used(gal)		68	1					9			6	
CO Emissions (g/hr)		4787	60					651			391	
NOx Emissions (g/hr)		931	12					127			76	
VOC Emissions (g/hr)		1109	14					151			91	
Dilemma Vehicles (#)		0	0					0			0	
Queue Length 50th (ft)		~798	8					181			86	
Queue Length 95th (ft)		#938	53					243			158	
Internal Link Dist (ft)		401			406			519			33	
Turn Bay Length (ft)			75									
Base Capacity (vph)		1178	614					720			1260	
Starvation Cap Reductn		0	0					0			274	
Spillback Cap Reductn		147	0					40			0	
Storage Cap Reductn		0	0					0			0	
Reduced v/c Ratio		1.52	0.24					0.76			0.87	

Intersection Summary

Area Type: Other

Lane Group	Ø2
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	3.0
Minimum Split (s)	9.0
Total Split (s)	16.0
Total Split (%)	14%
Maximum Green (s)	10.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
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	

Cycle Length: 116

Actuated Cycle Length: 116

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.33

Intersection Signal Delay: 107.2

Intersection LOS: F

Intersection Capacity Utilization 98.1%

ICU Level of Service F

Analysis Period (min) 15

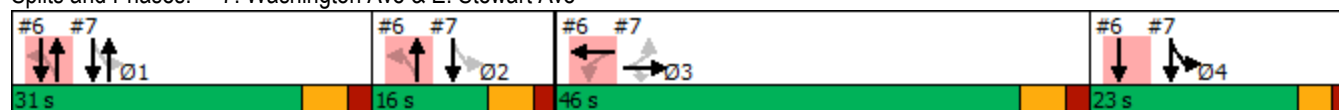
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 7: Washington Ave & E. Stewart Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

8: Butler Pl/Westbury Rd_Build PM

Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	1304	9	4	46	0	0	93	132
Future Volume (vph)	0	0	0	5	1304	9	4	46	0	0	93	132
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.999						0.921	
Flt Protected								0.996				
Satd. Flow (prot)	0	0	0	0	3421	0	0	1942	0	0	1789	0
Flt Permitted								0.996				
Satd. Flow (perm)	0	0	0	0	3421	0	0	1942	0	0	1789	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		487			1400			112			499	
Travel Time (s)		11.1			31.8			2.5			11.3	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	0	0	0	5	1402	10	4	49	0	0	100	142
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1417	0	0	53	0	0	242	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	54.9%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	20.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔↔			↕			↔	
Traffic Vol, veh/h	0	0	0	5	1304	9	4	46	0	0	93	132
Future Vol, veh/h	0	0	0	5	1304	9	4	46	0	0	93	132
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	1	0
Mvmt Flow	0	0	0	5	1402	10	4	49	0	0	100	142
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				0	0	0	762	1422	-	-	1417	707
Stage 1				-	-	-	0	0	-	-	1417	-
Stage 2				-	-	-	762	1422	-	-	0	-
Critical Hdwy				4.1	-	-	7.5	6.5	-	-	6.52	6.9
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.52	-
Critical Hdwy Stg 2				-	-	-	6.5	5.5	-	-	-	-
Follow-up Hdwy				2.2	-	-	3.5	4	-	-	4.01	3.3
Pot Cap-1 Maneuver				-	-	-	298	137	0	0	137	382
Stage 1				-	-	-	-	-	0	0	203	-
Stage 2				-	-	-	368	204	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				-	-	-	76	137	-	-	137	382
Mov Cap-2 Maneuver				-	-	-	76	137	-	-	137	-
Stage 1				-	-	-	-	-	-	-	203	-
Stage 2				-	-	-	117	204	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s						51.5		136.5				
HCM LOS						F		F				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	129	-	-	-	220							
HCM Lane V/C Ratio	0.417	-	-	-	1.1							
HCM Control Delay (s)	51.5	-	-	-	136.5							
HCM Lane LOS	F	-	-	-	F							
HCM 95th %tile Q(veh)	1.8	-	-	-	11							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

9: Butler PI & E. Stewart Ave_Build PM

Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	1621	6	0	0	0	0	13	4	57	41	0
Future Volume (vph)	38	1621	6	0	0	0	0	13	4	57	41	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.970				
Flt Protected		0.999									0.972	
Satd. Flow (prot)	0	3418	0	0	0	0	0	1891	0	0	1872	0
Flt Permitted		0.999									0.972	
Satd. Flow (perm)	0	3418	0	0	0	0	0	1891	0	0	1872	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		486			1407			596			112	
Travel Time (s)		11.0			32.0			13.5			2.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%
Adj. Flow (vph)	40	1724	6	0	0	0	0	14	4	61	44	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1770	0	0	0	0	0	18	0	0	105	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 63.4%												
ICU Level of Service B												
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔						↔			↔	
Traffic Vol, veh/h	38	1621	6	0	0	0	0	13	4	57	41	0
Future Vol, veh/h	38	1621	6	0	0	0	0	13	4	57	41	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	3	0
Mvmt Flow	40	1724	6	0	0	0	0	14	4	61	44	0
Major/Minor	Major1			Minor1			Minor2					
Conflicting Flow All	0	0	0				-	1807	865	949	1810	-
Stage 1	-	-	-				-	1807	-	0	0	-
Stage 2	-	-	-				-	0	-	949	1810	-
Critical Hdwy	4.1	-	-				-	6.5	6.9	7.5	6.56	-
Critical Hdwy Stg 1	-	-	-				-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.5	5.56	-
Follow-up Hdwy	2.2	-	-				-	4	3.3	3.5	4.03	-
Pot Cap-1 Maneuver	-	-	-				0	80	301	218	77	0
Stage 1	-	-	-				0	132	-	-	-	0
Stage 2	-	-	-				0	-	-	284	127	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	-	-	-				-	80	301	186	77	-
Mov Cap-2 Maneuver	-	-	-				-	80	-	186	77	-
Stage 1	-	-	-				-	132	-	-	-	-
Stage 2	-	-	-				-	-	-	251	127	-
Approach	EB			NB			SB					
HCM Control Delay, s							50.4			125		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	97	-	-	-	117							
HCM Lane V/C Ratio	0.186	-	-	-	0.891							
HCM Control Delay (s)	50.4	-	-	-	125							
HCM Lane LOS	F	-	-	-	F							
HCM 95th %tile Q(veh)	0.6	-	-	-	5.5							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

10: Emmet Pl/Wetherill Rd & Stewart Ave_Build PM

Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	4	1281	32	14	23	0	0	151	24
Future Volume (vph)	0	0	0	4	1281	32	14	23	0	0	151	24
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.996						0.981	
Flt Protected								0.982				
Satd. Flow (prot)	0	0	0	0	3409	0	0	1813	0	0	1897	0
Flt Permitted								0.982				
Satd. Flow (perm)	0	0	0	0	3409	0	0	1813	0	0	1897	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1400			306			100			694	
Travel Time (s)		31.8			7.0			2.3			15.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	25%	1%	0%	15%	0%	0%	0%	1%	0%
Adj. Flow (vph)	0	0	0	4	1377	34	15	25	0	0	162	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1415	0	0	40	0	0	188	0
Enter Blocked Intersection	No	No	No	Yes	Yes	No	Yes	No	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	55.6%											
Analysis Period (min)	15											
ICU Level of Service B												

Intersection												
Int Delay, s/veh	23.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔↔			↔			↔	
Traffic Vol, veh/h	0	0	0	4	1281	32	14	23	0	0	151	24
Future Vol, veh/h	0	0	0	4	1281	32	14	23	0	0	151	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	25	1	0	15	0	0	0	1	0
Mvmt Flow	0	0	0	4	1377	34	15	25	0	0	162	26

Major/Minor	Major2		Minor1		Minor2	
Conflicting Flow All	0	0	0	778	1419	- - 1402 706
Stage 1	-	-	-	0	0	- - 1402 -
Stage 2	-	-	-	778	1419	- - 0 -
Critical Hdwy	4.6	-	-	7.8	6.5	- - 6.52 6.9
Critical Hdwy Stg 1	-	-	-	-	-	- - 5.52 -
Critical Hdwy Stg 2	-	-	-	6.8	5.5	- - - -
Follow-up Hdwy	2.45	-	-	3.65	4	- - 4.01 3.3
Pot Cap-1 Maneuver	-	-	-	264	138	0 0 ~ 140 383
Stage 1	-	-	-	-	-	0 0 207 -
Stage 2	-	-	-	328	205	0 0 - -
Platoon blocked, %	-	-	-	-	-	- - - -
Mov Cap-1 Maneuver	-	-	-	-	138	- - ~ 140 383
Mov Cap-2 Maneuver	-	-	-	-	138	- - ~ 140 -
Stage 1	-	-	-	-	-	- - 207 -
Stage 2	-	-	-	66	205	- - - -

Approach	WB	NB	SB
HCM Control Delay, s			205.5
HCM LOS		-	F

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	-	153
HCM Lane V/C Ratio	-	-	-	-	1.23
HCM Control Delay (s)	-	-	-	-	205.5
HCM Lane LOS	-	-	-	-	F
HCM 95th %tile Q(veh)	-	-	-	-	10.9

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

11: Emmer PI /Emmet PI & E. Stewart Ave_Build PM

Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	1654	16	0	0	0	0	25	2	88	67	0
Future Volume (vph)	12	1654	16	0	0	0	0	25	2	88	67	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.990				
Flt Protected											0.972	
Satd. Flow (prot)	0	3421	0	0	0	0	0	1776	0	0	1869	0
Flt Permitted											0.972	
Satd. Flow (perm)	0	3421	0	0	0	0	0	1776	0	0	1869	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1407			304			459			100	
Travel Time (s)		32.0			6.9			10.4			2.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	9%	5%	1%	2%	0%
Adj. Flow (vph)	13	1723	17	0	0	0	0	26	2	92	70	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1753	0	0	0	0	0	28	0	0	162	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	Yes	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 66.9% ICU Level of Service C												
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	24.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔						↔			↔	
Traffic Vol, veh/h	12	1654	16	0	0	0	0	25	2	88	67	0
Future Vol, veh/h	12	1654	16	0	0	0	0	25	2	88	67	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	1	0	0	0	0	0	9	5	1	2	0
Mvmt Flow	13	1723	17	0	0	0	0	26	2	92	70	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	0	0	0	-	1758	870	901	1766	-
Stage 1	-	-	-	-	1758	-	0	0	-
Stage 2	-	-	-	-	0	-	901	1766	-
Critical Hdwy	4.1	-	-	-	6.68	7	7.52	6.54	-
Critical Hdwy Stg 1	-	-	-	-	5.68	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.54	-
Follow-up Hdwy	2.2	-	-	-	4.09	3.35	3.51	4.02	-
Pot Cap-1 Maneuver	-	-	-	-	0	78	289	235	83
Stage 1	-	-	-	-	0	127	-	-	0
Stage 2	-	-	-	-	0	-	-	301	135
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	78	289	173	83
Mov Cap-2 Maneuver	-	-	-	-	-	78	-	173	83
Stage 1	-	-	-	-	-	127	-	-	-
Stage 2	-	-	-	-	-	-	-	238	135

Approach	EB	NB	SB
HCM Control Delay, s		70.3	278.5
HCM LOS		F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	82	-	-	-	118
HCM Lane V/C Ratio	0.343	-	-	-	1.368
HCM Control Delay (s)	70.3	-	-	-	278.5
HCM Lane LOS	F	-	-	-	F
HCM 95th %tile Q(veh)	1.3	-	-	-	11

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_Build PM

Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	 			 			 	
Traffic Volume (vph)	176	1547	22	405	1205	100	24	448	307	61	644	88
Future Volume (vph)	176	1547	22	405	1205	100	24	448	307	61	644	88
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	10	10	9	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	260		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			60			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			1.00	
Frt		0.998			0.989			0.941			0.983	
Flt Protected	0.950			0.950				0.998			0.996	
Satd. Flow (prot)	1834	4902	0	3202	3380	0	0	3054	0	0	3191	0
Flt Permitted	0.950			0.950				0.874			0.689	
Satd. Flow (perm)	1832	4902	0	3200	3380	0	0	2675	0	0	2207	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		224			2353			695			100	
Travel Time (s)		5.1			53.5			15.8			2.3	
Confl. Peds. (#/hr)	2		1	1		1	1		1	1		1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	10%	1%	1%	2%	0%	8%	3%	14%	6%	0%
Adj. Flow (vph)	181	1595	23	418	1242	103	25	462	316	63	664	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	1618	0	418	1345	0	0	803	0	0	818	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		34			34			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	1.06	1.06	1.11	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_Build PM

Build 2033_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		8.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	16.0	22.0		16.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	16.0	50.0		16.0	50.0		52.0	52.0		52.0	52.0	
Total Split (%)	10.7%	33.3%		10.7%	33.3%		34.7%	34.7%		34.7%	34.7%	
Maximum Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	5.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	-3.0	0.0		-3.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effect Green (s)	11.0	44.0		11.0	44.0			63.7			63.7	
Actuated g/C Ratio	0.07	0.29		0.07	0.29			0.42			0.42	
v/c Ratio	1.35	1.13		1.79	1.36			0.71			0.87	
Control Delay	248.1	113.9		407.1	207.8			40.3			50.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	248.1	113.9		407.1	207.8			40.3			50.2	
LOS	F	F		F	F			D			D	
Approach Delay		127.4			255.0			40.3			50.2	
Approach LOS		F			F			D			D	
Stops (vph)	130	1368		267	1002			556			588	
Fuel Used(gal)	10	47		42	85			14			12	
CO Emissions (g/hr)	693	3263		2969	5919			957			837	
NOx Emissions (g/hr)	135	635		578	1152			186			163	
VOC Emissions (g/hr)	161	756		688	1372			222			194	
Dilemma Vehicles (#)	0	0		0	0			0			0	
Queue Length 50th (ft)	~231	~668		~314	~906			310			351	
Queue Length 95th (ft)	#391	#764		#426	#1047			#627			#707	
Internal Link Dist (ft)		144			2273			615			20	
Turn Bay Length (ft)	100			260								
Base Capacity (vph)	134	1437		234	991			1136			937	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	1.35	1.13		1.79	1.36			0.71			0.87	

Intersection Summary

Area Type: Other

Lane Group	Ø3
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	32.0
Total Split (s)	32.0
Total Split (%)	21%
Maximum Green (s)	27.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	10.0
Flash Dont Walk (s)	18.0
Pedestrian Calls (#/hr)	4
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
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	

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 57 (38%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.79

Intersection Signal Delay: 145.1

Intersection LOS: F

Intersection Capacity Utilization 121.6%

ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

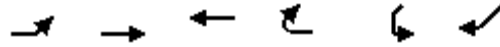
Splits and Phases: 12: Clinton Rd & E. Stewart Ave

 Ø1	 Ø2 (R)	 Ø3	 Ø4
16 s	50 s	32 s	52 s
 Ø5	 Ø6 (R)		
16 s	50 s		

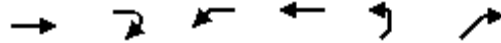


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	8	13	711	785	1
Future Volume (vph)	0	8	13	711	785	1
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	10	10	10	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.865					
Flt Protected				0.999		
Satd. Flow (prot)	1687	0	0	3293	3262	0
Flt Permitted				0.999		
Satd. Flow (perm)	1687	0	0	3293	3262	0
Link Speed (mph)	30			30		
Link Distance (ft)	221			100		
Travel Time (s)	5.0			2.3		
Confl. Peds. (#/hr)	1		2		2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	5%	6%	0%
Adj. Flow (vph)	0	8	13	733	809	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	746	810	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0		
Link Offset(ft)	0			0		
Crosswalk Width(ft)	16			16		
Two way Left Turn Lane						
Headway Factor	0.97	0.97	1.06	1.06	1.06	1.06
Turning Speed (mph)	15	9	15	9		
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 38.2%				ICU Level of Service A		
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	8	13	711	785	1
Future Vol, veh/h	0	8	13	711	785	1
Conflicting Peds, #/hr	1	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	5	6	0
Mvmt Flow	0	8	13	733	809	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1206	407	812	0	-	0
Stage 1	812	-	-	-	-	-
Stage 2	394	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	179	599	823	-	-	-
Stage 1	402	-	-	-	-	-
Stage 2	656	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	173	598	821	-	-	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	390	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.1	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	821	-	598	-	-	
HCM Lane V/C Ratio	0.016	-	0.014	-	-	
HCM Control Delay (s)	9.5	0.1	11.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0	-	-	



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑				↑↑
Traffic Volume (vph)	0	1655	0	0	0	1380
Future Volume (vph)	0	1655	0	0	0	1380
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	0.88
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	3253	0	0	0	2696
Flt Permitted						
Satd. Flow (perm)	0	3253	0	0	0	2696
Link Speed (mph)		30	30		30	
Link Distance (ft)		419	382		393	
Travel Time (s)		9.5	8.7		8.9	
Peak Hour Factor	0.97	0.97	1.00	1.00	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	0%	1%
Parking (#/hr)		0				
Adj. Flow (vph)	0	1706	0	0	0	1423
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1706	0	0	0	1423
Enter Blocked Intersection	Yes	Yes	No	No	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		90	90		90	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	1.13	1.06	1.06	1.06	1.06
Turning Speed (mph)	15			9	15	30
Sign Control		Free	Stop		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	50.4%			ICU Level of Service A		
Analysis Period (min)	15					



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations				↑↑		↑↑↑
Traffic Volume (vph)	0	0	0	1317	0	1745
Future Volume (vph)	0	0	0	1317	0	1745
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.76
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	3424	0	3492
Flt Permitted						
Satd. Flow (perm)	0	0	0	3424	0	3492
Link Speed (mph)	30			30	30	
Link Distance (ft)	306			224	304	
Travel Time (s)	7.0			5.1	6.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	1%	2%	1%
Adj. Flow (vph)	0	0	0	1358	0	1799
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1358	0	1799
Enter Blocked Intersection	No	No	No	Yes	No	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			60	100	
Link Offset(ft)	0			-20	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)		9	15		15	30
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 43.0%				ICU Level of Service A		
Analysis Period (min) 15						

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	176	1547	22	405	1205	100	24	448	307	61	644	88
Future Volume (vph)	176	1547	22	405	1205	100	24	448	307	61	644	88
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	10	10	9	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	260		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			60			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			1.00	
Frt		0.998			0.989			0.941			0.983	
Flt Protected	0.950			0.950				0.998			0.996	
Satd. Flow (prot)	1834	4902	0	3202	3380	0	0	3054	0	0	3191	0
Flt Permitted	0.950			0.950				0.791			0.670	
Satd. Flow (perm)	1832	4902	0	3201	3380	0	0	2421	0	0	2146	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		224			2353			695			100	
Travel Time (s)		5.1			53.5			15.8			2.3	
Confl. Peds. (#/hr)	2		1	1		1	1		1	1		1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	10%	1%	1%	2%	0%	8%	3%	14%	6%	0%
Adj. Flow (vph)	181	1595	23	418	1242	103	25	462	316	63	664	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	1618	0	418	1345	0	0	803	0	0	818	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		34			34			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	1.06	1.06	1.11	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		8.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	16.0	22.0		16.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	16.0	50.0		16.0	50.0		52.0	52.0		52.0	52.0	
Total Split (%)	13.6%	42.4%		13.6%	42.4%		44.1%	44.1%		44.1%	44.1%	
Maximum Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	5.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	-3.0	0.0		-3.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	11.0	44.0		11.0	44.0			38.1			38.1	
Actuated g/C Ratio	0.09	0.37		0.09	0.37			0.32			0.32	
v/c Ratio	1.06	0.89		1.40	1.07			1.03			1.18	
Control Delay	138.2	41.7		239.7	81.6			79.3			132.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	138.2	41.7		239.7	81.6			79.3			132.8	
LOS	F	D		F	F			E			F	
Approach Delay		51.4			119.1			79.3			132.8	
Approach LOS		D			F			E			F	
Stops (vph)	144	1408		307	1143			682			655	
Fuel Used(gal)	6	24		29	52			21			26	
CO Emissions (g/hr)	423	1667		2019	3630			1438			1794	
NOx Emissions (g/hr)	82	324		393	706			280			349	
VOC Emissions (g/hr)	98	386		468	841			333			416	
Dilemma Vehicles (#)	0	0		0	0			0			0	
Queue Length 50th (ft)	~151	417		~219	~595			~343			~393	
Queue Length 95th (ft)	#297	485		#322	#733			#469			#520	
Internal Link Dist (ft)		144			2273			615			20	
Turn Bay Length (ft)	100			260								
Base Capacity (vph)	170	1827		298	1260			781			692	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	1.06	0.89		1.40	1.07			1.03			1.18	

Intersection Summary

Area Type: Other

Cycle Length: 118

Actuated Cycle Length: 118

Offset: 57 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.40

Intersection Signal Delay: 91.6

Intersection LOS: F

Intersection Capacity Utilization 121.6%

ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 12: Clinton Rd & E. Stewart Ave



Arterial Level of Service: EB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	53.3	76.0	0.1	7
Stewart Ave	21	11.0	20.8	0.1	14
Authur St	3	11.1	19.8	0.1	13
John St	5	13.2	23.9	0.1	14
Washington Ave	7	49.7	60.5	0.1	5
Butler Pl	9	17.0	28.3	0.1	12
Emmer Pl	11	130.7	161.8	0.3	6
E. Stewart Ave	30	55.6	62.7	0.1	3
Clinton Rd	12	33.8	37.3	0.0	4
Total		375.3	491.0	0.9	7

Arterial Level of Service: WB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	289.7	351.4	0.4	5
E. Stewart Ave	30	4.4	10.1	0.0	15
Franklin Ave	1	10.9	69.3	0.1	21
Total		305.0	430.7	0.6	6

Arterial Level of Service: EB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	62.1	107.7	0.1	6
Stewart Ave	21	17.6	27.6	0.1	10
Authur St	3	13.6	22.2	0.1	12
John St	5	1.6	12.3	0.1	26
Washington Ave	7	40.2	50.9	0.1	6
Butler Pl	9	3.4	14.7	0.1	23
Emmer Pl	11	32.2	64.2	0.3	15
E. Stewart Ave	30	32.0	39.3	0.1	5
Clinton Rd	12	21.9	25.4	0.0	6
Total		224.6	364.3	0.9	10

Arterial Level of Service: WB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	94.7	145.2	0.4	11
E. Stewart Ave	30	4.4	10.1	0.0	15
Franklin Ave	1	14.9	215.8	0.1	16
Total		114.0	371.0	0.6	12

Arterial Level of Service: EB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	166.8	378.8	0.1	3
Stewart Ave	21	43.0	53.5	0.1	5
Authur St	3	64.6	77.3	0.1	4
John St	5	102.3	124.1	0.1	3
Washington Ave	7	100.2	111.0	0.1	3
Butler Pl	9	38.4	49.6	0.1	7
Emmer Pl	11	193.9	224.4	0.3	4
E. Stewart Ave	30	53.8	70.8	0.1	3
Clinton Rd	12	22.9	26.5	0.0	6
Total		786.0	1116.0	0.9	4

Arterial Level of Service: WB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	178.0	586.3	0.4	7
E. Stewart Ave	30	2.0	7.6	0.0	20
Franklin Ave	1	21.0	132.1	0.1	12
Total		201.0	726.0	0.6	8

Arterial Level of Service: EB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	123.4	197.2	0.1	3
Stewart Ave	21	29.1	39.0	0.1	7
Authur St	3	46.9	58.7	0.1	5
John St	5	74.7	96.7	0.1	4
Washington Ave	7	74.7	85.4	0.1	4
Butler Pl	9	4.1	15.4	0.1	22
Emmer Pl	11	20.9	52.7	0.3	18
E. Stewart Ave	30	27.9	36.5	0.1	6
Clinton Rd	12	23.7	27.3	0.0	6
Total		425.5	608.8	0.9	6

Arterial Level of Service: WB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	55.8	107.1	0.4	15
E. Stewart Ave	30	2.4	8.1	0.0	19
Franklin Ave	1	7.1	8.9	0.1	32
Total		65.3	124.1	0.6	16

Arterial Level of Service: EB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	219.1	590.9	0.1	2
Stewart Ave	21	52.5	62.6	0.1	5
Authur St	3	73.7	83.1	0.1	3
John St	5	96.7	107.8	0.1	3
Washington Ave	7	87.8	98.3	0.1	3
Butler Pl	9	21.8	33.2	0.1	10
Emmer Pl	11	144.5	175.8	0.3	5
E. Stewart Ave	30	55.4	62.6	0.1	3
Clinton Rd	12	26.7	30.2	0.0	5
Total		778.3	1244.5	0.9	4

Arterial Level of Service: WB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	255.2	801.0	0.4	5
E. Stewart Ave	30	2.7	8.4	0.0	18
Franklin Ave	1	4.2	13.3	0.1	51
Total		262.0	822.6	0.6	6

Arterial Level of Service: EB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	182.8	394.9	0.1	2
Stewart Ave	21	46.0	55.8	0.1	5
Authur St	3	62.8	71.9	0.1	4
John St	5	86.4	97.6	0.1	3
Washington Ave	7	77.6	88.2	0.1	4
Butler Pl	9	3.8	15.0	0.1	22
Emmer Pl	11	9.9	41.8	0.3	23
E. Stewart Ave	30	23.6	30.9	0.1	7
Clinton Rd	12	22.9	26.5	0.0	6
Total		515.9	822.6	0.9	5

Arterial Level of Service: WB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	154.8	245.7	0.4	8
E. Stewart Ave	30	2.9	8.5	0.0	18
Franklin Ave	1	9.8	152.3	0.1	24
Total		167.5	406.5	0.6	9

Arterial Level of Service: EB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	44.4	59.7	0.1	8
W. Stewart Ave	21	8.4	18.2	0.1	16
Clinton Rd	12	2.2	2.4	0.0	66
Total		54.9	80.3	0.2	11

Arterial Level of Service: WB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	309.7	369.8	0.4	4
	30	4.1	9.8	0.0	16
Wetherill Rd	10	4.2	11.2	0.1	19
Westbury Rd	8	45.4	76.9	0.3	12
Washington Ave	6	61.5	72.3	0.1	5
John St	4	3.0	14.2	0.1	23
Authur St	2	6.1	16.8	0.1	19
W. Stewart Ave	21	22.8	32.0	0.1	8
Franklin Ave	1	20.3	29.0	0.1	10
Total		477.2	631.9	1.2	7

Arterial Level of Service: EB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	39.2	53.6	0.1	9
W. Stewart Ave	21	5.9	15.7	0.1	18
Clinton Rd	12	3.7	3.9	0.0	39
Total		48.8	73.2	0.2	12

Arterial Level of Service: WB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	66.6	118.0	0.4	14
	30	3.0	8.6	0.0	18
Wetherill Rd	10	2.0	9.0	0.1	23
Westbury Rd	8	64.8	96.1	0.3	10
Washington Ave	6	75.4	86.7	0.1	4
John St	4	3.7	14.9	0.1	22
Authur St	2	14.8	25.3	0.1	13
W. Stewart Ave	21	31.6	40.8	0.1	7
Franklin Ave	1	20.0	28.7	0.1	10
Total		281.9	428.0	1.2	10

Arterial Level of Service: EB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	180.8	447.5	0.1	2
W. Stewart Ave	21	49.2	59.3	0.1	5
Clinton Rd	12	6.4	47.9	0.0	21
Total		236.4	554.8	0.2	3

Arterial Level of Service: WB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	126.8	431.0	0.4	9
	30	2.2	7.8	0.0	20
Wetherill Rd	10	2.1	9.1	0.1	23
Westbury Rd	8	5.3	37.0	0.3	26
Washington Ave	6	42.1	52.9	0.1	6
John St	4	2.9	14.1	0.1	23
Authur St	2	2.8	13.4	0.1	24
W. Stewart Ave	21	17.3	26.5	0.1	10
Franklin Ave	1	23.8	32.5	0.1	9
Total		225.3	624.5	1.2	12

Arterial Level of Service Build School Dismissal - No Ped Phase_School Dismissal Peak Hour Build 2033

Arterial Level of Service: EB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	134.4	220.0	0.1	3
W. Stewart Ave	21	33.8	43.7	0.1	7
Clinton Rd	12	2.3	9.1	0.0	58
Total		170.4	272.8	0.2	5

Arterial Level of Service: WB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	53.6	105.2	0.4	15
	30	2.4	8.1	0.0	19
Wetherill Rd	10	0.9	7.9	0.1	26
Westbury Rd	8	3.6	35.2	0.3	27
Washington Ave	6	33.8	44.7	0.1	7
John St	4	3.8	15.0	0.1	22
Authur St	2	12.6	23.2	0.1	14
W. Stewart Ave	21	29.5	38.8	0.1	7
Franklin Ave	1	21.8	30.5	0.1	9
Total		162.2	308.7	1.2	14

Arterial Level of Service: EB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	218.7	552.8	0.1	2
W. Stewart Ave	21	56.5	66.4	0.1	4
Clinton Rd	12	1.7	5.7	0.0	73
Total		276.9	624.9	0.2	3

Arterial Level of Service: WB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	312.3	755.2	0.4	4
	30	4.5	10.2	0.0	15
Wetherill Rd	10	5.4	12.5	0.1	17
Westbury Rd	8	30.6	62.2	0.3	15
Washington Ave	6	57.5	68.7	0.1	5
John St	4	6.4	17.6	0.1	19
Authur St	2	6.2	16.8	0.1	19
W. Stewart Ave	21	14.3	23.5	0.1	11
Franklin Ave	1	22.5	31.2	0.1	9
Total		459.8	998.0	1.2	7

Arterial Level of Service: EB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	191.7	440.6	0.1	2
W. Stewart Ave	21	48.2	58.0	0.1	5
Clinton Rd	12	8.8	22.7	0.0	16
Total		248.8	521.3	0.2	3

Arterial Level of Service: WB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	168.2	245.5	0.4	7
	30	3.5	9.1	0.0	17
Wetherill Rd	10	2.5	9.5	0.1	22
Westbury Rd	8	27.5	58.9	0.3	16
Washington Ave	6	73.3	84.4	0.1	4
John St	4	7.1	18.3	0.1	18
Authur St	2	13.2	23.8	0.1	13
W. Stewart Ave	21	29.6	39.0	0.1	7
Franklin Ave	1	22.8	31.5	0.1	9
Total		347.8	519.9	1.2	9

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_Build AM
Build 2033 Alt 2_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	734	39	289	542	333	1	742	302	129	460	17
Future Volume (vph)	0	734	39	289	542	333	1	742	302	129	460	17
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	350		90	0		0	290		0
Storage Lanes	0		0	1		1	0		0	1		0
Taper Length (ft)	25			50			25			90		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00		0.99		0.99			1.00	
Frt		0.992				0.850		0.957			0.995	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3556	0	1834	3562	1641	0	3165	0	1679	3130	0
Flt Permitted				0.170				0.955		0.140		
Satd. Flow (perm)	0	3556	0	328	3562	1620	0	3023	0	247	3130	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				259		69			4	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		671			462			422			614	
Travel Time (s)		15.3			10.5			8.2			12.0	
Confl. Peds. (#/hr)	1		5	5		1	4		10	10		4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	3%	8%	1%	4%	1%	0%	5%	1%	3%	10%	6%
Parking (#/hr)												12
Adj. Flow (vph)	0	807	43	318	596	366	1	815	332	142	505	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	850	0	318	596	366	0	1148	0	142	524	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			70			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2	1	1	2		1	2	
Detector Template		Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)		100		20	100	20	20	100		20	100	
Trailing Detector (ft)		0		0	0	0	0	0		0	0	
Detector 1 Position(ft)		0		0	0	0	0	0		0	0	
Detector 1 Size(ft)		6		20	6	20	20	6		20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_Build AM

Build 2033 Alt 2_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		D,P+P	NA	custom	Perm	NA		pm+pt	NA	
Protected Phases		3		4	3 4	2		1		2	1	
Permitted Phases				3		3	1			1		
Detector Phase		3		4	3 4	2	1	1		2	1	
Switch Phase												
Minimum Initial (s)		12.0		3.0		6.0	20.0	20.0		6.0	20.0	
Minimum Split (s)		28.5		9.0		13.0	28.5	28.5		13.0	28.5	
Total Split (s)		29.0		13.0		16.0	32.0	32.0		16.0	32.0	
Total Split (%)		32.2%		14.4%		17.8%	35.6%	35.6%		17.8%	35.6%	
Maximum Green (s)		23.5		7.5		10.5	26.5	26.5		10.5	26.5	
Yellow Time (s)		3.5		3.5		3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)		2.0		2.0		2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0		-2.0	0.0	
Total Lost Time (s)		5.5		5.5		5.5		5.5		3.5	5.5	
Lead/Lag		Lead		Lag		Lag	Lead	Lead		Lag	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)		3.0		3.0		3.0	3.0	3.0		3.0	3.0	
Recall Mode		None		None		C-Max	Min	Min		C-Max	Min	
Walk Time (s)		7.0					7.0	7.0			7.0	
Flash Dont Walk (s)		16.0					16.0	16.0			16.0	
Pedestrian Calls (#/hr)		4					10	10			10	
Act Effct Green (s)		23.5		31.0	36.5	34.0		26.5		41.0	26.5	
Actuated g/C Ratio		0.26		0.34	0.41	0.38		0.29		0.46	0.29	
v/c Ratio		0.91		1.34	0.41	0.47		1.22		0.46	0.57	
Control Delay		47.6		207.6	20.2	7.4		139.1		30.1	29.6	
Queue Delay		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay		47.6		207.6	20.2	7.4		139.1		30.1	29.6	
LOS		D		F	C	A		F		C	C	
Approach Delay		47.6			63.1			139.1			29.7	
Approach LOS		D			E			F			C	
Queue Length 50th (ft)		245		~180	124	35		~413		43	131	
Queue Length 95th (ft)		#359		#352	169	97		#544		76	183	
Internal Link Dist (ft)		591			382			342			534	
Turn Bay Length (ft)				350		90				290		
Base Capacity (vph)		932		238	1444	775		938		311	924	
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		0.91		1.34	0.41	0.47		1.22		0.46	0.57	
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 55 (61%), Referenced to phase 2:SBL and 6:, Start of Yellow												
Natural Cycle: 110												
Control Type: Actuated-Coordinated												

Lanes, Volumes, Timings 123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_Build AM
Build 2033 Alt 2_AM Peak Hour

Maximum v/c Ratio: 1.34

Intersection Signal Delay: 76.2

Intersection LOS: E

Intersection Capacity Utilization 103.8%

ICU Level of Service G

Analysis Period (min) 15

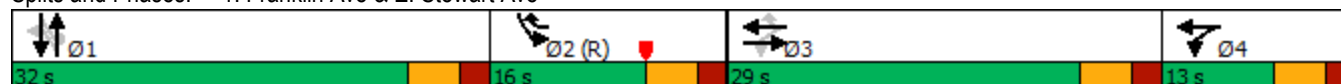
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Franklin Ave & E. Stewart Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

2: Authur St & Stewart Ave_Build AM
Build 2033 Alt 2_AM Peak Hour

													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	0	0	1	1145	5	11	5	0	0	4	9	
Future Volume (vph)	0	0	0	1	1145	5	11	5	0	0	4	9	
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12	
Storage Length (ft)	0		0	50		0	0		0	0		0	
Storage Lanes	0		0	1		0	0		0	0		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor													
Frt					0.999				0.907				
Flt Protected				0.950				0.967					
Satd. Flow (prot)	0	0	0	1729	3384	0	0	1886	0	0	1642	0	
Flt Permitted				0.950				0.967					
Satd. Flow (perm)	0	0	0	1729	3384	0	0	1886	0	0	1642	0	
Link Speed (mph)	30			30				30					
Link Distance (ft)	348			466				120					
Travel Time (s)	7.9			10.6				2.7					
Confl. Peds. (#/hr)				1									
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	0%	0%	0%	2%	20%	0%	0%	0%	0%	25%	0%	
Adj. Flow (vph)	0	0	0	1	1180	5	11	5	0	0	4	9	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	0	0	1	1185	0	0	16	0	0	13	0	
Enter Blocked Intersection	No	No	No	No	No	No	Yes	No	No	No	No	Yes	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)	10			10				0					
Link Offset(ft)	0			0				0					
Crosswalk Width(ft)	16			16				16					
Two way Left Turn Lane													
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	
Turning Speed (mph)	15		9	15		9	15		9	15		9	
Sign Control	Stop			Free				Stop				Stop	
Intersection Summary													
Area Type:	Other												
Control Type:	Unsignalized												
Intersection Capacity Utilization	45.2%				ICU Level of Service A								
Analysis Period (min)	15												

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↰	↑↑			↱			↱	
Traffic Vol, veh/h	0	0	0	1	1145	5	11	5	0	0	4	9
Future Vol, veh/h	0	0	0	1	1145	5	11	5	0	0	4	9
Conflicting Peds, #/hr	0	0	0	1	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	2	20	0	0	0	0	25	0
Mvmt Flow	0	0	0	1	1180	5	11	5	0	0	4	9

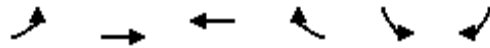
Major/Minor	Major2		Minor1		Minor2	
Conflicting Flow All	1	0	0	595	1188	-
Stage 1	-	-	-	1	1	-
Stage 2	-	-	-	594	1187	-
Critical Hdwy	4.1	-	-	7.5	6.5	-
Critical Hdwy Stg 1	-	-	-	-	-	6
Critical Hdwy Stg 2	-	-	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	3.5	4	-
Pot Cap-1 Maneuver	1635	-	-	392	190	0
Stage 1	-	-	-	-	-	0
Stage 2	-	-	-	463	264	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1633	-	-	376	190	-
Mov Cap-2 Maneuver	-	-	-	376	190	-
Stage 1	-	-	-	-	-	218
Stage 2	-	-	-	445	264	-

Approach	WB	NB	SB
HCM Control Delay, s	0	18.3	18.2
HCM LOS		C	C

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	288	1633	-	-	287
HCM Lane V/C Ratio	0.057	0.001	-	-	0.047
HCM Control Delay (s)	18.3	7.2	-	-	18.2
HCM Lane LOS	C	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

3: E. Stewart Ave & Authur St _Build AM
Build 2033 Alt 2 _AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑			↓	
Traffic Volume (vph)	16	1149	0	0	5	0
Future Volume (vph)	16	1149	0	0	5	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	12	12	12	12
Storage Length (ft)	50			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Fr _t						
Flt Protected		0.999			0.950	
Satd. Flow (prot)	0	3091	0	0	1544	0
Flt Permitted		0.999			0.950	
Satd. Flow (perm)	0	3091	0	0	1544	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		341	476		120	
Travel Time (s)		7.8	10.8		2.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	2%	0%	0%	20%	0%
Parking (#/hr)		15				
Adj. Flow (vph)	18	1277	0	0	6	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1295	0	0	6	0
Enter Blocked Intersection	Yes	No	No	No	Yes	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	1.19	0.97	0.97	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Stop		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 41.4% ICU Level of Service A

Analysis Period (min) 15

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑			↓	
Traffic Vol, veh/h	16	1149	0	0	5	0
Future Vol, veh/h	16	1149	0	0	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	20	0
Mvmt Flow	18	1277	0	0	6	0
Major/Minor	Major1		Minor2			
Conflicting Flow All	0	0			675	-
Stage 1	-	-			0	-
Stage 2	-	-			675	-
Critical Hdwy	4.1	-			7.2	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			6.2	-
Follow-up Hdwy	2.2	-			3.7	-
Pot Cap-1 Maneuver	-	-			350	0
Stage 1	-	-			-	0
Stage 2	-	-			422	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-			350	-
Mov Cap-2 Maneuver	-	-			350	-
Stage 1	-	-			-	-
Stage 2	-	-			422	-
Approach	EB			SB		
HCM Control Delay, s				15.5		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	SBLn1			
Capacity (veh/h)	-	-	350			
HCM Lane V/C Ratio	-	-	0.016			
HCM Control Delay (s)	-	-	15.5			
HCM Lane LOS	-	-	C			
HCM 95th %tile Q(veh)	-	-	0			

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

4: John St_Build AM
Build 2033 Alt 2_AM Peak Hour

													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	0	0	0	3	1118	3	25	4	0	0	3	7	
Future Volume (vph)	0	0	0	3	1118	3	25	4	0	0	3	7	
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12	
Storage Length (ft)	0		0	50		0	0		0	0		0	
Storage Lanes	0		0	1		0	0		0	0		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor													
Frt												0.905	
Flt Protected				0.950					0.958				
Satd. Flow (prot)	0	0	0	1729	3358	0	0	1868	0	0	1606	0	
Flt Permitted				0.950					0.958				
Satd. Flow (perm)	0	0	0	1729	3358	0	0	1868	0	0	1606	0	
Link Speed (mph)	30			30				30					
Link Distance (ft)	466			483				124					
Travel Time (s)	10.6			11.0				2.8					
Confl. Peds. (#/hr)							1						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.90	0.94	
Heavy Vehicles (%)	2%	2%	2%	0%	3%	0%	0%	0%	0%	0%	33%	0%	
Adj. Flow (vph)	0	0	0	3	1189	3	27	4	0	0	3	7	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	0	0	3	1192	0	0	31	0	0	10	0	
Enter Blocked Intersection	No	No	No	Yes	No	No	Yes	No	No	No	No	Yes	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)	10			10				0					
Link Offset(ft)	0			0				0					
Crosswalk Width(ft)	16			16				16					
Two way Left Turn Lane													
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	
Turning Speed (mph)	15		9	15		9	15		9	15		9	
Sign Control	Stop			Free				Stop					
Intersection Summary													
Area Type:	Other												
Control Type:	Unsignalized												
Intersection Capacity Utilization	45.1%												
Analysis Period (min)	15												
ICU Level of Service A													

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↰	↑↑			↱			↰	
Traffic Vol, veh/h	0	0	0	3	1118	3	25	4	0	0	3	7
Future Vol, veh/h	0	0	0	3	1118	3	25	4	0	0	3	7
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	90	94
Heavy Vehicles, %	2	2	2	0	3	0	0	0	0	0	33	0
Mvmt Flow	0	0	0	3	1189	3	27	4	0	0	3	7
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				0	0	0	603	1198	-	-	1197	597
Stage 1				-	-	-	0	0	-	-	1197	-
Stage 2				-	-	-	603	1198	-	-	0	-
Critical Hdwy				4.1	-	-	7.5	6.5	-	-	7.16	6.9
Critical Hdwy Stg 1				-	-	-	-	-	-	-	6.16	-
Critical Hdwy Stg 2				-	-	-	6.5	5.5	-	-	-	-
Follow-up Hdwy				2.2	-	-	3.5	4	-	-	4.33	3.3
Pot Cap-1 Maneuver				-	-	-	387	187	0	0	145	451
Stage 1				-	-	-	-	-	0	0	202	-
Stage 2				-	-	-	458	261	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				-	-	-	374	187	-	-	145	451
Mov Cap-2 Maneuver				-	-	-	374	187	-	-	145	-
Stage 1				-	-	-	-	-	-	-	202	-
Stage 2				-	-	-	443	261	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s						17.1		18.7				
HCM LOS						C		C				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	329	-	-	-	273							
HCM Lane V/C Ratio	0.094	-	-	-	0.039							
HCM Control Delay (s)	17.1	-	-	-	18.7							
HCM Lane LOS	C	-	-	-	C							
HCM 95th %tile Q(veh)	0.3	-	-	-	0.1							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

5: John St & E. Stewart Ave_Build AM
Build 2033 Alt 2_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1148	5	0	0	0	0	28	3	3	3	0
Future Volume (vph)	1	1148	5	0	0	0	0	28	3	3	3	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Storage Length (ft)	50		50	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.988				
Flt Protected											0.976	
Satd. Flow (prot)	0	3390	1289	0	0	0	0	1927	0	0	1634	0
Flt Permitted											0.976	
Satd. Flow (perm)	0	3390	1289	0	0	0	0	1927	0	0	1634	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		476			481			586			124	
Travel Time (s)		10.8			10.9			13.3			2.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	2%	20%	0%	0%	0%	0%	0%	0%	0%	33%	0%
Adj. Flow (vph)	1	1276	6	0	0	0	0	31	3	3	3	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1277	6	0	0	0	0	34	0	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	Yes	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	40.9%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔	↗					↖			↗	
Traffic Vol, veh/h	1	1148	5	0	0	0	0	28	3	3	3	0
Future Vol, veh/h	1	1148	5	0	0	0	0	28	3	3	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	20	0	0	0	0	0	0	0	33	0
Mvmt Flow	1	1276	6	0	0	0	0	31	3	3	3	0
Major/Minor	Major1			Minor1			Minor2					
Conflicting Flow All	0	0	0				-	1278	638	656	1284	-
Stage 1	-	-	-				-	1278	-	0	0	-
Stage 2	-	-	-				-	0	-	656	1284	-
Critical Hdwy	4.1	-	-				-	6.5	6.9	7.5	7.16	-
Critical Hdwy Stg 1	-	-	-				-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.5	6.16	-
Follow-up Hdwy	2.2	-	-				-	4	3.3	3.5	4.33	-
Pot Cap-1 Maneuver	-	-	-				0	168	424	355	127	0
Stage 1	-	-	-				0	239	-	-	-	0
Stage 2	-	-	-				0	-	-	426	181	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	-	-	-				-	168	424	302	127	-
Mov Cap-2 Maneuver	-	-	-				-	168	-	302	127	-
Stage 1	-	-	-				-	239	-	-	-	-
Stage 2	-	-	-				-	-	-	368	181	-
Approach	EB			NB			SB					
HCM Control Delay, s							30			25.9		
HCM LOS							D			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	178	-	-	-	179							
HCM Lane V/C Ratio	0.194	-	-	-	0.037							
HCM Control Delay (s)	30	-	-	-	25.9							
HCM Lane LOS	D	-	-	-	D							
HCM 95th %tile Q(veh)	0.7	-	-	-	0.1							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

6: Washington Ave_Build AM
Build 2033 Alt 2_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	62	1008	256	86	601	0	0	411	30
Future Volume (vph)	0	0	0	62	1008	256	86	601	0	0	411	30
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	10	10	10	10	10	10
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor				1.00								
Frt					0.970						0.990	
Flt Protected				0.950				0.994				
Satd. Flow (prot)	0	0	0	1662	3295	0	0	3262	0	0	3214	0
Flt Permitted				0.950				0.752				
Satd. Flow (perm)	0	0	0	1660	3295	0	0	2468	0	0	3214	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					30						8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		483			487			113			824	
Travel Time (s)		11.0			11.1			2.6			18.7	
Confl. Peds. (#/hr)				1					1	1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	2%	1%	8%	5%	0%	0%	7%	0%
Adj. Flow (vph)	0	0	0	65	1050	267	90	626	0	0	428	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	65	1317	0	0	716	0	0	459	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

6: Washington Ave_Build AM
Build 2033 Alt 2_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases				3			1 2				1 4	
Permitted Phases				3			1 2					
Detector Phase				3	3		1 2	1 2			1 4	
Switch Phase												
Minimum Initial (s)				12.0	12.0							
Minimum Split (s)				26.0	26.0							
Total Split (s)				46.0	46.0							
Total Split (%)				39.7%	39.7%							
Maximum Green (s)				40.0	40.0							
Yellow Time (s)				4.0	4.0							
All-Red Time (s)				2.0	2.0							
Lost Time Adjust (s)				0.0	0.0							
Total Lost Time (s)				6.0	6.0							
Lead/Lag				Lead	Lead							
Lead-Lag Optimize?				Yes	Yes							
Vehicle Extension (s)				3.0	3.0							
Recall Mode				Max	Max							
Walk Time (s)				8.0	8.0							
Flash Dont Walk (s)				12.0	12.0							
Pedestrian Calls (#/hr)				4	4							
Act Effct Green (s)				40.0	40.0			41.0			47.2	
Actuated g/C Ratio				0.35	0.35			0.36			0.41	
v/c Ratio				0.11	1.13			0.82			0.35	
Control Delay				26.7	105.8			8.3			23.8	
Queue Delay				0.9	0.0			50.8			0.0	
Total Delay				27.6	105.8			59.1			23.8	
LOS				C	F			E			C	
Approach Delay					102.1			59.1			23.8	
Approach LOS					F			E			C	
Queue Length 50th (ft)				33	~599			56			118	
Queue Length 95th (ft)				66	#739			m24			161	
Internal Link Dist (ft)		403			407			33			744	
Turn Bay Length (ft)				100								
Base Capacity (vph)				576	1163			878			1275	
Starvation Cap Reductn				0	0			284			0	
Spillback Cap Reductn				356	0			0			25	
Storage Cap Reductn				0	0			0			0	
Reduced v/c Ratio				0.30	1.13			1.21			0.37	
Intersection Summary												
Area Type:	Other											
Cycle Length: 116												
Actuated Cycle Length: 115.2												
Natural Cycle: 90												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 1.13												
Intersection Signal Delay: 76.0	Intersection LOS: E											

Lane Group	Ø1	Ø2	Ø4
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	25.0	3.0	8.0
Minimum Split (s)	31.0	9.0	13.0
Total Split (s)	31.0	16.0	23.0
Total Split (%)	27%	14%	20%
Maximum Green (s)	25.0	10.0	18.0
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	None
Walk Time (s)			
Flash Dont Walk (s)			
Pedestrian Calls (#/hr)			
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			

Intersection Capacity Utilization 91.8% ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

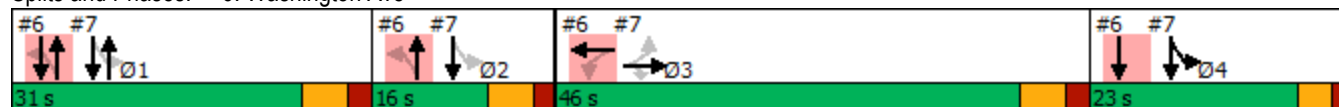
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

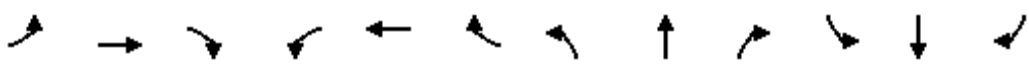
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Washington Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

7: Washington Ave & E. Stewart Ave_Build AM
Build 2033 Alt 2_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗					↕↕			↕↕	
Traffic Volume (vph)	44	1051	59	0	0	0	0	643	82	85	388	0
Future Volume (vph)	44	1051	59	0	0	0	0	643	82	85	388	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		75	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850					0.983				
Flt Protected		0.998									0.991	
Satd. Flow (prot)	0	3386	1547	0	0	0	0	3251	0	0	3216	0
Flt Permitted		0.998									0.575	
Satd. Flow (perm)	0	3386	1547	0	0	0	0	3251	0	0	1866	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			132					11				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		481			486			599			113	
Travel Time (s)		10.9			11.0			13.6			2.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	5%	1%	0%	8%	0%
Adj. Flow (vph)	48	1155	65	0	0	0	0	707	90	93	426	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1203	65	0	0	0	0	797	0	0	519	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		custom	NA	

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

7: Washington Ave & E. Stewart Ave_Build AM
Build 2033 Alt 2_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		3						1		4	1 2 4	
Permitted Phases	3		3							1 2		
Detector Phase	3	3	3					1		4	1 2 4	
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0					25.0		8.0		
Minimum Split (s)	26.0	26.0	26.0					31.0		13.0		
Total Split (s)	46.0	46.0	46.0					31.0		23.0		
Total Split (%)	39.7%	39.7%	39.7%					26.7%		19.8%		
Maximum Green (s)	40.0	40.0	40.0					25.0		18.0		
Yellow Time (s)	4.0	4.0	4.0					4.0		3.0		
All-Red Time (s)	2.0	2.0	2.0					2.0		2.0		
Lost Time Adjust (s)		0.0	0.0					0.0				
Total Lost Time (s)		6.0	6.0					6.0				
Lead/Lag	Lead	Lead	Lead					Lead		Lag		
Lead-Lag Optimize?	Yes	Yes	Yes					Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0		
Recall Mode	Max	Max	Max					None		None		
Walk Time (s)	8.0	8.0	8.0									
Flash Dont Walk (s)	12.0	12.0	12.0									
Pedestrian Calls (#/hr)	4	4	4									
Act Effct Green (s)		40.0	40.0					25.0			57.2	
Actuated g/C Ratio		0.35	0.35					0.22			0.50	
v/c Ratio		1.02	0.10					1.12			0.47	
Control Delay		70.2	0.3					112.0			7.3	
Queue Delay		0.6	0.0					0.5			1.0	
Total Delay		70.7	0.3					112.5			8.3	
LOS		E	A					F			A	
Approach Delay		67.1						112.5			8.3	
Approach LOS		E						F			A	
Queue Length 50th (ft)		~507	0					~360			33	
Queue Length 95th (ft)		#643	0					#487			42	
Internal Link Dist (ft)		401			406			519			33	
Turn Bay Length (ft)			75									
Base Capacity (vph)		1175	622					714			1138	
Starvation Cap Reductn		0	0					0			363	
Spillback Cap Reductn		2	0					54			0	
Storage Cap Reductn		0	0					0			0	
Reduced v/c Ratio		1.03	0.10					1.21			0.67	

Intersection Summary

Area Type: Other

Cycle Length: 116

Actuated Cycle Length: 115.2

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.13

Intersection Signal Delay: 69.3

Intersection LOS: E

Intersection Capacity Utilization 86.2%

ICU Level of Service E

Analysis Period (min) 15

Lane Group	Ø2
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	3.0
Minimum Split (s)	9.0
Total Split (s)	16.0
Total Split (%)	14%
Maximum Green (s)	10.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
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	

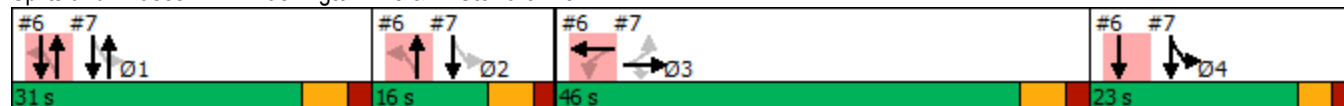
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 7: Washington Ave & E. Stewart Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

8: Butler Pl/Westbury Rd_Build AM
Build 2033 Alt 2_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	4	1280	21	0	22	0	0	20	46
Future Volume (vph)	0	0	0	4	1280	21	0	22	0	0	20	46
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.998						0.906	
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1729	3384	0	0	1773	0	0	1685	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1729	3384	0	0	1773	0	0	1685	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		487			1400			112			499	
Travel Time (s)		11.1			31.8			2.5			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%	0%	10%	0%	0%	0%	7%
Adj. Flow (vph)	0	0	0	4	1391	23	0	24	0	0	22	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	4	1414	0	0	24	0	0	72	0
Enter Blocked Intersection	No	No	No	No	No	No	Yes	No	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	45.6%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	4	1280	21	0	22	0	0	20	46
Future Vol, veh/h	0	0	0	4	1280	21	0	22	0	0	20	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	2	0	0	10	0	0	0	7
Mvmt Flow	0	0	0	4	1391	23	0	24	0	0	22	50
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				0	0	0	715	1422	-	-	1411	707
Stage 1				-	-	-	0	0	-	-	1411	-
Stage 2				-	-	-	715	1422	-	-	0	-
Critical Hdwy				4.1	-	-	7.5	6.7	-	-	6.5	7.04
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.5	-
Critical Hdwy Stg 2				-	-	-	6.5	5.7	-	-	-	-
Follow-up Hdwy				2.2	-	-	3.5	4.1	-	-	4	3.37
Pot Cap-1 Maneuver				-	-	-	322	126	0	0	140	366
Stage 1				-	-	-	-	-	0	0	206	-
Stage 2				-	-	-	392	187	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				-	-	-	245	126	-	-	140	366
Mov Cap-2 Maneuver				-	-	-	245	126	-	-	140	-
Stage 1				-	-	-	-	-	-	-	206	-
Stage 2				-	-	-	303	187	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s						40.1		25.5				
HCM LOS						E		D				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	126	-	-	-	246							
HCM Lane V/C Ratio	0.19	-	-	-	0.292							
HCM Control Delay (s)	40.1	-	-	-	25.5							
HCM Lane LOS	E	-	-	-	D							
HCM 95th %tile Q(veh)	0.7	-	-	-	1.2							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

9: Butler PI & E. Stewart Ave_Build AM
Build 2033 Alt 2_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	1200	3	0	0	0	0	7	5	14	11	0
Future Volume (vph)	15	1200	3	0	0	0	0	7	5	14	11	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Storage Length (ft)	0		50	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.942											
Flt Protected	0.999											
Satd. Flow (prot)	0	4859	0	0	0	0	0	1837	0	0	1895	0
Flt Permitted	0.999											
Satd. Flow (perm)	0	4859	0	0	0	0	0	1837	0	0	1895	0
Link Speed (mph)	30											
Link Distance (ft)	486											
Travel Time (s)	11.0											
Confl. Peds. (#/hr)	1											
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	17	1348	3	0	0	0	0	8	6	16	12	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1368	0	0	0	0	0	14	0	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	Yes	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0											
Link Offset(ft)	0											
Crosswalk Width(ft)	16											
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Free											
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	39.8%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕↕↕								↕		↕	
Traffic Vol, veh/h	15	1200	3	0	0	0	0	7	5	14	11	0
Future Vol, veh/h	15	1200	3	0	0	0	0	7	5	14	11	0
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	14	2	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	17	1348	3	0	0	0	0	8	6	16	12	0
Major/Minor	Major1						Minor1			Minor2		
Conflicting Flow All	1	0	0				-	1385	676	578	1386	-
Stage 1	-	-	-				-	1384	-	1	1	-
Stage 2	-	-	-				-	1	-	577	1385	-
Critical Hdwy	5.58	-	-				-	6.5	7.1	6.4	6.5	-
Critical Hdwy Stg 1	-	-	-				-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.7	5.5	-
Follow-up Hdwy	3.24	-	-				-	4	3.9	3.8	4	-
Pot Cap-1 Maneuver	1110	-	-				0	145	343	453	144	0
Stage 1	-	-	-				0	213	-	-	-	0
Stage 2	-	-	-				0	-	-	432	213	0
Platoon blocked, %			-	-								
Mov Cap-1 Maneuver	1109	-	-				-	136	343	405	135	-
Mov Cap-2 Maneuver	-	-	-				-	136	-	405	135	-
Stage 1	-	-	-				-	200	-	-	-	-
Stage 2	-	-	-				-	-	-	383	200	-
Approach	EB						NB			SB		
HCM Control Delay, s	0.3						26.4			24.2		
HCM LOS							D			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	182	1109	-	-	215							
HCM Lane V/C Ratio	0.074	0.015	-	-	0.131							
HCM Control Delay (s)	26.4	8.3	0.2	-	24.2							
HCM Lane LOS	D	A	A	-	C							
HCM 95th %tile Q(veh)	0.2	0	-	-	0.4							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

10: Emmet Pl/Wetherill Rd & Stewart Ave_Build AM
Build 2033 Alt 2_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	9	1268	43	25	30	0	0	48	13
Future Volume (vph)	0	0	0	9	1268	43	25	30	0	0	48	13
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Storage Length (ft)	0		0	75		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.995						0.972	
Flt Protected				0.950				0.978				
Satd. Flow (prot)	0	0	0	1729	3375	0	0	1873	0	0	1866	0
Flt Permitted				0.950				0.978				
Satd. Flow (perm)	0	0	0	1729	3375	0	0	1873	0	0	1866	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1400			306			100			694	
Travel Time (s)		31.8			7.0			2.3			15.8	
Confl. Peds. (#/hr)				1			2					2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%	4%	0%	0%	0%	2%	0%
Adj. Flow (vph)	0	0	0	10	1409	48	28	33	0	0	53	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	10	1457	0	0	61	0	0	67	0
Enter Blocked Intersection	No	No	No	Yes	No	No	Yes	No	No	Yes	No	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	51.7%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↰	↱↰			↱			↰	
Traffic Vol, veh/h	0	0	0	9	1268	43	25	30	0	0	48	13
Future Vol, veh/h	0	0	0	9	1268	43	25	30	0	0	48	13
Conflicting Peds, #/hr	0	0	0	1	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	2	0	4	0	0	0	2	0
Mvmt Flow	0	0	0	10	1409	48	28	33	0	0	53	14
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				1	0	0	754	1478	-	-	1454	731
Stage 1				-	-	-	1	1	-	-	1453	-
Stage 2				-	-	-	753	1477	-	-	1	-
Critical Hdwy				4.1	-	-	7.58	6.5	-	-	6.54	6.9
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.54	-
Critical Hdwy Stg 2				-	-	-	6.58	5.5	-	-	-	-
Follow-up Hdwy				2.2	-	-	3.54	4	-	-	4.02	3.3
Pot Cap-1 Maneuver				1635	-	-	294	127	0	0	129	369
Stage 1				-	-	-	-	-	0	0	194	-
Stage 2				-	-	-	363	192	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				1633	-	-	190	126	-	-	128	369
Mov Cap-2 Maneuver				-	-	-	190	126	-	-	128	-
Stage 1				-	-	-	-	-	-	-	193	-
Stage 2				-	-	-	251	191	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				0		45		47.9				
HCM LOS						E		E				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	149	1633	-	-	149							
HCM Lane V/C Ratio	0.41	0.006	-	-	0.455							
HCM Control Delay (s)	45	7.2	-	-	47.9							
HCM Lane LOS	E	A	-	-	E							
HCM 95th %tile Q(veh)	1.8	0	-	-	2.1							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

11: Emmet PI /Emmet PI & E. Stewart Ave_Build AM
Build 2033 Alt 2_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  						 			 	
Traffic Volume (vph)	16	1187	17	0	0	0	0	40	11	30	27	0
Future Volume (vph)	16	1187	17	0	0	0	0	40	11	30	27	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998						0.971				
Flt Protected		0.999									0.974	
Satd. Flow (prot)	0	4859	0	0	0	0	0	1850	0	0	1860	0
Flt Permitted		0.999									0.974	
Satd. Flow (perm)	0	4859	0	0	0	0	0	1850	0	0	1860	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1407			304			459			100	
Travel Time (s)		32.0			6.9			10.4			2.3	
Confl. Peds. (#/hr)	4						1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	3%	0%	4%	0%	0%
Adj. Flow (vph)	18	1304	19	0	0	0	0	44	12	33	30	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1341	0	0	0	0	0	56	0	0	63	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	Yes	Yes	Yes	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	39.5%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑							↑			↑	
Traffic Vol, veh/h	16	1187	17	0	0	0	0	40	11	30	27	0
Future Vol, veh/h	16	1187	17	0	0	0	0	40	11	30	27	0
Conflicting Peds, #/hr	4	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	2	0	0	0	0	0	3	0	4	0	0
Mvmt Flow	18	1304	19	0	0	0	0	44	12	33	30	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	4	0	0	-	1354	662	584	1363	-
Stage 1	-	-	-	-	1350	-	4	4	-
Stage 2	-	-	-	-	4	-	580	1359	-
Critical Hdwy	5.3	-	-	-	6.56	7.1	6.48	6.5	-
Critical Hdwy Stg 1	-	-	-	-	5.56	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.78	5.5	-
Follow-up Hdwy	3.1	-	-	-	4.03	3.9	3.84	4	-
Pot Cap-1 Maneuver	1156	-	-	0	147	350	440	149	0
Stage 1	-	-	-	0	215	-	-	-	0
Stage 2	-	-	-	0	-	-	422	219	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1152	-	-	-	138	350	305	140	-
Mov Cap-2 Maneuver	-	-	-	-	138	-	305	140	-
Stage 1	-	-	-	-	202	-	-	-	-
Stage 2	-	-	-	-	-	-	300	206	-

Approach	EB	NB	SB
HCM Control Delay, s	0.3	39.5	31.8
HCM LOS	E	E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	159	1152	-	-	196
HCM Lane V/C Ratio	0.352	0.015	-	-	0.32
HCM Control Delay (s)	39.5	8.2	0.2	-	31.8
HCM Lane LOS	E	A	A	-	D
HCM 95th %tile Q(veh)	1.5	0	-	-	1.3

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_Build AM
Build 2033 Alt 2_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		 	 			 			 	
Traffic Volume (vph)	169	1036	22	160	1151	60	23	629	269	41	424	146
Future Volume (vph)	169	1036	22	160	1151	60	23	629	269	41	424	146
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	10	10	9	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	260		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			60			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00				1.00			1.00			1.00	
Frt		0.997			0.993			0.956			0.964	
Flt Protected	0.950			0.950				0.999			0.997	
Satd. Flow (prot)	1834	4854	0	2995	3360	0	0	3093	0	0	2909	0
Flt Permitted	0.950			0.950				0.909			0.637	
Satd. Flow (perm)	1833	4854	0	2995	3360	0	0	2814	0	0	1859	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		224			2353			695			100	
Travel Time (s)		5.1			53.5			15.8			2.3	
Confl. Peds. (#/hr)	1					1	1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	2%	5%	8%	1%	24%	10%	7%	6%	24%	17%	2%
Adj. Flow (vph)	186	1138	24	176	1265	66	25	691	296	45	466	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	1162	0	176	1331	0	0	1012	0	0	671	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		34			34			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	1.06	1.06	1.11	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_Build AM
Build 2033 Alt 2_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		8.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	16.0	22.0		16.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	16.0	50.0		16.0	50.0		52.0	52.0		52.0	52.0	
Total Split (%)	10.7%	33.3%		10.7%	33.3%		34.7%	34.7%		34.7%	34.7%	
Maximum Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	5.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	8.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	8.0	44.0		8.0	44.0			63.7			63.7	
Actuated g/C Ratio	0.05	0.29		0.05	0.29			0.42			0.42	
v/c Ratio	1.92	0.82		1.11	1.35			0.85			0.85	
Control Delay	482.9	54.8		164.9	205.4			46.1			50.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	482.9	54.8		164.9	205.4			46.1			50.0	
LOS	F	D		F	F			D			D	
Approach Delay		113.9			200.6			46.1			50.0	
Approach LOS		F			F			D			D	
Queue Length 50th (ft)	~278	388		~100	~894			426			283	
Queue Length 95th (ft)	#440	448		#182	#1035			#836			#593	
Internal Link Dist (ft)		144			2273			615			20	
Turn Bay Length (ft)	100			260								
Base Capacity (vph)	97	1423		159	985			1195			789	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	1.92	0.82		1.11	1.35			0.85			0.85	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 13 (9%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.92

Lane Group	Ø3
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	32.0
Total Split (s)	32.0
Total Split (%)	21%
Maximum Green (s)	27.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	10.0
Flash Dont Walk (s)	18.0
Pedestrian Calls (#/hr)	2
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	

Intersection Signal Delay: 118.1

Intersection LOS: F

Intersection Capacity Utilization 112.6%

ICU Level of Service H

Analysis Period (min) 15

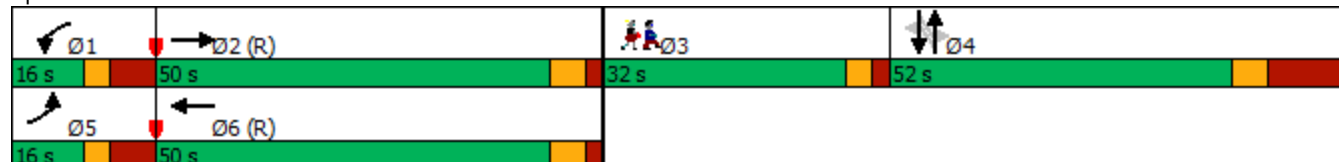
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 12: Clinton Rd & E. Stewart Ave

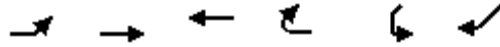


Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

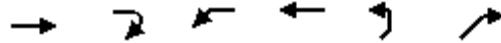
13: Clinton Rd & Osborne Rd_Build AM
Build 2033 Alt 2_AM Peak Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	7	9	848	603	5
Future Volume (vph)	0	7	9	848	603	5
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	10	10	10	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.865				0.999	
Flt Protected				0.999		
Satd. Flow (prot)	1687	0	0	3231	3033	0
Flt Permitted				0.999		
Satd. Flow (perm)	1687	0	0	3231	3033	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	221			100	842	
Travel Time (s)	5.0			2.3	19.1	
Confl. Peds. (#/hr)		1	5			5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	7%	14%	0%
Adj. Flow (vph)	0	8	10	932	663	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	942	668	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	1.06	1.06	1.06	1.06
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	39.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	7	9	848	603	5
Future Vol, veh/h	0	7	9	848	603	5
Conflicting Peds, #/hr	0	1	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	7	14	0
Mvmt Flow	0	8	10	932	663	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1157	340	673	0	-	0
Stage 1	671	-	-	-	-	-
Stage 2	486	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	193	662	927	-	-	-
Stage 1	475	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	187	658	923	-	-	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	462	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.5	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	923	-	658	-	-	
HCM Lane V/C Ratio	0.011	-	0.012	-	-	
HCM Control Delay (s)	8.9	0.1	10.5	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑				↑↑
Traffic Volume (vph)	0	1165	0	0	0	1164
Future Volume (vph)	0	1165	0	0	0	1164
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	0.88
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	3221	0	0	0	2669
Flt Permitted						
Satd. Flow (perm)	0	3221	0	0	0	2669
Link Speed (mph)		30	30		30	
Link Distance (ft)		462	341		348	
Travel Time (s)		10.5	7.8		7.9	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Parking (#/hr)		0				
Adj. Flow (vph)	0	1280	0	0	0	1279
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1280	0	0	0	1279
Enter Blocked Intersection	Yes	Yes	No	No	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		90	90		90	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	1.13	1.06	1.06	1.06	1.06
Turning Speed (mph)	15			9	15	30
Sign Control		Free	Stop		Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 43.0%						
ICU Level of Service A						
Analysis Period (min) 15						



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations				↑↑		↑↑↑
Traffic Volume (vph)	0	0	0	1320	0	1227
Future Volume (vph)	0	0	0	1320	0	1227
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.76
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	3424	0	3458
Flt Permitted						
Satd. Flow (perm)	0	0	0	3424	0	3458
Link Speed (mph)	30			30	30	
Link Distance (ft)	306			224	304	
Travel Time (s)	7.0			5.1	6.9	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	1%	2%	2%
Adj. Flow (vph)	0	0	0	1451	0	1348
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1451	0	1348
Enter Blocked Intersection	No	No	No	Yes	No	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			60	100	
Link Offset(ft)	0			-20	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)		9	15		15	30
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	38.9%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_Build AM - No Ped Phase

Build 2033 Alt 2_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	1036	22	160	1151	60	23	629	269	41	424	146
Future Volume (vph)	169	1036	22	160	1151	60	23	629	269	41	424	146
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	10	10	9	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	260		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			60			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00				1.00			1.00			1.00	
Frt		0.997			0.993			0.956			0.964	
Flt Protected	0.950			0.950				0.999			0.997	
Satd. Flow (prot)	1834	4854	0	2995	3360	0	0	3093	0	0	2909	0
Flt Permitted	0.950			0.950				0.882			0.573	
Satd. Flow (perm)	1833	4854	0	2995	3360	0	0	2731	0	0	1672	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		224			2353			695			100	
Travel Time (s)		5.1			53.5			15.8			2.3	
Confl. Peds. (#/hr)	1					1	1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	2%	5%	8%	1%	24%	10%	7%	6%	24%	17%	2%
Adj. Flow (vph)	186	1138	24	176	1265	66	25	691	296	45	466	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	1162	0	176	1331	0	0	1012	0	0	671	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		34			34			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	1.06	1.06	1.11	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_Build AM - No Ped Phase

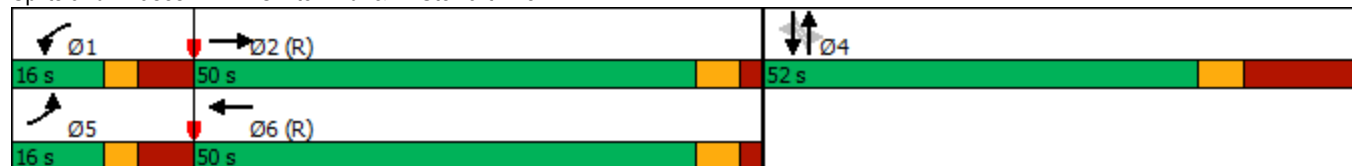
Build 2033 Alt 2_AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		8.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	16.0	22.0		16.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	16.0	50.0		16.0	50.0		52.0	52.0		52.0	52.0	
Total Split (%)	13.6%	42.4%		13.6%	42.4%		44.1%	44.1%		44.1%	44.1%	
Maximum Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	5.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	8.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	8.0	44.0		8.0	44.0			38.1			38.1	
Actuated g/C Ratio	0.07	0.37		0.07	0.37			0.32			0.32	
v/c Ratio	1.50	0.64		0.87	1.06			1.15			1.24	
Control Delay	300.2	32.5		91.0	80.2			117.2			160.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	300.2	32.5		91.0	80.2			117.2			160.4	
LOS	F	C		F	F			F			F	
Approach Delay		69.4			81.5			117.2			160.4	
Approach LOS		E			F			F			F	
Queue Length 50th (ft)	~196	264		69	~587			~476			~334	
Queue Length 95th (ft)	#343	315		#135	#724			#608			#454	
Internal Link Dist (ft)		144			2273			615			20	
Turn Bay Length (ft)	100			260								
Base Capacity (vph)	124	1809		203	1252			881			539	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	1.50	0.64		0.87	1.06			1.15			1.24	
Intersection Summary												
Area Type:	Other											
Cycle Length: 118												
Actuated Cycle Length: 118												
Offset: 13 (11%), Referenced to phase 2:EBT and 6:WBT, Start of Green												
Natural Cycle: 150												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.50												
Intersection Signal Delay: 97.5						Intersection LOS: F						
Intersection Capacity Utilization 112.6%						ICU Level of Service H						
Analysis Period (min) 15												

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 12: Clinton Rd & E. Stewart Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_Build School Dismissal
Build 2033 Alt 2_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑	↗		↑↑		↖	↑↑	
Traffic Volume (vph)	0	827	50	237	639	209	0	463	392	253	741	62
Future Volume (vph)	0	827	50	237	639	209	0	463	392	253	741	62
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	350		90	0		0	290		0
Storage Lanes	0		0	1		1	0		0	1		0
Taper Length (ft)	25			50			25			90		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00		0.98		0.96		0.99	1.00	
Frt		0.991				0.850		0.931			0.988	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3596	0	1816	3632	1641	0	3037	0	1695	3317	0
Flt Permitted				0.170						0.141		
Satd. Flow (perm)	0	3596	0	325	3632	1603	0	3037	0	248	3317	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				184		241			10	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		671			462			422			614	
Travel Time (s)		15.3			10.5			8.2			12.0	
Confl. Peds. (#/hr)	10		4	4		10	14		60	60		14
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	2%	2%	2%	1%	0%	3%	1%	2%	3%	0%
Parking (#/hr)												12
Adj. Flow (vph)	0	844	51	242	652	213	0	472	400	258	756	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	895	0	242	652	213	0	872	0	258	819	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			70			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2	1		2		1	2	
Detector Template		Thru		Left	Thru	Right		Thru		Left	Thru	
Leading Detector (ft)		100		20	100	20		100		20	100	
Trailing Detector (ft)		0		0	0	0		0		0	0	
Detector 1 Position(ft)		0		0	0	0		0		0	0	
Detector 1 Size(ft)		6		20	6	20		6		20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_Build School Dismissal

Build 2033 Alt 2_School Dismissal Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		D,P+P	NA	custom		NA		pm+pt	NA	
Protected Phases		3		4	3 4	2		1		2	1	
Permitted Phases				3		3				1		
Detector Phase		3		4	3 4	2		1		2	1	
Switch Phase												
Minimum Initial (s)		12.0		3.0		6.0		20.0		6.0	20.0	
Minimum Split (s)		28.5		9.0		13.0		28.5		13.0	28.5	
Total Split (s)		29.0		13.0		16.0		32.0		16.0	32.0	
Total Split (%)		32.2%		14.4%		17.8%		35.6%		17.8%	35.6%	
Maximum Green (s)		23.5		7.5		10.5		26.5		10.5	26.5	
Yellow Time (s)		3.5		3.5		3.5		3.5		3.5	3.5	
All-Red Time (s)		2.0		2.0		2.0		2.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0		-2.0	0.0	
Total Lost Time (s)		5.5		5.5		5.5		5.5		3.5	5.5	
Lead/Lag		Lead		Lag		Lag		Lead		Lag	Lead	
Lead-Lag Optimize?		Yes		Yes		Yes		Yes		Yes	Yes	
Vehicle Extension (s)		3.0		3.0		3.0		3.0		3.0	3.0	
Recall Mode		None		None		C-Max		Min		C-Max	Min	
Walk Time (s)		7.0						7.0			7.0	
Flash Dont Walk (s)		16.0						16.0			16.0	
Pedestrian Calls (#/hr)		10						40			40	
Act Effct Green (s)		23.5		31.0	36.5	34.1		26.4		41.0	26.4	
Actuated g/C Ratio		0.26		0.34	0.41	0.38		0.29		0.46	0.29	
v/c Ratio		0.95		1.03	0.44	0.29		0.82		0.82	0.84	
Control Delay		52.7		101.2	20.6	4.7		28.8		52.9	38.4	
Queue Delay		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay		52.7		101.2	20.6	4.7		28.8		52.9	38.4	
LOS		D		F	C	A		C		D	D	
Approach Delay		52.7			35.1			28.8			41.9	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)		261		~96	137	9		178		93	225	
Queue Length 95th (ft)		#385		#244	185	49		256		#223	#310	
Internal Link Dist (ft)		591			382			342			534	
Turn Bay Length (ft)				350		90				290		
Base Capacity (vph)		944		236	1472	725		1064		314	983	
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		0.95		1.03	0.44	0.29		0.82		0.82	0.83	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 55 (61%), Referenced to phase 2:SBL and 6:, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 39.5

Intersection LOS: D

Intersection Capacity Utilization 94.2%

ICU Level of Service F

Analysis Period (min) 15

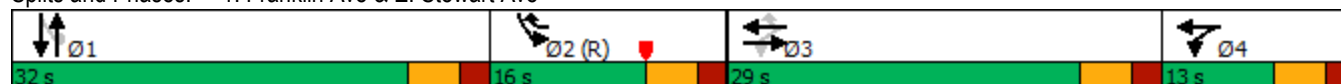
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Franklin Ave & E. Stewart Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

2: Authur St & Stewart Ave_Build School Dismissal

Build 2033 Alt 2_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1	1073	5	3	14	0	0	1	8
Future Volume (vph)	0	0	0	1	1073	5	3	14	0	0	1	8
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.999						0.878	
Fl _t Protected				0.950				0.992				
Satd. Flow (prot)	0	0	0	1729	3384	0	0	1934	0	0	1712	0
Fl _t Permitted				0.950				0.992				
Satd. Flow (perm)	0	0	0	1729	3384	0	0	1934	0	0	1712	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			466			120			775	
Travel Time (s)		7.9			10.6			2.7			17.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	2%	20%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	1	1166	5	3	15	0	0	1	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	1	1171	0	0	18	0	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No	Yes	No	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	39.1%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	1	1073	5	3	14	0	0	1	8
Future Vol, veh/h	0	0	0	1	1073	5	3	14	0	0	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	2	20	0	0	0	0	0	0
Mvmt Flow	0	0	0	1	1166	5	3	15	0	0	1	9

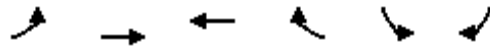
Major/Minor	Major2			Minor1		Minor2	
Conflicting Flow All	0	0	0	586	1173	-	-
Stage 1	-	-	-	0	0	-	-
Stage 2	-	-	-	586	1173	-	-
Critical Hdwy	4.1	-	-	7.5	6.5	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.5	5.5	-	-
Follow-up Hdwy	2.2	-	-	3.5	4	-	-
Pot Cap-1 Maneuver	-	-	-	398	194	0	0
Stage 1	-	-	-	-	-	0	0
Stage 2	-	-	-	468	268	0	0
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	389	194	-	-
Mov Cap-2 Maneuver	-	-	-	389	194	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	457	268	-	-

Approach	WB	NB	SB
HCM Control Delay, s		23.5	14.2
HCM LOS		C	B

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	213	-	-	-	399
HCM Lane V/C Ratio	0.087	-	-	-	0.025
HCM Control Delay (s)	23.5	-	-	-	14.2
HCM Lane LOS	C	-	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.1

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

3: E. Stewart Ave & Authur St _Build School Dismissal
Build 2033 Alt 2_School Dismissal Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑			↘	
Traffic Volume (vph)	17	1456	0	0	2	0
Future Volume (vph)	17	1456	0	0	2	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	12	12	12	12
Storage Length (ft)	50			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.999			0.950	
Satd. Flow (prot)	0	3121	0	0	1852	0
Flt Permitted		0.999			0.950	
Satd. Flow (perm)	0	3121	0	0	1852	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		341	476		120	
Travel Time (s)		7.8	10.8		2.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%
Parking (#/hr)		15				
Adj. Flow (vph)	18	1583	0	0	2	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1601	0	0	2	0
Enter Blocked Intersection	Yes	No	No	No	Yes	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	1.19	0.97	0.97	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Stop		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 49.7% ICU Level of Service A

Analysis Period (min) 15

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑			↑	
Traffic Vol, veh/h	17	1456	0	0	2	0
Future Vol, veh/h	17	1456	0	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	18	1583	0	0	2	0
Major/Minor	Major1		Minor2			
Conflicting Flow All	0	0	828		-	
Stage 1	-	-	0		-	
Stage 2	-	-	828		-	
Critical Hdwy	4.1	-	6.8		-	
Critical Hdwy Stg 1	-	-	-		-	
Critical Hdwy Stg 2	-	-	5.8		-	
Follow-up Hdwy	2.2	-	3.5		-	
Pot Cap-1 Maneuver	-	-	313		0	
Stage 1	-	-	-		0	
Stage 2	-	-	394		0	
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	313		-	
Mov Cap-2 Maneuver	-	-	313		-	
Stage 1	-	-	-		-	
Stage 2	-	-	394		-	
Approach	EB			SB		
HCM Control Delay, s				16.6		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	SBLn1			
Capacity (veh/h)	-	-	313			
HCM Lane V/C Ratio	-	-	0.007			
HCM Control Delay (s)	-	-	16.6			
HCM Lane LOS	-	-	C			
HCM 95th %tile Q(veh)	-	-	0			

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

4: John St_Build School Dismissal
Build 2033 Alt 2_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1061	5	7	6	0	0	7	12
Future Volume (vph)	0	0	0	0	1061	5	7	6	0	0	7	12
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.999						0.916	
Flt Protected								0.974				
Satd. Flow (prot)	0	0	0	1820	3387	0	0	1646	0	0	1786	0
Flt Permitted								0.974				
Satd. Flow (perm)	0	0	0	1820	3387	0	0	1646	0	0	1786	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		466			483			124			782	
Travel Time (s)		10.6			11.0			2.8			17.8	
Confl. Peds. (#/hr)						4						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%	14%	17%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	1153	5	8	7	0	0	8	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1158	0	0	15	0	0	21	0
Enter Blocked Intersection	No	No	No	Yes	No	No	Yes	No	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	41.8%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	1061	5	7	6	0	0	7	12
Future Vol, veh/h	0	0	0	0	1061	5	7	6	0	0	7	12
Conflicting Peds, #/hr	0	0	0	0	0	4	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	2	0	14	17	0	0	0	0
Mvmt Flow	0	0	0	0	1153	5	8	7	0	0	8	13

Major/Minor	Major2		Minor1		Minor2	
Conflicting Flow All	0	0	0	581	1162	-
Stage 1	-	-	-	0	0	-
Stage 2	-	-	-	581	1162	-
Critical Hdwy	4.1	-	-	7.78	6.84	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.78	5.84	-
Follow-up Hdwy	2.2	-	-	3.64	4.17	-
Pot Cap-1 Maneuver	-	-	-	373	173	0
Stage 1	-	-	-	-	-	0
Stage 2	-	-	-	438	238	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	352	172	-
Mov Cap-2 Maneuver	-	-	-	352	172	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	414	237	-

Approach	WB	NB	SB
HCM Control Delay, s	0	21.2	17.6
HCM LOS		C	C

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	237	-	-	-	307
HCM Lane V/C Ratio	0.06	-	-	-	0.067
HCM Control Delay (s)	21.2	0	-	-	17.6
HCM Lane LOS	C	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

5: John St & E. Stewart Ave_Build School Dismissal
Build 2033 Alt 2_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	1451	3	0	0	0	0	9	3	7	0	0
Future Volume (vph)	4	1451	3	0	0	0	0	9	3	7	0	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Storage Length (ft)	50		50	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.969				
Flt Protected											0.950	
Satd. Flow (prot)	0	3390	1547	0	0	0	0	1517	0	0	1852	0
Flt Permitted											0.950	
Satd. Flow (perm)	0	3390	1547	0	0	0	0	1517	0	0	1852	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		476			481			586			124	
Travel Time (s)		10.8			10.9			13.3			2.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	22%	33%	0%	0%	0%
Adj. Flow (vph)	4	1560	3	0	0	0	0	10	3	8	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1564	3	0	0	0	0	13	0	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	Yes	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	51.5%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗					↖			↕	
Traffic Vol, veh/h	4	1451	3	0	0	0	0	9	3	7	0	0
Future Vol, veh/h	4	1451	3	0	0	0	0	9	3	7	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	2	0	0	0	0	0	22	33	0	0	0
Mvmt Flow	4	1560	3	0	0	0	0	10	3	8	0	0
Major/Minor	Major1			Minor1			Minor2					
Conflicting Flow All	0	0	0				-	1568	780	793	1571	-
Stage 1	-	-	-				-	1568	-	0	0	-
Stage 2	-	-	-				-	0	-	793	1571	-
Critical Hdwy	4.1	-	-				-	6.94	7.56	7.5	6.5	-
Critical Hdwy Stg 1	-	-	-				-	5.94	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-				-	4.22	3.63	3.5	4	-
Pot Cap-1 Maneuver	-	-	-				0	91	278	283	112	0
Stage 1	-	-	-				0	140	-	-	-	0
Stage 2	-	-	-				0	-	-	352	173	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	-	-	-				-	91	278	257	112	-
Mov Cap-2 Maneuver	-	-	-				-	91	-	257	112	-
Stage 1	-	-	-				-	140	-	-	-	-
Stage 2	-	-	-				-	-	-	324	173	-
Approach	EB						NB		SB			
HCM Control Delay, s							42.4		19.4			
HCM LOS							E		C			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	109	-	-	-	257							
HCM Lane V/C Ratio	0.118	-	-	-	0.029							
HCM Control Delay (s)	42.4	-	-	-	19.4							
HCM Lane LOS	E	-	-	-	C							
HCM 95th %tile Q(veh)	0.4	-	-	-	0.1							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

6: Washington Ave_Build School Dismissal
Build 2033 Alt 2_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	70	968	79	69	308	0	0	597	28
Future Volume (vph)	0	0	0	70	968	79	69	308	0	0	597	28
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	10	10	10	10	10	10
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor				1.00								
Frt					0.989						0.993	
Flt Protected				0.950				0.991				
Satd. Flow (prot)	0	0	0	1729	3348	0	0	3184	0	0	3307	0
Flt Permitted				0.950				0.638				
Satd. Flow (perm)	0	0	0	1723	3348	0	0	2050	0	0	3307	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8						5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		483			487			113			824	
Travel Time (s)		11.0			11.1			2.6			18.7	
Confl. Peds. (#/hr)				2					2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	2%	4%	6%	8%	0%	0%	4%	0%
Adj. Flow (vph)	0	0	0	76	1052	86	75	335	0	0	649	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	76	1138	0	0	410	0	0	679	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

6: Washington Ave_Build School Dismissal
Build 2033 Alt 2_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases				3	3		1 2	1 2			1 4	
Permitted Phases				3			1 2					
Detector Phase				3	3		1 2	1 2			1 4	
Switch Phase												
Minimum Initial (s)				12.0	12.0							
Minimum Split (s)				26.0	26.0							
Total Split (s)				46.0	46.0							
Total Split (%)				39.7%	39.7%							
Maximum Green (s)				40.0	40.0							
Yellow Time (s)				4.0	4.0							
All-Red Time (s)				2.0	2.0							
Lost Time Adjust (s)				0.0	0.0							
Total Lost Time (s)				6.0	6.0							
Lead/Lag				Lead	Lead							
Lead-Lag Optimize?				Yes	Yes							
Vehicle Extension (s)				3.0	3.0							
Recall Mode				Max	Max							
Walk Time (s)				8.0	8.0							
Flash Dont Walk (s)				12.0	12.0							
Pedestrian Calls (#/hr)				7	7							
Act Effct Green (s)				40.0	40.0			41.0			48.0	
Actuated g/C Ratio				0.34	0.34			0.35			0.41	
v/c Ratio				0.13	0.98			0.57			0.50	
Control Delay				26.9	60.2			10.0			26.4	
Queue Delay				2.5	0.0			4.4			0.2	
Total Delay				29.4	60.2			14.4			26.6	
LOS				C	E			B			C	
Approach Delay					58.3			14.4			26.6	
Approach LOS					E			B			C	
Queue Length 50th (ft)				39	437			22			192	
Queue Length 95th (ft)				74	#591			m25			247	
Internal Link Dist (ft)		403			407			33			744	
Turn Bay Length (ft)				100								
Base Capacity (vph)				594	1159			724			1371	
Starvation Cap Reductn				0	0			235			0	
Spillback Cap Reductn				427	0			0			170	
Storage Cap Reductn				0	0			0			0	
Reduced v/c Ratio				0.46	0.98			0.84			0.57	
Intersection Summary												
Area Type:	Other											
Cycle Length: 116												
Actuated Cycle Length: 116												
Natural Cycle: 100												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 1.30												
Intersection Signal Delay: 41.1	Intersection LOS: D											

Lane Group	Ø1	Ø2	Ø4
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	25.0	3.0	8.0
Minimum Split (s)	31.0	9.0	13.0
Total Split (s)	31.0	16.0	23.0
Total Split (%)	27%	14%	20%
Maximum Green (s)	25.0	10.0	18.0
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	None
Walk Time (s)			
Flash Dont Walk (s)			
Pedestrian Calls (#/hr)			
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			

Intersection Capacity Utilization 85.2% ICU Level of Service E

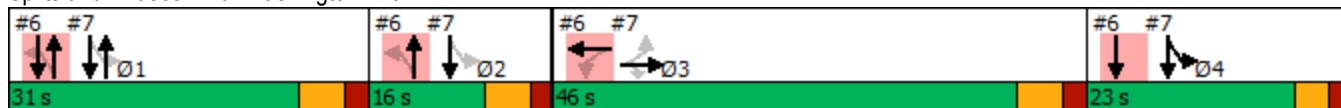
Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 6: Washington Ave



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	1342	82	0	0	0	0	341	79	153	514	0
Future Volume (vph)	37	1342	82	0	0	0	0	341	79	153	514	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		75	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor								1.00				
Frt			0.850					0.972				
Flt Protected		0.999									0.989	
Satd. Flow (prot)	0	3386	1532	0	0	0	0	3126	0	0	3303	0
Flt Permitted		0.999									0.662	
Satd. Flow (perm)	0	3386	1532	0	0	0	0	3126	0	0	2211	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			132					22				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		481			486			599			113	
Travel Time (s)		10.9			11.0			13.6			2.6	
Confl. Peds. (#/hr)									1			1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	2%	1%	0%	0%	0%	0%	8%	4%	2%	4%	0%
Adj. Flow (vph)	41	1475	90	0	0	0	0	375	87	168	565	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1516	90	0	0	0	0	462	0	0	733	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA	custom		NA	
Protected Phases		3						1		4	1 2 4	
Permitted Phases	3		3							1 2		
Detector Phase	3	3	3					1		4	1 2 4	
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0					25.0		8.0		
Minimum Split (s)	26.0	26.0	26.0					31.0		13.0		
Total Split (s)	46.0	46.0	46.0					31.0		23.0		
Total Split (%)	39.7%	39.7%	39.7%					26.7%		19.8%		
Maximum Green (s)	40.0	40.0	40.0					25.0		18.0		
Yellow Time (s)	4.0	4.0	4.0					4.0		3.0		
All-Red Time (s)	2.0	2.0	2.0					2.0		2.0		
Lost Time Adjust (s)		0.0	0.0					0.0				
Total Lost Time (s)		6.0	6.0					6.0				
Lead/Lag	Lead	Lead	Lead					Lead		Lag		
Lead-Lag Optimize?	Yes	Yes	Yes					Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0		
Recall Mode	Max	Max	Max					None		None		
Walk Time (s)	8.0	8.0	8.0									
Flash Dont Walk (s)	12.0	12.0	12.0									
Pedestrian Calls (#/hr)	7	7	7									
Act Effct Green (s)		40.0	40.0					25.0			58.0	
Actuated g/C Ratio		0.34	0.34					0.22			0.50	
v/c Ratio		1.30	0.15					0.67			0.58	
Control Delay		174.1	2.0					45.1			7.4	
Queue Delay		0.0	0.0					0.2			1.0	
Total Delay		174.1	2.0					45.3			8.5	
LOS		F	A					D			A	
Approach Delay		164.5						45.3			8.5	
Approach LOS		F						D			A	
Queue Length 50th (ft)		~763	0					160			34	
Queue Length 95th (ft)		#902	13					218			41	
Internal Link Dist (ft)		401			406			519			33	
Turn Bay Length (ft)			75									
Base Capacity (vph)		1167	614					690			1265	
Starvation Cap Reductn		0	0					0			286	
Spillback Cap Reductn		0	0					18			0	
Storage Cap Reductn		0	0					0			0	
Reduced v/c Ratio		1.30	0.15					0.69			0.75	

Intersection Summary

Area Type: Other

Cycle Length: 116

Actuated Cycle Length: 116

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.30

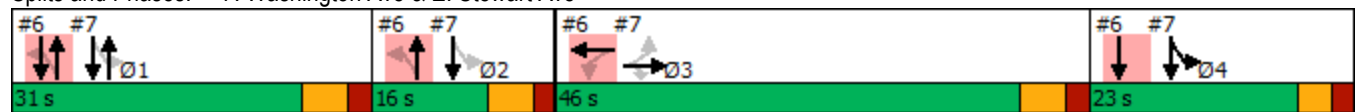
Intersection Signal Delay: 104.0

Intersection LOS: F

Lane Group	Ø2
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	3.0
Minimum Split (s)	9.0
Total Split (s)	16.0
Total Split (%)	14%
Maximum Green (s)	10.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
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	

Intersection Capacity Utilization 93.9%	ICU Level of Service F
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 7: Washington Ave & E. Stewart Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

8: Butler Pl/Westbury Rd_Build School Dismissal

Build 2033 Alt 2_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	1072	5	4	33	0	0	28	41
Future Volume (vph)	0	0	0	5	1072	5	4	33	0	0	28	41
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.999						0.920	
Flt Protected				0.950				0.995				
Satd. Flow (prot)	0	0	0	1729	3387	0	0	1826	0	0	1689	0
Flt Permitted				0.950				0.995				
Satd. Flow (perm)	0	0	0	1729	3387	0	0	1826	0	0	1689	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		487			1400			112			499	
Travel Time (s)		11.1			31.8			2.5			11.3	
Confl. Peds. (#/hr)				1			1					1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%	0%	7%	0%	0%	11%	3%
Adj. Flow (vph)	0	0	0	5	1140	5	4	35	0	0	30	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	5	1145	0	0	39	0	0	74	0
Enter Blocked Intersection	No	No	No	No	No	No	Yes	No	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	40.7%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	5	1072	5	4	33	0	0	28	41
Future Vol, veh/h	0	0	0	5	1072	5	4	33	0	0	28	41
Conflicting Peds, #/hr	0	0	0	1	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	2	0	0	7	0	0	11	3
Mvmt Flow	0	0	0	5	1140	5	4	35	0	0	30	44
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				1	0	0	597	1156	-	-	1154	574
Stage 1				-	-	-	1	1	-	-	1153	-
Stage 2				-	-	-	596	1155	-	-	1	-
Critical Hdwy				4.1	-	-	7.5	6.64	-	-	6.72	6.96
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.72	-
Critical Hdwy Stg 2				-	-	-	6.5	5.64	-	-	-	-
Follow-up Hdwy				2.2	-	-	3.5	4.07	-	-	4.11	3.33
Pot Cap-1 Maneuver				1635	-	-	391	188	0	0	183	459
Stage 1				-	-	-	-	-	0	0	252	-
Stage 2				-	-	-	462	259	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				1633	-	-	308	187	-	-	182	459
Mov Cap-2 Maneuver				-	-	-	308	187	-	-	182	-
Stage 1				-	-	-	-	-	-	-	251	-
Stage 2				-	-	-	367	258	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				0		28.1		22				
HCM LOS						D		C				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	195	1633	-	-	284							
HCM Lane V/C Ratio	0.202	0.003	-	-	0.258							
HCM Control Delay (s)	28.1	7.2	-	-	22							
HCM Lane LOS	D	A	-	-	C							
HCM 95th %tile Q(veh)	0.7	0	-	-	1							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

9: Butler PI & E. Stewart Ave_Build School Dismissal
Build 2033 Alt 2_School Dismissal Peak Hour

													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		  						 			 		
Traffic Volume (vph)	26	1544	4	0	0	0	0	11	2	15	19	0	
Future Volume (vph)	26	1544	4	0	0	0	0	11	2	15	19	0	
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12	
Storage Length (ft)	0		50	0		0	0		0	0		0	
Storage Lanes	0		1	0		0	0		0	0		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor													
Frt	0.981												
Flt Protected	0.999								0.979				
Satd. Flow (prot)	0	4865	0	0	0	0	0	1762	0	0	1747	0	
Flt Permitted	0.999								0.979				
Satd. Flow (perm)	0	4865	0	0	0	0	0	1762	0	0	1747	0	
Link Speed (mph)	30		30				30				30		
Link Distance (ft)	486		1407				596				112		
Travel Time (s)	11.0		32.0				13.5				2.5		
Confl. Peds. (#/hr)	1						1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	4%	2%	0%	0%	0%	0%	0%	10%	0%	7%	11%	0%	
Adj. Flow (vph)	28	1678	4	0	0	0	0	12	2	16	21	0	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	1710	0	0	0	0	0	14	0	0	37	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	Yes	Yes	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)	0		0				0				0		
Link Offset(ft)	0		0				0				0		
Crosswalk Width(ft)	16		16				16				16		
Two way Left Turn Lane													
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Turning Speed (mph)	15		9	15		9	15		9	15		9	
Sign Control	Free		Stop				Stop				Stop		
Intersection Summary													
Area Type:	Other												
Control Type:	Unsignalized												
Intersection Capacity Utilization	47.0%				ICU Level of Service A								
Analysis Period (min)	15												

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑							↑			↑	
Traffic Vol, veh/h	26	1544	4	0	0	0	0	11	2	15	19	0
Future Vol, veh/h	26	1544	4	0	0	0	0	11	2	15	19	0
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	2	0	0	0	0	0	10	0	7	11	0
Mvmt Flow	28	1678	4	0	0	0	0	12	2	16	21	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	1	0	0	-	1737	841	734	1739	-
Stage 1	-	-	-	-	1736	-	1	1	-
Stage 2	-	-	-	-	1	-	733	1738	-
Critical Hdwy	5.38	-	-	-	6.7	7.1	6.54	6.72	-
Critical Hdwy Stg 1	-	-	-	-	5.7	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.84	5.72	-
Follow-up Hdwy	3.14	-	-	-	4.1	3.9	3.87	4.11	-
Pot Cap-1 Maneuver	1145	-	-	0	80	268	355	78	0
Stage 1	-	-	-	0	129	-	-	-	0
Stage 2	-	-	-	0	-	-	334	127	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1144	-	-	-	50	268	206	48	-
Mov Cap-2 Maneuver	-	-	-	-	50	-	206	48	-
Stage 1	-	-	-	-	80	-	-	-	-
Stage 2	-	-	-	-	-	-	175	79	-

Approach	EB	NB	SB
HCM Control Delay, s	1.1	87.8	96.8
HCM LOS		F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	57	1144	-	-	73
HCM Lane V/C Ratio	0.248	0.025	-	-	0.506
HCM Control Delay (s)	87.8	8.2	1	-	96.8
HCM Lane LOS	F	A	A	-	F
HCM 95th %tile Q(veh)	0.9	0.1	-	-	2.1

Lanes, Volumes, Timings 10: Emmet Pl/Wetherill Rd & Stewart Ave_Build School Dismissal
123-087; Stewart Avenue - Garden City Build 2033 Alt 2_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	3	1054	19	17	16	0	0	44	12
Future Volume (vph)	0	0	0	3	1054	19	17	16	0	0	44	12
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Storage Length (ft)	0		0	75		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.997						0.970	
Flt Protected				0.950				0.975				
Satd. Flow (prot)	0	0	0	1729	3411	0	0	1839	0	0	1718	0
Flt Permitted				0.950				0.975				
Satd. Flow (perm)	0	0	0	1729	3411	0	0	1839	0	0	1718	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1400			306			100			694	
Travel Time (s)		31.8			7.0			2.3			15.8	
Confl. Peds. (#/hr)				1					1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	1%	6%	0%	7%	0%	0%	5%	28%
Adj. Flow (vph)	0	0	0	3	1109	20	18	17	0	0	46	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	3	1129	0	0	35	0	0	59	0
Enter Blocked Intersection	No	No	No	Yes	No	No	Yes	No	No	Yes	No	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	44.2%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↰	↑↑			↱			↱	
Traffic Vol, veh/h	0	0	0	3	1054	19	17	16	0	0	44	12
Future Vol, veh/h	0	0	0	3	1054	19	17	16	0	0	44	12
Conflicting Peds, #/hr	0	0	0	1	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	1	6	0	7	0	0	5	28
Mvmt Flow	0	0	0	3	1109	20	18	17	0	0	46	13

Major/Minor	Major2		Minor1		Minor2	
Conflicting Flow All	1	0	0	585	1136	-
Stage 1	-	-	-	1	1	-
Stage 2	-	-	-	584	1135	-
Critical Hdwy	4.1	-	-	7.5	6.64	-
Critical Hdwy Stg 1	-	-	-	-	-	5.6
Critical Hdwy Stg 2	-	-	-	6.5	5.64	-
Follow-up Hdwy	2.2	-	-	3.5	4.07	-
Pot Cap-1 Maneuver	1635	-	-	399	193	0
Stage 1	-	-	-	-	-	0
Stage 2	-	-	-	470	265	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1633	-	-	316	192	-
Mov Cap-2 Maneuver	-	-	-	316	192	-
Stage 1	-	-	-	-	-	271
Stage 2	-	-	-	377	264	-

Approach	WB	NB	SB
HCM Control Delay, s	0	22.4	26.8
HCM LOS		C	D

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	241	1633	-	-	223
HCM Lane V/C Ratio	0.144	0.002	-	-	0.264
HCM Control Delay (s)	22.4	7.2	-	-	26.8
HCM Lane LOS	C	A	-	-	D
HCM 95th %tile Q(veh)	0.5	0	-	-	1

Lanes, Volumes, Timings 11: Emmet PI /Emmet PI & E. Stewart Ave_Build School Dismissal
123-087; Stewart Avenue - Garden City Build 2033 Alt 2_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  						 			 	
Traffic Volume (vph)	9	1545	6	0	0	0	0	23	0	27	20	0
Future Volume (vph)	9	1545	6	0	0	0	0	23	0	27	20	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.999											
Flt Protected											0.972	
Satd. Flow (prot)	0	4867	0	0	0	0	0	1950	0	0	1812	0
Flt Permitted											0.972	
Satd. Flow (perm)	0	4867	0	0	0	0	0	1950	0	0	1812	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1407			304			459			100	
Travel Time (s)		32.0			6.9			10.4			2.3	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%
Adj. Flow (vph)	9	1577	6	0	0	0	0	23	0	28	20	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1592	0	0	0	0	0	23	0	0	48	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	Yes	Yes	Yes	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	45.2%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑							↑			↑	
Traffic Vol, veh/h	9	1545	6	0	0	0	0	23	0	27	20	0
Future Vol, veh/h	9	1545	6	0	0	0	0	23	0	27	20	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	2	0	0	0	0	0	0	0	0	11	0
Mvmt Flow	9	1577	6	0	0	0	0	23	0	28	20	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	0	0	0	-	1598	793	661	1601	-
Stage 1	-	-	-	-	1598	-	0	0	-
Stage 2	-	-	-	-	0	-	661	1601	-
Critical Hdwy	5.3	-	-	-	6.5	7.1	6.4	6.72	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.72	-
Follow-up Hdwy	3.1	-	-	-	4	3.9	3.8	4.11	-
Pot Cap-1 Maneuver	-	-	-	0	107	288	406	96	0
Stage 1	-	-	-	0	167	-	-	-	0
Stage 2	-	-	-	0	-	-	385	150	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	107	288	337	96	-
Mov Cap-2 Maneuver	-	-	-	-	107	-	337	96	-
Stage 1	-	-	-	-	167	-	-	-	-
Stage 2	-	-	-	-	-	-	331	150	-

Approach	EB	NB	SB
HCM Control Delay, s		47.9	36
HCM LOS		E	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	107	-	-	-	163
HCM Lane V/C Ratio	0.219	-	-	-	0.294
HCM Control Delay (s)	47.9	-	-	-	36
HCM Lane LOS	E	-	-	-	E
HCM 95th %tile Q(veh)	0.8	-	-	-	1.2

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	1378	22	356	959	104	23	461	302	50	472	95
Future Volume (vph)	172	1378	22	356	959	104	23	461	302	50	472	95
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	10	10	9	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	260		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			60			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00				1.00			1.00			1.00	
Frt		0.998			0.985			0.942			0.977	
Flt Protected	0.950			0.950				0.999			0.996	
Satd. Flow (prot)	1799	4907	0	3140	3341	0	0	3048	0	0	3104	0
Flt Permitted	0.950			0.950				0.905			0.673	
Satd. Flow (perm)	1790	4907	0	3140	3341	0	0	2761	0	0	2098	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		224			2353			695			100	
Travel Time (s)		5.1			53.5			15.8			2.3	
Confl. Peds. (#/hr)	4					4	3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	1%	5%	3%	1%	9%	5%	10%	2%	6%	10%	0%
Adj. Flow (vph)	181	1451	23	375	1009	109	24	485	318	53	497	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	1474	0	375	1118	0	0	827	0	0	650	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		34			34			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	1.06	1.06	1.11	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_Build School Dismissal
Build 2033 Alt 2_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		8.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	16.0	22.0		16.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	16.0	50.0		16.0	50.0		52.0	52.0		52.0	52.0	
Total Split (%)	10.7%	33.3%		10.7%	33.3%		34.7%	34.7%		34.7%	34.7%	
Maximum Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	5.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	8.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	8.0	44.0		8.0	44.0			63.7			63.7	
Actuated g/C Ratio	0.05	0.29		0.05	0.29			0.42			0.42	
v/c Ratio	1.91	1.02		2.25	1.14			0.71			0.73	
Control Delay	478.5	81.6		608.2	122.9			40.1			42.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	478.5	81.6		608.2	122.9			40.1			42.3	
LOS	F	F		F	F			D			D	
Approach Delay		125.0			244.8			40.1			42.3	
Approach LOS		F			F			D			D	
Queue Length 50th (ft)	~270	~560		~304	~670			318			254	
Queue Length 95th (ft)	#430	#657		#412	#809			#643			#537	
Internal Link Dist (ft)		144			2273			615			20	
Turn Bay Length (ft)	100			260								
Base Capacity (vph)	95	1439		167	980			1172			890	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	1.91	1.02		2.25	1.14			0.71			0.73	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 13 (9%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 150

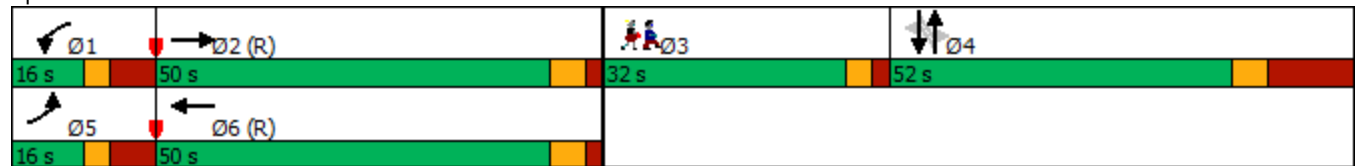
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 2.25

Lane Group	Ø3
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	32.0
Total Split (s)	32.0
Total Split (%)	21%
Maximum Green (s)	27.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	10.0
Flash Dont Walk (s)	18.0
Pedestrian Calls (#/hr)	5
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	

Intersection Signal Delay: 136.8	Intersection LOS: F
Intersection Capacity Utilization 112.8%	ICU Level of Service H
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 12: Clinton Rd & E. Stewart Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

13: Clinton Rd & Osborne Rd_Build School Dismissal

Build 2033 Alt 2_School Dismissal Peak Hour



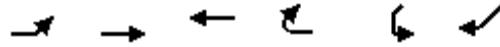
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	0	738	612	3
Future Volume (vph)	0	5	0	738	612	3
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	10	10	10	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.865				0.999	
Flt Protected						
Satd. Flow (prot)	1687	0	0	3232	3032	0
Flt Permitted						
Satd. Flow (perm)	1687	0	0	3232	3032	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	221			100	842	
Travel Time (s)	5.0			2.3	19.1	
Confl. Peds. (#/hr)			5			5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	7%	14%	0%
Adj. Flow (vph)	0	5	0	777	644	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	0	777	647	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	1.06	1.06	1.06	1.06
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	29.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	0	738	612	3
Future Vol, veh/h	0	5	0	738	612	3
Conflicting Peds, #/hr	0	0	5	0	0	5
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	7	14	0
Mvmt Flow	0	5	0	777	644	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1040	329	652	0	-	0
Stage 1	651	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	229	673	944	-	-	-
Stage 1	486	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	227	670	940	-	-	-
Mov Cap-2 Maneuver	227	-	-	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.4	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	940	-	670	-	-	
HCM Lane V/C Ratio	-	-	0.008	-	-	
HCM Control Delay (s)	0	-	10.4	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

21: E. Stewart Ave & Stewart Ave_Build School Dismissal

Build 2033 Alt 2_School Dismissal Peak Hour

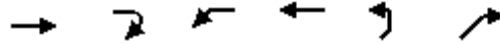


Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑				↑↑
Traffic Volume (vph)	0	1473	0	0	0	1085
Future Volume (vph)	0	1473	0	0	0	1085
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	0.88
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	3221	0	0	0	2669
Flt Permitted						
Satd. Flow (perm)	0	3221	0	0	0	2669
Link Speed (mph)		30	30		30	
Link Distance (ft)		462	341		348	
Travel Time (s)		10.5	7.8		7.9	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	0%	0%	0%	2%
Parking (#/hr)		0				
Adj. Flow (vph)	0	1503	0	0	0	1107
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1503	0	0	0	1107
Enter Blocked Intersection	Yes	Yes	No	No	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		90	90		90	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	1.13	1.06	1.06	1.06	1.06
Turning Speed (mph)	15			9	15	30
Sign Control		Free	Stop		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	43.0%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

30: E. Stewart Ave & Stewart Ave_Build School Dismissal

Build 2033 Alt 2_School Dismissal Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations				↑↑		↑↑↑
Traffic Volume (vph)	0	0	0	1076	0	1572
Future Volume (vph)	0	0	0	1076	0	1572
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.76
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	3424	0	3492
Flt Permitted						
Satd. Flow (perm)	0	0	0	3424	0	3492
Link Speed (mph)	30			30	30	
Link Distance (ft)	306			224	304	
Travel Time (s)	7.0			5.1	6.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	1%	2%	1%
Adj. Flow (vph)	0	0	0	1133	0	1655
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1133	0	1655
Enter Blocked Intersection	No	No	No	Yes	No	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			60	100	
Link Offset(ft)	0			-20	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)		9	15		15	30
Sign Control	Free			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 39.1% ICU Level of Service A

Analysis Period (min) 15

123087; Stewart Avenue - Garden City

Build 2033 Alt 2_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	1378	22	356	959	104	23	461	302	50	472	95
Future Volume (vph)	172	1378	22	356	959	104	23	461	302	50	472	95
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	10	10	9	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	260		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			60			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00				1.00			1.00			1.00	
Frt		0.998			0.985			0.942			0.977	
Flt Protected	0.950			0.950				0.999			0.996	
Satd. Flow (prot)	1799	4907	0	3140	3342	0	0	3048	0	0	3105	0
Flt Permitted	0.950			0.950				0.892			0.652	
Satd. Flow (perm)	1792	4907	0	3140	3342	0	0	2721	0	0	2032	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		224			2353			695			100	
Travel Time (s)		5.1			53.5			15.8			2.3	
Confl. Peds. (#/hr)	4					4	3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	1%	5%	3%	1%	9%	5%	10%	2%	6%	10%	0%
Adj. Flow (vph)	181	1451	23	375	1009	109	24	485	318	53	497	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	1474	0	375	1118	0	0	827	0	0	650	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		34			34			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	1.06	1.06	1.11	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

123087; Stewart Avenue - Garden City

Build 2033 Alt 2_School Dismissal Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		8.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	16.0	22.0		16.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	16.0	50.0		16.0	50.0		52.0	52.0		52.0	52.0	
Total Split (%)	13.6%	42.4%		13.6%	42.4%		44.1%	44.1%		44.1%	44.1%	
Maximum Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	5.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	8.0	6.0		8.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	8.0	44.0		8.0	44.0			38.1			38.1	
Actuated g/C Ratio	0.07	0.37		0.07	0.37			0.32			0.32	
v/c Ratio	1.50	0.81		1.77	0.90			0.94			0.99	
Control Delay	299.4	37.4		396.8	45.7			58.6			73.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	299.4	37.4		396.8	45.7			58.6			73.3	
LOS	F	D		F	D			E			E	
Approach Delay		66.0			133.9			58.6			73.3	
Approach LOS		E			F			E			E	
Queue Length 50th (ft)	~190	364		~219	417			321			257	
Queue Length 95th (ft)	#336	426		#318	#547			#450			#388	
Internal Link Dist (ft)		144			2273			615			20	
Turn Bay Length (ft)	100			260								
Base Capacity (vph)	121	1829		212	1246			878			656	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	1.50	0.81		1.77	0.90			0.94			0.99	
Intersection Summary												
Area Type:	Other											
Cycle Length: 118												
Actuated Cycle Length: 118												
Offset: 13 (11%), Referenced to phase 2:EBT and 6:WBT, Start of Green												
Natural Cycle: 100												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 1.77												
Intersection Signal Delay: 87.6						Intersection LOS: F						
Intersection Capacity Utilization 112.8%						ICU Level of Service H						
Analysis Period (min) 15												

~

Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

#

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

Splits and Phases: 12: Clinton Rd & E. Stewart Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_Build PM

Build 2033 Alt 2_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑	↗		↑↑		↖	↑↑	
Traffic Volume (vph)	0	848	44	285	918	177	0	396	399	408	914	52
Future Volume (vph)	0	848	44	285	918	177	0	396	399	408	914	52
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	350		90	0		0	290		0
Storage Lanes	0		0	1		1	0		0	1		0
Taper Length (ft)	25			50			25			90		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00		0.98		0.98		0.99	1.00	
Frt		0.993				0.850		0.925			0.992	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3640	0	1852	3668	1641	0	3082	0	1712	3330	0
Flt Permitted				0.170						0.168		
Satd. Flow (perm)	0	3640	0	331	3668	1614	0	3082	0	301	3330	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				113		218			7	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		671			462			422			614	
Travel Time (s)		15.3			10.5			8.2			12.0	
Confl. Peds. (#/hr)	4		9	9		4	15		28	28		15
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	2%	1%	1%	3%	0%
Parking (#/hr)												12
Adj. Flow (vph)	0	874	45	294	946	182	0	408	411	421	942	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	919	0	294	946	182	0	819	0	421	996	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			70			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2	1		2		1	2	
Detector Template		Thru		Left	Thru	Right		Thru		Left	Thru	
Leading Detector (ft)		100		20	100	20		100		20	100	
Trailing Detector (ft)		0		0	0	0		0		0	0	
Detector 1 Position(ft)		0		0	0	0		0		0	0	
Detector 1 Size(ft)		6		20	6	20		6		20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

1: Franklin Ave & E. Stewart Ave_Build PM
Build 2033 Alt 2_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		D,P+P	NA	Perm		NA		pm+pt	NA	
Protected Phases		3		4	3 4			1		2	1	
Permitted Phases				3		3 4				1		
Detector Phase		3		4	3 4	3 4		1		2	1	
Switch Phase												
Minimum Initial (s)		12.0		3.0				20.0		6.0	20.0	
Minimum Split (s)		28.5		9.0				28.5		13.0	28.5	
Total Split (s)		29.0		13.0				32.0		16.0	32.0	
Total Split (%)		32.2%		14.4%				35.6%		17.8%	35.6%	
Maximum Green (s)		23.5		7.5				26.5		10.5	26.5	
Yellow Time (s)		3.5		3.5				3.5		3.5	3.5	
All-Red Time (s)		2.0		2.0				2.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0				0.0		-2.0	0.0	
Total Lost Time (s)		5.5		5.5				5.5		3.5	5.5	
Lead/Lag		Lead		Lag				Lead		Lag	Lead	
Lead-Lag Optimize?		Yes		Yes				Yes		Yes	Yes	
Vehicle Extension (s)		3.0		3.0				3.0		3.0	3.0	
Recall Mode		None		None				Min		C-Max	Min	
Walk Time (s)		7.0						7.0			7.0	
Flash Dont Walk (s)		16.0						16.0			16.0	
Pedestrian Calls (#/hr)		9						29			29	
Act Effct Green (s)		23.5		31.0	36.5	36.5		26.5		41.0	26.5	
Actuated g/C Ratio		0.26		0.34	0.41	0.41		0.29		0.46	0.29	
v/c Ratio		0.96		1.23	0.64	0.25		0.77		1.26	1.01	
Control Delay		55.3		164.7	23.8	8.2		26.7		171.1	64.2	
Queue Delay		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay		55.3		164.7	23.8	8.2		26.7		171.1	64.2	
LOS		E		F	C	A		C		F	E	
Approach Delay		55.3			51.0			26.7			95.9	
Approach LOS		E			D			C			F	
Queue Length 50th (ft)		270		~150	221	24		165		~247	~301	
Queue Length 95th (ft)		#399		#315	286	66		238		#430	#441	
Internal Link Dist (ft)		591			382			342			534	
Turn Bay Length (ft)				350		90				290		
Base Capacity (vph)		954		240	1487	721		1061		333	985	
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		0.96		1.23	0.64	0.25		0.77		1.26	1.01	
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 55 (61%), Referenced to phase 2:SBL and 6:, Start of Yellow												
Natural Cycle: 100												
Control Type: Actuated-Coordinated												

Maximum v/c Ratio: 1.26

Intersection Signal Delay: 61.4

Intersection LOS: E

Intersection Capacity Utilization 103.2%

ICU Level of Service G

Analysis Period (min) 15

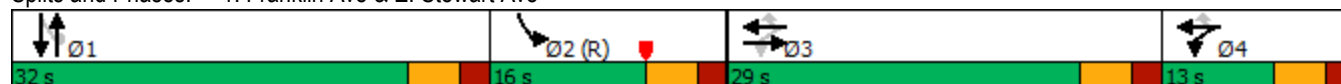
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Franklin Ave & E. Stewart Ave

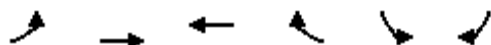


Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

2: Author St & Stewart Ave_Build PM
Build 2033 Alt 2_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1355	11	8	16	0	0	2	16
Future Volume (vph)	0	0	0	0	1355	11	8	16	0	0	2	16
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.999						0.879	
Flt Protected								0.984				
Satd. Flow (prot)	0	0	0	1820	3418	0	0	1919	0	0	1613	0
Flt Permitted								0.984				
Satd. Flow (perm)	0	0	0	1820	3418	0	0	1919	0	0	1613	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		348			466			120			775	
Travel Time (s)		7.9			10.6			2.7			17.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	1%	10%	0%	0%	0%	0%	0%	7%
Adj. Flow (vph)	0	0	0	0	1411	11	8	17	0	0	2	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1422	0	0	25	0	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No	Yes	No	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	51.2%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	1355	11	8	16	0	0	2	16
Future Vol, veh/h	0	0	0	0	1355	11	8	16	0	0	2	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	1	10	0	0	0	0	0	7
Mvmt Flow	0	0	0	0	1411	11	8	17	0	0	2	17
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				0	0	0	707	1422	-	-	1417	711
Stage 1				-	-	-	0	0	-	-	1417	-
Stage 2				-	-	-	707	1422	-	-	0	-
Critical Hdwy				4.1	-	-	7.5	6.5	-	-	6.5	7.04
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.5	-
Critical Hdwy Stg 2				-	-	-	6.5	5.5	-	-	-	-
Follow-up Hdwy				2.2	-	-	3.5	4	-	-	4	3.37
Pot Cap-1 Maneuver				-	-	-	326	137	0	0	138	364
Stage 1				-	-	-	-	-	0	0	205	-
Stage 2				-	-	-	397	204	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				-	-	-	307	137	-	-	138	364
Mov Cap-2 Maneuver				-	-	-	307	137	-	-	138	-
Stage 1				-	-	-	-	-	-	-	205	-
Stage 2				-	-	-	375	204	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				0		30.1		17.4				
HCM LOS						D		C				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	168	-	-	-	308							
HCM Lane V/C Ratio	0.149	-	-	-	0.061							
HCM Control Delay (s)	30.1	0	-	-	17.4							
HCM Lane LOS	D	A	-	-	C							
HCM 95th %tile Q(veh)	0.5	-	-	-	0.2							



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑			↓	
Traffic Volume (vph)	24	1631	0	0	2	0
Future Volume (vph)	24	1631	0	0	2	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	12	12	12	12
Storage Length (ft)	50			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Fr t						
Flt Protected		0.999			0.950	
Satd. Flow (prot)	0	3122	0	0	1852	0
Flt Permitted		0.999			0.950	
Satd. Flow (perm)	0	3122	0	0	1852	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		341	476		120	
Travel Time (s)		7.8	10.8		2.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%
Parking (#/hr)		15				
Adj. Flow (vph)	25	1717	0	0	2	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1742	0	0	2	0
Enter Blocked Intersection	Yes	No	No	No	Yes	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	1.19	0.97	0.97	0.97	0.97
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Stop		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 54.6% ICU Level of Service A

Analysis Period (min) 15

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑			↓	
Traffic Vol, veh/h	24	1631	0	0	2	0
Future Vol, veh/h	24	1631	0	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	0	0	0
Mvmt Flow	25	1717	0	0	2	0
Major/Minor	Major1		Minor2			
Conflicting Flow All	0	0			909	-
Stage 1	-	-			0	-
Stage 2	-	-			909	-
Critical Hdwy	4.1	-			6.8	-
Critical Hdwy Stg 1	-	-			-	-
Critical Hdwy Stg 2	-	-			5.8	-
Follow-up Hdwy	2.2	-			3.5	-
Pot Cap-1 Maneuver	-	-			278	0
Stage 1	-	-			-	0
Stage 2	-	-			358	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-			278	-
Mov Cap-2 Maneuver	-	-			278	-
Stage 1	-	-			-	-
Stage 2	-	-			358	-
Approach	EB			SB		
HCM Control Delay, s				18		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	SBLn1			
Capacity (veh/h)	-	-	278			
HCM Lane V/C Ratio	-	-	0.008			
HCM Control Delay (s)	-	-	18			
HCM Lane LOS	-	-	C			
HCM 95th %tile Q(veh)	-	-	0			

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

4: John St_Build PM
Build 2033 Alt 2_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	6	1334	6	14	5	0	0	35	18
Future Volume (vph)	0	0	0	6	1334	6	14	5	0	0	35	18
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.999						0.954	
Flt Protected				0.950				0.964				
Satd. Flow (prot)	0	0	0	1729	3420	0	0	1880	0	0	1860	0
Flt Permitted				0.950				0.964				
Satd. Flow (perm)	0	0	0	1729	3420	0	0	1880	0	0	1860	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		466			483			124			782	
Travel Time (s)		10.6			11.0			2.8			17.8	
Confl. Peds. (#/hr)				6			3					3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	6	1419	6	15	5	0	0	37	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	6	1425	0	0	20	0	0	56	0
Enter Blocked Intersection	No	No	No	Yes	No	No	Yes	No	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 50.5%	ICU Level of Service A											
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↰	↑↑			↱			↰	
Traffic Vol, veh/h	0	0	0	6	1334	6	14	5	0	0	35	18
Future Vol, veh/h	0	0	0	6	1334	6	14	5	0	0	35	18
Conflicting Peds, #/hr	0	0	0	6	0	0	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	6	1419	6	15	5	0	0	37	19
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				6	0	0	749	1443	-	-	1440	716
Stage 1				-	-	-	6	6	-	-	1434	-
Stage 2				-	-	-	743	1437	-	-	6	-
Critical Hdwy				4.1	-	-	7.5	6.5	-	-	6.5	6.9
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.5	-
Critical Hdwy Stg 2				-	-	-	6.5	5.5	-	-	-	-
Follow-up Hdwy				2.2	-	-	3.5	4	-	-	4	3.3
Pot Cap-1 Maneuver				1628	-	-	304	133	0	0	134	377
Stage 1				-	-	-	-	-	0	0	201	-
Stage 2				-	-	-	378	201	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				1619	-	-	224	132	-	-	133	377
Mov Cap-2 Maneuver				-	-	-	224	132	-	-	133	-
Stage 1				-	-	-	-	-	-	-	200	-
Stage 2				-	-	-	291	200	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				0		26.3		36.3				
HCM LOS						D		E				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	189	1619	-	-	170							
HCM Lane V/C Ratio	0.107	0.004	-	-	0.332							
HCM Control Delay (s)	26.3	7.2	-	-	36.3							
HCM Lane LOS	D	A	-	-	E							
HCM 95th %tile Q(veh)	0.4	0	-	-	1.4							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

5: John St & E. Stewart Ave_Build PM
Build 2033 Alt 2_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	1614	13	0	0	0	0	12	2	13	28	0
Future Volume (vph)	7	1614	13	0	0	0	0	12	2	13	28	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Storage Length (ft)	50		50	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.850			0.982								
Flt Protected											0.984	
Satd. Flow (prot)	0	3424	1547	0	0	0	0	1915	0	0	1919	0
Flt Permitted											0.984	
Satd. Flow (perm)	0	3424	1547	0	0	0	0	1915	0	0	1919	0
Link Speed (mph)	30		30			30			30			
Link Distance (ft)	476		481			586			124			
Travel Time (s)	10.8		10.9			13.3			2.8			
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	8	1754	14	0	0	0	0	13	2	14	30	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1762	14	0	0	0	0	15	0	0	44	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	Yes	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	0		0			0			0			
Link Offset(ft)	0		0			0			0			
Crosswalk Width(ft)	16		16			16			16			
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	Free			Stop			Stop			Stop		
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 59.1%												
ICU Level of Service B												
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗					↖			↕	
Traffic Vol, veh/h	7	1614	13	0	0	0	0	12	2	13	28	0
Future Vol, veh/h	7	1614	13	0	0	0	0	12	2	13	28	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	1754	14	0	0	0	0	13	2	14	30	0
Major/Minor	Major1			Minor1			Minor2					
Conflicting Flow All	0	0	0				-	1770	878	901	1784	-
Stage 1	-	-	-				-	1770	-	0	0	-
Stage 2	-	-	-				-	0	-	901	1784	-
Critical Hdwy	4.1	-	-				-	6.5	6.9	7.5	6.5	-
Critical Hdwy Stg 1	-	-	-				-	5.5	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-				-	4	3.3	3.5	4	-
Pot Cap-1 Maneuver	-	-	-				0	84	295	236	83	0
Stage 1	-	-	-				0	138	-	-	-	0
Stage 2	-	-	-				0	-	-	303	136	0
Platoon blocked, %		-	-									
Mov Cap-1 Maneuver	-	-	-				-	84	295	206	83	-
Mov Cap-2 Maneuver	-	-	-				-	84	-	206	83	-
Stage 1	-	-	-				-	138	-	-	-	-
Stage 2	-	-	-				-	-	-	272	136	-
Approach	EB			NB			SB					
HCM Control Delay, s				50.6			65.2					
HCM LOS				F			F					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	94	-	-	-	102							
HCM Lane V/C Ratio	0.162	-	-	-	0.437							
HCM Control Delay (s)	50.6	-	-	-	65.2							
HCM Lane LOS	F	-	-	-	F							
HCM 95th %tile Q(veh)	0.5	-	-	-	1.9							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

6: Washington Ave_Build PM
Build 2033 Alt 2_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	120	1232	89	94	368	0	0	694	21
Future Volume (vph)	0	0	0	120	1232	89	94	368	0	0	694	21
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	10	10	10	10	10	10
Storage Length (ft)	0		0	100		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	0.95	0.95
Frt					0.990						0.996	
Flt Protected				0.950				0.990				
Satd. Flow (prot)	0	0	0	1695	3390	0	0	3311	0	0	3347	0
Flt Permitted				0.950				0.572				
Satd. Flow (perm)	0	0	0	1695	3390	0	0	1913	0	0	3347	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					7						3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		483			487			113			824	
Travel Time (s)		11.0			11.1			2.6			18.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	2%	1%	1%	1%	4%	0%	0%	3%	0%
Adj. Flow (vph)	0	0	0	126	1297	94	99	387	0	0	731	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	126	1391	0	0	486	0	0	753	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2			2	
Detector Template				Left	Thru		Left	Thru			Thru	
Leading Detector (ft)				20	100		20	100			100	
Trailing Detector (ft)				0	0		0	0			0	
Detector 1 Position(ft)				0	0		0	0			0	
Detector 1 Size(ft)				20	6		20	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Perm	NA			NA	

Lane Group	Ø1	Ø2	Ø4
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

6: Washington Ave_Build PM
Build 2033 Alt 2_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases					3			1 2			1 4	
Permitted Phases				3			1 2					
Detector Phase				3	3		1 2	1 2			1 4	
Switch Phase												
Minimum Initial (s)				12.0	12.0							
Minimum Split (s)				26.0	26.0							
Total Split (s)				46.0	46.0							
Total Split (%)				39.7%	39.7%							
Maximum Green (s)				40.0	40.0							
Yellow Time (s)				4.0	4.0							
All-Red Time (s)				2.0	2.0							
Lost Time Adjust (s)				0.0	0.0							
Total Lost Time (s)				6.0	6.0							
Lead/Lag				Lead	Lead							
Lead-Lag Optimize?				Yes	Yes							
Vehicle Extension (s)				3.0	3.0							
Recall Mode				Max	Max							
Walk Time (s)				8.0	8.0							
Flash Dont Walk (s)				12.0	12.0							
Pedestrian Calls (#/hr)				9	9							
Act Effct Green (s)				40.0	40.0			41.0			48.0	
Actuated g/C Ratio				0.34	0.34			0.35			0.41	
v/c Ratio				0.22	1.19			0.72			0.54	
Control Delay				28.2	127.3			16.5			27.4	
Queue Delay				88.9	0.0			40.0			0.3	
Total Delay				117.0	127.3			56.5			27.7	
LOS				F	F			E			C	
Approach Delay					126.4			56.5			27.7	
Approach LOS					F			E			C	
Queue Length 50th (ft)				66	~660			196			219	
Queue Length 95th (ft)				114	#801			m246			279	
Internal Link Dist (ft)		403			407			33			744	
Turn Bay Length (ft)				100								
Base Capacity (vph)				584	1173			676			1386	
Starvation Cap Reductn				0	0			219			0	
Spillback Cap Reductn				516	0			0			186	
Storage Cap Reductn				0	0			0			0	
Reduced v/c Ratio				1.85	1.19			1.06			0.63	

Intersection Summary

Area Type: Other

Cycle Length: 116

Actuated Cycle Length: 116

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.33

Intersection Signal Delay: 87.1

Intersection LOS: F

Intersection Capacity Utilization 92.6%

ICU Level of Service F

Analysis Period (min) 15

Lane Group	Ø1	Ø2	Ø4
Protected Phases	1	2	4
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	25.0	3.0	8.0
Minimum Split (s)	31.0	9.0	13.0
Total Split (s)	31.0	16.0	23.0
Total Split (%)	27%	14%	20%
Maximum Green (s)	25.0	10.0	18.0
Yellow Time (s)	4.0	4.0	3.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	Max
Walk Time (s)			
Flash Dont Walk (s)			
Pedestrian Calls (#/hr)			
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			

~ Volume exceeds capacity, queue is theoretically infinite.

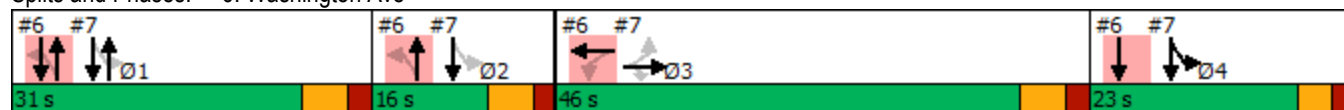
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 6: Washington Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

7: Washington Ave & E. Stewart Ave_Build PM
Build 2033 Alt 2_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	1422	141	0	0	0	0	396	94	149	664	0
Future Volume (vph)	65	1422	141	0	0	0	0	396	94	149	664	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		75	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor												
Frt			0.850					0.971				
Flt Protected		0.998									0.991	
Satd. Flow (prot)	0	3418	1532	0	0	0	0	3258	0	0	3313	0
Flt Permitted		0.998									0.656	
Satd. Flow (perm)	0	3418	1532	0	0	0	0	3258	0	0	2193	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			132					23				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		481			486			599			113	
Travel Time (s)		10.9			11.0			13.6			2.6	
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%	0%	0%	16%	1%	4%	0%
Adj. Flow (vph)	68	1497	148	0	0	0	0	417	99	157	699	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1565	148	0	0	0	0	516	0	0	856	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

7: Washington Ave & E. Stewart Ave_Build PM
Build 2033 Alt 2_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA	custom		NA	
Protected Phases		3						1		4	1 2 4	
Permitted Phases	3		3							1 2		
Detector Phase	3	3	3					1		4	1 2 4	
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0					25.0		8.0		
Minimum Split (s)	26.0	26.0	26.0					31.0		13.0		
Total Split (s)	46.0	46.0	46.0					31.0		23.0		
Total Split (%)	39.7%	39.7%	39.7%					26.7%		19.8%		
Maximum Green (s)	40.0	40.0	40.0					25.0		18.0		
Yellow Time (s)	4.0	4.0	4.0					4.0		3.0		
All-Red Time (s)	2.0	2.0	2.0					2.0		2.0		
Lost Time Adjust (s)		0.0	0.0					0.0				
Total Lost Time (s)		6.0	6.0					6.0				
Lead/Lag	Lead	Lead	Lead					Lead		Lag		
Lead-Lag Optimize?	Yes	Yes	Yes					Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0		
Recall Mode	Max	Max	Max					None		Max		
Walk Time (s)	8.0	8.0	8.0									
Flash Dont Walk (s)	12.0	12.0	12.0									
Pedestrian Calls (#/hr)	9	9	9									
Act Effct Green (s)		40.0	40.0					25.0			58.0	
Actuated g/C Ratio		0.34	0.34					0.22			0.50	
v/c Ratio		1.33	0.24					0.72			0.68	
Control Delay		186.5	7.0					46.7			12.1	
Queue Delay		0.6	0.0					0.6			2.5	
Total Delay		187.0	7.0					47.3			14.6	
LOS		F	A					D			B	
Approach Delay		171.5						47.3			14.6	
Approach LOS		F						D			B	
Queue Length 50th (ft)		~798	8					181			86	
Queue Length 95th (ft)		#938	53					243			158	
Internal Link Dist (ft)		401			406			519			33	
Turn Bay Length (ft)			75									
Base Capacity (vph)		1178	614					720			1260	
Starvation Cap Reductn		0	0					0			274	
Spillback Cap Reductn		147	0					40			0	
Storage Cap Reductn		0	0					0			0	
Reduced v/c Ratio		1.52	0.24					0.76			0.87	

Intersection Summary

Area Type: Other

Cycle Length: 116

Actuated Cycle Length: 116

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.33

Intersection Signal Delay: 107.2

Intersection LOS: F

Lane Group	Ø2
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	3.0
Minimum Split (s)	9.0
Total Split (s)	16.0
Total Split (%)	14%
Maximum Green (s)	10.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
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	

Intersection Capacity Utilization 98.1%

ICU Level of Service F

Analysis Period (min) 15

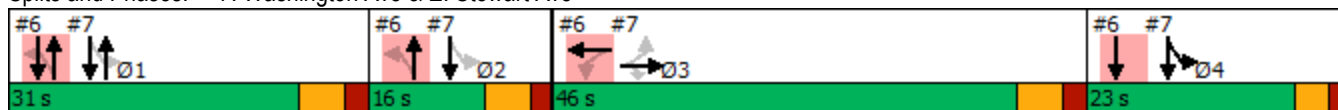
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 7: Washington Ave & E. Stewart Ave



Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

8: Butler Pl/Westbury Rd_Build PM
Build 2033 Alt 2_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	1304	9	4	46	0	0	93	132
Future Volume (vph)	0	0	0	5	1304	9	4	46	0	0	93	132
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Storage Length (ft)	0		0	50		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.999						0.921	
Flt Protected				0.950				0.996				
Satd. Flow (prot)	0	0	0	1729	3421	0	0	1942	0	0	1789	0
Flt Permitted				0.950				0.996				
Satd. Flow (perm)	0	0	0	1729	3421	0	0	1942	0	0	1789	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		487			1400			112			499	
Travel Time (s)		11.1			31.8			2.5			11.3	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	0	0	0	5	1402	10	4	49	0	0	100	142
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	5	1412	0	0	53	0	0	242	0
Enter Blocked Intersection	No	No	No	No	No	No	Yes	No	No	No	No	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 54.8%	ICU Level of Service A											
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	20.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	5	1304	9	4	46	0	0	93	132
Future Vol, veh/h	0	0	0	5	1304	9	4	46	0	0	93	132
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	1	0
Mvmt Flow	0	0	0	5	1402	10	4	49	0	0	100	142

Major/Minor	Major2		Minor1		Minor2	
Conflicting Flow All	0	0	0	762	1422	- - 1417 707
Stage 1	-	-	-	0	0	- - 1417 -
Stage 2	-	-	-	762	1422	- - 0 -
Critical Hdwy	4.1	-	-	7.5	6.5	- - 6.52 6.9
Critical Hdwy Stg 1	-	-	-	-	-	- - 5.52 -
Critical Hdwy Stg 2	-	-	-	6.5	5.5	- - - -
Follow-up Hdwy	2.2	-	-	3.5	4	- - 4.01 3.3
Pot Cap-1 Maneuver	-	-	-	298	137	0 0 137 382
Stage 1	-	-	-	-	-	0 0 203 -
Stage 2	-	-	-	368	204	0 0 - -
Platoon blocked, %	-	-	-	-	-	- - - -
Mov Cap-1 Maneuver	-	-	-	76	137	- - 137 382
Mov Cap-2 Maneuver	-	-	-	76	137	- - 137 -
Stage 1	-	-	-	-	-	- - 203 -
Stage 2	-	-	-	117	204	- - - -

Approach	WB	NB	SB
HCM Control Delay, s		51.5	136.5
HCM LOS		F	F

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	129	-	-	-	220
HCM Lane V/C Ratio	0.417	-	-	-	1.1
HCM Control Delay (s)	51.5	-	-	-	136.5
HCM Lane LOS	F	-	-	-	F
HCM 95th %tile Q(veh)	1.8	-	-	-	11

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

9: Butler PI & E. Stewart Ave_Build PM
Build 2033 Alt 2_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		   						 			 	
Traffic Volume (vph)	38	1621	6	0	0	0	0	13	4	57	41	0
Future Volume (vph)	38	1621	6	0	0	0	0	13	4	57	41	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Storage Length (ft)	0		50	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.970				
Flt Protected		0.999									0.972	
Satd. Flow (prot)	0	4911	0	0	0	0	0	1891	0	0	1872	0
Flt Permitted		0.999									0.972	
Satd. Flow (perm)	0	4911	0	0	0	0	0	1891	0	0	1872	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		486			1407			596			112	
Travel Time (s)		11.0			32.0			13.5			2.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%
Adj. Flow (vph)	40	1724	6	0	0	0	0	14	4	61	44	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1770	0	0	0	0	0	18	0	0	105	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	Yes	Yes	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	49.9%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑							↑			↑	
Traffic Vol, veh/h	38	1621	6	0	0	0	0	13	4	57	41	0
Future Vol, veh/h	38	1621	6	0	0	0	0	13	4	57	41	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	3	0
Mvmt Flow	40	1724	6	0	0	0	0	14	4	61	44	0
Major/Minor	Major1			Minor1			Minor2					
Conflicting Flow All	0	0	0	-	1807	865	777	1810	-	-	-	-
Stage 1	-	-	-	-	1807	-	0	0	-	-	-	-
Stage 2	-	-	-	-	0	-	777	1810	-	-	-	-
Critical Hdwy	5.3	-	-	-	6.5	7.1	6.4	6.56	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.56	-	-	-	-
Follow-up Hdwy	3.1	-	-	-	4	3.9	3.8	4.03	-	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	0	80	258	349	77	0	-	-
Stage 1	-	-	-	-	0	132	-	-	-	0	-	-
Stage 2	-	-	-	-	0	-	-	327	127	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	80	258	298	77	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	80	-	298	77	-	-	-
Stage 1	-	-	-	-	-	132	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	288	127	-	-	-
Approach	EB			NB			SB					
HCM Control Delay, s				51			89.5					
HCM LOS				F			F					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1							
Capacity (veh/h)	96	-	-	-	135							
HCM Lane V/C Ratio	0.188	-	-	-	0.772							
HCM Control Delay (s)	51	-	-	-	89.5							
HCM Lane LOS	F	-	-	-	F							
HCM 95th %tile Q(veh)	0.7	-	-	-	4.6							

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

10: Emmet Pl/Wetherill Rd & Stewart Ave_Build PM
Build 2033 Alt 2_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	4	1281	32	14	23	0	0	151	24
Future Volume (vph)	0	0	0	4	1281	32	14	23	0	0	151	24
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	10	10	10	12	12	12	12	12	12
Storage Length (ft)	0		0	75		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.996						0.981	
Fl _t Protected				0.950				0.982				
Satd. Flow (prot)	0	0	0	1383	3411	0	0	1813	0	0	1897	0
Fl _t Permitted				0.950				0.982				
Satd. Flow (perm)	0	0	0	1383	3411	0	0	1813	0	0	1897	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1400			306			100			694	
Travel Time (s)		31.8			7.0			2.3			15.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	25%	1%	0%	15%	0%	0%	0%	1%	0%
Adj. Flow (vph)	0	0	0	4	1377	34	15	25	0	0	162	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	4	1411	0	0	40	0	0	188	0
Enter Blocked Intersection	No	No	No	Yes	No	No	Yes	No	No	Yes	No	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	55.5%						ICU Level of Service B					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	23.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	4	1281	32	14	23	0	0	151	24
Future Vol, veh/h	0	0	0	4	1281	32	14	23	0	0	151	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	25	1	0	15	0	0	0	1	0
Mvmt Flow	0	0	0	4	1377	34	15	25	0	0	162	26
Major/Minor				Major2		Minor1		Minor2				
Conflicting Flow All				0	0	0	778	1419	-	-	1402	706
Stage 1				-	-	-	0	0	-	-	1402	-
Stage 2				-	-	-	778	1419	-	-	0	-
Critical Hdwy				4.6	-	-	7.8	6.5	-	-	6.52	6.9
Critical Hdwy Stg 1				-	-	-	-	-	-	-	5.52	-
Critical Hdwy Stg 2				-	-	-	6.8	5.5	-	-	-	-
Follow-up Hdwy				2.45	-	-	3.65	4	-	-	4.01	3.3
Pot Cap-1 Maneuver				-	-	-	264	138	0	0	~ 140	383
Stage 1				-	-	-	-	-	0	0	207	-
Stage 2				-	-	-	328	205	0	0	-	-
Platoon blocked, %					-	-						
Mov Cap-1 Maneuver				-	-	-	-	138	-	-	~ 140	383
Mov Cap-2 Maneuver				-	-	-	-	138	-	-	~ 140	-
Stage 1				-	-	-	-	-	-	-	207	-
Stage 2				-	-	-	66	205	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s								205.5				
HCM LOS								F				
Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1							
Capacity (veh/h)	-	-	-	-	153							
HCM Lane V/C Ratio	-	-	-	-	1.23							
HCM Control Delay (s)	-	-	-	-	205.5							
HCM Lane LOS	-	-	-	-	F							
HCM 95th %tile Q(veh)	-	-	-	-	10.9							
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

11: Emmet PI /Emmet PI & E. Stewart Ave_Build PM
Build 2033 Alt 2_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	1654	16	0	0	0	0	25	2	88	67	0
Future Volume (vph)	12	1654	16	0	0	0	0	25	2	88	67	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999						0.990				
Flt Protected											0.972	
Satd. Flow (prot)	0	4915	0	0	0	0	0	1776	0	0	1869	0
Flt Permitted											0.972	
Satd. Flow (perm)	0	4915	0	0	0	0	0	1776	0	0	1869	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1407			304			459			100	
Travel Time (s)		32.0			6.9			10.4			2.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	9%	5%	1%	2%	0%
Adj. Flow (vph)	13	1723	17	0	0	0	0	26	2	92	70	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1753	0	0	0	0	0	28	0	0	162	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	Yes	Yes	Yes	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	53.2%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	17.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑							↑			↑	
Traffic Vol, veh/h	12	1654	16	0	0	0	0	25	2	88	67	0
Future Vol, veh/h	12	1654	16	0	0	0	0	25	2	88	67	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	1	0	0	0	0	0	9	5	1	2	0
Mvmt Flow	13	1723	17	0	0	0	0	26	2	92	70	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	0	0	0	-	1758	870	728	1766	-
Stage 1	-	-	-	-	1758	-	0	0	-
Stage 2	-	-	-	-	0	-	728	1766	-
Critical Hdwy	5.3	-	-	-	6.68	7.2	6.42	6.54	-
Critical Hdwy Stg 1	-	-	-	-	5.68	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.72	5.54	-
Follow-up Hdwy	3.1	-	-	-	4.09	3.95	3.81	4.02	-
Pot Cap-1 Maneuver	-	-	-	0	78	248	370	83	0
Stage 1	-	-	-	0	127	-	-	-	0
Stage 2	-	-	-	0	-	-	348	135	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	78	248	272	83	-
Mov Cap-2 Maneuver	-	-	-	-	78	-	272	83	-
Stage 1	-	-	-	-	127	-	-	-	-
Stage 2	-	-	-	-	-	-	274	135	-

Approach	EB	NB	SB
HCM Control Delay, s		70.3	196.1
HCM LOS		F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	SBLn1
Capacity (veh/h)	82	-	-	-	137
HCM Lane V/C Ratio	0.343	-	-	-	1.179
HCM Control Delay (s)	70.3	-	-	-	196.1
HCM Lane LOS	F	-	-	-	F
HCM 95th %tile Q(veh)	1.3	-	-	-	9.5

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_Build PM
Build 2033 Alt 2_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	176	1547	22	405	1205	100	24	448	307	61	644	88
Future Volume (vph)	176	1547	22	405	1205	100	24	448	307	61	644	88
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	10	10	9	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	260		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			60			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			1.00	
Frt		0.998			0.989			0.941			0.983	
Flt Protected	0.950			0.950				0.998			0.996	
Satd. Flow (prot)	1834	4902	0	3202	3380	0	0	3054	0	0	3191	0
Flt Permitted	0.950			0.950				0.874			0.689	
Satd. Flow (perm)	1832	4902	0	3200	3380	0	0	2675	0	0	2207	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		224			2353			695			100	
Travel Time (s)		5.1			53.5			15.8			2.3	
Confl. Peds. (#/hr)	2		1	1		1	1		1	1		1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	10%	1%	1%	2%	0%	8%	3%	14%	6%	0%
Adj. Flow (vph)	181	1595	23	418	1242	103	25	462	316	63	664	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	1618	0	418	1345	0	0	803	0	0	818	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		34			34			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	1.06	1.06	1.11	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	

Lanes, Volumes, Timings
123-087; Stewart Avenue - Garden City

12: Clinton Rd & E. Stewart Ave_Build PM
Build 2033 Alt 2_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		8.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	16.0	22.0		16.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	16.0	50.0		16.0	50.0		52.0	52.0		52.0	52.0	
Total Split (%)	10.7%	33.3%		10.7%	33.3%		34.7%	34.7%		34.7%	34.7%	
Maximum Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	5.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	-3.0	0.0		-3.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	11.0	44.0		11.0	44.0			63.7			63.7	
Actuated g/C Ratio	0.07	0.29		0.07	0.29			0.42			0.42	
v/c Ratio	1.35	1.13		1.79	1.36			0.71			0.87	
Control Delay	248.1	113.9		407.1	207.8			40.3			50.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	248.1	113.9		407.1	207.8			40.3			50.2	
LOS	F	F		F	F			D			D	
Approach Delay		127.4			255.0			40.3			50.2	
Approach LOS		F			F			D			D	
Queue Length 50th (ft)	~231	~668		~314	~906			310			351	
Queue Length 95th (ft)	#391	#764		#426	#1047			#627			#707	
Internal Link Dist (ft)		144			2273			615			20	
Turn Bay Length (ft)	100			260								
Base Capacity (vph)	134	1437		234	991			1136			937	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	1.35	1.13		1.79	1.36			0.71			0.87	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 57 (38%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.79

Lane Group	Ø3
Detector 2 Extend (s)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	32.0
Total Split (s)	32.0
Total Split (%)	21%
Maximum Green (s)	27.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	10.0
Flash Dont Walk (s)	18.0
Pedestrian Calls (#/hr)	4
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	

Intersection Signal Delay: 145.1

Intersection LOS: F

Intersection Capacity Utilization 121.6%

ICU Level of Service H

Analysis Period (min) 15

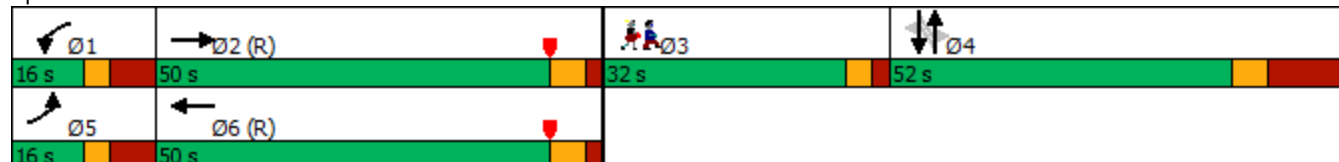
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

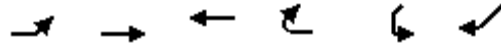
Queue shown is maximum after two cycles.

Splits and Phases: 12: Clinton Rd & E. Stewart Ave

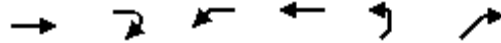


						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	8	13	711	785	1
Future Volume (vph)	0	8	13	711	785	1
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	10	10	10	10
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.865					
Flt Protected				0.999		
Satd. Flow (prot)	1687	0	0	3293	3262	0
Flt Permitted				0.999		
Satd. Flow (perm)	1687	0	0	3293	3262	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	221			100	842	
Travel Time (s)	5.0			2.3	19.1	
Confl. Peds. (#/hr)	1	2		2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	5%	6%	0%
Adj. Flow (vph)	0	8	13	733	809	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	746	810	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.97	0.97	1.06	1.06	1.06	1.06
Turning Speed (mph)	15	9	15	9		
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	38.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	8	13	711	785	1
Future Vol, veh/h	0	8	13	711	785	1
Conflicting Peds, #/hr	1	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	5	6	0
Mvmt Flow	0	8	13	733	809	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1206	407	812	0	-	0
Stage 1	812	-	-	-	-	-
Stage 2	394	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	179	599	823	-	-	-
Stage 1	402	-	-	-	-	-
Stage 2	656	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	173	598	821	-	-	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	390	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.1	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	821	-	598	-	-	
HCM Lane V/C Ratio	0.016	-	0.014	-	-	
HCM Control Delay (s)	9.5	0.1	11.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0	-	-	



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑				↑↑
Traffic Volume (vph)	0	1655	0	0	0	1380
Future Volume (vph)	0	1655	0	0	0	1380
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	0.88
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	3253	0	0	0	2696
Flt Permitted						
Satd. Flow (perm)	0	3253	0	0	0	2696
Link Speed (mph)		30	30		30	
Link Distance (ft)		462	341		348	
Travel Time (s)		10.5	7.8		7.9	
Peak Hour Factor	0.97	0.97	1.00	1.00	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	0%	1%
Parking (#/hr)		0				
Adj. Flow (vph)	0	1706	0	0	0	1423
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1706	0	0	0	1423
Enter Blocked Intersection	Yes	Yes	No	No	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		90	90		90	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	1.13	1.06	1.06	1.06	1.06
Turning Speed (mph)	15			9	15	30
Sign Control		Free	Stop		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	50.4%			ICU Level of Service A		
Analysis Period (min)	15					



Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations				↑↑		↑↑↑
Traffic Volume (vph)	0	0	0	1317	0	1745
Future Volume (vph)	0	0	0	1317	0	1745
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.76
Frt						0.850
Flt Protected						
Satd. Flow (prot)	0	0	0	3424	0	3492
Flt Permitted						
Satd. Flow (perm)	0	0	0	3424	0	3492
Link Speed (mph)	30			30	30	
Link Distance (ft)	306			224	304	
Travel Time (s)	7.0			5.1	6.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	1%	2%	1%
Adj. Flow (vph)	0	0	0	1358	0	1799
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1358	0	1799
Enter Blocked Intersection	No	No	No	Yes	No	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			60	100	
Link Offset(ft)	0			-20	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)		9	15		15	30
Sign Control	Free			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	43.0%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings

12: Clinton Rd & E. Stewart Ave_Build PM - No Ped Phase

123-087; Stewart Avenue - Garden City

Build 2033 Alt 2_PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	176	1547	22	405	1205	100	24	448	307	61	644	88
Future Volume (vph)	176	1547	22	405	1205	100	24	448	307	61	644	88
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	10	10	9	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	260		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			60			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			1.00	
Frt		0.998			0.989			0.941			0.983	
Flt Protected	0.950			0.950				0.998			0.996	
Satd. Flow (prot)	1834	4902	0	3202	3380	0	0	3054	0	0	3191	0
Flt Permitted	0.950			0.950				0.791			0.670	
Satd. Flow (perm)	1832	4902	0	3201	3380	0	0	2421	0	0	2146	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		224			2353			695			100	
Travel Time (s)		5.1			53.5			15.8			2.3	
Confl. Peds. (#/hr)	2		1	1		1	1		1	1		1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	10%	1%	1%	2%	0%	8%	3%	14%	6%	0%
Adj. Flow (vph)	181	1595	23	418	1242	103	25	462	316	63	664	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	1618	0	418	1345	0	0	803	0	0	818	0
Enter Blocked Intersection	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh	2 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		34			34			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	1.06	1.06	1.11	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Detector Phase	5	2		1	6		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	16.0		8.0	16.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	16.0	22.0		16.0	22.0		30.0	30.0		30.0	30.0	
Total Split (s)	16.0	50.0		16.0	50.0		52.0	52.0		52.0	52.0	
Total Split (%)	13.6%	42.4%		13.6%	42.4%		44.1%	44.1%		44.1%	44.1%	
Maximum Green (s)	8.0	44.0		8.0	44.0		38.1	38.1		38.1	38.1	
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	5.0	2.0		5.0	2.0		9.9	9.9		9.9	9.9	
Lost Time Adjust (s)	-3.0	0.0		-3.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0			13.9			13.9	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	11.0	44.0		11.0	44.0			38.1			38.1	
Actuated g/C Ratio	0.09	0.37		0.09	0.37			0.32			0.32	
v/c Ratio	1.06	0.89		1.40	1.07			1.03			1.18	
Control Delay	138.2	41.7		239.7	81.6			79.3			132.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	138.2	41.7		239.7	81.6			79.3			132.8	
LOS	F	D		F	F			E			F	
Approach Delay		51.4			119.1			79.3			132.8	
Approach LOS		D			F			E			F	
Queue Length 50th (ft)	~151	417		~219	~595			~343			~393	
Queue Length 95th (ft)	#297	485		#322	#733			#469			#520	
Internal Link Dist (ft)		144			2273			615			20	
Turn Bay Length (ft)	100			260								
Base Capacity (vph)	170	1827		298	1260			781			692	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	1.06	0.89		1.40	1.07			1.03			1.18	

Intersection Summary

Area Type: Other

Cycle Length: 118

Actuated Cycle Length: 118

Offset: 57 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.40

Intersection Signal Delay: 91.6

Intersection LOS: F

Intersection Capacity Utilization 121.6%

ICU Level of Service H

Analysis Period (min) 15

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

Splits and Phases: 12: Clinton Rd & E. Stewart Ave



Arterial Level of Service: EB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	39.0	53.4	0.1	9
Stewart Ave	21	6.6	17.5	0.1	18
Authur St	3	4.7	12.4	0.1	19
John St	5	8.3	19.0	0.1	17
Washington Ave	7	48.6	59.3	0.1	6
Butler Pl	9	9.3	20.5	0.1	16
Emmet Pl	11	100.9	132.0	0.3	7
E. Stewart Ave	30	51.1	58.2	0.1	4
Clinton Rd	12	28.7	32.2	0.0	5
Total		297.3	404.8	0.9	8

Arterial Level of Service: WB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	229.5	281.6	0.4	6
E. Stewart Ave	30	5.1	10.7	0.0	14
Franklin Ave	1	9.2	12.3	0.1	26
Total		243.8	304.6	0.6	7

Arterial Level of Service: EB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	38.8	53.2	0.1	9
Stewart Ave	21	3.9	14.8	0.1	21
Authur St	3	0.6	8.3	0.1	28
John St	5	2.4	13.1	0.1	25
Washington Ave	7	41.4	52.1	0.1	6
Butler Pl	9	3.5	14.7	0.1	22
Emmet Pl	11	16.2	48.0	0.3	20
E. Stewart Ave	30	25.7	32.9	0.1	6
Clinton Rd	12	21.6	25.1	0.0	6
Total		154.3	262.4	0.9	13

Arterial Level of Service: WB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	60.3	111.2	0.4	14
E. Stewart Ave	30	3.7	9.3	0.0	16
Franklin Ave	1	14.2	50.7	0.1	18
Total		78.3	171.3	0.6	15

Arterial Level of Service: EB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	130.9	199.3	0.1	3
Stewart Ave	21	39.6	50.4	0.1	6
Authur St	3	49.2	57.7	0.1	4
John St	5	74.5	97.1	0.1	4
Washington Ave	7	81.3	92.3	0.1	4
Butler Pl	9	13.0	24.2	0.1	14
Emmet Pl	11	122.9	153.9	0.3	6
E. Stewart Ave	30	50.6	67.4	0.1	4
Clinton Rd	12	20.2	23.7	0.0	6
Total		582.2	766.1	0.9	5

Arterial Level of Service: WB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	138.7	455.2	0.4	9
E. Stewart Ave	30	2.0	7.6	0.0	20
Franklin Ave	1	11.0	12.8	0.1	25
Total		151.7	475.7	0.6	10

Arterial Level of Service: EB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	105.6	154.2	0.1	4
Stewart Ave	21	31.4	42.5	0.1	7
Authur St	3	42.9	51.4	0.1	5
John St	5	66.7	91.2	0.1	4
Washington Ave	7	75.3	85.9	0.1	4
Butler Pl	9	4.1	15.4	0.1	22
Emmet Pl	11	14.4	46.2	0.3	21
E. Stewart Ave	30	25.1	33.0	0.1	6
Clinton Rd	12	22.7	26.3	0.0	6
Total		388.3	546.2	0.9	7

Arterial Level of Service: WB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	60.6	111.9	0.4	14
E. Stewart Ave	30	2.5	8.1	0.0	19
Franklin Ave	1	7.4	93.1	0.1	35
Total		70.5	213.1	0.6	16

Arterial Level of Service: EB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	192.3	450.8	0.1	2
Stewart Ave	21	54.1	65.0	0.1	5
Authur St	3	56.8	64.7	0.1	4
John St	5	76.8	87.7	0.1	4
Washington Ave	7	81.2	91.8	0.1	4
Butler Pl	9	10.7	22.0	0.1	15
Emmet Pl	11	111.7	143.0	0.3	7
E. Stewart Ave	30	50.4	57.8	0.1	4
Clinton Rd	12	23.8	27.3	0.0	6
Total		657.8	1010.3	0.9	4

Arterial Level of Service: WB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	370.7	883.8	0.4	4
E. Stewart Ave	30	2.6	8.3	0.0	18
Franklin Ave	1	13.2	76.1	0.1	18
Total		386.5	968.2	0.6	5

Arterial Level of Service: EB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	196.5	421.5	0.1	2
Stewart Ave	21	56.4	67.1	0.1	5
Authur St	3	58.8	67.1	0.1	3
John St	5	79.4	90.2	0.1	4
Washington Ave	7	81.5	92.0	0.1	4
Butler Pl	9	3.8	15.0	0.1	22
Emmet Pl	11	4.0	35.8	0.3	27
E. Stewart Ave	30	24.4	31.6	0.1	7
Clinton Rd	12	23.2	26.8	0.0	6
Total		528.1	847.1	0.9	5

Arterial Level of Service: WB E. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	223.9	354.2	0.4	6
E. Stewart Ave	30	6.6	12.2	0.0	13
Franklin Ave	1	9.3	346.9	0.1	28
Total		239.8	713.3	0.6	7

Arterial Level of Service: EB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	39.0	53.4	0.1	9
W. Stewart Ave	21	6.6	17.5	0.1	18
Clinton Rd	12	1.8	2.0	0.0	81
Total		47.4	73.0	0.3	13

Arterial Level of Service: WB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	229.5	281.6	0.4	6
Stewart Ave	30	5.1	10.7	0.0	14
Wetherill Rd	10	5.4	12.5	0.1	17
Westbury Rd	8	86.3	117.3	0.3	8
Washington Ave	6	76.2	87.3	0.1	4
John St	4	15.2	26.7	0.1	13
Authur St	2	21.6	32.6	0.1	10
W. Stewart Ave	21	24.5	32.7	0.1	7
Franklin Ave	1	19.6	29.3	0.1	11
Total		483.5	630.8	1.2	7

Arterial Level of Service: EB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	38.8	53.2	0.1	9
W. Stewart Ave	21	3.9	14.8	0.1	21
Clinton Rd	12	6.0	7.9	0.0	23
Total		48.7	75.9	0.3	12

Arterial Level of Service: WB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	60.3	111.2	0.4	14
Stewart Ave	30	3.7	9.3	0.0	16
Wetherill Rd	10	6.3	13.4	0.1	16
Westbury Rd	8	124.4	155.1	0.3	6
Washington Ave	6	79.3	90.2	0.1	4
John St	4	4.5	15.6	0.1	21
Authur St	2	11.1	21.6	0.1	15
W. Stewart Ave	21	19.6	27.9	0.1	9
Franklin Ave	1	19.8	29.5	0.1	11
Total		329.0	473.8	1.2	9

Arterial Level of Service: EB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	130.9	199.3	0.1	3
W. Stewart Ave	21	39.6	50.4	0.1	6
Clinton Rd	12	2.8	157.9	0.0	45
Total		173.3	407.6	0.3	5

Arterial Level of Service: WB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	138.7	455.2	0.4	9
Stewart Ave	30	2.0	7.6	0.0	20
Wetherill Rd	10	0.9	8.0	0.1	26
Westbury Rd	8	6.2	37.9	0.3	25
Washington Ave	6	39.6	50.3	0.1	7
John St	4	2.8	14.0	0.1	23
Authur St	2	1.7	12.4	0.1	26
W. Stewart Ave	21	7.3	15.5	0.1	15
Franklin Ave	1	21.1	30.8	0.1	10
Total		220.5	631.7	1.2	12

Arterial Level of Service: EB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	115.1	165.6	0.1	4
W. Stewart Ave	21	33.0	44.0	0.1	7
Clinton Rd	12	2.3	16.4	0.0	59
Total		150.4	225.9	0.3	5

Arterial Level of Service: WB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	60.2	111.6	0.4	14
Stewart Ave	30	2.5	8.1	0.0	19
Wetherill Rd	10	1.0	8.0	0.1	26
Westbury Rd	8	4.0	35.5	0.3	27
Washington Ave	6	37.4	48.2	0.1	7
John St	4	3.2	14.5	0.1	23
Authur St	2	9.5	20.1	0.1	16
W. Stewart Ave	21	19.6	27.8	0.1	9
Franklin Ave	1	21.1	30.9	0.1	10
Total		158.5	304.8	1.2	15

Arterial Level of Service: EB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	204.3	501.4	0.1	2
W. Stewart Ave	21	54.8	65.7	0.1	5
Clinton Rd	12	1.7	33.6	0.0	73
Total		260.8	600.8	0.3	3

Arterial Level of Service: WB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	328.3	899.3	0.4	4
Stewart Ave	30	2.5	8.2	0.0	19
Wetherill Rd	10	1.4	8.5	0.1	25
Westbury Rd	8	26.4	57.9	0.3	16
Washington Ave	6	53.5	64.4	0.1	5
John St	4	3.2	14.4	0.1	23
Authur St	2	4.7	15.3	0.1	21
W. Stewart Ave	21	12.6	21.5	0.1	11
Franklin Ave	1	23.2	32.9	0.1	10
Total		455.8	1122.5	1.2	7

Arterial Level of Service: EB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Franklin Ave	1	196.5	421.5	0.1	2
W. Stewart Ave	21	56.4	67.1	0.1	5
Clinton Rd	12	4.4	7.1	0.0	31
Total		257.3	495.7	0.3	3

Arterial Level of Service: WB W. Stewart Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Clinton Rd	12	223.9	354.2	0.4	6
Stewart Ave	30	6.6	12.2	0.0	13
Wetherill Rd	10	10.2	17.3	0.1	12
Westbury Rd	8	98.2	129.3	0.3	7
Washington Ave	6	83.4	94.7	0.1	4
John St	4	21.3	32.5	0.1	10
Authur St	2	28.0	38.6	0.1	8
W. Stewart Ave	21	28.2	36.7	0.1	7
Franklin Ave	1	21.9	31.6	0.1	10
Total		521.8	747.2	1.2	7